Minto Communities

Abbott's Run - Phases 2, 3, 4A & 4B, 5618 Hazeldean Road

Planning Rationale and Urban Design Brief

April 2, 2025

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Contents

1 Introduction

Arcadis Professional Services (Canada) Inc. ('Arcadis') has been commissioned by Minto Communities to develop a Planning Rationale and Design Brief in support of a Zoning By-law Amendment application and a red line change to the Draft Plan of Subdivision for Phases 2, 3, 4A and 4B of Abbott's Run Subdivision located at 5618 Hazeldean Road in Ottawa, Ontario (referred to herein as the "site" or "subject site"). These applications follow two previous planning applications for the property, including a Draft Plan of Subdivision application (D07-16-16-0020) for the property approved in 2021 and a Zoning Bylaw Amendment (D02-02-16-0097) of the Phase 1 lands.

The planning application discussed in this report is for a Zoning By-law Amendment to enable the zoning that will permit the construction of 349 detached dwelling units, 527 townhouses, and 461 condo units. These three phases of the development form part of a larger subdivision comprising a total of five phases. Additionally, the planned development includes lands for school facilities, parkland, mixed-use blocks, natural features, and a stormwater management pond.

This Planning Rationale and Design Brief explains the proposed development and its surrounding context, gives an overview of the development application, and sets out a professional planning rationale. It demonstrates how the proposed development aligns with planning policies and embodies sound planning principles.

2 Subject Site and Surrounding Context

2.1 Subject Site

This Zoning By-law Amendment and red line change to the approved Draft Plan of Subdivision application is for Phases 2, 3, 4A and 4B of the subdivision, municipally known as 5618 Hazeldean Road, and legally described as Part Lot 28, Concession 11, Geographic Township of Goulbourn, City of Ottawa. Presently, the site is vacant and remains undeveloped. A hydro corridor traverses the property forming the southern boundary of Phase 2 and cutting across Phase 4A and 4B.

Figure 1. Subject Site

2.2 Surrounding Context

The subject site is in Stittsville, a suburban neighbourhood located in the west end of Ottawa. The site's immediate environs are defined by a blend of existing light industrial, institutional, commercial, residential, and open space developments. The site is bordered by Hazeldean Road to the northwest, with newly constructed residential and parkland areas to the northeast. To the southeast are open space and institutional zoned lands, while the southwestern boundary borders light industrial facilities. Adjacent to the southern corner of the subject site stands the Ottawa Megadome, alongside Paul-Desmarais Catholic High School.

NORTHWEST

To the northwest of the subject site lies Hazeldean Road, which is flanked by low-rise commercial and retail establishments with low-rise residential beyond that. The future LRT station proposed at Hazeldean Road and Robert Grant Avenue is located immediately northwest of the site.

Figure 2. Surrounding Context to the northwest

NORTHEAST

The subject site is bordered to the northeast by recently constructed residential areas and parklands. These residential areas feature low-rise developments comprising both single detached homes and townhouses. Adjacent to the subject site, a sprawling open space accommodates a park, providing further recreational opportunities for residents.

Figure 3. Surrounding Context to the northeast

Figure 4. Surrounding Context to the northeast

SOUTHEAST

To the southeast of the subject site, along Abbott Street East, is undeveloped open space, the Ottawa Megadome, a versatile multisport facility, and the Paul-Desmarais Catholic High School.

Figure 5. Surrounding Context to the southeast

SOUTHWEST

To the southwest of the subject site, there are existing light industrial facilities, along Iber Road.

Figure 6. Surrounding Context to the southwest

2.2.1 Surrounding Development

Stittsville, situated west of Ottawa's downtown core, is primarily a suburban neighbourhood. New developments are proposed south of the future Hazeldean LRT station, which is slated to be part of the Stage 3 future rapid transit system extension along with Robert Grant Avenue. To the northeast of the subject site, there are several new low-rise residential developments. Additionally, there are ongoing development applications for the following addresses:

1. **21 Huntmar Drive,** North American Development Group**.** The proposed development includes two, 6-storey apartment buildings with 344 residential units and 517 parking spaces. Submitted March 2021, the Site Plan Control's application file is still pending (last update Dec 1, 2021).

2. **20 Cedarow Court,** Nautical Lands Group. The proposed development plans to increase the total number of units of a senior apartment building from 284 to 344 units. It will also relocate the outdoor sports court and add a surface parking lot to the rear. Submitted January 2023, the Site Plan Control application file is currently pending (last update Jan 31, 2024).

3. **155 Iber Road,** Power-Tek Group. The proposed development includes a single-storey warehouse with a gross floor area of 925 square metres adjacent to the 5618 Hazeldean Road subject site, along with a proposed additional 25 parking spaces to be added. Submitted September 2021, the Site Plan Control application was reactivated on March 17, 2023.

4. **723 Putney Crescent,** Claridge Homes. The proposed development includes 112 residential back-to-back dwellings. Submitted in February 2021, the Site Plan Control's application file is still pending (last update Dec 7, 2021).

5. **1555 Shea Road & 5500 Abbott Street East,** Claridge Homes. The proposed development on this site includes 286 detached dwellings, 324 townhouse dwellings, two parks, and a block for a future school. Submitted in October 2022, the Draft Plan of Subdivision application is active and in its comment period (last update Nov 10, 2022).

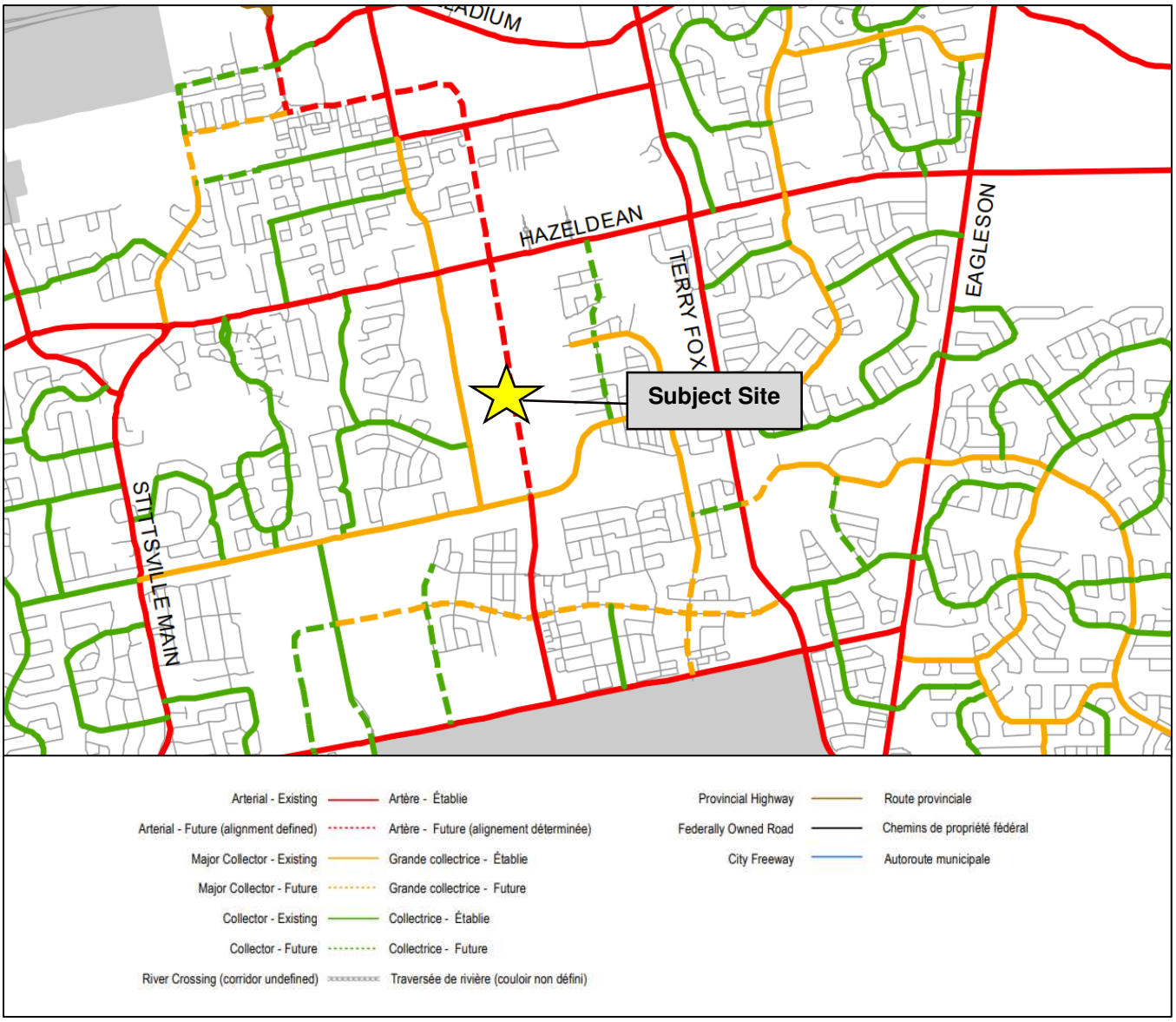
Refer to the map below for situated points showing these surrounding developments:

Figure 7. Subject Site and Surrounding Developments, Google Earth

2.2.2 Road Network

The subject site is located along the south side of Hazeldean Road, an existing east-west arterial. Existing major collectors include Abbott Street East, running east-west, and Iber Road, running north-south. Robert Grant Avenue, a proposed arterial and transit corridor will traverse the subject site, running north-south, as well as a new major collector on Cranesbill Road running east-west through the middle of the site.

Figure 8. City of Ottawa Official Plan Schedule C4: Urban Road Network



2.2.3 Public Transit

Located adjacent to Hazeldean Road's transit priority corridor, the site will further benefit from a future O-Train grade-separated crossing, facilitating direct connectivity to downtown Ottawa and the larger transit network.

Additionally, the site hosts a transitway at-grade crossing, linking to the Hazeldean O-Train station, the line's final stop. Within a 600-metre radius, or within under 10 minutes walking, all residents will have convenient access either to the O-Train station itself or to a transitway station providing rapid connections to the O-Train station (see Figure 9).

The subject site benefits from several public transportation options, being served by both local bus routes 301 and 303, which extend to Bayshore/Carlingwood, as well as rapid bus routes 61 and 62, providing convenient access to Tunney's Pasture, North Rideau, and Gatineau (see Figure 10).

Figure 9. City of Ottawa Official Plan Schedule C2 - Transit Network

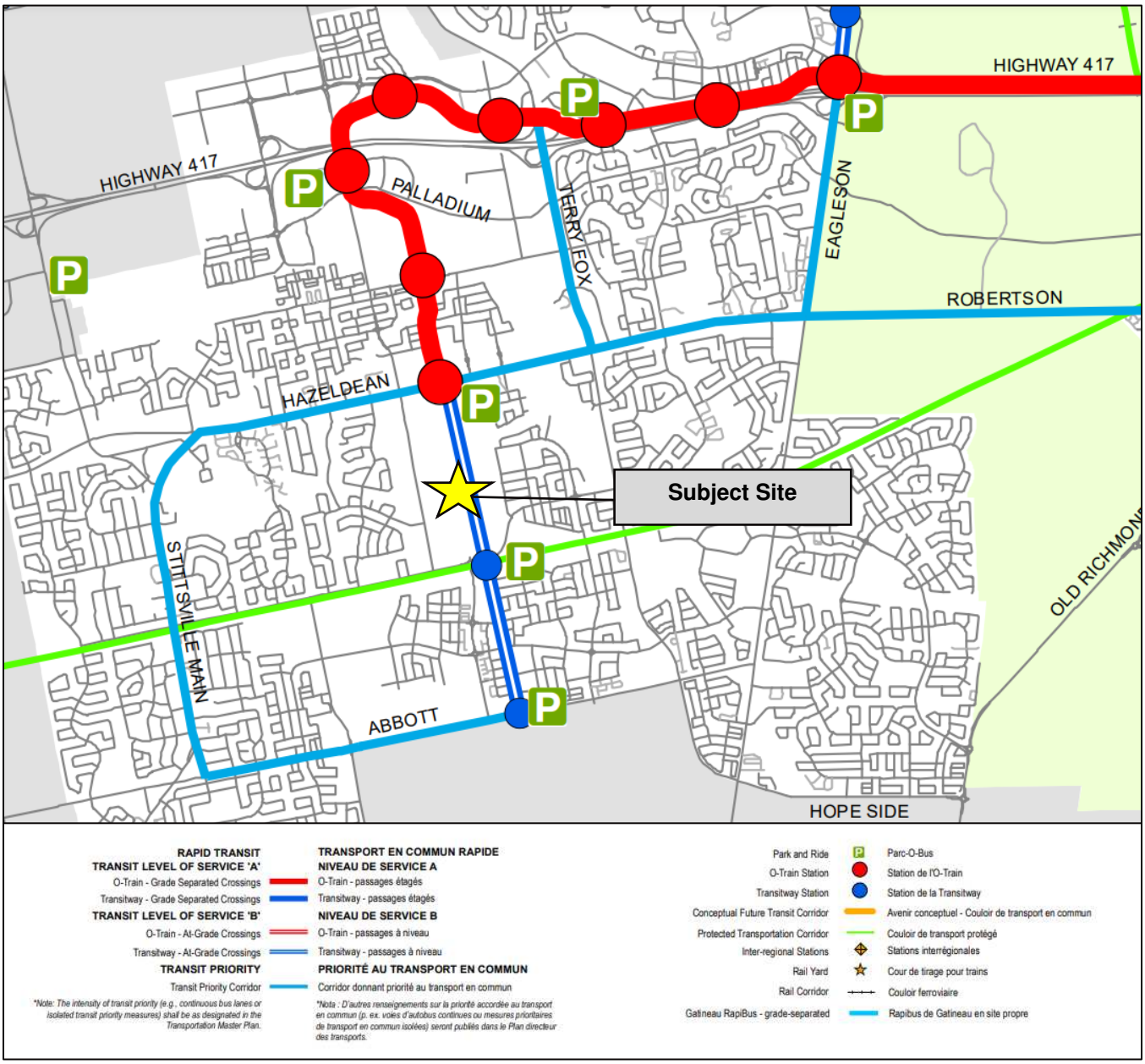
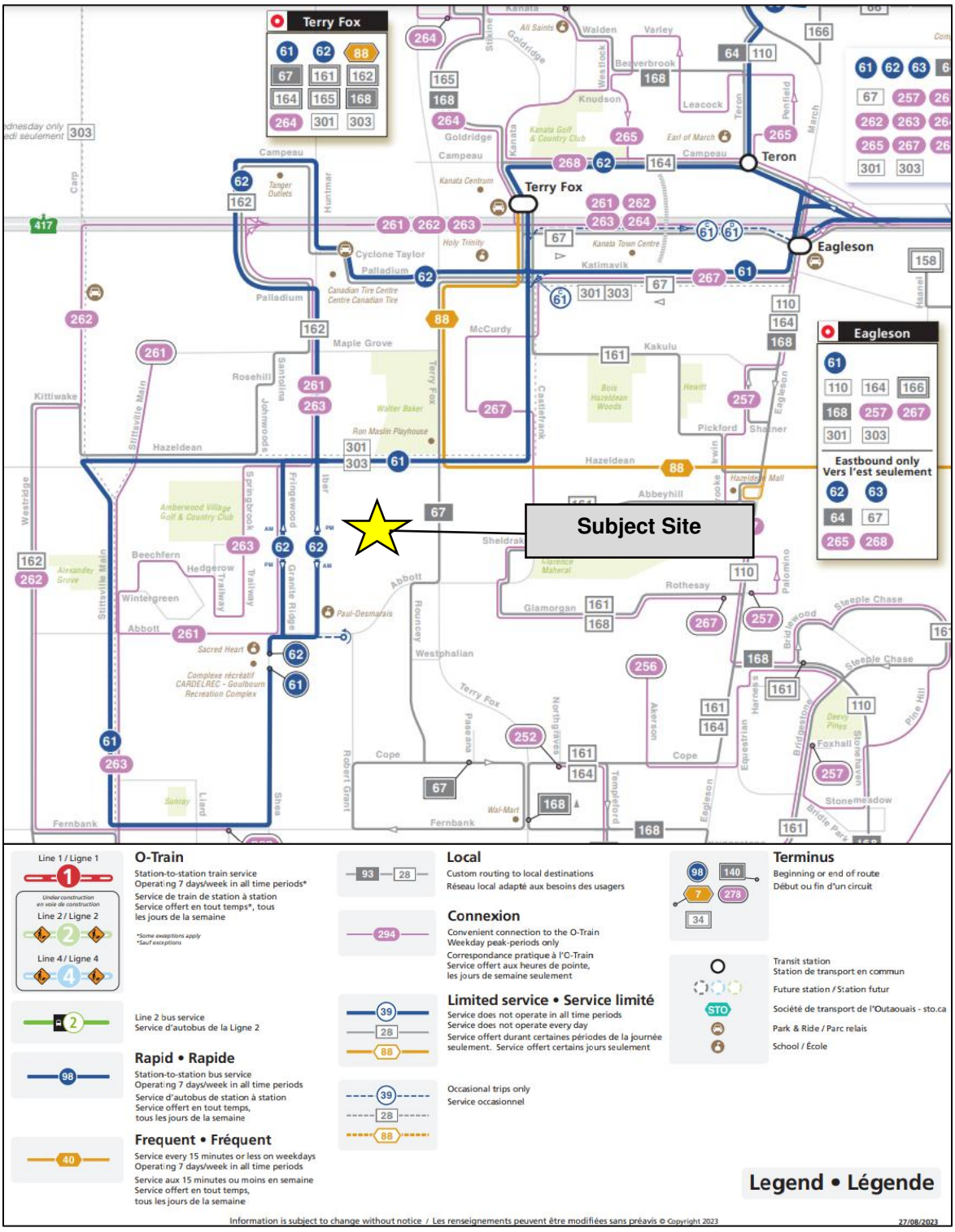


Figure 10. OC Transpo System Map



2.2.4 Active Transportation

The subject site is next to Abbott Street, a designated major pathway catering to both cycling and walking activities in a safe, multi-use environment. A cross-town bikeway will run perpendicular to Abbott Street East, extending through the subject site along Robert Grant Avenue, which will be developed as part of the Abbott's Run project. Additionally, pedestrian access is facilitated along Hazeldean Road via sidewalks, further enhancing the area's connectivity and walkability.

Figure 11. City of Ottawa Official Plan Schedule C3: Active Transportation Network, Urban - Major Pathways

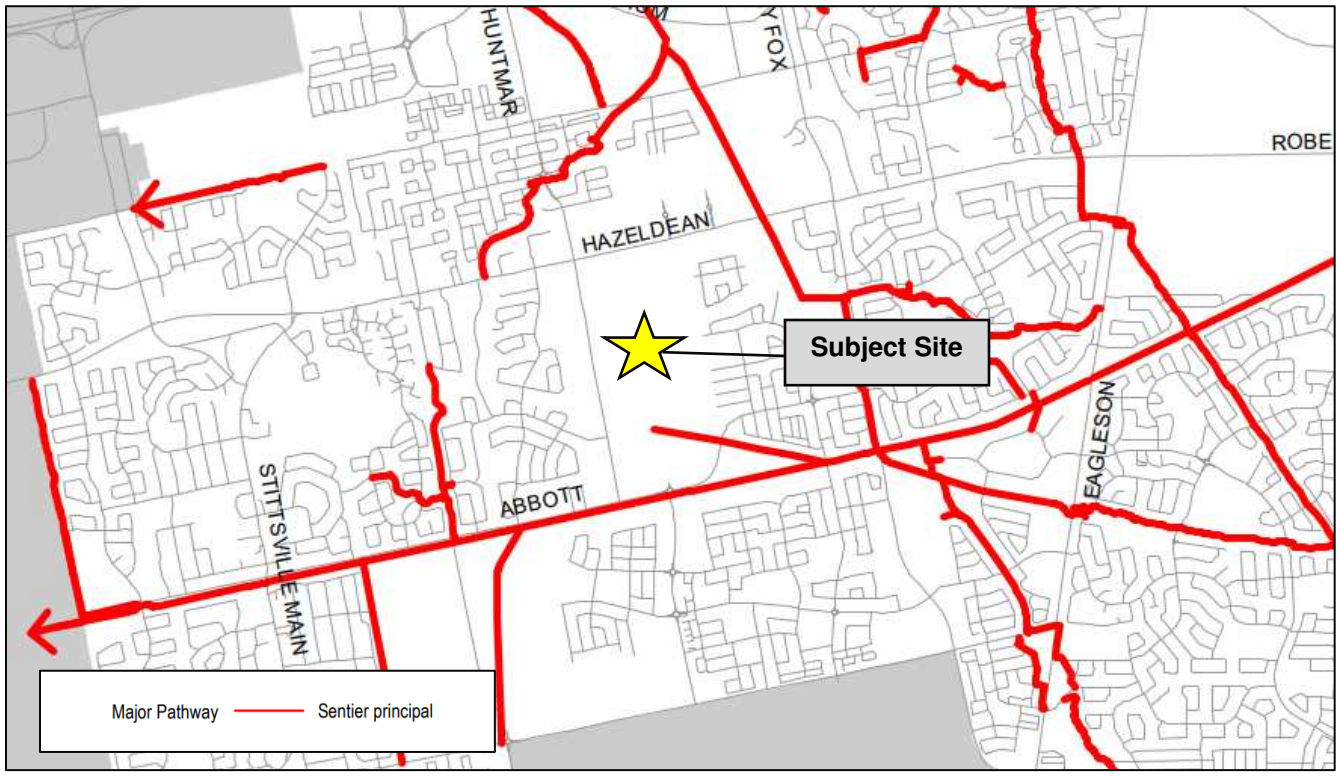
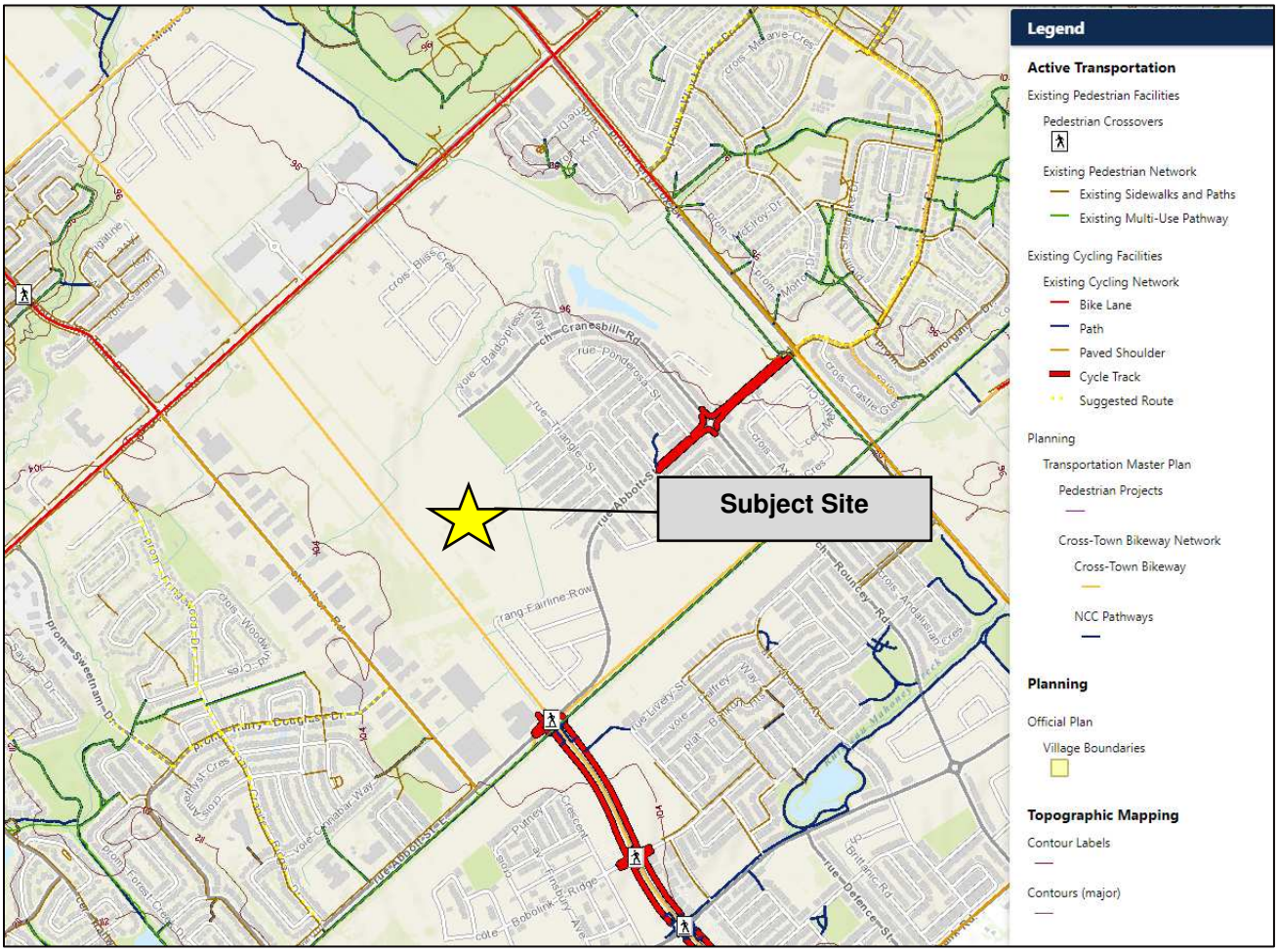


Figure 12. Active Transportation Network and Planned Projects, GeoOttawa



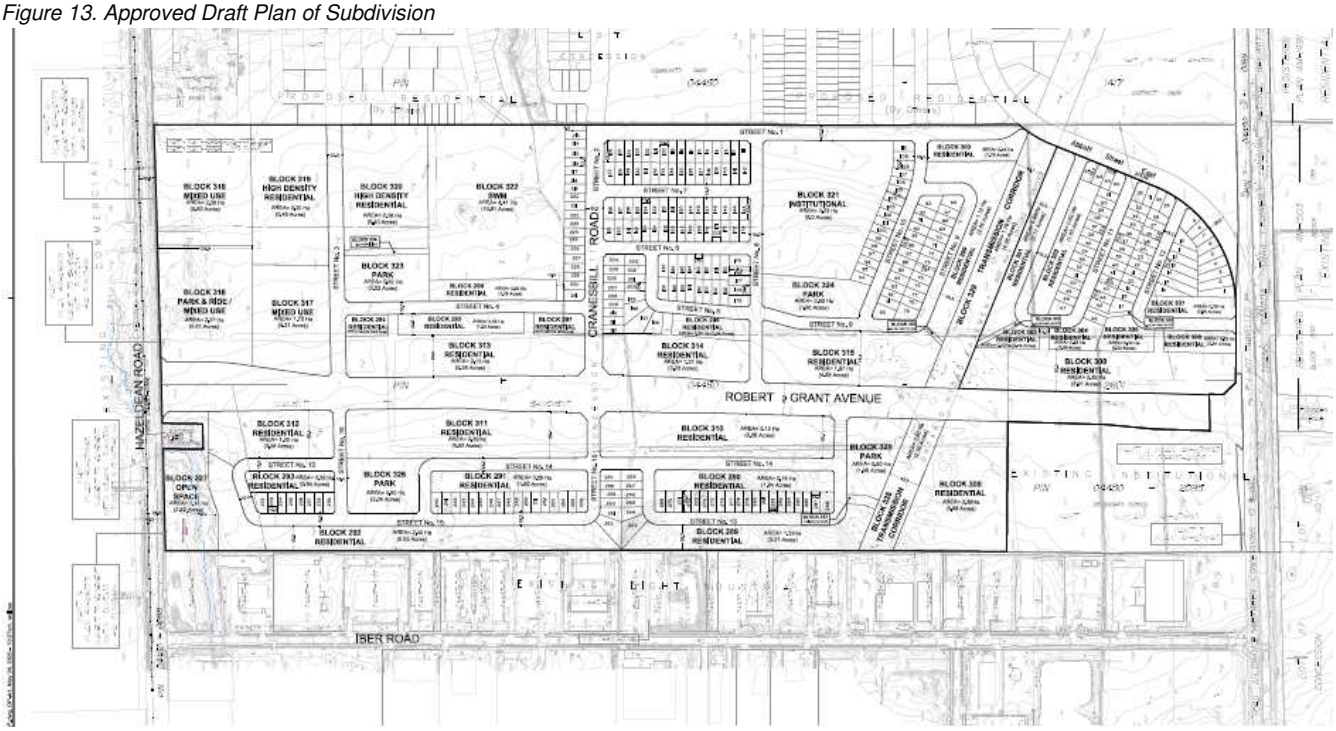
3 Development Proposal

3.1 Approved Draft Plan of Subdivision

An application for Draft Plan of Subdivision (D07-16-16-0020) was approved July 21st, 2021 for the lands known as Abbott's Run or 5618 Hazeldean Road. The approval granted in 2021 included the development of approximately 2755 dwelling units. The subdivision was proposed to include approximately 288 lots for detached homes; 19 blocks to accommodate approximately 470 townhouse units; seven blocks to accommodate approximately 880 units of multi-family dwellings such as stacked and back-to-back townhouses and low-rise apartments; one mixed use block for residential/commercial use; two blocks to accommodate 360 units in high density residential developments; and, three blocks to accommodate up to 760 units in mixed use developments. The development was proposed to also include four neighbourhood park blocks, one open space block in the northwest corner of the site to accommodate

the Carp River Hazeldean Tributary, one stormwater management block located in a central portion of the site, and one 3.23-ha elementary school site located in a central portion of the site. Additional blocks were provided for servicing, public pathways and a Hydro corridor.

Figure 13. Approved Draft Plan of Subdivision



3.2 Proposed Development

The proposed development, illustrated in Figure 17, outlines a comprehensive residential development in which Phases 2, 3, 4A and 4B encompass 349 single-detached, 527 townhouse, and 461 condo units, totaling 1,337 housing units as well as a small commercial block of approximately 0.51 hectares. Blocks 12-16 will feature yet to be determined medium-density dwelling types while Blocks P2 and P9-P11 are designated for parks, and the remaining blocks are for low-rise residential uses such as single-detached, townhouse and back-to-back townhouse dwellings. Additional blocks are designated for the Hazeldean Tributary Open Space, a school block of approximately 2.83 hectares, and the pre-existing hydro transmission corridor that bisects the site.

Table 1. Unit count proposed in each phase.

Unit Type	Phase 2	Phase 3	Phase 4A	Phase 4B	Total
Single Detached	130	69	150	0	**349**
Townhouse/Back-to-Back Townhouse	87	165	205	70	**527**

Unit Type	Phase 2	Phase 3	Phase 4A	Phase 4B	Total
4-6 Storey Medium Density Condos	104	111	246	0	**461**
Total Unit Count	**321**	**345**	**601**	**70**	**1,337**

The proposed development retains many of the elements of the approved Draft Plan of Subdivision, including the school location, though a slight change in the size of the school block is proposed following additional discussions around the school boards' requirements. Much of the street network, medium density blocks along Robert Grant Avenue, the location of several parks, single-detached dwellings, and blocks of townhouse dwellings remain similar.

Figure 14. Draft Plan of Subdivision - Phase 2, 3 (North half).

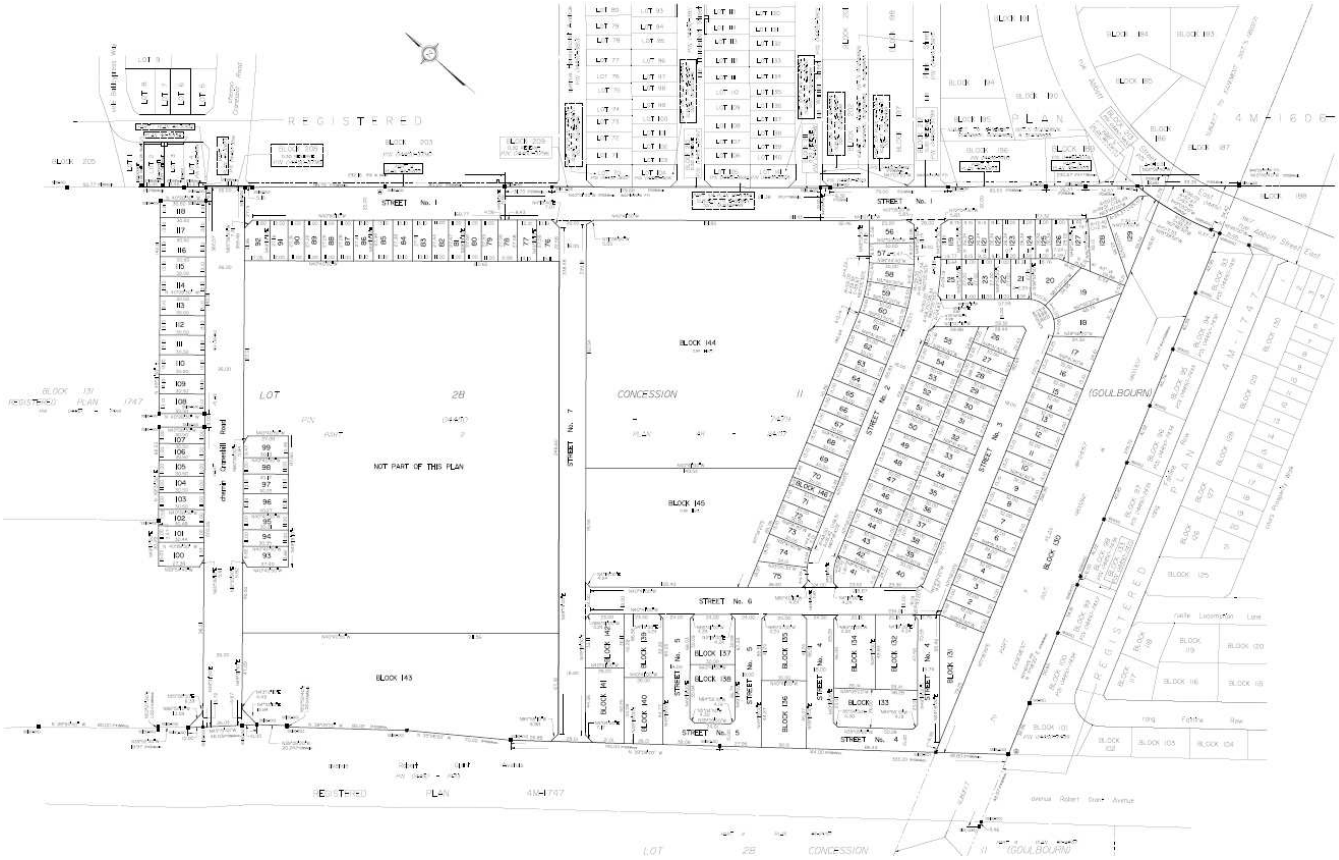


Figure 15. Draft Plan of Subdivision - Phases 2,3 (South half).

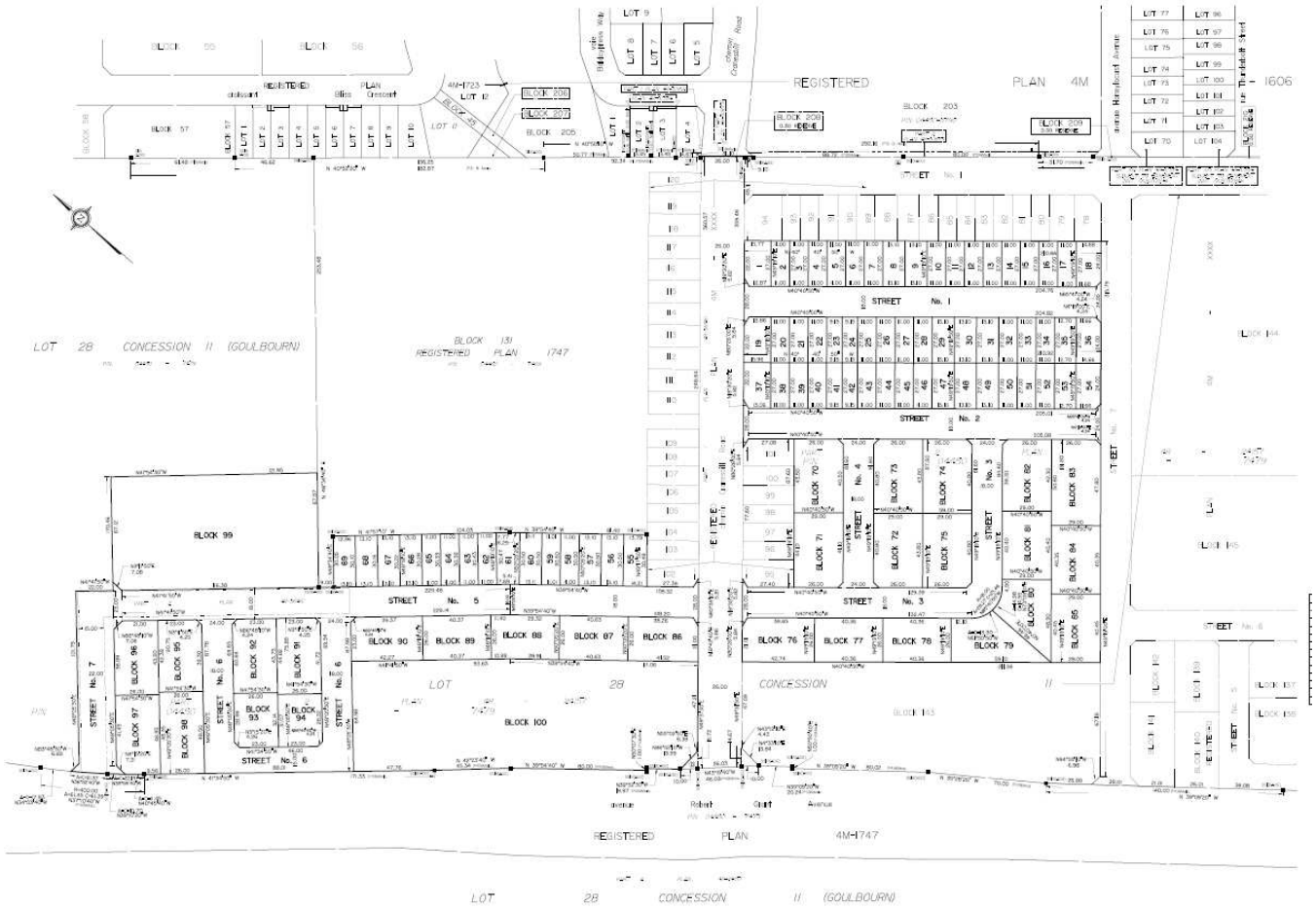
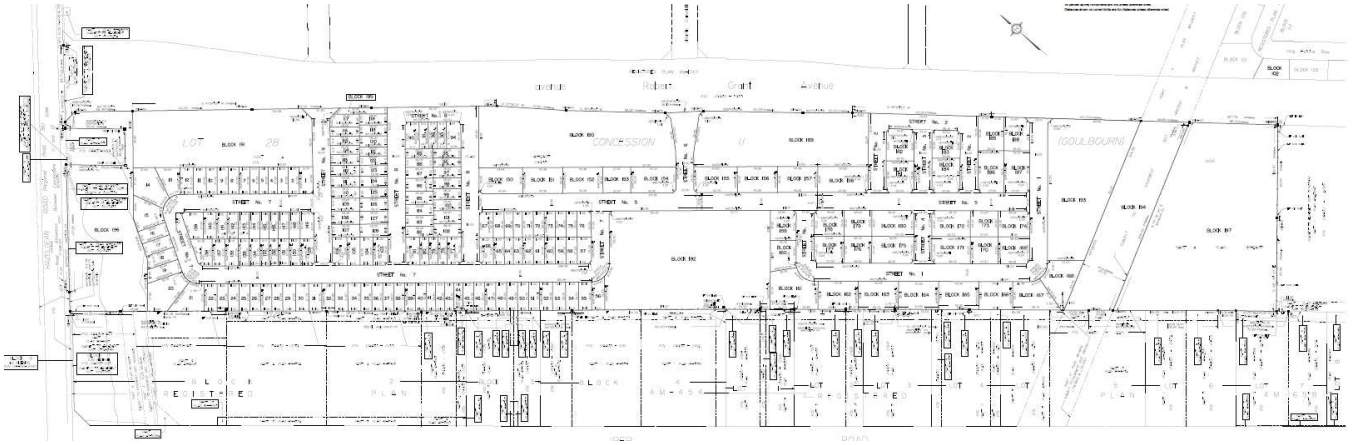


Figure 16. Draft Plan of Subdivision - Phases 4A and 4B.



The changes include moving one of the parks in Phase 4A from the north end of the phase boundary abutting the rear of the medium density block facing Robert Grant Avenue, to a more central location within the phase boundary

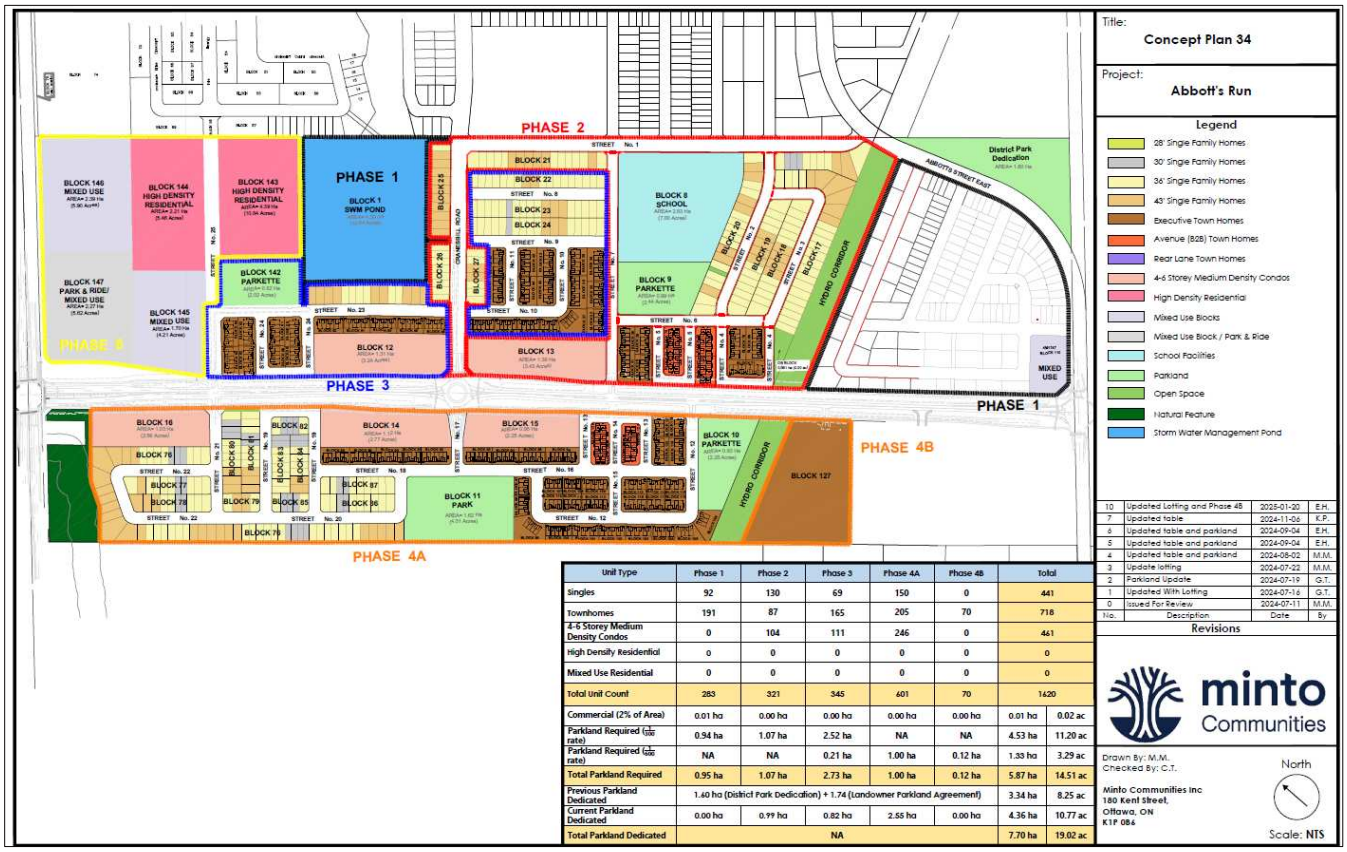
at the terminus of Street No.17 off Robert Grant Avenue thus providing a more accessible park space for all residents. A second difference is the window streets and additional connection points off Robert Grant Avenue in the place of medium density blocks. These additional rights-of-way and their orientation ensure that building frontages are facing the arterial road, creating animated street conditions, as well as introduces and protects additional connection points along Robert Grant for active transportation and car movement within the site while minimizing the amount of vehicle access points directly onto the Robert Grant corridor. Back-to-back townhouses have also been introduced, adding another building typology to the site. Lastly, in this iteration of the plan, Phase 4B has been designed for townhouses and back-to-back townhouses but remains separated from the rest of Phase 4 by the hydro corridor. The dwelling types, being stacked townhouse dwellings, proposed for Phase 4B are in alignment with the Fernbank Community Design Plan (CDP).

Overall, the proposed development remains in alignment with the Fernbank CDP's vision for a modern, master-planned neighbourhood. Leveraging existing and planned infrastructure such as Robert Grant Avenue and the future LRT Station, the development focuses on creating a transit-supportive density and layout that accommodates residential dwellings along a major transit corridor that intersects the site. Emphasis is placed on access and mobility to the multiple parks, open spaces, schools, and commercial activity within walking distance or easily reached by active transportation and supported by sidewalks and cycling infrastructure where possible. The public amenities offered in Phases 2, 3, 4A and 4B enhance the surrounding suburban community while the new residential uses and proposed housing types add to the evolving urban character of Stittsville and Kanata. The development aims to create a walkable and livable neighbourhood, adhering to sustainability goals outlined in the CDP and supporting transit and infrastructure investments in this area of Ottawa.

The orientation of blocks and the street layout with window streets along the Robert Grant Avenue interface provides more opportunities for pedestrians to access Robert Grant Avenue which also features a Multi-Use Pathway (MUP), as opposed to the earlier draft plan of subdivision concept.

The plan responds to the abutting public realm conditions by providing multimodal options within the site and enhancing connectivity with the extension of Hazeldean Road and Abbott Street East through Robert Grant Avenue. This extension will include sidewalks and bike paths that seamlessly continue from the surrounding streets onto Robert Grant Avenue, facilitating access to the parks and open spaces within the site as well as the future LRT transit station to the north. Additionally, the plan introduces public space activation through the intensification of the area and the creation of new public spaces, including parks and an elementary school. By primarily focusing on residential development, similar to the existing surrounding conditions, the site harmoniously complements the neighbouring areas currently under development.

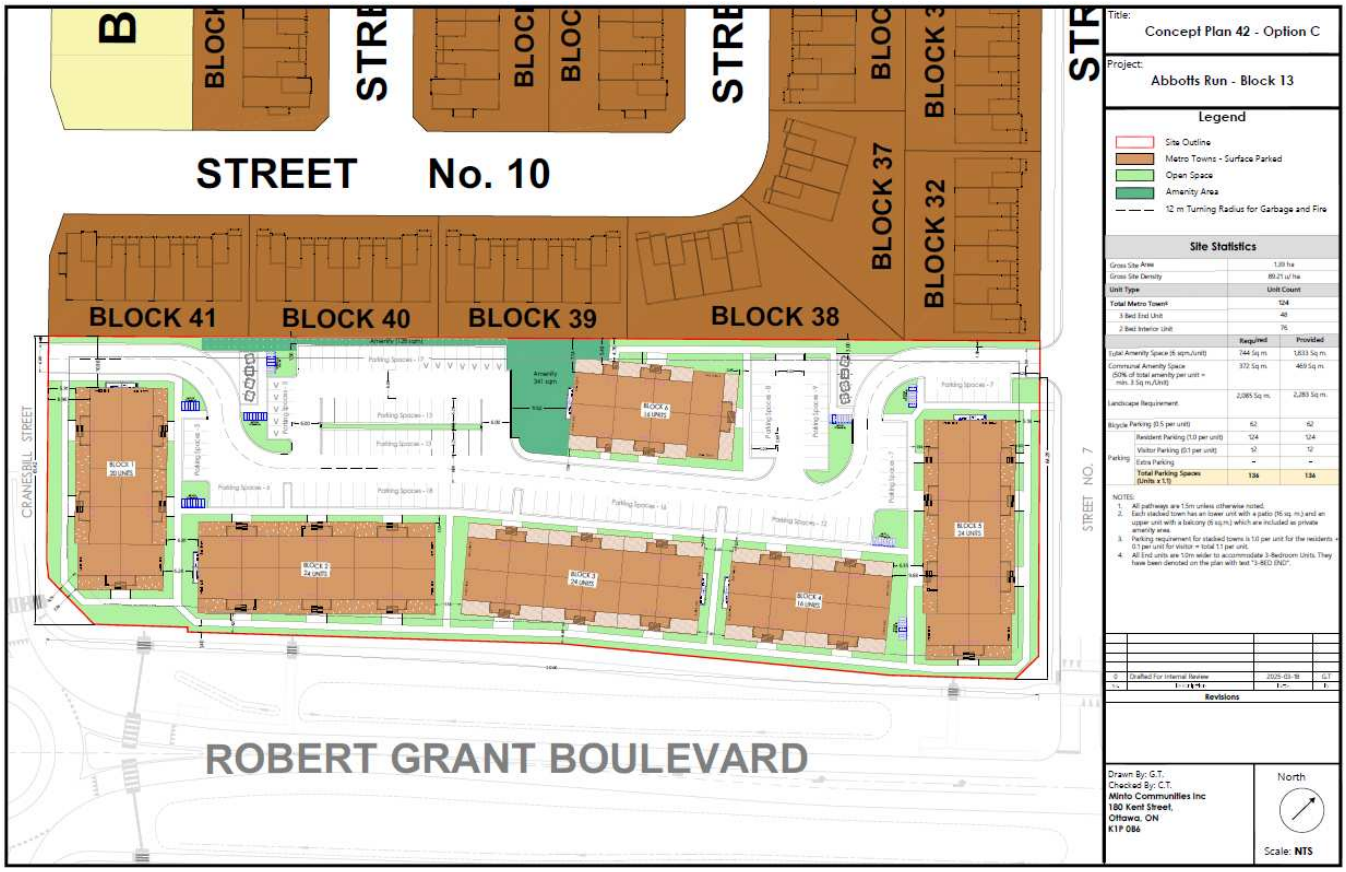
Figure 17. Concept Plan of Subdivision, Between Hazeldean Road and Abott Street East



Unit Type	Phase 1	Phase 2	Phase 3	Phase 4A	Phase 4B	Total	
Singles	92	130	69	150	0	441	
Townhomes	191	87	165	205	70	718	
4-6 Storey Medium Density Condos	0	104	111	246	0	461	
High Density Residential	0	0	0	0	0	0	
Mixed Use Residential	0	0	0	0	0	0	
Total Unit Count	283	321	345	601	70	1620	
Commercial (2% of Area)	0.01 ha	0.00 ha	0.00 ha	0.00 ha	0.00 ha	0.01 ha	0.02 ac
Parkland Required (1/300 rate)	0.94 ha	1.07 ha	2.52 ha	NA	NA	4.53 ha	11.20 ac
Parkland Required (1/600 rate)	NA	NA	0.21 ha	1.00 ha	0.12 ha	1.33 ha	3.29 ac
Total Parkland Required	0.95 ha	1.07 ha	2.73 ha	1.00 ha	0.12 ha	5.87 ha	14.51 ac
Previous Parkland Dedicated	1.40 ha (District Park Dedication) + 1.74 (Landowner Parkland Agreement)					3.34 ha	8.25 ac
Current Parkland Dedicated	0.00 ha	0.99 ha	0.82 ha	2.55 ha	0.00 ha	4.36 ha	10.77 ac
Total Parkland Dedicated	NA					7.70 ha	19.02 ac

In Figure 18 below, a conceptual site plan is shown for Block 13, illustrating a proposed medium-density development along Robert Grant Avenue. The plan features stacked townhouses, a private road, and surface parking. Additionally, designated areas for amenities, bicycle parking, and waste disposal have been incorporated within the site. The site plan will be further refined through a future Site Plan Control application, however, is shown here for demonstration purposes and conformity with the overall plan of subdivision.

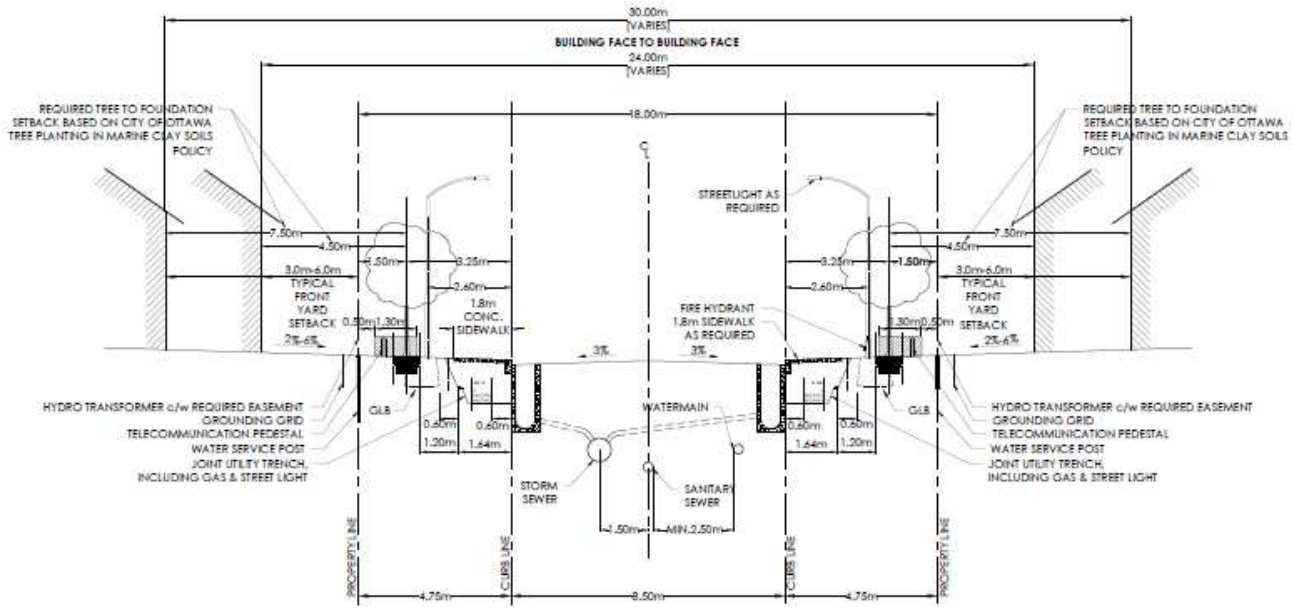
Figure 18. Demonstration plan for Block 13.



3.3 Road Network & Street Cross Sections

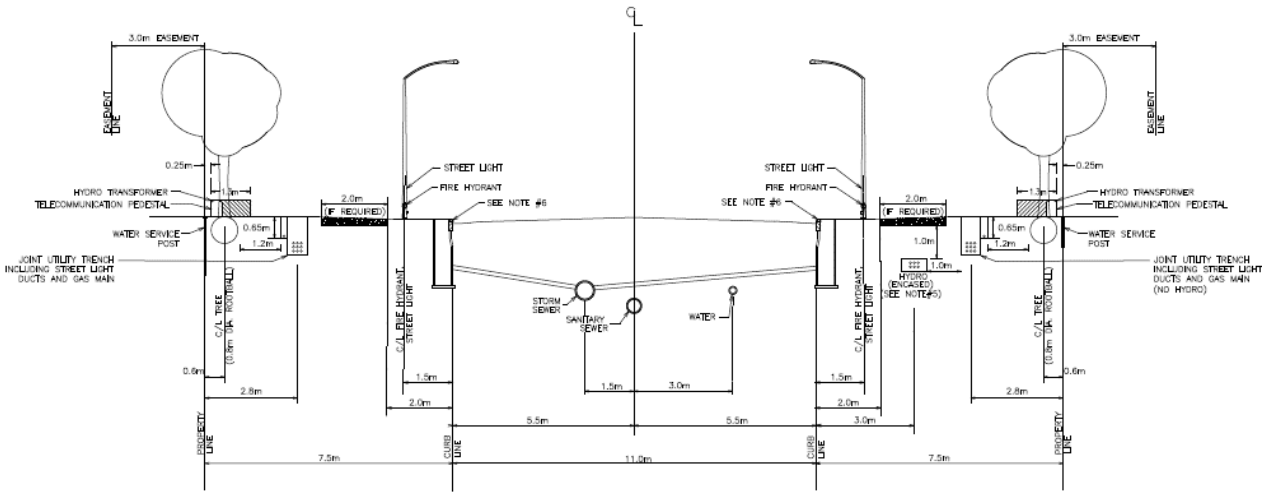
The street cross sections showing the building wall to building wall conditions are demonstrated below. The 18m right-of-way includes provisions for 1.8m sidewalks, streetlights and trees on both sides of the street. The pavement width on the 18m cross section is 8.5m. Depending on front yard setbacks, building faces will be separated by 24m to 30m.

Figure 19. Typical 18m cross section



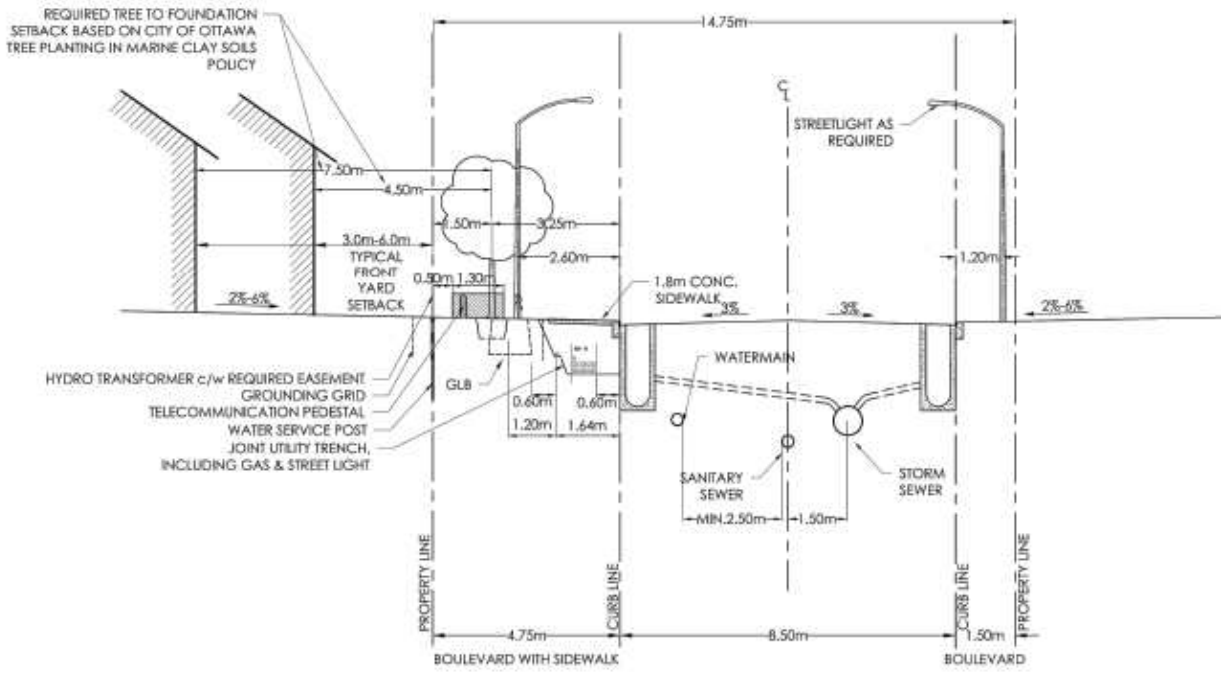
The 26m cross section includes provisions for 2.0m sidewalks, cycle tracks, streetlights and trees on both sides of the street. The pavement width on the 26m cross section is 11m. Building faces will be separated by a minimum of 32m on 26m rights-of-way.

Figure 20. Typical 26m cross section



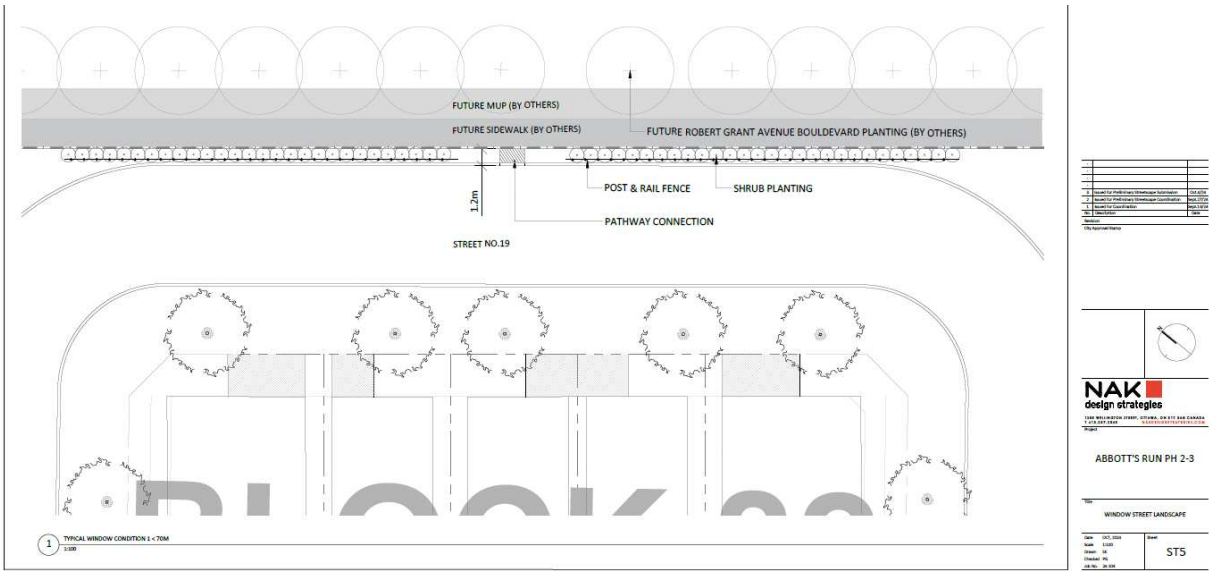
The 14.75m cross section includes provisions for sidewalks, streetlights and trees. The cross section was developed for window streets proposed in Phases 2, 3 and 4A.

Figure 21. Proposed 14.75m cross section for window streets.



The landscape plan prepared by NAK in support of this application includes streetscape plans corresponding with the right-of-way cross sections, window street plantings, and soil volume calculations. The streetscape plans have trees shown along street frontages and side yards, as well as park frontages. Within window streets, post and rail fence and shrub plantings are proposed in addition to street trees as shown below. Lastly, the soil volume figures in the landscape plan demonstrate that there is sufficient soil volume to accommodate medium trees in front of detached dwellings, townhouse dwellings, and back-to-back dwellings.

Figure 22. Excerpt from the landscape plans prepared by Nak demonstrating window street conditions.



3.3.1 Parking Plan

A conceptual on-street parking plan, prepared by Novatech, has been developed and submitted in support of the ZBLA application demonstrating that parking spaces can be provided between driveways, along corner yards, window streets, parks and schools. Below are examples of on-street parking availability in selected areas with back-to-back townhouse dwellings, townhouse dwellings, and single-detached dwellings. The plan demonstrates an even distribution of on-street parking across the subdivision. Please see the parking plan prepared by Novatech for full details.

Figure 23. On-street parking spaces in an area with back-to-back townhouses (outlined in red).

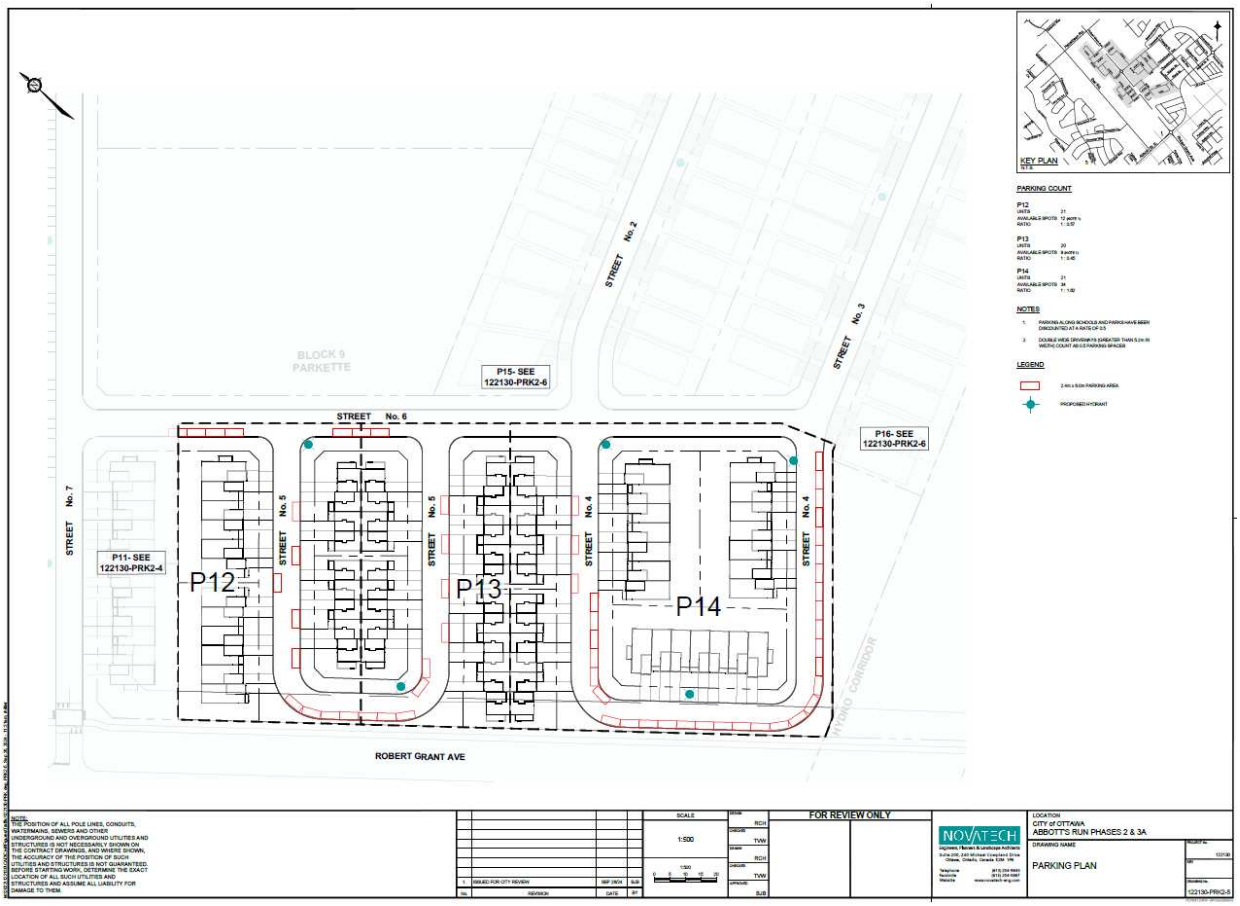


Figure 24. On-street parking spaces in an area with townhouse dwellings (outlined in red).

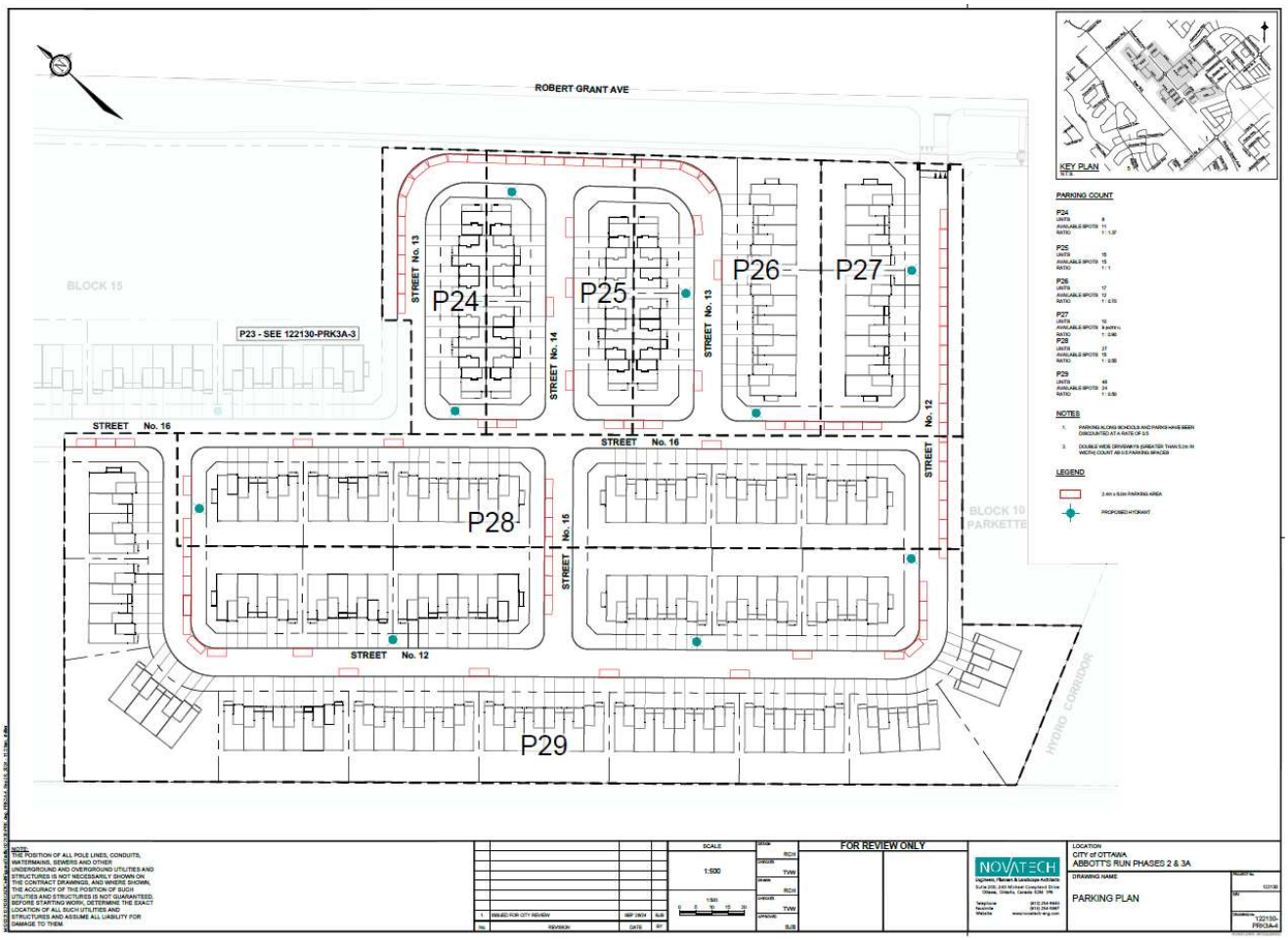
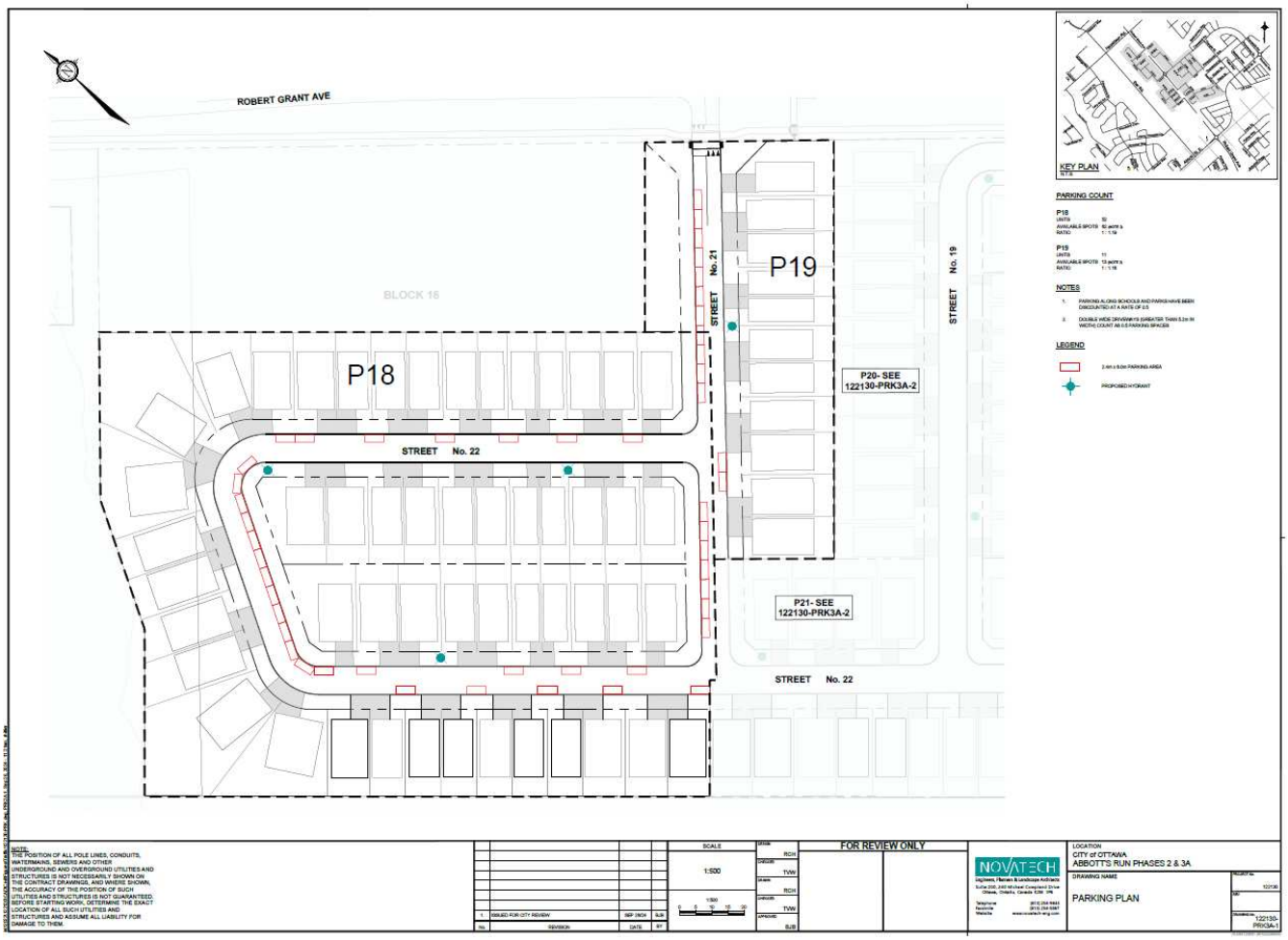


Figure 25. On-street parking spaces in an area with single-detached dwellings (outlined in red).



3.4 Unit Typologies

The following figures are of Minto's typical elevations for single detached dwellings, townhouses and back-to-back townhouses. Narrow lots, shallow yards, and a mix of dwelling types contribute to a more urban and compact built form. The varied architectural elements of the single detached dwellings include a flat roof, gable roof, and hipped roof. Minto offers 36' and 43' wide lots for single detached dwellings. These buildings feature facades with a choice of materials, including stone or brick, and the option to include balconies.

As shown in Figure 26, the main entrances of the corner units face the exterior side yard which will animate the side yard facade. The buildings are designed with articulated façades, and materials are varied and complimentary to create a high-quality visual environment as show in the figures below. Driveways are in front yards, providing access to garages which are recessed into houses to match the setback of the main building.

Figure 26. Building elevations for 36' lot, single detached dwellings.

Figure 27. Building elevations for 43' lot, single detached dwellings.

As show in *Figure 28* and *Figure 29*, the townhouse dwelling blocks are designed with both traditional and modern architectural styles. The facades feature a variety of materials including brick, stone and vinyl siding in different patterns and colours. The front porches are recessed into the building removing the emphasis of the private automobile and allowing for more front yard space, enhancing the visual design and functionality of the buildings with a uniform frontage and providing room for trees to grow.

Figure 28. Building elevations for townhouses.

Figure 29. Building elevations for townhouses.

As shown in Figure 30 and Figure 31, the back-to-back townhouses are also designed in traditional and modern styles. The buildings are three storeys in height, with single-car garages and a second storey balcony for each unit, providing for a uniform frontage with eyes on the street in a compact built form.

Figure 30. Building elevations for back-to-back townhouses.

Figure 31. Building elevations for back-to-back townhouses.

A typical elevation for stacked townhouses is shown below in Figure 32. The stacked townhouses are currently being considered for the mid-density blocks fronting on Robert Grant Avenue. Mid-rise buildings are also

considered for these blocks. The detailed design of the development will be subject to further review and approval through a future Site Plan Control application.

Figure 32: Building elevation for stacked townhouses.

4 Provincial and Regional Planning Policy Framework

4.1 Bills 109, 23, 97, 150, 162, 185

In recent years, the Government of Ontario has introduced several significant legislative changes aimed at addressing the province's housing crisis and improving the development application review process. These changes have been enacted through a series of bills, each introducing a set of reforms and updates to existing policies. These legislative measures aim to streamline the development process, incentivize housing construction, and address the ongoing housing crisis in Ontario.

Bill 109

On April 14, 2022, *Bill 109* received Royal Assent providing legislative direction for the implementation of the *More Homes for Everyone Act, 2022*. Through *Bill 109*, the province mandated a series of changes that affect the development application review process. For instance, Zoning By-law Amendment application timelines are limited to 90 days. If the timeline is not met, the applicant will be refunded the application fee.

Bill 23

On November 28, 2022, the government of Ontario's *Bill 23, More Homes Built Faster Act* received Royal Assent. *Bill 23* was tabled in support of the Provincial Government's *Housing Supply Action Plan*, which seeks to address the province's housing crisis. The government previously pledged to table a new housing bill every year, and this legislation follows upon *Bill 109* (*the More Homes for Everyone Act, 2022*), and other moves aimed at increasing the housing supply by incentivizing the construction of 1.5 million homes over the next 10 years. Notable changes include a reduction in the maximum parkland dedication rates for land and cash-in-lieu; streamlining the existing

36 Conservation Authorities into a single regulation and updating regulated areas and permit requirements; largely prohibiting third-party appeals ; and providing Development Charge exemptions for affordable and attainable housing, non-profit Inclusionary Zoning housing, and secondary suites (similar policies introduced for Community Benefit Charges and Parkland Dedication). The proposed changes through *Bill 23* did not come into force immediately. Some came effect in January 2023, while several are still being determined or are reliant on future regulations for implementation at the Municipal level.

Bill 97

On April 6, 2023, the Government of Ontario introduced *Bill 97, Helping Homebuyers, Protecting Tenants Act*, and as a result of this new legislation, released a draft Provincial Planning Statement to replace the 2020 Provincial Policy Statement and Growth Plan. *Bill 97* received Royal Assent on June 8, 2023. Major changes as a result of this *Act* involve delaying the requirement for municipalities to refund zoning by-law amendment and site plan application fees to applications submitted on or after July 1, 2023 and creating a new regulation-making authority to modify the application of Provincial Policy Statements on particular matters to support implementation of policies on a case-by-case basis.

As with *Bill 109* and *Bill 23*, implementation of elements within *Bill 97* will occur over time with their implications will be better understood at the time of implementation.

Bill 150

Bill 150: The Planning Statute Law Amendment Act, 2023 received Royal Assent on December 6, 2023. This *Act* reverses provincial decisions on official plans for the municipalities of Barrie, Belleville, Guelph, Hamilton, Peterborough, and Ottawa, as well as the regional municipalities of Halton, Niagara, Peel, Waterloo, York, and the County of Wellington. The *Act* enacts the *Official Plan Adjustments Act, 2023*, and reverses certain provincial decisions, reverting to those made by the respective councils. *Bill 150* does not invalidate or revoke any building permits and allows construction already underway to continue. *Bill 150* also amends Section 47 of the *Planning Act* to limit the ability to take legal action against the province for the enactment of Municipal Zoning Orders (MZOs). The new limitation of liability provisions are now in force and effect. The affected municipalities were given until December 7, 2023, to submit information about circumstances or projects that are already underway, as well as any changes that the municipality desires based on the original modifications under *Bill 150*. Following the December 7, 2023 deadline, the Province reviewed proposed changes and explored, in consultation with municipalities, the most effective way to implement – through further legislative solutions or other tools – any changes to the official plans.

Bill 162

On February 20, 2024, the provincial government introduced *Bill 162: The Get It Done Act*, 2024. *Bill 162* retroactively reinstated specific municipality-requested official plan modifications for the municipalities of Barrie, Belleville, Guelph, Hamilton, Ottawa, and Peterborough, the County of Wellington, and regional municipalities of Niagara, Peel, Halton, York, and Waterloo. The City of Ottawa opted to retain provincial modifications 7, 8, 9, 10, 12 and 13 to the Official Plan. These modifications raised maximum heights around certain hubs and corridors. The third reading for *Bill 162* was carried on May 8, 2024 and the *Bill* received Royal Assent on May 16, 2024.

Bill 185

Bill 185 the Cutting Red Tape to Build More Homes Act, received Royal Assent on June 6, 2024. Bill 185 eliminated third-party appeal rights on municipally approved official plans, official plan amendments, zoning by-laws, and

zoning by-law amendments to specified persons and public bodies who make written or oral submissions. The *Bill* also provides new appeal rights for private applicants for settlement area expansion applications. The *Bill* also proposes to expand municipal authority to attach lapsing provisions to approved site plans and draft plans of subdivision. The Bill removed municipal authority to require pre-consultation for applications for official plan amendments, zoning by-law amendments, site plan approvals, and draft plans of subdivision. *Bill 185* also reversed the *Bill 109* fee refund requirement in the *Planning Act*. *Bill 185* restricts municipal council from approving official plans or enacting zoning by-law requirements for parking in *Protected Major Transit Station Area*s.

4.2 Planning Act

The Ontario *Planning Act* sets out matters of provincial interest that planning authorities, including council of a municipality, should respect. This application supports the following policy direction as described in Part 1 of the *Planning Act*:

(a) the protection of ecological systems, including natural areas, features and functions;

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

(g) the minimization of waste;

(h) the orderly development of safe and healthy communities;

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The proposed development adheres to key provisions outlined in the Ontario Provincial Planning Act. Its strategic integration within an existing residential community underscores a commitment to preserving ecological systems and natural areas, in alignment with the Act's directive for ecological protection. By embracing this context, the project not only minimizes disruption to other local ecosystems but also optimizes land use, ensuring the efficient use of resources, infrastructure, and services.

The development's emphasis on a diverse housing mix, including detached homes, townhouses, and multi unit apartment dwellings, fosters a vibrant and inclusive community. This approach resonates with the Act's mandate for orderly development and the creation of safe, healthy communities. By providing varied housing options and promoting accessibility to amenities and public transportation, the project supports the well-being and connectivity of its future residents.

The design of the development also shows principles of sustainability and resilience, in alignment with the Act's goals. Incorporating features such as stormwater management infrastructure, green spaces, proximity to transit, and support for active transportation modes demonstrates a proactive response to climate change challenges, safeguarding against potential risks and ensuring long-term environmental stewardship. This commitment to sustainability not only enhances the project's viability but also contributes positively to the broader community's resilience in the face of evolving environmental conditions and climate impacts.

4.3 Provincial Planning Statement

The Provincial Planning Statement 2024 was first introduced April 2023 and has undergone several revisions with the finalized version released August 20, 2024. The new PPS 2024 officially replaced the former PPS 2020 on October 20, 2024. The PPS 2024 is aimed at facilitating growth, increasing intensification, promoting a range and mix of housing options and removing barriers to assist with the implementation of the Housing Supply Action Plan. It also proposes specific density targets and eliminates the concept of a "municipal comprehensive review". The PPS 2024 further revises the time horizon for meeting projected land needs from a period of 25 years to a period of at least 20 years but not more than 30 years. The City of Ottawa is defined under the large and fast-growing municipalities within the PPS 2024, which no longer makes the distinction between large municipalities and fast-growing municipalities. The PPS 2024 contains policies specific to large and fast-growing municipalities such that the focus is now on how strategic growth areas should be planned.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. It establishes the policy foundation for regulating the development and use of land within Ontario and supports the provincial goal to enhance the quality of life for all Ontarians.

Section 2.3.1.1 and 2.3.1.2 directs growth towards settlement areas and promotes land use patterns that have densities and land uses that:

a) *efficiently use land and resources;*
b) *optimize existing and planned infrastructure and public service facilities;*
c) *support active transportation;*
d) *are transit-supportive, as appropriate; and*
e) *are freight-supportive.*

Section 2.3.1.3 states that:

> *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

Section 2.9.1 encourages municipalities to build sustainability through the following practices:

> *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
>
> a) *support the achievement of compact, transit-supportive, and complete communities;*
> b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
> c) *support energy conservation and efficiency;*
> d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
> e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Section 3.1.1 provides general policy direction for infrastructure and public service facilities.

> *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.*

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
b) leverage the capacity of development proponents, where appropriate; and
c) are available to meet current and projected needs.

Section 3.2.1 encourages safe and efficient transportation systems.

Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.

Section 3.9 of the PPS touches on planning for public spaces, recreation, parks, trails and open space.

1. Healthy, active, and inclusive communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
c) providing opportunities for public access to shorelines; and
d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

The property is situated in a well-established neighbourhood with diverse uses, benefiting from existing infrastructure and community facilities in line with policies promoting efficient development. The proposed density maximizes land, resources, infrastructure, and public service efficiency. Land use incorporates Open Space and Park areas to maintain natural recreation access within the site, along with the built amenities. The proposed development offers potential to enhance future active transportation options, including a forthcoming O-train station north of the site and a transitway extension passing through the site along Robert Grant Avenue.

5 City of Ottawa Official Plan

The City of Ottawa Official Plan (OP) underwent amendments and was passed by Council on October 27th, 2021. Further updates were made, and the OP was officially adopted on November 24th, 2021. It received approval with modifications from the Ministry of Municipal Affairs and Housing on November 4th, 2022. The OP outlines a vision for the city's future growth and provides a policy framework guiding development until 2046. The modifications incorporated by the Minister align the plan's policies with new provincial legislation introduced through Bills 109, 23, 97, 150, 162, and 185.

5.1 Strategic Direction

The proposed development on the subject site aligns with the OP's Section 2.2.4 to develop healthy and inclusive communities through the implementation of walkable 15-minute neighbourhoods that feature a range of housing

options, supporting services and amenities. While the site accommodates vehicular access, it will also feature dedicated bike lanes, sidewalks and Multi-Use Pathways, fostering accessibility and connectivity. Mixed-use facilities, a school, and multiple parks will be conveniently situated within short walking distances from a variety of building types and housing options. The density will further promote sustainable growth by reducing the impact on land consumption through efficient lotting patterns and urban development standards.

The site will also enjoy extensive access to public transit, including a future O-Train station on Hazeldean Road, and an at-grade transitway passing through Robert Grant Avenue. Almost half of the dwelling units within the proposed development are within 600 metres of the future transit station and the furthest dwelling units located approximately 1.2 km away. These improvements, combined with the cycling and walking options mentioned above, align with OP's Big Policy Move 2: *By 2046, aiming for the majority of city trips to be made using sustainable transportation*.

The integration of active transportation infrastructure not only supports the city's environmental goals but also enhances the overall quality of life for residents. By prioritizing accessibility and connectivity, the development fosters a more cohesive community where people can easily access nearby essential services and recreational areas without relying heavily on cars. This approach not only reduces traffic congestion and pollution for the neighbourhood but also encourages a healthier, more active lifestyle among residents. Furthermore, the diverse range of housing options ensures that the community can accommodate people from various backgrounds, promoting inclusivity and social cohesion. Overall, these options available within the development underscore the commitment to building a resilient, sustainable, and forward-thinking community.

5.2 Suburban Transect

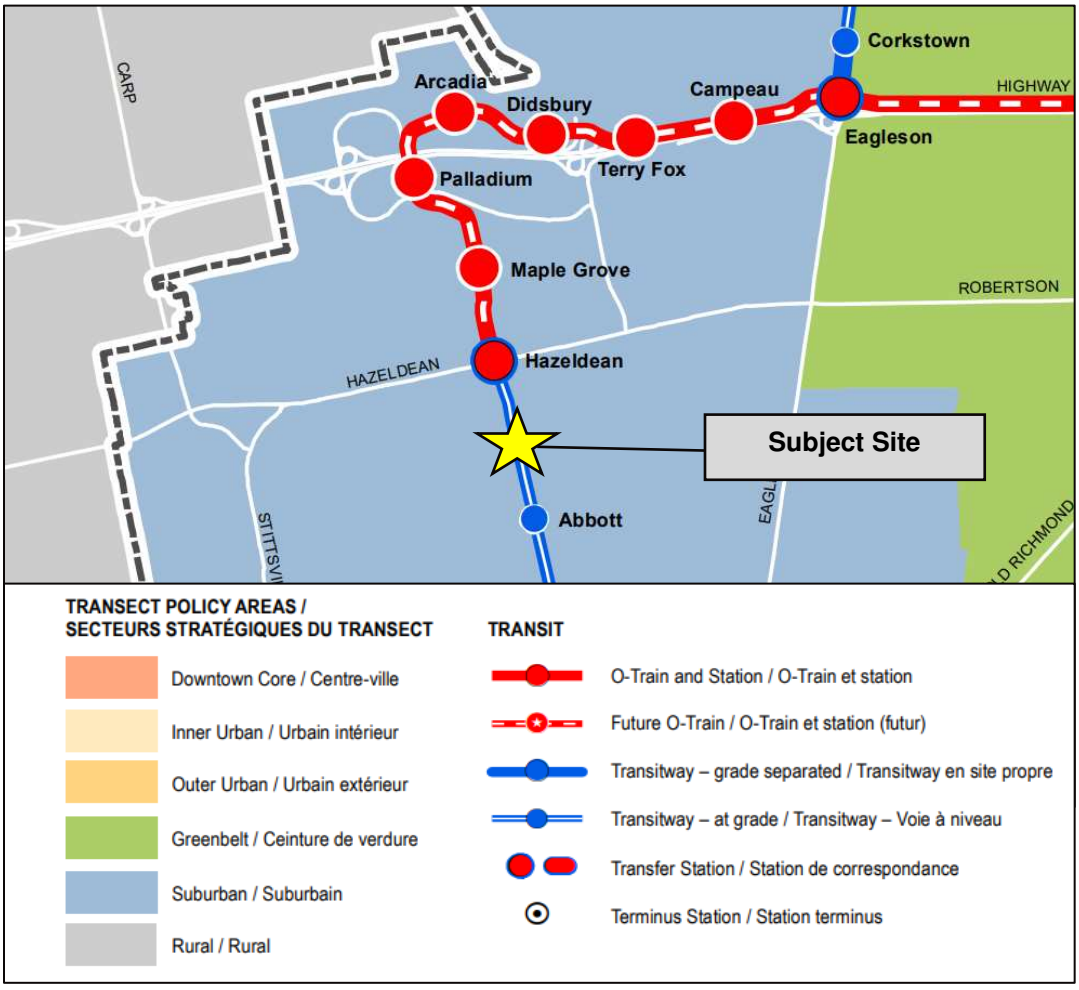
The subject site is situated within the Suburban Transect, as outlined in Schedule A of the OP (Figure 33). This designation encompasses areas within the urban boundary outside the Greenbelt. Existing developments within the Suburban Transect typically exhibit suburban characteristics described below (Table 2). Future development within these neighbourhoods aims to facilitate the transition of suburban communities towards more urban forms of development consistent with the concept of 15-minute neighbourhoods.

Table 2. Official Plan Table 6 - General Characteristics of Urban Built Form and Suburban Built Form and Site Design.

URBAN	SUBURBAN
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm	Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios	Larger lots, and lower lot coverage and floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings

URBAN	SUBURBAN
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Informal and natural landscape that often includes grassed areas
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage	Private automobile parking that may be prominent and visible from the street

Figure 33. City of Ottawa Official Plan Schedule A - Transect Policy Area

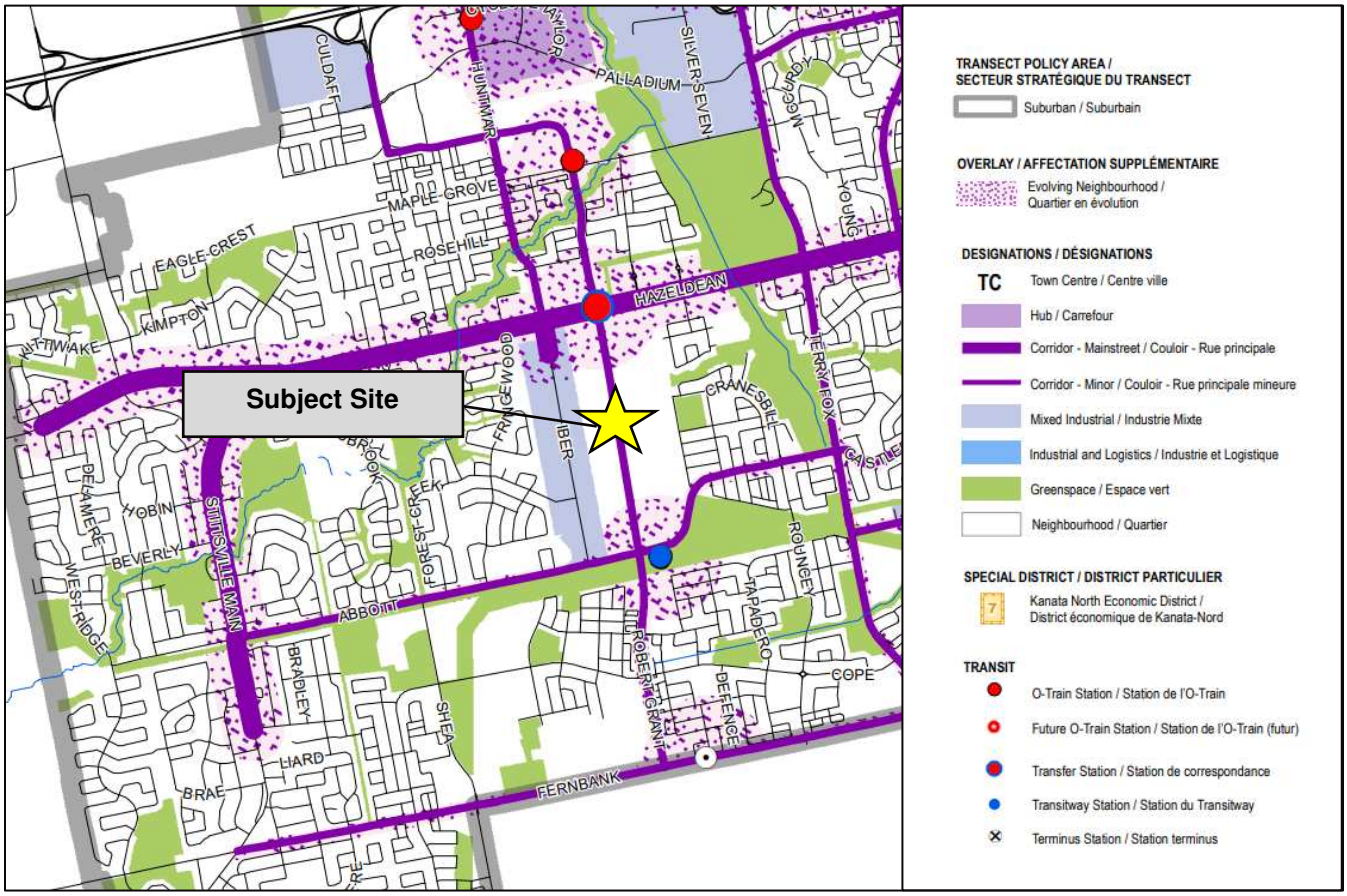


The Kanata and Stittsville areas have traditionally been a suburban community as reflected in its low-density built form and emphasis on private automobile as the main means of transportation, however, with the planned extension of LRT and rapid transit services into the area there is a shift towards more urbanized development. The Abbott's Run subdivision seeks to build on this evolution by incorporating medium and low-density typologies such as single detached and townhouse dwelling units but with more urban characteristics such as narrower lot sizes and dwelling units, back-to-back townhouse dwellings, and shifting road area from the private automobile to the active user.

5.3 Neighbourhood Designation

Section 5.4.1 offers guidance for fostering the progression towards 15-minute neighbourhoods within the Suburban Transect. As per Schedule B6 – Suburban (West) Transect of the Official Plan (Figure 34), the subject site is classified under the *Neighbourhood* designation, with both northern and southern sections of the site having an additional *Evolving Neighbourhood* overlay designation. The Robert Grant Avenue extension is designated as a *Minor Corridor* and Hazeldean Road designated a *Mainstreet Corridor*.

Figure 34. City of Ottawa Official Plan Schedule B6 - Suburban (West) Transect



The policies outlined in Section 5.4.1 of the Official Plan pertaining to *Neighbourhoods* within the *Suburban Transect* include:

1) *The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.*
2) *The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*
    a) *Low-rise within Neighbourhoods;*
    b) *Low-rise along Minor Corridors, however the following policy direction applies:*
        i. *Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;*

ii. *Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and*
iii. *High-rise buildings may be permitted through a secondary plan.*

3) *In the Suburban Transect, this Plan shall support:*
   a) *A range of dwelling unit sizes in:*
      i. *Multi-unit dwellings in Hubs and on Corridors; and*
      ii. *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and*
   b) *In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.*

Section 5.4.5 provides policy direction for *Neighbourhoods* located within the *Suburban Transect:*

1) *Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:*
   b) *Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and*
   c) *Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.*

Section 5.6.1 provides policy direction for *Evolving Neighbourhoods* located within the *Suburban Transect:*

1) *The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*
   a) *Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
   b) *Allowance for new building forms and typologies, such as missing middle housing;*
   c) *Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
   d) *Direction to govern the evaluation of development.*
4) *Where an Evolving Neighborhood Overlay abuts lands with no overlay, the overlay applies to both sides of the public street, including designated Corridors as applicable, to allow consistency in built form, generally to the depth of the lot fabric fronting such street.*
7) *Where no overlay is applied, the area shall continue to build out in its current context as set out in the corresponding transect area and designation policies, allowing for development to continue in the current form and function of the area.*

The proposed development integrates with the established suburban landscape of the *Suburban Transect,* adhering to its directed built form and site design. It has proposed low-rise dwellings and lower density along neighbourhood streets and has some mid-density development along Robert Grant Avenue – a minor corridor, as permitted in the OP policies of Section 2(b)(i).

Moreover, the development supports a diverse range of dwelling unit sizes, catering to various housing needs within the community. Multi-unit dwellings within *Corridors*, as well as ground-oriented housing forms predominantly found in the *Neighbourhoods* away from larger roads and focused further from the

proposed rapid transit station, are emphasized. This approach fosters a transitional built form with the proposed low-rise dwellings closer to existing low-rise neighborhoods while providing options for accommodating individuals not forming part of a traditional household in multi-unit apartment dwellings.

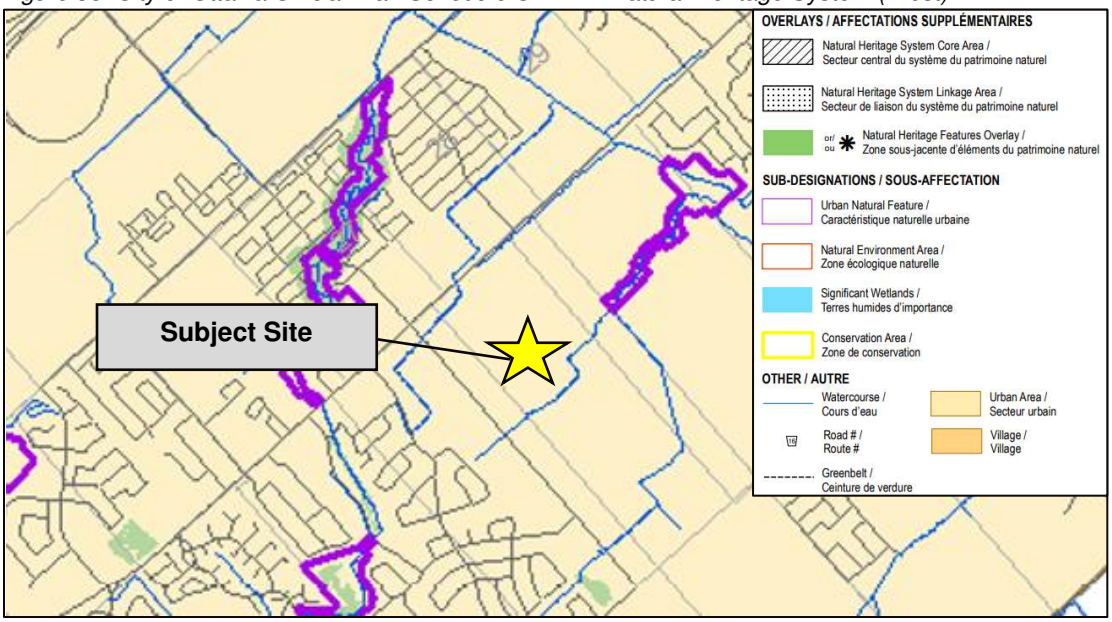
Policy direction outlined in Section 5.4.5 ensures that *Neighbourhoods* within the *Suburban Transect*, particularly those designated as 15-minute neighbourhoods, accommodate residential growth responsibly. The Zoning By-law permits a wide variety of housing types, and the proposed development will adhere to the permitted uses and the height limits outlined in the OP and CDP.

Additionally, the development aligns with the *Evolving Neighborhood Overlay* outlined in Section 5.6.1, providing opportunities for gradual change into a more urban built form. Proximity to *Corridors*, as well as rapid transit stations, informs the application of this overlay, facilitating a transition towards more urban built form patterns which is reflected in the lotting pattern of the proposed subdivision.

5.4 Natural Heritage

Section 5.6.4 of the OP offers guidance on Natural Heritage Overlays. As per Schedule C11-A – *Natural Heritage System (West)* illustrated in Figure 35, the site in question is within the Urban Area with no Overlays or Sub-Designations, and is therefore not bound by particular policies governing these overlays and designations.

Figure 35. City of Ottawa Official Plan Schedule C11-A – Natural Heritage System (West)



5.5 Parks

Section 4.4.4 of the OP outlines guidelines for prioritizing the creation of larger parks in the *Outer Urban and Suburban Transects* during the development phase. As per this policy, the site has the potential to align with these directives:

1) *For areas with a Future Neighbourhood Overlay and in the Outer Urban and Suburban transects, the City has the following preferences:*

a) *Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred.*

While specific plans for the parks on the site have not been finalized, the designated park spaces are already established per the proposed plan of subdivision. These areas hold the potential to accommodate a variety of activities and the programming for these parks will be developed in consultation with the City and with input from the public.

5.6 Urban Design

Section 4.6 of the OP establishes a framework for urban design that aligns with the City's urban design program and initiatives. Within this framework, Section 4.6.3 emphasizes the importance of directing capital investments towards improving the City's streets, sidewalks, and other public spaces to foster a healthy lifestyle.

3) *Space on streets may be reallocated from vehicular use in favour of pedestrians, to provide a wide range of elements that promote liveability through pedestrian safety, community interaction, greenery, creative and cultural expression and opportunities for rest and play. Locations will generally be guided by Design Priority Areas, and may be streets that:*
    b) *Border parks or separate two sections of a park; or*
    c) *Are adjacent or connect to O-Train or Transitway stations, shopping centres, museums, public markets, places of worship or educational institutions such as schools, colleges and university campuses; or d) Provide an opportunity for neighbourhood placemaking and residential amenity.*

Section 4.6.6 promotes the sensitive integration of new development in a way that intensification targets are met while also considering liveability.

6) *Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.*
7) *Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:*
    a) *Frame the street block and provide mid-block connections to break up large blocks;*

The subject site aligns with the City of Ottawa's urban design goals by prioritizing pedestrian safety and accessibility. With pedestrian access along Robert Grant Avenue, Abbott Street, and Hazeldean Road, as well as cycling infrastructure and MUPs on Robert Grant and Abbott Street, the site encourages active transportation. Adjacent parks along Robert Grant Avenue enhance community well-being, while the presence of an O-Train station at Hazeldean and a transitway along Robert Grant Avenue ensures easy access to public transportation. Overall, the site contributes to creating vibrant, pedestrian-friendly neighbourhoods with ample green spaces and sustainable transportation options.

The development also adheres to the policies outlined in the OP regarding the design of low-rise and mid-rise buildings. Low-rise structures are designed to blend with the local context, incorporating elements such as at-grade entrances and balconies where suitable. The mid-density blocks also incorporate mid-block connections for pedestrians, effectively breaking up large blocks to improve connectivity throughout our subject site and provide access directly to Robert Grant Avenue and the amenities and services this corridor connects to.

The location of low-rise dwellings is in keeping with the existing low-rise context of the area and provides transition to and from higher density uses. The proposed mid-density buildings along Robert Grant Avenue will have minimal front yard setbacks so the building frames the edge of the corridor, providing a continuous frontage and direct access for pedestrians and cyclists while vehicles are directed to access these buildings off side streets connected to Robert Grant Avenue.

5.7 School Facilities

Section 4.10.2 of the OP outlines guidelines as to locate schools and other neighbourhood uses close together to provide convenient access to residents.

2) *Schools should generally co-locate compatible land uses on-site for a more efficient use of land and promotion of healthy, walkable 15-minute neighbourhoods. The following shall apply within a site identified for a school:*
    a) *Allow a variety of complementary land-uses if a school site is new or part of a Secondary Plan. The Zoning By-law shall allow permitted uses on school sites to include: residential; licensed child-care centres; small scale commercial and other community-serving uses;*

The subject site will serve a diverse range of amenities conveniently located within walking distance from the proposed school, aligning with the principles of creating healthy and walkable 15-minute neighbourhoods. In close proximity, residents will find a mix of residential areas, parks, and open spaces including a 0.99-hectare park space located adjacent to the school block.

5.8 Fernbank Community Design Plan

The Fernbank Community Design Plan (CDP) offers overarching guidance for the development of both the subject site and the broader surrounding area. Encompassing around 674 hectares of land, including the subject site situated in the northwest portion of the CDP area, key features of the Fernbank CDP include a transit corridor, an expansive network of parks and natural spaces, and residential neighbourhoods organized around public and community amenities.

5.8.1 Vision and Objectives

Section 2.2.1 lays out the vision for the Fernbank Community Design Plan, guided by the following OP policies for 'Developing Communities'. Objectives include:

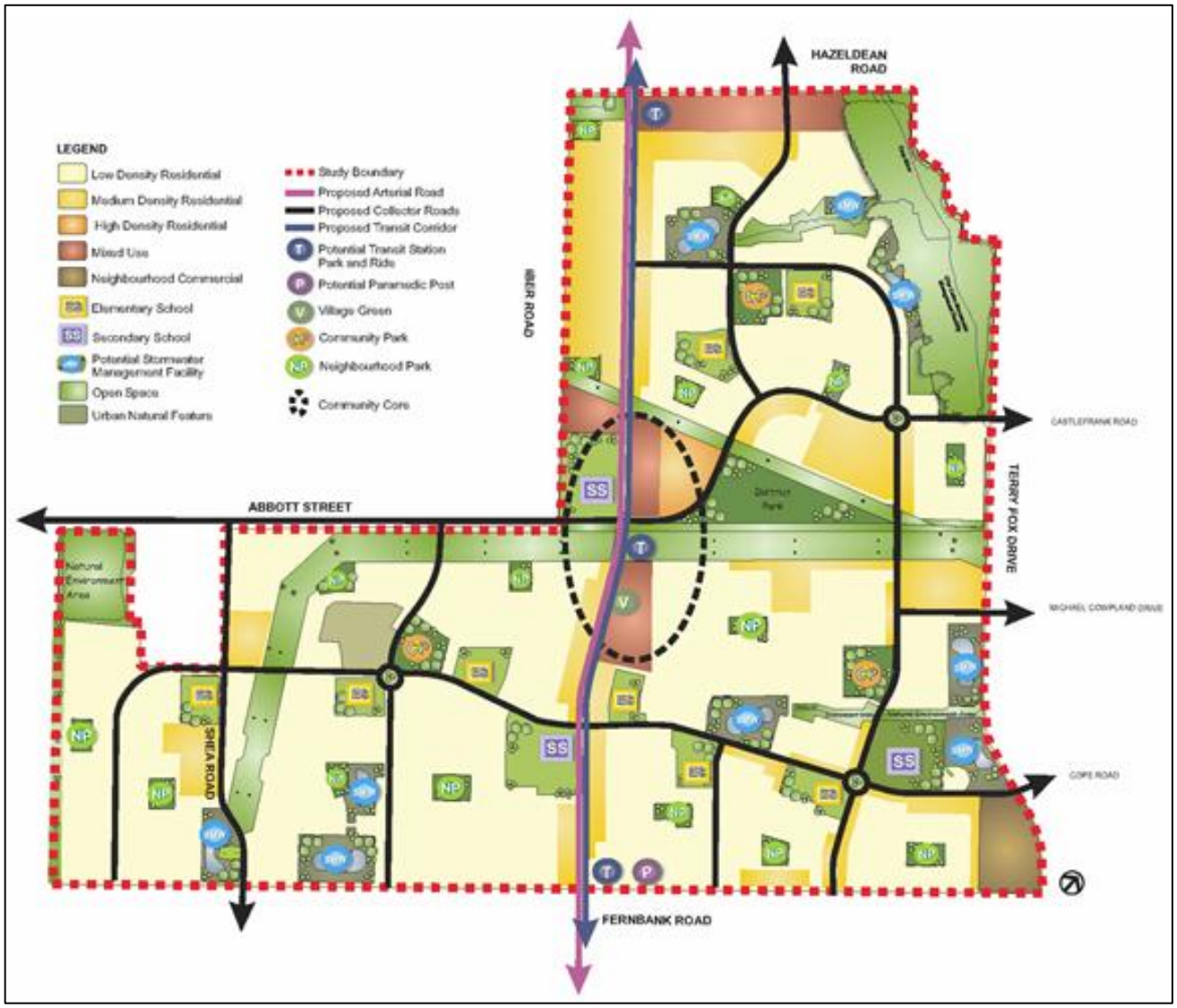
- *Establish a green space/open space network*
- *Establish a compact land use mix that supports "live – work – play"*
- *Establish a transportation network of:*
    - *Pedestrian and cycling facilities*
    - *Transit routes*
    - *Collector and arterial roads*
- *Create a distinctive community identity, including focal points and activity centres*
- *Secure a variety of building forms and high quality design*
- *Encourage a distinctive identity and a variety of building form and façade treatments*

The proposed development for the Abbott's Run subdivision aligns with several key policies outlined for the CDP area. It establishes a network of green spaces and open areas distributed throughout the subject site, fostering a sense of connectivity and providing residents with access to recreation and open spaces. Additionally, the development features a compact land use mix that supports a "live-work-play" lifestyle, integrating mixed-use buildings with residential, institutional, and parkland components. The transportation network within the development includes pedestrian and cycling facilities, transit routes, as well as collector and arterial roads, enhancing accessibility and connectivity for residents. Moreover, the design of the development prioritizes high-quality architecture and a variety of building forms, contributing to a distinctive community identity, and fostering a sense of place.

5.8.2 Land Use Plan

Section 4.1 and 4.2 of the CDP provides guidance on land uses throughout the Fernbank area. As can be seen in Figure 36 below, the subject site is designated as *Low Density Residential, Medium Density Residential, Mixed-use, Open Space, Proposed Arterial Road, Proposed Transit Corridor, Neighbourhood Park, Elementary School, and Potential Stormwater Management Facilities.*

Figure 36. Fernbank Community Design Plan, Land Use Plan



The Fernbank Community Design Plan is predominantly made up of low-density residential land use, including detached, semi-detached, and linked detached dwellings. Medium density residential options such as multiple-attached dwellings will be dispersed throughout, with a focus on accessibility to amenities and parks. Mixed-use areas will cater to various needs, promoting a pedestrian-friendly environment. Drive-through establishments and automotive dealerships are restricted in certain zones to maintain community integrity.

The CDP area includes provisions for accommodating multiple schools and an extensive greenspace network. The plan identifies areas for up to three secondary schools and eight elementary schools based on criteria set by area

school boards. Additionally, the CDP emphasizes the importance of maintaining separate school and park areas, with larger school sites designated to provide additional outdoor activity space. School sites not acquired by school boards may be developed for residential use. The greenspace network includes parks, stormwater management facilities, pathways, and open spaces, fulfilling the CDP's target of 4.0 hectares per 1000 people. It ensures accessibility to recreational amenities and incorporates natural heritage features while adhering to zoning regulations for various land uses. The parks are distributed across the community, including district, community, and neighbourhood parks, each serving specific functions and catering to various needs within walking distance.

The proposed development aligns with the parameters set in Sections 4.1 and 4.2 of the CDP, relating to land use designations. Introducing a diverse mix of residential densities, the proposed development incorporates detached homes and features various forms of townhouse configurations. With strategic placement along arterial roads, collector roads, and in proximity to amenities, the development maximizes accessibility. Additionally, the inclusion of medium density residential options ensures a diverse housing mix that caters to varied needs. Adherence to the OP's guidelines, including the allocation of greenspaces and accommodation for schools, underscores the commitment to creating a sustainable and vibrant living environment.

5.8.3 Transportation

Section 2.4 of the Fernbank CDP outlines the transportation infrastructure serving the community, encompassing various roads and accessible multimodal routes directly linked to our subject site.

The proposed community lies within a network of east-west arterials and collector roads, including Highway 417, Palladium Drive, Maple Grove Road, Hazeldean Road, and Fernbank Road, with north-south travel facilitated by roads like Eagleson Road, Terry Fox Drive, and Huntmar Road. Spare capacity exists in the road network, except for a section of Hazeldean Road. Transit services are currently provided by regular and express routes between Stittsville and Kanata. Pedestrian and cyclist facilities are limited, aside from the Trans-Canada Trail that intersects the proposed Fernbank Community. Planned upgrades include widening Hazeldean Road, Terry Fox Drive, and the Kanata West road network, along with extending the Western Transitway through Kanata West to Hazeldean Road and southward to Fernbank Road, as outlined in the City of Ottawa Transportation Master Plan 2008.

5.9 City of Ottawa Zoning By-law (2008-250)

According to the City of Ottawa Zoning By-law (2008-250), the subject site is zoned DR – Development Reserve Zone. The purpose of the DR zone is to recognize lands intended for future urban development and limit the range of permitted uses to low scale and intensity, ensuring they do not hinder future development. The DR zone does not permit the proposed residential uses, as such, a Zoning By-law Amendment is required.

The proposed Zoning By-law Amendment will rezone Phases 2, 3, 4A and 4B of the subject site from Development Reserve (DR) to Minor Institutional and Residential Third Density (I1A/R3YY[XXXX]), Residential Third Density (R3YY[XXXX]), Arterial Mainstreet (AM) and Parks and Open Space (O1 and O1P).

The I1A/R3YY[XXXX] zone will be applied to the school block. The dual zoning provides flexibility to the developer in case the school board does not proceed with development of the block.

The R3YY[XXXX] zone will combine provisions from the R3YY[2875] and R3YY[2710] zones. The R3YY[2875] zone is a standard zone used by Minto in Phase 1 of Abbott's Run. The zone permits a variety of built forms including detached and townhouse dwellings. The subzone recognizes requirements specific to Minto's building typologies

through the site-specific exception. The R3YY[2710] zone is also a standard zone used by Minto which contains permissions and site-specific provisions for back-to-back townhouse blocks.

The AM[XXXX] zone is proposed for the mid-density blocks fronting on Robert Grant Avenue and the block at the intersection of Robert Grant Avenue and Abbott Street East. It permits a mix of residential and non-residential uses and building height restrictions that take into consideration Residential zones abutting the blocks. The site-specific exception would seek to allow back-to-back townhomes as an additional permitted use. Additionally, an interior side yard setback of 7m is requested to allow flexibility in the site design while continuing to provide sufficient setbacks from surrounding uses and area for amenity spaces.

The O1 zone will be applied to lands designated for parks and natural features whereas the O1P Hydro Corridor Subzone will be applied to the transmission corridor that bisects the site.

Figure 37. Proposed Zoning Map

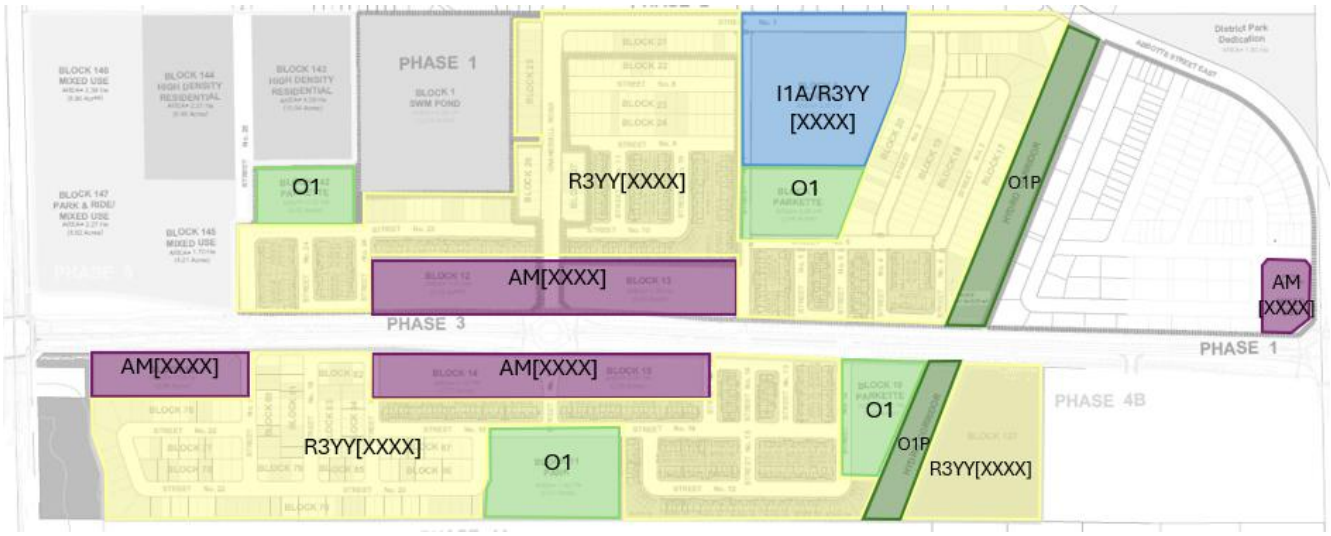


Table 3. R3YY[XXXX] Zoning Provisions

Principal Dwelling Type	Min Lot Width (m)	Min Lot Area (m^2)	Max Building Height (m)	Min Front Yard Setback (m)	Min Corner Side Yard Setback (m)	Min Rear Yard Setback (m)	Min Interior Side Yard Setback (m)
Detached	8.5	195	12	3	2.5	6	1.8 total, or 0.6 for one side yard
Townhouse	5.7	120	12	3	2.5	6	1.2
Back-to-back Townhouse Dwelling	5.5	80	14	3	2.5	None	1.5

Requested Exceptions for the R3YY[XXXX] zone

For detached dwellings:

- *Minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 5.7m*
- *The area of the driveway does not exceed 55% of the yard in which it is located.*

For townhouse dwellings:

- *An air conditioner is permitted as a projection into a corner side yard.*
- *Minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 5.7m*

For back-to-back townhouse dwellings:

- *An air conditioner condenser can be located in the front or corner side yard.*

Table 4. AM Zoning Provisions.

	Zoning Provisions	
Minimum Lot Area	No min	
Minimum Lot Width	No min	
Minimum Front Yard and Corner Side Yard	(i) non-residential or mixed-use buildings	No min
	(ii) residential use building	3m
Minimum Interior Side Yard	(i) abutting a residential zone	7.5m
	(ii) all other cases	No min
Minimum Rear Yard	(i) abutting a street	3m
	(ii) rear lot line abutting a residential zone	7.5m
	(iii) for a residential use building	7.5m
	(iv) all other cases	No min
Maximum Building Height	(i) in any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone	11m
	(iii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone	20m
	(iv) more than 30 metres from a property line abutting a R1 – R4 zone	30m or 9 storeys

AM[XXXX] Exception:

- *Additional permitted use: back-to-back townhouse.*
- *Interior side yard setback of 7m.*

Table 5. Zoning By-law parking and loading provisions.

PART 4 – PARKING QUEUING AND LOADING PROVISIONS		
Minimum Required Width of a Landscaped Buffer of a Parking Lot	Abutting a street	3 m
	Not abutting a street	1.5 m
Minimum Required Driveway Width	For a single traffic lane	3 m
	For a double traffic lane	6 m
Minimum Required Drive Aisle Width	6 m	
Parking Space Dimensions		Minimum width: 2.6 m Maximum width: 3.1 m Minimum length: 5.2 m
	Parallel	Minimum length: 6.7 m

Table 6. Minimum parking rates for Area C on Schedule 1A.

	Retail Store	**Dwelling, mid-rise apartment**	**Stacked dwelling**
Vehicle Parking	3.4 per 100m2 of GFA	1.2 per dwelling unit	0.9 per dwelling unit (as per requested exception)
Visitor Parking	N/A	0.2 per dwelling unit	0.1 per dwelling unit (as per requested exception)
Bicycle Parking	1 per 250m2 of GFA	0.5 per dwelling unit	0.5 per dwelling unit

Table 7. Zoning By-law Amenity Area requirements.

SECTION 137 – AMENITY AREA			
Land Use	**Total Amenity Area**	**Communal Amenity Area**	**Layout of Communal Amenity Area**
Apartment Building, mid-high rise	6m^2 per dwelling unit, and 10% of the gross floor area of each rooming unit	A minimum of 50% of the required total amenity area	Aggregated into areas up to 54 m^2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2
Stacked dwelling of 9 or more dwelling units	6m^2 per dwelling unit, and 10% of the gross floor area of each rooming unit	A minimum of 50% of the required total amenity area	Aggregated into areas up to 54 m^2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2

Table 8. Zoning By-law Planned Unit Development provisions.

Zoning Mechanism		Required	Proposed
Minimum width of private way		6 m	6.7 m
Minimum setback for any wall of a residential use building to a private way		Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 m	6 m
Minimum setback for any garage or carport entrance from a private way (By-law 2012-33)		5.2 m	6.5 m
Minimum separation area between buildings within a planned unit development	**where the height of abutting buildings within the PUD is less than or equal to 14.5 metres**	1.2 m	12.05 m
	all other cases	3 m	9.89 m

Zoning Mechanism	Required	Proposed
Parking	(a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed. (By-law 2013-224) (b) Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres. (By-law 2013-224)	Visitor parking will be located in the underground parking garage and podium parking.

5.10 Urban Design Guidelines

5.10.1 Building Better and Smarter Suburbs

The Building Better and Smarter Suburbs: Strategic Directions and Action Plan, approved by the City of Ottawa's Planning Committee in 2015, aims to enhance urban design in new suburban developments by addressing issues of land efficiency and functionality. The proposed development aligns with several strategic directions outlined below:

Road Network and Land Use

- *Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.*
- *Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc).*
- *Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area*
- *Avoid reverse frontage lots (rear yards abutting public streets) within a community.*

The proposed subdivision takes advantage of a planned transit priority corridor as its main north-south roadway and seamlessly connects to other surrounding developments. Active transportation is encouraged and designed for in the street cross sections as described in this report. Additionally, the lotting pattern and location of buildings is proposed in a manner to avoid side yard or rear yard conditions along the major arterial corridor and utilizes strategies such as window streets to achieve this.

Parks and Open Space

- *Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size.*

Each of the four park spaces proposed has greater than 50% frontage on public streets and are strategically located throughout the subdivision to maximize access for the future and existing residents. Furthermore, two of the parks are proposed directly abutting a school block and the hydro corridor respectively which adds to the functionality of these spaces as they integrate with similar uses.

Stormwater Management

- *Ensure that land attributed to large SWM facilities can serve additional functions, such as recreation trails or multi-use paths as part of the open space system, and support the connection of trails in SWM facilities to parks and open spaces, and to pedestrian and cycling facilities.*

The stormwater management facility serving the subdivision has been constructed in Phase 1 and contains enough capacity for the remaining phases proposed as part of this application.

Parking

- *Where street-accessed parking is appropriate, establish setbacks that will allow a vehicle to be parked in front of the garage or carport, while preventing the visual prominence of garages on the streetscape*

Front yard setbacks allow future residents to park in their driveways in front of garages, reducing the visual prominence of garages on the streetscape, and reducing pressure on on-street parking.

Trees

- *In new ROW cross-sections, ensure conditions to support healthy street trees, including canopy trees, in the ROW.*

The landscape plan demonstrates how the proposed development will incorporate street trees across the site. The landscape plan further confirms that appropriate soil volumes will be available to support the growth of healthy street trees.

5.10.2 Urban Design Guidelines for Greenfield Neighbourhoods

Approved by the City of Ottawa in 2007, the Urban Design Guidelines for Greenfield Neighbourhoods offer clear directives for integrating environmental and cultural features, fostering an inviting atmosphere for active transportation, advancing transit-oriented development, harmonizing diverse land uses, establishing interconnected green spaces, and enhancing the aesthetic appeal of streetscapes in new developments. The proposed project aligns with several key guidelines outlined below:

Structuring Layout

- *Guideline 1: Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time. Consider soils, landforms, natural and cultural features, habitats, watercourses and climate.*
- *Guideline 5: Incorporate existing healthy trees within development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading.*
- *Guideline 7: Locate stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood.*

- *Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.*
- *Guideline 10: Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.*
- *Guideline 11: Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.*
- *Guideline 16: Locate elementary schools sites on sites of approximately 2.5 hectares that have at least two road frontages, one of which faces a collector street, and are near a neighbourhood park or greenspace. Consult with school boards.*
- *Guideline 19: Locate neighbourhood parks along collector or local streets, and ensure that they are generally square or rectangular, depending on features within the park, and are approximately 0.8 hectares in size.*
- *Guideline 20: Locate parks so that they front onto at least two streets, or have the longest edge front onto the street. Locate parks at 'T'-intersections to terminate streetscape views.*

Street Design

- *Guideline 22: Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties.*
- *Guideline 26: Construct sidewalks on both sides of streets that serve key destinations, such as transit stops, greenspaces, or to community facilities like schools. Select the correct road right-of-way standard to allow for sufficient space for sidewalks and all streetscape elements.*
- *Guideline 29: When sound attenuation walls cannot be avoided, diminish their visual impact on the streetscape by using quality materials and design elements in walls and by including landscaping. Refer to City of Ottawa policies for sound attenuation.*

Residential Building and Site Design

- *Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.*
- *Guideline 35: Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.*
- *Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.*
- *Guideline 38: Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.*
- *Guideline 40: Design the lower floors of taller residential buildings to be in scale with the pedestrian environment and include individual at-grade doors for ground floor units.*
- *Guideline 46: Incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support a safe and attractive environment.*

Greenspaces

- *Guideline 55: Naturalize the edges of stormwater management areas to deter public access and to create wildlife habitats. Use decorative fencing that complements the natural character of the area when fencing is needed for safety.*
- *Guideline 58: Provide trees and sidewalks along the edge of parks and greenspaces to complement the treatment across the street.*

Utilities and Amenities

- *Guideline 60: Select street furniture and related streetscape amenities with a consistent character and style. Ensure they do not obstruct pedestrians on sidewalks, vehicular access to properties, or maintenance of the street.*
- *Guideline 61: Identify locations for transit stops and shelters early in the planning of the development. Integrate them with surrounding land uses such as parks, walkways, community facilities, but away from residential front doors.*
- *Guideline 62: Identify locations for transit stops and shelters early in the planning of the development. Integrate them with surrounding land uses such as parks, walkways, community facilities, but away from residential front doors.*
- *Guideline 63: Identify locations for transit stops and shelters early in the planning of the development. Integrate them with surrounding land uses such as parks, walkways, community facilities, but away from residential front doors.*
- *Guideline 64: Locate above-grade utilities away from key public view lines such as intersections, day lighting triangles and parking lot entrances. Screen the utilities through design or landscaping. For taller buildings, incorporate rooftop mechanical equipment as an integral part of the building design and screen using materials complementary to the building.*
- *Guideline 65: Locate above-grade utilities away from key public view lines such as intersections, day lighting triangles and parking lot entrances. Screen the utilities through design or landscaping. For taller buildings, incorporate rooftop mechanical equipment as an integral part of the building design and screen using materials complementary to the building.*

5.10.3 Park Development Manual

The 2nd edition of the Park Development Manual was updated from the original in 2014 by the City of Ottawa, with the purpose of defining, standardizing and improving the park development process for both City-built and Developer-front-ended projects in the City of Ottawa. Phases 2, 3, 4A and 4B of the Abbott's Run development will include three parkettes, which are designated by the Park Development Manual as small parks that are located within walking distance of residents (approximately 200-450m). These provide central green space and social gathering places within neighbourhoods and offer predominantly passive recreation and minor active recreation within local residential and mixed-use neighbourhoods. The following Design Criteria and Guidelines are respected by the proposed development:

Design Criteria

- ***Uses:*** *Active and passive recreation uses*
- ***Size:*** *0.4ha minimum to 1.2ha maximum*

- ***Location:*** *Located along local roads and linked to the greenspace network. In neighbourhoods designed with an offset grid street and block pattern, integrate Parkettes into pattern as a complete block or part of a block.*
- ***Parking:*** *No parking required*

Guidelines

Parkettes shall be:

- *Varied and distinguishable from other parks;*
- *A contributor to a community's park network, and shall not be considered the sole classification of parks in a neighbourhood, or sub-neighbourhood;*
- *Used to address greenspace network gaps and provide connections to facilities not in the network;*
- *Near and connected to schools, institutions and natural areas;*
- *Safely connected to surrounding pedestrian and cycling facilities;*
- *Rectangular in shape, to maximize recreational opportunities and promote good urban form;*
- *Designed with consideration to near neighbours; and*
- *Universally Accessible and conforming to the principles and policies of the Accessibility for Ontarians with Disabilities Act.*

Parkettes shall have:

- *A mix of passive and active recreational opportunities;*
- *Visually attractive edges and clear views into the park;*
- *Mature and existing trees and existing natural features, preserved in the park where appropriate;*
- *Deciduous trees planted in groups for shade and continuous canopy cover, particularly near children's play areas;*
- *Public Art or architectural landscape features that enhance the character of the site, where possible; and*
- *Hard and soft landscape elements that identify points of entry, areas of activity, circulation and seating and gathering areas;*
- *Sidewalks along their street frontages, in new neighbourhoods.*

6 Integrated Environmental Review

As part of the application requirements, an Integrated Environmental Review Statement (IERS) is needed. The primary objective of this IERS is to demonstrate how the proposed development aligns with the environmental policy requirements of the OP, as well as to provide a comprehensive overview of the servicing, environmental, and planning studies conducted to date.

This section of the report includes a summary of the technical studies, covering existing conditions, anticipated impacts, and recommended mitigation measures. The concluding analysis illustrates how the proposed development's design adheres to relevant policies, incorporating principles of environmental stewardship, energy efficiency, and sustainability.

6.1 Existing Conditions

Landform, Geology, and Soils

According to data from the Ontario Geological Survey (OGS) available through the Geology Ontario hub, the surficial geology of the study area primarily consists of "massive-well laminated" fine-textured glaciomarine deposits, predominantly composed of silt and clay with minor amounts of sand and gravel. Smaller portions of the area include "stone-poor, carbonate-derived silty to sandy till" on Paleozoic terrain, Paleozoic bedrock, and organic deposits such as peat, muck, and marl (OGS 2010).

The bedrock beneath the study area belongs to the "limestone, dolostone, shale, arkose, sandstone: Ottawa Group; Simcoe Group; Shadow Lake Formation" (OGS 2011). No physiographic regions identified by the OGS are mapped within the study area (OGS 2007).

Terrestrial Environment

The subject site is mostly comprised of undeveloped and agricultural lands divided by intermittent deciduous hedgerows. The ground surface of the property is relatively flat, sloping gently to the east. Natural heritage features initially observed mainly included unevaluated wetlands and corresponding wooded areas, as well as intermittent deciduous hedgerows.

Google Earth mapping dated March 2024 suggests that most of the pre-existing deciduous hedgerows have been removed, and the wooded area associated with one of the wetlands on the site may have been altered from the onset of Phase 1 construction activities. Furthermore, wooded area associated with the Stormwater management pond located exclusively within the Study Area north towards Hazeldean Road seems to mainly occur directly north and along the edges of the pond (Google 2024).

Arcadis conducted ecological land classification surveys within the study area, identifying several vegetation communities: two wetland communities, five upland communities, and six cultural communities. Among the observed plant species, none were identified as Species at Risk (SAR) or Species of Conservation Concern.

A single amphibian species was recorded across the entire site, but the abundance and diversity of amphibians were insufficient to meet the criteria for Candidate Amphibian Breeding Significant Wildlife Habitat (Woodland) within the developable property.

During breeding bird surveys, 22 bird species were documented. Most of these species are common in the City of Ottawa and have stable populations within Ontario. No SAR or Species of Conservation Concern birds were observed during the surveys.

Aquatic Environment

Two wetland communities were identified within the Subject Site. The first is a Reed-canary Grass Graminoid Mineral Meadow Marsh (MAMM1-3) community, approximately 0.5 hectares in size, located in the northwestern extent. The second is a Mineral Deciduous Thicket Swamp (SWTM5) community, measuring about 0.8 hectares, situated in the southeastern corner of Phase 4A and bordering the hydro corridor that separates Phase 4A from Phase 4B.

According to the latest concept plan, both wetland features will be retained. Project activities will comply with applicable environmental protection policies and guidelines, such as those outlined in the City of Ottawa Official Plan.

Species at Risk

A review of aerial imagery was used to identify general candidate habitat for SAR based on the description of habitat provided. Species identified as having potential to occur within the vicinity of the Study Area include little brown myotis, northern myotis, tri-coloured bat, and two tree species including black ash and butternut, through an assessment of habitat potential based on the MNRF's habitat description. This resulted in the larger list of SAR for the Study Area being reduced to only five (5) potential SAR based on a moderate to high probability of occurrence.

The results of the study found no suitable habitat for either Bat Hibernacula or Bat Maternity Colonies. However, bats may utilize large, mature cavity trees or other similar structures for roosting habitat. Basic management recommendations and mitigation measures are proposed to mitigate the potential impacts of the proposed development.

Additionally, general searches of the study area were completed to determine SAR plant presence. No butternut or black ash trees were identified from 2022 to 2024, based on field surveys conducted for purposes of the EIS. At this time, no butternut or black ash were identified. As such, the evaluation assumes that there is a low potential to impact these species.

6.2 Proposed Development

In May 2020, Novatech Engineering prepared an adequacy of public services report to support a draft plan application for the former Kizell Lands. Minto is now seeking to amend certain elements of the draft plan of subdivision. Since the general concept plan remains largely consistent with the previously approved draft plan for the Kizell property, the civil engineering strategies outlined in Novatech's Concept Servicing Report will be adopted.

Building on the work presented in the Novatech report, DSEL has prepared a new report in support of this planning application for Abbott's Run, refining the strategy as necessary to align with the updated draft plan.

Water Supply

The proposed development will be serviced with 150mm, 200mm and 300mm diameter watermains. To ensure adequate watermain looping to the site, several connections to existing water services, consistent with those from the Kizell Lands strategy, are proposed.

Modelling results performed by DSEL confirm that the available flows from the existing water services are sufficient to service the lands. However, the maximum pressure assessment indicates that system pressures exceed 552 kPa (80 psi) across the subdivision. As a result, pressure-reducing valves may be necessary for all residences. Detailed modelling will be conducted at the detailed design stage to confirm these results.

Wastewater Management

A portion of Stage 2 of Abbott's Run is proposed to outlet to the existing 300mm diameter pipe on Abbott Street. The remainder of Stage 2 is proposed to outlet to the 900mm diameter trunk on future Robert Grant Avenue which ultimately leads to the Kanata West Pump Station. Stage 4B of Abbott's Run also outlet to the 900mm diameter trunk on future Robert Grant. The design flows from Abbotts Run are lower than the previously approved levels, confirming that the Abbott Street sewers have sufficient capacity.

Stormwater Management

Abbott's Run will be serviced by a network of gravity storm sewers designed in accordance with the Ottawa Design Guidelines, including all amendments. Three inlets have been constructed for Pond 1. The minor for the subject site will connect to the existing inlet pipes constructed for the pond.

Major system flow will be directed towards Pond 1. As major overland flow is not allowed to cross Robert Grant, 1:100-year capture is provided at the intersection of Robert Grant Avenue and the entrances to the local streets for all stages.

The stormwater management pond was originally designed and approved to provide both quality and quantity control, with a capacity exceeding the basic requirements for quality treatment. The Abbott's Run subdivision's runoff coefficient has been calculated at 70%, slightly lower than the 73% used in the pond's design. The pond requires 13,923 m^3 of storage for quality control; however, it has been designed with a significantly larger quality control capacity of 29,380 m^3. Considering the decrease in runoff, the pond can accommodate the subdivision's stormwater.

6.3 Potential Effects, Mitigation Measures & Commitments

The following mitigation measures, outlined in detail in the EIS prepared by Arcadis, are designed to minimize potential adverse effects on natural features, ecological functions, and wildlife within the study area. These measures provide guidance for project implementation to ensure compliance with relevant environmental protection policies and promote sustainable development practices.

Headwater Drainage Features

- A detailed Erosion and Sediment Control Plan should be developed for implementation during construction to prevent impacts from all associated activities to adjacent water features.

Fish and Fish Habitat

- Fish timing window (July 1 to March 14, inclusive): No work is permitted within the high-water mark of headwater drainage features outside this period. Conducting work outside the timing window poses a high risk of negative impacts, particularly if accidents or malfunctions affecting water quality occur.
- Consultation with DFO through the Request for Review process is recommended to ensure compliance with the Fisheries Act.

Vegetation Communities

- Orange snow fencing or other suitable fencing should be used to delineate the construction limits from the woodland/swamp community (e.g., woodlands to be retained).
- A site-specific Erosion and Sediment Control Plan should be implemented to prevent on-site erosion and sedimentation outside of work areas (e.g, into HDFs).
- Invasive species to be removed shall be done so using species-appropriate methods.
- Machinery arriving on site should be in clean condition and free of fluid leaks, invasive species, and noxious weeds.

Wetlands

- Forest edge management and restoration objectives shall be included in the Landscape Plan to manage impacts associated with the removal of native trees and shrubs.

Woodlands

- Heavy-duty silt fencing and/or other equivalent erosion and sediment control measures should be installed around the perimeter of the retained wooded feature to prevent erosion and sedimentation into these adjacent habitats.

Wildlife and Wildlife Habitat

- Impacts to natural vegetation should be minimized to the extent possible.
- Clearing of trees / snags that have potential to provide bat roosting habitat should be avoided during the active bat season (i.e., April through October, inclusive).
- Clearing of vegetation should be avoided during the breeding bird season (i.e., between April 15 and August 31).
- Should any clearing be required during the breeding bird season, a nest search should be conducted by a qualified person within 48 hours prior to clearing activities. If nests are found, an appropriate setback will be established by the qualified professional. No work will be permitted within this setback until the nest is no longer active, in accordance with the federal MBCA.
- Idling of construction machinery should be limited to reduce disturbance to resident wildlife.
- Should wildlife enter the work area, activities in that area shall cease and the wildlife shall be allowed to vacate the site under its own power.
- Other mitigation measures outlined in the Protocol for Wildlife Protection during Construction (City of Ottawa 2022c) should be considered prior to construction of the proposed development.
- A qualified wildlife rehabilitation centre should be contacted if any wildlife is injured or found injured during construction. Injured wildlife should be transported to a qualified facility for care, with a small donation of money to help pay for their care.

Species at Risk

- Other mitigation measures outlined in the Protocol for Wildlife Protection during Construction (City of Ottawa 2022) should be considered prior to construction of the proposed development.
- Clearing of forest vegetation should be avoided during the general active periods for bats (April 1st to September 30th).
    - If this is not possible, exit surveys should be conducted ahead of activities. If the exit survey identifies bats, MECP or biologist should be contacted for additional guidance.
- Clearing of vegetation should be avoided during the breeding bird season (i.e., between April 15 and August 31).

6.4 Compliance with Policy

The following section details how the proposed development complies with the environmental protection policies outlined in the City of Ottawa's Official Plan, specifically under Sections 4.7 through 4.9. To meet these requirements, a series of studies and assessments have been reviewed as part of the Integrated Environmental Review Statement (IERS). These studies ultimately ensure that the development aligns with the Official Plan's goals for sustainable growth, environmental stewardship, and natural resource protection.

The summaries below provide an overview of each policy requirement and its relevance to the proposed subject site development. Each section demonstrates how the development upholds the objectives of the Official Plan by integrating responsible environmentally sustainable practices.

Drinking Water, Wastewater and Stormwater Infrastructure

Section 4.7 of the Official Plan focuses on ensuring that Ottawa's water, wastewater, and stormwater systems are safe, sustainable, and resilient to future demands. Supported by master plans for infrastructure, flood protection, and asset management, these policies guide the City in managing water resources effectively.

Section 4.7.1 includes policies to ensure the City provides adequate, cost-effective drinking water, wastewater, and stormwater infrastructure to support urban growth targets for urban areas:

> *1) To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:*
>
> *a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and*
>
> *b) Not exceed the capacity of the existing infrastructure system.*
>
> *2) The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.*
>
> *3) In order to mitigate the impacts of development and climate change on drainage systems, local plans will:*
>
> *a) Demonstrate integration of receiving watercourse assessments and required mitigating works with the development of local plans, master drainage plans, environmental management plans and master servicing studies; and*
>
> *b) Identify requirements for Low Impact Development and implementation plans in environmental management plans and/or master servicing studies based on water budget calculations.*
>
> *5) Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:*
>
> *a) The requirements of approved subwatershed studies, environmental management plans and master servicing study;*
>
> *b) Other relevant Council-approved studies, such as stormwater retrofit studies;*
>
> *c) The Ottawa Sewer Design Guidelines and associated climate change considerations*
>
> *6) As part of a complete application, all redevelopment applications will be required to:*
>
> *a) Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and*
>
> *b) Implement site, grading, building and servicing design measures to protect new development from urban flooding.*

An adequacy of public services report dated May 2020, was prepared by Novatech Engineering in support of a draft plan application for the Former Kizell Lands. As the general concept plan remains relatively consistent with the draft plan approved for the Kizell property, the civil engineering strategies related to water, wastewater and stormwater management proposed in the Concept Servicing Report by Novatech,

will be adopted. Given that there was a higher population considered in the approved Kizell Lands Report than what is currently being proposed, the servicing strategies in the 2020 approved Novatech report remain appropriate to service Abbott's Run.

The proposed development will be serviced by a gravity storm sewer network designed in accordance with the Ottawa Design Guidelines. Major system flows will be directed to Pond 1. Since major overland flow cannot cross Robert Grant Avenue, a 1:100-year storm event capture is provided at the intersection of Robert Grant Avenue and the entrances to the local streets for all development stages.

Pond 1 in the Fernbank Community was identified in the Fernbank Community Master Servicing Study (MSS) to service the Abbott's Run subdivision. This pond has been approved and constructed, with details available in the Fernbank Community – Pond 1 Stormwater Management Report by Novatech (July 19, 2023). Pond 1 provides both quality and quantity control, having been designed with a capacity exceeding the minimum requirements for quality treatment. According to the report prepared by DSEL in support of this application, the amount of rainwater that runs off in Abbott's Run is slightly less than what was originally planned for the pond. The pond requires 13,923 m^3 of storage to manage water quality, but it was built with a much larger capacity of 29,380 m^3.

The proposed strategies and design for water, wastewater, and stormwater infrastructure meets the policies and requirements of the Official Plan.

Natural Heritage, Greenspace and the Urban Forest

Section 4.8 of the Official Plan is dedicated to conserving and protecting Ottawa's natural landscape. It identifies significant natural heritage features, aiming for no net loss of forest cover and wetlands. Within urban areas, the natural heritage system integrates with a greenspace network of parks, open spaces, and pathways, enhancing residents' access to nature and building resilience to climate change. Policies are also in place to preserve and expand Ottawa's urban forest canopy, especially focusing on large, mature trees for their environmental and community benefits.

Section 4.8.1 includes policies to protect the City's natural environment through the identification of a Natural Heritage System, Natural Heritage Features, and related guidelines:

1) *The Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies Ottawa's Natural Heritage System and, to the extent possible, Ottawa's Natural Heritage Features as overlays. Natural Heritage Overlay policies appear in Subsection 5.6.4.*
2) *The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.*
3) *The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:*
    a) Significant wetlands;
    b) Habitat for endangered and threatened species;
    c) Significant woodlands;
    d) Significant valleylands
    e) Significant wildlife habitat;

f) Areas of Natural and Scientific Interest;
g) Urban Natural Features;
h) Natural Environment Areas;
i) Natural linkage features and corridors;
j) Groundwater features;
k) Surface water features, including fish habitat; and
l) Landform features.

4) The natural heritage overlay policies apply to all features in Policy 3) regardless of whether they appear on Schedules to the Official Plan.

Section 4.8.2 includes policies to provide residents with equitable access to an urban forest canopy:

1) Ottawa's urban forest includes all of the trees, and their growing environments, whether they grow singly, in groups or in woodlands, on both public and private property.

3) Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:
a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect;
b) On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices or in accordance with the recommendation of a Landscape Architect;
c) Planning and development decisions, including Committee of Adjustment decisions, shall have regard for short-term, long-term and cumulative impacts on the urban forest at the neighbourhood and urban-wide scale;
d) When considering impacts on individual trees, planning and development decisions, including Committee of Adjustment decisions, shall give priority to the retention and protection of large, healthy trees over replacement plantings and compensation; and
e) Planning and development review processes shall support the goals and effective implementation of the Tree Protection By-law, including early consideration of trees in application and business processes

4) The City shall consider trees to be an important element in:
a) Infrastructure design, especially in conjunction with Low Impact Development;
b) Good urban design;
c) Good park design;
d) The design of the City's active mobility network; and
e) The design of local connections to the City's transit network.

Section 4.8.3 has policies to ensure that all residents have equitable access to an inclusive network of urban greenspaces, enhancing community well-being and promoting environmental sustainability:

1) The City shall protect all of its various types of greenspaces as described in Section 7 for their ecosystem services and their contributions to healthy, active communities.

2) In general, and to support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:

a) Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;
b) Within a 10-minute safe walking distance (800 metres), two green public spaces; and
c) Within a 15-minute trip by transit, a publicly-owned natural area.

The subject site contains two distinct wooded areas. According to the most recent site concept, both woodlands are planned for retention to preserve the natural environment and contribute to local biodiversity. Construction activities in and around the site will be carried out in strict compliance with applicable environmental protection policies and guidelines to minimize ecological disruption. Additionally, trees will be planted along streets and within parks in accordance with City of Ottawa standards. These efforts aim to enhance the urban tree canopy, promote environmental sustainability, and improve the aesthetic and ecological value of the area; conforming to the policies of the Official Plan.

Water Resources

Section 4.9 of the Official Plan emphasizes the protection of Ottawa's water resources, including surface water, groundwater, and their functions within the ecosystem. Healthy watersheds are vital for safe drinking water, wildlife habitat, climate resilience, and flood prevention, while also supporting recreation, agriculture, and industry. The City's policies in this section aim to protect these essential resources for ecological and community health.

Section 4.9.1 includes policies to protect, improve, or restore the quality and quantity of surface water and groundwater features, ensuring their sustainability for ecological and community needs:

> *1) Watershed and subwatershed plans will be prepared and updated by the conservation authority or the City, as applicable, to guide growth, intensification and development, where the City deems necessary for the long-term protection of the environment. Watersheds and subwatersheds are identified in Annex 8A, and areas with approved studies are identified in Annex 8B.*

4.9.3 Restrict or limit development and site alteration near surface water features

> *1) The minimum setback from surface water features shall be the development limits as established by a Council-approved watershed, subwatershed or environmental management plan.*
>
> *3) Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.*
>
> *4) The setback provided for in Policies 1) and 2) shall be implemented through the Zoning By-law, and any change in the setback shall require a Zoning By-law amendment or variance that conforms with the policies in this section of this Plan.*

In line with the Fernbank Environmental Management Plan, the applicant will propose enhancements to improve the aquatic habitat structure in the Carp River corridor upstream (south) of Hazeldean Road. Additionally, there is potential for tree planting in the rear yards of properties that border the water feature. This would help create a natural transition between the developed area and the small portion of the Carp River present on the subject site. These measures aim to support long-term environmental sustainability while integrating the natural landscape with the surrounding community and conforms to the policies of the Official Plan.

6.5 Conclusion

In conclusion, this IERS for Abbott's Run Phases 2, 3, 4A and 4B reviews the existing site conditions and the potential impact of the proposed development on the site's natural heritage, as well as compliance with natural heritage and environmental policy set forth in the City of Ottawa's Official Plan. The mitigation and compensation measures described in this section of the report have been developed to avoid or limit negative environmental impacts associated with the proposed development. Based on this evaluation, there are opportunities for enhancement by prioritizing planting of trees and shrubs in key areas, such as along water features. This approach will emphasize and protect natural features. The discussions and conclusions contained in this report are summary in nature and cannot be used, interpreted or extended to other purposes without a detailed understanding of source reports and their associated scope and limitations.

Based on the information as presented within this IERS, Arcadis is of the opinion that the proposed development on the subject site is an appropriate use for the lands, is consistent with policy direction of the Official Plan, and potential impacts arising from the proposed development can be appropriately mitigated.

7 Public Consultation Strategy

In 2024, initial conversations took place with City Staff to re-introduce a subdivision concept for the site and seek input. Following submission of this application, a Statutory Public Meeting will be held to inform interested stakeholders of the proposed Zoning By-law Amendment application and also inform them of the proposed amendments to the Draft Plan of Subdivision.

The following is a list of engagement completed to date:

- A Pre-Application Consultation meeting was held on May 6th, 2024. Comments and a list of required plans and studies was sent by City Staff to the applicant on May 15th, 2024.
- Discussions with Councillor Gower occurred in previous phases of the subdivision.

Below is a list of planned consultation activities:

- Notification of public for the Statutory Public Meeting to be completed by the City of Ottawa.
- Statutory Public Meeting for the Zoning By-law Amendment will take place at the City of Ottawa Planning and Housing Committee.
- Meeting and discussion with Councillor Gower.

8 Conclusion

As demonstrated in this report, the proposed development is appropriate when considering applicable land use and urban design policies set out in the Provincial Planning Statement, City of Ottawa Official Plan, Zoning By-law and applicable Design Guidelines.

Arcadis is of the opinion that this Zoning By-law Amendment application and red line changes to the draft plan for the proposed development on the subject site is an appropriate use for the lands, is consistent with the policy direction of the Official Plan and represents good land use planning. Arcadis supports this application and recommends that the application be approved accordingly.

Abbott's Run - Phases 2, 3, 4A & 4B
Planning Rationale and Urban Design Brief

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