



**1620 Maple Grove Road
Kanata West Block 29**
Planning Rationale Report

March 29, 2021

Prepared for:

Richcraft Group of Companies

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1620 MAPLE GROVE ROAD KANATA WEST BLOCK 29

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1.0 INTRODUCTION

This report has been prepared in support of an application for Site Plan Control approval, on behalf of Richcraft Group of Companies for the property located at 1620 Maple Grove Road in the developing Kanata West community.

Richcraft proposes to develop the property with four residential blocks of stacked townhomes and one accessory building. The proposal would include 48 stacked dwelling units (twelve per building) an accessory building for garbage/recycling and secure bicycle storage, and surface parking for 68 vehicles.

1.1 SITE LOCATION AND CONTEXT

The property is located in the City of Ottawa’s Kanata West community west of the Greenbelt between the communities of Kanata and Stittsville. The property is located at the southwest corner of Maple Grove Road and Roger Griffiths Avenue (Figure 1). The property is described as Part of Lot 28, Concession 12, former Township of Goulbourn, now City of Ottawa. More specifically, the site is identified as Block 29 on the Kanata West Draft Plan of Subdivision approved in April 2012 (City File No.: D07-16-04-0017 and D07-16-13-0026). The same block number is used on the draft M-Plan for the subdivision. The site is 7373m² in area with 100m of frontage on Roger Griffiths Avenue and 106.8m of frontage on Maize Street. Due to a mere 0.69m of the block abutting the Maple Grove Road right-of-way, this is considered the front lot line for zoning purposes.

The property is part of a larger Plan of Subdivision underway by Richcraft. Once completed, the new community will include a combination of detached dwellings, townhomes, and back-to-back townhomes, as well as three parks, two commercial blocks, and land allocated for a school site, stormwater management pond, and open space.

For the purposes of this application, Maple Grove Road is considered to run east-west.

The following uses surround the property:

North: Maple Grove Road, a two-lane arterial with a rural cross-section and posted speed of 60km/h, bounds the property to the north. North of Maple Grove Road are lands designated General Urban Area and zoned IL- Light Industrial.

East: Roger Griffiths Avenue, a minor collector within a 24m-right-of-way, bounds the property to the east. East of Roger Griffiths Drive is a vacant block zoned LC- Local Commercial.

South: Maize Street, a local road within a 18m-right-of-way, bounds the property to the south. Lands to the south of Maize Street are planned for townhouse dwellings.





Figure 1: Aerial imagery of the site and surrounding land uses.

West: The property is bounded to the west by a 5m-wide pathway block. The pathway block separates the subject site from an open space block containing Poole Creek which flows northward to join the Carp River. Further west and north is the Maple Grove Depot, a City of Ottawa maintenance yard.



2.0 DEVELOPMENT PROPOSAL

Richcraft is seeking Site Plan Control approval to develop a planned unit development (PUD) with 48 stacked townhomes arranged in four, three-storey buildings. Buildings will be oriented to face Roger Griffiths Drive and Maize Street. Parking for the site will be accessed from Maize Street by a private driveway. No access is proposed onto Maple Grove Road or Roger Griffiths Avenue. The Site Plan provides 58 parking spaces for residents and 10 visitor spaces- two of which will be allocated for electric vehicle charging.

A communal amenity area of 681m² is located at the centre of the development abutting the multiuse pathway and Poole Creek open space corridor. Private amenity areas, in the form of balconies or porches, are proposed for every unit.

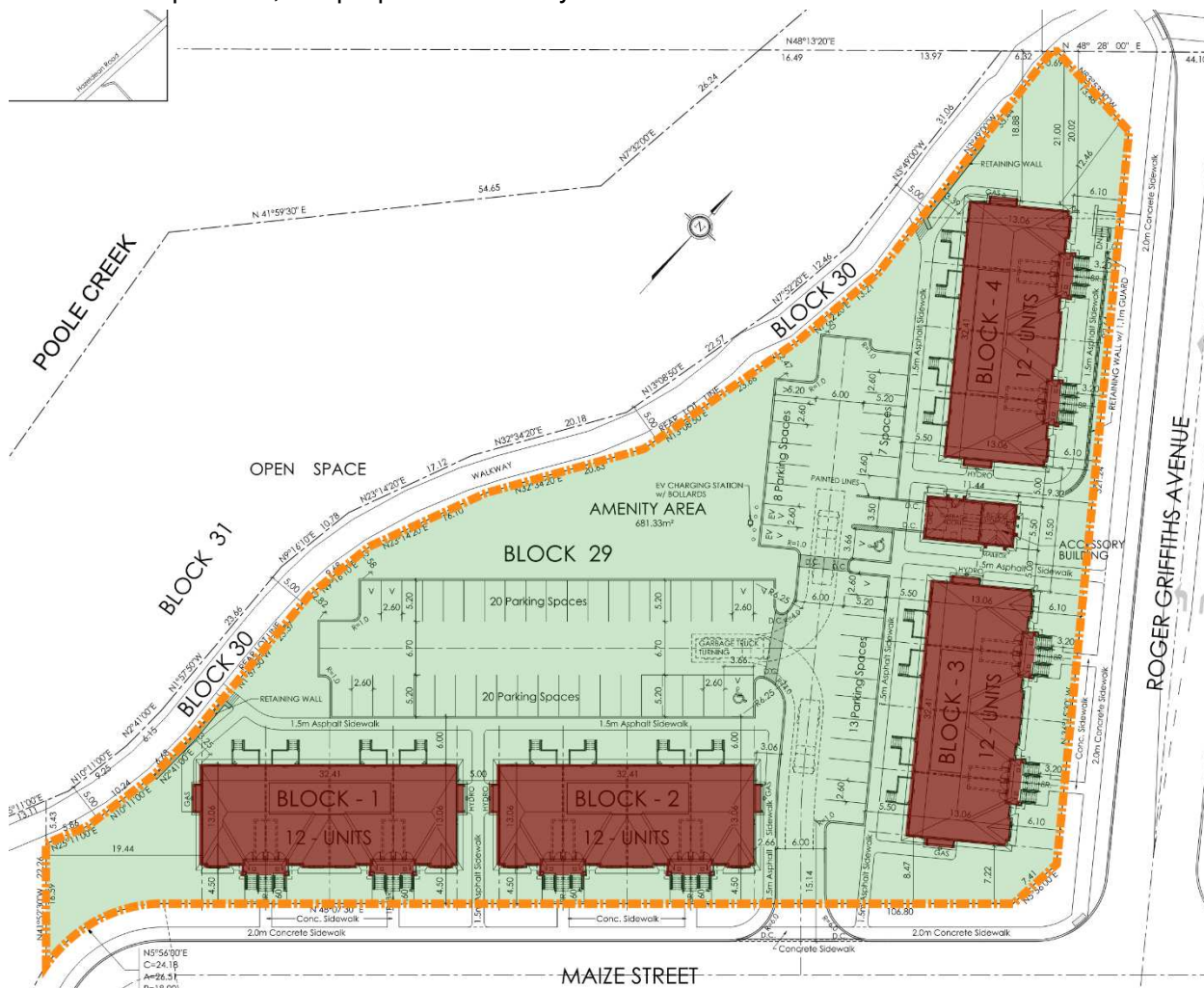


Figure 2: The proposed development is composed of four buildings containing 12 stacked dwellings each.



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An accessory building is located between buildings 3 and 4 and will be used as both covered bicycle storage (with 40 spaces) and garbage/recycling storage. The accessory building has a footprint of 62m² and has been sized based on the bicycle parking provisions of the Zoning By-law and the City’s Solid Waste Management Guidelines.

Pedestrian movement on the site will be supported by a network of pathways connecting surface parking and entrances, to the communal amenity area and building, and sidewalks and pathways abutting three sides of the site.

The site is designed to comply with the development standards of the Residential Fourth Density-R4Z zone. The R4Z zone permits stacked dwelling units within a planned unit development, and implements the Official Plan, Kanata West Concept Plan, and Kanata West Secondary Plan. Figure 2 (above) illustrates the Site Plan.



**Figure 3 A&B:
Front rendering and
side elevation of the
proposed buildings.**



3.0 LAND USE POLICY FRAMEWORK

3.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement 2020 (PPS) provides policy direction on land use planning and development in Ontario. A main objective of the PPS is to build strong communities, promote efficient use of land, existing infrastructure, and existing public facilities. The PPS is a guide for all development by encouraging the inclusion of an appropriate range and mix of housing, land uses and employment opportunities. The PPS provides policy direction on land use planning and development matters of provincial interest. Under Section 3 of the Planning Act, decisions affecting planning matters “shall be consistent with” the PPS.

There are a number of policies that directly influence planning of lands within the site, these policies are found in Sections 1.1 and 1.6 of the PPS and specifically focus on:

- Policy 1.1.1.b) promotes healthy, livable, and safe communities by accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.
- Policy 1.1.1.c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.
- Policy 1.1.1.e) promoting cost-effective development patterns and standards to optimize transit investments while minimizing land consumption and servicing costs.
- Policy 1.1.1.g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.
- Policy 1.1.3.1 advises that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- Policy 1.1.3.2 requires a range of densities and mix of land uses in settlement areas which efficiently use land and resources, efficiently use infrastructure and public service facilities, promote energy efficiency, use of active transport, and are transit-supportive.
- Policy 1.6.4.2 indicates that municipal sewage and water services are the preferred form of servicing in settlement areas.

The proposed development is located within the City’s designated settlement area and makes efficient use of land and resources. The site is bounded by sidewalks and a pathway on three sides, and a short walk from a future proposed rapid transit station (at Maple Grove Road and the future Palladium Drive/Robert Grant Avenue alignment). The block is part of a larger community under development which includes residential uses at a range of densities, commercial uses, schools, parks, and open space. The proposed type and density of development is consistent with the supporting studies and plans approved as part of the larger Plan of Subdivision and can



be supported by existing and planned infrastructure (including municipal sewage and water services) and public service facilities.

Section 2.0 Wise Use and Management of Resources

Section 2.0 of the PPS provides further policies related to the protection natural resources.

- Section 2.1 (Natural Heritage) The proposed development will not impact natural heritage features such as provincially significant wetlands, woodlands, valleylands, wildlife habitat and areas of natural and scientific interest. The site is bounded to the west by a walkway adjacent to Poole Creek; both the walkway block and the site are located outside of any natural features identified through the previous Plan of Subdivision process. The site is currently vacant and devoid of vegetation.
- Section 2.2 (Water) States development and site alteration shall be restricted near sensitive surface or groundwater features unless their hydrologic functions are protected, enhanced, or restored. The subject site is not anticipated to result in any impact on water resources.
- Section 2.3 (Agriculture) The property is located within the urban boundary of the City of Ottawa; it is not identified as prime agricultural land, nor within a specialty crop area.
- Section 2.4 (Minerals and Petroleum) There are no mineral or petroleum resources on or near the property.
- Section 2.5 (Mineral Aggregate Resources) There are no known mineral aggregate resources on or near the property. The proposed development will not impact areas of mineral aggregate potential.
- Section 2.6 (Cultural Heritage and Archaeology) An archaeological assessment was prepared as part of the previous Plan of Subdivision process and did not identify any features of cultural interest.

The proposal is consistent with Section 2.0 of the PPS.

Section 3.0 Protecting Public Health and Safety

Section 3.0 of the PPS provides policies related to reducing the potential public cost of, and protection of residents from, natural or human-made hazards.

- Section 3.1 (Natural Hazards) directs development to areas outside of hazardous lands, such as those impacts by flooding or erosion hazards, dynamic beach hazards, or wildland fire hazards. The property is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, or large inland lakes.
- Section 3.2 (Human-Made Hazards) requires appropriate mediation of human-made hazards such as mine hazards, oil, gas or salt hazards, or former resource extraction operations, prior to development on or abutting these lands. No mining, aggregate operation or petroleum resource operation hazards exist on or near the property. An environmental site assessment was completed as part of the previous Plan of Subdivision process.

The proposal is consistent with Section 3.0 of the PPS.



Approval of this application for Site Plan Control is consistent with and supported by the policies of the PPS.

3.2 OFFICIAL PLAN AND DESIGN BRIEF

The Official Plan provides a vision for the future growth of the City and direction in its physical development to the year 2036. The current Official Plan (OPA#180) was adopted by Council in January 2017 and is partially under appeal to the Local Planning Appeals Tribunal (formerly the Ontario Municipal Board). The City of Ottawa’s Official Plan implements the Provincial Policy Statement.

The property is designated as General Urban Area on Schedule B of the Official Plan. Section 3.6.1 of the Official Plan states that General Urban Area designation permits a full range and choice of housing types to meet the needs of all ages, incomes, and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. A variety of uses are found within this designation, from ground-oriented single-purpose to multi-storey mixed-use. Stacked dwellings are a permitted use in this designation. The maximum building height under the policies of Section 3.6.1 is four storeys, the development proposal proposes heights no higher than four storeys.

3.2.1 Design Brief

2.5.1 provides guidance on matters that will mitigate differences between existing and proposed development. Through good design, compatible development can occur even if the adjacent developments are not the same. They can fit well within their surroundings.

Designing Ottawa

Section 2.5.1 of the Official Plan contains a series of Design Objectives, they are addressed below:

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**

The proposal and surrounding development are part of the larger Kanata West Concept Plan and Secondary Plan. The plans have arranged land uses into self-sufficient, but interconnected, neighbourhoods with access to institutional, open space, employment, and commercial uses. Buildings have been oriented with private amenity areas facing the public or private streets to allow passive surveillance and facilitate informal social interaction between neighbours. A communal amenity area interior to the development will provide a venue for planned and informal social gatherings and function as a central feature of the development.

- 2. To define quality public and private spaces through development.**



A communal amenity area of 681m² is located interior to the development. Private amenity areas, in the form of balconies or porches, are proposed for each unit. Several parks and a city-owned creek corridor are located within a 10-minute walk of the development.

3. To create places that are safe, accessible and easy to get to, and move through.

The vehicular entrance from Maize Street provides access to parking areas distributed across the site. A network of sidewalks within the site connects the parking areas, buildings, accessory building, and communal amenity area to public sidewalks and the pathway adjacent to the site. Buildings and their entrances face towards public streets to provide passive surveillance of the surrounding area. Sidewalks, parking areas, and entrances will be appropriately lighted. Building footprints and landscaping have been designed to avoid concealed areas or entrapment points to ensure the safe movement to and throughout the site.

4. To ensure that new development respects the character of existing areas.

The site is surrounded by a variety of residential building types including detached, townhomes, and back-to-back townhomes ranging from two to three-storeys. The proposed development will have a similar massing and height as the surrounding planned built form. Architectural finishes (such as brick and aluminium vertical and horizontal siding) will respect the developing character of the area.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed development will introduce a new form of modestly higher residential density (terrace homes) to the neighbourhood and will accommodate residents from a wide range of demographics and life stages.

6. To understand and respect natural processes and features in development design.

There are no significant natural features on the site that require protection or preservation. Stormwater runoff is released in a controlled manner into the City's stormwater management system so as not to cause damage to downstream areas.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Generally, higher density developments require less energy and resources to construct and operate than lower density forms of housing, such as detached dwellings. Locating higher density uses within walking distance of a future rapid transit, on Maple Grove Road, provides residents with the opportunity to use low-carbon transportation modes, such as walking, biking, and bus or rail.



Urban Design and Compatible Development

Urban Design and Compatible Development are also discussed in Section 4.11 of the Official Plan. When evaluating compatibility of development applications, Policy 1 of Section 4.11 states that the City will have regard for the policies of the site's land use designation and all applicable site-specific plans, policies, and urban design guidelines. This section discusses the relationship between new and existing development and provides policies to evaluate the compatibility of a development with regard to Views, Building Design, Massing and Scale, and Design Priority Areas. The following summarizes how the proposed development meets the Official Plan criteria:

- Views: no significant viewsheds were identified on the property;
- Building Design: The proposed buildings are oriented towards the abutting streets and will display strong architectural design elements which respect the character of the area. The front façade of the buildings is articulated, and the hip-styled roofs are consistent with those of the surrounding community. The buildings will act as a transition from the two-storey buildings to the south and higher density development in the Kanata West Mixed Use Centre;
- Massing and Scale: The proposed development is low-rise, compatible, and complementary in scale to proposed and existing adjacent development. Massing and scale are regulated through zoning to which the proposed development complies;
- High-Rise Buildings: No high-rise buildings are being considered as part of this proposed development;
- Outdoor Amenity Areas: All units will have access to private balcony amenity areas. The communal amenity area located in the interior of the site will be landscaped and is accessible to all residents through sidewalks. It provides a form of visual relief and integrates with the adjacent Poole Creek open space corridor. Future residents will have access to sidewalks, parks, and a network of paths throughout the larger community. In order to ensure that street trees can be incorporated between the buildings and adjacent public streets buildings have been set back 5m from street-abutting lot lines;
- Design Priority Area: the subject property is not located in a design priority area.

The proposed development meets the requirements of Section 3.6.1 of the Official Plan and is consistent with the design and compatibility objectives of Section 2.5.1 and 4.11 of the Official Plan.

3.2.2 Water and Wastewater Servicing

Section 4.4 of the OP outlines policies regarding the provision of water and wastewater services. The proposed development is located within the City's Public Service Area and will be serviced by municipal water and wastewater services. Stantec prepared a Servicing and Stormwater Management Study which demonstrates that the proposed development can be supported by the



water, wastewater, and stormwater management infrastructure planned for the larger Plan of Subdivision.

3.2.3 Protection of Health and Safety

Section 4.8.3 of the Official Plan requires that development applications be supported by a geotechnical study to demonstrate that the soils are suitable for the proposed development. Paterson Group prepared a Geotechnical Investigation which confirmed that the site is suitable for the proposed development subject to a grade raise restriction of 1.5m. The investigation recommends that small to medium size trees (up to 14m mature height) be setback a minimum of 4.5m from foundations.

Section 4.8.4 of the Official Plan requires applicants to document previous uses of a property subject to a development application to determine the potential for site contamination. Paterson Group prepared a Phase I Environmental Site Assessment (ESA) update for the site, confirming no evidence of current or past contamination impacting the property, and that therefore, a Phase II ESA is not recommended.

Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed within 100m of an existing or proposed arterial or collector road. The property is located in proximity to an existing arterial (Maple Grove Road) shown on Schedule E of the OP.

A Noise Impact Assessment (NIA) was prepared by Gradient Wind. The report concluded that noise attenuation measures are not warranted but recommended the addition of noise warning clauses for all dwelling units. The clauses note that ventilation systems have been designed to allow installation of air conditioners, that road traffic may be of concern, and that outdoor noise levels may exceed Ministry guidelines. Further information is provided in the NIA.



3.3 KANATA WEST SECONDARY PLAN

The Kanata West Secondary Plan provides direction on maximum building heights within the planning area and supports the Kanata West Concept Plan which includes further planning direction.

While the site is located within the secondary plan boundary, no maximum permitted height has been assigned. The applicable schedule directs to Volume 1, Section 3 (Land Use Designations) of the Official Plan. As discussed in Section 3.2 of this report, the site is designated as General Urban Area where low-rise buildings (heights up to four storeys) are permitted.

The proposed development is consistent with the secondary plan.

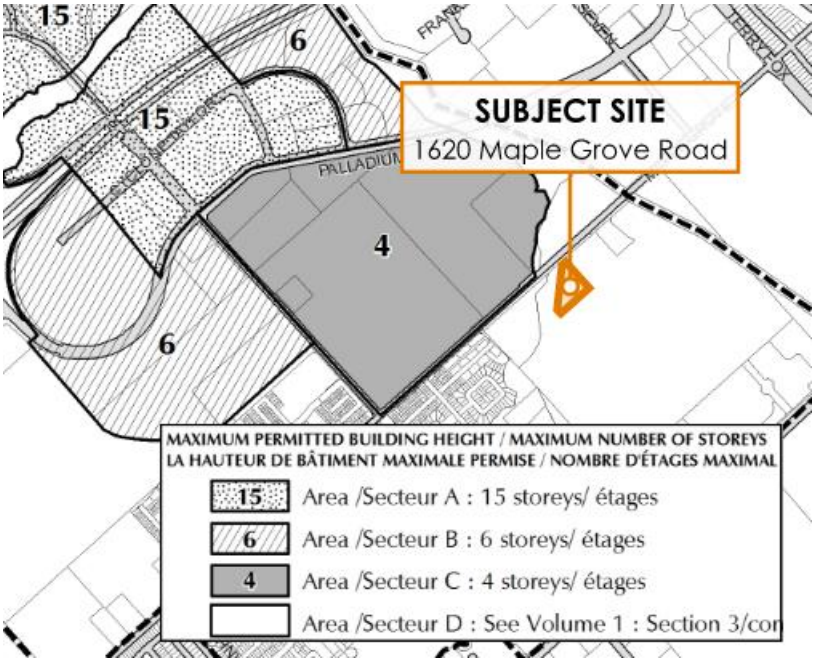


Figure 4: Extract of Kanata West Secondary Plan Schedule 1. The site is designated Area D.



3.4 KANATA WEST CONCEPT PLAN

Section 3.2.1 of the Concept Plan outlines the various land use districts identified by the concept plan. The site is designated as 'Residential Area B' on Figure 3-1 (Concept Plan) of the KWCP. The plan includes several independent residential neighbourhoods intended to provide a range of housing as well as supporting facilities and services.

Residential Area B is designed to permit a range of residential dwelling types in a transit-integrated and pedestrian-friendly environment. Among the residential uses permitted are the following forms (emphasis added): detached, duplex, three and four-unit, linked detached, linked and stacked townhomes, planned unit developments, retirement homes, special needs houses, and ecclesiastical residences. Apartment buildings up to four storeys are also permitted.

Section 3.2.1 notes that residential areas will be developed at "densities higher than typical post-war communities" to make more efficient use of land and services. Street design is to facilitate and enhance pedestrian and cycle connections while reducing the impact of the car by locating parking to the side or rear of buildings.

Design Guidelines for Residential Neighbourhoods are provided in Section 4.1.4 (6) of the Concept Plan. The guidelines are arranged into four sections discussed below.



Figure 5: Extract of the Kanata West Concept Plan. The site is designated 'Residential Area B'.

Block Pattern

Guidelines for block pattern include the arrangement of streets in an urban grid, the framing of parks with streets, and the provision of window streets adjacent to open space corridors. All the guidelines were considered and adopted into the arrangement of streets, blocks, and uses as part of the approved Draft Plan.

Residential Neighbourhood Parks and Open Space

Parks and open space guidelines discuss fronting parks on public streets and natural areas, providing paths along stormwater ponds and creek corridors, and planting of native species. All the guidelines were considered and adopted into the arrangement of streets, blocks, and uses as part of the approved Draft Plan. The outdoor amenity area has been located adjacent the creek corridor and native species are used in landscaping the development.



Residential Neighbourhood Building Siting and Massing

The proposed development locates buildings adjacent to the street while locating surface parking areas to the interior of the site to conceal vehicle storage from the public realm. Primary entrances are oriented to face Roger Griffiths Avenue and Maize Street and located within open porches projecting from the face of the buildings. Exterior finishes vary between the first two and the topmost storeys to reduce the building’s perceived massing and provide a layered appearing to enhance visual interest.

Streetscape

The proposed development will include street trees within the adjacent rights-of-way. The buildings have been set back 5m from lot lines abutting streets to ensure that small to medium street trees can be planted using standard City rights-of-way cross-sections and respecting required setbacks from trees to foundations.

3.5 URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

The Urban Design Guidelines for Greenfield Neighbourhoods was adopted by Council in September 2007. It provides general guidelines for the design of subdivisions in greenfield settings. Section 3 of the guidelines addresses residential building and site design. Commentary is provided below how the site and buildings respond to the relevant design guidelines.

Guideline 34 speaks to locating residential buildings close to the street with the front face of the building addressing the street while making room for landscaping. It encourages varied setbacks and projections.

The site plan meets Guideline 34 as the front facades of all buildings will be 5.0m from lot lines abutting streets. The front porches will project into these yards while leaving sufficient space for landscaping. The front façade is articulated to give visual interest.

Guideline 37 encourages design where windows and doors are prominent features that address the streets they front. All buildings have large windows and doors to provide strong visual elements to the façade while permitting passive surveillance of the public realm.

Guideline 39 calls for porches that are large enough to accommodate sitting areas into the building design. All units have porches that are large enough to have sitting areas.

Guideline 42 speaks to the location of surface parking. Surface parking is located interior to the site with the four buildings providing a visual barrier between the parking areas and adjacent streets. Parking areas have been divided into two sections and are separated by the landscaped



communal amenity area. Visitor parking, including two electric vehicle charging spaces, are distributed across the site.

Guideline 44 calls for residential buildings to be designed so that garages do not dominate the width of the front façade. All parking is located interior to the site, with no driveways or garages in front of facades facing public streets.

In conclusion, the site design meets the relevant design guidelines of the City's Urban Design Guidelines for Greenfield Neighbourhoods.

3.6 ZONING BY-LAW

The site is zoned Residential Fourth Density- R4Z by Zoning By-law 2008-250. The zone allows for a wide range of housing types up to four storeys in height. The R4Z subzone that applies to this site is intended for development communities, such as Kanata West, to promote efficient land uses, and a compact building form while highlighting innovative urban design.

Stacked dwellings are a permitted use, as is a planned unit development. The site complies with the development standards of the R4Z zone and standards in Section 131 for planned unit developments. The site plan has been designed to comply with the Zoning By-law and a summary of relevant zoning standards is provided on the site plan.

4.0 OVERVIEW OF INDIVIDUAL TECHNICAL STUDIES

4.1 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

Golder Associates prepared an updated Phase 1 Environmental Site Assessment (ESA) to update an earlier assessment completed as part of the Plan of Subdivision application. The updated report determined that no areas of potential environmental concern (APEC) were identified, and no potentially contaminating activities were identified on-site that may result in an APEC. A Phase II ESA was not warranted, the assessment concluded that no changes affecting the environmental conditions of the site have taken place since the previous Phase I ESA.



4.2 GEOTECHNICAL REPORT AND LETTER

Paterson Group provided a study confirming that the soils are suitable for the proposed development subject to a grade raise restriction of 1.5m. The investigation recommends that small to medium size trees (up to 14m mature height) be setback a minimum of 4.5m from foundations.

The recommendations of this report are consistent with the geotechnical investigation completed in support of the Plan of Subdivision and accepted by the City through the subdivision review and approval process.

4.3 SERVICING AND STORMWATER MANAGEMENT BRIEF

Stantec prepared a Servicing and Stormwater Management Report in support of this application.

The proposed water distribution network is capable of servicing the development area and meets all servicing requirements as per City of Ottawa standards under typical demand conditions as well as under emergency fire demand conditions. The site will be serviced through a 204mm diameter connection to the existing 300mm diameter watermain in Maize Street.

Stormwater will be managed using a dual drainage method: minor storm events (up to the 2-year event) will be managed through a network of catchbasins and pipes outletting to a 675mm diameter concrete storm pipe in Maize Street. Major flows will be retained in surface parking areas and conveyed overland, also to Maize Street.

The proposed development site will be serviced by the existing 200mm diameter sanitary sewer on Maize Street. The internal collection system has been designed to direct wastewater flow to the receiving sewer which has available capacity for the design peak flow of 1.4L/s.

In summary, the proposed servicing of the site meets City of Ottawa design requirements.

4.4 NOISE ASSESSMENT REPORT

Stantec prepared a Noise Assessment Report (November 2018) that took into consideration potential noise impacts by flight activity to Macdonald Cartier International Airport as well as the abutting arterial and collector roads. The site is within the Airport Vicinity Development Zone and outside the NEF 35 contour for the airport.

The Report applied the noise level standards of the Ontario Ministry of the Environment and Climate Change NPC-300 to the site in conjunction with the City of Ottawa's Environmental Noise Control Guidelines (January 2016) to determine the extent to which noise levels will be of concern to future residents.



For Blocks 4 and 5, forced air heating and central air conditioning are required to be installed in all units. The back-to-back townhouses in Blocks 1-3 requires Noise Warning Clause “generic indoor” to be included in all offers of purchase and sale. In order to address noise levels related to aircraft noise, appropriate building materials such as double-glazed windows are to be incorporated into the building design.

An appropriate noise warning clause will be included in all agreements of purchase and sale.

5.0 CONCLUSIONS

The proposed development is consistent with the Provincial Policy Statement, advances the policies of the Official Plan and Kanata West Concept Plan, and complies with the Kanata West Secondary Plan. The development also complies with the provisions of the R4Z zone and is in keeping with the intended scale and form of development contemplated through the previous Plan of Subdivision process.

The proposed development is an appropriate use of the site and will make a positive addition to the Kanata West community.

Respectfully,

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