



# Planning Justification Report

**Wellings of Stittsville Phase 2 and 3 Proposed Senior's Development  
20 Cedarow Court, Stittsville, ON**

**Site Plan Control Application  
City of Ottawa**

**Prepared for:**

Wellings of Stittsville Inc.  
Wellings of Stittsville Phase 2

**Prepared by:**

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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 NLG 2011 Inc. for the property known municipally as 20 Cedarow Court.

The purpose of this application is to permit a mixed-use development comprised of a seniors apartment building and retail and offices uses to be built on this site. Although the site could be developed in as many as three phases, this application seeks approval for the entire project at this time.

On May 2<sup>nd</sup>, 2019 and July 10<sup>th</sup> 2019, Nautical Lands Group (NLG) met with City of Ottawa Planning and Growth Management staff to discuss the proposed site plan submission for 20 Cedarow Court.

On September 1, 2022 Nautical Lands, Chmiel Architects and Laurin Group met with the City of Ottawa Planning Department to discuss revisions to the Site Plan due to increase in costs and providing changes that would permit the development of affordable seniors residential to continue. Over the past months, NLG has worked with various consultants to prepare the revised requested documents. The site plan application reflects feedback received from City staff at the above-noted pre-application meetings as well as from the Urban Design Review Panel meeting on September 6<sup>th</sup>, 2019 and incorporates information from the requested studies.

Public consultation of the proposal will be in accordance with the City of Ottawa policy.

## 2.0 SITE LOCATION, SITE CONTEXT AND DEVELOPMENT PROPOSAL

The site is located on the north side of Hazeldean Road, between Huntmar Drive to the east and Cedarow Court to the west as shown on Figure 1 to this report. The site is rectangular in shape, having 124 meters of frontage on Hazeldean Road, a depth of 199 meters and an area of 22,124 square metres (2.21 Ha). Figure 1 is a Location Map.

The site fronts onto Hazeldean Road, an arterial road. Hazeldean Road is a four lane divided road. There is a signalized intersection at Fringewood Dr (Wellings Private). Wellings Private is a private road with access to Hazeldean Road and is shared with the Wellings of Stittsville Phase 1.

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Figure 1 – Location Map

## 2.2 SITE CONTEXT

To the immediate east of the site is the Wellings of Stittville Phase 1, and the vacant land proposed for Extencicare long term care facility. At the north west corner of Huntmar Drive and Hazeldean Road is the Keg Restaurant.

To the north are single detached dwellings fronting onto a cul-de-sac, Coriolis Court. Also to the north is City owned open space in the Poole Creek ravine and a public park, Tempest Park.

Further to the west is Cedarow Court that mostly contains automotive commercial uses and also a spa and a fitness studio.

Across Hazeldean Road, the site is under construction with a No Frills grocery store along with other commercial and office uses proposed. The vacant parcels are zoned to permit automotive commercial uses, townhouses and stacked townhouses

## 2.3 DEVELOPMENT PROPOSAL

The development proposal is a mixed use development that is capable of being built in two phases. The total number of units proposed are 344.

The design of the site is a U shaped building fronting Hazeldean. There is a central courtyard which will provide an amenity area for the residents.

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The building at the front of the site will be a mixed use building with commercial on the ground floor and residential above and has a proposed height of 21.15m (6 storeys). There is a proposed roof top patio. There will be a total of 334 units. Both Phase 2 and 3 will have indoor and outdoor amenity areas.

Parking will be provided below grade for the residents. There 201 parking spaces proposed below grade for the residents and an additional 37 surface parking spaces for a total of 238 spaces for the residents. Additionally, there are 57 spaces for commercial/retail and 66 visitor parking spaces and 3 barrier free parking spaces proposed. There will be 1 ramp leading to the below grade parking.

The commercial/retail along Hazeldean Road will be conducive to pedestrian activity and will be situated close to the sidewalk with inviting entrances. There will be a pedestrian access from Hazeldean Road along Wellings Private.

A connection between Phase 1 and Phase 2 and 3 is proposed through a below grade path under Wellings Private.

Exterior finishes of the Phase 2 and 3 buildings will be a complimentary mix of masonry, metal siding and window-walls to work with the materials used in Wellings of Stittsville Phase 1 and other buildings in the area. The commercial and retail will have glass entrances and doors fronting Hazeldean Road. Each suite will have a private balcony.

Along with the courtyard and rooftop patios, Poole Creek will provide a park like setting and will connect to the UNA lands at the rear of the Phase 1 development with connective walking paths. With a majority of the parking below grade there will be more landscaping and more usable land for residents to enjoy.

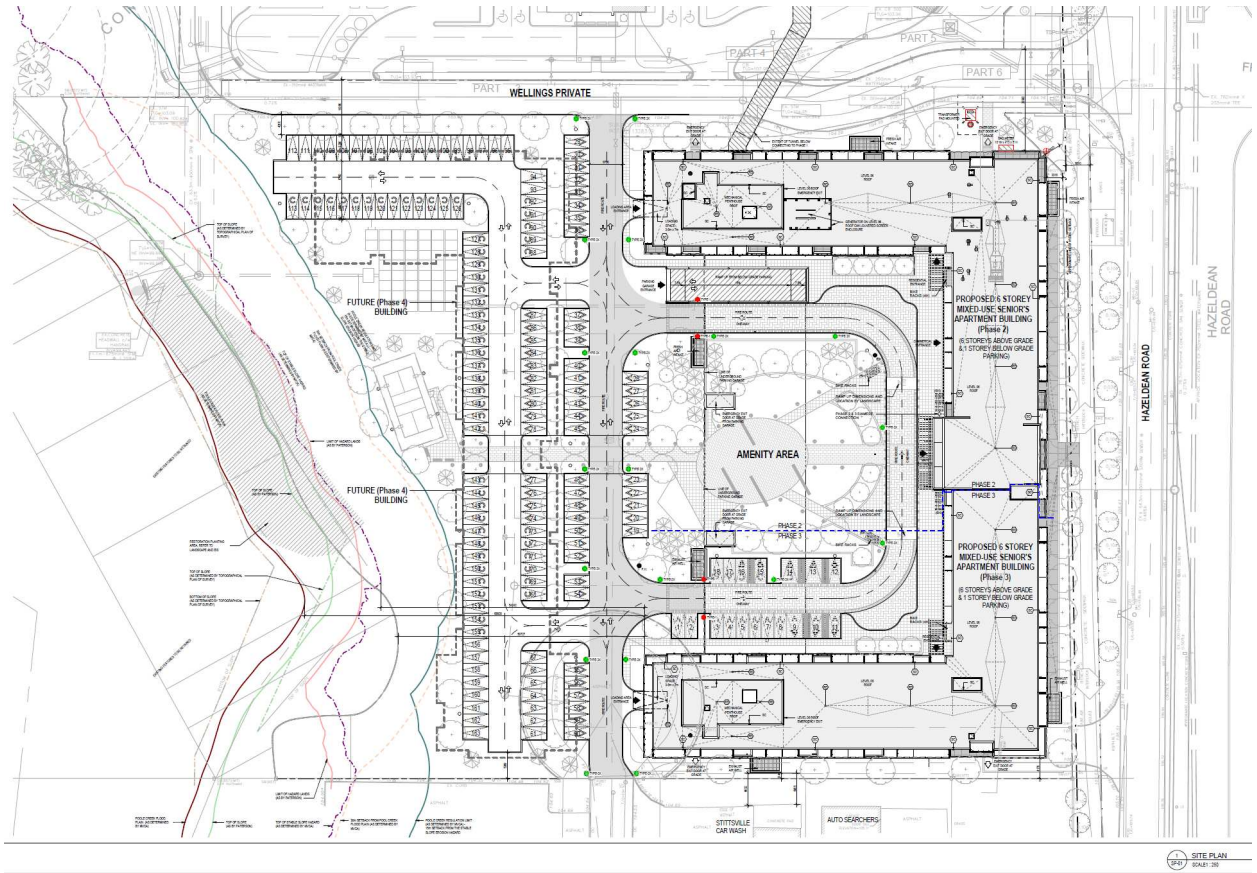
The site plan complies with the zoning requirements of the AM9 [474] Zone however, a minor variances has been approved to permit and increased height for the building. The Arterial Mainstreet Zone is a zoning category in which the uses proposed in the site plan are permitted uses and which implement the Official Plan and approved Kanata West Concept Plan by allowing transit supportive land uses on the property.

Figure 2 is the Site Plan and Elevation Drawings that show the proposed site development at build out and elevation drawings for all buildings.

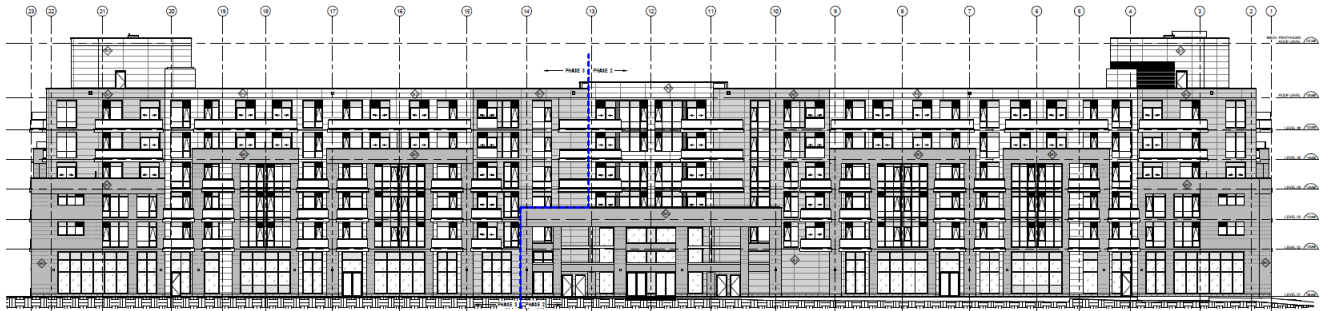
At this point in time, urban services in the form of sanitary sewers and municipal water supply about the site. Stormwater management measures including enhanced measures for water quality and quality controls are incorporated into the site engineering design and will tie into the LID system in Phase 1.

The subject property was approved to outlet stormwater into Poole Creek which ties into the Stormwater Management system in Phase 1.

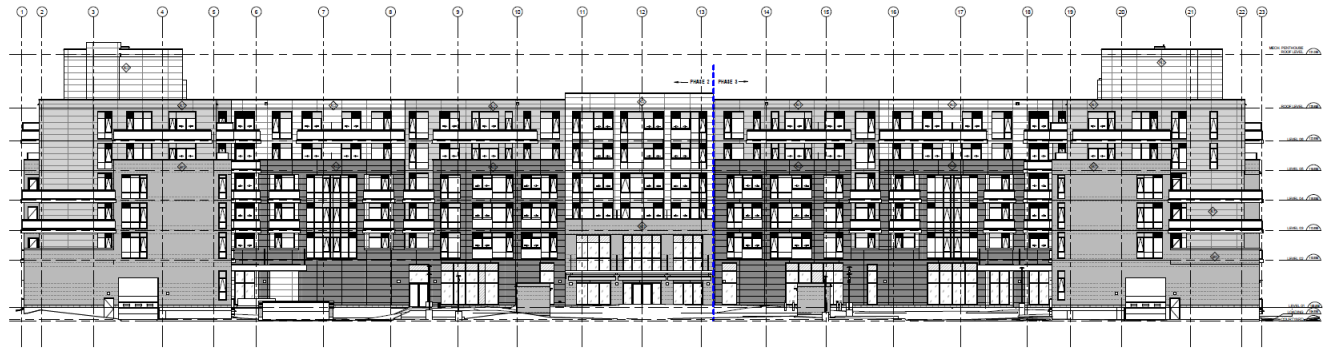
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**Figure 2- Site Plan and Elevation Drawings**



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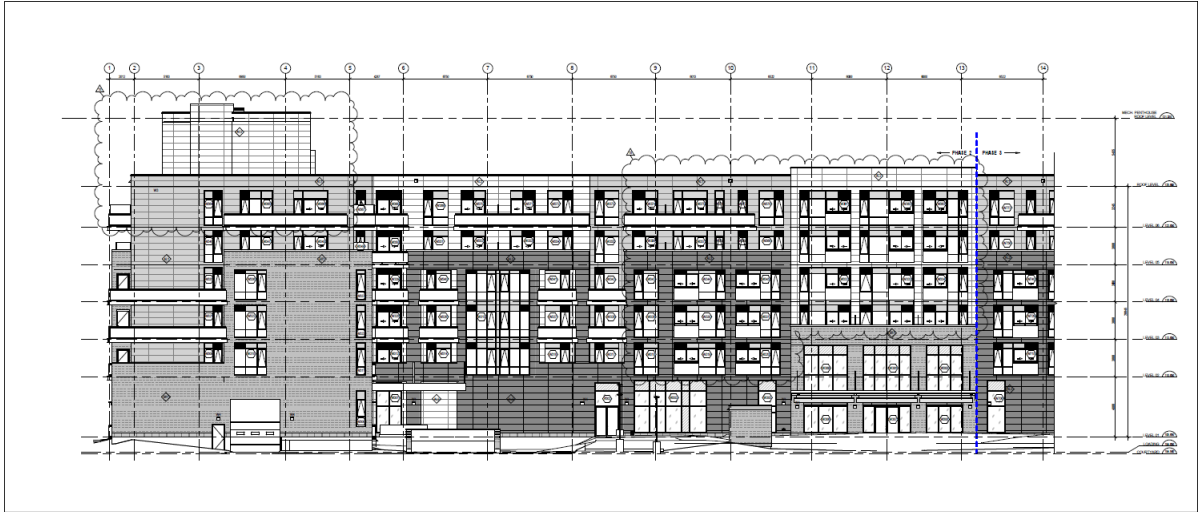


1 EAST BUILDING KEY ELEVATION  
SCALE: 1/8"

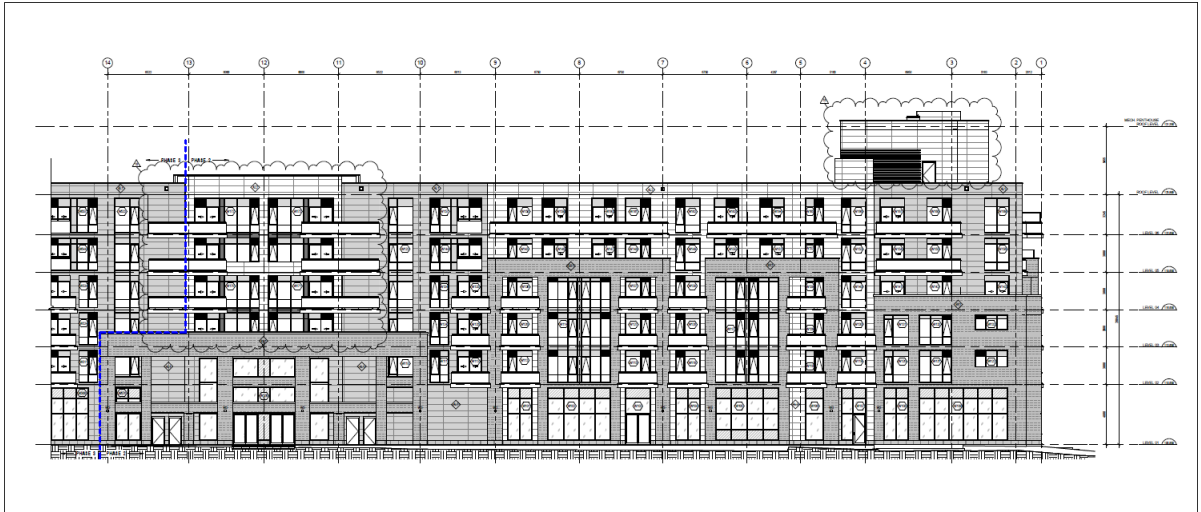


1 WEST BUILDING KEY ELEVATION  
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WEST BUILDING ELEVATION - PHASE 2  
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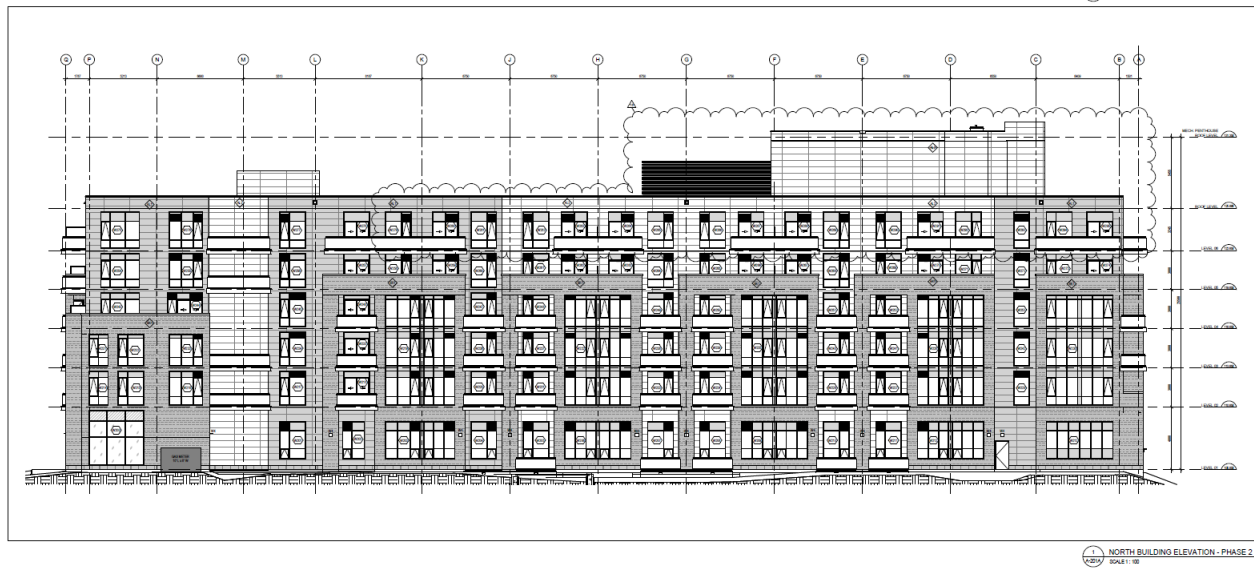
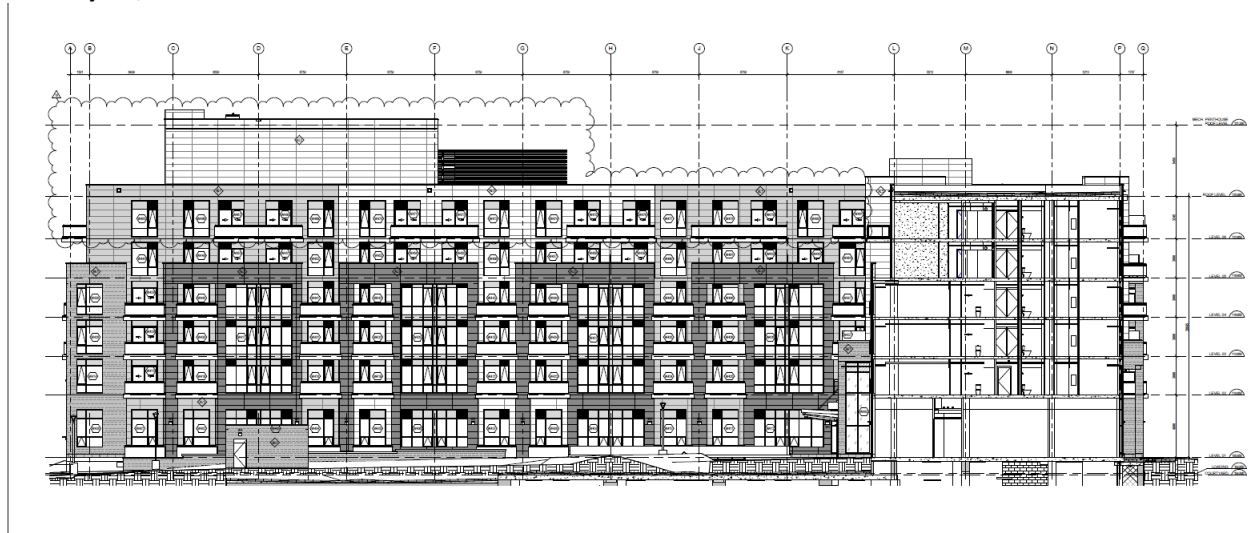
EAST BUILDING ELEVATION - PHASE 2  
SCALE: 1/8"



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### 3.0 POLICY AND REGULATORY FRAMEWORK

#### 3.1 PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement 2020 (PPS) under Section 3 of the *Planning Act* sets out key Provincial interests with regard to land use planning. Decisions made by all approval authorities in the Province of Ontario must be consistent with the policies of the Statement.

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#### **Section 1.0 Building Strong Healthy Communities**

Policy 1.1.1.b) indicates that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.

Policy 1.1.1.c) calls on municipalities to avoid development and land use patterns that may cause environmental concerns.

Policy 1.1.1.e) promotes cost-effective development patterns to minimize land consumption and servicing costs.

Policy 1.1.1.h) promotes development that conserves biodiversity.

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.

Policies 1.1.3.2 and 1.1.3.3 support intensification where it can be accommodated with sufficient infrastructure. Municipalities are called upon to identify appropriate locations for intensification.

Having regard for the preceding policies, development of the site for a mix of uses including retail, office, and seniors residential facilities is an excellent combination as encouraged by the PPS. The conveyance of the land near Poole Creek to the City for protection and preservation is a measure to address environmental concerns and promote biodiversity.

The mix and density of land uses represents a cost-effective land use pattern that minimizes land consumption and servicing costs.

The urban area of the City of Ottawa is a settlement area as defined by the PPS and this site is within the urban area. Therefore, this site is in an area of the City in which growth and development is promoted.

The City has implemented the PPS by identifying in the Official Plan, areas that are a priority for intensification. One of the preferred areas is Arterial Mainstreets that includes Hazeldean Road.

This site is a priority for intensification and is supported by adequate infrastructure.

Seniors' apartments are in high demand in Ottawa, Wellings of Stittsville Phase 1 has had great success to the east of the proposed Phase 2.

By developing this site, we will also be providing much needed employment to this community. Employees will be required with the seniors' apartments and the commercial/office component.

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#### **Section 2.0 Wise Use and Management of Resources**

Section 2.1.1 states that natural features and areas shall be protected for the long term. Poole Creek is being protected from development in this proposal. The northern part of this site that includes these lands have been conveyed to the City by the previous land owner. In addition, an Environmental Impact Assessment has been prepared in support of this application that shows that development and site alteration will have no negative impacts on the natural features or their ecological functions. The Assessment satisfies the requirements of Sections 2.1.7 and 2.1.8 of the PPS.

The Parks and Open Space O1R Subzone on the northern part of the site places the necessary restrictions on development and site alteration to protect Poole Creek, a sensitive surface water feature. The zoning implements Section 2.2.1e)2. of the PPS.

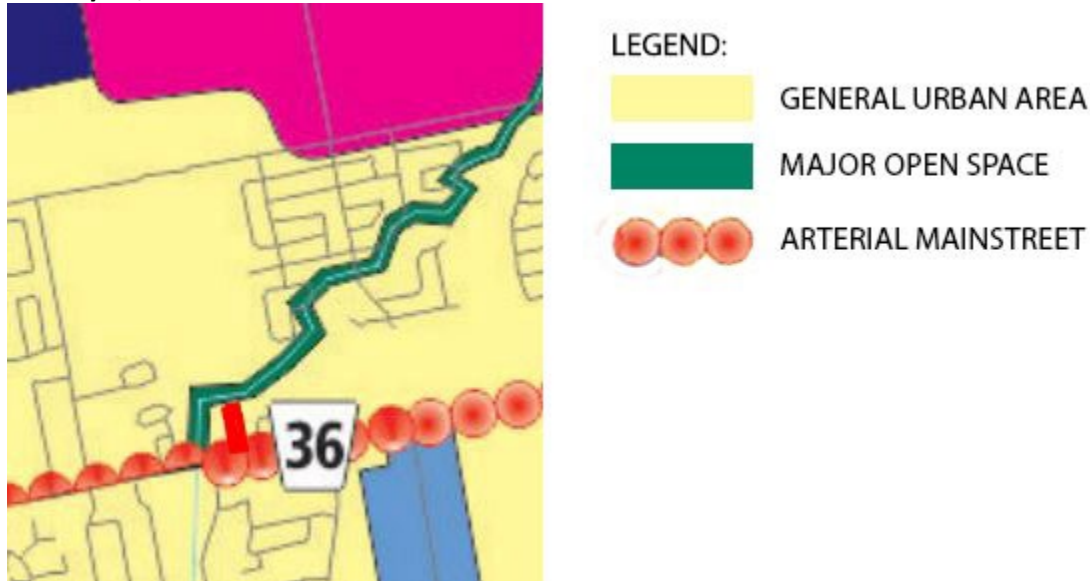
#### **Section 3.0 Protecting Public Health and Safety**

There are no natural hazards or human-made hazards on or near to this site.

In conclusion, approval of this application for Site Plan Control is consistent with and supported by the policies of the PPS 2014.

### **3.2 CITY OF OTTAWA OFFICIAL PLAN**

The City's Official Plan implements the Provincial Policy Statement. Section 2.2.2 Managing Growth within the Urban Area states that intensification is encouraged throughout the General Urban Area. However, major intensification is to be directed to the Central Area, along Mainstreets and within Mixed-Use Centres and Town Centres. The Hazeldean Road frontage of the site is designated Arterial Mainstreet on Schedule B, Urban Policy Plan which means the site is a priority area for intensification. The rear portion is designated General Urban Area. The City owned land at the year of this site abutting Poole Creek is designated Major Open Space. Figure 3 is an excerpt of Schedule B that shows the location of the site.



**Figure 3 – City of Ottawa Official Plan, Schedule B – Urban Policy Plan**

Section 3.6.3 contains policies for Mainstreets. In developing greenfield areas, the objective is to achieve a pedestrian-oriented mixed-use environment. Uses may be mixed within a building or within a lot and the notion of mixed-use means typically a combination of residential and employment uses, such as is proposed on the site plan. It should be noted that the portion of Hazeldean Road abutting the site currently has a sidewalk.

Section 3.6.3.3 allows a wide range of permitted uses that include retail commercial, offices, residential and institutional uses. They may be in individual buildings or side by side. The site plan proposes most of these uses and some of them with office, retail and residential in the same building.

Section 3.6.3.8 supports building heights up to nine stories on Arterial Mainstreets. The height of the building closest to Hazeldean Road is proposed to be five storeys in height while the building at the rear of the site closest to Poole Creek will be 6 storeys. Amendment No. 150, which is pending Ontario Municipal Board approval, also allows buildings up to nine storeys on Arterial Mainstreets.

Section 3.6.3.15 specifically addresses the Arterial Mainstreet designation on Hazeldean Road between Iber Road and Carp Road which includes this site. It indicates the Arterial Mainstreet designation shall not extend more than 150m from Hazeldean Road. The zoning extends the entire depth of the site 199m from Hazeldean Road. There is provision in Section 3.6.3.15 and 3.6.6.2 to allow zoning to extend beyond 150 meters where there is potential to develop both adjacent to the street and to the rear of the property. The zoning line was initiated by City staff to protect development from the adjacent Poole Creek. There is potential to develop this site with residential, retail and

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office uses oriented to Hazeldean Road while allowing land to the rear to develop as well.

The preamble to the Arterial Mainstreet Zone in the City's Zoning By-law indicates that the purpose of the zone is to allow a wide range of uses in mixed-use buildings or side by side in separate buildings. The Zone is also intended to promote intensification while ensuring that development occurs that is compatible with surrounding uses.

The site plan proposes to accommodate most of the permitted uses allowed in the Arterial Mainstreet designation. The form of development encouraged – allowing more than one use in a building and allowing multiple uses in separate buildings – is what is proposed on the site plan.

The rear of this site is designated General Urban Area and allows all types and densities of housing as well as greenspace, which is what is proposed at the rear of the site. Amendment No. 150 proposes to introduce height limitations into the General Urban Area and Section 3.6.1.3, as amended, allows buildings of four storeys or less with the tallest buildings fronting onto Arterial Mainstreets. The existing zoning that permits building heights greater than four storeys will remain in effect. A six storeys, 19.8m building height is proposed at the rear of the site and this exceeds the requirements of zoning by-law as the zoning permits a maximum building height of 15m.

Section 4.7.3 Erosion Protection of Surface water the requirement for rear yard setbacks is 15m and the proposed rear yard setback is 6.7m. This will allow the residents to enjoy the ravine setting close to Poole Creek. A variance will be required to permit the reduced setback.

Hazeldean Road is designated as an Existing Arterial on Schedule E, Urban Road Network. Figure 4 is an excerpt of Schedule E that shows the location of the site fronting onto Hazeldean Road, an existing arterial road.

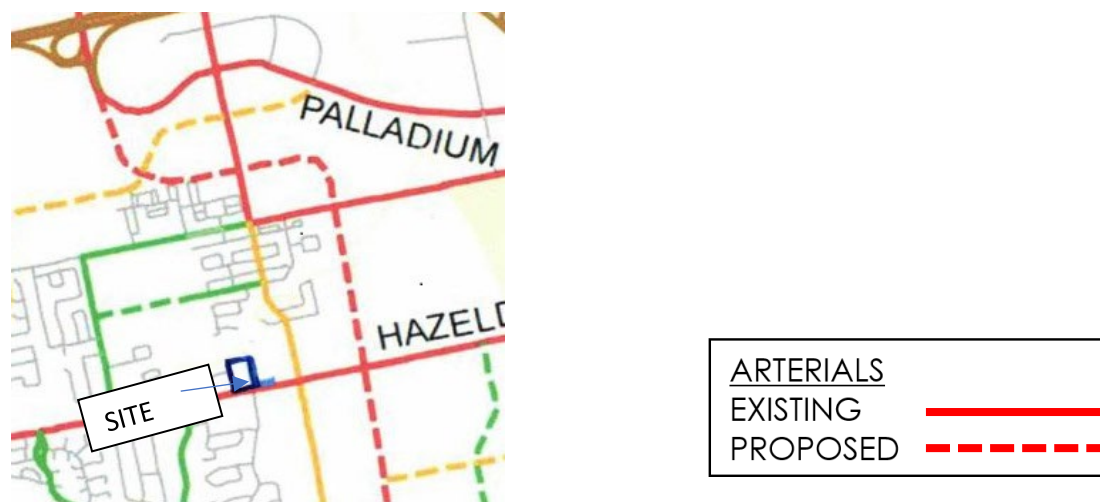
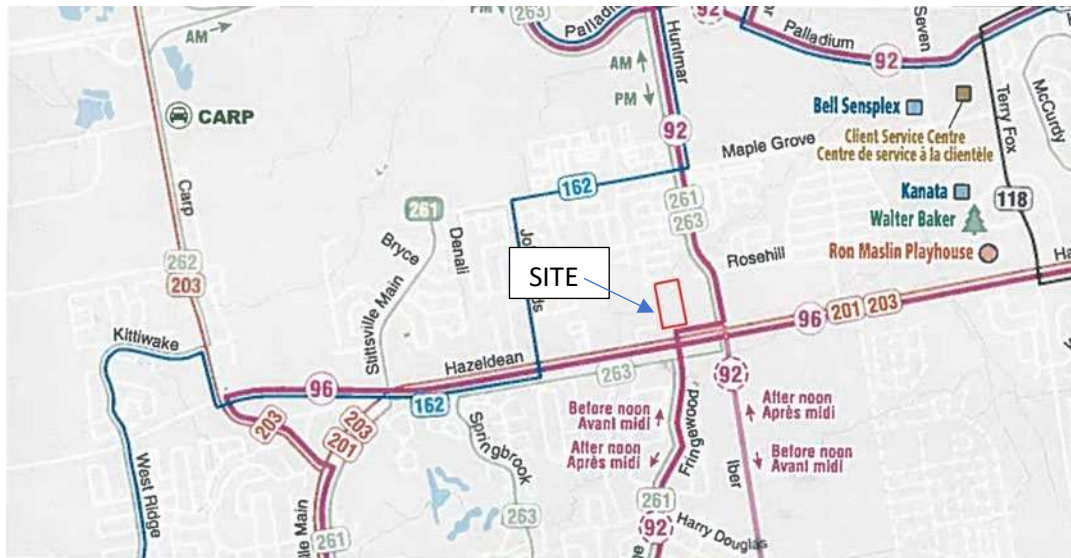


Figure 4 – City of Ottawa Official Plan, Schedule E – Urban Road Network

Annex 1 to the Official Plan states that arterial roads are the major roads of the City that carry large volumes of traffic. They function as major public and infrastructure corridors and accommodate car and truck traffic while serving pedestrians, public utilities, cyclists and public transit buses.

According to OC Transpo's Route Map that forms Figure 5, the site is serviced by Local Routes 92 and 96; by Express Routes 261 and 263; and by Peak Period Routes 201 and 203.



**Figure 5 – OC Transpo Route Map**

Schedule K, Environmental Constraints, shows an area of unstable slopes adjacent to Poole Creek. No development is proposed in this area, nor does the Zoning By-law permit development on this part of the site. A slope stability report was prepared and concludes that the development will not impact the slope.

Schedule L3, Natural Heritage System Overlay (West) shows the area adjacent to Poole Creek as part of the City's urban heritage system in recognition of Urban Natural Area #185. No development is proposed within or adjacent to this area as the Zoning By-law includes a protective buffer area.

Section 2.3.2 of the Official Plan addresses water and wastewater services. It is Official Plan policy (Section 2.3.2.1) that development in Public Service Areas (the urban area) occurs on the basis of both public water and wastewater. That is what is proposed.

In conclusion, the site plan is in conformity to the Official Plan.

### 3.3 KANATA WEST CONCEPT PLAN

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The site is within the limits of the Kanata West Concept Plan that has been approved by City Council for implementation.

The Kanata West Concept Plan is directed toward providing a full complement of urban services for people to live, work, play and learn by allowing for approximately 25,000 jobs, 5,000 residential units and supporting services within a cohesive framework of land development. Permitted uses include office, housing, retail, institutional, entertainment and leisure activities. The Concept Plan implements the Provincial Policy Statement and City Official Plan by making efficient use of land and services and by promoting the use of public transit.

The Land Use Schedule to the Kanata West Concept Plan designates this site as Community-Level Retail, Residential Area B and the north-west corner of the site, River / Creek Corridors. Figure 6 is the Kanata West Concept Plan Land Use Schedule with the site highlighted.

The policies for the Community Level Retail are directed toward creating a retail area where parking is not the main feature, a pedestrian friendly format and a “green corridor” along Hazeldean Road. The range of permitted uses include personal and community-serving uses, leisure and entertainment facilities, retail and commercial uses including offices, institutional uses and residential uses including retirements homes and apartments. All of the uses proposed on the site plan are listed as permitted uses on lands designated Community Level Retail. Parking is underground.

The Residential Area B is directed toward providing a diversity of housing accommodation that is in a transit-integrated and pedestrian friendly environment. Residential uses include apartment buildings, retirement homes and planned unit developments and lower density forms of housing.

The River / Creek Corridor lands are intended to be conveyed to the City for public park and open space purposes.

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The application for Site Plan Control is in conformity to the Kanata West Concept Plan.

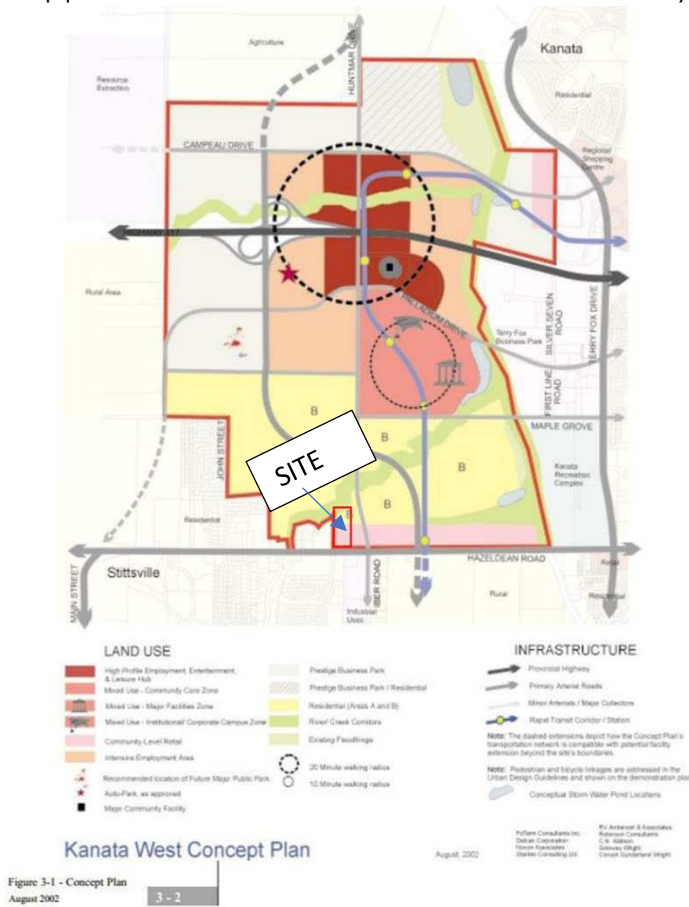


Figure 6 – Kanata West Concept Plan – Land Use Schedule

### 3.5 DESIGN GUIDELINES FOR ARTERIAL MAINSTREETS

In May 2006, City Council adopted Design Guidelines for Arterial Mainstreet. As Hazeldean Road is considered as a Mainstreet, the policies apply to this site.

The objectives of the guidelines are;

- To foster compatible development that will contribute to the recognized or planned character of the streets
- To promote a comfortable pedestrian environment and create attractive streetscapes
- To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets



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- To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets
- To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential
- To enhance connections that link development sites to public transit, roads and pedestrian walkways.

There are seven sections to address in the Guidelines:

#### **1. Streetscape**

Guidelines 1, 2 and 3 call for new buildings to be located close to the street with a planted boulevard and a sidewalk in the road allowance. The sidewalk is already installed by the City and the site plan proposes to locate the retail/office building within 3m of the front lot line. The landscape plan provides tree planting in the road allowance.

Guideline 4 encourages the creation of continuous streetscape by the use of buildings and landscaping. The proposed retail/office building occupies more than 50% of the street frontage and the landscaping between the street and the proposed building will result in a continuous streetscape.

Guideline 6 recommends that new buildings be setback within 3m from the front lot line and that is what the site plan proposes.

#### **2. Built Form**

Guideline 13 requires that buildings occupy the majority of the street frontage and that is the case in the proposed development. There are two pedestrian connections to provide pedestrian access to buildings at the rear of the site and to the central courtyard. These pedestrian accesses help to break up the front façade of the building.

To meet Guidelines 16, 17 and 18, the front façade of the retail/office building facing Hazeldean Road and has doors that are visible and accessible from the public sidewalk using sidewalks to the front door. As well there is a proposed patio from the restaurant facing Hazeldean Road. Clear windows and doors are incorporated into the site design and the retail/office building has a rich design to create public interest.

#### **3. Pedestrians and Cyclists**

To meet Guideline 19, direct, safe continuous and clearly defined pedestrian access is provided from public access to building entrances. There are two openings for pedestrians proposed these proportionately located at either end of building fronting Hazeldean Road and links the buildings at the rear of the site to the sidewalk on Hazeldean Road through the courtyard.

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Direct access is provided to the retail / office building entrances from the sidewalk on Hazeldean Road to meet Guideline 20.

Unobstructed pedestrian walkways connect parking areas to the entrances to buildings to satisfy Guideline 21.

#### **4. Vehicles and Parking**

To meet Guideline 25, vehicular access is shared with the adjacent site to the east.

Surface parking spaces are at the rear of the proposed buildings as recommended by Guideline 27. The vast majority of the parking is underground.

A consistent width of landscaping and pedestrian areas is provided across the front of the site to implement Guideline 30.

#### **5. Landscaping and Environment**

To meet Guideline 32, the vegetation chosen for planting on-site considered tolerance to urban conditions such as heat and salt tolerance. Native plant materials are incorporated into the landscape design.

Tree planting and street lighting will be coordinated in the landscape plan as recommended by Guideline 34.

The area of the site that is not occupied by buildings, parking and driveways is landscaped to satisfy Guideline 37.

To meet Guideline 41, the side yards and rear yards have at least a 2.5m width of landscaping.

#### **6. Signs**

To meet Guideline 47, signs will be located on the building in a uniform manner that respects the scale of the buildings. They will be designed to complement the character of the area.

#### **7. Servicing and Utilities**

All utility equipment will be screened from adjacent properties and streets to satisfy Guideline 50.

To meet Guideline 51, lighting is designed to be directed downward, without glare or spillage onto abutting uses.

As recommended by Guideline 53, secondary doors have been designed to blend in with the building façade.

In conclusion, the design of the site meets the relevant Urban Design Guidelines for Development along Arterial Mainstreets.

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## 4.0 ZONING BY-LAW

The site is regulated by City of Ottawa 2008-250. The site has two zoning designations.

The site is zoned Arterial Mainstreet AM9 [474]Subzone. This Zone permits retail, service commercial, offices, residential and institutional uses either in mixed-use buildings or side by side. An additional intent of the AM Zone is to promote intensification while achieving compatible development. The site plan complies with the special development standards of the AM9 Subzone with the exception of the proposed six storey apartment building that will have a height of 19.8m which exceeds the maximum building height permitted.

The Zoning By-law also contains requirements for parking of automobiles and bicycles. The minimum required parking is 0.25 spaces per unit plus 0.2 spaces for unit for visitor parking. For the 414 units proposed, we exceed the parking requirement. The total number of visitors parking above grade are 9 and below grade are 83 visitors parking spaces. For bicycle parking the total of 414 units will require 103 parking spaces, which is the number provided. For the commercial we require a total number parking spaces of 120 however we will be providing 63 spaces on the surface. With the residents of Phase 1 and Phase 2 and 3 being the primary customers of the retail/office and restaurant, the parking provided will be sufficient and will promote pedestrian flow.

In conclusion, site plan has been designed to comply with the Zoning By-law, with the exception of the required variances for commercial/retail parking and height.

## 5.0 OVERVIEW OF INDIVIDUAL TECHNICAL STUDIES

### 5.1 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 Environmental Site Assessment (ESA) was completed in general accordance with the Ontario *Environmental Protection Act R.S.O. 1990, C e. 19* and *Ontario Regulation 153/04*. The purpose of the ESA was to assess the potential presence of environmental impacts at the site due to activities, past and present, on or near to the site.

The report concluded that nothing was found that would likely have resulted in impacts to the soil and groundwater on site. A Phase 2 ESA would not be required to be completed.

### 5.2 GEOTECHNICAL STUDY AND SLOPE STABILITY

On March 7, 2019 a Geotechnical Investigation of the site was completed by drilling 29 boreholes to a maximum depth of 4m and taking soil samples from them.

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The flat, grass and tree covered surface conditions were underlain by a layer of stiff to very stiff silty clay, followed by a grey very stiff to stiff silty clay layer. Glacial till was encountered below the silty clay layer consisting of compact silty sand to sandy silt with clay, gravel, cobbles and boulders. Bedrock was encountered at depths ranging from 1.6 m to 4.0m.

Groundwater level is anticipated at a depth ranging from 2.5m to 3.5m below existing grade.

A slope stability analysis was also conducted. This was carried out to determine the required stable slope allowance setback from the top of slope. It was concluded that a stable slope allowance was not required. Existing vegetation on the slope should not be removed as it contributes to the stability of the slope and reduces erosion

From a geotechnical perspective the subject site is suitable for the proposed development.

## 5.3 TRANSPORTATION IMPACT STUDY

A Traffic Impact Assessment (TIA) was conducted in accordance with the City of Ottawa "*Transportation Impact Assessment Guidelines*."

The TIA concluded that the proposed development can be supported and should be permitted to proceed from a transportation perspective.

## 5.4 SERVICING AND STORMWATER MANAGEMENT

A Servicing and Stormwater Management Brief was prepared that examined water, sanitary and stormwater servicing to the site.

Based on the supplied boundary conditions for existing watermains and estimated domestic and fire flow demands for the subject site, it is anticipated that the proposed servicing in this development will provide sufficient capacity to sustain both the required domestic demands and emergency fire flow demands of the proposed site. Fire flows greater than those required per the FUS Guidelines are available for this development. Pressure reducing valves are recommended for all proposed buildings within the development in order to satisfy the design guidelines/OBC requirements for average day operating pressures.

The proposed sanitary sewer network is sufficiently sized to provide gravity drainage of the site. The proposed site will be serviced by a gravity sewer which will direct the wastewater flows (approx. 8.8 L/s) to the existing 675mm dia. Hazeldean Road sanitary sewer. The proposed drainage pattern is in accordance with the Kanata West Master Servicing Report for the Hazeldean Road sewer.

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The proposed stormwater management plan is in compliance with the criteria established for the site. Rooftop and subsurface storage has been designed to limit outflows from the subject site to calculated predevelopment levels. Poole Creek is located downstream of the site and has sufficient capacity to receive runoff volumes from the site based on anticipated peak flows and detention times for the subsurface storage tank servicing the development.

Grading for the site has been designed to provide an emergency overland flow route as per City requirements and reflects the grade raise restrictions recommended in the Supplemental Geotechnical Investigation prepared by Paterson Group (March, 2019) . Erosion and sediment control measures will be implemented during construction to reduce the impact on existing facilities.

Utility infrastructure exists within the Hazeldean Road ROW at the south property boundary of the proposed site. Overhead poles are located along the south side of Hazeldean Road. It is anticipated that existing infrastructure will be sufficient to provide a means of distribution for the proposed site. Exact size, location and routing of utilities will be finalized after design circulation.

MECP Environmental Compliance Approval is not expected to be required for the proposed site works. A Permit to Take Water is not anticipated to be required for pumping requirements for sewer installation, however, will likely be a requirement for building excavation. The Mississippi Valley Conservation Authority will need to be consulted in order to obtain municipal approval for site development. No other approval requirements from other regulatory agencies are anticipated.

## **5.5 NOISE FEASIBILITY STUDY**

A Noise Feasibility Study was prepared to compare the predicted sound levels in comparison to the guidelines of Ontario Ministry of the Environment, The Conservation and Parks (MECP) and the City of Ottawa Environmental Noise Control Guidelines . The investigation determined the noise levels will exceed MECP guideline sound levels and will require noise control measures.

The future daytime and nighttime sound levels at the façade with exposure to Hazeldean Road will exceed the MECP guideline sound levels and will require noise control measures. Central air conditioning is required for all dwelling units in the building. Upgraded building construction will be required for the south façade facing Hazeldean Road to provide acoustical insulation for indoor spaces.

As well, the sound emissions from the existing commercial facilities to the west has potential to exceed the applicable noise limits of the MECP at the exposed ground level façade at the northwest corner of the proposed building facing the commercial facilities. An acoustic barrier may be required.

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- Central air conditioning will be required for Phase 2 dwelling units
- For the dwelling units with exposure to roadways, window glazing construction should be refined on actual window to floor ratios
- The use of warning clauses in the property and tenancy agreements is recommended to inform future residents of traffic noise issues
- An acoustic barrier in front of the residences at the west property line
- An additional warning clause is required to inform future occupants of the presence of existing commercial facilities and the installation of the barrier.

## 5.6 ENVIRONMENTAL IMPACT STATEMENT

An Environmental Impact Statement was prepared to summarize the existing natural environment, ecological functions and significant features on-site to support the Environmental Impact Statement that identifies potential impacts and makes recommendations for measures to protect the natural environment.

The following are the recommended mitigation and enhancement measures based on the impact assessment according to EIS guidelines provided by the City of Ottawa and the MVCA:

- The wetland to the north of the site is currently unidentified and therefore has no status
- The Poole Creek as cool/cold watercourse that provides critical nursery habitat for all species within the creek, mitigation measures will be required for any potential negative impacts. Exclusion fencing to the sensitive natural features should be established and protected
- Within the exclusion zone established there is no grading or construction proposed

Tree and vegetation removal:

- Tree and vegetation removal is limited to the construction foot print
- A butternut agreement is in place between the City of Ottawa and the previous owner of the site. The agreement has been included with this submission.
- Minimize or avoid impacts to breeding and nesting birds specifically during April 15 and August 15
- Wild Parsnip was confirmed to be present, this is toxic and should be handled carefully

Based on the findings mitigation measures will be put in place for the protection of species, trees and vegetation.

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#### 5.7 STAGE 1 ARCHAEOLOGICAL ASSESSMENT

A Stage 1 Archaeological Assessment was completed and will be filed with the Ontario Ministry of Tourism, Culture and Sport. It was determined that a Stage 2 similar to that in Wellings of Stittsville Phase 1 will be required. A Stage 2 Archaeological Assessment was prepared for the Wellings Phase 1 site and it supports the conclusion found in this assessment.

## 6.0 CONCLUSION

The application for Site Plan Control by NLG 2011 Inc. for a mixed-use development at 20 Cedarow Court has been fully reviewed from a land use planning perspective.

It is our professional planning opinion that the application for Site Plan Control should be approved for the following reasons;

1. The approval of the application is consistent with the Provincial Policy Statement 2020.
2. The site plan is in conformity with the City of Ottawa Official Plan.
3. The site plan is in conformity with the Kanata West Concept Plan and its Design Guidelines for Community Retail District.
4. The site plan is in conformity with the intent of the Zoning By-law.
5. The site plan, landscape plan and elevation drawings meet the relevant Arterial Mainstreet Design Guidelines.
6. The site plan represents good land use planning.
7. The site plan will assist the City of Ottawa in meeting the need for seniors' accommodation and provide commercial, retail and office and employment.

In summary, the proposed development is based on good planning supported by applicable policies, studies and reports. As outlined throughout this report, it is our opinion that the proposed development represents good planning and should proceed through the process prescribed by the *Planning Act*.

Respectfully,

*Angela Mariani*

Angela Mariani  
Development Planner

APPENDIX 1 – BUILDING RENDERINGS



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