

**DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW, WEST,
PLANNING, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT
DEPARTMENT**

Site Location: 5618 Hazeldean Road

File No.: D07-16-16-0020

Date of Application: November 10, 2016

This application submitted Novatech Engineering Consultants Ltd. on behalf of Kizell Management Corporation is recommended for DRAFT APPROVAL, subject to the following Standard and Special Conditions, as attached.

July 21, 2021

Date



Erin O'Connell
(A) Manager, Development Review
Planning, Infrastructure and Economic
Development Department

Attach(s):

1. Conditions of Draft Approval
2. Draft Plan of Subdivision



DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION SUPPORTING INFORMATION

SITE LOCATION

The site is an 86-ha parcel on the south side of Hazeldean Road; between Iber Road and Terry Fox Drive, north of Abbot Street. The subject site is located in the northwest portion of the area affected by the Fernbank Community Design Plan. The Fernbank Community encompasses approximately 674-ha of land between Terry Fox Drive and Stittsville proposing approximately 10,000 dwelling units together with commercial, institutional and open space lands.

The subject site is largely vacant, with existing vegetation and trees. The Carp River Hazeldean Tributary crosses through the northern portion of the site, and the Carp River West Tributary crosses through the central portion of the site. A Hydro corridor bisects a southern portion of the site.

The lands west of the site are currently occupied by light industrial and business uses in the Iber Road Business Park, and lands on the north side of Hazeldean Road are occupied by large commercial developments. The subject site surrounds a small property known municipally known as 5654 Hazeldean Road that is the occupied by a single-storey commercial use. Richcraft's Bradley Commons residential subdivision is located to the east of the site. To the south of the subject property are the TransCanada Trail, and existing and future residential subdivisions. A secondary school is located at the northwest corner of Abbott Street and Robert Grant Avenue.

SYNOPSIS OF APPLICATION

The subdivision proposes the development of approximately 2755 dwelling units. The subdivision will 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 will 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 are provided for servicing, public pathways and a Hydro corridor.



Robert Grant Avenue, an arterial road, is proposed to be extended through the center of the subdivision from Abbott Street to Hazeldean Road. The current configuration of Robert Grant Avenue is for a two lane road with sidewalk and multi-use pathway on each side. In the longer term, the arterial would have a bus rapid transit (BRT) route in the center two lanes. A future LRT station with Park & Ride would be located at the southeast corner of Hazeldean Road and Robert Grant Avenue. The land for the extension of Robert Grant Avenue will be dedicated to the City as a block on this plan of subdivision. Because Robert Grant Avenue is an Arterial Road, it is the City's responsibility to construct the road, not the subdivider's.

Access to the development will be provided from the extension of Robert Grant Avenue, a 45.5-metre wide arterial road connecting Hazeldean Road to Abbott Street; the extension of Cranesbill Road, a 26-metre wide major collector road; and the extension of Abbott Street, a 26-metre wide major collector road. In addition to the arterial road and major collector roads, two minor collector roads and 13 local streets will also be constructed. The plan of subdivision is based on the local streets having an 18-metre right-of-way, with the minor collector roads having an increased right-of-way at 22 metres, to accommodate more traffic within a larger asphalt surface. Sidewalks will be provided where required for safe pedestrian movement on busier streets and to serve destinations such as school and parks. Three pathway blocks will be provided to enhance neighbourhood connectivity.

Since the initial submission of the plan of subdivision in 2016, the portion of Abbott Street and the district park that were originally within this subdivision have been removed from the proposed draft plan. The lands were conveyed to the City at the time of the abutting Richcraft subdivision to the east (590 Hazeldean Road) in 2018, so that Abbott Street could be completed through the Kizell lands to Robert Grant Avenue. Abbott Street has been constructed.

In accordance with the Fernbank Community Design Plan, the proposed subdivision includes a 3.23-ha school site, four neighbourhood parks, an open space block surrounding the Carp River Hazeldean Tributary and a 4.41-ha stormwater management block. The proposed layout is consistent with the Fernbank CDP, offering a range of residential uses and commercial space together with institutional and open space uses which are connected through an extensive and accessible roadway and pathway network.

The proposed subdivision would be developed multiple phases, moving from south to north. The proposed mixed-use blocks and high-density residential blocks would be located close to Hazeldean Road in the blocks that are closest to the future LRT station. The medium density blocks would be located along Robert Grant Avenue.

The lands are subject to a concurrent zoning by-law amendment application to rezone the lands from DR (Development Reserve Zone) to a variety of different zones. High density residential blocks and mixed use blocks are proposed to be zoned AM (Arterial Mainstreet Zone), and R5Z (Residential Fifth Density Zone,



Subzone Z) with maximum height being 30 metres or more. The blocks for medium density development along Robert Grant Avenue would be zoned R4Z (Residential Fourth Density Zone, Subzone Z). One block at the south end of Robert Grant Avenue near Abbott Street is identified as a mixed use block to accommodate some local commercial uses. The remaining residential lots and blocks are proposed to be zoned R3Z (Residential Third Density, Subzone Z) to accommodate detached dwellings and townhouses. The park blocks, open space blocks and institutional blocks are all proposed to be zoned appropriately for such uses. The requested zoning bylaw amendment will be considered by Planning Committee after the approval of the Draft Plan of Subdivision. Details of the zoning provisions will be established through the review of the zoning amendment application in accordance with the Official Plan, Fernbank Community Design Plan and the subject Draft Plan of Subdivision approval.

DISCUSSION AND ANALYSIS

It is recommended that the application be approved, subject to a number of conditions that are documented in the attached list of “Conditions for Final Approval”.

The application has been reviewed pursuant to the provisions of the Official Plan and the Fernbank Community Design Plan.

Official Plan

The Official Plan designates most of the property as General Urban Area, with a segment of Robert Grant Avenue designated as Arterial Mainstreet. The General Urban Area designation permits the development of a full range of housing types to meet the needs of all ages, incomes and life circumstances in combination with conveniently located employment, retail, service, leisure and institutional uses. The Arterial Mainstreet designation permits a wide variety of uses in compact, mixed-use development. The proposed plan of subdivision is consistent with the goals, objectives and policies of the General Urban Area designation and the Arterial Mainstreet designation.

The Official Plan policies state that future development in new communities is to be compact and efficient from a servicing point of view. This approach is based on an underlying commitment to conserving the natural environment and reducing consumption of land and other resources outside of the urban boundary. More compact urban development promotes sustainability by reducing travel distances, making transit service more desirable, reducing overall land consumption, and maximizing the use of existing infrastructure. The subdivision contributes to creating a liveable community by offering development of an urban density with a street pattern to facilitate connectivity.

The Official Plan designates Hazeldean Road and a section of Robert Grant Avenue as Arterial Mainstreet; the Arterial Mainstreet designation extends to a depth of 400-



metres from the road centreline. The Official Plan's policies state that a broad range of uses are permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses; building heights up to 9 storeys may be permitted as of right. Development along Arterial Mainstreets are to provide a mix of uses and have the potential to evolve into more compact, pedestrian-oriented and transit friendly places. Since initial submission, an LRT station has been proposed to be located at the intersection of Robert Grant Avenue and Hazeldean Road and the applicants have shifted their higher density blocks to be situated along Hazeldean Road. The proposed subdivision conforms to the Official Plan's policies by offering higher density, transit-friendly, mixed use development in appropriately designated areas of the subject site.

Fernbank Community Design Plan

The purpose of the Fernbank Community Design Plan was to establish a community-wide land use framework that reflects the principles, objectives and policies for community development as directed by the Official Plan. The vision for the proposed Fernbank Community was for a contemporary community embracing the natural heritage features such as the Carp River and takes advantage of existing amenities such as the Trans Canada Trail. The design of the community is predicated on a transit supportive street network, an integrated open space linkage system, a community core and distinctive neighbourhoods that would all have a park, school or other amenities within walking distance.

The subject site is located within the north-western portion of the Fernbank lands and have a mix of different designations including "low-density residential", "medium-density residential", "high-density residential", and "mixed use". Low density residential land uses include detached and semi-detached dwellings; medium density residential land uses include townhouses, stacked units and low-rise apartments; and high-density residential land uses include mid-rise apartments. Medium-density residential land uses are to be dispersed throughout the community along major or minor collector roads, in proximity to parks, schools, the hydro transmission corridor or non-residential uses while high-density land uses are located in proximity to transit stations and arterial roads. The "mixed-use" designation, which is applicable to the commercial lands along Hazeldean Road and a portion of Robert Grant Avenue, is intended to accommodate non-residential land uses to serve the personal and commercial needs of the Fernbank Community's residents. Permitted uses include retail stores, banks, restaurants, personal service uses, and business, medical or professional offices. The CDP also designates 4 neighbourhood parks, an open space hydro corridor, open space for the Carp River Hazeldean Tributary, a future school site, a potential transit station, a stormwater management facility and neighbourhood commercial uses for the subject site.

The proposed subdivision plan is in conformity with the Community Design Plan, providing residential and mixed-use options at a variety of different densities in a community that is integrated with both open spaces and the transportation network.



The high-density residential area envisioned by the Community Design Plan has been shifted from the intersection of Robert Grant Avenue and Abbott Street East to the intersection of Robert Grant Avenue and Hazeldean Road in response to the siting of a future LRT station. The proposed plan of subdivision, including the proposed road alignments, the school and park locations and mixed-use blocks are all in keeping with the intent and approach of the Fernbank Community Design Plan.

Transportation

As part of the submission requirements for the subdivision and rezoning applications, a Traffic Impact Assessment was prepared in accordance with Council's approved guidelines, to determine the transportation requirements and identify if road modifications are required. The study demonstrated that the proposed development could be safely accommodated by the existing and proposed road network.

Access to the development will be provided from the extension of Robert Grant Avenue, a 45.5-metre wide arterial road connecting Hazeldean Road to Abbott Street East; the extension of Cranesbill Road, a 26-metre wide major collector road; and the extension of Abbott Street, a 26-metre wide major collector road. In addition to the arterial road and major collector roads, two minor collector roads and 13 local roads will also be constructed. The plan of subdivision is based on the local streets being 18 metres wide, with the minor collector roads having an increased right-of-way at 22-metres. The Transportation Impact Assessment concludes that the proposed development is consistent with the network proposed by the Fernbank CDP and the Transportation Master Plan.

Servicing/Infrastructure

A Servicing and Stormwater Management Report was submitted in support of the subdivision application, to address the servicing needs for the lands. The report assessed water supply servicing, wastewater servicing, stormwater management, site grading, and erosion and sediment control. The report concludes that the Hazeldean Pump Station has sufficient capacity for the entire Fernbank community, that the proposed stormwater management facilities will function in accordance with the intended parameters, and that appropriate erosion and sediment control measures will be implemented and maintained throughout construction. The Carp River West Tributary and the Carp River Hazeldean Tributary, which both flow through segments of the site, will be protected from any negative impacts arising from construction. Finally, the functional servicing and stormwater management design of the subject lands has been completed in conformance with applicable guidelines and criteria. In summary, all servicing proposed is in accordance with Fernbank Master Servicing Study and to the current standards of the City and the Mississippi Valley Conservation Authority.

Environmental Implications



An Environmental Impact Statement was prepared to identify any ecological constraints that might impact development proposals for the subject lands. The report assessed aquatic resources, terrestrial resources and wildlife. The Carp River West Tributary and the Carp River Hazeldean Tributary were identified as significant environmental features identified on the property.

The Carp River Hazeldean Tributary will be fully preserved in the open space block located in the north-western area of the subject site. A portion of the Carp River West Tributary is proposed to be removed and the remaining portions will be entombed to allow water to continue flowing through the site. The plan has been reviewed and approved by both City staff and the Mississippi Valley Conservation Authority.

The Tree Conservation Report prepared in conjunction with the application reviewed the existing conditions of the subject site in terms of vegetation and concluded that no high-quality specimen trees or valued woodlands were located on or adjacent to the site. The Mississippi Valley Conservation Authority has reviewed the pertinent studies and has no objection to the proposed development.

Specific conditions of draft approval have been prepared by the Conservation Authority to address issues relating to the Carp River West Tributary. A Request for Review is expected to be submitted to the Department of Fisheries and Oceans for the removal of a portion of the Carp River West Tributary.

Parks

The parkland requirement is generally based on the Planning Act and Official Plan policy calculation of one hectare of parkland per 300 dwelling units within the plan of subdivision. The Fernbank CDP established a hierarchy of parks, providing design criteria: a district park of 8.0 ha was to be centrally located near the Trans Canada Trail and arterial roads, community parks of 3.2 hectares were to have frontage on major collector roads to serve both the local and larger geographic area, and neighbourhood parks of 0.8 ha were to be distributed throughout the community so that most residents would be within a 5-minute walk of a park.

The proposed subdivision provides four neighbourhood parks dispersed throughout the community. The parks are all larger than 0.8-ha and of a sufficient size to meet the City's programming objectives.

Additional passive open space that is not part of the parkland dedication is provided through the existing Hydro corridor located in the southerly portion of the site, the stormwater management block and open space block for the Carp River Hazeldean Tributary. Open space blocks dispersed throughout the community provide spaces of environmental value, open space, and passive recreational amenities and contribute to a complete community.

Conclusion



It is staff's opinion that the proposed development conforms to the relevant Provincial policies and also meets the intent of the Official Plan's General Urban Area and Arterial Mainstreet designations, which allows for a range of residential densities and uses. The proposed plan complies with the urban design and development guidelines of the Official Plan, including short block lengths, urban type street cross-sections, street trees and sidewalks.

The supporting studies confirm that there are adequate municipal services in terms of water, sanitary sewer and stormwater facilities to accommodate the development. The conditions of draft plan approval for the plan of subdivision address any concerns raised through the technical review and public consultation process. As such, it is in staff's opinion that the proposed plan of subdivision is based on the principles of good land use planning, will be compatible with the existing and planned residential areas to the east, and is appropriate for the subject site.

Other Information

The conditions of approval are supported by the applicant and the Ward Councillor.

The proposed development does not require an expenditure of municipal funds over and above those funds recovered by development charges or for which an allocation has been made in a Council approved budget.

CONSULTATION DETAILS

Councillor Glen Gower has concurred with the proposed conditions of Draft Approval.

Public Comments

This application was subject to the Public Notification and Consultation Policy. A statutory public meeting was held on January 20, 2021 via Zoom. No comments were received through the public notification and consultation process:

APPLICATION PROCESS TIMELINE STATUS

This Plan of Subdivision application was not processed by the "On Time Decision Date" established for the processing of an application that has Manager Delegated Authority, due to the time required for issue resolution.

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