

5618 Hazeldean Road
City of Ottawa
Planning Rationale
& Integrated Environmental Review Statement

Prepared by:

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December 13, 2019

City of Ottawa
Planning, Infrastructure & Economic Development
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Kathy Rygus, Planner II

Dear Ms. Rygus:

**Reference: 5618 Hazeldean Road
Draft Plan of Subdivision and Zoning By-Law Amendment
Updated Planning Rationale and Integrated Environmental Review Statement
Our File No.: 108195**

Novatech has prepared an update to the attached Planning Rationale and Integrated Environmental Review Statement as part of the ongoing applications for Draft Plan of Subdivision (D07-16-16-0020) and Zoning By-law Amendment (D02-02-16-0097) submitted on behalf of our client, Kizell Management Corporation (Kizell) in 2016 for the property municipally known as 5618 Hazeldean Road in the Fernbank community.

The proposed development consists of three mixed-use blocks, a Park-and-Ride facility for the planned future Light Rail Transit (LRT) station at Hazeldean Road, two high density residential blocks, numerous multi-family and low-density residential blocks and lots, a school block, four neighbourhood parks, a stormwater management facility, and an open space block.

The attached Planning Rationale describes the proposed development, summarizes the relevant studies, and demonstrates that the proposal is consistent with relevant provincial and municipal policy documents.

Should you have any questions, concerns, or require additional information please do not hesitate to contact me.

Sincerely,

NOVATECH



Ellen Potts, BES (PI)
Planner

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1.0 INTRODUCTION

Novatech has prepared the attached Planning Rationale and Integrated Environmental Review Statement (IERS) update in support of applications for Draft Plan of Subdivision (D07-16-16-0020) and Zoning By-law Amendment (D02-02-16-0097) submitted in 2016 on behalf of our client, Kizell Management Corporation (Kizell) for their property at 5618 Hazeldean Road in Ottawa’s Fernbank community.

Kizell intends to develop the property as a combination of residential, mixed-use, ‘Park-and-Ride’, institutional, and park and open space uses. It is anticipated that the community will accommodate approximately 2,755 dwelling units.

This Rationale will outline the various aspects of the proposed development and demonstrate that it is consistent with relevant provincial and municipal policies.

An IERS has been prepared as required under Section 4.7.1 of the City of Ottawa Official Plan for the subdivision of land and changes in zoning. The purpose of an IERS is to demonstrate how supporting studies influenced the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the Official Plan.

2.0 CONTEXTUAL ANALYSIS

The subject property is located between the communities of Stittsville and Kanata in the developing Fernbank community, as shown in Figure 1. The property is municipally known as 5618 Hazeldean Road and legally described as *Part of Lot 28, Concession 11 Goulbourn, Parts 1, 2, 3, and 4 on Plan 4R-24157, except Parts 1, 2, and 3 on Plan 4R-27840, now City of Ottawa.*



Figure 1: Location plan of the subject property and surrounding communities (source: Google Maps)

2.1 Local Context

The following uses surround the subject property:



Figure 2: Subject property and surrounding uses (source: Google Maps)

North: Hazeldean Road is a four-lane arterial road and defines the property’s northern boundary. Lands north of Hazeldean Road are occupied by two large-format commercial developments known as ‘the Shoppes at Fairwinds’ and ‘Grant Crossing’.

The subject property surrounds a smaller property known as 5654 Hazeldean Road which contains a single-storey detached dwelling converted to a commercial use.

East: A large vacant property, known as 590 Hazeldean Road, is located to the east and is currently the subject to Draft Plan of Subdivision and Zoning By-law Amendment applications (City File No.: D07-16-13-0036 & D02-02-13-0147). A two-storey detached dwelling is located adjacent to the northeast corner of the subject property.

South: The subject property is bounded to the south by the recent extension of Abbott Street East. An electrical transmission corridor runs south of the Trans Canada Trail. Several residential subdivisions are currently being developed to the south.

West: Lands to the west are occupied by business/light industrial uses fronting onto Iber Road.

2.2 Existing Site Condition

The subject property has an area of 86.03 hectares and approximately 576 metres of frontage on Hazeldean Road to the north and 542 metres of frontage along Abbott Street East to the south.

The subject property is currently vacant and undeveloped. A 230kV electrical transmission corridor transects the southern portion of the subject property. The subject property is generally flat and slopes downwards to the north and east. A watercourse in the northwest corner of the property, known as the Hazeldean tributary, drains into the Carp River. The West Tributary, as named in the Fernbank Community Design Plan, crosses the subject property from the east to west. Both tributaries are discussed in the updated Tree Conservation Report and Environmental Impact Statement (TCR/EIS) prepared by Muncaster (November 29, 2019) in support of this updated submission. The Hazeldean Tributary will remain open in a protected corridor while the West Tributary will be entombed through the subject property to its eastern edge where it will remain open downstream to the Carp River. Please see the TCR/EIS for details.

2.3 Development Background

In 2006, the City of Ottawa initiated the secondary planning process for the Fernbank Community Design Plan (CDP) in accordance with the Official Plan policies. The Fernbank CDP was adopted by Ottawa City Council on June 24, 2009 (Official Plan Amendment #77) through By-law 2009-206. The subject property is located in the northwest portion of the Fernbank CDP.

On November 10, 2016, Novatech submitted Draft Plan of Subdivision (D07-16-16-0020) and Zoning By-law Amendment (D02-02-16-0097) applications, on behalf of Kizell.

In 2017, the City of Ottawa initiated a Planning and Environmental Assessment (EA) study to develop a plan to extend the LRT from the Stage 2 terminus of the Confederation Line at Moodie Drive into Kanata, as identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP). The preferred route, as outlined in the EA report, was determined to extend from Moodie Drive to Hazeldean Road at the northern edge of the subject property, as shown in Figure 3. The draft Plan and Profile drawing of the Hazeldean Station depicts an elevated platform over Hazeldean Road, as shown in Figure 4. City Council approved the functional design for the Confederation Line western extension on May 9, 2018.



Figure 3: Stage 3 LRT Preferred Route (Source: Kanata Light Rail Transit Planning and Environmental Assessment Study, Transportation Committee Report 32, May 9, 2018)

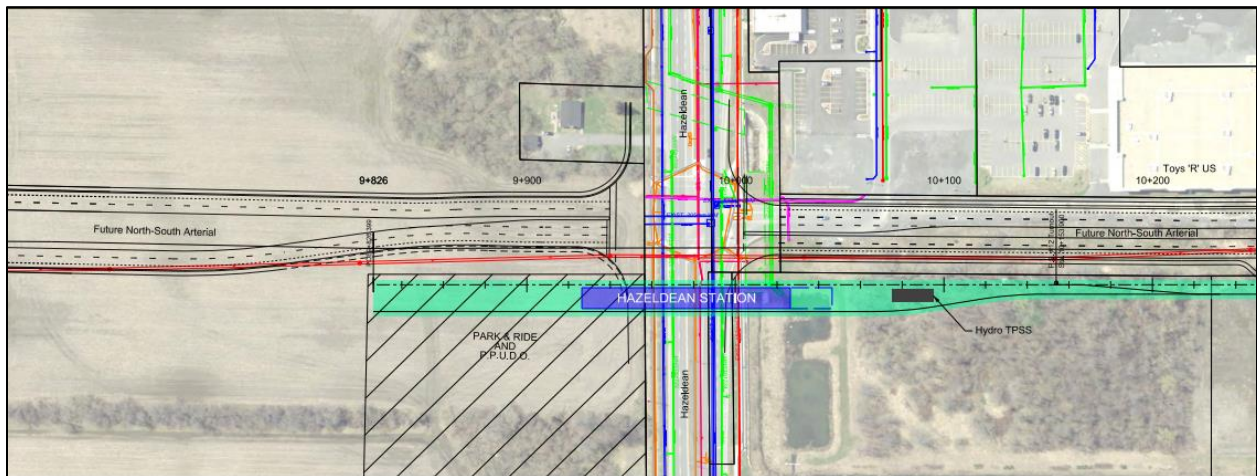


Figure 4: Excerpt of draft functional design for Hazeldean Station (Source: Kanata Light Rail Transit Planning and Environmental Assessment Study, Transportation Committee Report 32, May 9, 2018, Document 2)

2.4 Planning Context

City of Ottawa Official Plan

Most of the subject property is designated as “General Urban Area” per Schedule B of the City’s Official Plan, as shown in Figure 5. The northern portion of the subject property (adjacent to Hazeldean Road) and lands along a portion of Robert Grant Avenue are designated Arterial Mainstreet.

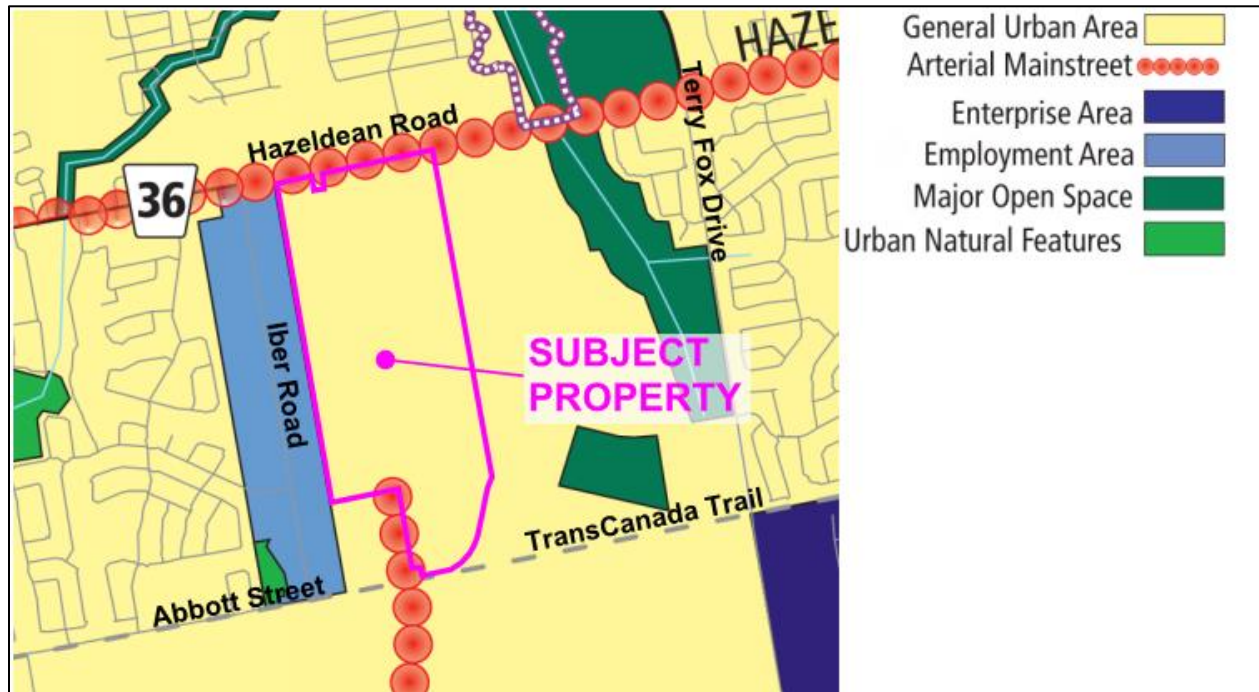


Figure 5: Excerpt of Official Plan Schedule B. The subject property is designated General Urban Area and Arterial Mainstreet.

Per Official Plan Schedule C – Primary Urban Cycling Network, as shown in Figure 6, Hazeldean Road and Robert Grant Avenue are designated as “Spine Routes”, the electrical transmission corridor transecting through the subject property is designated as a “Multi-use Pathway” and the electric transmission corridor south of the subject property is designated as a “Multi-use Pathway” and a “Cross-Town Bikeway”.



Figure 6: Excerpt of Official Plan Schedule C.

Per Official Plan Schedule D – Rapid Transit Network, as shown in Figure 7, Robert Grant Avenue is designated as “Bus Rapid Transit (BRT) – At-Grade Crossings”. BRT transit stations and park-and-ride facilities are identified at the northern and southern edges of the subject property along Robert Grant Avenue.

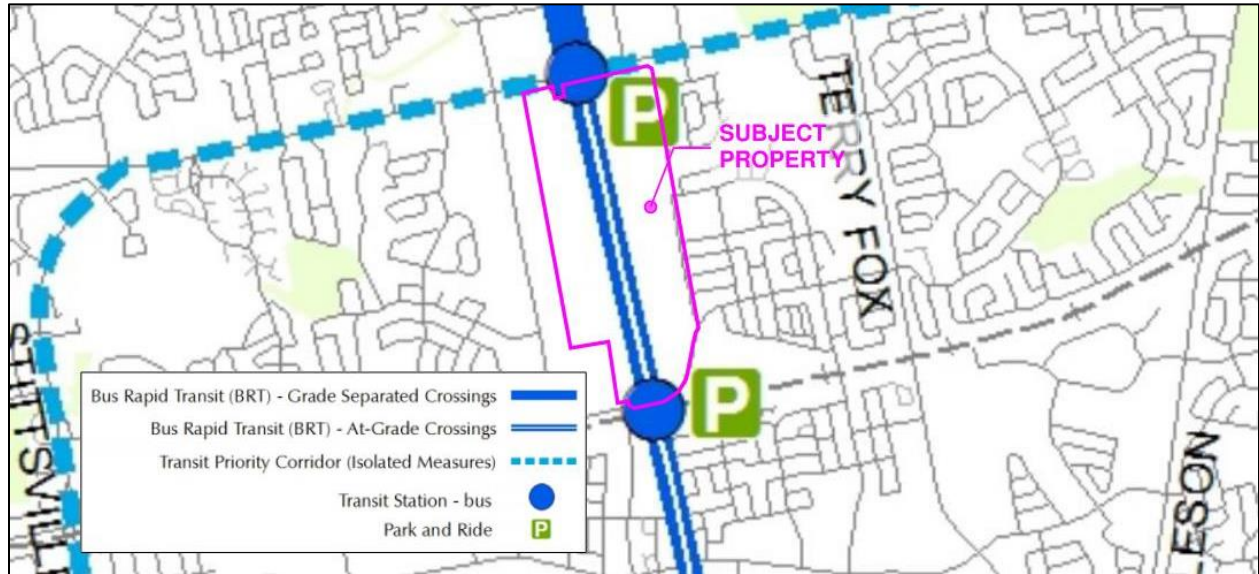


Figure 7: Excerpt of Official Plan Schedule D.

Per Schedule E – Urban Road Network, as shown in Figure 8, Hazeldean Road is designated as an “Arterial – Existing”, Robert Grant Avenue is designated as an “Arterial – Proposed (alignment defined)”, and Abbott Street East and Cranesbill Road are designated as “Major Collector – Proposed”. The extension of Abbott Street East south of the subject property to Terry Fox Drive is now constructed.



Figure 8: Excerpt of Official Plan Schedule E

Fernbank Community Design Plan

The subject property has been designed to incorporate the following land uses identified in the CDP Land Use Plan, as shown in Figure 9:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Open Space
- Elementary School
- Neighbourhood Park
- Stormwater Management Facility
- Potential Transit Stations and Park and Ride

The designations allow for wide range of uses, which will be discussed in greater detail in Section 4.0 of this Rationale.

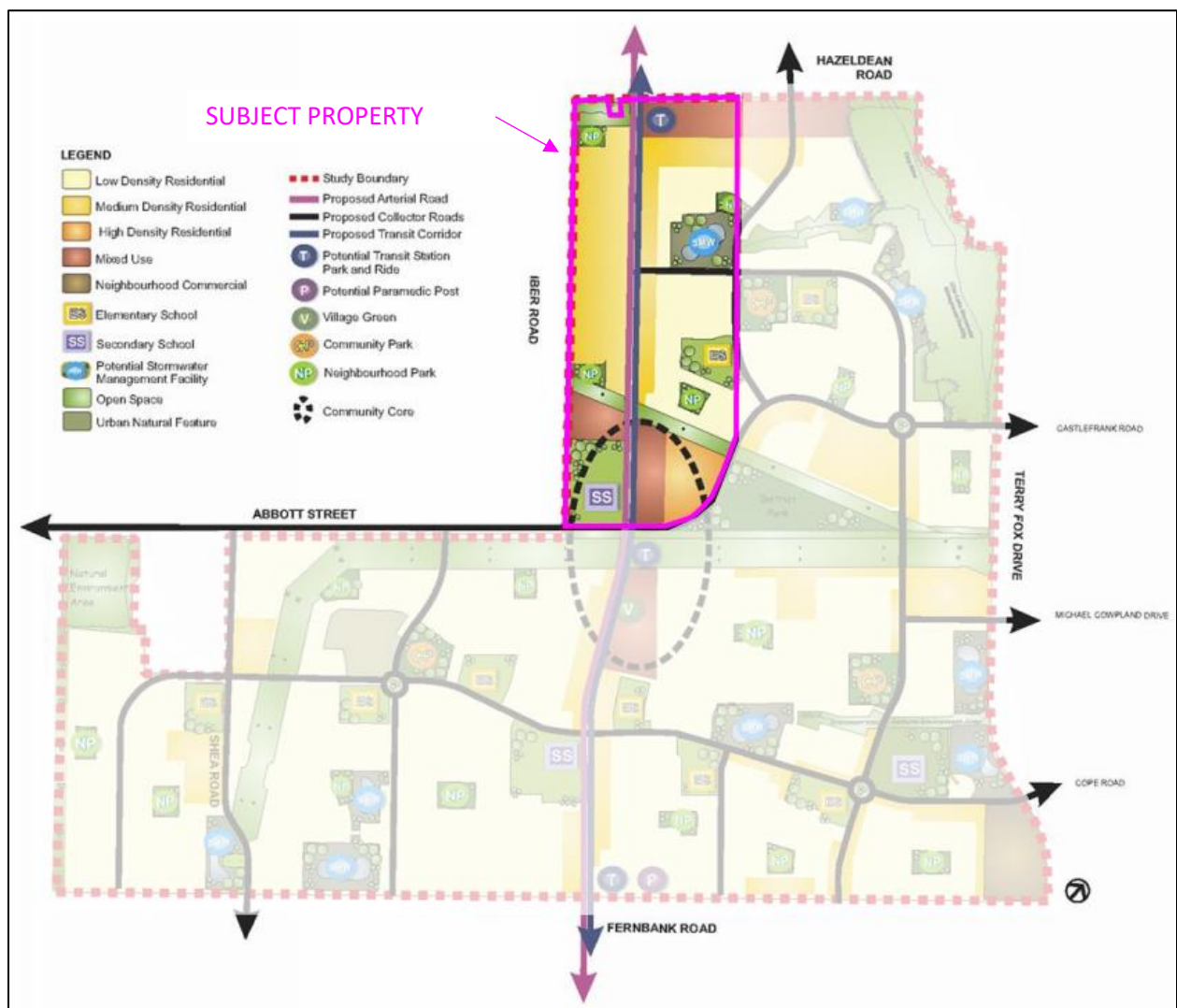


Figure 9: Fernbank Land Use Plan. The subject property is outlined in fuchsia.

City of Ottawa Zoning By-law 2008-250

The subject property is currently zoned Development Reserve (DR) by Zoning By-law 2008-250. The purpose of the DR zone is to recognize lands intended for future urban development in areas designated as General Urban Area and Developing Community in the Official Plan. The DR zone is essentially a placeholder to limit development before studies have been completed and approved.

3.0 OVERVIEW OF TECHNICAL STUDIES/ INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

Section 4.7 of the Official Plan states that “design components will be considered as inputs into the development process and must be assessed and considered prior to establishing an initial design or lot pattern. This process will be implemented through an application of the integrated environmental review process”. Section 4.7.1 states that the “integrated environmental review process considers as a whole the significant finding from individual support studies and ensures that development design complies with the environmental policies contain in Section 4, and that the principles of design with nature have been applied.”

The following section provides a summary of each technical study prepared in support of the proposed development. Detailed technical information can be obtained by reviewing the respective study.

3.1 Archaeological Resource Assessment

Section 4.6.2 of the Official Plan states development proposed on lands that have been identified as having archaeological potential on the City’s Archaeological Resource Potential Mapping Study will be required to prepare an archaeological assessment.

A Stage 1 Archaeological Resources Assessment was prepared by Kinickinick Heritage Consultants in 2007. The report concluded that a Stage 2 assessment was warranted for the subject property. A Stage 2 archaeological assessment of the entire subject property was completed by Paterson Group in June 2017 (Report No.: PA1077-1R). The Stage 2 report cleared the property of archaeological significance except for two areas described in the report as BhFx-68 - W. Bradley Site (located in the proposed Stormwater Management Pond block) and BHFx-47 - Bradley Farm Site (located in the future LRT Park-and-Ride block). Stage 3 assessments were conducted for both sites. The Stage 3 report for BhFx-68 (SWM pond location) was prepared in October 2017 (Report No. PA1089-1) and recommended a Stage 4 assessment. The Stage 3 report for BhFx-47 (Park-and-Ride location) was prepared in December 2018 (Report No. PA1102-1R1) and also recommended a Stage 4 assessment. A Stage 4 assessment report was prepared for the SWM pond site in November 2018 and concluded that the site had no further archaeological potential. This conclusion was accepted by the Ministry of Tourism, Culture and Sport on May 1, 2019. The completion of the Stage 4 assessment for the remaining LRT Park-and-Ride site (BhFx-47) is being evaluated by Kizell.

3.2 Tree Conservation Report & Environmental Impact Statement

An updated Tree Conservation Report and Environmental Impact Statement (TCR/EIS), dated November 29, 2019, was prepared by Muncaster Environmental Planning Inc. The report addresses the existing vegetation, potential tree retention, Species at Risk, and other features of the natural environment.

No Species at Risk or significant wildlife habitat were observed during the field survey. Due to the number of disturbances in the immediate area, including urban development and agricultural activity, there is a very limited potential for linkage functions in and adjacent to the site. Due to grading and drainage requirements it is anticipated that opportunities for retention of existing vegetation is limited. Some tree and shrub retention is anticipated along the Hazeldean Tributary, the electrical transmission corridor, and the west edge of the site.

The associated open space corridor along the Hazeldean Tributary provides a development setback that serves to protect the creek against erosion, provides some canopy cover in the east portion and locally preserves the natural environment, including the limited aquatic habitat found in the tributary.

3.3 Environmental Site Assessment

Policy 2 of Section 4.8.4 of the Official Plan requires that all applications for plans of subdivision be supported by Phase 1 Environmental Site Assessment (Phase 1 ESA) completed in accordance with Ontario Regulation 153/04.

Paterson Group was retained by Kizell to prepare a Phase 1 ESA (dated August 2016) to investigate the potential for site contamination by current or past uses. The assessment concluded that a Phase 2 Environmental Site Assessment is warranted to address some minor areas of potential contamination.

GEMTEC completed a Phase 2 ESA (dated July 17, 2019). Based on the results, the report concluded that a further assessment is not warranted.

3.4 Preliminary Geotechnical Assessment

Policy 1 of Section 4.8.3 of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for development.

A preliminary geotechnical assessment (dated August 2016) was prepared by Houle Chevrier Engineering for the subject property to determine the subsurface soil and groundwater condition and provide geotechnical guidelines and recommendations for the planning of the proposed development.

From a geotechnical perspective, the site was determined to be suitable for the proposed development and that construction can utilize conventional engineering practices.

3.5 Conceptual Servicing Study

The Official Plan contains policies that require development applications to be supported by various engineering studies to demonstrate that the proposed development can be achieved in a responsible manner. Section 4.4.1, Policy 1 of the Official Plan requires that all development applications are to be supported by an assessment of the adequacy of public services.

The following summary demonstrates that development of the subject property is feasible and that there are no apparent infrastructure constraints affecting the proposed development.

Water

A planning-level assessment of the water distribution system was completed in Section 8 of the Fernbank Master Servicing Study.

The proposed development will be connected to the existing watermain network via separate feed points. Two connections are proposed to the existing 400mm diameter main south of the site; one within the intersection of Robert Grant Avenue and Abbott Street, and the other approximately 230m east within the planned extension of Abbott Street. A third watermain connection is proposed to the 900mm diameter watermain within Hazeldean Road at the Robert Grant Avenue intersection. Additional connections will be made through the neighboring lands to the east (Richcraft) that connect to the existing 900mm main in Hazeldean Road, the existing 400mm main in Terry Fox Drive and the existing 400mm main adjacent the Trans Canada Trail. These watermain connections are being coordinated with the adjacent landowners.

Per the Fernbank Master Servicing Study, a 300mm watermain is proposed to link the existing off-site distribution system from Hazeldean Road to Abbott Street, and connect with the planned development infrastructure to the east. These larger 300mm pipes serve as the primary conduit to supply the subdivision and ensure adequate conveyance of domestic water and fire protection.

Sanitary

The majority of the sanitary flow from the subject property will connect into the proposed Stittsville Diversion Trunk, located below Robert Grant Avenue, and will ultimately outlet to the Kanata West Pump Station. The Stittsville Diversion Trunk is a city-initiated wastewater project that will route flow from the Stittsville Trunk to the Kanata West Pump Station (KWPS). The remainder of the sanitary flow is proposed to connect into downstream sewer systems at three different nodes through the adjacent Richcraft Lands to the east. Flow from these three nodes is routed to the Hazeldean Pump Station via the existing Fernbank Trunk.

Stormwater

The proposed storm sewer system will be designed in conjunction with Pond 1 (the proposed stormwater management facility on the east side of the subject property) and as outlined in the Fernbank Environmental Management Plan and the Fernbank Master Servicing Study.

Storm servicing for the subject development will be provided using a dual drainage system: Runoff from frequent events will be conveyed by storm sewers (minor system), while flows from large storm events that exceed the capacity of the minor system will be conveyed overland along defined overland flow routes (major system).

The minor system servicing the Kizell lands is divided into two main trunks with a north and a south inlet to the stormwater management facility. The proposed SWM facility (Pond 1) will serve as the outlet for both the major and minor systems.

Please see the Concept Site Servicing report for details.

Noise Feasibility Study

Section 4.8.7 of the Official Plan requires that where proposed noise-sensitive uses are proposed within 100 metres of a designated Arterial Road, the development is to be supported by a Noise Assessment.

Robert Grant Avenue, Hazeldean Road, Abbott Street and other major and minor collectors that will be located on or adjacent to the proposed development are all classified as potential noise sources that will have to be analyzed at the detailed design stage. A detailed noise study will be undertaken in conjunction with the Plan of Subdivision and future Site Plan applications. Specific noise mitigation measures will be analyzed and submitted at that time, including such measures as noise attenuation barriers, acoustic residential glazing, etc.

Please see the Noise Feasibility Study for details.

3.6 Community Transportation Study and Transportation Impact Study

Section 4.3 of the Official Plan states that a Transportation Impact Assessment is to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area.

Novatech prepared a Community Transportation Study and Transportation Impact Statement (CTS/TIS) for the initial application submission for the proposed development in 2016. The CTS/TIS is currently being updated and will be submitted under a separate cover.

4.0 PROPOSAL

The proposed development is based on the Fernbank Land Use Plan (Figure 9 above) and informed by the constraints and opportunities identified in the supporting studies summarized in Section 3.0 of this Rationale.

The intent of the Fernbank CDP is to create a complete residential community with a range of housing choices. The Land Use Plan is designed to be complemented and supported by appropriate community facilities while providing opportunities to work and shop near the residential neighbourhoods.

The proposed development contains a variety of residential housing densities and types, mixed use blocks, reserve land for a potential future school, a Park-and-Ride facility, and a network of parks and open spaces, as shown in Figure 10. See Appendix A for the full Draft Plan.

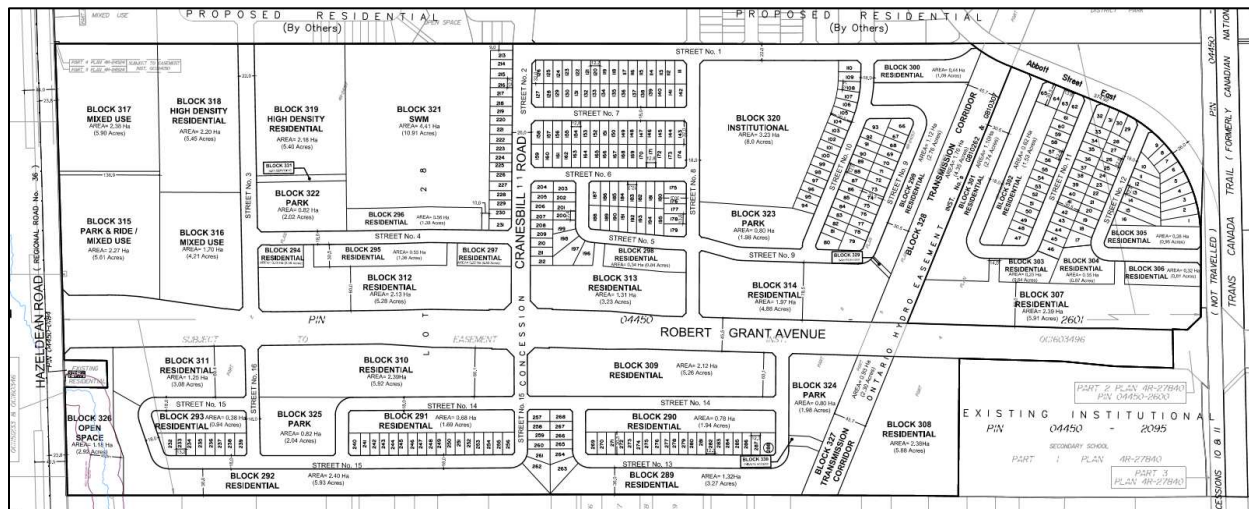


Figure 10: Excerpt of proposed Draft Plan of Subdivision

Kizell intends to subdivide the subject property and rezone the respective lots and blocks to facilitate development that aligns with the direction of the Fernbank CDP, and to address the introduction of a future LRT station at the north end of the property, which was not accounted for in the preparation of the CDP. This is achieved by providing transit supportive uses within a 600-metre walking distance of the LRT station in accordance with the City of Ottawa’s Transit-Oriented Development (TOD) Guidelines.

The configuration of the proposed development (including street network, parkland dedication, density distribution, and land use pattern) is largely consistent with the Land Use Plan in the Fernbank CDP and generally conforms to the Fernbank Demonstration Plan. The following subsections describe the proposed land uses.

4.1 Residential

The proposed development will be predominantly residential, composed of a range of residential dwelling types. It is anticipated that, once completely developed, the subject property will accommodate approximately 2,755 residential dwelling units, as shown in Figure 10 and Appendix A.

Low Density Residential (Lot 1 to Lot 288 and Block 289 to Block 306)

The proposed Draft Plan has been designed to accommodate detached and townhouse dwellings. These low-density residential uses have been located at the interior of blocks to provide the appropriate transition from higher intensity uses.

Medium Density Residential (Block 307 to Block 314)

Medium density residential is generally located along Robert Grant Avenue. It is envisioned that the proposed medium density residential blocks will consist of multi-family buildings such as stacked and back-to-back townhouses and low-rise apartments.

High Density Residential (Block 318 and Block 319)

The high-density residential blocks are in the northeast portion of the subject property. The decision to locate a future LRT station at the northern edge of the subject property came after the development of the Fernbank CDP, which identifies high density residential in the southern portion of the subject property

adjacent to Abbott Street East. However, the introduction of an LRT station at the opposite end of the property demands high density residential development in that location to support the transit service. The LRT station represents a fundamental building block in the community, and the surrounding land uses must be planned accordingly. As such, the proposed high-density residential blocks are appropriately located in proximity to the planned future LRT station and Park-and-Ride facility in the northern portion of the property. This is consistent with the direction in Section 4.2.3 of the CDP, which states that high-density residential uses shall generally be in proximity to transit stations and arterial roads. Further, TOD Guideline #1 identifies high-density residential as a transit-supportive land use that encourages transit use.

4.2 Mixed Use (Block 317 to Block 319)

The proposed mixed-use blocks will accommodate a variety of commercial, office and residential uses. The proposed mixed-use blocks are in the northeast corner of the subject property along Hazeldean Road and Robert Grant Avenue, surrounding and integrated with the planned Park-and-Ride facility. As with the high-density residential blocks, the mixed-use blocks have been focused in the northern end of the development in proximity to the future LRT station. As stated in page 2 of the TOD Guidelines, *“People are more likely to choose transit if they can easily walk between many destinations at the beginning and end of their trip. This can be achieved through providing increased-densities, mixed-uses, and pedestrian-oriented design within easy walking distance of high-quality transit”*. TOD Guideline #3 states: *“Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally”*. The proposed location for the mixed-use blocks supports the use of both the future BRT and LRT services in the area and creates a destination around the Hazeldean LRT station. Increasing density and mixed-uses at the northern end of the development will also support the existing retail and services businesses located on the north side of Hazeldean Road.

4.3 Institutional (Block 320)

Block 320 is intended to accommodate an elementary school for the Ottawa-Carleton District School Board (OCDSB). Novatech attended a meeting with City and OCDSB staff on October 11, 2018 to discuss the OCDSB’s School Site criteria, which identifies 7.0 to 8.0 acres of land for an elementary school that is ideally situated with dual frontage on neighbourhood collector or minor arterial roads and located adjacent to parkland or open space. Block 320 is 8.0 acres in size, situated as a corner lot with frontage on both Street 1 and Street 8, and abutting proposed Park Block 323, thereby satisfying the OCDSB’s siting criteria.

4.4 Parks and Open Space (Block 322 to Block 326)

The proposed development includes four neighborhood parks (Blocks 322 to 325) and an Open Space Block (Block 326). These park blocks have been evenly distributed across the community and each sized at least 0.80 ha in accordance with the policy direction in the Fernbank CDP. The Open Space Block is in the property’s northwest corner and contains a 40-metre corridor for the Hazeldean Tributary. The proposed stormwater management pond (Block 321) will form part of the development’s open space network and integrate with proposed Park Block 322, which abuts the north east corner of the SWM block, and with the planned open space blocks to the east in the neighbouring property.

4.5 Street Network and Transit Services

The street network is based on the CDP Demonstration Plan. The street pattern is arranged as a modified grid in order to facilitate efficient use of the land while maximizing connectivity between community uses.

Robert Grant Avenue will be extended north over the property from the intersection of Abbott Street East to Hazeldean Road. Robert Grant Avenue will be constructed as a two-lane arterial on an interim basis and will be expanded over time to a four lane arterial with separated median BRT. A 'Park-and-Ride' facility is to be located at the southeast corner of the Hazeldean Road and Robert Grant Avenue intersection to serve the planned future LRT station at this intersection and the Bus Rapid Transit (BRT) corridor that will run along Robert Grant Avenue.

5.0 PLANNING POLICY AND REGULATORY FRAMEWORK

The following is a review of the existing planning policy framework and demonstrates that the proposed Plan of Subdivision and Zoning By-law Amendment are consistent with the Provincial Policy Statement, conform to the policies of the Official Plan and Fernbank Community Design Plan, and respect the intent of any applicable urban design guidelines.

5.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. All decisions affecting planning matters "shall be consistent with" policies issued under the authority of Section 3 of the Planning Act.

The following will demonstrate how the proposed development is consistent with the PPS.

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use land patterns.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by promoting efficient land use patterns with a range and mix of uses arranged to minimize land consumption and servicing costs. Further, development patterns should avoid environmental or public health and safety concerns, conserve biodiversity, and consider the impacts of a changing climate.

The proposed development is located on lands designated by the City of Ottawa as settlement area. The proposed development has been designed to accommodate a variety of dwelling types and compatible land uses. The proposed uses have been arranged as a modified grid street and pathway pattern, integrated with surrounding development, to minimize land consumption, promote active transportation, and enhance connectivity.

The subject property does not contain any significant environmental features or natural, anthropogenic or potential hazards.

Policy 1.1.3.2 requires land use patterns within settlement areas to be based on:

b) densities and a mix of land uses which:

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation;*
- 5. are transit-supportive, where transit is planned, exists or may be developed, and;*
- 6. are freight-supportive.*

The proposed development is based on the Fernbank CDP Land Use Plan. It accommodates a range of residential dwelling types in close proximity to commercial, mixed use, park and open space uses arranged on a modified grid street network. The arrangement of land uses and streets permits the efficient use of land and resources while facilitating active transportation modes within the development and to adjacent communities. Higher density residential and mixed-use blocks are in proximity to the future LRT station at Hazeldean Road. Multi-family residential dwelling types are proposed along Robert Grant Avenue, which will contain a BRT route.

Section 1.1.3.6 of the PPS states that new development should occur adjacent to the existing built-up area and allow for the efficient use of land. The proposed development is located within the City of Ottawa's Urban Growth Boundary adjacent to existing urbanized land uses to the north and west.

Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

Streets and pathways have been arranged in a modified grid pattern within the proposed development; this layout creates a dense, continuous network of pedestrian connections to adjacent communities, open spaces and future planned bus, LRT and cycling facilities that are easily accessible from any location within the subject property.

Infrastructure and Public Service Facilities

Section 1.6 of the PPS states that infrastructure shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs. The proposed development will be serviced by municipal water and wastewater infrastructure. The Conceptual Site Servicing Study, as discussed in Section 3.5, was prepared by Novatech and included as part of the Zoning Amendment and Draft Plan of Subdivision application submission, in support of the proposed development.

Transportation Systems

Section 1.6.7 of the PPS promotes safe, energy efficient transportation systems that facilitate the movement of people and goods. The CTS addresses impacts on the adjacent community and confirms that

the proposed subdivision can be safely and adequately accommodated. An updated Transportation Impact Assessment is being prepared to support the revised Draft Plan of Subdivision and will be submitted under a separate cover.

Wise Use and Management of Resources

Section 2.0 of the PPS speaks to protecting natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources.

The TCR/EIS was prepared by Muncaster Environmental Planning and summarized in Section 3.2 of this Rationale. The report confirms that there were no Species at Risk or their habitat observed on or adjacent to the subject property. The alignment of the Hazeldean Tributary will be retained in a natural state and some tree and shrub retention is anticipated along the electrical transmission corridor and the west edge of the subject property.

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

- Relating to Section 2.2 (Water), a tributary to the Carp River is located to the northwest of the subject property. The TCR/EIS has recommended retention of the watercourse. Additionally, a Site Servicing Study has been prepared to accompany this application and outlines how stormwater from the site will meet both quality and quantity control objectives. As discussed in the TCR/EIS and as detailed in the Fernbank Environmental Management Plan, the West Tributary will be entombed through the subject property. Environmental enhancements, to be specified in a Compensation Plan, will be applied to the Carp River corridor upstream (south) of Hazeldean Road to compensate for the removal of the portion of the West Tributary on the site.
- Relating to Section 2.3 (Agriculture), the subject site is located within the urban boundary of the City of Ottawa; it does not have any identified agricultural potential.
- Relating to Section 2.4 (Minerals and Petroleum), the subject site has no known areas of mineral or petroleum potential; it will not impact areas of petroleum potential.
- Relating to Section 2.5 (Mineral Aggregate Resources), the subject site has no known mineral aggregate potential; it will not impact areas of mineral aggregate potential.
- Relating to Section 2.6 (Cultural Heritage and Archaeology), Stage 1 through 4 Archaeological studies have been completed for the Subject Site, as discussed in Section 3.1 of this report. All portions of the Subject Site have been cleared for development except for a small area within the proposed Park-and-Ride Facility/Mixed Use Block, which requires a Stage 4 archaeological assessment.

Protecting Health and Safety

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

Relating to Section 3.1 (Natural Hazards), the subject property is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, or large inland lakes.

A Preliminary Geotechnical Investigation report was prepared by Houle Chevrier Engineering (August 2016) that addresses public health and safety concerns. Additional details are provided in this Rationale under Section 3.4.

Regarding Section 3.2 (Human-Made Hazards), GEMTEC completed a Phase 2 Environmental Site Assessment (ESA) (dated July 17, 2019). Based on the results, the report concluded that a further assessment is not warranted.

5.2 City of Ottawa Official Plan

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have since been numerous updates and amendments approved by City Council and the Ontario Municipal Board. For the purposes of this planning rationale, the City's Official Plan Consolidation up to and including Official Plan Amendment 150 (the 'Official Plan') was used for reference.

The subject property is designated "General Urban Area", with lands along Hazeldean Road and along portions of Robert Grant Avenue designated as "Arterial Mainstreet", as shown in Figure 5 above.

General Urban Area

Section 3.6.1 of the Official Plan states that the 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 broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use.

The proposed development will provide a variety of residential dwelling types in proximity to a range of retail, service, leisure and institutional uses in keeping with the intent of the General Urban Area designation and the Land Use Plan for the Fernbank CDP.

Arterial Mainstreet

Section 3.6.3 of the Official Plan states that the Mainstreet designation identifies streets that offer significant opportunities for intensification through medium density and mixed use development. The objective of the Mainstreet designation is to encourage higher density, mixed use development that supports increased active transportation and public transit use. The Arterial Mainstreet designation refers specifically to streets which offer significant opportunities for intensification through medium density and mixed use development

Policy 3, Section 3.6.3 states that the boundary of the Arterial Mainstreet is flexible and generally applies to the whole of those properties fronting on the designated street to a maximum depth of 200 metres. Although the Official Plan designates the south portion of Robert Grant Avenue at the intersection with Abbott Street East as Arterial Mainstreet, it is not supportable to have a mainstream hub at both the north and south portions of the subject property. Some neighbourhood commercial is planned to occur south of Abbott Street East, but the primary hub should be located in proximity to the future LRT station, as proposed. As previously mentioned, the introduction of an LRT station represents a building block and focal point for the developing community and surrounding lands that was not contemplated when the

CDP was established. Accordingly, blocks in the northeast corner of the development adjacent to Hazeldean Road and Robert Grant Avenue have been allocated for mixed use development. These blocks will be zoned Arterial Mainstreet and are intended to develop as mixed use commercial and residential. The exact uses and built form of these blocks will be determined through subsequent Site Plan applications.

Site-Specific Policies and Secondary Plan Policies

Section 4.11 of the Official Plan states that further site-specific policies may be applicable to certain parts of the City, and shall conform to policies of the Official Plan, while providing additional detail and guidance. The subject property is within the boundaries of the Fernbank Community Design Plan. Conformity of the proposed development with the Fernbank CDP will be discussed further in Section 5.3 of this Rationale.

Adjacent Land Use Designations

Section 4.2 of the Official Plan states that some policies may apply to proposed development that is adjacent to other land uses. The subject property is not located adjacent to any land use designation requiring specific studies.

The policies of Section 4.2 and 4.7.8 of the Official Plan require that an Environmental Impact Statement be prepared for any development proposed within 30 metres of a natural feature, even if it is not designated. A Tree Conservation Report and Environmental Impact Statement was prepared by Muncaster (November 29, 2019) in support of the proposed development and is summarized in Section 3.2 of the Rationale.

Walking, Cycling, Transit, Roads, and Parking Lots

Section 4.3 of the Official Plan outlines policies related to the development of walking, cycling, transit, and roads.

Policy 1 of Section 4.3 requires that new plans of subdivision provide direct transit routes and for all buildings to be within 400 metres walking distance of a transit stop. The proposed development will be bisected by Robert Grant Avenue, an arterial road that will accommodate BRT. All portions of the proposed development will be within 400m of Robert Grant Avenue.

Policy 2 of Section 4.3 requires that the road network of new plans of subdivision to accommodate the potential future extension of the road system to adjacent properties. The proposed development's major street network is consistent with the Fernbank Land Use Plan (see Figure 9). The alignment of streets and intersections will be coordinated with a concurrent Draft Plan of Subdivision application to the east at 590 Hazeldean Road (City File No.: D07-16-13-0036). Pedestrian connections to adjacent communities will be facilitated by street sidewalks and recreational pathways within the stormwater management block which will integrate with the subdivision to the east.

Policy 5 of Section 4.3 requires that a Transportation Impact Assessment be undertaken in accordance with the City of Ottawa Transportation Impact Assessment Guidelines. The report is currently being updated per the revised Draft Plan of Subdivision and will be submitted under a separate cover.

Protection of Vegetation Cover

Policy 1 of Section 4.7.2 of the Official Plan states that applications for subdivision will be supported by a Tree Conservation Report. Policy 2 of Section 4.7.2 lists the requirements to be met in the study, including the identification of endangered or threatened species.

The Tree Conservation Report and Environmental Impact Statement by Muncaster Environmental Planning Inc. (November 29, 2019) addresses the existing vegetation, potential tree retention, Species at Risk, and other natural environment features and is summarised in Section 3.2 of this Rationale.

Due to preliminary grading requirements and grade raises, vegetation retention is likely not feasible. The report concludes that limited aquatic habitat within the Hazeldean Tributary should be retained. These portions of the tributary will be retained as open space on Block 326. The EIS/TCR recommends that a variety of native plantings should be provided to replace the features and functions of the woody vegetation to be removed.

Erosion Prevention and Protection of Surface Water

Section 4.7.3 seeks to protect stream corridor and the surface water environment by ensuring appropriate setbacks are maintained between proposed land development and waterbodies.

Schedule K of the Official Plan indicates that no unstable slopes affect the subject property. This was substantiated by a Preliminary Geotechnical Assessment (August 2016) prepared by Houle Chevrier Engineering, summarised in Section 3.4 of this Rationale. The Hazeldean Tributary was recommended for retention by the EIS/TCR prepared by Muncaster (November 29, 2019). This tributary and its required setbacks have been accommodated in proposed Block 326.

Unstable Soils or Bedrock

Policy 1 of Section 4.8.3 of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for the proposed development. There are no unstable slopes within the subject property identified on *Schedule K* Official Plan.

A Preliminary Geotechnical Assessment (August 2016) was prepared by Houle Chevrier Engineering for the subject property and was summarised in Section 3.4 of this Rationale. The site was determined to be suitable for the proposed development using standard engineering practices.

Contaminated Sites

Policy 1 of Section 4.8.4 of the Official Plan requires applicants to document previous uses of a property subject to a development application in order to determine the potential for site contamination. Paterson Group was retained by Kizell to prepare a Phase 1 ESA (dated August 2016) to investigate the potential for site contamination by current or past uses. The assessment concluded that a Phase 2 Environmental Site Assessment is warranted to address some minor areas of potential contamination.

GEMTEC completed a Phase 2 ESA (dated July 17, 2019). Based on the results, the report concluded that a further assessment is not warranted.

Environmental Noise Control

Policy 4 of Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed within 100 metres of an existing or proposed arterial or major collector roadway, as identified on Schedules D through H of the Official Plan. The subject property is located adjacent to an existing arterial (Hazeldean Road) a proposed arterial (Robert Grant Avenue) and two proposed major collectors (Abbott Street and Street No. 2) as shown on Schedule E of the Official Plan.

Novatech has prepared a Noise Feasibility Study (December 2019) for the proposed development, which is discussed in Section 3.5 of this Rationale.

Parks and Greenspace Requirements

Policy 3 of Section 4.10 of the Official Plan states that parkland dedication, as required by Section 51.1(2) of the *Planning Act*, should be provided at a minimum rate of 1 hectare per 300 dwelling units where the proposed density of a residential development is greater than 18 units per net hectare.

The size and location of park facilities within the Fernbank community has been determined through the Fernbank CDP. Further detail as to the facilities that each park will accommodate has been provided through the ongoing Fernbank Community Parks Fit Plan.

The Fernbank Land Use Plan allocated four neighbourhood parks for the proposed development. According to the Fernbank Demonstration Plan, these neighbourhood parks are each to have an area of 8,000m². All the proposed parks are at least 8,000m². In total the proposed development will accommodate 3.25 hectares of parkland.

Urban Design and Compatibility

The policies of Section 4.11 in the Official Plan are intended to provide a framework for promoting high-quality urban design in all parts of the City. The following is a summary of the relevant subsections.

- **Building Design:** policies regarding building design focus on matters of particular importance in the design of larger buildings surrounded by existing urban fabric (i.e.: infill and redevelopment). The proponent intends to subdivide and rezone the subject property, and no architects or builders have been selected. Detailed design for the high-density residential, mixed use and multi-family blocks will be addressed through subsequent Site Plan Control applications;
- **Massing and Scale:** proposed development will focus the tallest buildings with the greatest massing along Hazeldean Road, Robert Grant Avenue, and on lands designated for High Density Residential. The suggested Zoning By-law Amendment will dictate the scale and massing of future development;
- **High-Rise Buildings:** High-rise buildings, meaning a minimum of ten stories, are being considered for the proposed mixed-use blocks fronting on Hazeldean Road, and will be designed in accordance with applicable design guidelines and policies through subsequent Site Plan Control application processes.

- Outdoor Amenity Areas: detached and townhouse dwellings will have private rear yard amenity areas. Amenity areas for the proposed medium and high-density residential blocks will be addressed through future Site Plan applications.

The Official Plan expands on these design policies within Section 2.5.1- Designing Ottawa. Specifically, the following design objectives are outlined:

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

The proposed neighbourhood forms part of the larger Fernbank community and will have a consistent design theme in order to differentiate it from nearby existing and planned development, creating a unique local identity.

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

Detached, multiple-attached and apartment dwellings will be oriented to address the streets and will help to frame the public realm and delineate these areas from private amenity spaces through the creation of consistent building facades. Parks within the community will be consistent with the Fernbank CDP.

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

The proposed development is based upon a modified grid system in which pedestrians are provided with a high degree of movement through the proposed development and to adjacent communities. Buildings will be oriented towards the street in order to provide passive surveillance, and all streets and other pedestrian movement corridors will be lighted as necessary.

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

Buildings within the proposed development will be of a consistent quality and character in order to establish a community identity and sense of coherence. The proposed street layout and widths, fine-grained pedestrian movement network, and lot layout are consistent with other developing neighbourhoods within the Fernbank community.

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. [OMB decision #2649, September 21, 2006]*

The proposed development will consist of a variety of dwelling types and sizes, ranging from large detached dwellings to apartment buildings to accommodate residents from varying life stages, family types, and economic means.

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

The proposed development has been designed in-line with the approved Fernbank Environmental Management Plan (2009).

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

The development has been oriented in accordance with the Fernbank Demonstration Plan. The proposed development provides the highest densities around the future LRT station and along the future BRT corridor to support transit use.

The Official Plan also contains policies relating to servicing and stormwater management, archaeological resources, the protection of endangered and threatened species, and environmental impact statements. These policies have been addressed by the various technical studies and plans listed in section 3.0 of this rationale and submitted in support of this updated submission.

5.3 Fernbank Community Design Plan

The Fernbank Community Design Plan (CDP) was adopted by the Ottawa Council in 2009 and covers a large tract of land north of Fernbank Road between the existing urban areas of Kanata and Stittsville. The intent of the Fernbank CDP is to create a complete residential community with a full range of housing choices to satisfy a range demographics.

As shown in Figure 9, the subject property is designated as: 'Low-Density Residential', 'Medium-Density Residential', 'High-Density Residential', 'Neighbourhood Park', 'Open Space', 'Stormwater Management Facility' and 'Elementary School'.

Low Density Residential

Section 4.2.1 of the CDP outlines the intent and policies surrounding the 'Low Density Residential' designation and states:

Low density residential land uses will comprise the majority of the housing within the Fernbank Community. Low Density Residential land uses shall include residential dwellings of similar mass and scale as follows:

- *Detached dwellings*
- *Semi-detached dwellings*
- *Linked detached dwellings*

Multiple attached dwellings may also be permitted in locations:

- *Along arterial roads;*
- *Along major or minor collector roads;*
- *In proximity to community facilities and amenities;*
- *Along hydro transmission corridors; or,*
- *As a transition between non-residential and low density residential uses (such as, a progression between industrial or mixed use areas)*

Lots 1 to 288 on the Draft Plan of Subdivision are intended to accommodate detached dwellings and Blocks 289 to 306 are intended to accommodate street-oriented townhouse units. These suggested zoning for these lots and blocks Residential, Third Density, Subzone Z (R3Z). The intent of the R3 parent zone is to permit a mix of residential building forms ranging from single detached to townhouse dwellings in areas designated as General Urban in the Official Plan.

The R3Z zone will permit the proposed detached and townhouse dwellings and is in keeping with the land use intensity of the Low Density Residential designation.

Medium Density Residential

Section 4.2.2 of the CDP states that the 'Medium Density Residential' uses are to be dispersed throughout the Fernbank community to provide a variety of housing types and create diverse neighbourhoods. Medium density residential is considered to include multiple attached dwellings, stacked dwellings, live-work units and low-rise apartments. The CDP states these uses should be located in the following locations:

- *Along arterial roadways;*
- *Along major or minor collector roads;*
- *In proximity to Community or District Parks;*
- *In proximity to community amenities and facilities;*
- *Along hydro transmission corridors; or,*
- *As a transition between non-residential and low density residential uses (such as, a progression between industrial or mixed use areas).*

Blocks 307 to 314 are located on either side of Robert Grant Avenue (arterial roadway) and are intended to accommodate multi-family units. The suggested zoning for these blocks is Residential, Fourth Density, Subzone Z (R4Z). The intent of the Residential Fourth Density (R4) parent zone is to allow a variety of residential building forms ranging from detached to low-rise apartment dwellings up to four storeys in areas designated as General Urban Area in the Official Plan.

The R4Z zone will permit the proposed multi-family units and is in keeping with the Medium Density Residential land use designation.

High Density Residential

Section 4.2.3 of the CDP states that high density residential uses will contribute to a full range of house types within the Fernbank community and shall include:

- *Live-work units*
- *Low-rise apartments*
- *Mid-rise apartments*
- *Duplex dwellings*
- *Rooming houses*
- *Shelter accommodations.*

The Fernbank Land Use Plan identified high-density residential for the southern portion of the subject property abutting Abbott Street East, as shown in Figure 9. However, when the Land Use Plan was created, it did not anticipate an LRT station at the northern end of the subject property. The proposed development has generally maintained the size of the high-density block outlined in the CDP but has relocated it to be adjacent to the planned future LRT station and Park-and-Ride facility (see Blocks 318 and 319 on the proposed Draft Plan) to support transit use. This is consistent with the CDP policies in section 4.2.3 for High Density Residential, which state that such lands use should be located in proximity to transit stations. The suggested zoning for the high-density residential blocks is Residential, Fifth Density, Subzone Z (R5Z H(30)) for Block 319, and Arterial Mainstreet (AM) for Block 318 given its proximity to Hazeldean Road, which is an Arterial Mainstreet. Both zones permit a wide mix of residential built forms ranging from townhomes to mid-high rise apartment dwellings.

Mixed Use

Section 4.2.4 of the CDP states that the Mixed Use designation is intended to accommodate a mix of residential and non-residential land uses to serve the personal and commercial needs of the Fernbank community's residents. Blocks 315 to 317 have been allocated for mixed use development.

Regarding Block 317, fronting onto Hazeldean Road, the CDP states:

Uses permitted with the Mixed Use designation along Hazeldean Road may be oriented to commercial uses in recognition of the planned land uses on the north side of Hazeldean road. However, residential uses shall also be encouraged in this area.

Regarding the two mixed use blocks adjacent to Robert Grant Avenue (Blocks 315 and 316) the CDP states:

Uses permitted with the Mixed Use designation along the North-South Arterial [now named Robert Grant Avenue] may focus primarily on residential uses either in freestanding buildings or in mixed-use buildings.

The suggested zoning for Blocks 316 is Arterial Mainstreet (AM), which permits mixed uses and building heights up to nine storeys. The suggested zoning for Blocks 315 and 317 is Arterial Mainstreet (AM H(50)), with a specific height provision permitting up to 50 metres or 16 storeys.

The proposed Arterial Mainstreet zones recognize the Arterial Mainstreet designation along Hazeldean Road and implement the intent of the Fernbank CDP. The proposed additional height for Blocks 315 and 316 supports the implementation of an LRT station at the Hazeldean Road/Robert Grant Avenue intersection.

Greenspace Network

Section 4.2.7 states that the Greenspace Network is composed of open space, parks, stormwater management facilities, pathways, and other linkages.

Four neighbourhood parks (Blocks 322 to 325), each with an area of approximately 8,000m², have been evenly spaced across the proposed development to ensure all proposed dwellings are within a 5-minute walk of a park. The suggested zoning for these parks will be zoned Open Space- O1.

Block 321 has been allocated for a shared stormwater management facility. The suggested zoning is Open Space-O1, like the adjacent neighbourhood park.

Blocks 327 and 328 are encumbered by an existing electrical transmission corridor. Section 6.5.5 of the Fernbank CDP states that parking and roads may be located within the electrical transmission corridor for residential, commercial, and transportation uses located adjacent to the corridor. Considering that there is an opportunity to use these lands in conjunction with adjacent uses, the suggested zoning is Open Space- O1P (Hydro Corridor Subzone). The O1P zone permits accessory uses to a permitted use on land immediately abutting the O1P zone.

Block 326 is located in the northwest corner of the subject property and contains the Hazeldean tributary and surrounding buffer lands. The suggested zoning is Open Space-O1, similar to portions of the tributary's alignment north of Hazeldean Road.

Community Design Guidelines

The following is review of the community design guidelines noted for each type of community feature and land use in Section 6.0 of the CDP. The majority of these guidelines are not applicable at this stage of the development process and will be applied to subsequent development through the Site Plan process.

Street and Blocks

The proposed street network is consistent with the Fernbank Demonstration plan. The propose modified grid street network provides maximum permeability for active forms of transportation while ensuring safe vehicular movement. Street block have generally been kept to a maximum length of 250 metres, although some larger street blocks have been proposed in order to provide optimal intersection spacing along Robert Grant Avenue for future rapid transit operations.

Natural and Physical Features

The existing Hazeldean Tributary will be retained in its current location and remain in a natural state.

Parks, Open Space and Linkages

The proposed development provides parks and open spaces in accordance with the Fernbank CDP that will be integrated with proposed and existing open spaces to the east and south.

Gateways

Section 6.3.5 states that several community and neighbourhood gateway features are to be located at major intersections across the proposed development.

Consideration for the design of a gateway feature will be considered through detailed design of the subdivision or, when gateway features will be adjacent to development blocks, through subsequent Site Plan applications.

Development Adjacent to Arterial Road/Rapid Transit Corridor

Residential and mixed-use blocks along Robert Grant Avenue are intended to accommodate medium density residential uses which will address the arterial road and provide a contiguous street presence.

Road Network

The proposed development features a network arterial, major and minor collectors, and local streets.

Robert Grant Avenue is a designated arterial road which, once fully constructed, will contain four lanes of mixed traffic, two separated median bus lanes as well as landscaped boulevards and sidewalks on both side of the corridor. The alignment and width of the Right-of-Way was refined by Novatech as part of the work undertaken for the first phase of construction (Fernbank Road to Abbott Street) on behalf of the Fernbank Landowners' Group.

Built Form Guidelines for Residential Dwellings

The proposed development contains a variety of housing types and will be oriented to address public streets in order to frame the public realm and provide passive surveillance. The development’s proponent intends to subdivide and rezone the land. All subsequent development will need to conform to the provisions of their respective zones and the guidelines of the CDP.

Built Form Guidelines for Mixed Use

The proposed mixed use development will address the street and possess similar design and character to the surrounding neighbourhood. Site Plan Control applications will be submitted for the development of proposed mixed-use blocks. Additional matters of design will be dealt with through subsequent Site Plan processes.

5.4 City of Ottawa Zoning By-Law 2008-250

The subject property is currently zoned Development Reserve-DR. The purpose of the DR zone is to recognize lands intended for future urban development in areas designated as General Urban Area and Developing Community in the Official Plan.

The proposed development forms part of the larger, master-planned Fernbank community. The proposed development is generally consistent with the CDP’s development framework and will integrate with adjacent developments.

A list of the suggested zones as they relate to the lots and blocks of the Draft Plan has been provided below. A discussion of the proposed development and the respective zones has been provided under Section 5.3 of this Rationale.

Lot/Block on Draft Plan	Intended Land Use	Proposed Zone
Lots 1 to 288	Low density residential (single-detached)	R3Z
Blocks 289-306 and Block 330	Low density residential (towns and private access block)	R3Z
Blocks 307-314 and Block 329	Medium density residential (multi-family and pathway block)	R4Z
Block 318	High density residential (apartment, mid-rise)	AM
Block 319 and 331	High density residential (apartment, mid-rise, up to 9 storeys and servicing block)	R5Z H(30)
Block 316	Mixed use	AM
Blocks 315 and 317	Mixed Use (up to 16 storeys)	AM H(50)
Block 321-326	Open Space (parks, tributary and SWM facility)	O1
Blocks 327 and 328	Open Space (Hydro Corridor)	O1P

The suggested zoning schedule is included as Appendix B to this report.

6.0 CONCLUSION

This planning rationale, as supported by the associated technical studies, demonstrates that the proposed development is consistent with the Provincial Policy Statement and conforms to the policies of the City of Ottawa Official Plan and the Fernbank Community Design Plan.

The proposed revision to the draft plan (i.e. shifting the high-density residential and mixed-use blocks to the northern edge of the subject property) is an appropriate reaction to the City's decision to extend the LRT to the northern edge of the subdivision at the intersection of Hazeldean Road and Robert Grant Avenue.

The proposed development is an appropriate and desirable addition to the Fernbank community and represents good planning.

Yours Truly,

NOVATECH

A handwritten signature in black ink, appearing to read 'E. Potts', with a long horizontal stroke extending to the left.

Ellen Potts, BES (PI)
Planner

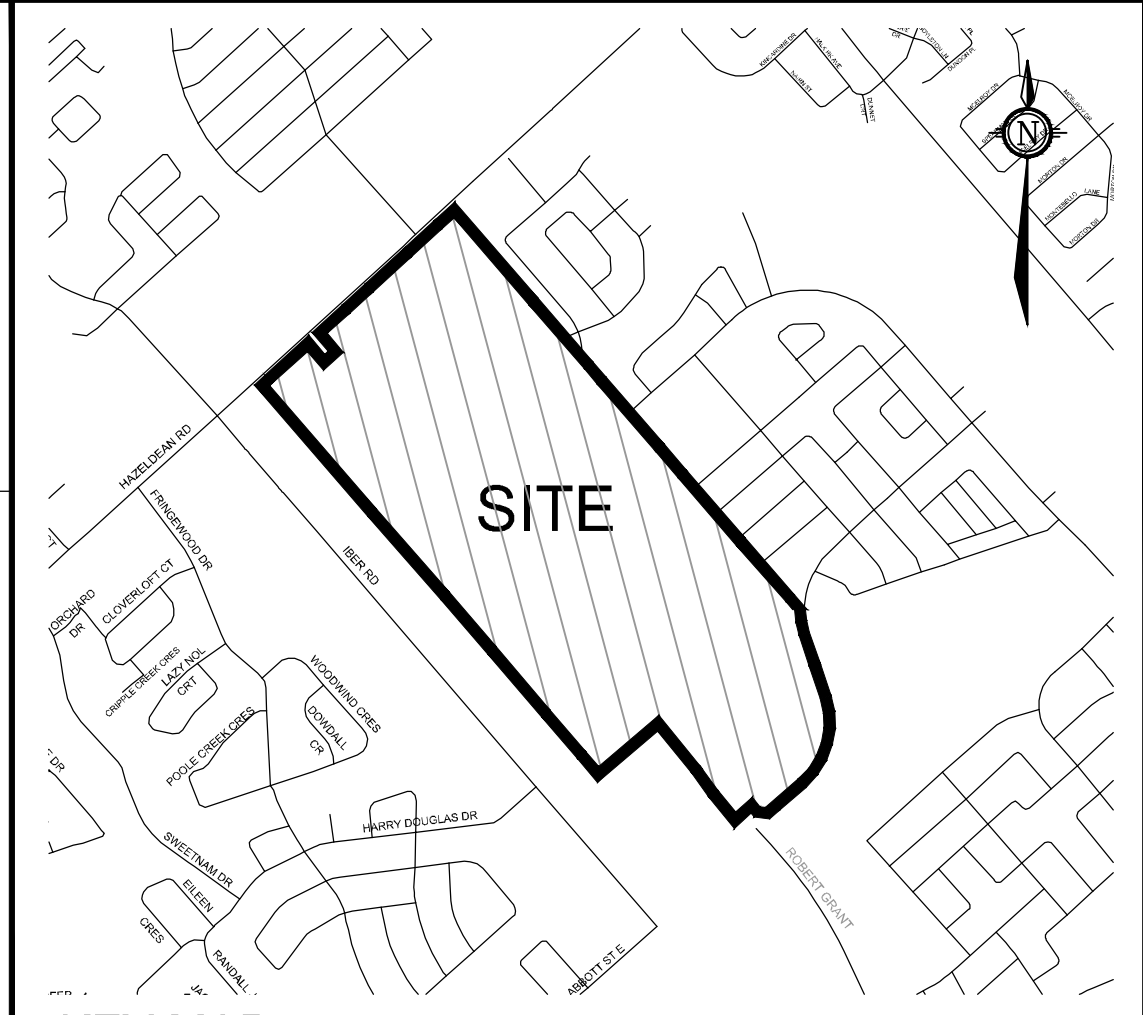
Appendix A: Proposed Draft Plan of Subdivision

SCHEDULE OF LANDUSE

BLOCK #s	LAND USE	UNITS	AREA (hectares)
1 - 288	Singles	288	12.39
289 - 306	Towns	469	12.08
307 - 314	Multi-Family	878	15.97
318, 319	High Density Residential	360	4.40
320	Institutional		3.23
316, 317	Mixed Use	460	4.09
315	MU / Park & Ride	300	2.27
321	SWM		4.41
322 - 325	Park		3.25
326	Open Space		1.19
327, 328	Transmission Corridor		2.69
329	Pathway Block		0.02
330	Private Access Block		0.06
331	Servicing Block		0.11
	Roads		19.84
TOTAL			86.00

SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED _____, THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT THIS _____ DAY OF _____, 20____.

DERRICK MOODIE
MANAGER, DEVELOPMENT REVIEW-WEST
PLANNING, INFRASTRUCTURE AND ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA



KEY MAP
NOT TO SCALE

METRIC : MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DRAFT PLAN OF SUBDIVISION OF
PART LOT 28
CONCESSION 11
GEOGRAPHIC TOWNSHIP OF GOULBOURN
CITY OF OTTAWA
SCALE
1 : 3,000
DATE: DECEMBER, 2019

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE CORRECTLY SHOWN.
DATED _____
EDWARD M. LANCASTER
ONTARIO LAND SURVEYOR
ANNIS O'SULLIVAN VOLLEBEKK LTD.
ONTARIO LAND SURVEYORS

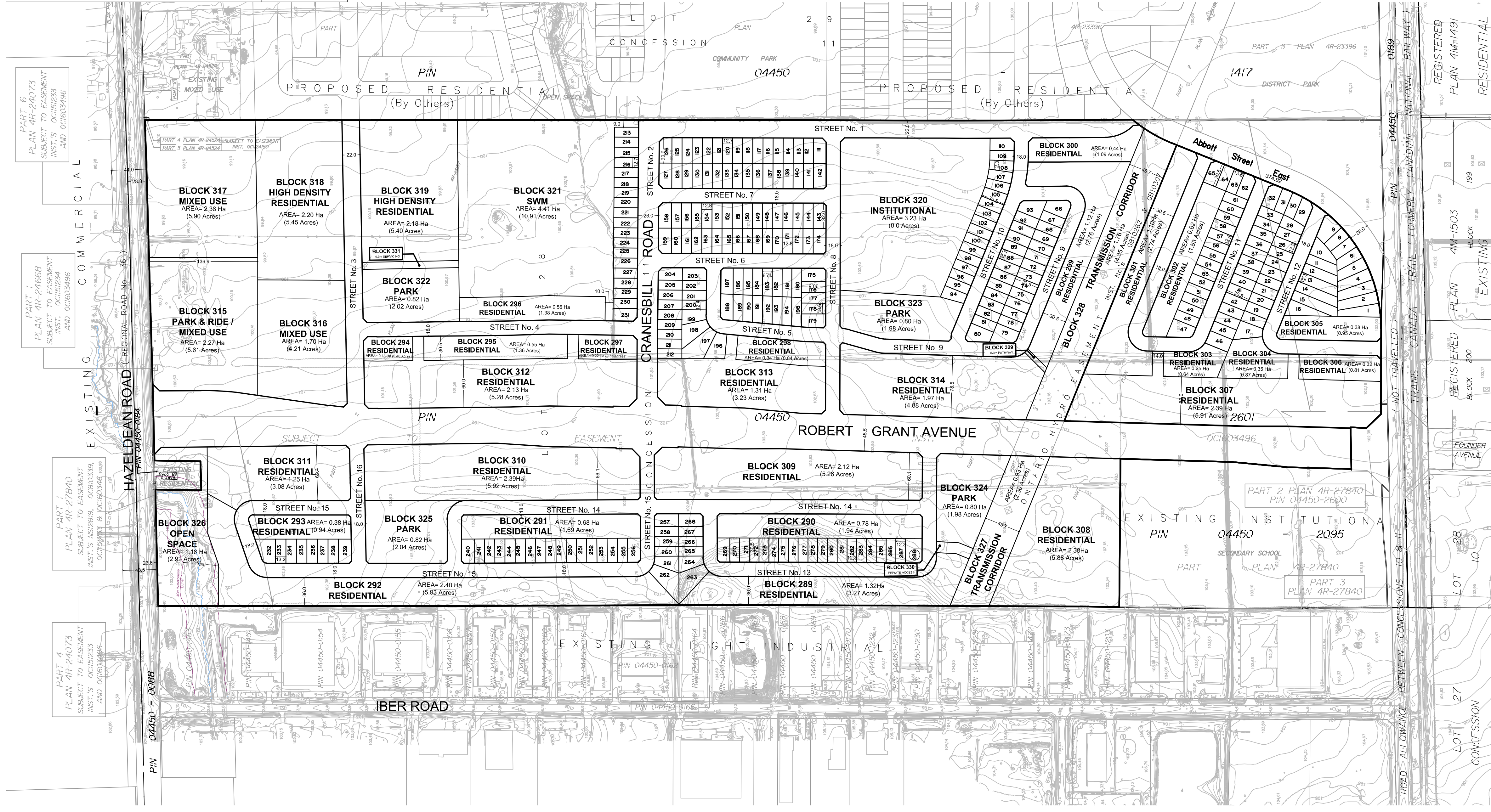
OWNER'S CERTIFICATE
WE, KIZELL MANAGEMENT CORPORATION, BEING THE REGISTERED OWNER(S), HEREBY AUTHORIZE NOVATECH TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF OTTAWA FOR REVIEW AND APPROVAL.
DATED _____
I have the authority to bind the Corporation

- ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT.**
- A) The boundaries of the land proposed to be subdivided, certified by an Ontario Land Surveyor.
As shown on Draft Plan
 - B) The locations, widths & names of the proposed highways within the proposed subdivision & existing highways on which the proposed subdivision abuts.
As shown on Draft Plan
 - C) On a small keyplan, on a scale of not less than 1:100m, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision & the relationship of the boundaries of the land to be subdivided to the boundaries of the adjoining lots of other original grants of which the land forms the whole part.
As shown on Draft Plan
 - D) The purpose for which the proposed lots are to be used.
Residential, Mixed Use, Institutional, Stormwater Management Facility, Commercial, Open Space, Park and Park & Ride shown on Draft Plan
 - E) The existing uses of all adjoining lands.
Residential, Light Industrial, Mixed Use, Park, Open Space, and Commercial shown on Draft Plan
 - F) The approximate dimensions & layout of the proposed lots.
As shown on Draft Plan
 - G) Natural & artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands & wooded areas within or adjacent to the land proposed to be subdivided.
As shown on Draft Plan
 - H) The availability and nature of domestic water supplies.
Development will be supplied with full municipal piped water service
 - I) The nature & porosity of the soil.
Silty Clay, Clayey Silt, Glacial till, Sandy Silt, Silt, Silty Sand
 - J) Existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided.
Contours shown at 0.25 metre intervals on Draft Plan
 - K) The municipal services available or to be available to the land proposed to be subdivided.
Development will be supplied with full sanitary and storm water sewer services.
 - L) The nature & extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements, 1994, c. 23, s. 30, 1996, c. 4, s. 20 (3).
Part 3 on 4R-24157 as in GB10262 & GB10307; Part 1 on 4R-24668 OC1151234; Part 1 on 4R-24157 NS12819, OC810339; and Parts 4,5,6 on 4R-24073 OC1151233.

DEL SUBDIVISION

NOVATECH
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Telephone (613) 254-9643
Facsimile (613) 254-5667
Website www.novatech-eng.com

PROJECT No. 108195



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Appendix B: Suggested Zoning Schedule

SCHEDULE OF LANDUSE

BLOCK #s	LAND USE	UNITS	AREA (hectares)
1 - 288	Singles	288	12.39
289 - 306	Towns	469	12.08
307 - 314	Multi-Family	878	15.97
318, 319	High Density Residential	360	4.40
320	Institutional		3.23
316, 317	Mixed Use	460	4.09
315	MU / Park & Ride	300	2.27
321	SWM		4.41
322 - 325	Park		3.25
326	Open Space		1.19
327, 328	Transmission Corridor		2.69
329	Pathway Block		0.02
330	Private Access Block		0.06
331	Servicing Block		0.11
	Roads		19.84
TOTAL			86.03

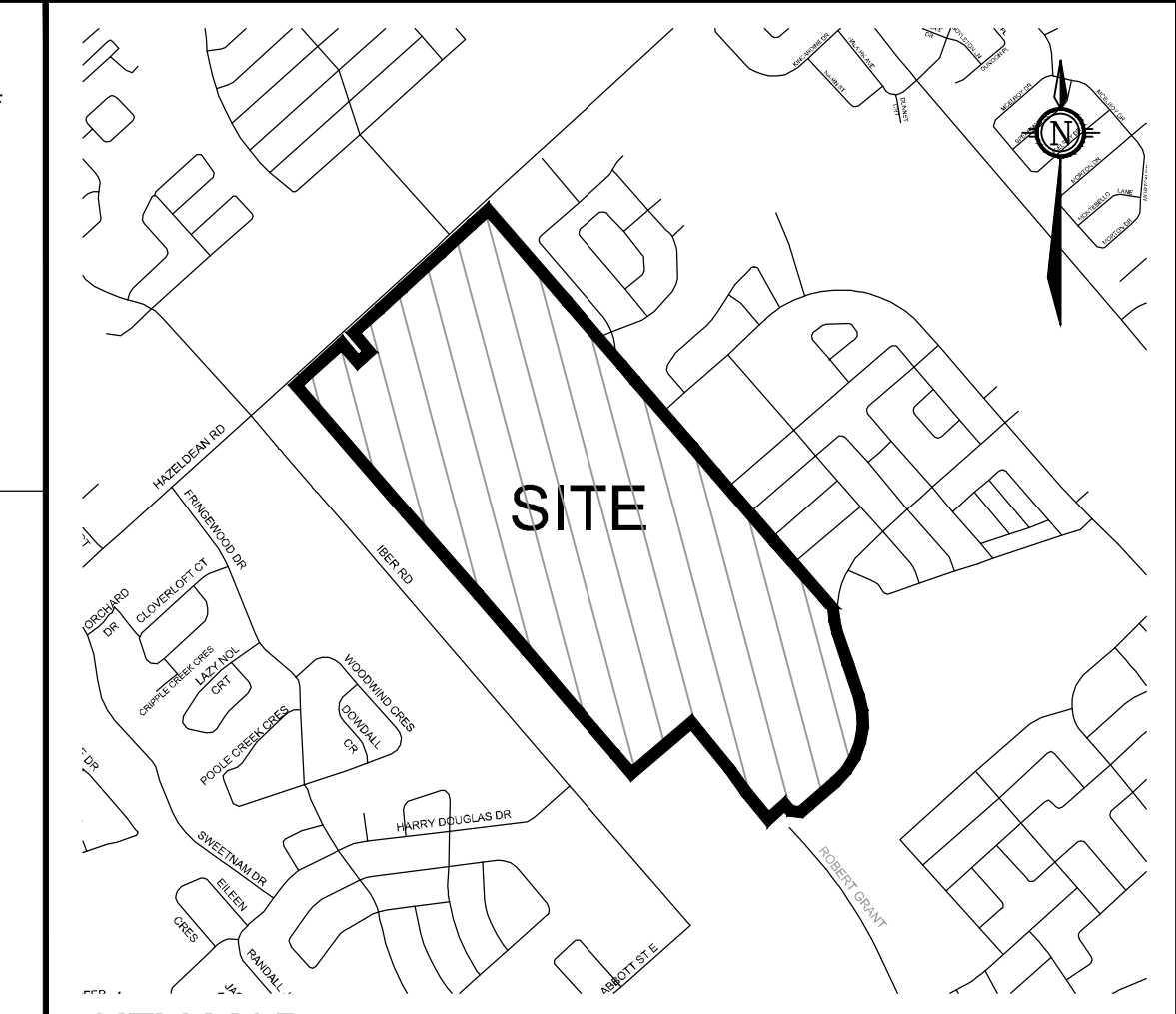
Unit Count based on a density target of 55 u/ha

Unit Count based on a density target of 67.5 u/ha

Unit Count based on 55% of land area at a density target of 85 u/ha

SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED _____, THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT THIS _____ DAY OF _____, 20____.

MANAGER, DEVELOPMENT REVIEW-WEST
PLANNING, INFRASTRUCTURE AND ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA



KEY MAP

NOT TO SCALE

METRIC : MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DRAFT PLAN OF SUBDIVISION OF
PART LOT 28
CONCESSION 11
GEOGRAPHIC TOWNSHIP OF GOULBOURN
CITY OF OTTAWA

SCALE
1 : 3,000

DATE: DECEMBER, 2019

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE CORRECTLY SHOWN.

DATED _____
EDWARD M. LANCASTER
ONTARIO LAND SURVEYOR

ANNIS O'SULLIVAN VOLLEBEKK LTD.
ONTARIO LAND SURVEYORS

OWNER'S CERTIFICATE

WE, KIZELL MANAGEMENT CORPORATION, BEING THE REGISTERED OWNER(S), HEREBY AUTHORIZE NOVATECH TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF OTTAWA FOR REVIEW AND APPROVAL.

DATED _____
I have the authority to bind the Corporation

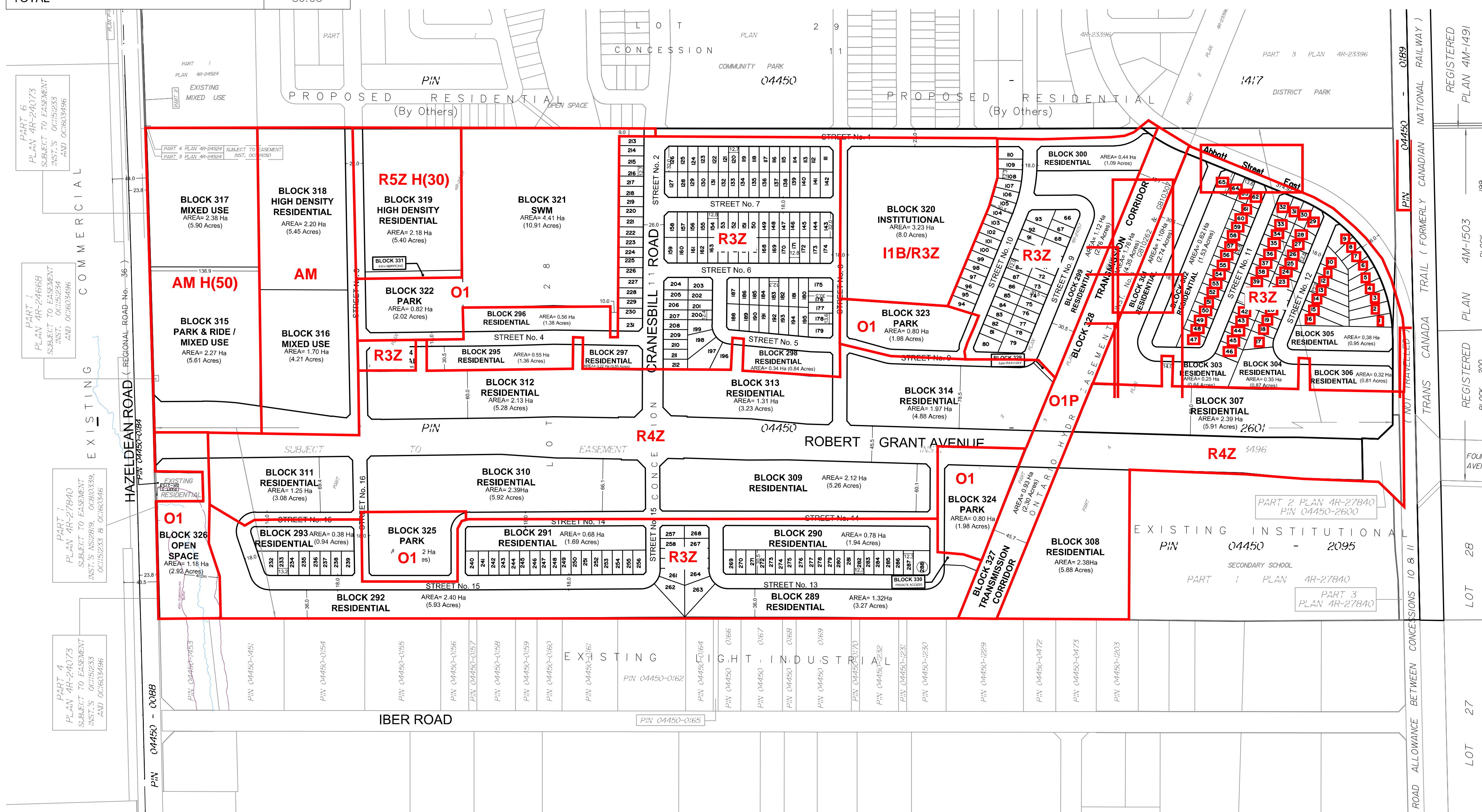
ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT.

- The boundaries of the land proposed to be subdivided, certified by an Ontario Land Surveyor.
As shown on Draft Plan
- The locations, widths & names of the proposed highways within the proposed subdivision & of existing highways on which the proposed subdivision abuts.
As shown on Draft Plan
- On a small keyplan, on a scale of not less than 1cm to 100m, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision, & the relationship of the boundaries of the land to be subdivided to the boundaries of the adjoining lots of other original grants of which the land forms the whole part.
As shown on Draft Plan
- The purpose for which the proposed lots are to be used.
Residential, Mixed Use, Institutional, Stormwater Management Facility, Commercial, Open Space, Park and Park & Ride shown on Draft Plan
The existing uses of all adjoining lands.
Residential, Light Industrial, Mixed Use, Park, Open Space, and Commercial shown on Draft Plan
- The approximate dimensions & layout of the proposed lots.
As shown on Draft Plan
- Natural & artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands & wooded areas within or adjacent to the land proposed to be subdivided.
As shown on Draft Plan
- The availability and nature of domestic water supplies.
Development will be supplied with full municipal piped water service
- The nature & porosity of the soil.
Silty Clay, Clayey Silt, Glacial till, Sandy Silt, Silt, Silty Sand
- Existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided.
Contours shown at 0.25 metre intervals on Draft Plan
- The municipal services available or to be available to the land proposed to be subdivided.
Development will be supplied with full sanitary and storm water sewer services.
- The nature & extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements, 1994, c. 23, s. 30, 1996, c. 4, s. 20 (3).
Part 3 on 4R-24157 as in GB10262 & GB10307; Part 1 on 4R-24668 OC1151234; Part 1 on 4R-24157 NS12819, OC810339; and Parts 4,5,6 on 4R-24073 OC1151233.

DEL SUBDIVISION

NOVATECH
Engineers, Planners & Landscape Architects
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PROJECT No. 108195



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