

6171 Hazeldean Road

Planning Rationale + Design Brief + Integrated Environmental Review Statement
Zoning By-law Amendment + Plan of Subdivision
October 8, 2020



Prepared for Zayoun Group Inc

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Zayoun Group (“the owner”) to prepare a Planning Rationale in support of Plan of Subdivision and Zoning By-law Amendment applications for the property legally described as Part of Lot 23, Concession 12, Geographic Township of Goulbourn, and municipally known as 6171 Hazeldean Road (the “subject property”) in the Stittsville community in the City of Ottawa.

1.1 Application Summary

The owner proposes to develop a residential subdivision on the subject property, comprised of 529 residential units and a nine-storey mixed-use building along Hazeldean Road. The proposed residential tenures and typologies include freehold detached and townhouse dwellings, and low-rise condominium apartment buildings. The mixed-use building includes commercial retail uses on the ground floor, along with condominium residential dwelling units on the upper floors.

The units will be accessed from a network of new public streets, including Hazeldean Road from the south and Samantha Eastop Avenue from the north. To permit the development as planned, applications for a Plan of Subdivision and a Zoning By-law Amendment are required. The Plan of Subdivision application will establish the lot, block, and road layout, while the Zoning By-law Amendment application is required to rezone the site to permit single-detached dwellings and the proposed low-rise residential dwellings. More specifically, the following zones are proposed:

- / **Residential Third Density Zone, Subzone YY, with Exceptions (R3YY[XXXX])** to permit the development of the townhouses and detached dwellings.
- / **Arterial Mainstreet, Subzone 9, with Exceptions (AM9[XXXX])** to permit the apartment dwellings and mixed-use building along Hazeldean Road.
- / **Parks and Open Space (O1)** to permit the park block.

In addition to this Planning Rationale, the following studies and plans have been prepared in support of the concurrent Plan of Subdivision and Zoning By-law Amendment applications:

- / Draft Plan of Subdivision;
- / Site Servicing Plan;
- / Site Servicing Study;
- / Stormwater Management Plan;
- / Grade Control and Drainage Plan;
- / Geotechnical Study;
- / Erosion and Sediment Control Plan;
- / Phase I Environmental Site Assessment;
- / Transportation Impact Assessment;
- / Roadway Modification Functional Design;
- / Plan of Subdivision;
- / Archaeological Resource Assessment;
- / Survey Plan;
- / Environmental Impact Statement;
- / Noise Study;
- / Landscape Plan;
- / Tree Conservation Report; and
- / Architectural Building Elevations.

Subject Property and Surrounding Context

2.1 Subject Property

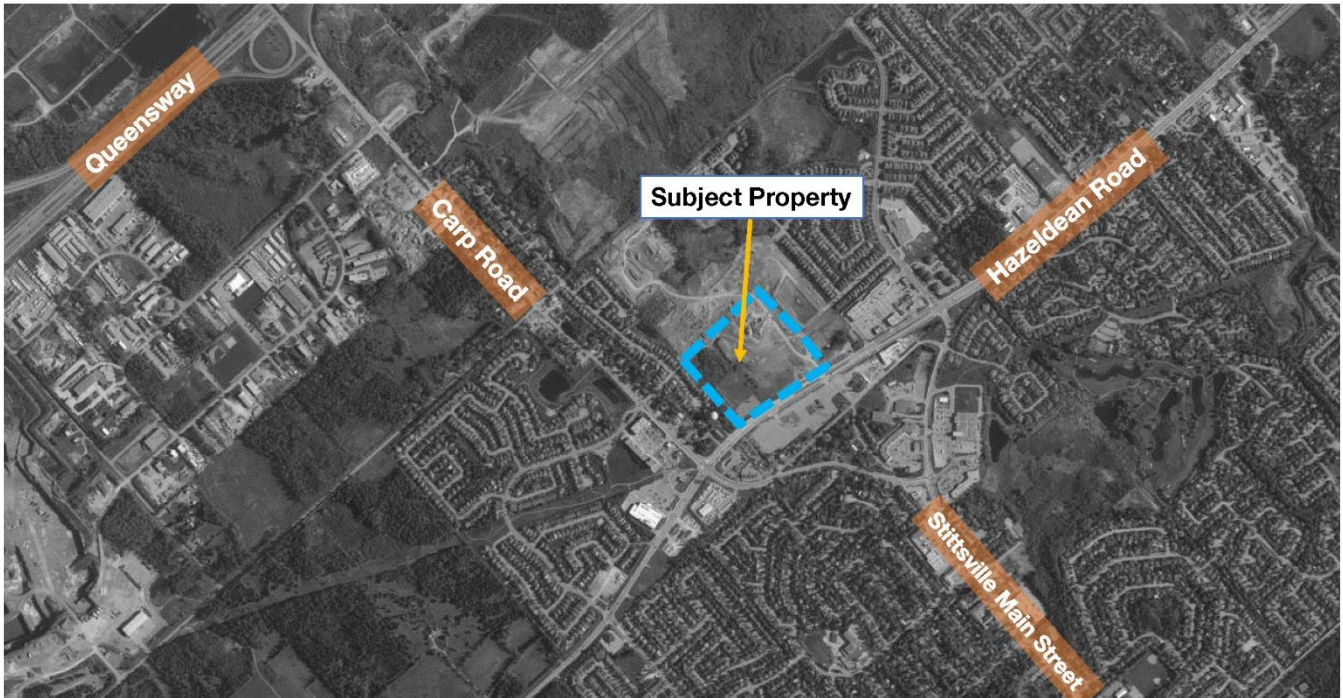


Figure 1: Context Map

The subject property is located in the Stittsville neighbourhood of the City of Ottawa. The property abuts the Potters Key subdivision to the north and east, and is bounded by Hazeldean Road to the south. The western property line abuts a row of detached dwellings fronting onto Loydalex Crescent.

The subject property has an area of 9.02 hectares, with approximately 317 metres of frontage along Hazeldean Road. The property is currently undeveloped and is sparsely vegetated. The Potters Key development surrounding the property to the north and east is comprised mainly of townhouses and semi-detached dwellings. Sidewalks are currently provided along the southern edge of the property along Hazeldean Road.

2.2 Area Context

The following land uses are located in the area surrounding the subject property:

North:

The northern edge of the property is bordered by rows of townhouses and Kimpton Drive, in the Potters Key development. An unopened road allowance is located along the northern edge of the property, enabling a future extension of Samantha Eastop Avenue. Within the Potters Key residential development is some greenspace, along with various types of low-density dwelling units. Beyond this subdivision to the north are vacant lands, as well as Highway 417.

East:

Immediately east of the subject property are the rear yards of the townhouses that front onto Brandelier Way. Further east of the subject property is a continuation of the Potters Key subdivision, along with associated

parkland, the St. Stephen Catholic School, and the Jackson Trails shopping centre fronting on Hazeldean Road.

South:

To the immediate south of the subject property is Hazeldean Road, beyond which is a range of residential, retail, and automobile-oriented land uses. The properties on the south side of Hazeldean Road are vacant. Further south is Stittsville Main Street, a traditional mainstreet accommodating smaller-scale commercial development.

West:

Immediately west of the subject property are townhouses fronting onto Lloydalex Crescent. West of these uses is Carp Road, a north-south arterial roadway. Further west of the property are commercial uses, along with various low-rise residential subdivisions.

2.3 Subject Lands

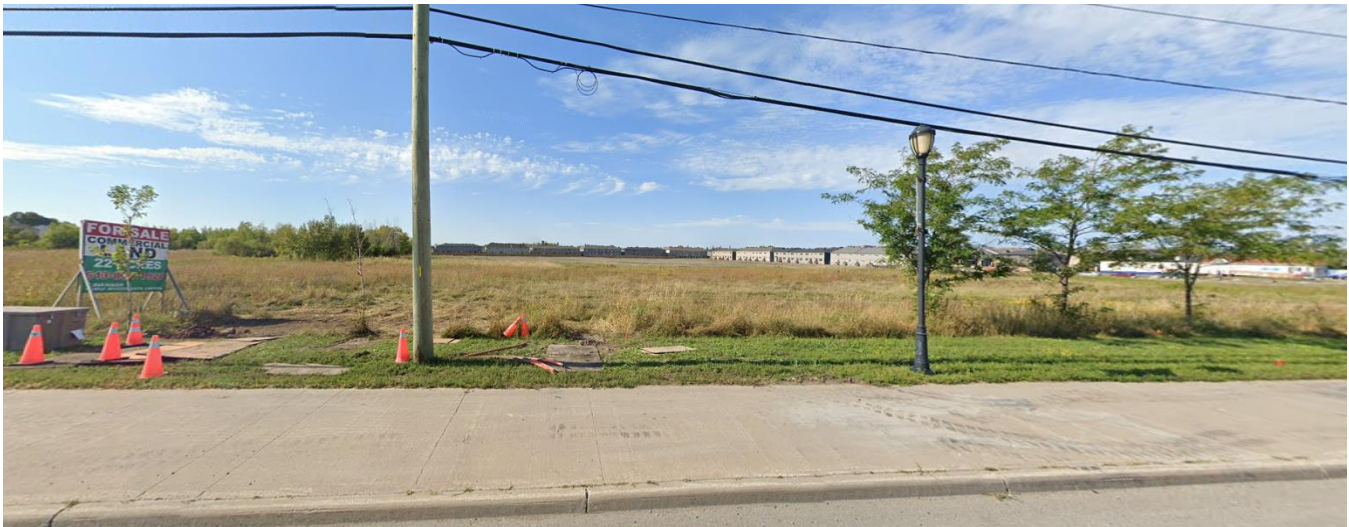


Figure 2: View of Subject Property from Hazeldean Road



Figure 3: Overhead View of Subject Property from Kimpton Drive

2.4 Roads, Cycling and Transit Network

2.4.1 Cycling Network



Figure 4: Excerpt from Schedule C - Primary Urban Cycling Network

As identified on Official Plan Schedule C (Primary Urban Cycling Network), shown in Figure 4 above, the subject property is fronting on a cycling spine route (Hazeldean Rd) and is in proximity to two others. Similarly, a designated Multi-Use Pathway is located nearby to the west, which connects to the greater city-wide pathway system. The proposed development will be well-served by existing cycling infrastructure.

2.4.2 Road Network

As shown in Schedule E- Urban Road Network of the Official Plan (Figure 5), Hazeldean Road is classified as an existing east-west Arterial Road, whereas Kimpton Drive to the north is designated as a Collector Road. The subject property is well-connected to the street network and will allow vehicles to circulate efficiently and safely throughout the area.

2.4.3 Greater Transit Network

As shown in Figure 6, the subject property is located within walking distance of local bus routes, providing residents with additional transit options. Notably, the site is served by Route 61 that connects to the future Eagleson and Terry Fox transit stations, as well as the Park and Ride at the Canadian Tire Centre. The subject property is also in proximity to the Carp Park and Ride, providing additional connections to the regional transit system.



Figure 5: Schedule E - Urban Road Network

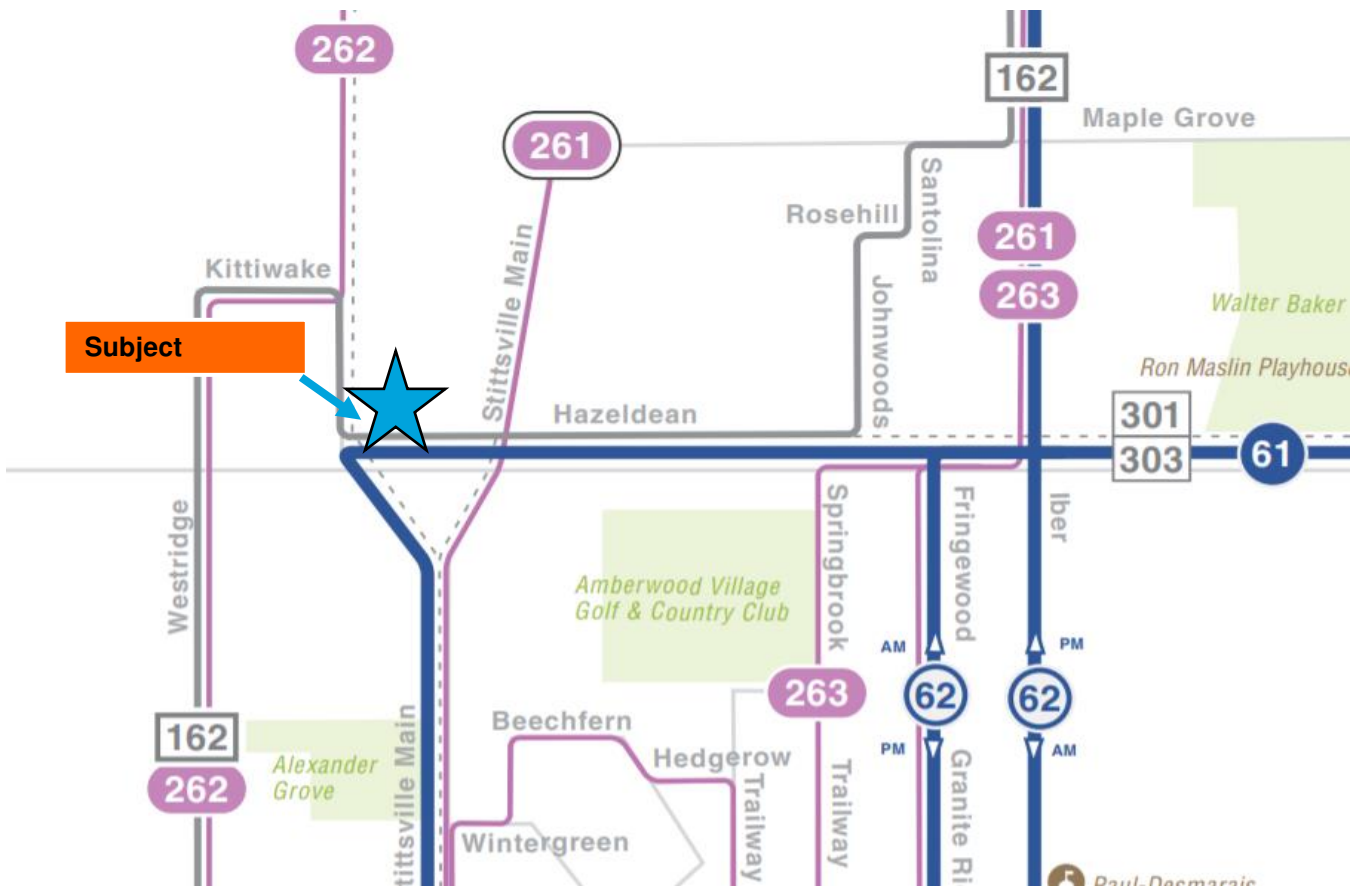


Figure 6: OC Transpo Transit Map

The development will be served by a network of internal streets, which will be dedicated to the City of Ottawa as public rights-of-way. The unopened road allowance along the northern edge of the property, representing the current terminus of Samantha Eastop Avenue, will be extended through the property to Hazeldean Road. The extension will serve as a collector road to distribute traffic through the proposed subdivision, and may also provide direct access between Hazeldean Road and the Potters Key community to the north. The remaining proposed roads will be designed to a local street cross-section, in accordance with City of Ottawa standards.

The subdivision proposes to create two large blocks along Hazeldean Road, which will accommodate higher-density development. The eastern block is proposed to accommodate five residential apartment buildings, each with underground parking. The western block is proposed to be developed with a 9-storey mixed-use building, containing 175 residential apartment dwellings and a retail commercial unit. All vehicular circulation within these blocks will be by means of private roads and driveways.

The balance of the residential uses in the subdivision will consist of detached dwellings and townhouses. The detached dwellings will be located in the northwestern portion of the development, with the balance of the subdivision developed with two-storey townhouses.

A 0.74-hectare park block is proposed at the centre of the development, with frontage along Streets 1 and 2. The park block will be dedicated to the City of Ottawa for public use, and will be accessible to residents of the proposed subdivision, as well as the residents of the Potters Key community.

A stormwater holding area is located along the eastern edge of the site, which, subject to approval from the City of Ottawa, will be landscaped. A separate block is proposed to be created through the Plan of Subdivision to accommodate the infrastructure.

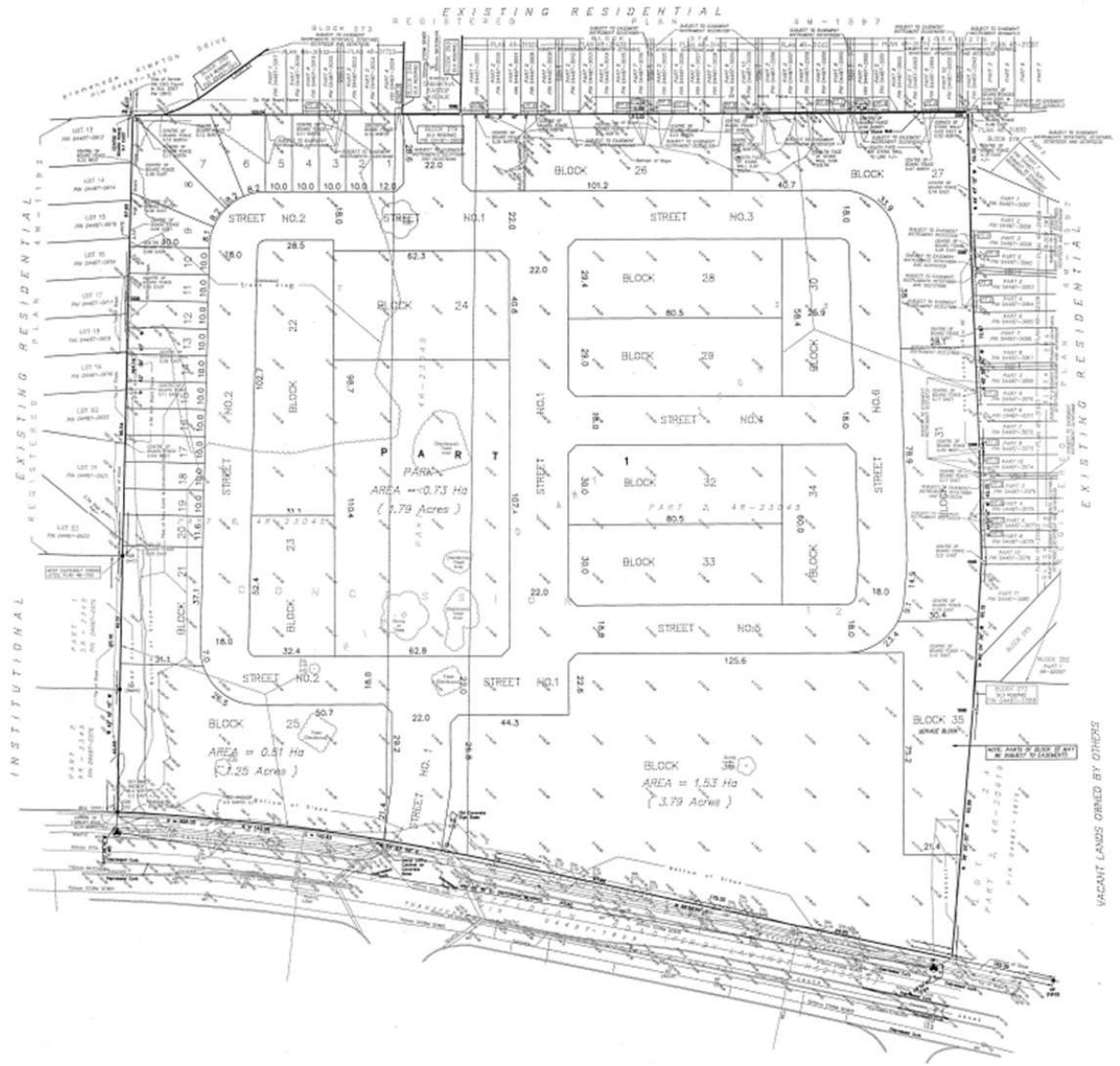


Figure 8: Draft Plan of Subdivision

3.2 Design Brief

This Design Brief outlines how the development will work with its existing and planned context, contribute to the broader community, and to demonstrate how the proposal supports the overall goals of the Official Plan and the relevant design guidelines.

3.2.1 Massing and Scale



FRONT ELEVATION
SCALE 1:150



BACK ELEVATION
SCALE 1:150

Figure 9: Front and back elevations of townhouse style 'A'

The proposed elevations for the townhouses and single-detached dwellings have been designed in a manner that will allow for visual interest along the streetscape, and that will produce a similar product to existing townhomes in the area. The rows of townhouses will feature shared driveways to reduce the total number of curb cuts and enable opportunities for street parking.

The design and locations of the detached and townhouse dwellings ensures a seamless integration with surrounding development along the perimeter of the subject property. Specifically, detached dwellings are proposed along the western boundary of the subdivision to reflect the existing detached dwellings to the west, while townhouses are generally proposed in the east and northeast areas of the development to integrate with the existing townhouses in the Potters Key development to the north and east.

The massing and materiality of the higher-density buildings to be located along Hazeldean Road have been designed to respect the surrounding urban area, while presenting a similar design aesthetic to the proposed lower-density residential dwellings in the balance of the development. Parking will be accommodated in an internal surface parking lot, behind the buildings to ensure visual screening from Hazeldean Road. Underground parking will be provided for both of the higher-density developments on the southern blocks. The location of the denser uses along an arterial road minimizes the impact of the massing on existing dwellings on adjacent properties, and continues the existing and planned function character of the Arterial Mainstreet.

The four-storey buildings include balconies or windows on all sides, creating visual interest and architectural articulation, while providing private amenity space. The proposed park in the interior of the site will provide the residents with additional outdoor space in proximity to their units.

The massing and overall design of the buildings are sensitive to the existing and planned function of surrounding development. The proposed building heights create a transition from Hazeldean Road and the low-density residential units to the north.



Figure 10: Renderings of proposed detached dwellings



Figure 11: Rendering of the proposed apartment dwellings on the southwest block

3.2.2 Streetscape and Public Realm

The proposed development includes improvements along the public right-of-way, including Hazeldean Road and the newly proposed streets. The inclusion of new street trees and an active ground floor contribute to a more pleasant and walkable street along all frontages, and the addition of a park contributes greenspace and recreation opportunities to the community. The treatment of the four-storey buildings ensures that there is an active experience at grade and contributes to the street frontage along Hazeldean Road. The creation of a continuous street edge will also generate a more animated streetscape. The architectural articulation and expression of the buildings also provide visual interest along both streets.

Greening along the streetscape and throughout the subdivision will contribute to an improved public realm, enhancing the pedestrian experience along the rights-of-ways. The design of the access/egress to the parking garages of the four-storey buildings have been located away from the Arterial Mainstreet and the residential streets, avoiding any interruptions in the active frontage along the mainstreet and reducing conflicts between vehicles, pedestrians and cyclists.



Figure 12: Render of the street-level pedestrian experience



Figure 13: Rendering of street-level experience

3.2.3 Materiality

The proposed buildings are generally composed of wood and brick articulation, alongside various siding accents, and generous glazing throughout. The detached and townhouse products will have a similar treatment to create a sense of unity in the subdivision. Ground-level façades are heavily fenestrated to create a positive relationship and interface between the building and the public realm.

Overall, the design of the subdivision responds to the planned context as well as surrounding development, achieving the goals of the Arterial Mainstreet designation and General Urban Area designation. The design and location of the buildings allows for a transition between the arterial road to the surrounding low-rise context.



Figure 14: View of four-storey building from the internal parking lot

4.0 Policy and Regulatory Framework

4.1 Ontario Planning Act

The Ontario Planning Act regulates land division processes in the province. Section 51(24) of the Act contains evaluation criteria for the consideration of subdivisions. The proposed development meets the applicable criteria:

- / The effect of development of the proposed subdivision on matters of provincial interest
 - The proposed development is consistent with matters of provincial interest in Section 2 of the Planning Act, including:
 - The orderly development of safe and healthy communities;
 - The adequate provision of a full range of housing;
 - The appropriate location of growth and development; and
 - The promotion of good built form.
- / Whether the proposed subdivision is premature or in the public interest
 - The proposed development is reasonable, appropriate, and in the public interest, as outlined in this Planning Rationale.
- / Whether the plan conforms to the Official Plan and adjacent plans of subdivision
 - The proposed development conforms with the policies of the Official Plan, as outlined in this Planning Rationale.
 - The proposed development is designed to integrate with existing plans of subdivision on surrounding lands.
- / The suitability of the land for the purposes for which it is to be subdivided
 - As confirmed through a Geotechnical Investigation and Phase I Environmental Site Assessment, the subject property is suitable for the proposed development.
- / The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them
 - The condition and design of the public streets abutting the subject property are adequate and appropriate for the anticipated vehicular traffic generation.
- / The dimensions and shapes of the proposed lots
 - The proposed lots are consistent with the surrounding lot fabric and are appropriate to accommodate the proposed land uses.
- / The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land
 - A Zoning By-law Amendment application is submitted concurrent with the Plan of Subdivision application to apply site-specific performance standards to the subdivision.
- / Conservation of natural resources and flood control
 - Stormwater management is proposed within the development.
- / The adequacy of utilities and municipal services
 - As confirmed through submitted civil engineering plans and studies, public services and utilities are adequate to accommodate the proposed development.

4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The relevant policy interests to the subject application are as follows:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

1.1.3.1 Settlement areas shall be the focus of growth and development;

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- b) 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;
- e) Support active transportation; and
- f) Are transit-supportive, where transit is planned, exists or may be developed.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) Permitting and facilitating:
 - 1) All housing options required to meet the social, health, economic and well-being requirements of current and future residents;
 - 2) All types of residential intensification;

- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5.1 Healthy, active communities should be promoted by:

- a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- b) Planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.

1.6.6.6 Subject to the hierarchy of services provided in [PPS] policies, planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services.

1.6.6.7 Planning for stormwater management shall:

- a) Be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b) Minimize or, where possible, prevent increases in contaminant loads;
- c) Minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d) Mitigate risks to human health, safety, property and the environment;
- e) Maximize the extent and function of vegetative and pervious surfaces; and
- f) Promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs;

1.7.1 Long-term economic prosperity should be supported by:

- b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.
- c) Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets.
- d) Promoting the redevelopment of brownfield sites;

The proposed development conforms with the policies of the PPS, as it provides new opportunities and choices for housing in an area with servicing, schools, roads, transit, and open space. New parkland will be dedicated to the City and constructed as part of the proposed development, increasing parkland in the neighbourhood, and supporting healthy communities.

4.3 City of Ottawa Official Plan (2003, as amended)

4.3.1 Section 2.2.2 – Managing Intensification in the Urban Area

The Official Plan supports intensification within the Urban Area, including but not limited to:

“The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.”

The subject property is located in a target intensification area, which includes the Central Area, Mixed Use Centres, Mainstreets, and Town Centres. Policy 22 in Section 2.2.2 states that the City will support intensification outside of target intensification areas, including in the General Urban Area, in particular where it will enhance and complement its desirable characteristics and long-term renewal.

Policy 10 in Section 2.2.2 acknowledges that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met. Policy 11 adds that the distribution of appropriate building heights will be determined by the design and compatibility of the development with the surrounding existing context and planned function, and notes that low-rise intensification will be the predominant form of intensification in the General Urban Area designation.

4.3.2 Section 3.6.1 – Arterial Mainstreet Designation

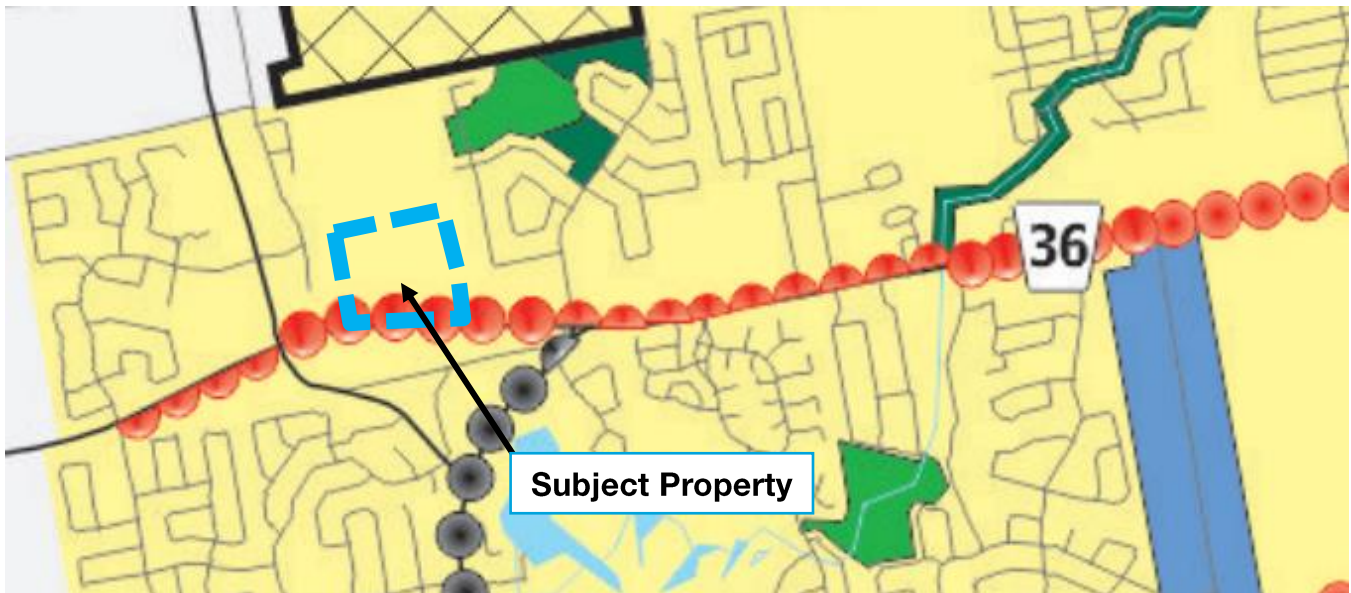


Figure 15: Schedule 'B' City of Ottawa Official Plan

The subject property is designated as Arterial Mainstreet on Schedule B – Urban Policy Plan of the City’s Official Plan. The Official Plan identifies the Mainstreet designation as streets that offer some of the most significant opportunities in the City for compact and pedestrian oriented forms of intensification. Mainstreets are identified as performing a dual role of providing adjoining neighbourhoods with a range of daily goods and services, while also serving the needs of others living beyond the neighbourhood boundaries. On Arterial

Mainstreets, development will occur in a way that facilitates the gradual transition to a more urban pattern of land use and to more intensive forms of development. Higher densities can be introduced where appropriate, uses may be mixed, parking lots between the building and the street could be redeveloped and built upon, and the pedestrian environment will be improved.

The following policies of the Mainstreet designation apply to the development:

Policy 1 provides a policy direction for the Mainstreet designation, outlining the goals, land uses and planned context of Mainstreets. Arterial Mainstreets are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit-friendly places. The policy states that the Zoning By-law can define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. The Arterial Mainstreet designation will fulfill and take advantage of its multi-modal transportation corridor function.

Policy 3 states that the symbol delineating the Arterial Mainstreet designation is a stand-alone land use designation and not an overlay.

Policy 4 provides a direction for a coordinated approach to site planning and development, including multi-modal access, attractive and safe pedestrian environments, measures to relieve the visual impact of parking lots, provision of adequate landscaped areas, and over time, a development that is oriented towards the Mainstreet.

Policy 5 permits a broad range of uses on Arterial Mainstreets, including retail and service commercial, office and residential uses. The policy states that these uses can be mixed in individual buildings.

Policy 10 promotes and encourages redevelopment and infill on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk.

Policy 12 states that unless a secondary plan states otherwise, buildings up to 9 storeys may be permitted.

Policy 18 states that the Arterial Mainstreet designation on Hazeldean Road, between Iber Road and the Carp Road intersection shall extend no more than 150 metres from Hazeldean Road.

As per policy 18, the portion of the property beyond 150 metres from Hazeldean Road is designated General Urban Area. The General Urban Area designation permits a wide variety of uses, including a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Townhouses and single-detached homes are a permitted use in the General Urban Area.

Building heights in the General Urban Area are expected to be predominantly low-rise (four storeys or less). Within this range, changes in built form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

The Official Plan supports intensification within the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. In reviewing applications for intensification, the City will:

- / Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces and
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

4.3.3 Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The design objectives of Section 2.5.1 are met by the proposed plan of subdivision in the following ways:

Enhance the sense of community by creating and maintaining places with their own distinct identity

The proposed subdivision makes more efficient use of an underutilized lot and integrating with the infrastructure and character of surrounding subdivisions.

Define quality public and private spaces through development

The proposed development includes a public park and public streets that delineate the public and private realms.

Create places that are safe, accessible and are easy to get to, and move through

The proposed ground-oriented, street-fronting units will contribute to a pleasant pedestrian realm and will also provide passive surveillance on the street, increasing actual and perceived safety. The design of the low-rise apartment buildings will contribute to the street frontage along Hazeldean Road.

Ensure that new development respects the character of existing areas

The built form of the proposed dwelling units in the subdivision is compatible with the existing homes and development found in the immediately surrounding area. The low- and mid-rise, mixed-use buildings proposed along the southern edge of the property are compatible with the character of Hazeldean Road.

Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

The proposed subdivision includes a range of housing types, providing accommodations in the community for residents at all life stages.

Understand and respect natural processes and features in development design

Stormwater management will be captured within the development and directed towards adjacent public rights-of-way. Landscaped front, rear, and side yards on each lot in the subdivision will reduce microclimate impacts and allow for water infiltration.

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

The proposed subdivision represents intensification in the urban area, adding more residents within an existing urban serviced area. As such, the proposed subdivision will result in more efficient use of existing urban land and existing infrastructure, such as pipes, roads, transit, schools, and parkland.

4.3.4 Section 4.11 – Urban Design and Compatibility

Section 4.11 addresses issues of urban design and compatibility. The following policies are applicable to the proposed development:

Table 1: Urban Design and Compatibility Policies of Section 4.11 of the Official Plan

Policies	Proposed Subdivision
Views	The Official Plan does not designate any protected views in proximity to the subject property. Given the low-rise nature of the proposed subdivision, the subdivision will not impact any sensitive views or the existing skyline.

Policies	Proposed Subdivision
Building Design	<p>All ground-oriented units are proposed to front directly onto a street, which maintains a similar streetscape character to the surrounding area.</p> <p>The design of the buildings along Hazeldean Road have been designed in a manner that will animate the arterial road and contribute to a continuous street frontage. Similarly, the low-rise apartment dwellings are oriented in a manner that frames adjacent streets.</p> <p>The elevations proposed by the proponent have been designed in a manner that maintains a similar building design and aesthetic to create a cohesively designed subdivision, while introducing a mix of unit typologies in the area.</p>
Massing and Scale	<p>The proposed lot widths are similar to the lot widths of the existing townhouses to the immediate north, east and west. The low-rise and mid-rise apartment dwellings will be designed and oriented in a manner to minimize impacts to the surrounding development.</p> <p>The Zoning By-law Amendment application proposes to permit the low-rise development at the north portion of the site, while maintaining a variant of the AM9 zoning along Hazeldean Road.</p>
Outdoor Amenity Areas	<p>Similar to the existing developments in the area, each of the proposed townhouses and detached dwellings will have a rear yard. The low-rise buildings will benefit from both private and public amenity space at grade.</p> <p>Parkland is being dedicated to the City of Ottawa in the centre of the site to serve the subdivision as well as the broader community.</p>

4.3.5 Section 2.5.4 – A Strategy for Parks

Section 2.5.4 of the Official Plan outlines a strategy for parks, including policies that address park linkages, targets for the urban area, and general characteristics to be included within their construction. Specifically, Policy 4 states that new parks provided in urban areas will have the following characteristics:

- / Contribute to the equitable distribution of these areas within the community;
- / Be easily accessible by foot or by bicycle from homes and linked to other greenspaces;
- / Are visible from many vantage points within the community;
- / Have significant street frontage, in proportion to their size, often fronting on two or more streets, depending on their space and function; and
- / Designed to be engaging and useful spaces for people across a wide spectrum of age, socio-economic demographics and recreational interests.

The proposed plan of subdivision and Zoning By-law Amendment applications conform with the policies of the Official Plan. The development represents a compatible form of intensification in an Intensification Target Area and the General Urban Area. The design of the development meets the urban design and compatibility policies and the block reserved for a public park meets the policies established in the Strategy for Parks policies.

4.4 New City of Ottawa Official Plan

The City of Ottawa is currently in the process of developing a new Official Plan that will replace the existing Official Plan from 2003 (as amended). The new Official Plan will have a 25-year time horizon (from 2021 to 2046) to allow the City to make sounder long-term decisions related to the planning of major infrastructure and to better manage the required supply of developable land until the next Official Plan review.

In December 2019, the City released Preliminary Policy Directions for the OP review. The following directions are of relevance to the proposed subdivision:

- / Increase the minimum required density for urban expansion areas from 34 to 36 units per net hectare.
- / Remove the minimum percentage of detached units in urban expansion areas (currently 30%), but keep the requirement for a minimum of 10% apartments
- / Gradually increase the intensification target over the 25-year planning horizon.
- / Enable evolution to denser, walkable, 15-minute neighbourhoods.
- / Encourage the “missing middle” (mid-density, ground-oriented, low-rise) near high-level transit service such as rapid transit stations and high-frequency street buses and near commercial mainstreets.

The draft Official Plan is expected to be released in November 2020.

The proposed Plan of Subdivision and Zoning By-law Amendment are consistent with the proposed policy directions for the new Official Plan.

4.5 Building Better and Smarter Suburbs

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Completed BBSS Initiatives include the following:

- / Arterial Road Cross-Sections and Collector Road Cross-Section guidelines: The proposed development will contribute to the realization of the Hazeldean Road cross-section.
- / Traffic Calming and Pedestrian Priority Measures: The proposed plan of subdivision facilitates active transportation through neighbourhood sidewalk connections, connections to nearby paths and neighbourhoods.
- / Updated Park Development Manual (2017): A municipal park block will be dedicated to the City of Ottawa.
- / Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
- / Pedestrian Crossovers information for new subdivisions: No pedestrian crossovers are proposed in the development.

On March 10, 2015, Planning Committee approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four

principles which speak to Ottawa's suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- / Street Network and Land Use
- / Parks and Open Space
- / Stormwater Management
- / School Sites
- / Parking
- / Road Rights-of-Way
- / Rear Lanes
- / Trees
- / Utility Placement

The following table identifies the BBSS Strategic Directions that are met in the proposed subdivision.

Table 3: BBSS Strategic Directions

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
Street Network and Land Use	Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.	The subdivision proposes accesses from the existing roadways of Hazeldean Road and Kimpton Drive. The access for Hazeldean Road is aligned with an existing break in the median.
	Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections. and Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cyclist connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.). and Ensure that a range of appropriate-sized roadways complements the character and functional needs of each community area.	The extension of the roads and the street networks are designed to minimize cut-through traffic. A pathway block is proposed to Brandelier Way in order to provide pedestrian and cyclist connections to the local streets.
	Avoid reverse frontage lots (rear yards abutting public streets) within the community	No rear lotting is proposed.

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
Parks and Open Space	<p>Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size.</p> <p>and</p> <p>Identify opportunities to connect separate features of the open space network (e.g. a park to a nearby woodlot) with streets that support canopy trees.</p>	<p>A central municipal park is proposed with street frontage on both the east and south edges of the park.</p> <p>A pathway block is proposed in the area reserved for stormwater holding in order to connect with the broader area.</p>
Stormwater Management	<p>Ensure that land attributed to large SWM facilities can serve additional functions, such as recreation trails or multi-use paths as part of the open space system, and support the connection of trails in SWM facilities to parks and open spaces, and to pedestrian and cycling facilities.</p>	<p>The stormwater holding area is located adjacent to a pathway and servicing easement with connections from the broader community.</p>
Road Right-of-Way	<p>ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.</p> <p>Ensure components of a `complete street` are provided in the ROW, such as:</p> <ul style="list-style-type: none"> -Pedestrian facilities -Cycling facilities -On-street parking; -Traffic calming features; -Trees on both sides of the street, including canopy trees; -Utility placement and operational considerations that do not interfere with the attributes of complete streets. 	<p>An 18-metre ROW is proposed for the internal road system, while a 22 metre ROW is proposed for the north-south connections to the existing streets.</p> <p>The proposed ROW design will have on-street parking and dedicated pedestrian facilities.</p> <p>Street trees and utility placements will be addressed at detailed design (subdivision registration).</p>

4.6 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject property is a Greenfield Neighbourhood as defined by the guidelines. The proposal meets several of the guidelines, including:

- / Considers natural features in community design;
- / Concentrates higher-density residential uses in strategic locations;
- / Selects the most suitable zoning setback and road right-of-way width for the land use context and the road function;
- / Incorporates sidewalks that connect to commercial areas, schools, and parks;
- / Connects new streets to existing streets in adjacent developments;
- / Designs collector streets to be direct and continuous through the neighbourhood;
- / Limits the length of many development blocks to be between 150 and 250 metres; and
- / Locates a park of sufficient size with substantial frontage on a local street.

The proposed Plan of Subdivision and Zoning By-law Amendment advances several of the Urban Design Guidelines for Greenfield Neighbourhoods.

4.7 Urban Design Guidelines for Arterial Mainstreets

Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance at the planning application stage to assess, promote and achieve appropriate development along Arterial Mainstreets. The proposed development achieves several of the guidelines by:

- / Locating new buildings along the public street edge;
- / Using buildings and landscaping to create a continuous streetscape;
- / Basing new development on an internal circulation pattern that allows for logical movement through the site;
- / Ensuring buildings occupy most of the frontage;
- / Connecting pedestrian walkways between properties to facilitate pedestrian circulation between sites;
- / Locating surface parking areas at the side or rear of buildings; and
- / Providing a consistent width of landscape and pedestrian areas across the front of the site.

The proposed development meets several of the Urban Design Guidelines for Development along Arterial Mainstreets.

4.8 City of Ottawa Comprehensive Zoning By-law

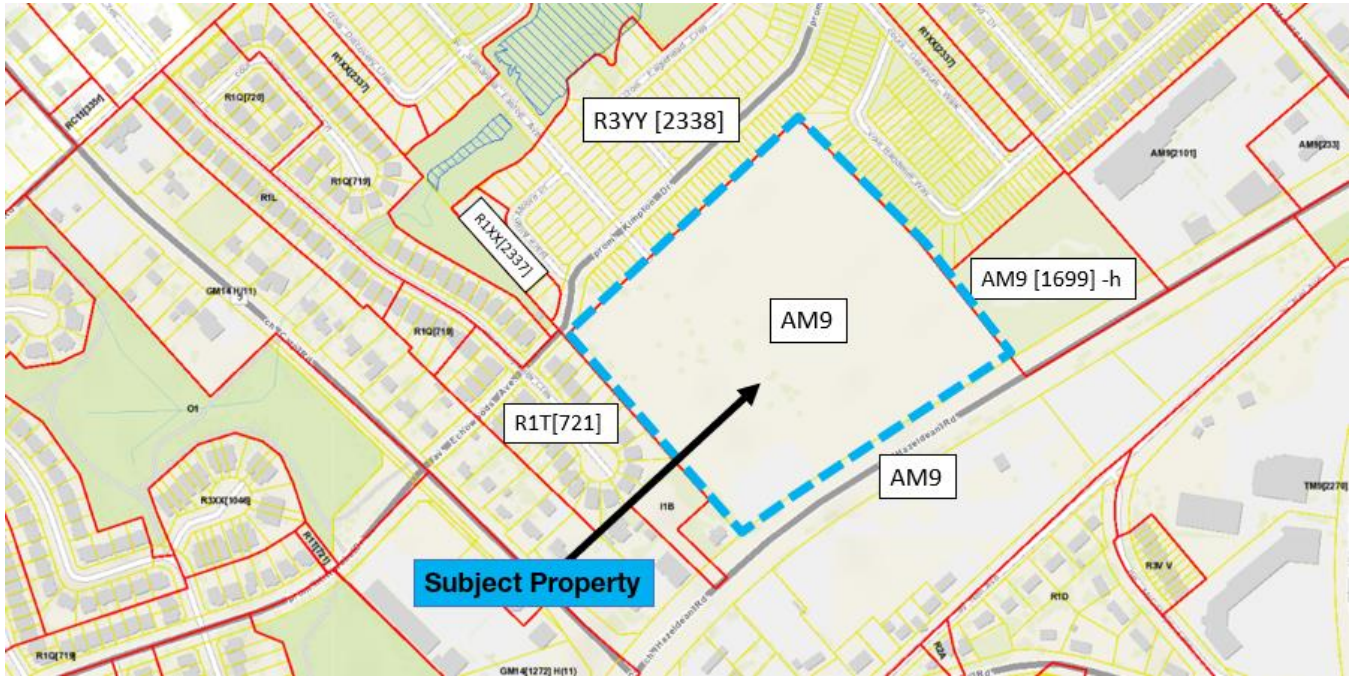


Figure 16: Zoning Map

The subject property is currently zoned “Arterial Mainstreet, Subzone 9 (AM9)” in the City of Ottawa Comprehensive Zoning By-law (2008-250).

The intent of the Arterial Mainstreet zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet. The zoning aims to impose development standards that will promote intensification, while ensuring that they are compatible with the surrounding uses.

- Consistent with the zoning on surrounding lands, the following zones are proposed for the subject property:
- / “Residential Third Density Zone with Exceptions (R3YY[XXXX])” zoning is proposed north portion of the subject property to accommodate the detached and townhouse dwellings;
 - / “Parks and Open Space Zone (O1)” for the proposed municipal park; and
 - / “Arterial Mainstreet, Subzone 9, with Exceptions (AM9[XXXX])” for the proposed high-density buildings along Hazeldean Road.

The table below identifies the proposed R3YY zoning provisions. As required, minor deviations from these zoning provisions may be incorporated into an Exception Zone:

Zoning Mechanism	R3YY Requirement
Min. Lot Width (m)	6 m
Minimum Lot Area (m ²)	150 m ²
Maximum Building Height (m)	12 m
Min. Front Yard Setback (m)	6 m

Zoning Mechanism	R3YY Requirement
Min. Corner Side Yard Setback (m)	4.5 m
Min. Rear Yard Setback (m)	6 m
Min. Interior Side Yard Setback (m)	1.2 m

The table below identifies the proposed AM9 zoning provisions. As required, minor deviations from these zoning provisions may be incorporated into an Exception Zone:

Zoning Mechanism	AM9 Requirement
Min. Lot Width (m)	No minimum
Minimum Lot Area (m ²)	No minimum
Maximum Building Height (m)	15m (beyond 20m of residential zone)
Min. Front Yard Setback (m)	No minimum for a mixed use building 3m minimum for a residential use building
Min. Rear Yard Setback (m)	10m for a mixed use Building 7.5 for a residential use building
Min. Interior Side Yard Setback (m)	7.5 abutting a residential zone All other cases, no minimum
Building Walls	A minimum of 30% of the lot width within 3m of the front lot line must be occupied by building walls.
Landscaping Requirements	For a lot containing a mixed use building, the minimum required width of a landscaped area is: Where abutting a residential zone: 10 metres and an opaque screen with a min height of 1.5 metres must be provided Rear lot line and it abuts a non-residential zone: 5 m In all other cases: no minimum, except that where a yard is provided the whole yard must be landscaped.

The proposed Zoning By-law Amendment will accommodate the planned development, and is consistent with policy direction and the surrounding zoning context.

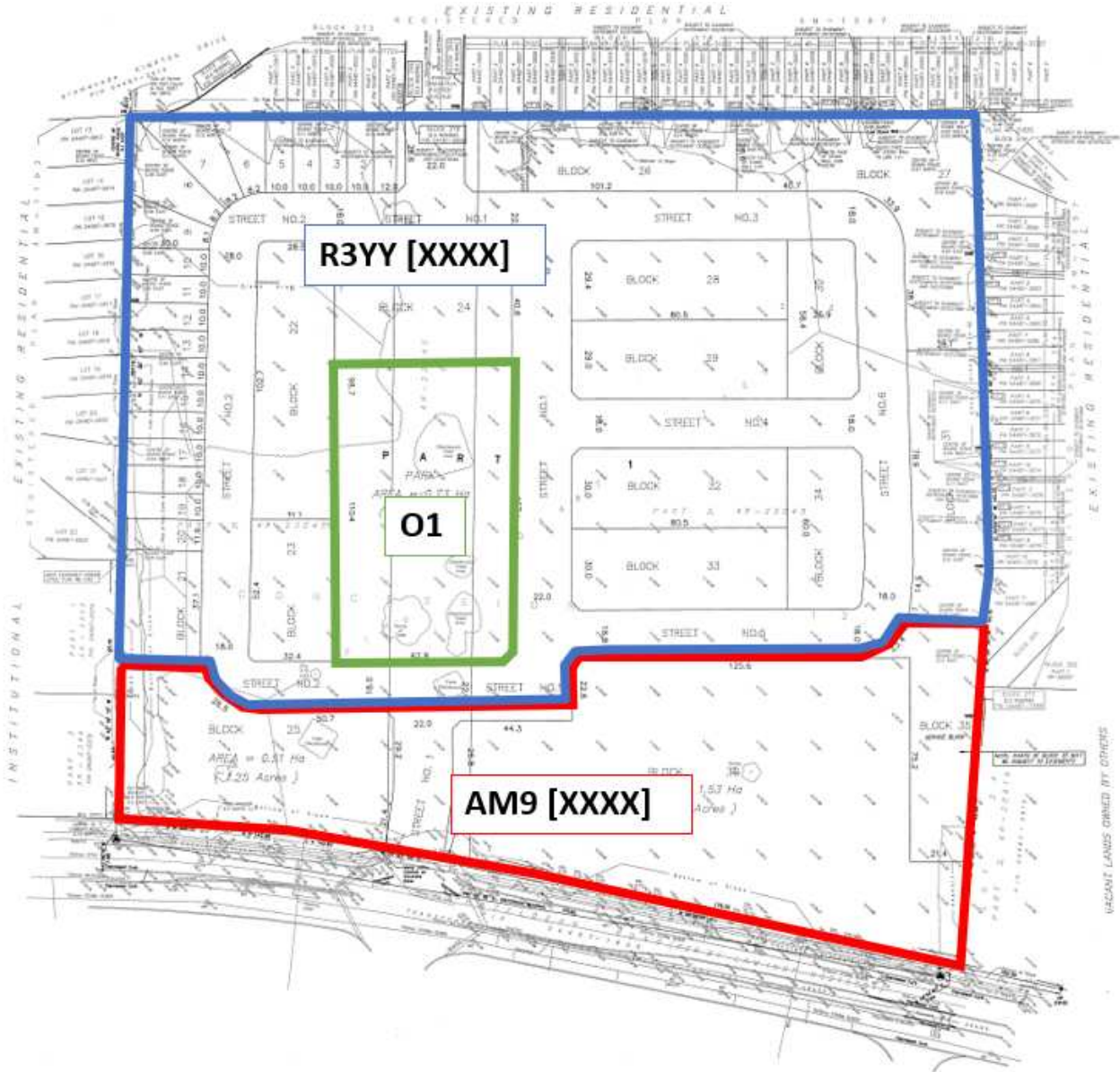


Figure 17: Draft Plan of Subdivision with proposed zoning

5.0 Integrated Environmental Review Statement

The policies for an Integrated Environmental Review Statement (IERS) are outlined in Section 4.7.1- *Integrated Environmental Review to Assess Development Applications* of the City of Ottawa Official Plan. The following discussion provides a summary of the technical studies and their implementation and mitigation measures.

5.1 Policy Context

According to Schedule L3 – Natural Heritage System Overlay (West) the subject lands are not occupied by any identified Natural Heritage System features. According to Schedule K – Environmental Constraints, the subject lands are partially impacted by organic soils. As confirmed in the following section, a Geotechnical Assessment prepared by EXP has confirmed that the soils on the subject property are adequate to accommodate the proposed development.

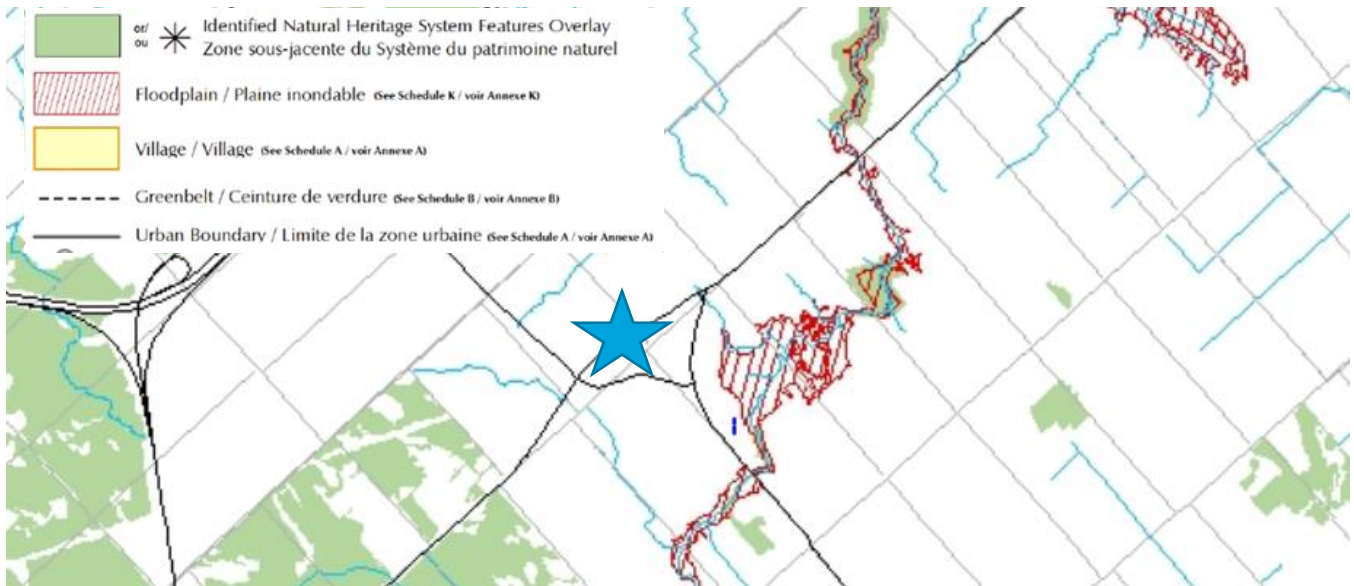


Figure 18: Excerpt from Schedule L3 – Natural Heritage System Overlay (West) of the Official Plan (star for subject lands)

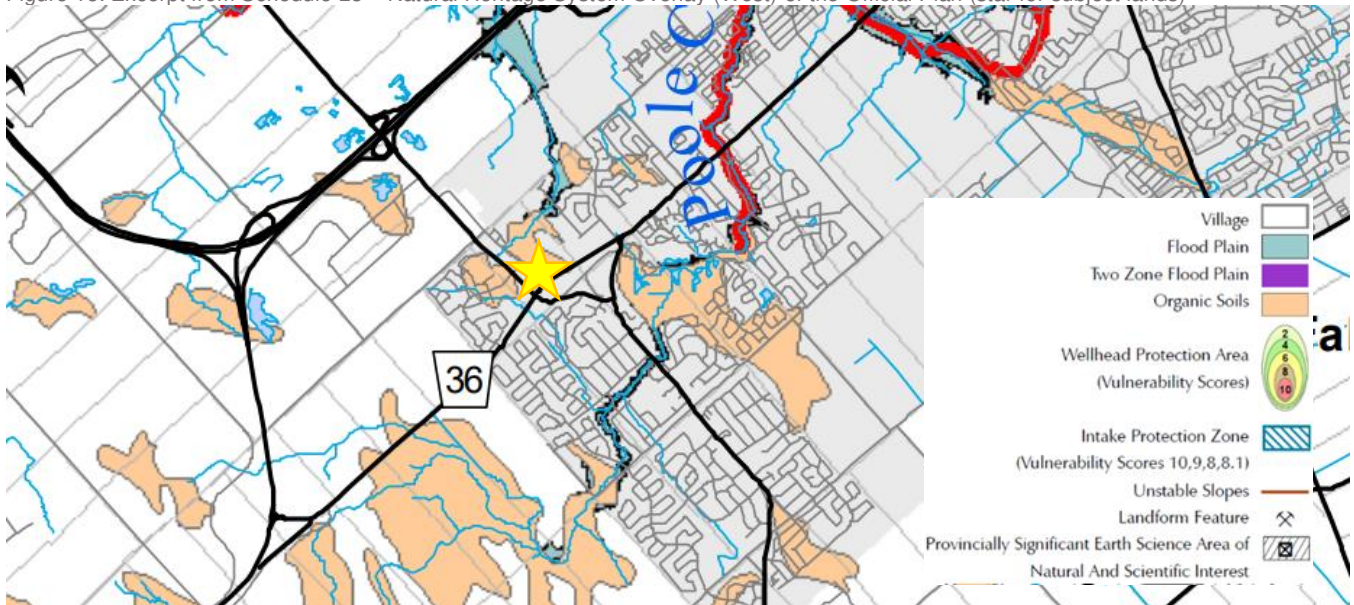


Figure 19: Excerpt from Schedule K – Environmental Constraints of the Official Plan (star for subject lands)

5.2 Summary of Technical Studies

This section provides an overview of the technical studies that were completed in support of the applications for the development of the subject lands. These studies are categorized into engineering studies and environmental studies.

A summary describing the existing environmental conditions and identified potential environmental effects related to the proposed development is presented for each study, as required in Section 4.7 of the Official Plan. Each summary uses the exact language and wording in the technical study, where possible.

5.2.1 Engineering Studies

5.2.1.1 Geotechnical Investigation

A Geotechnical Investigation was prepared by EXP Services Inc. The investigation was completed concurrently with the Phase I and Phase II ESA. The fieldwork for the geotechnical investigation comprised of the drilling / excavation of a total of 22 test sites. Monitoring wells were installed in three boreholes for long-term monitoring of the groundwater at the site.

The investigation revealed that the subsurface conditions at the site to comprise of 0.3-metre to 3.4-metre thick heterogenous fill deposit over the entire site extending to the surface of bedrock in the majority of the test holes and to the surface of thin deposit of native silty sand / glacial till in localized areas. Groundwater measurements taken on July 2, 2020 in monitoring wells installed in three of the boreholes indicate that the groundwater table to be at a depth of 2.02 metres to 2.75 metres below grade. The report notes that groundwater is subject to seasonal fluctuation and may be at higher depths during wet weather conditions. Groundwater infiltration was recorded in some of the pits following excavation.

The report indicates that a grade raise of up to 2 metres is considered feasible, the fill should be engineered materials and that the foundations should be slabs-on-grade on a bed of stone, over bedrock or engineered fill.

5.2.1.2 Functional Servicing Report

EXP prepared a Site Servicing and Stormwater Management Report. The findings of the report include:

Water

It is proposed that the water supply system will consist of 200mm diameter and 250mm diameter watermains and associated appurtenances to provide water for consumption and fire protection. The development will be serviced by connection to the existing stubs at Hazeldean Road and Samantha Eastop Avenue.

The water servicing requirements for the proposed development is designed in accordance with the City Design Guidelines. No pressure-reducing measures are required as operating pressures are within 50 psi and 80 psi. It was estimated that the anticipated pressures under average day demands will range between 54.7 psi and 62 psi.

Sanitary

The sanitary sewer laterals were sized based on a population flow with an area-based infiltration allowance. A 250mm diameter sanitary sewer laterals are proposed with a minimum 0.44% slope, having a capacity of 19.07 L/sec based on Manning's Equation under full flow conditions. EXP's analysis indicates that sufficient capacity will be available in the local sewers to accommodate the proposed development.

Stormwater

As the development site is located within the Mississippi Valley Conservation Authority (MVCA) jurisdiction, the stormwater works are subject to both MVCA and City of Ottawa approval. Furthermore, the site is located within the Carp River Subwatershed and stormwater runoff discharges to Feedmill Creek. As such, a 1050mm storm sewer outlet was provided for the development near the southeast corner of the property, and a 12-metre sewer and drainage easement is proposed to service the site through a conventional system. The proposed system would ensure that the storm sewer flows to the Jackson Trails Stormwater Management Facility. Sewer

and water infrastructure were installed as part of the construction of surrounding subdivisions. For the rear-yards, perforated storm sewers will be used, as per City landscaping standards. Due to the stormwater criteria requirements, a stormwater facility (dry pond) is necessary. Additional details on the design of the stormwater measures have been detailed in the report.

Erosion and Sediment Control

The EXP report outlines erosion and sedimentation controlled by various techniques that would mitigate undue adverse impacts on the lands during the construction process.

5.2.1.3 Noise Impact Assessment

EXP Services Inc. prepared a Noise Impact Assessment, which notes that the development site is located within 100 metres of two noise sources, including Hazeldean Road, which is as an undivided 4-Lane Urban Arterial-Divided (4-UAD) roadway, and Kimpton Drive, which is a 2-Lane Urban Collector (2-UCU). The report only assessed the noise impact from surface transportation sources.

The results of the study indicate that elevated noise levels are predicted for outdoor living areas and for indoor areas during nighttime. The noise study notes that upgraded building materials will be required in some cases to create more sound-proof dwellings. Additionally, the report outlines a requirement for warning clauses in the agreement of purchase and sale for the dwellings.

5.2.2 Transportation Impact Assessment

EXP Services Inc. prepared a Transportation Impact Assessment (TIA), which fulfills Steps 1 through 4 of the City of Ottawa's 2017 TIA Guidelines. This includes the Screening, Scoping and Forecasting for the site. The report estimates that 231 AM and 275 PM new peak hour vehicle trips are anticipated to be generated from the proposed development.

The TIA notes that there will be two accesses to the development via Samantha Eastop Drive and Hazeldean Road, both designed to municipal standards. The accesses are not directly connected. to discourage cut-through traffic. The development is expected to have a non-auto modal split of 19% due to the nature of the development and availability of transit. As such, sidewalk connections are proposed to the existing sidewalk network in surrounding communities.

The TIA finds that the development will have limited traffic effects on surrounding roadways, and Hazeldean Road and Kimpton Drive can accommodate the traffic generated. Furthermore, the development is not intended to the create any requirements for an increase in transit.

5.2.3 Environmental Studies

5.2.3.1 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment was prepared by EXP Services Inc. The purpose of the Phase I ESA was to determine if past or present activities have resulted in the actual or potential contamination of the property. Based on the report, the fill materials for the site were unknown, and therefore could be contaminated. As such, a Phase II ESA is recommended.

5.2.4 Phase II Environmental Site Assessment

A Phase II Environmental Site Assessment was prepared by EXP Services Inc. Based on the area of potential contamination, the study examined a total of six boreholes and 16 test pits on the property. The results noted that the soil samples were in keeping with the Ministry standards for all criteria, and therefore, the site meets the requirements for residential land use.

5.2.5 Environmental Impact Assessment and Tree Conservation Report

An Environmental Impact Assessment (EIS) and Tree Conservation Report (TCR) was completed by Bowfin Environmental Consulting Inc. The report notes that the lands were previously cleared and filled. There are some broadleaf species and woodland, but the species are young and do not provide for significant woodland

habitat. Ultimately, there were no species at risk documented in the study area, and no trees requiring retention were identified on the site.

The report outlines that all of the impacts of development can be mitigated through the use of common mitigation measures and no residential impacts are anticipated as a result of the development. The TCR recommends that all trees on the site can be removed.

5.3 Potential Concerns, Mitigation Measures, and Implementation

5.3.1 Potential Concerns

Impacts to Surface Water and Fish Habitat

There are no surface water features and no ditches or other channelized water features on the subject lands. Therefore, no negative impacts can be expected to surface water features or fish habitat.

Impacts to Site Trees

Given the previous site uses, there are few trees on the subject property. As previously noted, the trees on the subject lands are not considered to be species at risk. Removal of the trees may be necessary during the development process. Details of new trees to be planted in the right-of-way will be included on a future Landscape Plan at the detailed design phase.

Impacts to Species at Risk

As per the EIS, no species at risk were identified on the lands. Therefore, there are no anticipated impacts associated with this development.

Table 6: Environmental Interactions between Technical Studies

	Site Servicing and Stormwater Management	Geotechnical Investigation	Noise Impact Assessment	Planning Rationale/ Design Brief/IERS	Tree Conservation Report and EIS	Phase I Environmental Site Assessment	Phase II Environmental Site Assessment	Transportation Impact Assessment
Noise & Vibration			X	X				X
Groundwater	X	X		X		X	X	
Surface Water	X			X	X			
Terrestrial Ecology				X	X			
Geotechnical	X	X		X		X	X	
Servicing	X			X				

5.3.2 Mitigation Measures and Implementation of Commitments

Surface Water Features

To protect surface water features in the broader vicinity of the project, standard erosion and sediment control measures must be implemented on the site during construction to limit the potential for sediment deposition off the site by either surface water flows or by wind erosion. Details of the erosion and sediment control mitigation measures must be included in either the environmental management or servicing plan for construction.

Tree Conservation

No trees are anticipated to remain on the subject lands at the time of development. To minimize impacts to any remaining trees located adjacent to the development area, the following protection measures are indicated as necessary during construction:

- / A permit for the removal of trees that are 10 centimetres or larger is required from the City of Ottawa.
- / The edge of the property, where not already fenced by neighbours, should be clearly delineated on the site plans and in the field;
- / All trees on-site will be removed. When clearing near trees on neighbouring lands, mitigation measures to prevent harm to the root systems of trees adjacent to the proposed works will be implemented to protect them from indirect harm:
 - Sturdy fencing will be installed outside of the Critical Root Zone (CRZ) (defined by the City as 10 x the DBH) of the trunk of the closest trees to the work area.
 - No grading or activities that may cause soil compaction (such as heavy machinery and stockpiling of materials) will be allowed within the fenced area.
 - Furthermore, no machinery maintenance or refueling or stockpiling is permitted within 5 m of the outer edge of this fencing.
 - If necessary, clearing of vegetation within the CRZ will be completed with hand tools.
 - Exhaust fumes from all equipment will be directed away from the canopy of the trees to be retained.
 - If roots of trees, on adjacent lands become exposed during site alterations, they will be buried immediately with soil or covered with filter cloth or woodchips and kept moist until the roots can be buried permanently.
 - Any roots that must be cut will be cut cleanly to allow for healing.
- / No signs, notices or posters should be attached to any trees;
- / The removal of trees is to occur between October 1 and March 30. This is to avoid both the active bat season and the breeding bird season.
- / Any landscape plans should include native species as much as possible various species could be used including: sugar maple, American basswood, red oak, and white spruce.

Mitigations for Wildlife

Some common, urban-tolerant wildlife may occur within areas near the site and could, on occasion, traverse the development area. The following mitigation measures must be implemented on the site during construction of the project:

- / Do not harm, feed, or unnecessarily harass wildlife.
- / Keep food wastes and other such garbage in secured wildlife-proof containers, and promptly remove this material from the site (especially in warm weather).
- / Drive slowly and avoid hitting wildlife where possible.
- / Avoid providing unintended wildlife shelters. Effective mitigation measures include:
 - Covering or containing piles of soil, fill, brush, rocks and other loose materials;
 - Capping ends of pipes where necessary to keep wildlife out;
 - Ensuring that trailers, bins, boxes, and vacant buildings are secured at the end of each workday to prevent access by wildlife.
- / Check the worksite (including previously cleared areas) for wildlife prior to beginning work each day.
- / Inspect protective fencing or other installed measures daily and after each rain-event to ensure their integrity and continued function.
- / Monitor construction activities to ensure compliance with the project-specific protocol (where applicable) or any other requirements.

5.4 Design with Nature Principles and Design

As outlined in Section 4.7.1(2) of the Official Plan, the IERS is required to include a statement with respect to how the design with nature approach has influenced the design of the development and how it supports the following environmental objectives:

- / Increasing forest cover across the city;
- / Maintaining and improving water quality;
- / Maintaining base flows and reducing peak flows in surface water;
- / Protecting and improving the habitat of fish and wildlife in stream corridors;
- / Protecting springs, recharge areas, headwater wetlands and other Hydrogeological areas;
- / Managing resources by using low-maintenance, natural solutions.

Section 8- Glossary of the City of Ottawa Official Plan defines “design with nature” as:

An approach that utilizes natural methods during site design to work with the terrestrial, aquatic, and biological characteristics of the site and the relationship between them. These measures may serve to reduce the reliance on technological solutions, which may be expensive, energy- or management-intensive, and less environmentally sensitive. This may include:

- / Retention of natural vegetation on slopes to reduce erosion;
- / Conservation of as many existing trees as feasible;
- / Use of appropriate natural infiltration techniques on site to reduce the need for stormwater management ponds;
- / Orientation of streets to maximise opportunities for passive solar heating and reflection of natural contours;
- / Protection of natural stream corridors and incorporation of natural features into open spaces.

The proposed subdivision does not infringe on any significant natural heritage systems or natural stream corridors. The subject lands are highly disturbed and are characterized by limited existing vegetation. If the limited number of existing trees were retained, their isolation and extremely limited canopy potential would limit their ecological functionality to the broader area to negligible.

5.5 Energy Efficiency and Sustainable Design

The proposed residential subdivision has implemented efficient and sustainable design principles as follows:

- / The subject property’s connectivity to the greater cycling network contributes to the feasibility of sustainable transportation modes. Further, the proposed development is situated in proximity to bus stops that will link residents to planned rapid transit.
- / A municipal park is proposed at the centre of the subject lands, which will allow for increased permeability/infiltration of stormwater, as well as increased vegetation on site.
- / Contemporary energy saving opportunities will be explored in the construction materials selected for development of the site.

5.6 IERS Concurrence of Study Team

Towards the end of the Plan of Subdivision and Zoning By-law Amendment application process for the subject lands, this IERS will be updated, as necessary, and reviewed and concurred with by the individual consultants involved in the preparation of the technical studies.

6.0 Conclusion

It is Fotenn's professional opinion that the proposed Plan of Subdivision and Zoning By-law Amendment applications represent good planning and are in the public interest for the following reasons:

- / The proposed Plan of Subdivision meets the criteria for consideration in the Planning Act;
- / The proposal is consistent with the Provincial Policy Statement (2020) by providing additional housing and retail uses within an established, serviced area, which will make more efficient use of existing infrastructure and contribute to reducing the need to expand the City's existing settlement areas;
- / The proposal conforms to the Official Plan (2003, as amended), including those policies which support intensification in existing urban areas. The subject lands are designated Arterial Mainstreet and General Urban Area, which permit a range of uses including the proposed residential uses. The proposed subdivision is compatible with the surrounding context, which includes existing two-storey townhouses that are similar in character to the proposed dwellings;
- / The proposed development is consistent with the preliminary policy directions of the City's New Official Plan;
- / The proposed subdivision meets the applicable Building Better and Smarter Suburbs Strategic Directions (2015) and the City's applicable Design Guidelines;
- / The proposed Zoning By-law Amendment is compatible with the existing neighbourhood;
- / The proposed development is supported by a range of technical studies, including geotechnical, civil engineering, transportation, environmental, and noise-related reports.

Sincerely,



Jaime Posen, MCIP RPP
Senior Planner



Emilie Coyle, MCIP RPP
Planner