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Arcadia Stage 5
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Planning Rationale for Draft Plan of Subdivision and Major Zoning By-law Amendment

370 Huntmar Drive and 450 Huntmar Drive

Arcadia Stage 5



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Appendix

Appendix A The City of Ottawa’s New Official Plan 2046, adopted on November 24, 2021

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1.0 INTRODUCTION

J.L. Richards & Associates Limited (JLR) has been retained by Minto Communities, “the client”, to provide a Planning Rationale in support of applications for Draft Plan of Subdivision and Major Zoning By-Law Amendment (ZBLA) to permit the residential development of Stage 5 lands of the Arcadia Subdivision, located at the north-east corner of the intersection of Campeau Drive and Winterset Road, in Kanata West. The subject property abuts the Carp River and is within 400 m of the planned Arcadia LRT station, located south of Campeau Drive and west of the Carp River.

Figure 1 below shows the location of the Arcadia Stage 5 lands (the subject property).



Figure 1: Subject Property Location

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The subject lands are designated as General Urban Area and are subject to the Carp River Restoration Policy Area Overlay as shown on Schedule “B” to the City of Ottawa Official Plan 2003, as amended. This proposed development conforms to the applicable policies of the Official Plan.

Since the submission of this application is being made after the City of Ottawa’s New Official Plan, which was adopted by the City of Ottawa’s Council on November 24th, 2021 as by-law 2021-386, but prior to the Minister’s approval of the Plan, we have completed or analysis to confirm that there are no new policies that would change the intended direction for development of these lands. We have concluded that there are no policies of the new Official Pan that would alter the intended development of the subject lands as residential.

The subject property falls within the Suburban Transect Policy Area and is designated Neighbourhood and subject to the Evolving Community overlay. The subject property is also subject to Kanata West Site-Specific Policies, including the Carp River Restoration Site Specific Policy. The proposed plan of subdivision and the associated housing types conform to the policies of the new Official Plan.

Finally, as per Zoning By-Law No. 2008-250, the subject property is zoned Development Reserve (DR[1392]).

The proposed Plan of subdivision proposes a mix of medium density housing and some low-density housing to complete the development of this neighbourhood. The Draft Plan of Subdivision application, as shown in **Figure 2** below the proposed development consists of sixty-two lots (62) for sixty-two (62) single detached dwellings, and 28 Blocks for eighty-eight (88) executive townhouses and seventy-four (74) avenue towns, for a combined total of 224 dwelling units.

The Zoning By-Law Amendment seeks to change the zoning of the subject property from Development Reserve, Urban Exception 1932 (DR-1932) to Residential Third Density, Subzone “YY”, Urban Exception 2567 (R3YY-2567) to permit residential development in accordance with the Draft Plan of Subdivision, as shown on the concept plan below (**Figure 2**). The full text of the requested zoning is explained in more detail in Section 3.5 of this report and is intended to match the zoning from Stages 3 and 4 for the same unit types.

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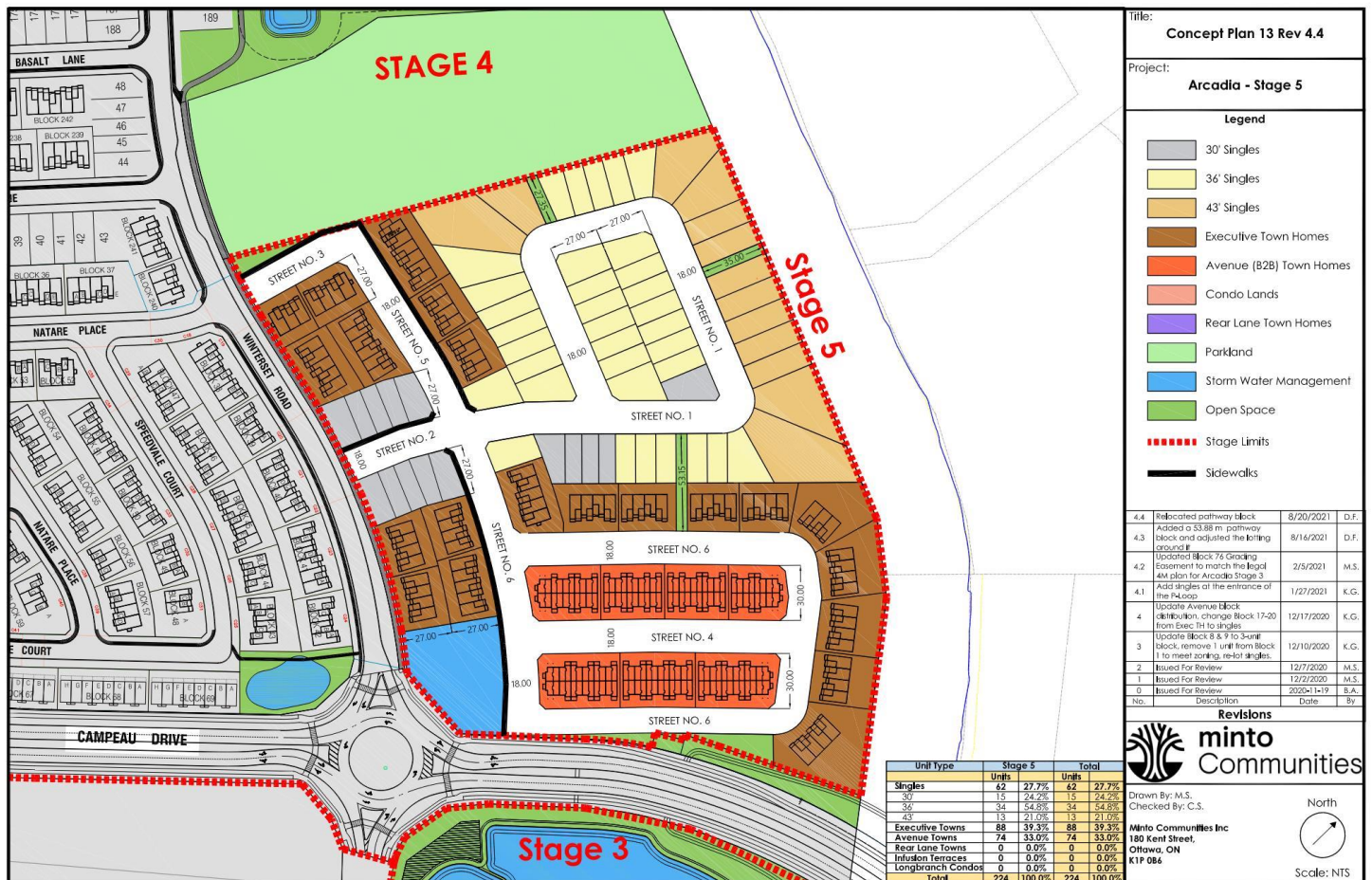


Figure 2: Concept Plan for Arcadia Stage 5 Lands

This Report will demonstrate how the proposed development will be consistent with the Provincial Policy Statement (PPS) 2020 and will be in conformity with the City of Ottawa Official Plan 2003, as amended. We will also confirm that there are no new policies in the recently adopted new Official Plan (By-Law No. 2021-386) that would alter the form of the proposed plan of subdivision.

This Planning Rationale also integrates a preliminary Design Brief that describes elements of the proposed massing and built form and speaks to how the proposed development adheres to specific policy criteria and design guidelines. The proposed development is supported by various studies and plans which support the future development of the site established during the pre-application process.

The proposed development will continue to support intensification that is appropriate for both a suburban area and an evolving community as described in the OP within close proximity to planned transit. The site layout reflects the City's 15-minute neighbourhood objectives, by promoting walkability and safe and convenient access to existing and planned cycling, park and

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transit facilities. The proposed development will also ensure the protection of environmental lands and provide for a range of residential development that is consistent with the previous four (4) stages of the Arcadia subdivision, thereby adding needed units to the City's housing stock.

In order to develop this plan, our client is filing a Draft Plan of Subdivision Application and a Major Zoning By-law Amendment with the City of Ottawa. It is our professional opinion that the proposed development is representative of good land use planning, as it is transit-supportive, is consistent with the 2020 PPS and conforms to the existing and new Official Plans.

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2.0 SUBJECT PROPERTY CONTEXT

2.1 Subject Property Location & Description

The legal description of the Subject Property is Part of Lots 3 and 4, Concession 1, former Township of March, in the former City of Kanata, now the City of Ottawa.

The Draft Plan of Subdivision is shown in **Figure 3** below.



Figure 3: Draft Plan of Subdivision, prepared by Stantec and dated November 25th, 2021

The subject property is approximately 8.25 ha (82,467 m²) in size and is situated north of Highway 417, east of Winterset Road along the north side of Campeau Drive. The subject property fronts onto Winterset Road and is bounded by the Phase 4 park block to the north and the Carp River to the northeast. An LRT Station will be located at the end of the planned Winterset Road extension, on the south side of Campeau Drive. The walking distance to the LRT Station from the subject property (and vice versa) will be less than 400 m.

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The subject property currently consists of undeveloped urban lands designated General Urban Area as per the current OP and within the Suburban Transect under the City's new OP. The lands are identified as being within the Carp River Restoration Policy Area Overlay under both OPs.

However, all conditions related to restoring and mitigating impacts to the Carp River were met prior to the lifting of the holding ('h') zone for the subject lands. These lands are currently zoned Development Reserve, Urban Exception 1932 (DR[1932]). No part of the subject property is still considered flood plain as a result of the restoration work, in accordance with the approved Environmental Assessment, and the fill that has been placed on the site in accordance with Mississippi Valley Conservation permits under their Regulations. This Zoning application seeks to establish the zoning for this property for the development as noted above.

2.2 Existing Conditions and Surrounding Context

The Subject Property is located within the Kanata West community, as shown in the Context Map (**Figure 4**) below.

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Figure 4: Subject Property Location

Based on a review of historical sources, the Phase I property was used for agricultural purposes from before 1947 up to circa 1995, when residential and commercial development in the area commenced. The subject property has never been developed with any buildings or structures. Adjacent land use is comprised of residential dwellings (south and west), and agricultural or other use land (previously undeveloped), with some land under active development (residential and commercial).

Today, the site is vacant, undeveloped, relatively flat and mostly populated with soil and fill material consisting of reworked native material transferred from earlier subdivision work. The local and regional topography in the area of the Phase I property generally slopes toward the Carp River, located along the north property line of the Phase I property.

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The developed lands to the north and west consist of the first four (4) Stages of the Arcadia Subdivision, which are mostly complete. Block 181, 4M-Plan 1680 abuts the property to the northwest of the site will be developed as a public park. The registration and related zoning and site plan applications for Stage 6 are pending. This application for Draft Plan of Subdivision and Major Zoning By-Law Amendment pertain to Stage 5 (the subject property).

Stage 5 of the Arcadia Subdivision was not included in the previous Draft Plan of Subdivision which included Stages 1, 2, 3, 4 and 6 of this subdivision. A Zoning By-Law Amendment for Stage 6 lands is pending, and it was deemed complete by the City of Ottawa on October 26th, 2021 and was circulated for notice and first round comments from City Staff. Stages 5 and 6 of the Arcadia Subdivision are the remaining lands to be developed. We understand that A facility/park fit plan was required under the Draft Plan of Subdivision conditions for previous stages of the Arcadia Subdivision, not as a part of this Draft Plan of Subdivision for Stage 5 lands.

Figure 5 below shows the existing built form along the north side of Campeau Drive resulting from Stage 3 and 4 of the Arcadia Subdivision.



Figure 5: Stage 3 rear lane townhomes along Campeau Drive

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The Carp River travels north-south further to the east of the Subject Property while Feedmill Creek runs along the southern edge of the LRT property, across Campeau Drive. The lands for the Campeau Drive extension were all dedicated to the City of Ottawa during the development of Stages 1 and 2 and the development of Winterset Road is subject to the Subdivision agreement for the Stage 3 and 4 lands. A stormwater management pond for Stage 4 lands will service the property.

The Subject Property is in close proximity to employment lands, commercial facilities and natural amenities. It is located approximately 500 metres north of Highway 417 and is east of the Palladium Drive interchange. The lands reside within 800 m of the Ministry of Transportation (MTO) Permit Control Area, so we anticipate that MTO land use permits and approvals will be required.

The Subject Property is abutting a Collector Road (Winterset Road) and Campeau Drive which is considered an Arterial Road. Campeau Drive is shown below in **Figure 6**.



Figure 6: The existing road conditions and public realm of Campeau Drive.

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This Arterial Road provides access to 417 interchanges at both Terry Fox Drive and Palladium Drive. The Arcadia Subdivision has been developed in a manner that respects the City's Official Plan, the Infrastructure Master Plan, the Transportation Master Plan (TMP), the Kanata West Transportation Plan and the Carp River Restoration Plan. There is a multi-use pathway located on both sides of Campeau Drive. Connections to these existing multi-use pathways will be addressed through the proposed development and the development of Arcadia Stage 6.

The subject property is located immediately north of the planned Campeau LRT Station (TMP – Ultimate Network). Connections to the future LRT Station have been considered through the proposed development.

Generally, the subject property benefits from great access to parks and open spaces; existing and planned business and employment uses; existing cycling and pedestrian facilities; and both existing (O-C Transpo Routes 62 and 162 are on Huntmar) and planned (LRT – Campeau Station) transit.

The proposed development anticipates how the community will develop in the near future, as it consists of a range of residential dwelling types, which are typical of an evolving residential neighbourhood in a suburban area that benefits from its co-location near transit and employment. The proposed Zoning By-Law Amendment will provide zoning standards that are consistent with those already established for earlier stages of the Arcadia Subdivision. Similar lot sizes and dwelling types are proposed in the proposal for Arcadia Stage 5.

3.0 PROPOSAL OVERVIEW

3.1 Background

A pre-application meeting for Stage 5 took place on August 12th, 2021, involving City Staff, the client and the client's consulting team. Meeting minutes were received by the project team on September 2nd, 2021.

The following comments were received by City Planning:

- 1. A Major Zoning By-law Amendment application will be required for the Stage 5 lands to permit the proposed development. Urban Exception 1932 can be removed through this application as the Holding Symbol has now been lifted.*
- 2. A new Plan of Subdivision application will be required to permit the proposed development, as this Stage was not included in the previous draft approval.*
- 3. Please note that there is a 30cm reserve along Winterset Road that will need to be lifted.*
- 4. Staff are generally satisfied with the current layout.*
- 5. Please consider adding another pedestrian connection between Street 1 and 6; please consider providing a pedestrian plan with the application submissions.*
- 6. Please submit a streetscape plan with your application. The location of trees and sidewalks should be considered early in the design process.*

The following comments were received by Urban Design:

- 1. A design brief is required. A terms of reference is attached.*
- 2. Please ensure the pathway connections to the Carp River Open Space Lands are accessible. This may require co-locating the two blocks in the vicinity of Lot 25 and Block 8 to provide additional length for these blocks.*
- 3. Please consider locations for sidewalks and trees at the time of submission, as it relates to utilities and clay soils.*
- 4. Orientation of units to minimize the need for noise walls on Winterset Road should be considered.*
- 5. A pathway connection should be provided within Block 43 – Dry Pond to provide access to Winterset Road.*

As per the above, there were only a few minor comments related to Stage 5, which have, in our opinion, been sufficiently addressed through the proposed design and the supporting plans and studies. Since these City comments were received, the project team received a confirmed list of required studies and plans. A "streetscape plan" was not identified as a required submission item. We expect that the City will include this as a required submission as a draft condition and that it will be provided at the time of detailed design.

In particular, pedestrian connections throughout the site and to the Carp River Open Space lands have been planned; sidewalks and trees have been planned and will be appropriate for the soil conditions found on site. Building orientation towards the abutting streets is reflective of

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good urban design principles, where activation and utilization of the street is encouraged. Utility placements will be addressed at detailed design and a noise study prepared by JL Richards & Associates Limited (Ltd.) offers mitigation measures that reduce the overall reliance on continuous noise walls along Winterset Road, as the impacts will be less than substantial. Building orientation and increased separation to the transportation noise source, particularly along Campeau Drive, have been used to reduce noise levels for residential units in close proximity to the transportation noise sources.

Of note, through the proposed Zoning By-Law Amendment, Urban Exception 1932 will be removed and replaced as the conditions required for its removal and the holding symbol lifting have been fulfilled. The Site falls within the Carp River Restoration Policy Area and was therefore previously given a holding ('h') symbol, which stated key requirements that needed to be met prior to being lifted. Urban Exception 1932 currently prohibits "all uses, except those that existed on July 11, 2012 are prohibited until such time as the holding symbol is removed."

The wording for lifted holding ('h') zone read:

- *the holding symbol can be removed only at such time as the following conditions are met:*
 - a. *The Minister of the Environment will have approved the Carp River, Pool Creek and Feedmill Creek Restoration Class EA;*
 - b. *The Kanata West Landowners Group, or the City, will have commenced Phase I of the Carp River restoration works;*
 - c. *Mississippi Valley Conservation Authority will have issued a permit under Section 28 of the Conservation Authorities Act for the placement and removal of fill in accordance with the Carp River Restoration Plan and the EA;*
 - d. *Filling of the property and an asbuilt survey will have been completed to demonstrate that the area is entirely removed from the flood plain; and*
 - e. *At all times, the flood storage capacity of the corridor will be maintained at or above existing*

The holding symbol has since been lifted and the requirements met, but the exception still exists and therefore needs to be removed. The proposed Zoning By-Law Amendment will effectively replace this urban exception. The zoning being proposed will mirror that of the previous stages of this neighbourhood where the same unit types have been built.

In the context of the City of Ottawa's new Official Plan, approved by by-law on December 24th, 2021, still shows the subject property within the Carp River Restoration Policy Area. Based on

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the removal of the holding symbol, we believe that the applications for Draft Plan of Subdivision and Zoning By-law Amendment will conform to this site-specific policy area. Our analysis of the City of Ottawa recently approved OP is found in Section 4.3 of this report. Since the pre-application meeting, our client and their project team have worked closely on the design to respond to all comments received by Staff.

We'd also like to note that the Terms of Reference for the required Design Brief identifies design policy criteria as it relates to the Old OP, 2003, as amended. The Design Brief prepared for this submission therefore responds to the design criteria established in the Old OP, as there has been no updated Terms of Reference based on New OP policies.

The list of required studies was obtained following the pre-application meeting on September 15th, 2021:

- Site Servicing Plan (FSR);
- Site Servicing Study (FSR);
- Grade Control and Drainage Plan (FSR);
- Geotechnical Study/ Slope Stability Study;
- Composite Utility Plan (CUP);
- Erosion and Sediment Control (ESC) Plan / Brief (FSR);
- Stormwater Management Report (FSR);
- Hydraulic Watermain Analysis (FSR);
- Noise Study;
- Vibration Study;
- Transportation Impact Assessment (TIA);
- Planning Rationale;
- Concept Plan Showing Proposed Land Uses and Landscaping;
- Survey Plan;
- Environmental Impact Statement (EIS);
- Landscape Plan;
- Tree Conservation Report;
- Phase 1 Environmental Site Assessment;
- Draft Plan of Subdivision;
- Design Brief; and
- Public Consultation Strategy.

In correspondence with the City, dated on November 3rd, 2021, the following items were confirmed by the City Planner as either eligible to be scoped or not required altogether:

- Composite Utility Plan (CUP);
- Stormwater Management Report;
- Hydraulic Watermain Analysis; and
- Landscape Plan.

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The project team received the following responses:

- 1) *The CUP can wait until detailed design.*
- 2) *A Draft Plan level SWM Report with some initial modelling will be required to confirm SWM requirements can be achieved.*
- 3) *A Draft Plan level Servicing Report with some high-level hydraulic analysis included is required to confirm servicing requirements in general.*
- 4) *A landscape plan has been requested to ensure that tree planting can be accommodated (especially where clay soils are present). If there are no clay soils present, let me know and we can reconsider this requirement.*

All preliminary plans (e.g. ESC, grading) and high-level studies for Hydraulic Watermain Analysis and Stormwater Management design have been integrated into the Full Servicing Report (FSR) prepared by JL Richards & Associates Limited (Ltd.) and dated December 3rd, 2021. Likewise, a Landscape Plan prepared by Fotenn Planning + Design, dated November 24th, that meets the City's requirements and responds to existing soil conditions has been prepared.

Following consultation with City Staff, an LRT proximity study was also identified as a requirement and has been prepared to support Stage 5 development.

The materials submitted in support of this application do not reflect detailed design considerations for the site and remain high-level, as is typically required for Draft Plan of Subdivision approval. Detailed design will be completed as conditions of Draft Plan of Subdivision approval.

As will be explained in the following section, the proposed development will complement the existing built-form found throughout the Arcadia Subdivision and consist of a mix of dwelling types (singles, stacked towns) at a density that is encouraged for evolving communities in the Suburban Transect and in close proximity to Light Rail Transit (LRT) station by both policy and the City's design guidelines for Transit Oriented Development (TOD). There is a planned LRT station as per the City of Ottawa's approved Transportation Master Plan (TMP) – Ultimate Network and new OP Schedules. As will be explained in the policy section of this report, the City's new Official Plan refers to the planned LRT station as "Arcadia Station".

3.2 Proposed Plan of Subdivision

Figure 7 below depicts all phases of the Arcadia Subdivision.

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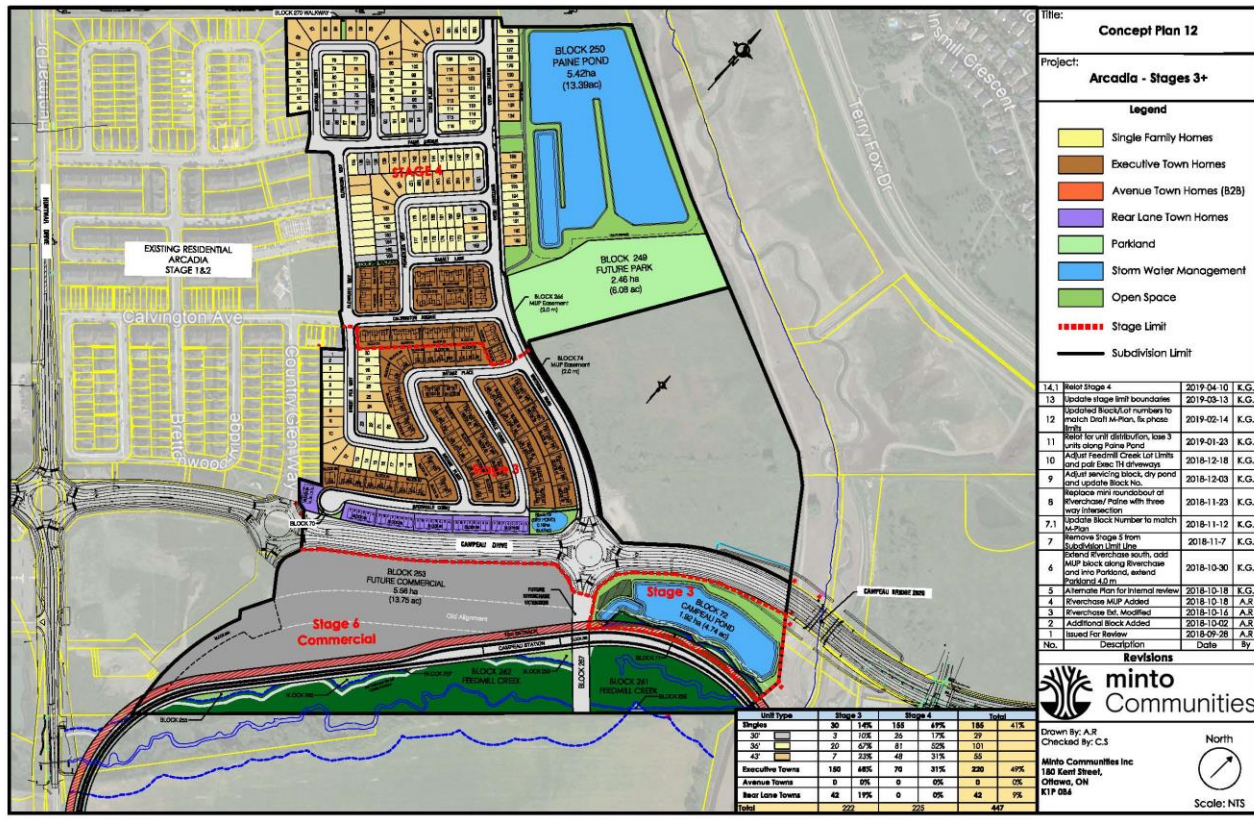


Figure 7: Figure depicting the Arcadia Subdivision

There are subdivision agreements in place for each phase (stage) of the Arcadia subdivision up to Stage 4 and including Stage 6.

While Stages 1-2 are completed, parts of Stages 3-4 are still under construction. A park block and stormwater management block (Block 250) are being completed. Stage 5 was excluded from the previous Draft Plan of Subdivision process. As such, a new application is required.

Figure 8 below depicts the legal plan that provides the details for the Draft Plan of Subdivision for Stage 5. A full-sized copy has been submitted separately with the application.

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Figure 8: Draft Plan of Subdivision, prepared by Stantec and dated November 25th, 2021

The proposed development will be serviced by municipal water services and municipal sanitary sewers. Municipal water, sanitary sewer and stormwater sewer services are available opposite Campeau Drive and along Paine Avenue, Clonrush Way and Calvington Avenue to service the Subject Property.

Existing stormwater ponds will serve the entire subdivision, the LRT and Campeau Drive have been included within the previous stages of this neighbourhood. A dry pond is planned for the site, at the corner of Winterset Road and Campeau Drive. This dry pond is shown as Block 97 on the Draft Plan of Subdivision. A pedestrian connection is provided along the dry pond (north-south). A pedestrian connection through the dry pond area will be formalized at detailed design.

Landscaped Open Space has been provided along the Campeau Drive frontage (Block 95 and Block 96) and along the property line shared with the future abutting park.

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A Site Servicing Plan (FSR) and report confirming the availability of services accompanies this submission. Our client has decided to proceed with only residential development on the Stage 5 lands.

3.3 Proposed Development

Figure 9 shows the concept plan for Arcadia Stage 5

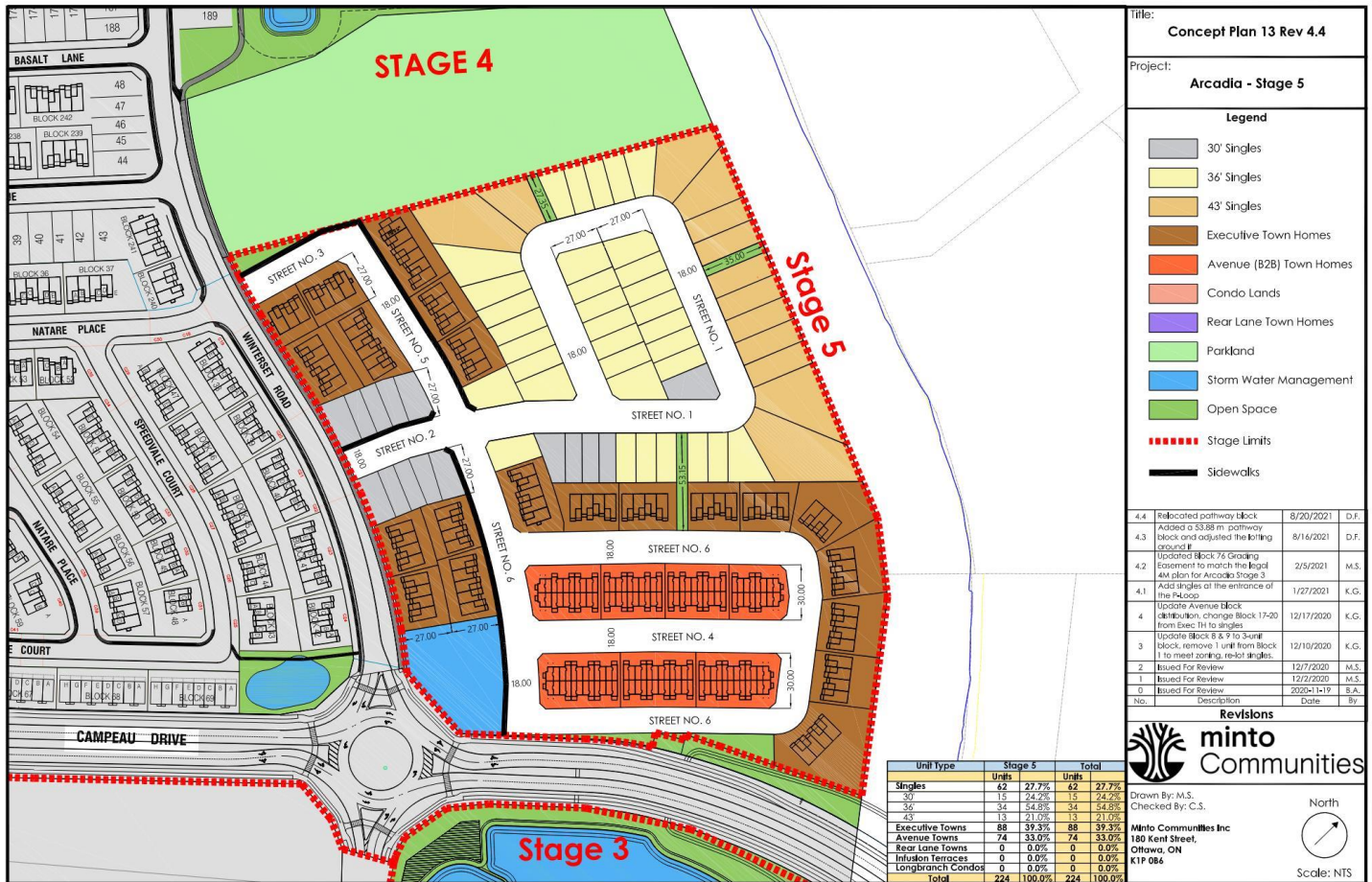


Figure 9: Concept Plan for Arcadia Stage 5 lands

As presently designed the proposed development consists of sixty-two (62) single detached dwellings, eighty-eight (88) executive townhouses and seventy-four (74) avenue towns, for a total of 224 dwelling units. Individual parking stalls will be provided for each dwelling unit, one (1) parking space on each associated driveway and one (1) parking space in each associated garage.

There are three (3) type of single detached dwelling types based upon three different lot frontages of: 9, 11, and 13 metres in width. Examples of each are provided below according to their category (see Figures 9-11)

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Figure 9: 30' Singles

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Figure 10: 36' Singles



Figure 11: 43' Single

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There are two (2) types of townhouses being proposed through the Stage 5 development. Examples of each are provided below according to their category (see **Figures 12-13**).



Figure 12: Avenue Townhouses



Figure 13: Executive Townhouses

Sidewalks and pedestrian walkways (greenspace) will provide connections to the Carp River, he approximately 2.5 hectare (ha) public park which is planned immediately to the north of the subject property and the bicycle and sidewalk networks.

Higher density development is appropriately placed closer to the intersection of Campeau Drive and Winterset Road to encourage immediate access to the existing public realm and planned transit. This also addresses the single new Official Plan policy that would affect this development where development within 120 metres of a minor corridor is to be a minimum of 2 storeys. Lower density development is placed along the northeastern property lines to better

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respect the Carp River. The proposed residential building blocks orient towards Campeau Drive and Winterset Road, which will complement existing patterns of development.

The objective of the proposed development was to simply complement the existing built-form and unique architectural expressions associated with Stages 3 and 4 of the Arcadia Subdivision. The density proposed for the subject property is appropriate for the land, considering proximity to planned public facilities, such as parks and transit.

A Tree Conservation Report (TCR) Plan and preliminary Landscape Plan have been prepared. With the proposed “dry pond”, the amount of open space proposed for the Site will be close to 0.4 hectares (ha). Block 94 on the proposed Draft Plan of Subdivision will be conveyed / dedicated as parkland and added to the future park planned for the abutting lands to the northwest. **Figure 14** below shows the proposed Landscape and Streetscape Plan.



Figure 14: Landscape Concept, prepared by FoTenn and dated November, 24th, 2021
The proposed development will consist of many small moments of greened and open spaces that will establish continuity between public realm and private property. A mix of deciduous and

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coniferous trees will be planted at a rate of one (1) tree per lot and two (2) trees per corner. Where this ratio cannot be met, however, additional plantings have been planned for the open spaces, including in and around the dry pond and the entrances to the subdivision. The trees proposed along Winterset Road are already accounted for in Stage 3 and 4. All trees planted on site will meet the City's requirements for Draft Plan of Subdivision.

The placement and list of tree species will be refined at detailed design stage but will certainly respond appropriately to local soil conditions. Potential landscaping areas along Campeau Drive and Winterset Road will create a comfortable pedestrian environment along those streets. The site is presently used as a staging area and has very limited vegetation cover. Connections to existing sidewalks and multi-use pathways are proposed and strengthened through the proposed development.

The proposed private road network and parking, though aboveground, will be internalized to prevent any negative visual impacts from the nearby public realm and public park areas. Parking is proposed on private driveways and in private garages only. Proposed sidewalks are shown on the Concept Plan, as shown in **Figure 9** previously.

There is only one (1) formal private street entrance to the entire Stage 5 development. No other entrance is required, and Winterset Road will be able to handle the amount of traffic that will be generated from the site and the previous phases of development. In other words, the proposed access and on-site circulation are supported by the Transportation Impact Assessment (TIA), prepared by CGH Transportation Inc. All parking, loading facilities, garbage enclosures etc. will be screened from public view along Campeau Drive and Winterset Road in accordance with the current approaches found in the Zoning By-law.

3.4 Existing Zoning versus Proposed Zoning By-Law Amendment

The subject lands are currently zoned Development Reserve, Urban Exception 1932 (DR-[1932]) under the City of Ottawa Zoning By law (2008-250 Consolidation), as shown in **Figure 15** below.

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Figure 15: Development Reserve, Urban Exception 1932 (DR-1932) Zone

The purpose of the DR Zone is to:

“recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan”.

Current permitted uses in the DR Zone are limited to agricultural use, community garden, emergency service, environmental preserve and education area, forestry operation, group home, home based business, marine facility, detached dwelling accessory to a permitted use, park and a secondary dwelling unit.

Urban Exception 1932 currently prohibits “all uses, except those that existed on July 11, 2012 are prohibited until such time as the holding symbol is removed.”

A holding (‘h’) symbol previously applied to the subject property but has since been lifted. The requirements were met.

The current zoning of “DR” is no longer appropriate for the subject lands and needs to be changed in order to accommodate the proposed residential development, as explained in the section above.

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The proposed Zoning By-law Amendment is required in order to proceed with the development of these lands in accordance with the land use designations established in the Old and New OP and as shown on the proposed Draft Plan of Subdivision.

Based on previous development patterns in the Arcadia Subdivision, the most logical parent zone and subzone for the proposed development is the Residential Third Density, Subzone 'YY' (R3-YY) Zone:

The purpose of the Residential Third Density (R3) Zone is provided below:

1. *allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)*
2. *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
3. *allow ancillary uses to the principal residential use to allow residents to work at home;*
4. *regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and*
5. *permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.*

The list of Permitted Uses in the R3 Zone is provided below:

1. The following uses are permitted uses subject to:
 1. the provisions of subsection 159 (3) to (13);
 2. a maximum of three guest bedrooms in a bed and breakfast;
 3. a maximum of ten residents is permitted in a group home; and (By-law 2014-189)
 4. a maximum of ten residents is permitted in a retirement home, converted.
bed and breakfast, see Part 5, Section 121
detached dwelling
diplomatic mission, see Part 3, Section 88
duplex dwelling, see Part 5, Section 138 (By-law 2010-307)
group home, see Part 5, Section 125
home-based business, see Part 5, Section 127
home-based daycare, see Part 5, Section 129

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linked-detached dwelling, see Part 5, Section 138 (By-law 2010-307)
park

planned unit development, see Part 5, Section 131

retirement home, converted see Part 5, Section 122

secondary dwelling unit, see Part 5, Section 133

semi-detached dwelling, see Part 5, Section 138 (By-law 2010-307)

three-unit dwelling

townhouse dwelling, see Part 5, Section 138 (By-law 2012-334) (By-law 2010-307) (By-law 2014-189)

urban agriculture, see Part 3, Section 82 (By-law 2017-148)”

An Urban Exception, the same or at least similar to the one implemented for the Stage 3 and 4 lands through By-law 2019-238 to create R3YY(2567), should also be considered for implementation. While we understand that the subzone ‘Z’ is intended for developing communities, such as the subject property, and may be more appropriate for the type of development proposed, subzone ‘YY’ has been applied throughout the Arcadia Subdivision and is being proposed to ensure consistency.

For all single detached dwelling lots, the smallest lot area would be 247 sqm and the shortest frontage (lot width) would be 9.15 m. For all townhouse blocks, the smallest lot area would be approximately 167 sqm. and the shortest frontage (lot width) would be 6.2 m.

At this stage, we recommend that the zoning be changed from Development Reserve, Urban Exception 1932 (DR-1932) to Residential Third Density, Subzone ‘YY’, Urban Exception 2567 (R3YY-2567) Zone, in order to the permit the development as follows:

- *For a detached dwelling, except where located on a corner lot with a driveway providing access from a corner side yard:*

i. minimum front yard setback: 3.75 m

ii. minimum corner side yard setback: 2.5 m

- *For a semi-detached dwelling:*

i. minimum lot width: 6.5 m

ii. minimum lot area: 170 m²

iii. minimum front yard setback: 3.75 m

iv. minimum corner side yard setback: 2.5

- *For a detached dwelling located on a corner lot with a driveway providing access from a corner side yard:*

i. minimum front yard setback: 3 m

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ii. minimum corner side yard setback: 1.2 m

- For a townhouse dwelling:

i. minimum lot width: 5.7 m

ii. minimum lot area: 120 m²

iii. minimum front yard setback: 3.75m

iv. minimum corner side yard setback: 2.5 m

- Where a corner lot contains a single detached dwelling and a parking space is accessed from a driveway that passes through a front yard, a maximum of 65% of the area of the front yard may be used for a driveway, and the remainder of the front yard, except for areas occupied by projections permitted under section 65, must be landscaped with soft landscaping.

The proposed development will conform with all remaining provisions of the Zoning By-law.

3.5 Parkland Dedication / Cash-In-Lieu of Parkland

For Residential development at densities greater than 18 dwellings per net hectare, the minimum parkland requirement is as follows:

- *One (1) hectare for every three hundred (300) dwelling units, but for apartments, as defined by the zoning by-law, this parkland conveyance will not exceed a maximum of 10% of the land area of the site being developed.*

The proposed development exceeds 18 dwellings per net hectare. There is minimal parkland dedication proposed for the Arcadia Stage 5 lands due to the limited land area. Cash-In-Lieu of Parkland will be considered.

Table 4 shows the total units proposed versus the total parkland (ha) provided and the total parkland required.

Table 4 – Parkland Dedication for Stage 5			
Arcadia Subdivision Stage	Unit Count	Parkland Provided (ha)	Parkland Required (ha)
Stage 5 ⁽¹⁾	224	0.03	0.75

Based upon the total units resulting from the Arcadia Subdivision, 0.75 ha needs to be provided by way of parkland dedication. Alternatively, cash-in-lieu of parkland could be considered for the remainder. It is important to note that **Table 4** above does not include the dry pond or other green spaces proposed on the subject property, as well as lands that have been already

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conveyed to the City for other purposes, including flood plain (Carp River) and grading easements required along Campeau Drive road improvements. This should be considered at the time of determining the parkland dedication and cash-in-lieu of parkland requirements.

Figure 16 below shows Arcadia Park (0.75 ha), which was dedicated to the City as a part of Stages 1-2 of the Arcadia Subdivision.



Figure 16: Arcadia Park (0.75 ha)

There are two (2) other smaller park areas located along the north side of Campeau Drive and a significant community park (2.46 ha) is planned on the abutting lands to the northwest.

4.0 POLICY CONTEXT

Section 4.0 of this Report introduces the policy context for the subject property. Where appropriate, the proposed development is measured against the policies to demonstrate consistency with the Provincial Policy Statement 2020 and conformity with the City of Ottawa's Official Plan 2003, as amended, to ensure conformity with the OP. The new Official Plan, adopted by Council on November 24th, 2021 by by-law 2021-386 was also reviewed to identify any policy changes that would affect this proposal given the transition between both documents since the formal pre-application meeting.

4.1 Provincial Policy Statement 2020

The proposed Draft Plan of Subdivision and Zoning By-law Amendment, which will permit the proposed development as described earlier, is consistent with the vision and ideas of the Provincial Policy Statement 2020 (PPS) as issued under Section 3 of the *Planning Act*.

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act, which includes the PPS. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety.

Section 1.0 – Building Strong Healthy Communities contains policies that promote the efficient use of land and development patterns that aim to achieve strong, livable, healthy and resilient communities.

The following policies have been considered as a part of our planning justification in support of the proposed OPA:

Policy 1.1.1:

Healthy, liveable and safe communities are sustained by:

(a) promoting efficient development and land use patterns...;

(b) accommodating an appropriate affordable and market-based range and mix of residential types...

(e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and

(g) ensuring that necessary infrastructure and public service facilities are or will be available....

Policy 1.1.3.2:

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

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- (a) efficiently use land and resources;*
- (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;*
- (e) support active transportation; and*
- (f) are transit-supportive, where transit is planned, exists or may be developed.*

Policy 1.1.3.3:

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 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, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

(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) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

(f) 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.

Policy 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;

Policy 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;

(e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Policy 1.8:

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

(a) promote compact form and a structure of nodes and corridors;

(b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and

(e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Policy 2.1.1

Natural features and areas shall be protected for the long term.

Policy 3.1.1

Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:

a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards,

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- erosion hazards and/or dynamic beach hazards;*
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites*

The proposed development is also consistent with the policies of the PPS 2020 for the following reasons:

- The proposed development is a form of residential intensification that is encouraged.
- The proposed development represents an efficient use of land that is transit-supportive and can be supported by existing municipal services. Future residents will benefit from having immediate access to (future) public transit, commercial and employment uses, and parks and open spaces.
- The proposed development promotes the use of alternative modes of transportation, including cycling and walking, by strengthening connections to and from the adjacent park and open space network; the multi-use pathway along Campeau Drive; and future transit. The subject property already benefits from superb access to existing and planned pedestrian and cycling connections.
- The proposed development focuses on creating a seamless transition between private property and public open space, existing and planned, through north-south and east-west connections to both the Carp River and the local road network.
- The proposed development will include a range of dwelling types which will help to diversify the local housing stock. Single detached dwellings and Townhouses will respond to market needs and allow for a greater variety of future tenants, including families of all sizes and incomes.
- The proposed development will bring people closer to jobs and entertainment (e.g. commercial), which ultimately promotes a strong local economy. In particular, the unit types and proximity to transit will allow for greater flexibility of employment, including Work-At-Home (WAH) opportunities.
- Development will occur outside the adjacent flood plain and development will not have any negative impacts on surrounding natural features and functions, as demonstrated by Kilgour's Environmental Impact Statement (EIS). The environment will be respected through the proposed development and proposed tree species will respect existing soil conditions. The development requirements associated with being close to the Carp River requirements have already been met and the holding ('h') symbol has been removed.

Overall, the proposed development of the Subject Site further promotes growth within the Kanata West community by adding 224 residential units. The proposed residential development is logical given the local context and will benefit from existing community assets, such as nearby employment uses, parks and open space, transit and infrastructure. The proposed development provides a range of low-density housing. Existing infrastructure is in place to support servicing ties and stormwater management has been thoughtfully designed for the entire Arcadia subdivision

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for the last several years. A dry pond will support on-site stormwater management, as will the nearby existing stormwater management ponds. The transportation networks have recently been upgraded and will be able to handle the additional traffic that is anticipated to be generated by the proposed development. A Full Servicing Report has been prepared in support of this application and confirms this statement.

The proposed development is consistent with the direction provided by PPS polices.

4.2 The City of Ottawa Official Plan, 2003, as amended

The City of Ottawa Official Plan, adopted by City Council in May 2003, had been updated and amended numerous times by both Council and the Ontario Municipal Board, now known as the Ontario Land Tribunal (OLT). For the purposes of this Planning Rationale, the on-line consolidated version of the Official Plan, including Amendment #150 and OPA #180 was used as reference.

Based on the Old Official Plan, the Subject Property is located within the urban boundary (urban area) of the City of Ottawa and is part of the settlement area for the City. Schedule 'B' of the Official Plan shows the subject property designated as General Urban Area.

The General Urban Area designation permits the development of a full range and choice of housing types in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. Low-rise housing forms four (4) storeys and under such as single detached dwellings and townhouses are permitted on the subject property.

Figure 17 below shows the location of the subject property, which is designated General Urban Area and subject to the Carp River Restoration Policy Area Overlay.

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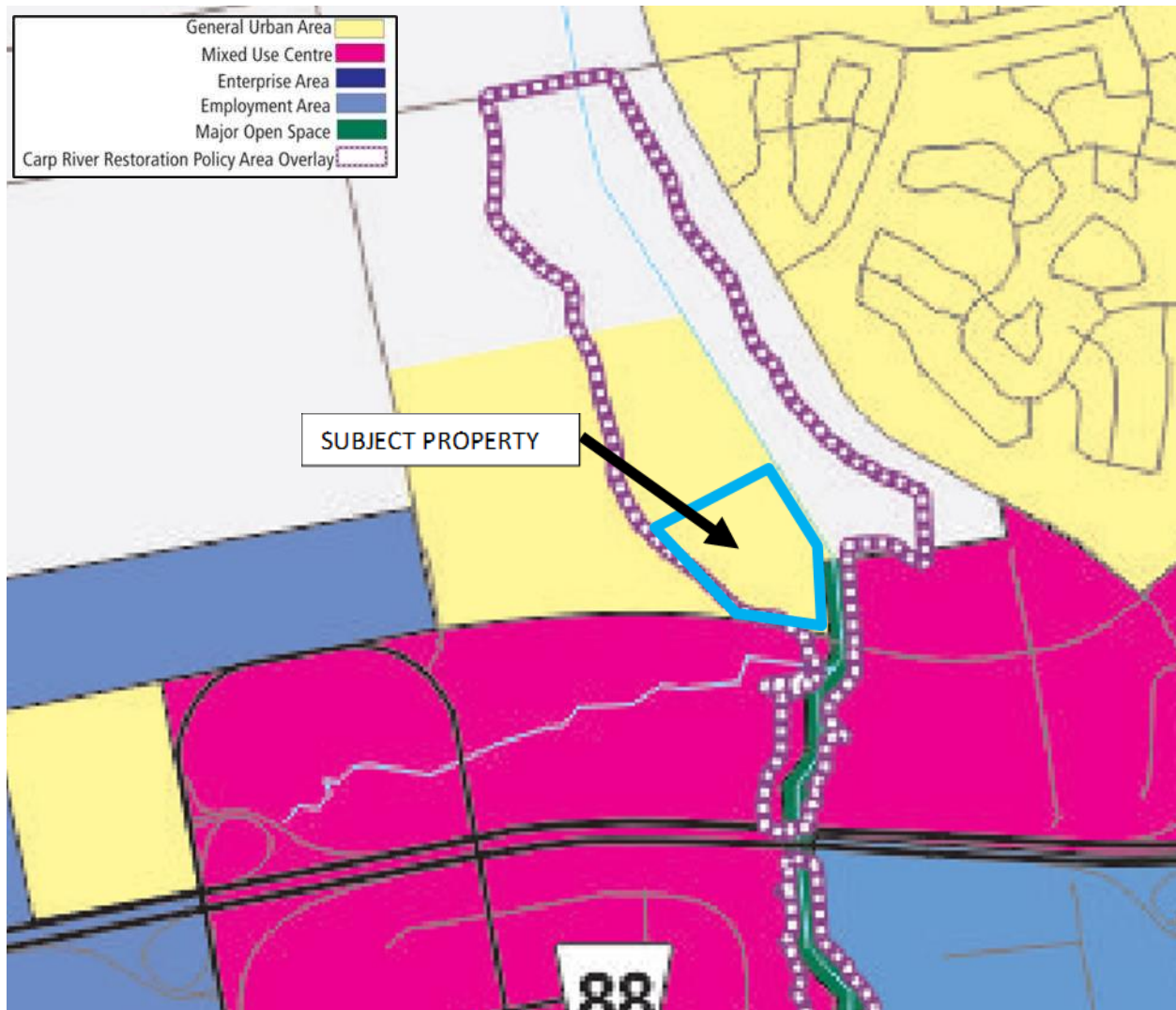


Figure 17 - 2003 City of Ottawa Official Plan, Schedule B

The proposed development conforms to the City of Ottawa's 2003 Official Plan.

The subject lands have been considered appropriate for residential development since the development of the Kanata West Concept Plan. Technical studies have been prepared to ensure the protection and restoration of the Carp River and achieving an appropriate density for these lands. The studies developed in support of this Zoning Amendment application confirm that there are no natural hazards or features associated with the Carp River which would preclude the development of the subject property. As previously mentioned, the holding ('h') symbol which previously precluded development on the lands until various environmental requirements were met, has been since lifted. The proposed development will be sensitive to the features and functions of the Carp River and tree plantings will respect the soil conditions of the site.

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The proposed Concept Plan was created with special consideration for the policies of the General Urban Area, ongoing Carp River Restoration works, and supported by the required technical studies. The proposed zoning is the proper reflection of these policies as refined in the supporting studies.

Section 3.6.1 – General Urban Area

1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. [Amendment #150, October 19, 2018]
2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.

As outlined above, the General Urban Area designation permits a broad range of uses. The uses being proposed within the Subject Lands conform to the permitted uses within the General Urban Area designation. The urban design portions are dealt with in Section 5.0 of this report.

Official Plan Amendment 150

Updates to various parts of the City of Ottawa Official Plan were made in 2013, as required by the Planning Act. The Ministry of Municipal Affairs and Housing issued approval of this amendment (OPA 150) in stages as a result of various hearings into the OPA.

The proposed Plan of Subdivision and Zoning conform to those parts of OPA 150 that apply to these lands.

4.3 The City of Ottawa’s New Official Plan 2046, adopted November 24, 2021

The City’s New Official Plan was adopted by City Council when they enacted By-law no. 2021-386 on November 24th, 2021. We have undertaken a review of this new document to identify if there are any new policies that would affect this proposed development.

In summary, there are no new policies that would affect the approval of the Plan of Subdivision as proposed.

There is a single policy that discusses the need for a minimum height for dwellings within 120 metres of a Minor Corridor. The form of development as shown on **Figure 9** conforms with this intent.

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An analysis of the policies for this site in this context is included in **Appendix A** as background information, but as this is an application that falls within the transition provisions it is our opinion that the approval should be granted in accordance with the 2003 Official Plan.

4.4 Planning Act (R.S.O. 1990, c. P.13)

Section 51 (24) of the Planning Act provides details regarding the criteria to be considered with a Draft Plan of Subdivision application. Ontario Regulation 545/06 of the Planning Act outlines the requirements associated with zoning by-laws, holding by-laws and interim control by-laws that are applicable to a Draft Plan of Subdivision application.

When considering a draft plan of subdivision regard shall be had for the following items:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2

Section 4.1 of this rationale summarizes how the proposed development is consistent with the 2020 Provincial Policy Statement.

(b) whether the proposed subdivision is premature or in the public interest

The proposed subdivision is located within the City of Ottawa's urban boundary in an area designated for urban development by the Official Plan and Residential by the GDP. There are several concurrent subdivision applications that have been approved in proximity to the proposed subdivision. The proposed subdivision will facilitate the development of a range of housing to accommodate projected population growth in Ottawa and to introduce low-to-medium density development in proximity to the Transit station and Park and Ride Facility.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any

Section 4.2 of this rationale demonstrated how the proposed subdivision conforms to the policies of the Official Plan. The arrangement of streets and blocks within the proposed subdivision has been developed to respect the existing residential development and to tie into the existing intersection on Brian Coburn.

(d) the suitability of the land for the purposes for which it is to be subdivided

As noted above, the property is within Ottawa's urban boundary, designated for urban development by the Official Plan. Other technical studies, summarized in Section 6 of this rationale, were completed to ensure that the property is suitable for the proposed subdivision.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing

The proposed subdivision will accommodate singles, townhomes forms of dwellings to accommodate residents from a variety of life stages and economic means. The range of housing provided will therefore accommodate a range of incomes.

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(e) 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

All existing and proposed public streets have been shown on the draft plan of subdivision.

The development blocks will front on to the proposed road roads.

(f) the dimensions and shapes of the proposed lots

The townhome dwellings will be located on 28 blocks. The singles will be on 62 lots. The dimensions of the proposed lots and blocks are indicated on the Draft Plan of Subdivision and are appropriate for the proposed uses. The requested zoning reflects the proposed lot sizes. Similar zoning is found on Arcadia Stages 3 and 4 which further demonstrates the appropriateness of the proposed lot dimensions and shapes.

(g) 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

Any appropriate restrictions on the land will be implemented through the Zoning By-law. The property will be zoned as an R3 Exception and will be rezoned from Development reserve (DR) using the same provisions as the balance of the previous stages and all proposed development will be subject to the zone's provisions, as previously mentioned.

(h) conservation of natural resources and flood control

The property does not contain natural resources which warrant conservation as identified in the Environmental Impact Statement, nor is it now impacted by floodplains. Stormwater management will be discussed in Section 6.2 of this rationale.

(i) the adequacy of utilities and municipal services

A Functional Servicing Report (FSR) has been prepared by J.L. Richards & Associates Limited and is summarized in Section 5.4 of this rationale.

(j) the adequacy of school sites

The size and location of school sites within the EUC have been determined with the various CDPs. No school sites are located within the proposed subdivision.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes

The proposed roads required for this plan of subdivision are shown on the Draft Plan and are in accordance with the City of Ottawa standards for local streets.

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy

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The development within the proposed subdivision has been laid out in a modified grid pattern to efficiently use land resources and allow densities that will support local transit use. Buildings will be constructed to Ontario Building Code standards for energy efficiency.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act

The proposed dwellings will be subject to site plan control. There will be subsequent implementation of site plan approval for the townhomes in accordance with the City of Ottawa requirements. This will be addressed at the time of detailed design.

The proposed Draft Plan of Subdivision of this development have addressed each of the criteria and requirements identified in the Act and it is our opinion that it is appropriate.

5.0 DESIGN BRIEF

A Design Brief has been prepared in support of the proposed Draft Plan of Subdivision and Zoning By-Law Amendment. The urban design discussion is only preliminary and not based on detailed engineering, architectural and landscape drawings, which will all need to be submitted to the City in the future.

This Section of the Report satisfies the requirements of the Design Brief by elaborating upon the details of the design components of the proposed development in more depth and in the context of neighbouring developments, as well as existing and planned infrastructure (e.g. water, wastewater, transit).

It is unclear which design policy criteria from the City's new Official Plan (By-law 2021-386) would apply to the development of the subject property, so the Terms of Reference for the Design Brief under the City's old Official Plan (2003, as amended) has been respected in this Planning Rationale and Design Brief, as first requested at the formal pre-application meeting for the Arcadia Stage 5 lands.

5.1 Kanata West Concept Plan

The Kanata West Concept Plan was a product of Regional Official Plan Amendment #9 (ROPA 9), which was enacted on October 11, 2000, and expanded Ottawa's urban area by approximately 725 hectares (1791 acres). This expansion was aimed primarily at addressing the need for an adequate supply of land to meet the anticipated growth of the high technology sector.

Through ROPA 9, the forty-two landowners within the expansion area were given the responsibility of developing a Concept Plan for the area. The preparation of the Kanata West Concept Plan (KWCP), guided by a Landowner Steering Committee (LSC) and a Project Steering Committee (PSC), has also engaged a diverse range of community participants and stakeholders. The Plan establishes a vision for these lands, which when approved will guide future subdivision and development applications.

The original vision for the subject property was that it would develop as a "Prestige Business Park/ Residential Area" and "Existing Flood Fringe", as shown in the Concept Plan below (**Figure 22**).

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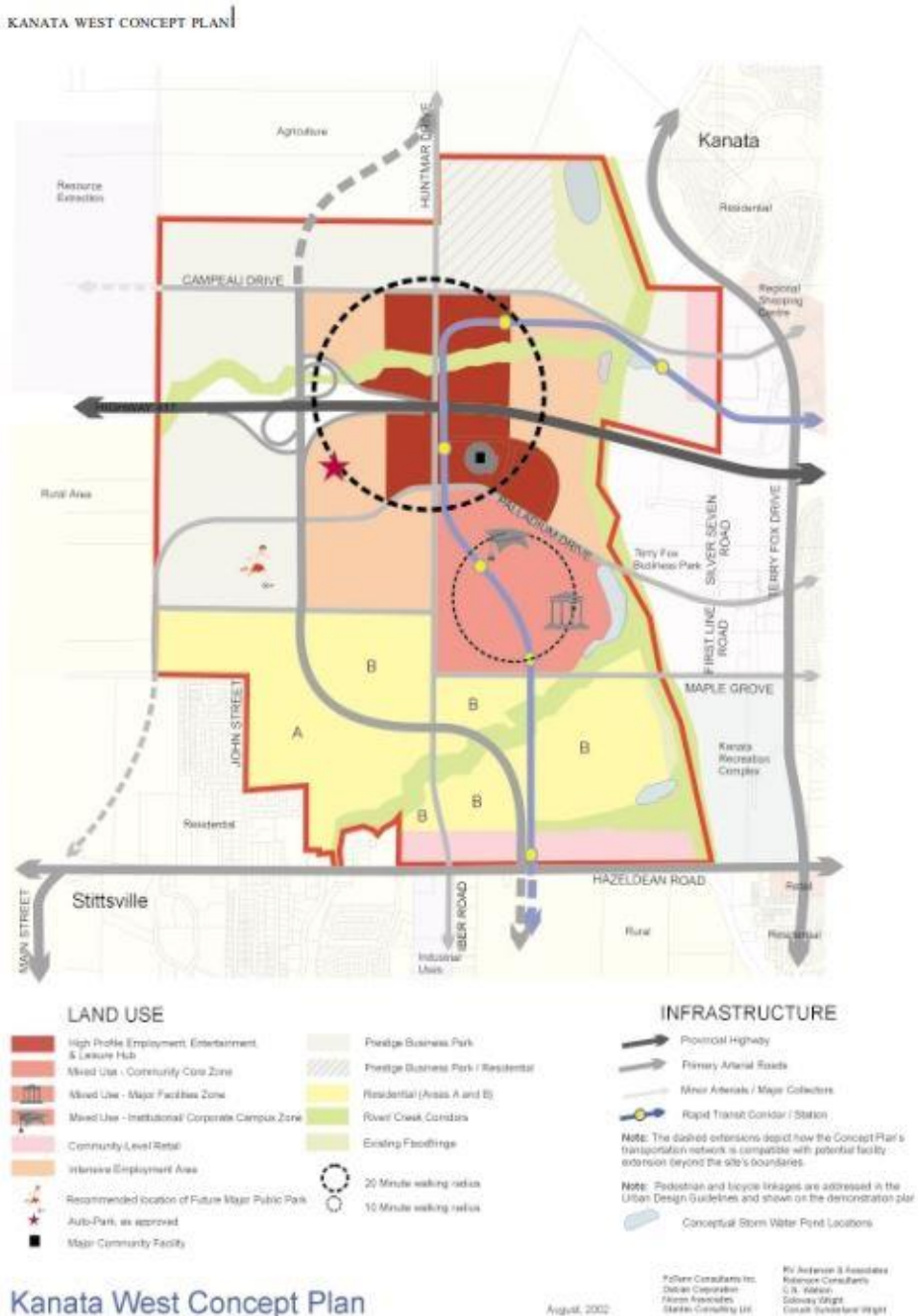


Figure 3-1 - Concept Plan
August 2002

3 - 2

Figure 18: Kanata West Concept Plan

Section 3.2.1 of the Kanata West Concept Plan provided design guidelines for the lands shown as "Prestige Business Park / Residential Area":

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The lands identified in the north east quadrant of the Concept Plan have a dual designation of Prestige Business Park or Residential Area. This is intended to provide the flexibility for this area to develop for either type of use, depending on the market interest. While either use is considered appropriate, the Project Steering Committee has suggested that once a commitment is made to proceed with a use, the entire lands should be considered for this use.

Should the lands be developed as Prestige Business Park, the land use and design guidelines set out in this report for this land use will apply. Should the lands be developed Residential, the land use and design guidelines set out in this report for Residential (Area B) will apply. In this area, a higher intensity/profile and mix of uses should be directed to the extended Campeau Drive.

Since the lands will be developed for residential purposes, the design guidelines that apply to Residential Area 'B' also apply to the subject lands. The range of residential uses encouraged includes single detached dwellings and townhouses. The property's location within the Flood Fringe (Carp River) has been addressed and the holding ('h') zone that once applied to the lands has since been lifted.

However, following the implementation of the Kanata West Concept Plan several policy changes inevitably changed the land use context for the subject property. These changes coincided with the need for more residential land, which gave rise to the development of the Arcadia Plan of Subdivision, including the identification of the lands for residential purposes.

Consistency with the demonstration plan and guidelines of the Kanata West Concept Plan was not evaluated in great detail, as this was not identified by City Staff as requirement for Stage 5 in the meeting minutes received by the project team on September 2nd, 2021.

Given the proximity to future transit, the more relevant design guidelines are the City's Urban Design Guidelines for Greenfields and Transit Oriented Development (TOD) guidelines. These are reviewed following the City's policy criteria.

5.2 Section 2.5.1 – Designing Ottawa (2003 Official Plan)

Section 2.5.1 of the City's Official Plan provides direction on patterns, locations of land uses and issues related to urban design to be sensitive to and compatible with existing communities.

Development applications in the General Urban Area must be evaluated in the context of Section 2.5.1.

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Table 5 shows how the proposed development addresses the design objectives of Section 2.5.1:

Table 5 – Conformity with the policies of Section 2.5.1	
Design Objectives	How the Proposed Development Meets the Objectives
<p>1. To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposed development has been designed to complement the character of an existing residential neighbourhood, while strengthening connections for current and future residents to and from the Carp River and a planned public park immediately north of the subject property. The development of the property in accordance with the draft plan of subdivision will lead to a greened residential neighbourhood that will benefit from already exceptional public amenities.</p> <p>A diverse range of housing options will be provided through the proposed Zoning By-Law Amendment. This will encourage a diverse community of residents, which will ultimately create a sense of place and community that has its own identity. Internalized parking and street oriented low-density housing will create a comfortable urban environment for future residents and strengthen the relationship of the site with the existing and planned public realm. A noise study has determined that no noise walls are required and residential development is appropriately setback from the collector and arterial roads abutting the site.</p>
<p>2. To define quality public and private spaces through development.</p>	<p>The emphasis of the proposed development is to formalize connections to the existing public realm (multi-use pathway) along Campeau Drive and to create a series of small moments that lead to big park and open space amenities, such as a planned public park and the Carp River. The dry pond proposed at the corner of Winterset Road and Campeau Drive will mimic the similar space found on Stage 3 lands, on the opposite side of Winterset Road. This space will be greened and will strengthen the public realm along both existing and planned roads abutting the site.</p>

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	<p>The planned internal road network will support on-site traffic flow and access to Winterset Road and then Campeau Drive. When the Winterset Road extension is completed and the future LRT station is constructed, transit access will be convenient.</p> <p>North-south and east-west pedestrian connections are provided throughout the subject property to create a walkable neighbourhood.</p>
<p>3. To create places that are safe, accessible and are easy to get to and move through.</p>	<p>The proposed development will consist of strong Crime Prevention through Environmental Design (CPTED) principles, such as appropriate lighting and landscaping that does not block sightlines or viewsheds from existing sidewalks and multi-use pathways.</p> <p>The proposed building orientation and separation will promote better viewsheds for pedestrians, cyclists and vehicles. Development will be spaced appropriately in accordance with the provisions of the Zoning By-law.</p> <p>The proposed development is divided up into shorter/ smaller residential building blocks. Pedestrian walkways are proposed between some lots (blocks) to create a comfortable and safe pedestrian environment that allows for movement from one end of the site to another.</p>
<p>4. To ensure that new development respects the character of existing areas.</p>	<p>The proposed development has been designed to compliment the existing built-form found across Winterset Road, but also to anticipate the future public park to the north, which will ultimately create a community feel for this end of the Arcadia Subdivision that does not currently exist. All proposed buildings orient towards the street. Driveways and Parking Garages are hidden from public view. Lower density housing is found along the lot line shared with the Carp River floodplain, with deeper rear yards that ultimately respect the natural functions and features of this area.</p>

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<p>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.</p>	<p>The proposed Zoning By-Law Amendment considers long-term adaptability and housing diversity by proposing a range of high-density residential uses that can be permitted on the subject property. The proposed development is characterized by variety and choice, as reflect by the range of dwelling unit types and sizes proposed. The proposed dwelling unit types and sizes offer some flexibility for young families and the evolving workforce, including more overall floor space to accommodate Work-At-Home (WAH) scenarios.</p>
<p>6. To understand and respect natural processes and features in development design.</p>	<p>The proposed development will not result in the removal of any vegetation, as detailed in the TCR prepared by Kilgour & Associates, since the site is mostly fill. However, significant tree planting is planned across the subject property, consisting of a mix of coniferous and deciduous trees that can thrive in the soil conditions, as identified by Paterson’s Geotechnical Report and Environmental Site Assessment I Report. While a Landscape Plan is being submitted as a part of this application for Draft Plan of Subdivision and Zoning By-Law Amendment, more details will be provided at detailed design. Generally, the City’s requirement for 1 tree per lot and 2 trees per corner lot will be met. Where the requirement is not feasible for an individual lot, planting is planned in an open/ green space to meet the minimum requirement.</p>
<p>7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.</p>	<p>The proposed development will include energy efficiency design and greening. The proposed development is also near commercial and employment uses, rapid transit and multi-use pathways which will ultimately reduces automobile dependency and promotes sustainability</p>

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5.3 Section 4.11 – Urban Design and Compatibility

Section 4.11 provides the Urban Design and Compatibility policy criteria that are to be adhered to through the development and redevelopment of all land in all parts of the city. The policies require consideration for views, design, massing, and amenity space, among others, as key factors for assessing the relationship between new and existing development.

Policy 1 states the following:

A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:

1. *The provisions of this Plan that affect the design of a site or building;*
2. *Design Guideline(s) approved by Council that apply to the area or type of development; and*
3. *The design provisions of a community design plan or secondary plan.*

[Amendment #150, LPAT July 19, 2019]

The relevant policies of Section 4.11 have been extracted from the City’s Official Plan and are displayed in **Table 6** below. The column on the right side of **Table 6** demonstrates how the proposed development conforms to each applicable policy.

Table 6 – Conformity with the policies of Section 4.11	
Policy	How the Proposed Development Meets the Policy
Building Design	
<p><i>5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:</i></p> <ol style="list-style-type: none"> 1. <i>Setbacks, heights and transition;</i> 2. <i>Façade and roofline articulation;</i> 3. <i>Colours and materials;</i> 	<p>Renderings and floor plans have been provided in support of this development to show the high architectural quality associated with the proposed development and the variation in building styles and materials proposed to be used.</p> <p>As previously mentioned, the design objective of the proposed development is to compliment the existing pattern of development already found in the Arcadia subdivision.</p> <p>The proposed development will be oriented to the street and public realm, while providing</p>

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<p>4. <i>Architectural elements, including windows, doors and projections;</i></p> <p>5. <i>Pre- and post-construction grades on site; and</i></p> <p>6. <i>Incorporating elements and details of common characteristics of the area.</i></p>	<p>sufficient setbacks that meet the Zoning requirement based on the use and the proposed zoning.</p> <p>The subject property is considered a prime location for a developing community that is close to parks, open space and planned transit.</p> <p>The proposed development anticipates the planned function of the surrounding area including the development of the LRT, the completion of road improvements and the commercial development to the west, by concentrating residential use near the intersection of Winterset Road and Campeau Drive.</p>
<p>6. <i>The City will require that all applications for new development:</i></p> <p>a. <i>Orient the principal façade and entrance(s) of main building(s) to the street.</i></p> <p>b. <i>Include windows on the building elevations that are adjacent to public spaces;</i></p> <p>c. <i>Use architectural elements, massing, and landscaping to accentuate main building entrances.</i></p>	<p>The principal building façade and entrances are still oriented to the street and parking is typically found at the rear. Entrances, windows and private terraces will look out onto the existing public realm along Winterset Road and Campeau Drive. The residential blocks found along the northerly and easterly property lines will have fantastic views of the Carp River and a future public park. In this way, the proposed development is oriented to the public realm. The orientation of the lots supports C.P.T.E.D.</p> <p>Landscaping will be provided within required yards, where possible and between the building façade and the public sidewalk along all abutting streets, in order to visually soften views from across the street. A Landscape Architect has been retained to develop landscape design interventions. The architectural elements and massing will complement the development patterns of the Arcadia Subdivision.</p> <p>Overall, the proposed development will strengthen the relationship between the subject property and the surrounding public realm.</p>

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<p><i>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</i></p>	<p>Most servicing, garbage collection, parking and utilities will either be internalized, away from the street and hidden from public view to avoid conflicts and unsafe conditions.</p> <p>More details will be provided at the time of detailed design.</p>
<p><i>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building. [Amendment #150, LPAT July 19, 2019]</i></p>	<p>More details will be provided in the future.</p>
<p>Massing and Scale</p>	
<p><i>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.</i></p>	<p>The relevancy of the demonstration plan and guidelines of the Kanata West Concept Plan have been previously discussed. City staff have directed us to consider instead the Transit Oriented Development (TOD) guidelines.</p>

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<p><i>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</i></p>	<p>The proposed development is considered low-rise.</p> <p>The proposed building heights will be a maximum of four (4) storeys. The proposed heights will be generally the same. The single dwellings will be 2 storeys, while the Townhouses will likely range from 3-4 storeys.</p> <p>Adequate buffering and landscaping will be provided within the proposed yards and between buildings to ensure both privacy and reinforce strong CPTED principles.</p> <p>More details will be provided in the future.</p>
<p><i>13. Building height and massing transitions will be accomplished through a variety of means, including:</i></p> <ol style="list-style-type: none"> <i>1. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</i> <i>2. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</i> <i>3. Building setbacks and step-backs. [Amendment #150, LPAT July 19 ,2019]</i> 	<p>For similar reasons as provided above, the proposed development conforms to this policy. The proposed development is low-rise.</p>

5.4 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

Ottawa City Council approved the Urban Design Guidelines for Greenfield Neighbourhoods in Fall 2007.

These Guidelines outline key expectations for new neighbourhoods being developed within the Urban Area of the City of Ottawa. Key elements of these guidelines include direction on:

- Subdivision design, including structuring layout;
- Street design;
- Residential building and site design;
- Non-residential building and site design; and,
- Design of greenspaces, and utilities and amenities.

The proposed subdivision takes the following objectives of the Guidelines into account:

Guideline 7: Locate stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood.

The dry pond that forms the last piece of the stormwater management system for this community has been shown at the appropriate location where it serves a dual function of open space and a connection point as well as serving the stormwater needs.

Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways. The Campeau Drive link will provide access to the future LRT station and the site provides links to the park and the Carp River corridor.

The proposed development situates higher-density development near transit and the arterial road. Specifically, the applicant is seeking to develop four of the townhomes across a window street from Campeau Drive. A vehicular entrance off Winterset into the development aligns with the entrance to the the previous stages of Arcadia, serving as a key connection to the community.

Guideline 10: Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.

The proposed development seeks to establish pedestrian connections within the neighbourhood, including to the proposed park, future commercial and office space and the future LRT.

Guideline 11: Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.

The connections to Winterset integrate with the existing intersections.

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Guideline 15: Create a transition in height from taller buildings to adjacent lower buildings, particularly when connecting to an adjacent development or neighbourhood.

The site is being developed with only low-rise residential to avoid any height transition issue.

Guideline 21: Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes.

Setbacks utilized in the proposed development will conform to those established in the zones used throughout the previous phases. These setbacks are suitable as they were previously given City approval by way of Zoning By-law Amendments for Stages 1 through 4. Additionally, the proposed development follows City direction on required road right-of-way widths.

Guideline 22: Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties.

As shown in Figure 9, the proposed development utilizes the design concept through the use of the window street along Campeau Drive and only having rear yards in this area where there is a direct benefit to the future owners by having a yard also facing the Carp River Corridor.

Guideline 27: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.

Tree plantings will be provided at one (1) tree per lot and two (2) trees per corner, where feasible. Where this cannot be accommodated additional plantings are proposed in landscaped open space. Tree species will be selected based upon soil conditions, as recommended in the geotechnical report.

Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.

All townhouses proposed will be street facing and will consist of a variety of building materials and applications, such as insets and projections that create variation in the building form. Sufficient landscaped open space is provided along both Winterset and Campeau frontages to allow for tree planting. Utility placement will be determined at detailed design.

Guideline 35: Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.

There is a range of housing proposed on each of the private streets.

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Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.

Architectural Elevations and Renderings have been referenced herein and show key architectural features such as windows and doors that accentuate the product type and provide points of interest across the building façade.

Guideline 38: Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.

Residential buildings on corner lots will be design as such.

Guideline 39: Incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building. Wrap porches around the building façade on corner units.

Porches and balconies are proposed in the various product types.

Guideline 40: Design the lower floors of taller residential buildings to be in scale with the pedestrian environment and include individual at-grade doors for ground floor units.

All residential product types will be scaled in favour of the pedestrian.

Guideline 41: Screen at-grade structured parking or service areas located within a residential building from the public street through such treatments as tinted windows and soft and hard landscaping.

Parking and service areas will be screened from public view as much as possible.

Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.

No surfacing parking. Only private parking on driveways and in garages are proposed.

Guideline 43: Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

Multi-unit residential lots will be adequately landscaped, as proposed within the requested zoning.

Guideline 44: Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage.

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Driveways will be constructed in accordance with the permitted driveway widths as per the Zoning By-Law.

Guideline 45: Provide shared driveways for ground-oriented attached dwellings to maximize area for trees, utilities, on-street parking, and snow storage, and to minimize the physical disruption of sidewalks along the street.

The subdivision proposes shared driveways for the townhouses wherever the design allows.

Guideline 51: Reduce and delay stormwater runoff from a property by using techniques such as stormwater retention gardens, green roofs, permeable paving and surfaces, and stormwater re-use.

The Functional Servicing Report prepared for the proposed development demonstrates that it can be adequately serviced and proposes an appropriate and feasible servicing strategy using some of the approaches outlined in Guideline 51.

Guideline 53: Provide pathways between residential areas and non-residential sites that directly and clearly connect these areas.

As shown in the Concept Plan provided in Figure 9, the proposed development includes a pathway providing a direct connection between the proposed residences and the proposed park network including the newly developed pathways along the Carp River.

Guideline 54: Design stormwater management areas, and other greenspaces with majority of their frontage onto public roads to make a visible contribution to the neighbourhood.

The subdivision will provide accesses to the parks that were designed for the neighbourhood as a whole. park.

Guideline 56: Design streetscapes with open accessible frontages along greenspaces, such as woodlots and stormwater management ponds.

The stormwater facility will also front onto the street, Block 97, and the detailed design will take this approach into account.

Guideline 58: Provide trees and sidewalks along the edge of parks and greenspaces to complement the treatment across the street.

The civil engineers and geotechnical engineers will collaborate with the Landscape Architect and Environmental Consultant to plant trees where appropriate, and to develop a tree planting program as a part of the conditions for the draft approval of the subdivision.

Guidelines 34 to 45 have been reviewed but will be closely reviewed and considered for utilization at the Site Plan stage of the proposed development. Should these guidelines be utilized, this will be reflected in the site plan application submission for this development.

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In conclusion, the proposed Plan of Subdivision is consistent with the direction provided in the Urban Design Guidelines for Greenfield Neighbourhoods, as evidenced in this review of the guidelines.

5.5 Transit-Oriented Development Guidelines (2007)

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties.

The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The subject property is within a 600 m walking distance from a planned LRT Station as per the City of Ottawa's Transportation Master Plan (TMP) – Ultimate Network. The City of Ottawa's Official Plan show the location of the "Arcadia" LRT Station. As such, the TOD guidelines are considered the most relevant guidelines.

The following guidelines have been reviewed:

Guideline 1:

Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.

The proposed residential dwelling types are considered transit supportive and are permitted by the land use

Guideline 2:

Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user.

This proposal consists of "transit-supportive" land uses.

Guideline 4:

Lay out new streets, laneways, pedestrian and cycling connections in a connected network of short block lengths that offer route choice.

As previous discussed, short residential building blocks are proposed through this development. This will allow for pedestrian movement around and in-between buildings, from all areas of the site, to public parks, the Carp River and planned transit.

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Guideline 6:

Create pedestrian and cycling “short cuts” that lead directly to transit.

Pedestrian connections are planned closest to the existing and planned roads and public realm areas, which provide necessary north-south and east-west connections that will ultimately lead to transit.

Guideline 7:

Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.

Buildings are oriented towards Campeau Drive and Winterset Road. The higher density housing forms (townhouses) are planned for the corner of Campeau Drive and Winterset Road.

Guideline 14:

Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrian

There are a variety of building types proposed. There are three types of single detached dwellings and two types of townhomes, all with distinct architectural features that are consistent with the architectural palette already applied to existing development in the Arcadia Subdivision. This guideline will be addressed in more detail at detailed design.

Guideline 15:

Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing

This guideline will be addressed in more detail at a later stage in the design process.

Guideline 16:

Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit

Pedestrian connections are continuous, providing convenient access to the existing and planned public realm. A continuous multi-use pathway is found along Campeau Drive. Winterset Road will be extended in the future to provide access to the future LRT station. Connections will be easy, continuous and barrier-free.

Guideline 17:

Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists.

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Pedestrian walkways and crossing will be well-defined, delineated and distinguished from private road, driveways and other asphalted areas.

Guideline 18:

Reduce or limit grade separated pedestrian connections. Where pedestrian grade separation is required, the connection should be continuous and integrated.

Pedestrian walkways will be continuous and integrated, with minimal grade changes along the pathways.

Guideline 23:

Design connections for continuous visibility of any area 20 metres ahead. Eliminate hidden areas or recessed areas that could be used for hiding. These include hidden areas above or below grade, alleys, walls, dense planting, and storage and service areas. Consider Crime Prevention Through Environmental Design (CPTED) principles.

The proposed site layout does not create alleys or hidden areas. Blocks are shortened to allow for better visibility. Most dwellings will be oriented to the street and public realm, including Winterset Road and the Carp River.

Guideline 31:

Design infrastructure to enhance the cycling environment and to help increase access to transit for cyclists

A multi-use pathway exists along Campeau Drive and will connect to the future LRT Station.

Guideline 32:

Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law.

The required parking will be met.

Guideline 35:

Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.

Parking will be provided on driveways and in parking garages, located away from public view.

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Guideline 43:

Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes.

Loading and servicing areas will be minimized and grouped together, where applicable.

Guideline 38:

Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes.

On-site vehicular circulation is logical and looped to minimize vehicle crossings and prioritize the pedestrian. Residential blocks are smaller on purpose to increase visibility and shorten the distance of pedestrian crossings.

Guideline 42:

Include a boulevard or planting strip along internal roadways and parking areas to buffer pedestrians from vehicles and road spray. Landscaping planning should consider Crime Prevention Through Environmental Design (CPTED) principles and sight triangle requirements

Yards and open space strips around the perimeter of the site will be landscaped.

Generally, the proposed development is consistent with the TOD guidelines identified above.

This design brief has been integrated into the Planning Rationale as required. It is our professional planning opinion that the proposed development respects the policies and guidelines of all relevant design criteria.

6.0 Supporting Studies

The following studies have been completed to support these applications for Draft Plan of Subdivision and Zoning By-law Amendment. The list of studies was developed during the pre-application process with the City of Ottawa. All of the studies were developed using the City of Ottawa Guidelines for the preparation of studies. All of the studies below were required for the application for Zoning By-Law Amendment only.

6.1 Planning Rationale, Design Brief and Public Consultation Strategy

J.L. Richards & Associates Limited (JLR) was retained by Minto Communities Inc. to prepare this Planning Rationale including a Design Brief and Public Consultation Strategy.

6.2 Noise Control Feasibility Study

J.L. Richards & Associates Limited (JLR) was retained by Minto Communities Inc. to prepare a noise study. Predicted noise levels are expected to exceed the City of Ottawa ENCG and MECP criteria for the proposed units adjacent to Winterset Road and Campeau Drive. To address these exceedances, the developer has revised the draft plan of subdivision to reduce the reliance of noise barriers as the primary noise mitigation tool. Noise barriers are still proposed. Building orientation and increased separation to the transportation noise source have been used to reduce noise levels for residential units in close proximity to the transportation noise sources. Noise barriers may still be required to protect outdoor living areas. A detailed noise study is recommended as a condition of the Draft Plan of Subdivision, along with some additional noise mitigation measures.

6.3 Site Servicing Study

J.L. Richards & Associates Limited (JLR) was retained by Minto Communities Inc. to prepare a Full Servicing Report (FSR) in support of the proposed development. The Servicing Brief outlines the proposed servicing strategy for Minto's Arcadia Stage 5 in accordance with previous servicing studies developed for the area and the Servicing Study Guidelines for Development Applications in the City of Ottawa. The FSR includes preliminary grading and drainage, hydraulic analysis, stormwater management and site servicing details. The FSR meets the City's requirements for Draft Plan of Subdivision and Zoning By-Law Amendment.

6.4 Transportation Impact Assessment (TIA)

CGH Transportation was retained by Minto Communities Inc. to prepare a Transportation Impact Assessment (TIA) in support of the proposed development. The TIA meet the City's requirements and supports the proposed development.

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6.5 Draft Plan of Subdivision and Survey

A Draft Plan of Subdivision (M-Plan) and Survey were prepared by Stantec and is dated November 25th, 2021.

6.6 Tree Conservation Report (TCR) and Environmental Impact Statement (EIS)

An Environmental Impact Statement (EIS) was prepared by Kilgour & Associates Ltd. and dated November 26th 2021. The authors concluded that no negative impacts are anticipated to natural heritage features on or near the subject property under the proposed project. The authors concluded the following:

- There are no trees or other vegetation located within the Phase 5 development area. No impacts are anticipated to trees here. Trees and vegetation within the adjacent Carp River floodplain will remain untouched.
- There are currently no SAR or their habitats on or adjacent to the site. Mitigation measures identified in is Section 6.2 must be in place to ensure no harm to transiently present individuals.
- The potential for wildlife presence within the highly disturbed lands of the development area is very low. Standard construction mitigations are anticipated to prevent impacts to any wildlife that does occur on the site; therefore, no impacts to wildlife are predicted from the project.

Mitigation measures were recommended for tree removal and site alteration affecting vegetation; species at risk (SAR); and general wildlife.

6.7 Geotechnical Investigation

A Geotechnical Investigation was prepared for Minto Communities Inc. by Paterson Group and dated November 25th. The Geotechnical Investigation evaluated subsoil and groundwater conditions at the site and proposed recommendations for construction and design. From a geotechnical perspective, the subject site is considered suitable for the proposed development. Due to the presence of the sensitive silty clay layer, the proposed development will be subjected to grade raise restrictions. These restrictions will have some impact on the proposed trees and landscaping options.

6.8 Phase 1 – Environmental Site Assessment

A Geotechnical Investigation was prepared for Minto Communities Inc. by Paterson Group, and dated September 28th, 2021. The City of Ottawa has requested an ESA in order to help ensure that the proposed development is being undertaken where the environmental conditions are suitable for the proposed use of the site. The authors concluded that no changes have been made to the site or adjacent properties that are considered to result in areas of potential environmental concern on the Phase I ESA Property. Based on these findings, it is their opinion that a Phase II ESA is not required.

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6.9 Concept Plan and Architectural Drawings

Our client, Minto Communities Inc., has prepared a Concept Plan showing proposed residential building parks, landscaped open areas and parking. This Concept Plan has been referenced in this report and has been included in the submission package for the Draft Plan of Subdivision and Zoning By-Law applications. Architectural renderings and floor plans based on each proposed unit type has been submitted alongside the concept plan.

6.10 Landscape Plan

A landscape plan has been prepared by Fotenn Planning + Design and is dated November 24th, 2021. The landscape plan is preliminary and aims to meet the City's requirements. The soil conditions analyzed by the Geotechnical Investigation will be respected through appropriate tree species selection and planting schemes.

6.11 Confederation Line Level 1 Proximity Study

The Confederation Line Level 1 Proximity Study was prepared by Paterson Group Inc. and dated December 1st, 2021. The requirements of the Level 1 Proximity Study have been met. Extra precautions should be taken to minimize vibration through the construction process due to proximity to the Confederation Line.

7.0 Public Consultation Strategy

The Public Consultation process for this application will follow the requirements of the Planning Act in relation to the required notices for submission and Public Meeting as set out in the Act for Draft Plan of Subdivision and Zoning By-Law Amendment processes. These steps are the responsibility of the City of Ottawa and will be co-ordinated with our team.

A Public Consultation Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, the Province of Ontario is in a state of emergency due to the global COVID-19 pandemic. While in person meetings and open houses have either been very restricted, or not possible we will continue to meet as permitted.

Accordingly, some components of the strategy will likely be adjusted including more on-line type of events.

Our team, lead by Minto Communities Inc., will continue with their pro-active engagement in the planning process for the subject property.

The team has completed the required Pre-Application Meeting with the City of Ottawa staff to identify the studies required to support the applications, as noted above.

Our team will be reaching out to the Councillor's Office and the Arcadia Community Association to begin the discussions related to the project.

The following steps in the consultation strategy are proposed:

- Email notifications to the Councillor's Office;
- Email notifications to the community associations;
- Posting of public signage, to be completed by City staff;
- Ongoing outreach with the neighbours;
- Online submission of comments through the City's Development Applications Portal;
- Public Meeting, co-ordinated with the Local Councillor
- Statutory public meeting at Planning Committee.

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

8.0 Conclusion

This Report has been prepared in support of applications for Draft Plan of Subdivision and Zoning By-law Amendment for Stage 5 in the Arcadia Subdivision, which was not originally included as a part of the Draft Plan of Subdivision that included early stages of the subdivision.

The development of Stage 5 lands will lead to approximately 224 density residential dwelling units, ranging from single detached dwellings to townhouse dwellings.

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement, 2020 (PPS) as the proposed development is located within a designated Settlement Area, is compatible with its surroundings and is consistent with the provincial interest identified in the PPS.

The application also respects the policies of the Official Plan, both old and new. This proposal conforms to the intent of these designations in that transit-supportive land uses, such as denser residential development forms, are encouraged.

In summary, the proposed Zoning By-law Amendment seeks to change the current zoning of the subject property from Development Reserve, Urban Exception 1932 (DR-1932) to Residential Third Density, Subzone "YY", Urban Exception 2567 (R3YY-2567) to permit residential development in accordance with the Draft Plan of Subdivision.

The planning applications are supported by various technical studies prepared by members of the project team.

Based upon the above, the proposed development is representative of good land use planning and will respect the existing local character of the surrounding community.

This report has been prepared for the exclusive use of Minto Communities, for the stated purpose, for the named facility. Its discussions and conclusions are summary in nature and cannot be properly used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report was prepared for the sole benefit and use of Minto Communities and may not be used or relied on by any other party without the express written consent of J.L. Richards & Associates Limited.

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Review of Development Potential for 2220 Earl Armstrong Road

Appendix A

The City of Ottawa's New
Official Plan 2046, adopted
on November 24, 2021

Review of Development Potential for 2220 Earl Armstrong Road

Appendix A: The City of Ottawa's New Official Plan 2046, adopted on November 24, 2021

According to Schedule 'A', the subject property is subject to the "Suburban Transect Policy Area" and is within 400 m of the planned Arcadia LRT Station.

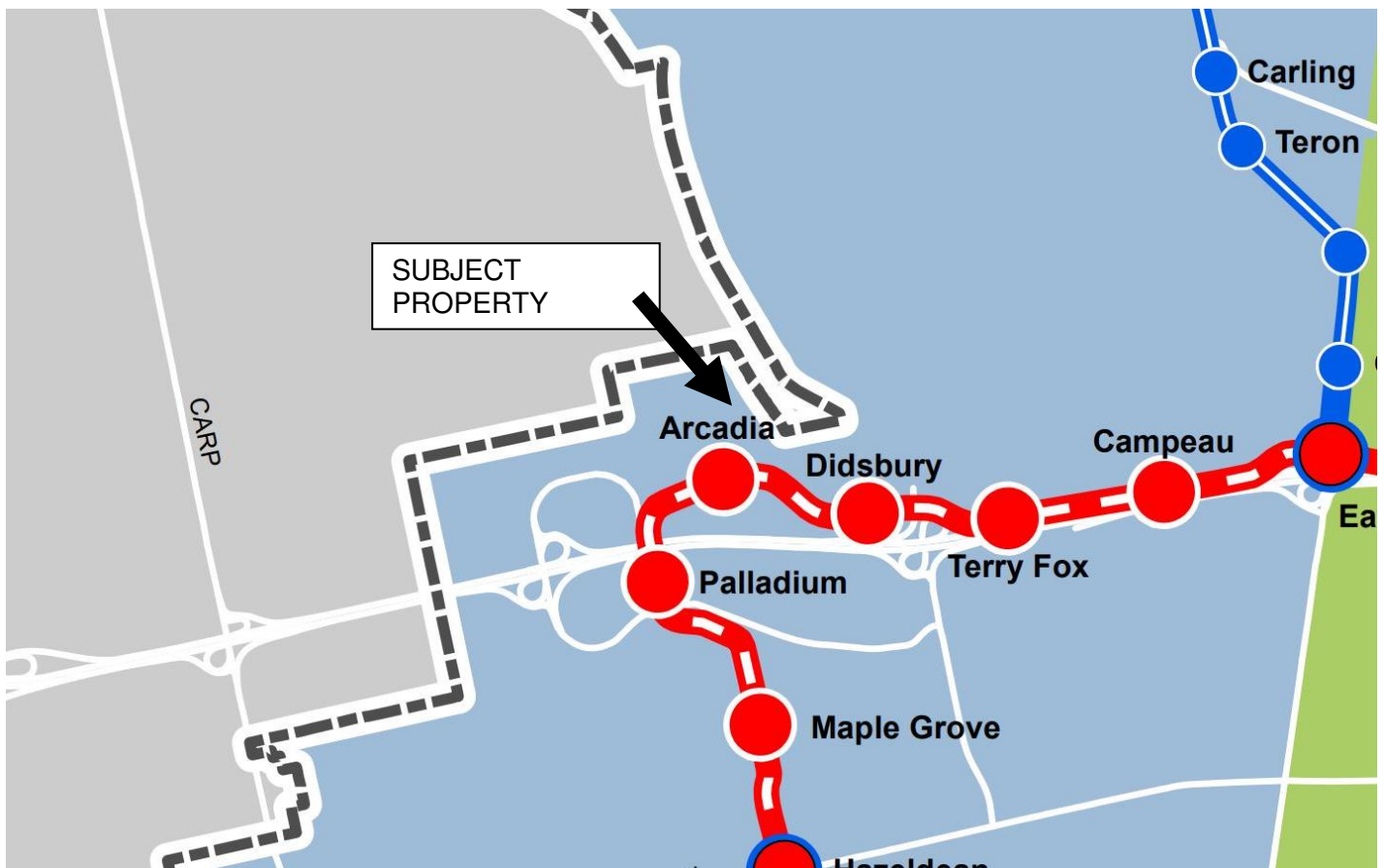


Figure 1: Subject Property within the Suburban Transect Policy Area (Blue Area)

Development within the Suburban Transect Policy Area is guided by Section 5.4 of the Official Plan. Generally, the Suburban Transect comprises of neighbourhoods within the urban boundary located outside the Greenbelt. The subject property would be considered a greenfield site. However, the future development of the site would be considered an extension of the Arcadia subdivision neighbourhood.

As shown in **Figure 2** below, the subject property is further found within the Suburban (West) Transect area (Schedule 'B5') where it is designated as a neighbourhood; subject to an evolving neighbourhood overlay; and is shown to have frontage along a 'Minor Corridor'. Policies related to each of these apply to the future development of the subject property.

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Figure 3 below shows the road hierarchy as established by “Schedule ‘C12’ of the Official Plan.

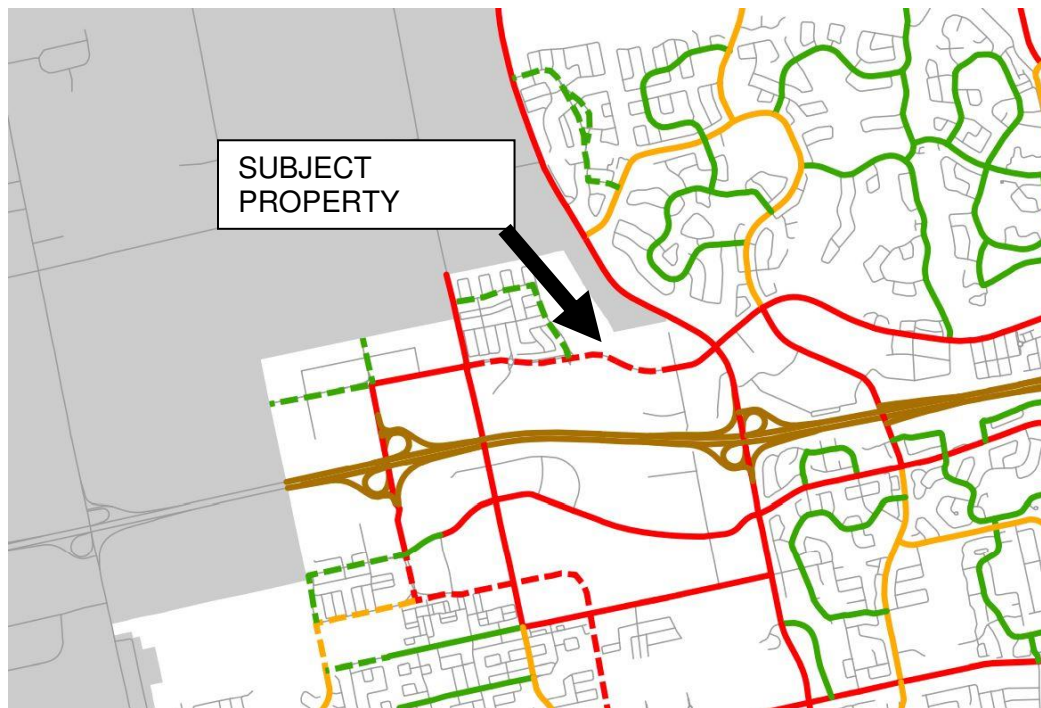


Figure 3: Subject Property within the Suburban Transect Policy Area (Blue Area)

As per Schedule ‘C12’, Winterset Road is identified as a future Collector Road, while Campeau Drive is identified as a future Arterial Road. Both the Transportation Impact Assessment (TIA) and the Noise Study submitted as a part of this submission take into account the planned road hierarchy.

The most relevant policies of Section 5.4, which guide development in the Suburban Transect, have been extracted from the Official Plan and reviewed below in the context of the proposed development:

Policy 5.4.1 – *Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.*

- **Policy 1:** Table 6 and Table 8 of the Official Plan have been reviewed as it relates to this proposed development and its location within the Suburban Transect Policy Area. The proposed development will respect the nature of development commonly found and promoted within this suburban context (e.g. setbacks, landscaping, spacing between buildings), while acknowledge the transition to more urban forms of housing. The proposed development supports the City’s strategic directions for the 15-Minute neighbourhood. In particular,

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there will be a smaller proportion of detached dwelling as compared to townhouses; good connections to employment and planned transit; and immediate access to public parks and open spaces (Carp River, Arcadia Subdivision Parks), such as the abutting park block lot to the north, designated as “greenspace” as per Schedule ‘B5’.

- **Policy 2:** The proposed development is considered low-rise and is encouraged along Minor Corridors, such as Campeau Drive.
- **Policy 3:** The proposed development will consist of a range of dwelling unit sizes through ground oriented housing forms which is encouraged in the Neighbourhood designation.

Policy 5.4.2 – *Enhance mobility options and street connectivity in the Suburban Transect.*

- **Policy 1:** Pedestrian connections will be made throughout the site and to the intersect of Winterset Road and Campeau Drive, which is near the planned “Arcadia” Station.
- **Policy 2:** Winterset Road falls within the ‘Evolving Overlay’ and will be an access street that will support the future development of the site.

Policy 5.4.3 – Provide direction to the Hubs and Corridors located within the Suburban Transect

- **Policy 1:** The subject property is not found within a Town Centre Hub, but will place residential development near employment uses, which will ultimately help to achieve the City’s strategic priorities to achieve the 15-minute neighbourhood.

Policy 5.4.4 – Provide direction for new development in the Suburban Transect

- **Policy 1:** The subject property is a greenfield that is proposed to be developed by way of plan of subdivision. The proposed concept, which identifies residential blocks, private streets, green spaces, dry pond and sidewalks, has been designed to create a sense of place and orientation that respects the Carp River; frames the public realm proposed along Winterset Road and found along Campeau Drive; and anticipates a future public park to the north. In addition, short blocks are proposed to provide a comfortable pedestrian environment, while the street sequencing will simplify traffic flow to and from the site and internally. Winterset is a future collector road and will be treed according to the Draft Plan of Subdivision agreement for Stage 3 and 4 lands. All parking will be internalized and screened from public view.
- **Policy 3:** The proposed development aims to achieve a residential density of 27 units per hectare based on the total area being 8.3 ha and the proposed number of units being 224. The subject site appears to meet the criteria to achieve 40 units per hectare, however the proposed development appears to fall short of the density target of 40 units per hectare. There are several single detached lots proposed to provide more sensitive development along the lot line shared with the Carp River. These lots are therefore larger and reduce the overall density of the proposed development. However, this density target is not a minimum

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requirement. The proposed development therefore conforms to Policy 3 of Section 5.4.4.

Policy 5.4.5 - Provide direction to Neighbourhoods located within the Suburban Transect

- **Policy 1:** Section 3.2, Table 3 has been reviewed for conformity. The proposed Zoning By-Law Amendment will result in a variety of housing types within the range 2-4 storeys in height. The proposed heights are distributed appropriately based on the immediately surrounding context. Lower density ground-oriented units are proposed closer to the Carp River and future Public Park, while denser forms of housing are proposed closer to the intersection of Winterset and Campeau Drive.

The proposed development meets the intent of the general policies prescribed for the Suburban (West) Transect Policy Area. When considering, the policies prescribed for Neighbourhoods, the Evolving Overlay and Minor Corridors also need to be reviewed for conformity.

The subject property is designated 'Neighbourhood'. Section 6.3 of the Official Plan provides the policies for Neighbourhoods. These policies establish low-rise (4 storeys) as the predominant form of housing in the neighbourhood designation and support strategic vision of the 15-minute neighbourhood. The proposed development consists of low-rise housing only and does not seek to establish a building height over four (4) storeys. The proposed development will incorporate a full range of low-rise housing options and place the denser housing forms closer to Campeau Drive (minor corridor) and the planned LRT station. The subject property is bounded by Winterset Road and a future public park, previously planned as a part of the Plan of Subdivision for Stages 3 and 4, which will allow the proposed development to integrate seamlessly with the surrounding context, including the public realm. Finally, open spaces and linkages to the future public park and the Carp River are planned and will be accessible and greened through tree plantings.

The subject property falls within the 'Evolving (Neighbourhood) Overlay', which provides additional and more specific policy direction for neighbourhoods that are subject to this built-form overlay. Section 5.6.1 provides the policies for the Evolving Overlay: *The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.* We anticipate that denser, more urban housing forms will be proposed around the planned Arcadia LRT. The proposed development resembles low-rise intensification of an unutilized site and will allow for the change in character of the surrounding area from suburban to urban, anticipating future growth associated with the City's LRT plans. The proposed Zoning By-law Amendment seeks to establish development standards that encourage dense urban housing forms.

In relation to Schedule 'B5', Campeau Drive is considered a Minor Corridor, meaning that the policies of Section 6.2.1 apply. Generally, speaking the proposed development meets the intent of the policies that guide development along Minor Corridors:

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- The highest densities proposed on-site are concentrated along Campeau Drive, or closest to the intersection of Winterset Road and Campeau Drive.
- Vehicular access to the proposed development will be provided off Winterset, which is perpendicular and intersects with Campeau Drive.
- Standalone residential development is permitted along Minor Corridors.

According to Table 7 of the Official Plan, for development proposed along 'Minor Corridors' in the Suburban Transect, the minimum height is two (2) storeys, and the maximum height is four (4) storeys. These prescribed heights will be respected along Campeau Drive. Annex 5 to the Official Plan shows areas that are subject site-specific policies, as shown in **Figure 4** below.

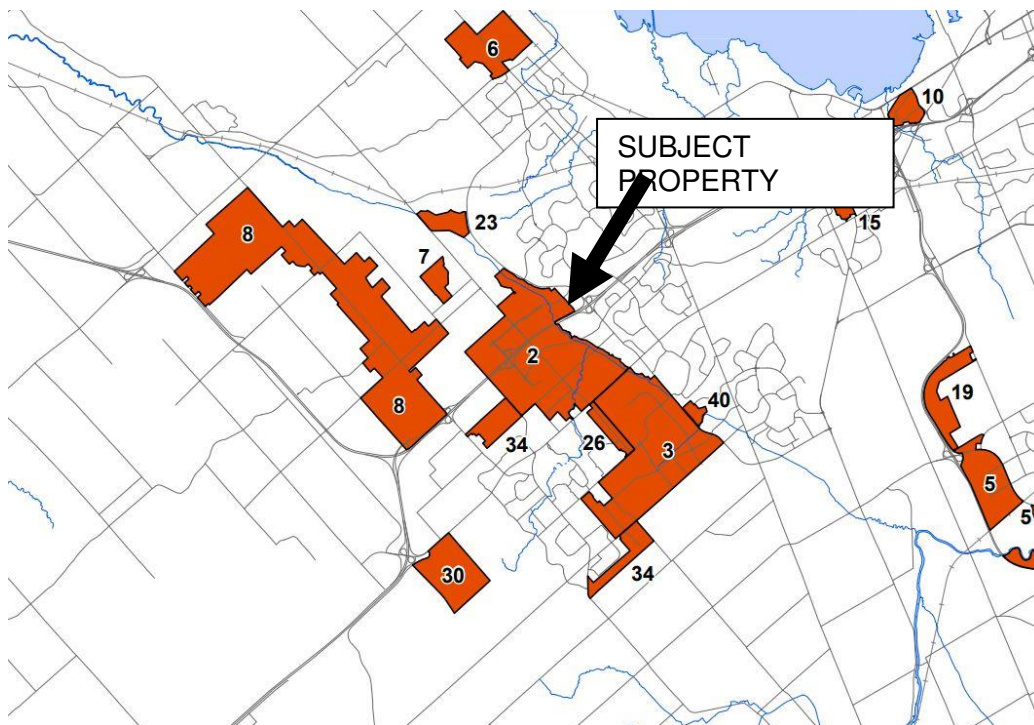


Figure 4: Subject Property within the Suburban Transect Policy Area (Blue Area)

The future development of the subject property is subject to the following Site-Specific policies for Kanata West as established by Section 2 of Volume 2C of the City of Ottawa's Official Plan:

2.1 Landowners within the Kanata West policy area, shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of Kanata West, and the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of approval for all plans of

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subdivision and condominium, site plan and severance applications in Kanata West, requiring notification from the Trustee of the Kanata West Owners Group Inc. that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements

2.3 Lands in the vicinity of the Carp River between Hazeldean Road and a point north of Campeau Drive are shown on Schedule 2.A - Carp River Restoration Policy Area, Volume 2C - Official Plan.

The extent of the flood plain lands to which the Carp River Restoration Policy Area applies will be determined by consulting the implementing Zoning By-law and Conservation Authority flood plain maps. The purpose of the Restoration Policy Area designation is to recognize that proposed channel modifications and restoration works will occur and allow for development of part of this area following implementation.

*However, a number of conditions must be met before development is allowed to proceed:
Conditions*

- a) The Ministry of Environment, Conservation and Parks will have approved the Carp River, Poole Creek and Feedmill Creek Restoration Class Environmental Assessment (EA); and*
- b) The Kanata West Landowners Group, or the City, will have commenced the physical construction of Phase I of the Carp River restoration works; and*
- c) Mississippi Valley Conservation Authority will have issued a permit under Section 28 of the Conservation Authorities Act for the placement and removal of fill in accordance with the Carp River Restoration Plan and the EA; and*
- d) Filling of the property and an as-built survey will have been completed to demonstrate that the area is entirely removed from the flood plain; and*
- e) At all times, the flood storage capacity of the corridor will be maintained at or above existing conditions.*

2.4 Once all five conditions have been met, the Zoning By-law may be amended (holding provision lifted) on the basis of the underlying designation on these lands. An Official Plan Amendment will not be required to revert to the underlying designation, provided the conditions listed in Policy 2.3 have been met.

The polices mentioned above have been noted. Policy 2.3 and Policy 2.4 no longer applies to the future development of the subject property, since the aforementioned requirements have been met and the holding ('h') symbol for the lands has been lifted. The proposed Draft Plan of Subdivision and Zoning By-Law Amendment conform to the City's new Official Plan.

For the purposes of this report, the City's new Official Plan, adopted by by-law no. 2021-386 on November 24th, 2021, will take precedence. However, a pre-application meeting was held with the City prior to the adoption of the new Official Plan and various comments were received in relation to the Old Official Plan, including the need for a design brief based on a term of reference that references the Old Official Plan in various sections.

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