



Planning Rationale

In support of application for

Site Plan Control

800 Eagleson Road and 5264 Fernbank Road, Ottawa

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1.0 Introduction

This planning rationale report is prepared on behalf of Ironclad Developments Inc. ('ICD') regarding a proposed multi-residential development at the southwest corner of Eagleson Road and Fernbank Road ('subject site'). This report is being submitted in support of a site plan control application that would permit the construction of a 143-unit apartment building on the subject site. The purpose of this report is to assess the proposed development against the applicable planning regulatory framework and compatibility with the surrounding community.

2.0 Site and Area Context

2.1 Subject Property

The subject site is municipally known as 800 Eagleson Road and 5264 Fernbank Road, and is officially known as Pt. Lot 31, Con. 9, Geographic Twp. of Goulbourn, Part 3 Plan 4R20720. The site consists of one lot of record that is approximately 0.73 hectares (1.80 acres) in area, with approximately 108.8 metres of frontage along Eagleson Road and approximately 142.2 metres of frontage along Fernbank Road. The subject site is currently undeveloped and is covered with dense vegetation throughout the site. The site is relatively flat and gently slopes southward towards the Monahan Drain. There are existing sidewalks on both sides of Fernbank Road, and is serviced by a sanitary sewer and watermains that run along Fernbank Road.

The subject site is currently designated General Urban Area and Arterial Mainstreet according to Schedule A of the City of Ottawa Official Plan ('the OP'), which permits a wide range and density of residential uses. The subject site is currently zoned *Arterial Mainstreet* ('AM') according to the City of Ottawa Zoning By-law 2008-250 ('zoning by-law'), which permits higher density residential, among other uses. In 2014, the subject site was re-zoned to AM to facilitate the development of an automotive dealership/service station. That project has since been abandoned.

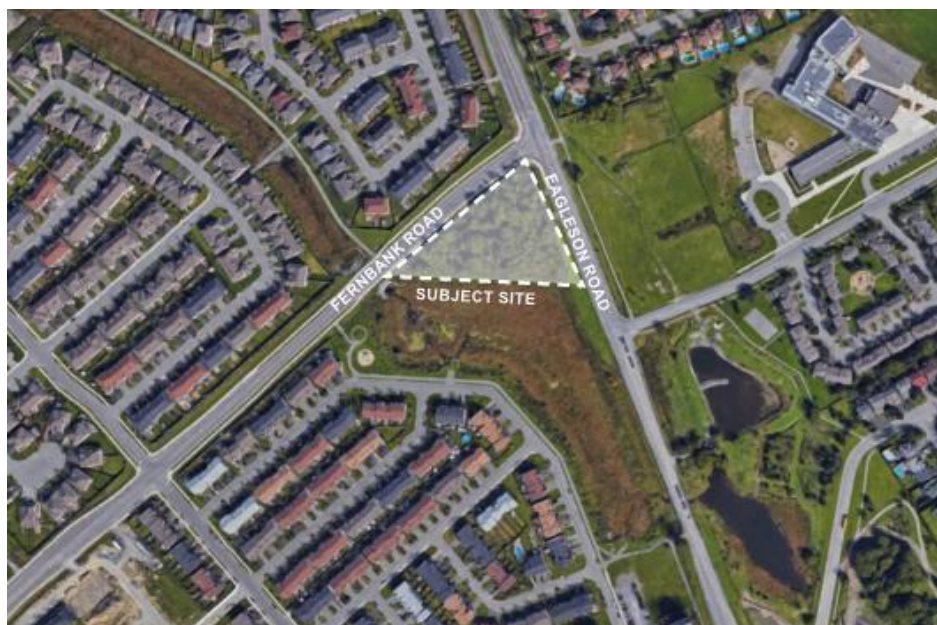


Fig. 1 – Area of subject site outlined



2.2 Area Context

The subject site is located in the Glen Cairn South Kanata area in Ottawa's west end, west of the Greenbelt. The subject site is approximately 4.8 kilometres south of Highway 417 and 5.3 kilometres west of Highway 416. The surrounding area generally consists of low to medium density residential housing (predominately detached and townhome dwelling units), open space, a public school, as well as vacant land slated for future commercial development.



Fig. 2 – View of the subject site from Fernbank and Eagleson, looking south



Fig. 3 – View of site from Brigitta St, looking north



Fig. 4 – Existing bus stop at the subject site on Eagleson Rd

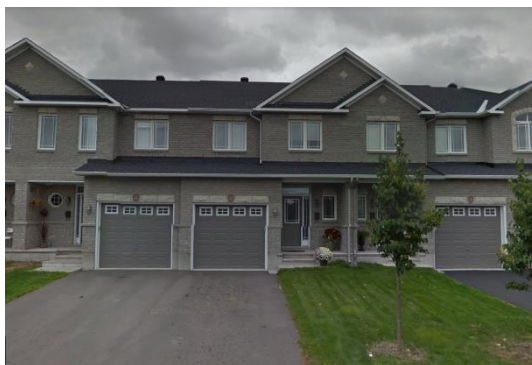


Fig. 5 – Townhomes on Carronbridge Cir backing onto Fernbank Rd



Fig. 6 – Vacant land pre-zoned for commercial on Eagleson Rd at Bridgestone Dr



2.3 Community Amenities

The subject site is in close proximity to nearby amenities, most of which are described below:

- Commercial to the north along Eagleson Road and to the west along Terry Fox Drive (ie- grocery stores, restaurants, banks, retail shops, etc.);
- A variety of parks and open space areas (Huntsman Park, Brigitta Park, Meadowbreeze Park, Romina Park, Kristina Kiss Park, etc.);
- An existing active transportation path to the north and south;
- An existing public school (École Élémentaire et Secondaire Publique Maurice LaPointe) to the east; and
- Within close proximity to public transit, with connections to Ottawa's rapid transit network at Eagleson Station (at Eagleson Road and Highway 417).

2.4 Roads and Transit

The subject site is well-served with respect to the existing road network. Both Eagleson Road and Fernbank Road are identified as arterial roads according to Schedule E of the OP, and are designed to carry high volumes of traffic over long distances. Nearby Bridgestone Drive is identified as an existing collector road, which is designed to carry traffic through neighbourhoods. In addition, the section of Terry Fox Drive that intersects with Fernbank Road is identified as a proposed arterial roadway.

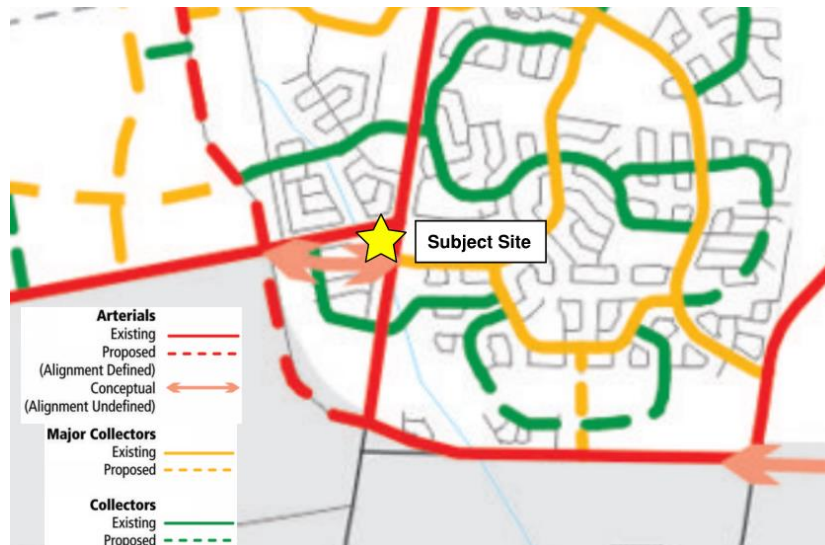


Fig. 7 – Urban Road Network

The subject site is well-served by public transit, and is within walking distance to a number of bus stops that connect with multiple transit routes (OC Transpo routes 161, 164, 168, 252, 256, and 681). A bus stop is currently located on the southwest corner of Eagleson Road and Fernbank Road, which has daily service every 30 minutes on average. Section D of the OP shows that the subject site is within close proximity to rapid transit service, with current connections to the Transitway at nearby Eagleson Station and Terry Fox Station, as well as future rapid transit network expansion to Fernbank Road.

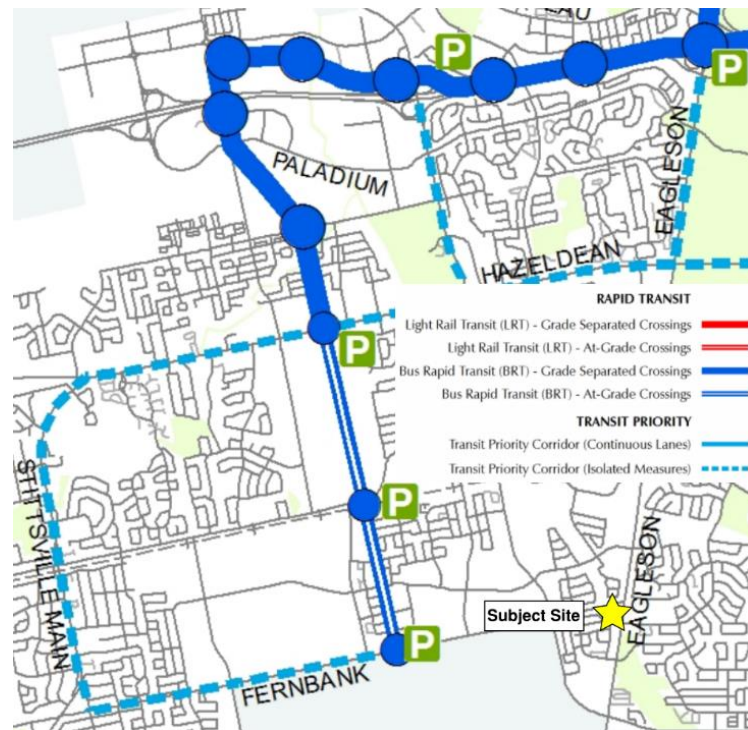


Fig. 8 – Rapid Transit Network

The site is also connected to the city's active transportation network. According to the City of Ottawa Cycling Plan (2013), Fernbank Road is identified as a bike lane, while a separated multi-use pathway currently runs parallel to the Monahan Drain, terminating at Fernbank Road. According to the Cycling Plan, a 'Major Pathway' is proposed to run through the middle of the subject site as part of the plan's Ultimate Network Concept (UNC).

3.0 Development Proposal

ICD is proposing to construct a six (6) storey apartment building with 143 purpose-built rental units. A mixture of stacked and ground-oriented dwellings is proposed, comprised of 49 one-bedroom, 66 two-bedroom, and 28 three-bedroom units. The development will also contain a leasing office and a fitness centre that will serve as private amenity space for residents. The building will be approximately 20.6 metres in height, with a total floorplan area of approximately 14,722.3 square metres and a floorspace index of 2.02.

The bulk of the building's massing will be oriented towards Fernbank Road, with a section of the 'T' shaped-building facing south towards the Monahan Drain. The building will have two entrances, with the main entrance located off Eagleson Road. Each unit will be accessed from a common entryway and vestibule and will have an amenity space in the form of a balcony or a walk-out patio. A total of 172 on-site parking spaces will be provided for residents and visitors, which includes underground and surface parking.

In addition, ICD is also proposing to build a separated multi-use pathway through the south end of the site, extending the existing pathway along the Monahan Drain to Eagleson Road. The proposed pathway is to be built atop of the existing berm separating the Monahan Drain from the subject site, and follows a similar route as proposed in the UNC in the city's Cycling Plan.



One of the objectives of the UNC is to allow for coordination between the city and the developer during development review to take into account the needs of the cycling network. The intent of the pathway is to open-up the rear of the site onto the stormwater pond, as encouraged by Planning staff. ICD is currently in discussions with City of Ottawa staff regarding the concept and placement of the pathway.

The proposed development achieves a higher density built form than the surrounding area, yet accomplishes compatibility and provides appropriate transitions to adjacent properties. An articulated façade featuring transparent windows help to break-up the massing along Fernbank Road, while a 32.5 metre setback from neighbouring properties provides adequate buffering from existing uses. The proposal will allow for a variety of housing types and tenure that is anticipated to meet the needs of the community.



Fig. 9 – proposed building rendering, looking southeast.



Fig. 10 – view of proposal facing southwest



Fig. 11 – proposed building rendering, looking southeast.

The proposed building design blends in well with the surrounding low-rise built fabric, and features quality materials including glass and durable hardie board siding to ensure the building maintains its appearance with minimal maintenance required. The proposed development also builds upon the streetscape by providing a legible, continuous streetscape by maintaining a continuous setback of 3 metres.



4.0 Planning Policy Framework

The applicable policy framework includes the Province of Ontario's land use planning directives as expressed in the Provincial Policy Statement ('PPS'), as well as the City of Ottawa's planning policies as contained in the City of Ottawa Official Plan and the City of Ottawa Zoning By-law.

4.1 Provincial Policy Statement (2014)

The PPS is the directive of the Province's interest in land use planning matters, and is prepared by the Ministry of Municipal Affairs. It encourages development in Ontario to be environmentally sound, economically strong, and enhance quality-of-life for all, while providing for an efficient use of land that makes use of existing/planned infrastructure and public service facilities. All decisions on planning and development matters must be consistent with the PPS. The applicable policies of the PPS will be addressed below.

Section 1.1 of the PPS provides policy guidance for efficient development and land use patterns, stating that "[h]ealthy, liveable and safe communities are sustained by:

- a.) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b.) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c.) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d.) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e.) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

The proposed development capitalizes on an infill opportunity in an established residential neighbourhood on an underutilized site that is already serviced by municipal public works, and would significantly address the shortage of rental housing in Kanata. The proposal also promotes cost-effective development patterns by minimizing land consumption and municipal servicing costs.

Section 1.1.3.1 of the PPS states that "*Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*" More specifically, Section 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) *densities and a mix of land uses which:*
 - 1. *efficiently use land and resources;*
 - 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*



- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation;*
- 5. are transit-supportive, where transit is planned, exists or may be developed; [and]*
- 6. are freight-supportive.*

The proposed development is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services, public facilities, as well as both active and public transportation. The proposed multi-use pathway along the southern property line will further promote active transportation outcomes for area residents.

Overall, the proposed development results in an efficient use of land, resources and infrastructure, and is consistent with the objectives of the PPS.

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

The OP provides a city-wide planning framework for evaluating the proposed development, as well as a methodology for applying site-specific criteria. The OP contains strategic policies for managing growth and are described below:

Section 2.1 – The Challenge Ahead states the population of the City of Ottawa is projected to increase by 32 percent by 2036 [Item 3(c), OPA 180]. To facilitate the increased demand for housing, more than two-thirds of new housing stock is expected to be built outside the Greenbelt, with much of the demand in the form of smaller units such as apartments.

Section 2.2 – Managing Growth sets out strategic directions for facilitating growth and directing it to urban areas, which can accommodate compact development that supports existing transit and active transportation facilities, and can be serviced efficiently. The policy direction of the OP, as expressed in Section 2.2.2 (Managing Intensification Within the Urban Area), is to promote an efficient land use pattern within the general urban area through intensification of locations that are strategically aligned with the transportation network, and to achieve higher density development in greenfield locations.

The physical pattern of intensification is through a series of nodes and corridors, with the highest density being located in the Central Area and radiating outward along Mainstreets. Consequently, growth within the designated general urban area will be directed to locations with significant development potential – primarily Mainstreets. The intent of growth management policies within Section 2.2.2 is for intensification to occur in said locales, in order to enhance the stability of existing neighbourhoods.

The proposed development is consistent with, and supportive of, the strategic directions of the OP. The subject site is within the urban area, is strategically sited to capitalize on existing transit service and local amenities, is compatible with the character of the surrounding community, and has frontage on two arterial roads (Fernbank Road and Eagleson Road) – the latter being designated an Arterial



Mainstreet. The proposed development is also supportive of the housing policies of Section 2.1, as it adds 143 apartment units outside the Greenbelt.

Land Use Designations

The subject property is designated General Urban Area in the OP. As stated in Section 3.6.1 of the OP, the General Urban Area is a general designation that permits residential uses of varying densities and dwelling types, along with a mixture of commercial, institutional, leisure, cultural and institutional uses intended to facilitate the development of complete communities. In particular, Policy 3d of Section 3.6.1 states ground-oriented multi-family housing is permitted as a means of intensifying established low-rise residential communities.

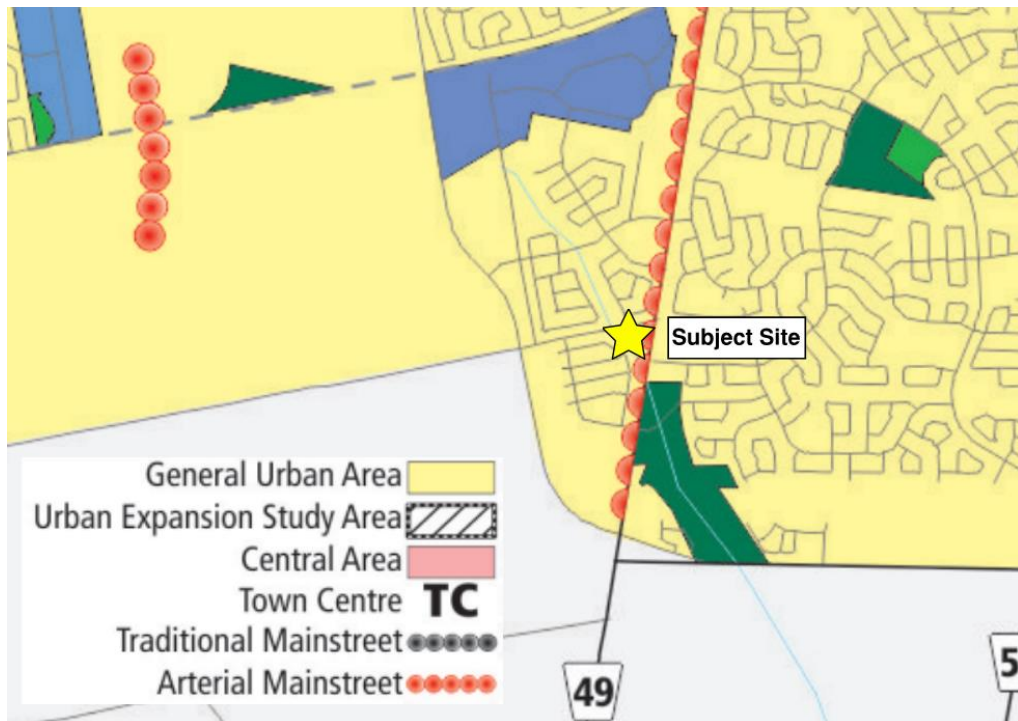


Fig. 10 – Official Plan Designations

As stated earlier, the section of Eagleson Road fronting the subject site is also designated Arterial Mainstreet. According to Section 3.6.3 of the OP, Mainstreets represent some of the most opportune places for intensification in Ottawa. It includes a number of policies that encourage more compact forms of development, a mixture of uses, as well as reduced setbacks from public roads. Under this designation, more compact, pedestrian-oriented and transit-friendly development is permitted, with higher density residential development encouraged to be sited near nodes and corridors to act as primary service corridors, serve as placemaking opportunities, and support public transit service.

Sections 2.5.1 (Designing Ottawa) and 4.11 (Urban Design and Compatible Development) of the OP apply to this application. Both policies are typically included as part of the site plan process, particularly as it relates to the introduction of new development in established areas. These sections are intended to ensure infill



development is contextually sensitive to its surroundings. The proposed development addresses the design objectives of Section 2.5 as follows:

Design Objective 1: To enhance the sense of community by creating and maintaining places with their own distinct identity

The proposed development takes advantage of an underutilized property at a prominent intersection to provide a distinctive mid-rise residential building, keeping with the character of the adjacent lands.

Design Objective 2: To define quality public and private spaces through the development

The proposed development defines public and private spaces by its built form and landscaping features. After consultations with City staff, it was recommended the building be prominently sited at the intersection of Eagleson Road and Fernbank Road and not stepped down – this has been reflected in the site plan. The proposal also opens-up the rear property yard onto the Monahan Drain and connects amenity space to the stormwater area.

Design Objective 3: To create places that are safe, accessible and are easy to get to, and move through

The proposed development has two vehicular accesses and is linked by an interconnected system of paths that links to the public sidewalk on Fernbank Road. An active transportation path is also proposed to be routed through the site to serve as an extension of the existing multi-use pathway. The proposed site plan also reduces the potential conflicts between pedestrians and vehicles. Additionally, ICD is looking into building a portion of the units as accessible.

Design Objective 4: To ensure that new development respects the character of existing areas

The proposed development will be set back approximately 32.5 metres from the nearby townhomes to the north. To ensure further screening, mature trees will also be planted along the Fernbank Road and Eagleson Road frontages. The building's exterior cladding will be made of similar colours and materials of nearby residential dwellings.

Design Objective 5: To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice
[OMB decision #2649, September 21, 2006]

The proposed development provides a variety of dwelling unit sizes and floorplan configurations.

Design Objective 6: To understand and respect natural processes and features in development design

The proposed development incorporates as much new trees and vegetation as possible and managing storm water on-site. The proposed development will also respect the functions of natural processes such as the Monahan Drain to the south, and ensure that it does not provide increased stress on adjacent lands with



respect to drainage, run-off, and wildlife habitat impact.

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

Structural support for the building will be provided from wood beams rather than concrete or steel. A total of 82 bicycle parking spaces will be provided – 14% above minimum zoning requirements. As well, environmentally-friendly waste management containers rather than garbage dumpsters will be installed.

City of Ottawa Official Plan Amendment 150

The City of Ottawa conducted a review of its OP in 2013, with council ultimately approving Official Plan Amendment #150 ('OPA 150'). Numerous appeals have been filed with the Ontario Municipal Board that have been unresolved at the time of this report's publication. While OPA 150 is not in full force and effect, development proposals must consider the City's intended policy direction of OPA 150.

Although the policies of 2.5.1 remain largely in effect, Section 4.11 has been significantly modified. As such, the following sub-section assesses the proposed development in regards to policies of the revised Section 4.11:

Views:

The proposed development will not impact any protected views [Policies 2, 3, 4]

Building Design:

The proposed building design blends in well with the existing and proposed land uses within the surrounding neighbourhood, with careful attention paid to massing, articulation, setbacks and building materials/finishes. Conceptually, the building is comprised of an articulated townhouse base, reflecting the rhythm and scale of the existing neighbourhood, with an engaged, nested multi-storey mass. The north-south 'spine' of the T-shed building breaks the repetitive geometry of the townhouse elevation. The building features a composition of FRC panels of muted tones, with liberal pops of colour intended to accentuate building elements. In addition, the main building entrance will have a covered awning and trussed colonnade, with a hardscaped pathway directly connecting the entrance to the sidewalk and bus stop on Eagleson Road [Policy 5, 6].

The building's situation at the junction of two arterial roads help reinforce their respective roles as serving as a gateway into the community by supporting the greatest density of housing. The building strengthens the street edge at this intersection with strong architectural design and by situating amenity space facing the corner [Policy 7].

Massing and Scale + Outdoor Amenity Areas:

The building features an articulated façade with rhythmic patterns, colonnades, as well as ground-floor units with transparent windows. These features not only help contribute to a transition in massing between the subject site and



surrounding neighbourhoods, but also provide for a more human-scale streetscape along Fernbank Road. In addition, as the proposed development is situated on a large site and buffered by a large open space area to the south, no adverse impacts are expected on nearby residential properties. To minimize undesirable impacts to existing outdoor amenity space, the building incorporates balconies, patios and private indoor amenity space [Policy 11, 12, 15, 16].

Public Art:

The proposed development does not include public art [Policy 17].

Design Priority Areas:

The subject site is situated within the Eagleson Arterial Mainstreet design priority area and is subject to a review by the Urban Design Review Panel ('UDRP'). A pre-consultation hearing with the UDRP was held on May 3, 2018 to gauge preliminary comments on the proposal. Most of the panel's comments recommended the building have a stronger orientation towards the intersection and have the rear yard open-up onto the Monahan Drain.

The building has a consistent three metre setback from Fernbank Road, providing a well-defined street edge. To break-up the building's massing, the ground floor is animated with projections, colonnades and transparent windows. Particular attention has been paid to the architectural treatment facing the intersection; the colonnades serves as a wayfinding element, while creating a degree of privacy for tenants in the amenity space. The truss elements are also incorporated into the development's branding, and is also used as signage for the primary entrance. [Policy 18]

To soften the interface between the building and the public realm, weather protection elements are used including awnings, colonnades and street trees – which also help define and enclose the public street edge. The reticulated corner facing the intersection opens the interior units to the intersection, creating a feeling of 'lightness'. Individual amenity space is highly accentuated with bright colours intended to provide visual interest and relief. [Policies 19, 20]

According to Schedule K of the OP (Environmental Constraints), the subject site is identified as 'organic soil', due to the ground's heavy clay composition. Supporting geotechnical and hydrogeological studies have been included with this application package that shows the subject site can support the proposed development.

Annex 1 – Road Classification and Right-of-Way (ROW)

According to Table 1 in Annex 1 of the OP, Eagleson Road is to be protected for a total width of 44.5 metres for the purposes of land dedication. The City may request that a portion of property be dedicated for future road widening, sidewalk and/or boulevard construction, or potential upgrades to municipal public works. This measurement is to be taken from the midpoint of the road and extended equally to either side of the road.



As a result of the current Eagleson Road ROW shortfall, an additional 2.5 metres is being reserved on the subject site along the Eagleson Road frontage for future widening.

In summation, the proposed development is consistent with the policies of Volume 1 of the OP.

4.3 – Urban Design Guidelines for Development Along Arterial Mainstreets (2006)

The Urban Design Guidelines for Development Along Arterial Mainstreets was approved by council in 2006. The guidelines are intended to promote urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development along all Arterial Mainstreets as identified on the OP. The development has addressed the Urban Design Guidelines for Development along Arterial Mainstreets as follows:

The proposed development is consistent with the **Streetscape and Built Form** Guidelines as it:

- Incorporates meaningful height, setback, building orientation and architectural features that are appropriate for the neighbourhood and creates a coherent streetscape;
- Includes landscaping features and buffers that will define the streetscape; and
- Provides ground-oriented dwelling units that help animate the street.

The proposed development is consistent with the **Pedestrians and Cyclists** Guidelines as it:

- Provides direct and clearly defined pedestrian access that facilitates circulation between neighbouring sites;
- Provides a link to the city's active transportation network via the proposed pathway atop the berm along the rear lot line;
- Includes internal sidewalks that features barrier-free design; and
- Features bike parking, which should not impede on pedestrian movement.

The proposed development is consistent with the **Vehicles and Parking** Guidelines as it:

- Orients parking spaces in a manner that reduce the number of laneways pedestrians must cross;
- Reduces surface parking to the greatest extent possible; and
- Sites parking spaces at the building rear interior to the site, away from the street.

The proposed development is consistent with the **Landscape and Environment** Guidelines as it:

- Incorporates a landscaped buffer around the subject site to provide screening;
- Includes landscaping treatment on unbuilt areas of the site wherever possible; and



- Preserves as many original trees from the subject site as possible while incorporating a variety of new native vegetation tolerant to urban conditions.

The proposed development is consistent with the **Servicing and Utilities** Guidelines as it:

- Shields utility boxes and waste collection facilities from public view; and
- Utilizes methods to prevent lighting spillover from the proposed development onto adjacent properties.

4.4 City of Ottawa Zoning By-law (2008-250)

The subject site is zoned 'Arterial Mainstreet' (AM) according to the zoning by-law. The purpose of the AM zone is to accommodate the general provisions in the Arterial Mainstreet designation of the city's OP, as well as impose development standards that promote intensification while ensuring compatibility with the surrounding area.

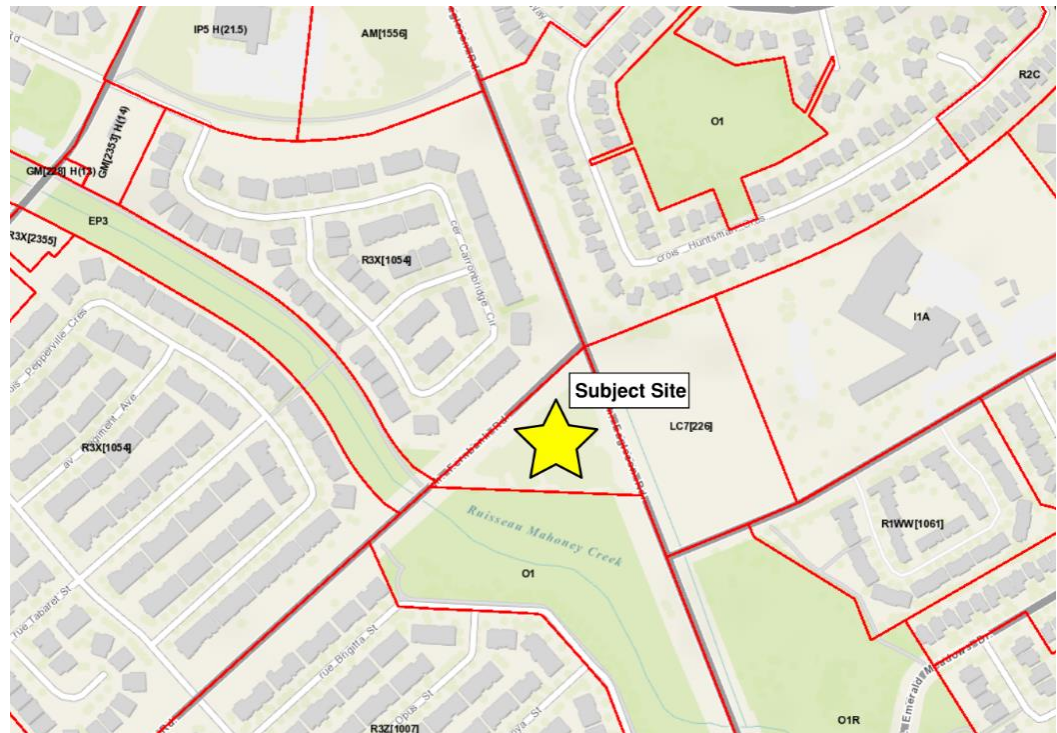


Fig. 11 – Zoning Map, taken from GeoOttawa (2018)

The by-law permits a number of uses, including mid-rise apartment buildings. The following table summarizes the AM zone performance standards as stated in Table 185 of the zoning by-law. The off-site parking provisions for Area C, Schedule 1A of the zoning by-law are also included in the following table.



Table 1: AM Zone Performance Standards

Zoning Provision	Required	Provided	Compliance
Lot Area (min)	n/a	7,288.5 sq.m.	✓
Lot Width (min)	n/a	> 3m	✓
Building Height (max)	30m but in no case greater than 9 stories	20.6m	✓
Front and Corner Side Yard (min)	3m	3m	✓
Rear Yard (min)	7.5m	>15m	✓
Floor Space Index (max)	n/a	2.06	✓
Width of landscaped area around parking lot (min)	3m and/or 15% of parking lot area	<0.2m	✗
Resident Parking Spaces	1.2 spaces per unit and none required for the first 12 units: (160)	143	✗
Visitor Parking Spaces	0.2 spaces per unit: (29)	29	✓
Bicycle Parking Spaces	0.5 spaces per unit: (72)	82	✓
Loading Spaces	n/a	2	✓

During the pre-consultation meeting with planning staff, it was recommended that the surface parking area be reduced to the greatest extent possible. ICD has made considerable efforts to accomplish this objective, taking into account the high water table and mucky soil conditions on the subject site. It is important to note that the proposed parking allotment does not remove any required visitor parking spaces, as requested by City staff.

Successful implementation of this site plan will require approval of two minor variances. Once consultation with planning staff is held after the submission of this application package, an application to the Committee of Adjustment will be submitted to permit a deficiency of 17 parking spaces as well as a rear landscaping buffer of less than 0.2 metres on the proposed site plan.

4.5 Technical Studies

A number of studies have been completed as requested by City staff that support the proposed development, and are summarized below:

Transportation Impact Assessment (TIA)

At the time of this report's completion, WSP Inc. completed Step 3 of the Transportation Impact Assessment which determined that the intersection of Fernbank Road and Eagleson Road had a -0.5% traffic growth rate between 2011 and 2017. Additionally, a cursory review of projected traffic volumes at the intersection using traffic modeling software Synchro (version 9) reveals expected traffic demand will not exceed supply in the study area and will operate at an acceptable LOS. Once accepted by City staff, WSP will move onto Stage 4 of the TIA and submit for final review.



Geotechnical Investigation

Kollaard Associates completed an updated geotechnical investigation which included the distribution of eight (8) boreholes on the site between 25.6 and 28 metres in depth, followed by laboratory and analytical testing of 39 soil samples. The investigation concluded that the site is suitable for the proposed development.

Environmental Impact Assessment/Tree Conservation Report

A combined Environmental Impact Assessment (EIA) and Tree Conservation Report was conducted to evaluate the potential impact to the site's existing natural heritage features. In the report, WSP Inc. determined that no significant woodlands are present on the site (with most mature trees evaluated in a 'declining' condition) and that the proposed development will have no expected impact on 'species at risk', as defined by the Ontario *Endangered Species Act*. The report recommended that additional trees be planting adjacent to the Monahan Drain to increase the site's canopy cover. A Landscaping following these recommendations has been completed by Lazzarin Svisdahl Landscape Architects.

Noise Impact Assessment

A Noise Impact Assessment was prepared by WSP to apply the noise level standards of the Ontario Ministry of the Environment and Climate Change (MOECC) to the site to determine the extent to which noise levels will be of concern to future residents of the proposed development. The computerized version (STAMSON 5.04) of MOECC's noise model was used in this study. The purpose of the report was also to make recommendations for noise attenuation where necessary, to achieve acceptable noise levels – particularly for the units having exposure to Fernbank Road.

Using traffic volume data for Eagleson Road and Fernbank Road provided by the City of Ottawa, predicted noise level calculations were made based on the proposed building locations shown on the site plan. The results are that predicted noise levels are below MOECC criteria at the daytime building face, the nighttime building face and outdoor living area for units facing Fernbank Road and Eagleson Road.

Public Consultation

Although the proposed development is a permitted use as-of-right and is only subject to site plan control, ICD consulted with the public and other stakeholders to brief them of the project and mollify any potential concerns. ICD spoke with the councillor for Ward 23 (Allan Hubley), as well as the President of the Trail West Community Association (Amir Oudeh). Neither has expressed any concerns with the development as proposed.

5.0 Conclusion

This report has been prepared in support of a site plan control application for a multi-residential apartment building at 800 Eagleson Road and 5264 Fernbank Road. After review, the proposed development is consistent with the policies of the PPS and the City of Ottawa Official Plan, and meets the site-specific regulations of the AM zone as defined by the city's



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zoning by-law. The proposed development represents sensitive intensification within a stable community, as encouraged by the City's Official Planning policies, while remaining compatible with the surrounding neighbourhood in accordance with the city's Urban Design Guidelines for Development along Arterial Mainstreets.

It is our opinion that the proposed development is appropriate for the site and the surrounding community, and is representative of good planning principles.

Respectfully submitted,

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