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34 Years

3311 Greenbank Road

Planning Rationale and Integrated Environmental Review

3311 GREENBANK RD.

OTTAWA, ON

PLANNING RATIONALE AND INTEGRATED ENVIRONMENTAL REVIEW

IN SUPPORT OF A DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT

Prepared For:

Minto and the City of Ottawa

Prepared By:

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Suite 200, 240 Michael Cowpland Drive
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June 13th, 2017

Novatech File: 117027
Ref: R-2017-047

June 13th, 2017

City of Ottawa
Planning, Infrastructure and Economic Development Department
Planning Services Branch
110 Laurier Ave. West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: **John Bernier, Planner I**

Reference: **3311 Greenbank Road**
Draft Plan of Subdivision and Zoning By-Law Amendment
Planning Rationale and Integrated Environmental Review Statement
Our File No.: 117027

Novatech is pleased to submit this Planning Rationale & Integrated Environmental Review Statement on behalf of Minto in support of a Draft Plan of Subdivision and Zoning By-Law Amendment application for lands municipally known as 3311 Greenbank Road, Ottawa, Ontario. The application is being filed jointly with the City of Ottawa to include adjacent lands owned by the City of Ottawa Community Lands Development Corporation (OCLDC).

Minto intends to develop a subdivision of residential townhomes within the South Nepean Town Centre. The adjacent City lands have been included to allow for an integrated development and to capture them within the proposed Plan of Subdivision.

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

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

Sincerely,

NOVATECH

Anna Froehlich, M.Pl
Planner

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1.0 INTRODUCTION

Novatech has been retained by Minto to prepare a Planning Rationale in support of a Draft Plan of Subdivision and Zoning By-Law Amendment (ZBLA) to allow for the development of the lands known as 3311 Greenbank Road in Barrhaven, Ottawa. The application is being filed jointly with the City of Ottawa to include adjacent lands owned by the City of Ottawa Community Lands Development Corporation (OCLDC).

The subject site is located within the South Nepean Town Centre, north of the Jock River floodplain and between the existing Greenbank Road and Jockvale Road, within the plan area of the South Nepean Town Centre Secondary Plan and Community Design Plan (CDP). The joint lands consist of a 5.6 hectare (15 acre) site, shown as parcels 1, 2 and 3 on Figure 1 below.

The proposed Minto development consists of 115 executive townhomes located on Parcels 1 and 3 as shown on Figure 1. The Minto lands have a total area of 3.69 hectares. The area in pink shows the City owned lands for future development. It is anticipated that these lands will eventually develop as complementary residential development as a combination of townhouse and low-rise condominium apartments. The City portion of the site is shown as Parcel 2 and has an area of 1.99 hectares.

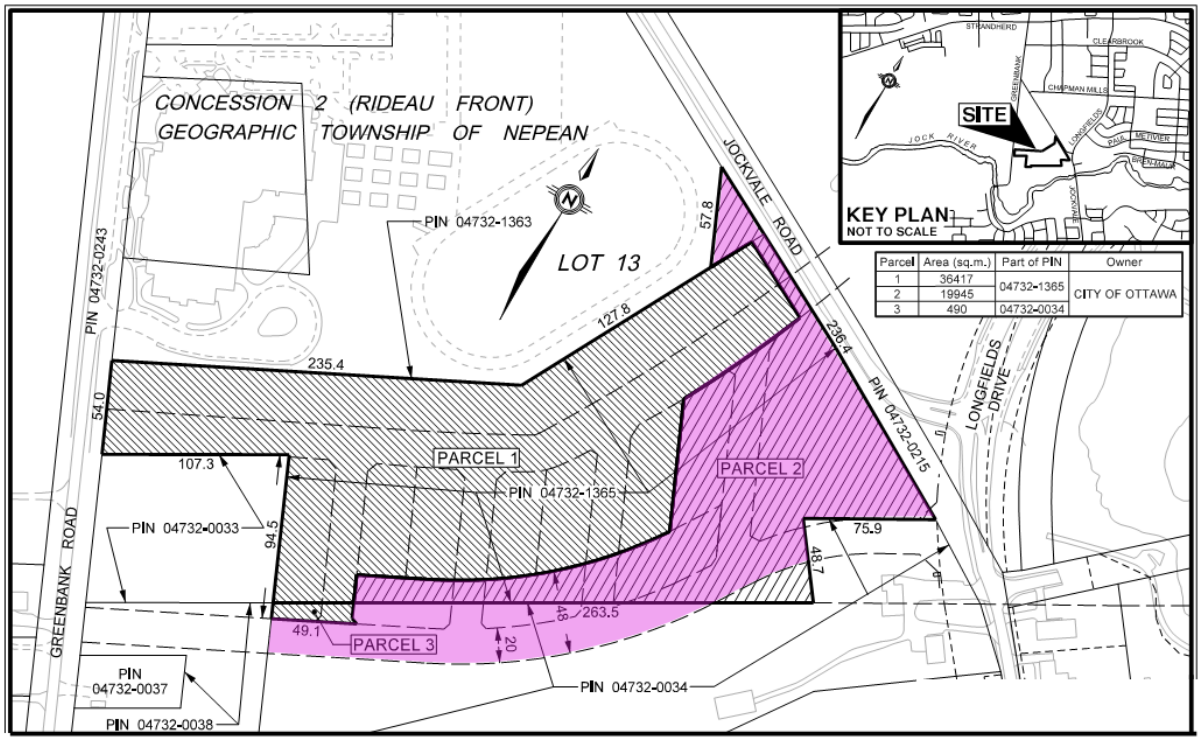


Figure 1: Land Ownership

The property boundary of the Minto and City lands was determined through a land exchange with history dating back to 2008. This subject site was formerly part of a City owned block and was transferred to Minto in exchange for a woodlot adjacent to the Minto Mahogany development in Manotick, determined to be a provincially significant "life science area of natural and scientific interest". The Manotick Secondary Plan identified and designated the woodlot "Natural Environment Area". Minto agreed to the designation based on the acquisition policies that include land exchanges as a mechanism for the City to secure ownership and protection woodlots. In 2009, the OMB ruled that it was a Natural Environment Area and that the City and Minto would work together to secure the woodlot.

In 2013, both parties agreed to a Land Exchange. The City owned subject site was selected as the land to be exchanged for the woodlot. Appraisal on both lands was done to determine the market value of each. Once the value was agreed upon, it was then translated to an acreage. Minto then worked on a concept plan for the whole of the subject lands, showing that only one road layout could be efficiently accommodated within the space.

Before the land exchange could be finalized through the City's Finance and Economic Development Committee (FEDCO), the boundary of the 9.12 acres to be transferred to Minto needed to be settled. This was the driver for setting the development plan as set forth in this application. Both the City and Minto needed to ensure that there was a viable concept plan on the Minto Land and on the remnant City lands. The City was consulted early on and accepted concept plan before the land transfer was brought before FEDCO.

The recommendation to declare the 9.12 acres of land as surplus to the City needs, was presented to FEDCO on November 1, 2016 (file #ACS2016-CSD-REP-0005) and approved by the Committee members. The Land Exchange was approved by City Council on November 9, 2016.

This Rationale describes the proposed development for the Minto lands and conceptual future development of the City lands to demonstrate that it is consistent with relevant provincial and municipal policies and guidelines. An Integrated Environmental Review Statement (IER) has been prepared as part of this Rationale, as required under Section 4.7 of the Official Plan. The purpose of an IER is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of *Section 4* of the *Official Plan*.

1.1 Site Location and Context

The subject site is 3.39 hectares in area and is located north of the Jock River, between Jockvale and Greenbank Road, as shown on Figure 2. The property is currently vacant and consists of recently cleared fallow fields crossed by existing hedgerows as visible in the airphoto below.

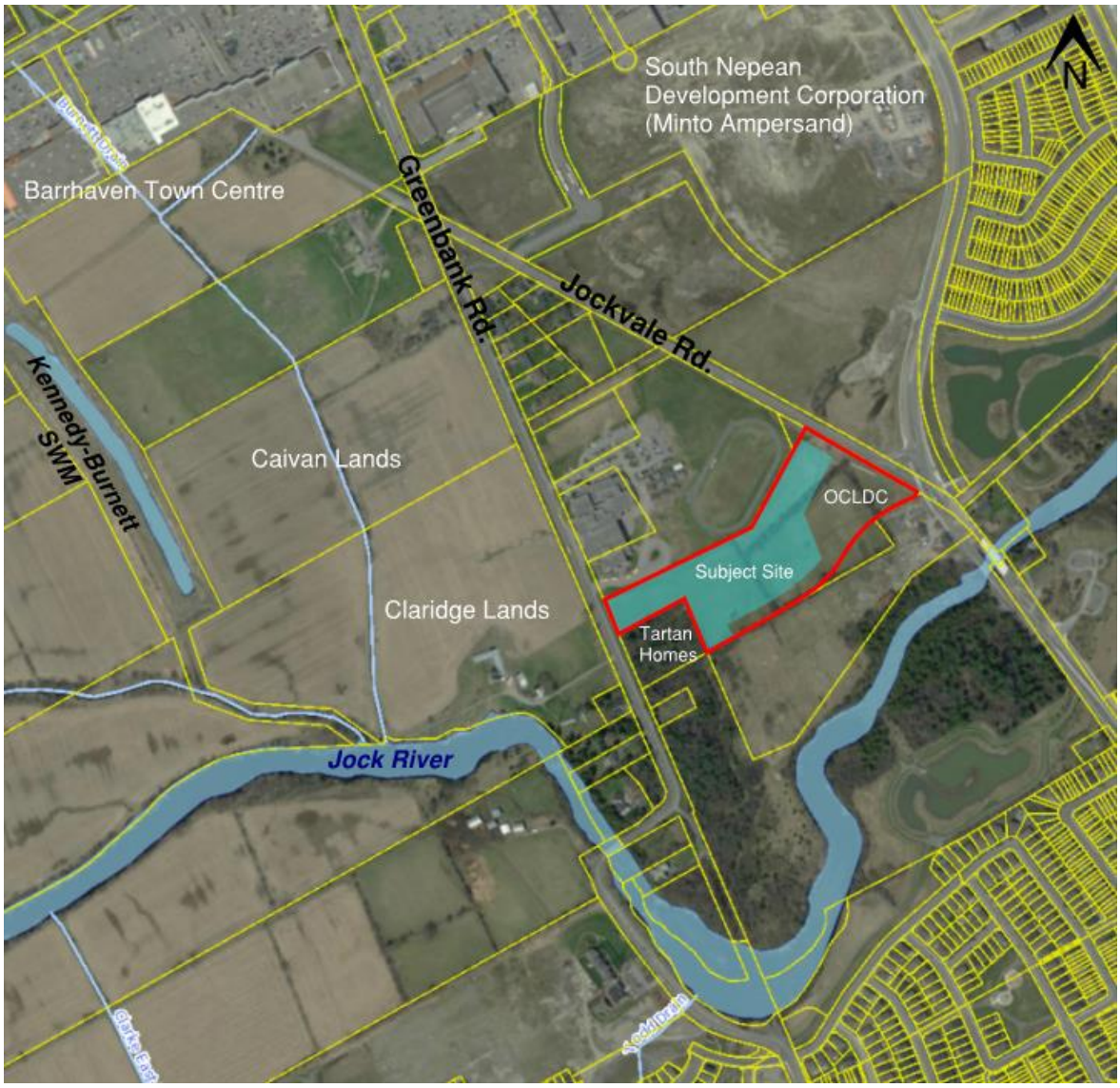


Figure 2: Site Location and Context (Base Map Source: GeoOttawa)

The following describes the existing and planned land uses adjacent to the subject site:

North: St. Joseph High School (OCSB) is located immediately north of the subject site.

East: The existing alignment of Jockvale Road forms the eastern boundary of the site. The Minto lands end short of the right of way, with City owned lands in between. This currently creates some oddly shaped remnant development blocks, however, as part of the overall development plan for South Nepean, the portion of Jockvale Road adjacent to the subject site will be realigned to create a link with Longfields Drive, as shown on Figure 3. This will allow the City owned parcels on either side of the existing right-of-way to merge and will create useable parcels. The City owned lands across Jockvale Road are currently vacant.

South: The Jock River flows from west to east, south of the property. It is approximately 160 metres from the Minto lands at its nearest point. The lands between the subject site and the river are owned by the City and are intended as part of a district park.

At the time of the preparation of this report, the City of Ottawa was in the process of installing the South Nepean Collector Sewer Phase 2 line along the southern boundary of the site. As part of this undertaking, the City has cleared the road allowance directly south of the site. In future, the City lands along the southern boundary will be occupied by a window street adjacent to the planned district park.

West: The western side of the site is bounded by Greenbank Road and a woodlot owned by Tartan Homes. There is currently no specific development plan for this parcel.

Greenbank Road will be realigned, as per the Greenbank Road/Southwest Transitway Extension Environmental Assessment EA, as shown on Figure 3. The existing Greenbank Road right-of-way will be maintained as a local road ending north of the Jock River. According to the Greenspace network plan in the South Nepean Town Centre CDP, the existing bridge will be converted to a pedestrian/multi-use crossing as part of the recreational pathway system.

West of Greenbank Road, the area is owned by Claridge and is part of a planned residential subdivision, shown on Figure 3. The Claridge subdivision generally follows the road pattern set out in the South Nepean Secondary Plan. The development will consist of low-rise townhouses, rear lane townhouses and back-to back townhouses. Two parcels on either side of the proposed Greenbank Road Allowance are subject to an Official Plan Amendment to permit high-rise (up to 12 storeys) residential or retirement home uses.

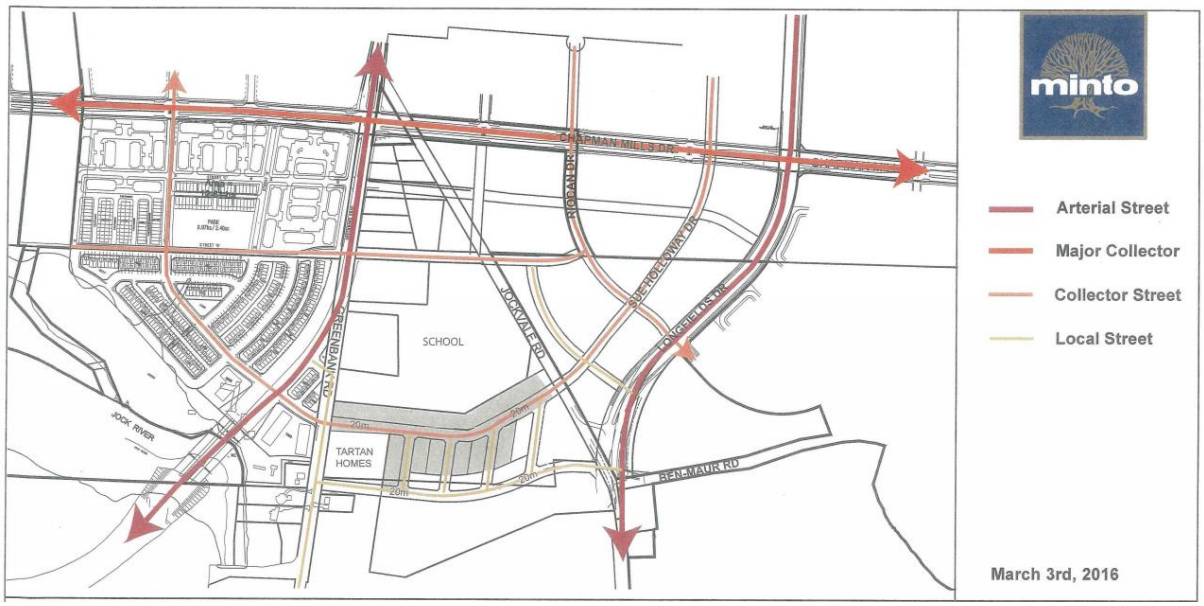


Figure 3: Existing and Planned Street Network

1.2 Planning Context

1.1. City of Ottawa Official Plan

The subject site is designated as *Mixed Use Centre*, *Town Centre* on *Schedule B- Urban Policy Plan* of the *City of Ottawa Official Plan*, as shown on Figure 4.

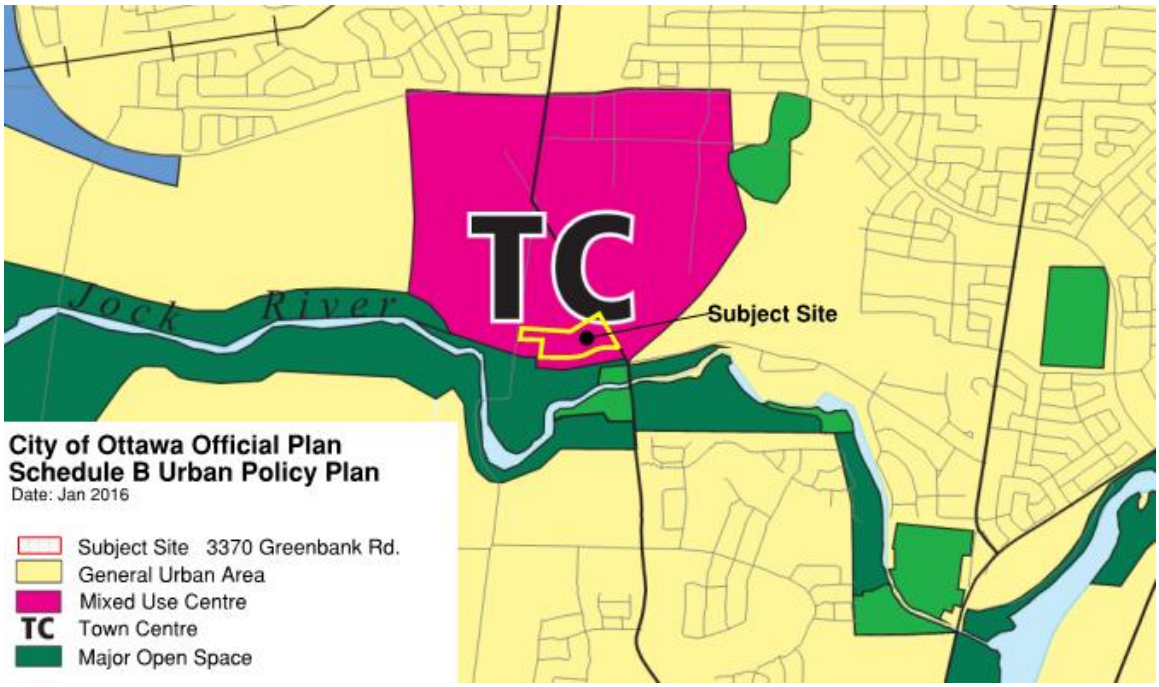


Figure 4: Official Plan Schedule B Urban Policy Plan (Date: Jan 2016)

Mixed Use Centres and Town Centres are addressed in Section 3.6.2 of the Official Plan. Lands designated as Mixed Use Centres are intended as "*priority areas for undertaking more detailed secondary planning and adopting or updating community design plans and secondary plan.*" The Mixed Use Centre lands are subject to the South Nepean Town Centre Secondary Plan which will be discussed in the following section. The general intent for the *Mixed Use Town Centres* is to create transit-supportive destinations which *"maintain a grid pattern of roads and rights-of-way that define walkable blocks and sites for future intensification".*

The Town Center designation is intended to recognise *"long standing cores of the suburban areas outside the Greenbelt."*

As per *Official Plan Section 3.6.2, Policy 5*, the following land uses are permitted within the *Mixed Use Centres* area:

- Office
- Hotels
- Retail Uses
- Entertainment Uses
- High-Density Residential Uses
- Medium-Density Residential Uses
- Mixed-Use Development
- Secondary and Post-Secondary Schools
- Hospitals
- Large Institutional Buildings
- Community Recreation and Leisure Centres
- Daycare Centres

The proposed medium density residential uses are permitted under the *Mixed Use Centre* designation.

Lands north of the Jock River are designated as *Major Open Space* on *Official Plan Schedule B,* as shown on Figure 4. Official Plan Section 3.3.1 defines lands designated as Major Open Space as a "key component of the Greenspace Network, which contributes to the quality of life in neighbouring communities as well as to the overall integrity of the natural environment." The intent for Major Open Space is to protect the larger open spaces in the City that are to be generally available for public use and enjoyment.

As part of the overall development plan for the South Nepean Town Centre, the existing Greenbank Road will be realigned according to the City's Master Transportation Plan as per the Greenbank Road/Southwest Transitway Extension EA. The future realigned Greenbank Road is identified in the Official Plan as a Bus Rapid Transit (BRT) route on Schedule D - Rapid Transit Network, as shown on Figure 5.

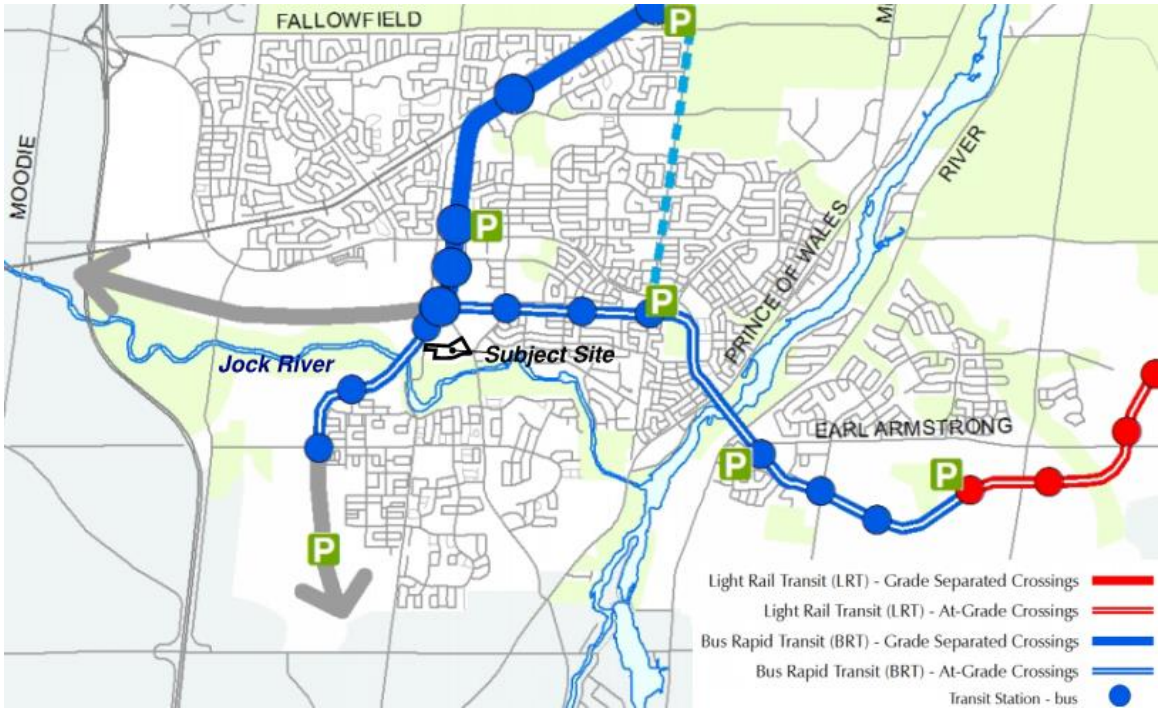


Figure 5: Official Plan Schedule D Rapid Transit Network

Schedule I shows a designated City-wide off road multi-use pathway south of the subject site, as shown on Figure 6. The proposed development has been designed to maximize public access to these amenities with four road connections leading to what will be a window street adjacent to the District Park.

Figure 6: Official Plan Schedule I Multi-Use Pathways and Scenic-Entry Routes (Urban)

1.2. South Nepean Secondary Plan

The subject site is part of Area 7 of the *South Nepean Secondary Plan* and is within the area designated as *Mid Rise Residential* on *Schedule 1-Land Use Plan*, as shown on Figure 7.

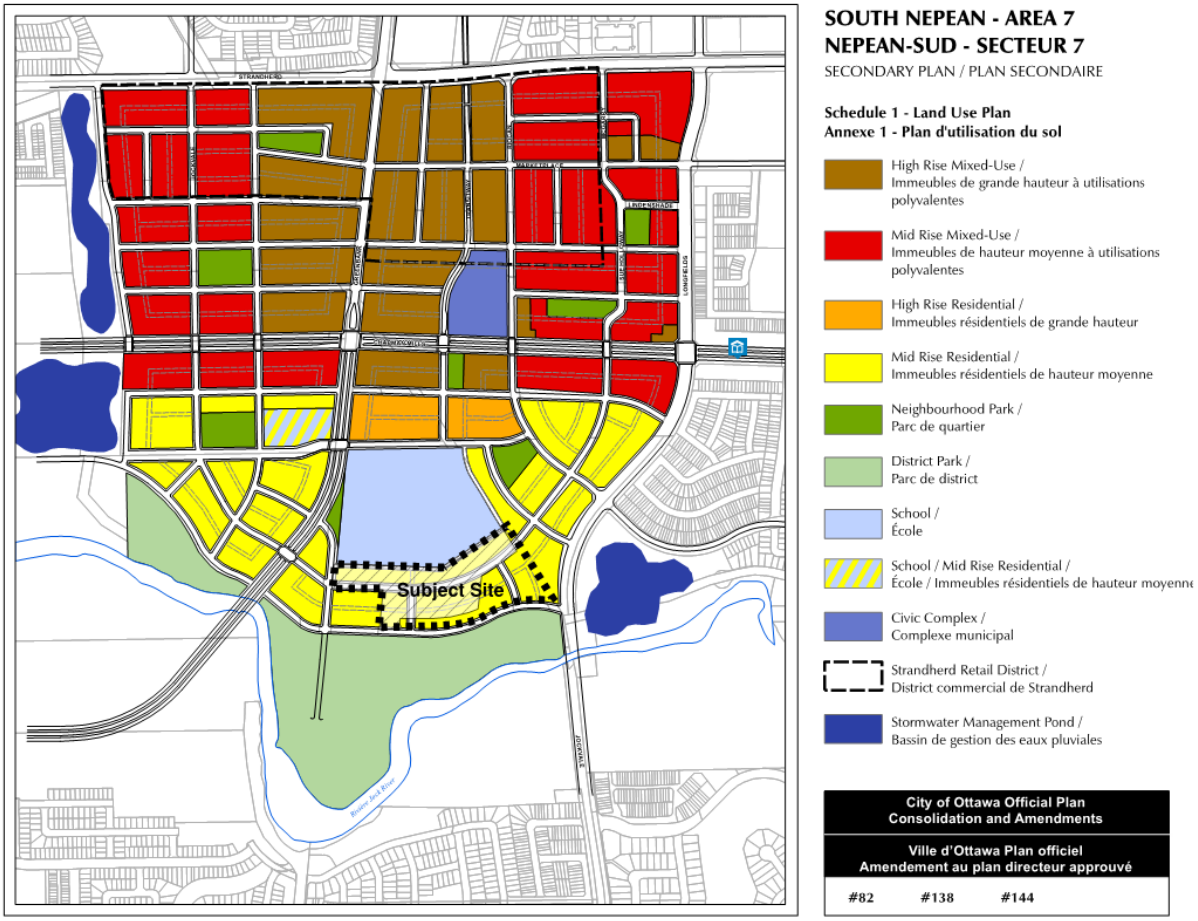


Figure 7: South Nepean Secondary Plan –Area 7 Schedule 1

The *Mid Rise Residential* designation is intended to *accommodate the majority of the Town Centre's ground-oriented multiple unit dwellings*. Permitted uses within the *Mid Rise Residential* policy area include apartments, street, block and stacked townhouses, public and institutional uses, schools, places of worship, and community facilities.

The proposed townhouse development is permitted in the *Mid Rise Residential* designation.

1.3. Existing Zoning (City of Ottawa Zoning By-Law 2008-250)

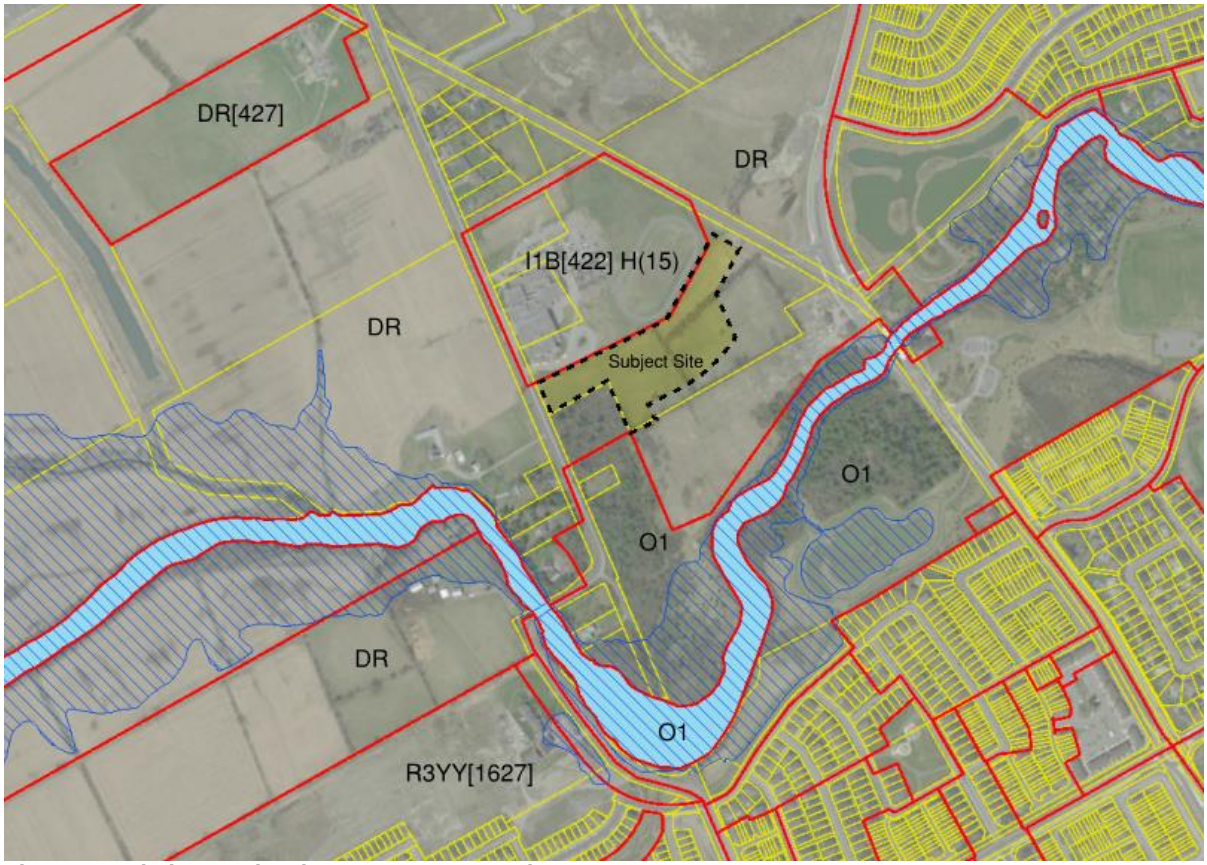


Figure 8: **Existing Zoning (Source: GeoOttawa)**

The subject site is currently zoned as *DR-Development Reserve* under *City of Ottawa Zoning By-Law 2008-205,* as shown on Figure 8. The site is outside of the Flood Plain along the Jock River.

The purpose of the *DR-Development Reserve Zone* is to recognize lands intended for future urban development in areas designated as *General Urban Area* and *Developing Community* in the Official Plan. The DR zone is essentially a placeholder to prevent development before studies have been completed and approved. These studies are being completed through the subdivision process and the site will be rezoned to support the proposed urban land uses. A Zoning By-law Amendment will be required as part of the development application process.

2.0 OVERVIEW OF TECHNICAL STUDIES

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

The following technical studies have been prepared in accordance with Section 4.7 of the Official Plan and as per the City’ recommendations at the pre-consultation meeting.

2.1 Archaeological Assessment

An Archaeological Assessment was identified as a required study by the City though the pre-consultation process, in keeping with Section 4.6.2 - Archaeological Resources in the Official Plan. Stage 1 and Stage 2 Archaeological Assessments will be completed and submitted once ground conditions permit.

2.2 Tree Conservation Report

A Tree Conservation Report (TCR) for the subject site was prepared by McKinley Environmental Solutions (March 2017) in accordance with the City of Ottawa’s TCR Guidelines.

The majority of the subject site is occupied by fallow agricultural fields crossed by several intersecting deciduous hedgerows. There are no woodlots or forested areas within the site, however a woodlot is located immediately to the west on the adjacent site owned by Tartan Homes. Several Butternut Trees were noted within the existing hedgerows and along the edge of the adjacent woodlot. Butternut Trees are subject to the rules and regulations of the Ontario Endangered Species Act (ESA). A Butternut Health Assessment (BHA) was completed for the Site, which documented the occurrence of 14 Category 2 Trees and 4 Category 3 Trees within and adjacent to the Site.

An application for an Overall Benefit Permit was submitted to the Ontario Ministry of Natural Resources and Forestry (OMNRF) to allow impacts and removal of Butternut Trees and their habitat within/adjacent to the development footprint. In late February 2017, the OMNRF Kemptville District indicated that the permit application was deemed complete. As part of their review, the OMNRF confirmed that no other Species at Risk (SAR) were identified as a concern for the proposed development. Pending approval of the Overall Benefit Permit application, impacts to Butternut Trees and their habitat will be compensated for through a combination of Butternut archiving and seed collection.

There are no wetlands or watercourses within the Site or in the immediate vicinity. The Jock River is located approximately 160 m south of the Site (at its closest point), and the river is not anticipated to be impacted by the proposed development. Through further communication with the Ministry of Natural Resources, it was confirmed that a separate Environmental Impact Assessment was not required.

2.3 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA), dated March 2017, was prepared by Golder Associates Ltd. to assess the potential site contamination by current or past uses. The assessment found that there is no evidence of potential environmental concerns with respect to the subject site or within the Phase 1 ESA study area. It was concluded that a Phase II ESA is not needed.

2.4 Geotechnical Investigation

A Geotechnical Investigation Report was prepared by Golder Associates (April 2017) to determine the general soil and groundwater conditions across the site and provide geotechnical recommendation for the design of the proposed development. The report indicates that the subject site generally consists of topsoil and till, overlying silty clay (within the eastern portion of the site), overlying boulder glacial till, above bedrock. The site is suitable for conventional foundations, and no practical grade raise restrictions are required. Any grade raise over 3 metres should be reviewed. The report concluded the proposed development is feasible from a geotechnical perspective.

2.5 Noise Feasibility Study

A Noise Feasibility Study is currently being completed by JL Richards and will be submitted shortly, following the rest of the application.

Section 4.8.7 of the Official Plan states that noise is regulated better by land use planning than by noise barrier. Particularly, Policy 10 states "*to improve the quality of the streetscape, communities will be designed to the extent possible to provide noise attenuation through land use planning and design. Noise barriers may only be used where other noise attenuation methods are not feasible."* In keeping with such a policy, the proposed development has been designed with buildings oriented to reduce the need for noise attenuation barriers. Outdoor living areas have been oriented away from noise sources wherever possible. Indoor noise mitigation and noise clauses on title will be provided where required.

2.6 Functional Servicing Study

A Functional Servicing Study was completed by DSEL (June 2017) to demonstrate that development of the subject property will be adequately supported by municipal services, including existing services and planned services set out in background servicing studies.

The overall servicing strategy for the subject property was contemplated as part of the South Nepean Town Centre (SNTC) Community Design Plan (City of Ottawa, 2006) and its Appendix I, South Nepean Town Centre Community Design Plan Preliminary Serviceability Report (CCL, December 2005). Since completion of these reports, many of the identified neighbourhood-level SNTC infrastructure projects have been completed or are under construction, including:

- the Nepean-South Chapman Mills stormwater management pond and associated trunk storm sewers, interceptor maintenance holes, and outlet;
- the South Nepean Collector trunk sanitary sewer; and
- additions to the City of Ottawa watermain network.

The planning and design of Greenbank Road widening and realignment, and associated trunk watermain have also been completed. Most recently, a modified stormwater management strategy has been proposed for the lands, as per the Update to the Chapman Mills Stormwater Servicing (IBI Group, February 2017).

As set out in the CDP and background studies, the existing Jockvale Road right-of-way is expected to be removed in the future, and Greenbank Road is expected to be widened and re-aligned. Given the expected timing of the development, the grading and servicing designs recommended in the Functional Servicing Report consider both Jockvale Road and Greenbank Road in their current alignment. The design has been planned, however, to ultimately function with the future alignment and servicing planned for the area.

Water Supply Servicing

The proposed concept plan can be adequately serviced by a local network of watermains with connections to the existing Jockvale Road trunk watermain(s) and a planned 300mm diameter trunk watermain running within the window street right-of-way south of the study area and within the site. The planned 300mm diameter trunk watermain will connect to the planned 600mm diameter trunk watermain that is associated with realigned Greenbank Road.

Sanitary Servicing

The study area is tributary to the South Nepean Collector sewer, which operates at the intersection of Jockvale Road and Longfields Drive, prior to conveying wastewater under the Jock River. The South Nepean Collector sewer is currently being extended to the northwest, including a 1050mm diameter sewer generally within the 20m window street right-of-way south of the site.

The subject property and the adjacent tartan lands will be serviced by an internal gravity sewer system following the local road network and connecting into the South Nepean Collector trunk

sewer. The trunk sewer has been sized for long-term development of the South Nepean Town Centre lands and has sufficient depth and capacity to adequately provide an outlet for the subject property.

Stormwater Management

The study area is within the Jock River watershed. Under existing conditions, the study area drains by sheet flow and local minor depressions towards the Jock River.

A network of local gravity sewers is proposed within the study area to capture stormwater runoff from the study area and from the adjacent Tartan lands and convey the flows to a new offsite trunk storm sewer to be installed within the City-owned lands at 261 Bren-Maur Road. This sewer will connect to an existing trunk sewer that has been adequately sized to receive the incoming flows, as per the background studies and the most recent Update to Chapman Mills Stormwater Servicing report. The flows are to be treated for Enhanced Protection by the existing stormwater management facility before discharge to the Jock River. Under interim conditions, it is proposed that a ditch be built instead of the storm sewer; the storm sewer is anticipated to be developed when triggered by the development within or adjacent to 261 Bren-Maur Road.

Overland flow from the study area is to be released directly to the Jock River, following an overland flow area identified south of the study area through City-owned lands, as identified in the Update to Chapman Mills Stormwater Servicing report.

To support the proposed stormwater management scheme, the site is to be significantly altered from existing conditions. Detailed grading will be determined as the project proceeds through development approvals, however significant grade transitions may be proposed across some residential blocks, requiring the implementation of terracing, retaining walls, and/or unique architectural/lot grading designs for the townhome blocks in question. Similarly, grading is proposed within the City-owned lands south of the study area and the adjacent Tartan lands, to accommodate the grade transition from existing topography to the proposed grades for the 20m road right of way south of the study area.

2.7 Hydrogeology Report

A hydrogeological report is currently being completed by Golder Associates to determine the soil and groundwater conditions across the site. The report was still being finalised at the time of submission and will be provided separately within the next few weeks.

2.8 Transportation Impact Study

A Transportation Impact Study was prepared by Parsons (June 2017) to assess the ability of the local transportation network to support the proposed development. The subdivision has

been designed to function with the existing road alignment of Greenbank Road and Jockvale Road for the interim, and to integrate with the ultimate alignment of both arterials once they are built.

For the interim, the site will access Greenbank Road directly at a single access point, Street No. 1, and have an emergency access point located on Jockvale Road. No site generated traffic will connect through local roads as the collector road (Street No. 1) and the future road immediately south of the site, provide a high level of connectivity to the adjacent arterial road network. Traffic signal control and auxiliary turn lanes are not warranted at the proposed intersection of Street No. 1 and Greenbank Road, based on projected volumes and anticipated operation.

The CDP shows a road connection of Half Moon Bay Drive between the Claridge lands west of Greenbank Road and the subject site, under the ultimate Greenbank Road bridge embankment. This connection is offsite but would have created a through connection between Halfmoon Bay Drive and the window street south of the subject site. Through detailed design for Greenbank Road, it was found that there would not be sufficient height under the bridge to provide this connection. A multi-use pathway will continue under the bridge, providing connectivity, however the window street adjacent to the Jock River park will terminate at the Tartan lands west of the site as shown on the Concept Plan provided as Figure 9.

The typical cross-section for residential roads outlined within the South Nepean Town Centre CDP states the need for a 20.0m right-of-way. As part of the City's ongoing right-of-way standard review, a 22.0m right-of-way has been estimated to be the minimum required to support sidewalks on both sides. Currently, only the 16.5m and 18.0m cross-sections have been approved. These cross-sections require a four-party trench to support a sidewalk on one side of the roadway. As such, the CDP policy may not be applicable moving forward. This will be discussed further in Section 4.4 of this rationale regarding CDP policy.

For the subject site, the proposed road right-of-ways for internal road network are as follows:

Street	Classification	ROW
Street No. 1	Collector	20m
Street No. 2	Local	18m
Street No. 3		
Street No. 4		
Street No. 5		
Street No. 6	Local	20m

Sidewalks will be provided along the south side of Street No. 1 and a connection along Greenbank Road will be provided to the St Joseph High School sidewalks. The placement of

the sidewalk along the south side of Street No. 1 is proposed to avoid conflicts with driveways, and allow use of the driveways without potential increases the setback requirements.

It is anticipated that a future sidewalk will be built along Street no. 6, the window street south of the development, as well as the planned multi-use pathway within the park. No additional cycling facilities are proposed within the development, conforming with the South Nepean Town Centre CDP.

No sidewalks are proposed along Streets No. 2, 3, 4 and 5. The low speeds and volumes anticipated along each of these roads do not pose a safety concern and the short length of each, approximately 100m, is not considered a barrier for access to the pedestrian facilities on the adjacent roads. Curb narrowings/bulb-outs at Street Nos. 2, 3, 4, and 5 are recommended to reduce pedestrian crossing distance and reduce turning speeds to and from Street No. 1.

The site is well served by transit, and the projected increase in ridership from residents of the development can be easily accommodated by the nearby rapid transit station, whether within the Chapman Mills Marketplace, Strandherd Park & Ride, or Chapman Mills BRT.

The report concludes the proposed development is feasible from a transportation perspective.

3.0 PROPOSED DEVELOPMENT

As discussed previously in this rationale, the proposed development is a joint application between Minto and the City. The concept plan provided as Figure 9 shows the proposed 115 street-oriented executive townhouses on the Minto portion of the site (shown in purple).

Given the irregular shape of the parcel, the proposed street pattern is the only efficient layout and is necessarily integrated with the City owned portion of the site. Figure 9 conceptually shows townhouse blocks on the City owned lands extending to Street no. 6. The larger City owned parcel east of Street no. 6 is expected to develop with multi-unit condominium or apartment units.

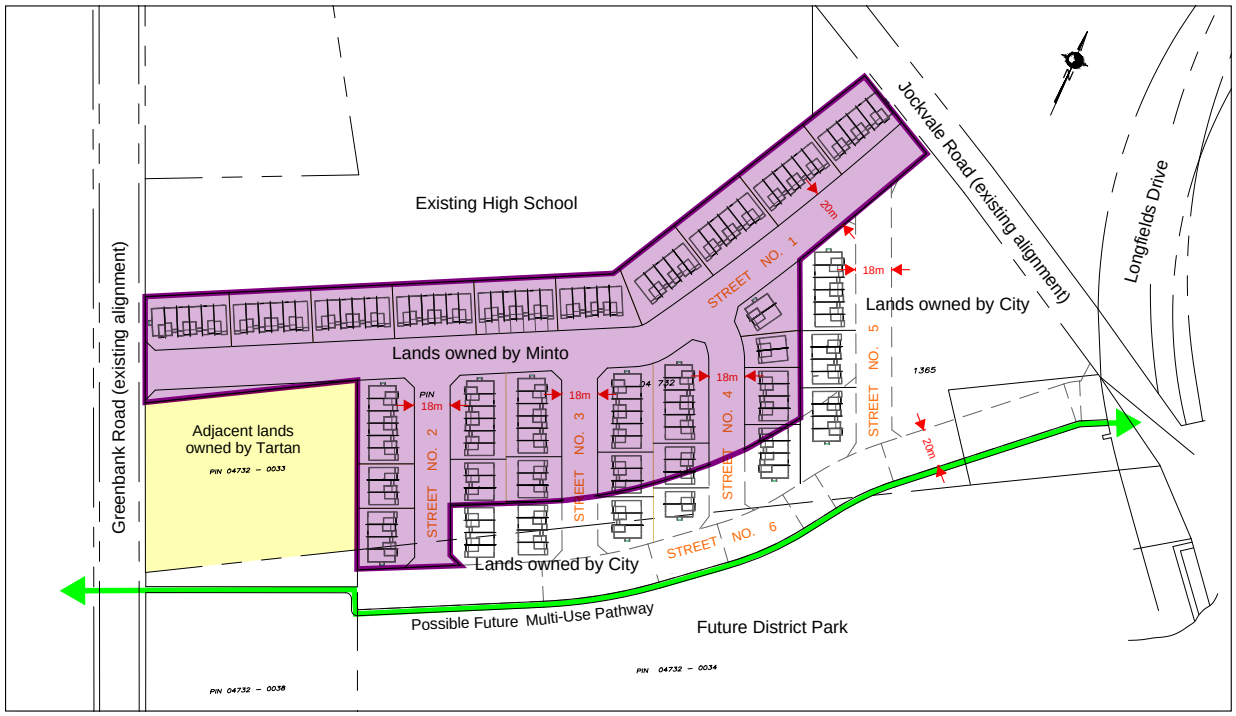


Figure 9: Proposed Development Land Use Concept Plan

Figures 10 and 11 provide examples of the Minto townhouses models proposed. The executive townhomes are similar to models built in the Minto Avalon Encore community in Orleans, Arcadia in Kanata, and proposed within the adjacent Quinn's Pointe development west of the storm ponds along Strandherd Drive. The townhouses are two storeys with front garages. Corner units have front entrances on the end wall to create an animated streetscape.

More detail on the building design, and additional renderings, are provided in Section 4, which addresses Official Plan and CDP design and compatibility policies.

Figure 10: Executive townhouse example – Venice Corner

Figure 11: Executive townhouse example – The Carmel

3.1 Street Network, Cycling and Pedestrian Connections

The main street in the development, shown as Street 1 on the concept plan provided as Figure 9, will ultimately be an extension of Sue Holloway Drive and will have a 20 metre Right-of-Way. For the interim, this street will run between the existing alignments of Greenbank Road and Jockvale Road. Access to the subdivision will be from Greenbank Road, with emergency access only from Jockvale Road, as discussed in Section 2.8.

Streets no. 2, 3, and 4 will run perpendicular to Street no. 1 and will connect to the future window street (Street 6) adjacent to the planned district park. It is anticipated that an additional street on the City parcel, shown as street 5, will follow this pattern to continue a consistent block pattern. The local roads will have an 18 metre Right-of-Way.

Sidewalks are proposed along Street no. 1 and connecting to the existing asphalt sidewalk on Greenbank Road leading to St. Joseph High School. Locating the sidewalk on the south side of Street one will allow the sidewalk to run along the side yards of the townhouses and minimise conflict with driveways. It is anticipated there will be a future sidewalk on the window street adjacent to the district park.

No sidewalks are proposed along Streets No. 2, 3 and 4. The low speeds and volumes anticipated along each of these roads do not pose a safety concern and the short length of each, approximately 100m, is not considered a barrier for access to the pedestrian facilities on the adjacent roads.

No cycling facilities are proposed within the development, conforming with the South Nepean Town Centre CDP. Future facilities will be provided along the window street to the south, likely along the adjacent multi-use-pathway, as illustrated in Figure 12.

On-street parking is proposed along the south side of Street No. 1 to avoid conflicts with driveways along the north side. It is anticipated that approximately 280m of parking space will be provided and can accommodate approximately 40 cars. Additional on street parking may be permitted along Streets Nos. 2, 3, 4 and 5.

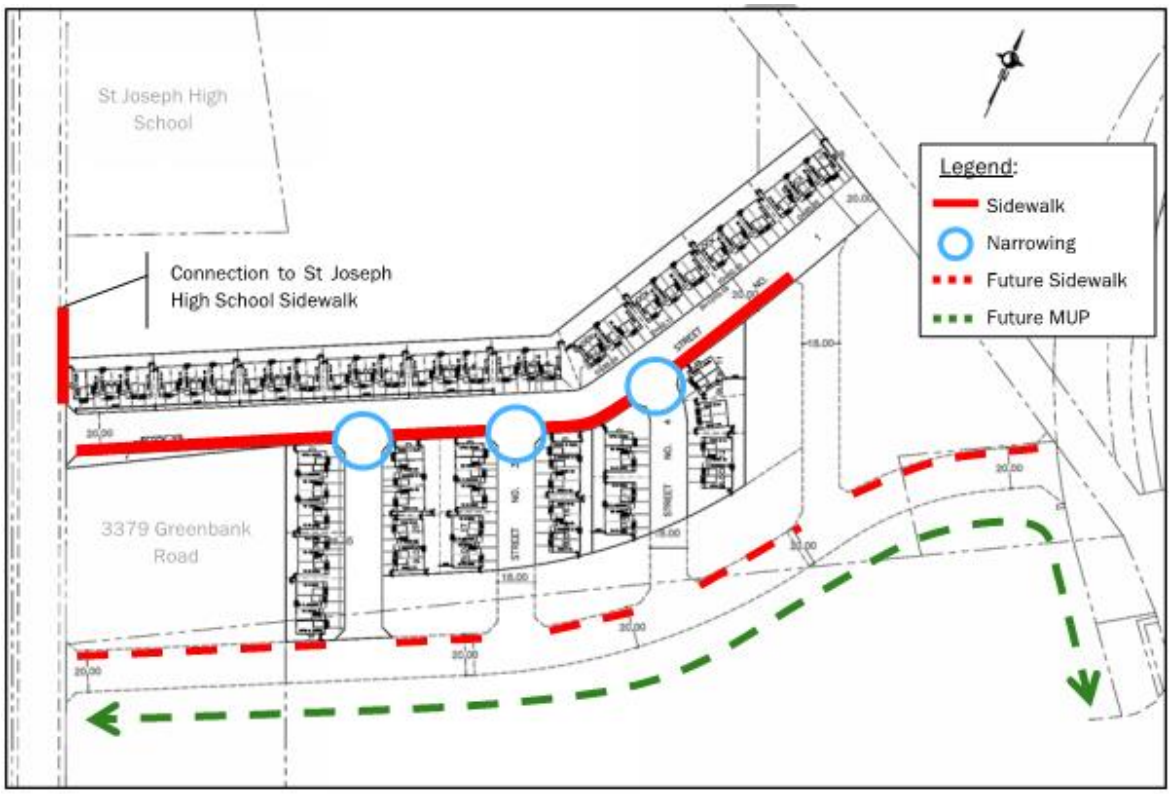


Figure 12: Proposed Pedestrian and Cycling Connectivity Plan (Source: Parsons TIS, April 2017)

4.0 PLANNING POLICY REVIEW

4.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides policy directions on land use planning and development matters of provincial interest, as set out in Section 2 of the Planning Act. All decisions affecting planning matters are required to "be consistent with" policies of the PPS.

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

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

The proposed development will contribute to the mix or residential unit types within the South Nepean Town Centre. The development has been arranged as a modified street grid,

integrated with surrounding development, to minimize land consumption, promote active transportation and enhance connectivity.

The proposed development is located on lands designated by the City of Ottawa for medium density residential development within the Nepean Town Centre area.

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

b) densities and a mix of land uses which:

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

The proposed development conforms to the *Land Use Schedule in the South Nepean Secondary Plan- Area 7.* Infrastructure and public service facilities, including stormwater management facilities, road pattern, parkland, and multi-use trails have been coordinated with adjacent developments and with the wider South Nepean Urban Area.

Section 1.1.3.6 of the PPS states that new development should occur adjacent to the existing built-up area and allow for the efficient use of land. The proposed development is located within the City of Ottawa's designated Mixed Use Town Centre and is adjacent to other planned developments including the Claridge development west of Greenbank Road and other the developing Minto Ampersand community to the northeast.

Public Spaces, Recreation, Parks, Trails and Open Space

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

Streets and pathways have been arranged in a modified grid pattern, connected to existing and planned adjacent developments. This arrangement creates a dense, continuous network of pedestrian connections to adjacent communities, open spaces and future planned bus and cycling facilities. The development has been designed to function in the interim with the existing Jockvale and Greenbank road alignments but has been planned to integrate with the ultimate realigned arterials. The future district park to the south will incorporate a multi-use trail adjacent to the window street, providing a connection under the future Greenbank Road

and providing an active transportation connection to the adjacent Claridge development and the recreational pathway system to the west. A sidewalk connection will be provided to St. Joseph High School to the north.

Infrastructure and Public Service Facilities

Section 1.6 of the PPS states that infrastructure shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs. The proposed development will be wholly on municipal services. The Site Servicing Study, discussed under Section 2.6 of this rationale, demonstrates that there is adequate infrastructure to support the proposed subdivision.

Transportation Systems

Section 1.6.5 of the PPS promotes safe, energy efficient transportation systems that facilitate the movement of people and goods. The Transportation Impact Study, discussed under Section 2.8 of this rationale, addresses interaction with the adjacent community and confirms that the proposed subdivision can be safely and adequately accommodated, both for the existing road network and the ultimate alignment of Greenbank Road and Jockvale Road.

Wise Use and Management of Resources

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

As discussed in Section 2 of this rationale, an Tree Conservation Report was prepared by McKinley Environmental Solutions. Butternut trees were identified, and an Overall Benefit Permit was submitted and approved by the Ontario Ministry of Natural Resources. There are no wetlands, significant woodlands or water courses on or adjacent to the site. The Jock River is located over 160 metres to the south and no negative impacts are anticipated.

Health and Safety

Section 3.0 of the PPS - Protecting Human Health and Safety focuses on reducing the potential for public cost or risk to residents from natural or human-made disasters.

A Phase 1 Environmental Site Assessment was prepared by Golder Associates. The Phase 1 ESA did not identify any evidence to suggest past or present soil contamination and further assessment was not recommended. The subject site is located outside of the floodplain of the Jock River.

4.2 Ottawa Official Plan

As previously discussed, the subject site is designated as *Mixed Use, Town Centre* on Schedule B of the City of Ottawa Official Plan. The proposed residential uses are permitted within this designation.

Section 3.6.2 of the Official Plan describes *Mixed Use Centres and Town Centres* as *strategic locations on the Rapid Transit network* [that] *act as central nodes of activity, within their surrounding communities and the City as a whole with potential to achieve high densities and compact and mixed-use development oriented to rapid transit.*

Policy 6 of Section 3.6.3 states that *all development applications and Community Design Plans for Mixed-Use Centres will be reviewed in the context of this Plan and in particular:*

a. *Will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest;*

b. *Will, where possible, contribute to a range of housing options in the area.*

A review of the relevant evaluation criteria and design objectives under Section 2.5.1 and Section 4.11 is provided below.

Section 2.5.1 Design Objectives:	
To enhance the sense of community by creating and maintaining places with their own district identity	The proposed development will contribute to making South Nepean Town Centre a complete community with a range of housing options and meeting high-quality urban design standards. The proposed built form and design of the subdivision is consistent with surrounding planned developments. The subdivision aligns with the development goals and objectives for South Nepean Town Centre by proposing compact, transit and pedestrian friendly development. The proposed development defines the public realm by providing street orientated residential units and encouraging active transportation by providing a sidewalk along the collector street and multiple connections to the future park and multi-use-pathway adjacent to the Jock River.

To define quality public and private spaces through development	The proposed street oriented townhouses will help to frame the public streets, creating a consistent setback to define private amenity spaces. Street trees along both sides of the public streets will create an attractive and welcoming streetscape.
To create places that are safe, accessible and are easy to get to and move through;	The proposed development has been designed to accommodate all modes of transportation. A public sidewalk along the collector (Street 1) and along Greenbank Road providing connection to the high school will ensure safe pedestrian circulation. The sidewalks have been located on the South side of Street 1 to minimize driveway crossings. Multiple connections are provided to adjacent communities and amenities. A multi-use trail along the Jock River will provide an east-west connection for cyclists and pedestrians and will connect via on street bike lanes to the proposed cycling facilities along the realigned Greenbank Road.
To ensure the new development respects the character of existing area	The proposed development has taken into consideration surrounding existing and proposed developments in order to establish a consistent community identity. Although the surrounding lands are currently vacant, they are planned to be developed as part of the Barrhaven Town Centre. The proponent has been coordinating with the surrounding land owners to achieve a coherent community.
To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;	The proposed development will contribute to providing a range of housing choices in the community.
To understand and respect natural processes and features in development design	The proposed development has been designed with the understanding of the existing natural condition such as soil, floodplain, and existing vegetation. More detailed analysis in this regard has been provided in the summary of technical studies provided as Section 2 of this rationale.

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint to the built environment.	The proposed development allows for high efficiency in street network in order to minimize land consumption. The active transportation network within and adjacent to the subject site provides convenient and efficient access to adjacent amenities.

Section 4.11 Urban Design Compatible Development Policies	
View	According to the Official Plan no significant view sheds were identified within the subject site. The low-rise townhouses will not interfere with views from any prominent location in the area.
Building Design	The proposed townhouses are a model that has been successfully used by Minto in other existing communities in the City of Ottawa. The development will display strong architectural design elements that address the public realm and create emphasis on an active street frontage. Figures 13 and 14 below provide additional examples of the proposed townhouse models.
Massing and Scale	The two storey townhouses are compatible and consistent with planned adjacent development. The subdivision has been designed with consideration to the size and form of residential blocks with respect to achieving efficient internal street layout, pedestrian and cyclist connectivity and integration into its surroundings.
High-Rise Building	No high-rise buildings are proposed as part of this development.
Outdoor Amenity Areas	The proposed townhouses will all have access to a private rear yard amenity area. The street pattern and building orientation has been designed to shelter the rear yards from road noise and avoid the need for noise walls.

Figure 13: Conceptual Townhouse Elevation – Type A

Figure 14: Conceptual Townhouse Elevation - Type B

The proposed medium-density townhouse development is a permitted use in the Mixed-Use Town Centre designation and complies with the policies of *Section 3.6.2*. The development is consistent with the design and compatibility objectives of Sections 2.5.1 and Section 4.11. The proposed development has taken into consideration adjacent development applications and future road alignment to ensure the ultimate land use pattern, connectivity and accessibility is achieved.

4.3 South Nepean Town Centre Secondary Plan (Area 7)

The Subject Site is part of *South Nepean Secondary Plan (Area 7)* and is within the area designated as *Mid-Rise Residential*. The intent of the Secondary Plan is to encourage compact, urban, transit supportive development which reflects high-quality urban design. The Secondary Plan is based entirely on the South Nepean Town Centre Community Design Plan (CDP), discussed in further detail below.

The Secondary Plan has been updated as Official Plan Amendments have altered the land use, street pattern or park locations originally set out in the CDP. Schedule 1 of the Secondary Plan is provided as Figure 7.

4.4 South Nepean Town Centre Community Design Plan

As stated in the South Nepean Town Centre Community Design Plan (CDP), the Plan area is approximately 165 hectares in size and located in the southern portion of the City of Ottawa's urban area. The Town Centre is surrounded by a number of established and developing communities. The Plan area also has a Town Centre overlay in the Official Plan which requires the preparation of the CDP in accordance to *Section 2.2* of the Official Plan. The general development goals and objectives for the Plan area are:

- *Development of compact, urban built form;*
- *Development that reflects high-quality urban design standards;*
- *The provision of a board range of uses;*
- *Provision of parks and open spaces in a range of forms and locations;*
- *The provision of balanced transportation network to serve the Town Centre and surrounding communities;*
- *And the provision of a logical progression of development.*

Lands within the plan area are classified into eight different policy areas. As stated above, the subject site is designated as *Mid Rise Residential*.

Land Use Policies

Section 4.5 sets out development policies such as permitted uses, permitted building height, and population density target for the *Mid Rise Residential* Designation. In particular:

Permitted Uses:	Apartment, Street, Block and Stacked Townhouses, Public and Institutional Use, Schools, Place of Worship, Community Facilities
Permitted Building Height:	Minimum Building Height – 2 storeys Maximum Building Height – 4 storeys
Population Density:	100 Units Per Hectare

The proposed townhouses are 2 storeys which complies with the permitted use and permitted building height for the Mid Rise Residential Land Use Policy Area. Policy 4 of Section 4.1 – General Land Use Policies confirms that

> *The density targets identified in Sections 4.2 through 4.6 are ultimate build out targets and are to be considered on an area basis and not by each development block. While these targets may not be achieved from the outset, it must be demonstrated, as per Section 8.3, how these targets could be met in the long-term timeframe.*

The proposed Minto development consists of 112 townhouse units. It is anticipated that an additional 52 townhouse units could be developed on the City portion of the lands, as shown on the conceptual development plan provided as Figure 15. The combined Minto and City lands expected to develop with townhomes has an area of 3.45 hectares, and with 169 units would have a density of 48.96 units/net hectare. The adjacent tartan lands are expected to be developed with condominium/apartment uses, as is the future City development parcel to the east, straddling the existing Jockvale Road alignment. An estimated capacity for these lands shows the potential to develop approximately 179 apartment units on these lands. Combined, this area is 5.66 hectares, and based on this conceptual development plan would have a density of 129.95 units/net hectare. As stated in policy 4.4.1 of the CDP, the density target is to be considered on an area basis. This conceptual calculation shows that the target density of 100 units/hectare can be met.

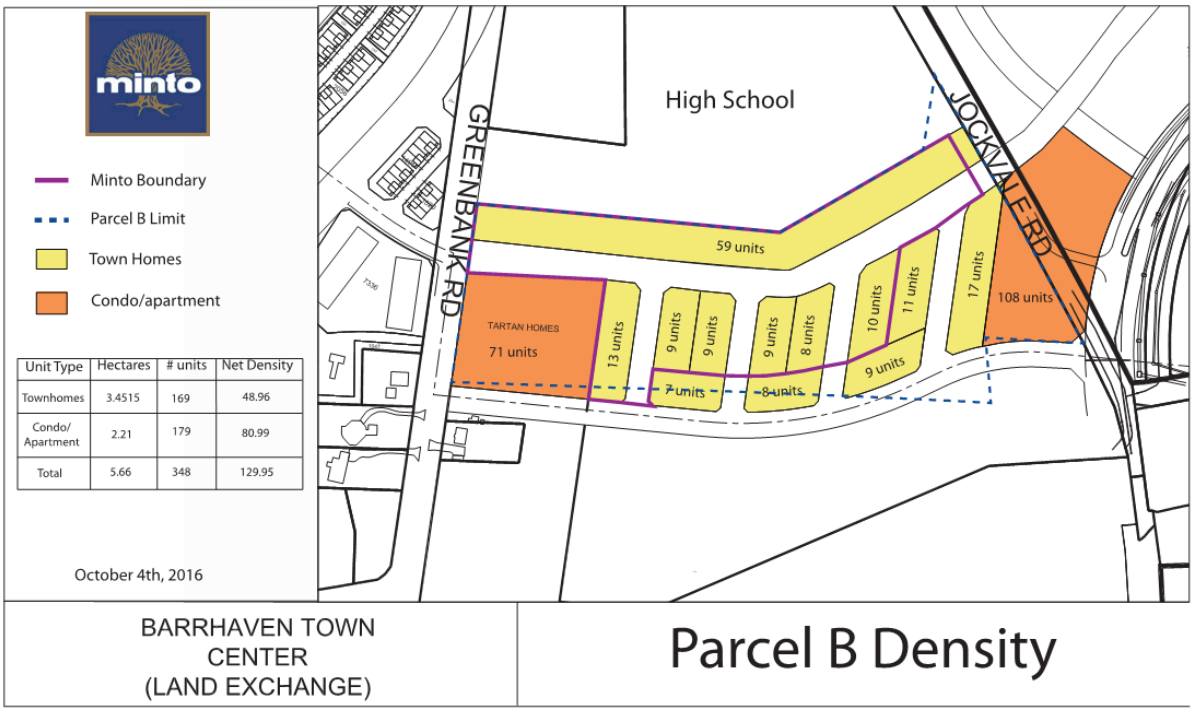


Figure 15: Conceptual Density Calculation for proposed development and estimates for surrounding area

Urban Design Policies

Section 5.1 of the CDP outlines the following general development objective/policies, which must be met by all developments:

CDP 5.1 Policies	Proposed Development
(1) Buildings must maximize the coverage of lots.	The proposed townhouses maximize lot coverage while providing street oriented units and private amenity space.
(2) Buildings must be at least two fully functioning storeys in height, with different areas having greater minimum building heights as per Section 4.0.	In keeping with the CDP policies, the proposed units will be 2 storeys in height.
(3) Buildings must be functionally and visually oriented to the public street and sited to be parallel to the public street and generally aligned with neighbouring buildings.	The proposed townhouses will be visually oriented to the public street and parallel to the public street. Corner units will have entrances facing the collector street to create an animated streetscape.
(4) Principal building entrances must be oriented to the public street and not to rear parking areas or lanes.	Entrances will be oriented to the public street.
(5) Building design must address issues of adequate sunlight, sky views, and wind conditions.	The proposed two storey townhouses will provide adequate sunlight, sky views, and will not adversely impact, sunlight, views or wind conditions of adjacent development.
(6) Buildings must be developed with a substantial portion of any visible front façade from a public street within 5.0 metres of the respective property line.	The proposed townhouses are designed to have the front façade visible from the public street. Sufficient front yard setback is provided to accommodate on-site parking while maintaining the building façade visibility. Building setbacks are determined through zoning and are addressed in the following section of this Rationale.
(7) Building frontage must be maximized along all public streets.	The proposed street oriented townhouses are designed to maximize frontage along the public street. Corner units will be designed to address both frontages.

(8) At-grade uses must be flush with grade and provide an active use at grade in order to promote pedestrian activity.	The townhouse units will have entrances at grade.
(9) Spaces between the building wall and the street must provide an appropriate transition from the private realm to the public realm.	The proposed development complies with zoning to ensure sufficient transition from the public realm to private realm. The proposed zoning is discussed in the following Section 5.
(10) Buildings must have dynamic façades with limited areas of blank, featureless walls.	The proposed development will ensure that the proposed buildings have dynamic facades with limited areas of blank, featureless walls.
(11) All parking, including surface, below-grade, and above-grade, must not detract from the aesthetic appearance of any public streetscape.	Parking will be provided in private garages and driveways for each unit. On street parking will also be provided in the south side of collector Street 1 to minimise conflict with driveways.
(12) Buildings and structures located at key locations must be designed and massed to emphasize their locations.	The proposed development strategically locates street oriented townhouses along the major streets within the subject site to ensure pedestrian safety and connectivity and encourage active transportation throughout the area.

Urban Design Guidelines

Section 5.2 of the CDP provides design guidance on particular issues and elements within the Town Centre. The proposed development will respect and implement relevant guidelines. Design guidelines for streets are further addressed below.

Pedestrian and Cyclist Network

Section 6.3 of the CDP provides policies regarding the Pedestrian and Cyclist Network:

> *Policies*
>
> *(1) All streets will have sidewalks on both sides.*
>
> *(2) The development of streets must include safe, convenient and attractive facilities for pedestrians and cyclists, with connections to transit stops and linkages between buildings, adjacent sites, surrounding areas and public streets.*

> *(3) An adequate supply of bicycle parking, as per the applicable zoning by-law, must be provided near transit stops, in high activity areas, in parks, and in locations linked to the pedestrian and cyclist network.*

The proposed development has been designed to provide safe, convenient and attractive facilities for pedestrians and cyclists. As discussed in the Traffic Impact Study prepared by Parsons and summarised in Section 2.8 of this Rationale, this can best be achieved by providing sidewalks along the south side of Collector Street 1, and the anticipated future sidewalk along the window street to the south.

The typical cross-section for residential roads outlined within the South Nepean Town Centre CDP states the need for a 20.0m right-of-way including 4.0m streetscape space with sidewalks on both sides of the road, two 2.5m parking lanes, and two 3.25m travel lanes. As part of the City's ongoing right-of-way standard review, a 22.0m right-of-way has been estimated to be the minimum required to support sidewalks on both sides. Currently, only the 16.5m and 18.0m cross-sections have been approved. Theses cross-sections require a four-party trench to support a sidewalk on one side of the roadway. As such, the CDP policy may not be applicable moving forward.

Given the ambiguity of the CDP policy and current City review of typical road cross-sections, this presents the opportunity to review the road cross-section required to meet the CDP goals. The following excerpts outline the philosophy and form of the road network within the CDP:

> Section 2.5 Goal 2 – High Quality Urban Design – "(4) To develop attractive streetscapes during the design of the public realm, built form, streetscapes and other public areas."
>
> Section 2.5 Goal 5 – Efficient Transportation System – "(2) To develop a grid of continuous and interconnected arterial, collector and local streets and laneways facilitating efficient movement by all modes of transportation."
>
> Section 2.5 Goal 5 – Efficient Transportation System – "(3) To develop a pedestrian-friendly, tree-lined, and bicycle friendly system of streets that is well connected to public facilities, parks, commercial areas and surrounding communities."
>
> Section 5.2.2 Streetscape Guideline 20 – "Build sidewalks that are at least 2.0 metres on all streets…"

For the subject site, the proposed road right-of-ways for internal road network are as follows:

Street	Classification	ROW
Street No. 1	Collector	20m
Street No. 2	Local	18m
Street No. 3		
Street No. 4		
Street No. 5		
Street No. 6	Local	20m

The 20.0m collector road (Street No. 1) matches the CDP right-of-way width, but can only support a single sidewalk. The sidewalk is proposed along the south side of the roadway to avoid driveway conflicts (approximately 45% of the north frontage) and provide an additional buffer area between the roadway and sidewalk for pedestrian comfort. For Street No. 1, it is recommended that the pavement width be reduced from the 12.0m in the CDP to 9.0m and include two 3.25m travel lanes and one 2.5m parking lane. The remaining right-of-way space would provide 5.5m of boulevard space for trees and streetscaping on both sides of the road, including the single 2.0m sidewalk. It is also recommended that curb narrowings be constructed at the intersections with Streets No. 1 to reduce the crossing distance to 7.0m for the sidewalk on the south side and create a low speed entrance/exit from the local roads.

The 18.0m local roads (Streets No. 2–5) represent a reduction of 2.0m from the CDP right-of-way and are proposed with no sidewalks. The low volumes of both pedestrian and vehicles anticipated along the local roads, approximately 90-110m long, will not pose safety concerns or a barrier to access the sidewalks along Streets No. 1 and 6. As with the collector road pavement widths, a reduction to a pavement width of 8.5m is recommended to provide two 4.25m travel lanes, with the remaining right-of-way dedicated to 4.75m boulevards.

Street No. 6 will remain a 20.0m local road, although the recommended reduction in pavement width, increase in boulevard spacing, and curb narrowings on Streets No. 2–5 should also apply to this road. The sidewalk is proposed on the north side to provide balance along the corridor with the City's future multi-use pathway to the south.

Overall, the proposed right-of-ways and cross-sectional elements will provide additional space within the community for trees and streetscaping, provide key pedestrian connections, and meet the 2.0m sidewalk requirements from the CDP. The short block lengths and proposed reduction in pavement widths create a highly connected road network with low speed roads, short walking distances and shared space for all users of the community.

We find that the proposed development meets the general intent and complies in principle with the policies of the CDP.

5.0 PROPOSED ZONING BY-LAW AMENDMENT

As previously noted, the Subject Site is currently zoned *DR –Development Reserve Zone* under the current *City of Ottawa Zoning By-Law*. In order to permit the proposed development as described, a Zoning By-Law Amendment to an appropriate residential zone will be required.

An amendment to change the existing DR zoning to R3YY - *Residential Third Density subzone YY* is proposed where townhouse development is anticipated. The R3YY zone is intended to *allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan.* The YY subzone has been used successfully for a number of recent Minto townhouse developments and works well with the proposed building design.

Lots will be created through part lot control, however the concept plan provided as Appendix A confirms that the proposed townhouses will conform to the provisions of the R3Z zone.

Specific development provisions for townhouse development within the R3YY zone are summarized in table below:

Provision	Requirement
Minimum lot width	6 metres
Minimum lot area	150 square metres
Maximum building height	12 metres
Minimum front yard setback	6 metres
Minimum corner side yard setback	4.5 metres
Minimum rear yard setback	6 metres
Minimum interior side yard setback	1.2 metres

The R3YY zone is appropriate for the proposed townhouse development and will ensure that it is compatible in scale and setback with surrounding uses.

The City owned block east of the anticipated Street 5 will likely be developed with higher density condominium or apartment uses and an amendment to an appropriate R4 – *Residential Fourth Density* zone is proposed. Currently this block is bounded by the existing Jockvale road, however once the Jockvale right of way is removed, the development parcel will extend to City owned lands on the other site. The exact zone boundary for this parcel will need to be determined.

A proposed zoning schedule is provided as Figure 16.

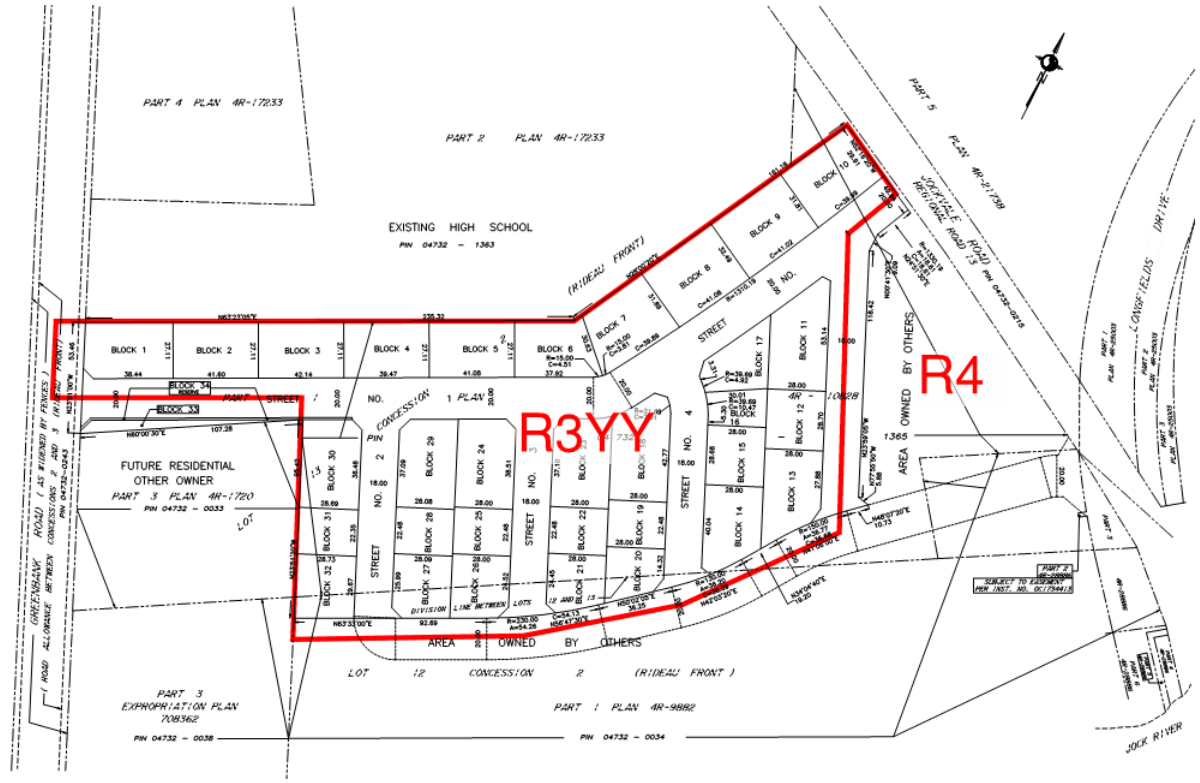


Figure 16: Proposed Zoning Schedule

6.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement 2014 and generally conforms to the City of Ottawa Official Plan, South Nepean Town Centre Community Design Plan and other relevant guidelines.

This planning rationale, along with the associated technical studies summarised in Section 2, supports the development of the proposed townhouse development. The design of the proposed subdivision is compatible with existing and planned surrounding uses and functions well within the surrounding context.

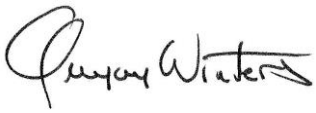
The proposed Zoning Amendment will implement the development as described in this rationale and ensure it is compatible with surrounding development. The proposed development is an appropriate and desirable addition to the community and represents good planning.

NOVATECH

Prepared By:

Anna Froehlich, M.Pl
Planner

Reviewed by:

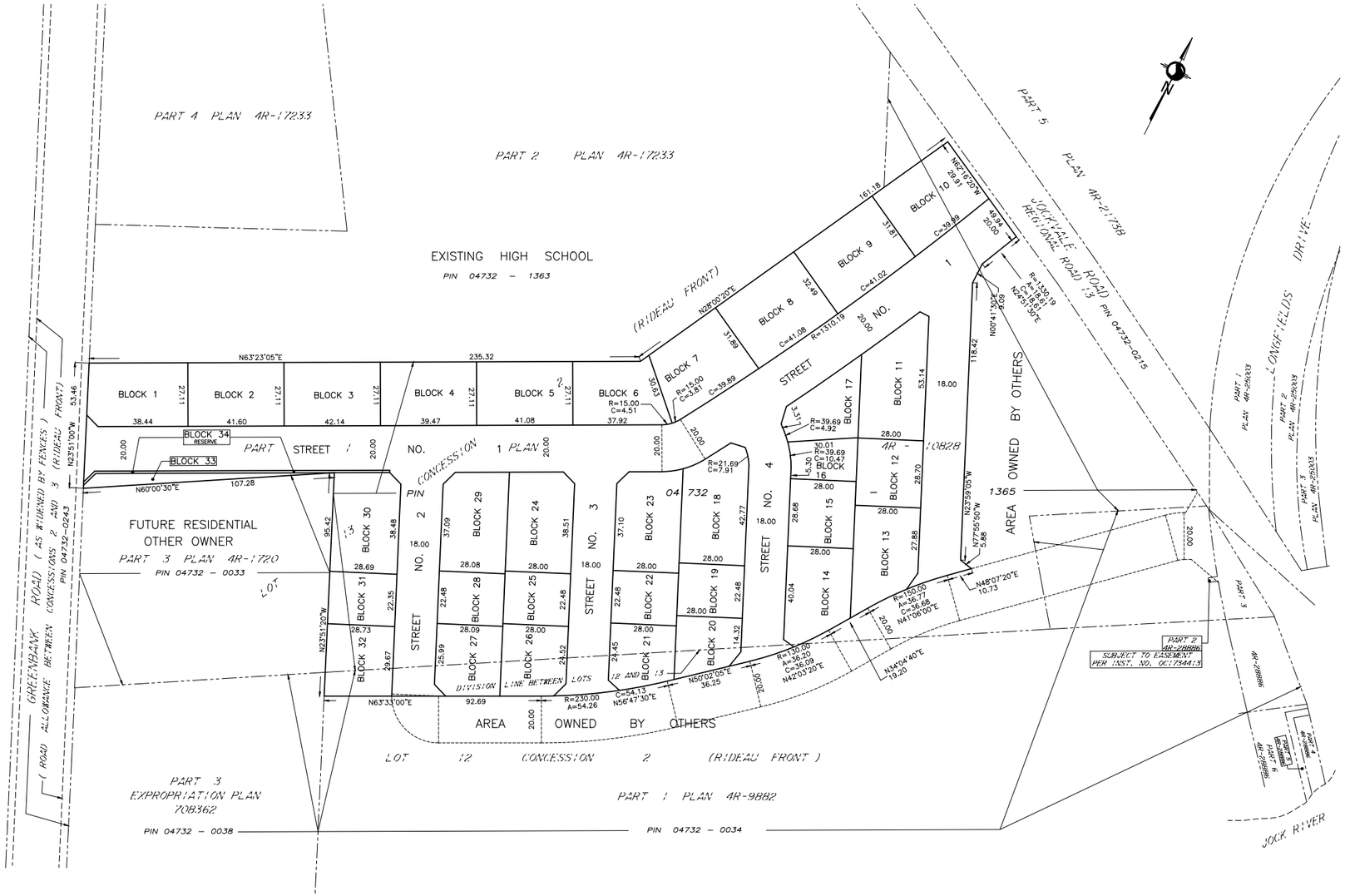


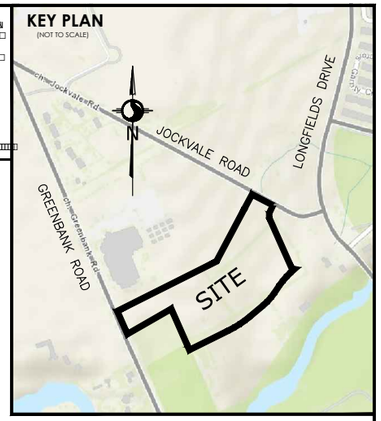
Greg Winters, MCIP, RPP
Senior Project Manager
Planning and Development

Appendix A:

Draft Plan

6 June 2017 9:16 AM





DRAFT PLAN OF SUBDIVISION of

PART OF LOTS 12 AND 13 CONCESSION 2 (RIDEAU FRONT)

(GEOGRAPHIC TOWNSHIP OF NEPEAN)

CITY OF OTTAWA

Scale 1:1000

20 0 20 40 60 METRES

METRIC CONVERSION

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SCHEDULE OF LAND USE			
BLOCK	USE	UNITS	AREA (Ha/ac)
1 TO 32	RESIDENTIAL	148	3.13/7.73
33	MISC.		0.04/0.09
34	RESERVE		0.004/0.01
STREETS	STREET		1.60/3.96
TOTAL		148	4.77/11.79

INFORMATION: REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT R.S.O. 1990

- a) [illegible]
- b) [illegible]
- c) [illegible]
- d) [illegible]
- e) [illegible]
- f) [illegible]
- g) [illegible]
- h) [illegible]
- i) [illegible]
- j) [illegible]
- k) [illegible]

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE STANTEC GEOMATICS LTD. TO SUBMIT THIS DRAFT PLAN OF SUBDIVISION ON MY BEHALF

DATED : _____ DATED : _____

SUSAN MURPHY
VICE PRESIDENT, DEVELOPMENT

BRENT STRACHAN
SENIOR VICE PRESIDENT, DEVELOPMENT

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE SUBJECT LANDS AND THEIR RELATIONSHIP TO ADJOINING LANDS HAVE BEEN ACCURATELY AND CORRECTLY SHOWN.

DATE

BRIAN J. WEBSTER
ONTARIO LAND SURVEYOR

Stantec

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stantec.com

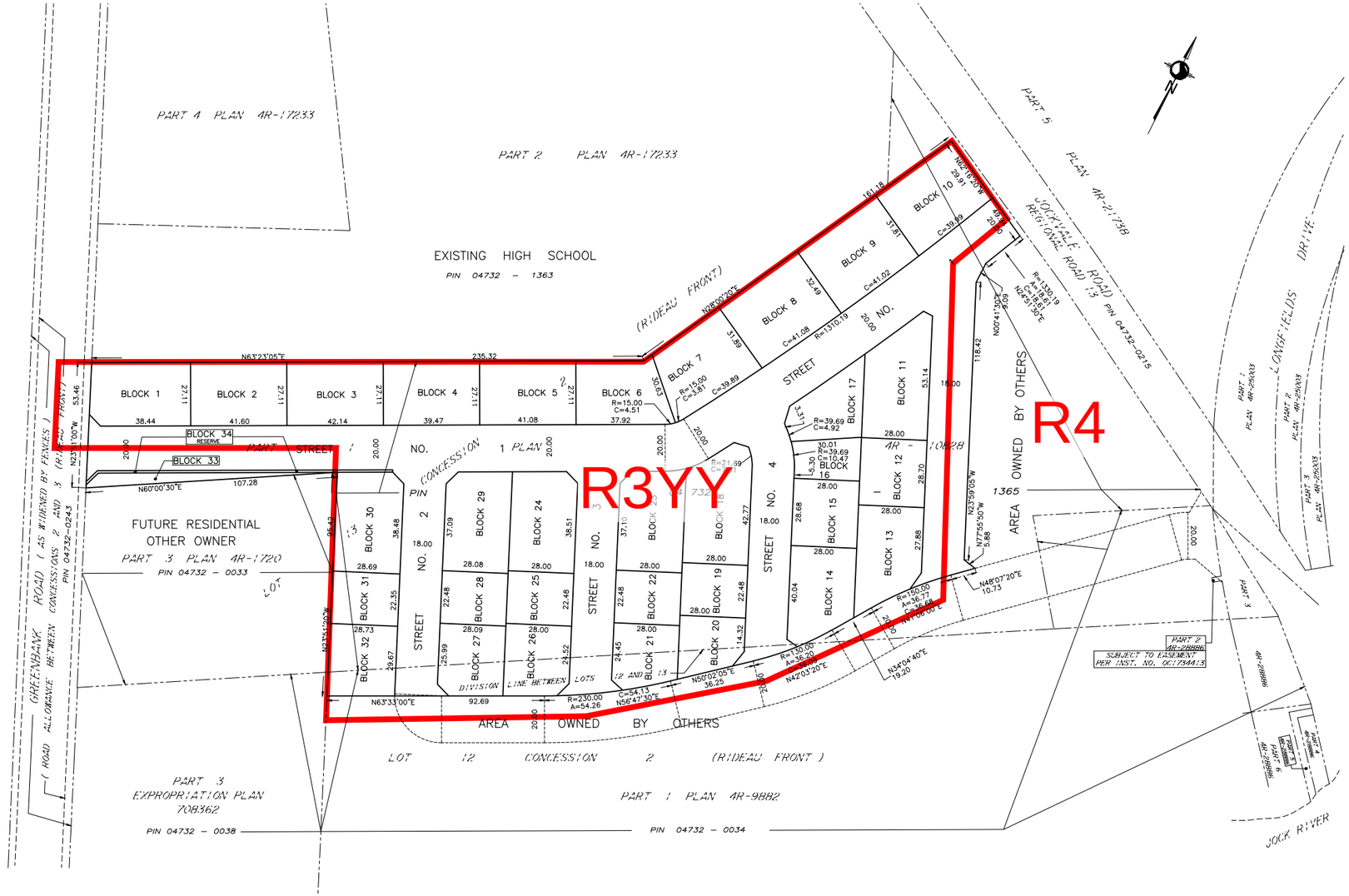
DRAWN: CEC	CHECKED: *	PM: FP	FIELD: *	PROJECT No.: 161613630-131

M:\active\161613630_mitts_3311 greenbank rd_fp\subdivision_draft_plan\drawing\161613630-131-3311 Greenbank_dft_r3.dwg

Appendix B:

Proposed Zoning

6 June 2017 9:16 AM



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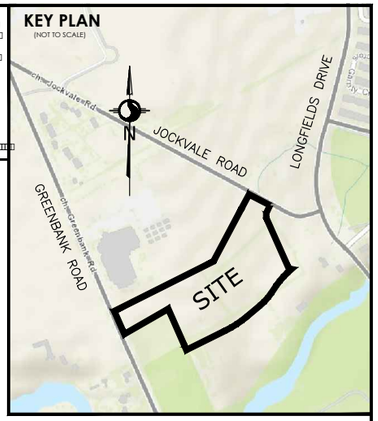

DRAFT PLAN OF SUBDIVISION of

PART OF LOTS 12 AND 13 CONCESSION 2 (RIDEAU FRONT)

(GEOGRAPHIC TOWNSHIP OF NEPEAN)

CITY OF OTTAWA

Scale 1:1000

20 0 20 40 60 METRES

METRIC CONVERSION

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SCHEDULE OF LAND USE			
BLOCK	USE	UNITS	AREA (Ha/ac)
1 TO 32	RESIDENTIAL	148	3.13/7.73
33	MISC.		0.04/0.09
34	RESERVE		0.004/0.01
STREETS	STREET		1.60/3.96
TOTAL		148	4.77/11.79

INFORMATION: REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT R.S.O. 1990

- a) [illegible]
- b) [illegible]
- c) [illegible]
- d) [illegible]
- e) [illegible]
- f) [illegible]
- g) [illegible]
- h) [illegible]
- i) [illegible]
- j) [illegible]
- k) [illegible]
- l) [illegible]

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE STANTEC GEOMATICS LTD. TO SUBMIT THIS DRAFT PLAN OF SUBDIVISION ON MY BEHALF

DATED : _____ DATED : _____

SUSAN MURPHY
VICE PRESIDENT, DEVELOPMENT

BRENT STRACHAN
SENIOR VICE PRESIDENT, DEVELOPMENT

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE SUBJECT LANDS AND THEIR RELATIONSHIP TO ADJOINING LANDS HAVE BEEN ACCURATELY AND CORRECTLY SHOWN.

DATE

BRIAN J. WEBSTER
ONTARIO LAND SURVEYOR

Stantec

Stantec Geomatics Ltd.
CANADA LANDS SURVEYORS
ONTARIO LAND SURVEYORS
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