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FERNBANK CROSSING – PHASE 5

5615 and 5621 Fernbank Road

Planning Rationale and Integrated Environmental Review Statement



FERNBANK CROSSING – PHASE 5

**PLANNING RATIONALE AND INTEGRATED ENVIRONMENTAL REVIEW STATEMENT
IN SUPPORT OF A ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION**

Prepared For:

Abbott-Fernbank Holdings Inc.



Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

December 20, 2018

Novatech File: 117039-06

Ref: R-2018-143

December 20, 2018

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

Attention: Kathy Rygus, Planner III

**Reference: Fernbank Crossing – Phase 5, 5615 and 5621 Fernbank Road
Draft Plan of Subdivision and Zoning By-law Amendment
Planning Rationale**

Novatech is pleased to submit this Planning Rationale and Integrated Environmental Review Statement (IERS) on behalf of Abbott-Fernbank Holdings Inc. in support of a draft plan of subdivision and a zoning by-law amendment for lands municipally known as 5615 and 5621 Fernbank Road (formerly 5786 Fernbank Road).

The subject lands consist of a portion of Phase 4 of the Fernbank Crossing subdivision and were partially rezoned in 2017 (City File No. D02-02-17-0042) to fulfill a draft plan condition (City File No. D07-16-09-0034). A zoning by-law amendment and a draft plan of subdivision are required to accommodate changes to the land uses and plans that have occurred in the subject lands since the 2017 zoning by-law amendment. The proposed zoning by-law amendment and draft plan of subdivision are herein referred to as Phase 5.

The attached Planning Rationale and IERS details the proposed Phase 5 draft plan of subdivision and zoning by-law amendment and demonstrates that the proposal is consistent with the relevant provincial and municipal policy documents.

Should you have any questions or comments, please do not hesitate to contact the undersigned.

Sincerely,

Novatech



Ellen Potts, BES (PI)
Planner

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1.0 INTRODUCTION

Novatech was retained by Abbott-Fernbank Holdings Inc. to prepare a planning rationale and Integrated Environmental Review Statement (IERS) in support of a zoning by-law amendment and draft plan of subdivision to permit the development of Phase 5 of the Fernbank Crossing subdivision. The subdivision was draft-approved on February 2, 2012 (City File No. D07-16-09-0034) and registered as phases through Plan 4M-1503 in 2013, Plan 4M-1551 in 2014, and Plan 4M-1608 in 2018. The first three phases of the subdivision have been incrementally developed over the last six years. The remaining portion of the subdivision lands – Phase 4 – was subject to a zoning by-law amendment in 2017 (City File No. D02-02-17-0042) to fulfill Draft Plan condition 19. Part of 5615 Fernbank was to be used for a Paramedic Post, but the City did not proceed to purchase it from Abbott-Fernbank Holdings. 5621 Fernbank Road was subsequently purchased by Abbott-Fernbank Holdings. Since these lands were not considered in the initial Draft Plan of Subdivision, Phase 5 is proposed to add these lands to the Fernbank Crossing subdivision, as detailed in Section 3 of this report.

2.0 CONTEXTUAL ANALYSIS

2.1 Site Location and Context

The Subject Site consists of the Phase 5 lands in the Fernbank Crossing subdivision which is comprised of 5615 and 5621 Fernbank Road, as shown in Figure 1. Its legal description is Part of Lot 28, Concession 10, Geographic Township of Goulbourn and Blocks 96 and 98 and Part of Blocks 97 and 107, Registered Plan 4M-1608, City of Ottawa.

The Subject Site is located on the north side of Fernbank Avenue between Robert Grant Avenue and Tim Sheehan Place. It has 99.88 metres of frontage along Robert Grant Avenue, 263.46 metres of frontage along Fernbank Road and 121.12 metres of frontage along Tim Sheehan Place.

The following uses surround the Subject Site:

North: Phase 3 of the Fernbank Crossing subdivision abuts the Subject Site to the north. Phases 1 and 2 are located further north of Cope Drive.

East: The balance of Phase 4 of the Fernbank Crossing subdivision abuts the Subject Site to the east. The lands further east of Defence Street are owned by Mattamy Homes and are currently vacant. The Fernbank Community Design Plan identifies these lands for low density residential development.

South: Fernbank Road bounds the Subject Site to the south and defines the boundary of the City's urban area. The lands south of Fernbank Road are rural lands designated Agricultural Resource Area in the City of Ottawa Official Plan.

West: Robert Grant Avenue bounds the Subject Site to the west. The lands west of Robert Grant Avenue are owned by Richcraft Homes and are currently vacant. The CDP identifies these lands for low and medium density residential development.

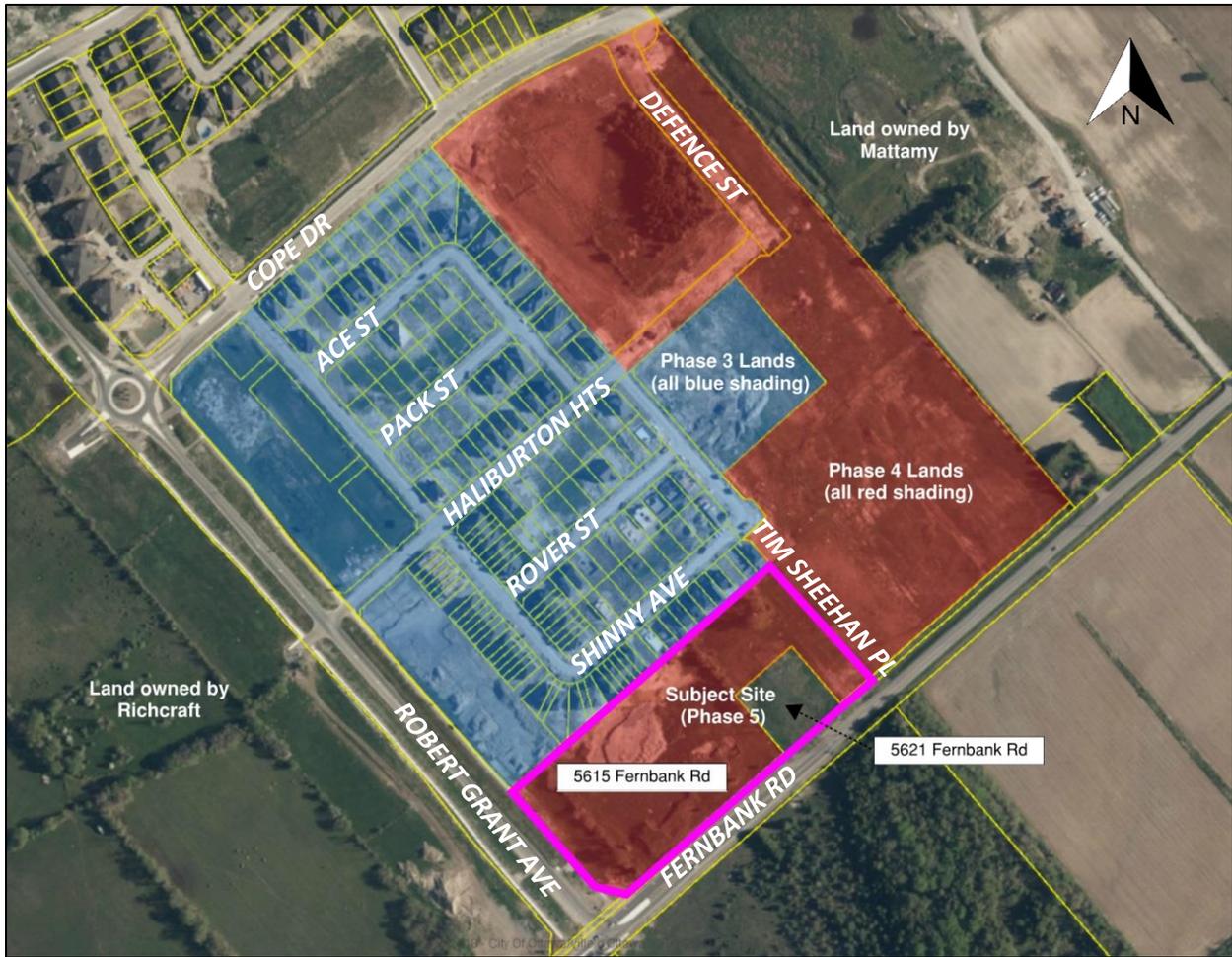


Figure 1: Subject Site location outlined in magenta (image source: GeoOttawa)

2.2 Planning Context

2.2.1 City of Ottawa Official Plan

Per Schedule B of the City of Ottawa *Official Plan*, the Subject Site is located within the General Urban Area, as shown in Figure 2. Section 3.6.1 of the *Official Plan* states that:

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre.

Please see Section 4.2 of this rationale for a discussion of how the proposed zoning by-law amendment implements the applicable General Urban Area policies.

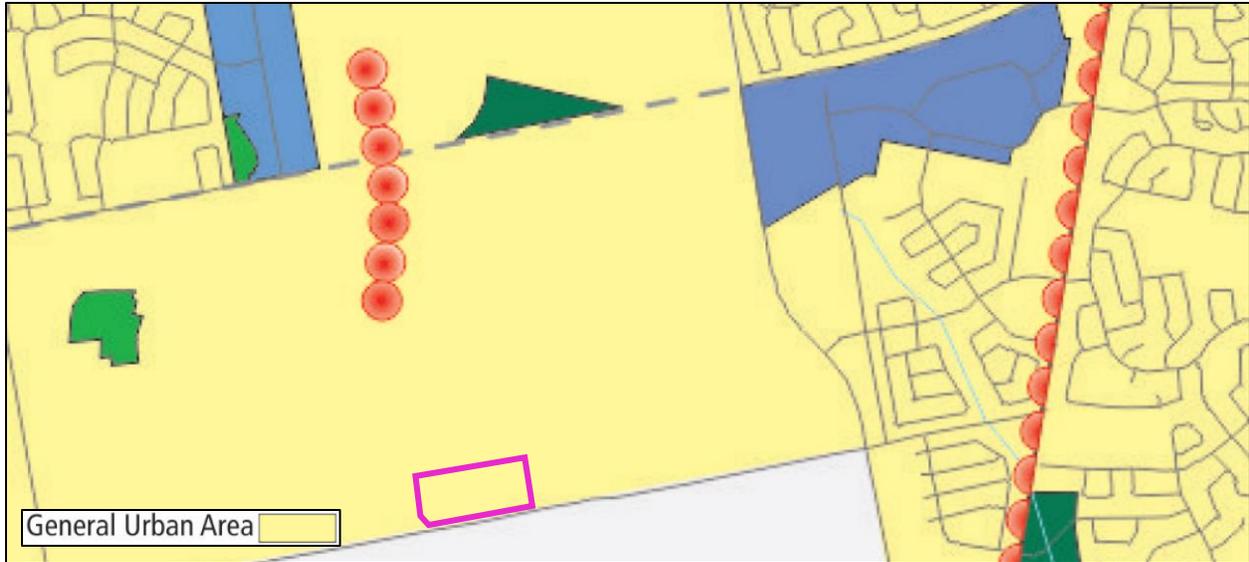


Figure 2: Excerpt of OP Schedule B outlining Subject Site in magenta

2.2.2 Fernbank Community Design Plan

The Subject Site is part of the Council-approved Fernbank Community Design Plan (CDP) which was implemented in 2009 through Official Plan Amendment #77. Per the Demonstration Plan in the Fernbank CDP, the Subject Site is identified for low-density residential development, a Park-and-Ride facility, and a Paramedic Post, as shown in Figure 2. As discussed in Section 3 of this rationale, the lands identified for a Paramedic Post are no longer being considered for this use. Accordingly, the lands are being incorporated into the Phase 5 draft plan of subdivision application.

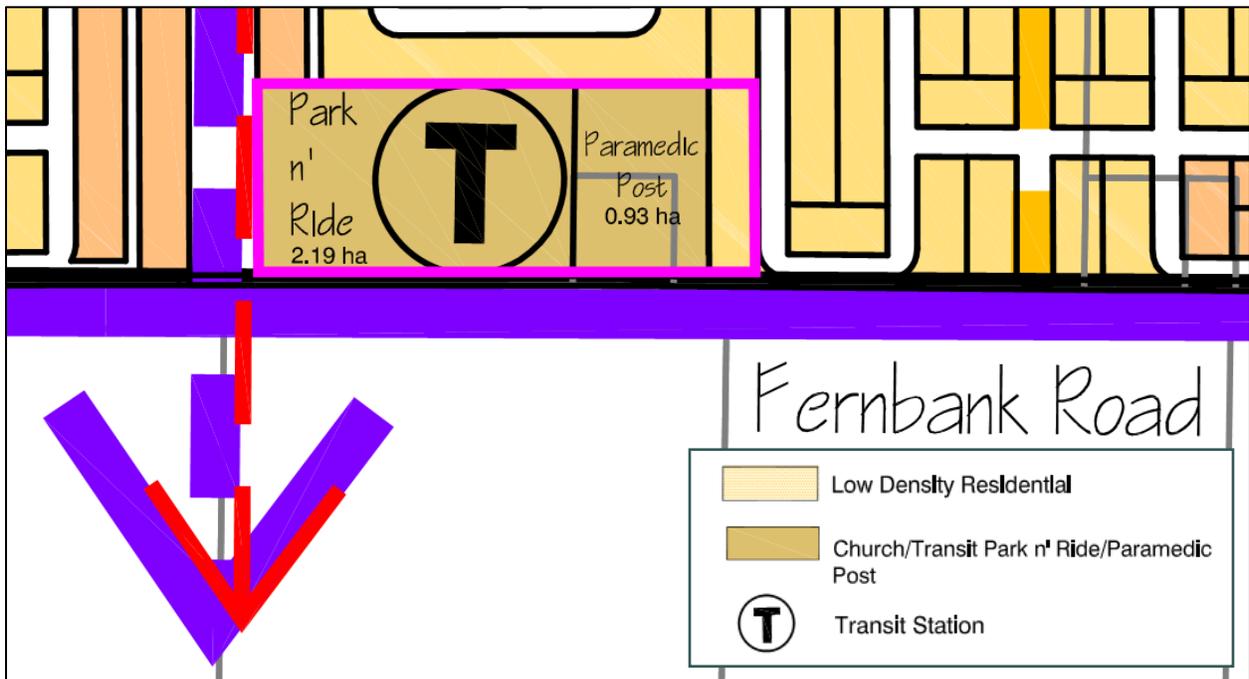


Figure 2: Excerpt from Fernbank CDP Demonstration Plan outlining Subject Site in magenta

Section 4.3 of this rationale demonstrates that the proposed Zoning By-law Amendment is in conformity with the Fernbank CDP policies.

2.2.3 City of Ottawa Zoning By-law 2008-250: Existing Zoning

The Subject Site is currently zoned Ground Transportation Facility Zone (T2), Minor Institutional Zone (I1A), Residential Third Density (R3Z[2279]), and Development Reserve (DR), as shown in Figure 3. The T2, I1A, and R3Z[2279] zones were established as part of the zoning by-law amendment that was Council Approved on September 13, 2017 for the Phase 4 subdivision lands (City File No. D02-02-17-0042). 5621 Fernbank Road was not included in the zoning by-law amendment so it remained zoned as DR.



Figure 3: Existing zoning with Subject Site outlined in green (image source: GeoOttawa)

The purpose of the T2 Zone is to *permit inter-urban ground transportation facilities such as bus and train stations at appropriate locations throughout the City.*

The purpose of the I1A Zone is to *permit a range of community uses, institutional accommodation and emergency service uses to located in areas designated as General Urban Area of Central Area in the Official Plan; and minimize the impact of these minor institutional uses located in proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character.*

The purpose of the R3Z zone is 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 and permit different development standards, identified in the Z Subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

The purpose of the DR Zone is to recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan.

Please see the following section for a discussion of the proposed zoning by-law amendment.

3.0 THE PROPOSAL

Phase 5 of the Fernbank Crossing subdivision is proposed to accommodate changes to the land uses within the Subject Site that have occurred since the passing of the Phase 4 zoning by-law amendment in 2017. Specifically, the City did not purchase part of 5615 Fernbank Road to use it for a Paramedic Post. As such, the institutional – I1A zone is no longer required for an institutional use (the Paramedic Post) on this part of 5615 Fernbank Road. Abbott-Fernbank-Holdings Inc. has also acquired 5621 Fernbank Road to be developed in combination with the abutting I1A lands as part of the Fernbank Crossing subdivision and therefore require Zoning By-law Amendment and Draft Plan of Subdivision applications to implement a different land use from what previously intended for the area. The following two sections described the proposed draft plan of subdivision and zoning by-law amendment.

3.1 Draft Plan of Subdivision

Abbott-Fernbank Holdings Inc. is proposing to subdivide a portion of the Subject Site into eight blocks containing approximately 47 street-oriented townhouse dwellings, as shown in Figure 4.

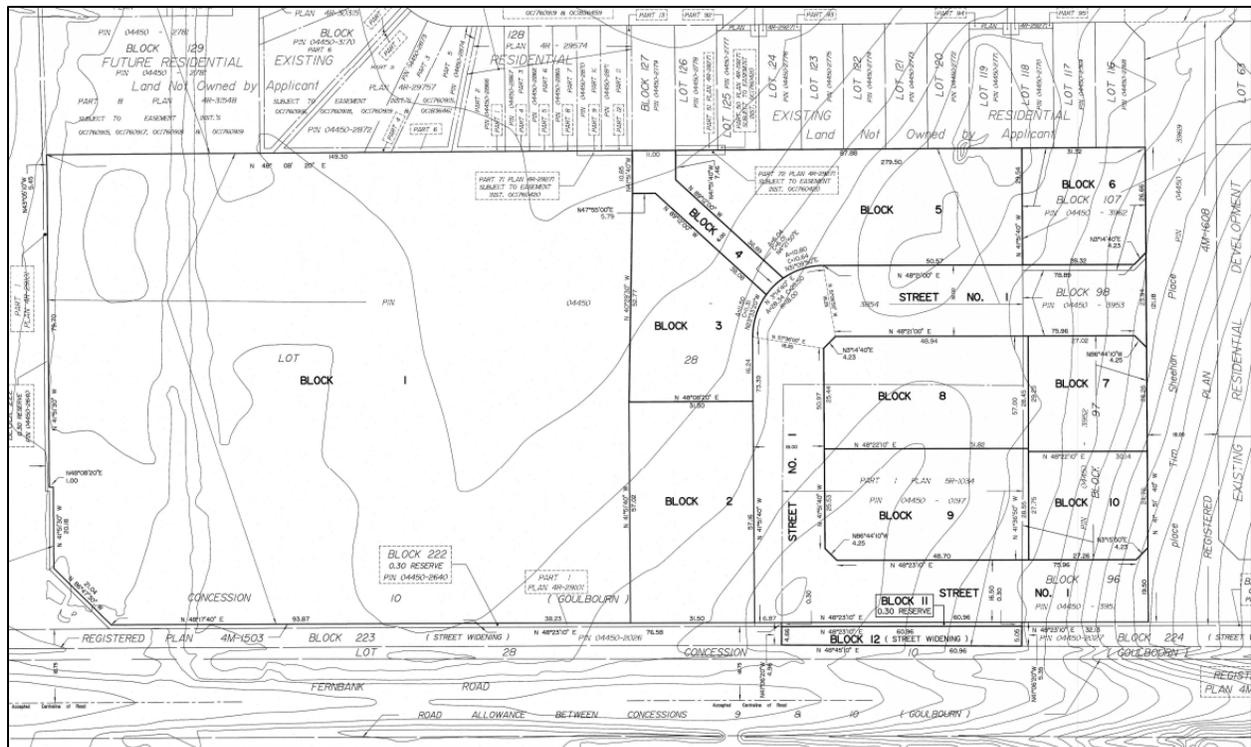


Figure 4: Excerpt of Draft Plan of Subdivision

The townhouses in proposed Blocks 6, 7, and 10 will front onto Tim Sheehan place. The remaining townhouse blocks will be accessed via a local street (Street 1) with two access points from Tim Sheehan Place. A drainage easement/walkway block (Block 4) is also proposed to convey storm water from the proposed development to the storm sewer on Shinny Avenue via Block 127 on Plan 4M-1551 and to provide a pedestrian connection to Shinny Avenue and the future Park-and-Ride facility. In order to align the proposed drainage easement/walkway block with the walkway block on Shinny Avenue (Block 127 on Plan 4M-1551) and to accommodate the required 18-metre right-of-way (ROW), the eastern edge of the Park-and-Ride block is shifted 11 metres to the west, reducing its size by approximately 0.13 hectares to an area of approximately 1.75 hectares. The size and location of the Park-and-Ride facility was refined through the West Transitway Environmental Study Report approved by Council in 2010 which proposed a 200-parking space facility on 1.1 hectares of land. At 1.75 hectares, the minor reduction in the size of the Park-and-Ride block still exceeds the size that was established in the 2010 Council-approved report. The full Draft Plan of Subdivision is provided in Appendix A of this report.

3.2 Zoning By-law Amendment

To permit the proposed draft plan of subdivision, a zoning by-law amendment is required to extend the existing R3Z[2279] zone to include the lands currently zoned I1A and DR and the eastern edge of the T2 zone, as indicated by the red shading in Figure 5. The balance of the Subject Site will remain zoned as T2 for the future Park-and-Ride facility.

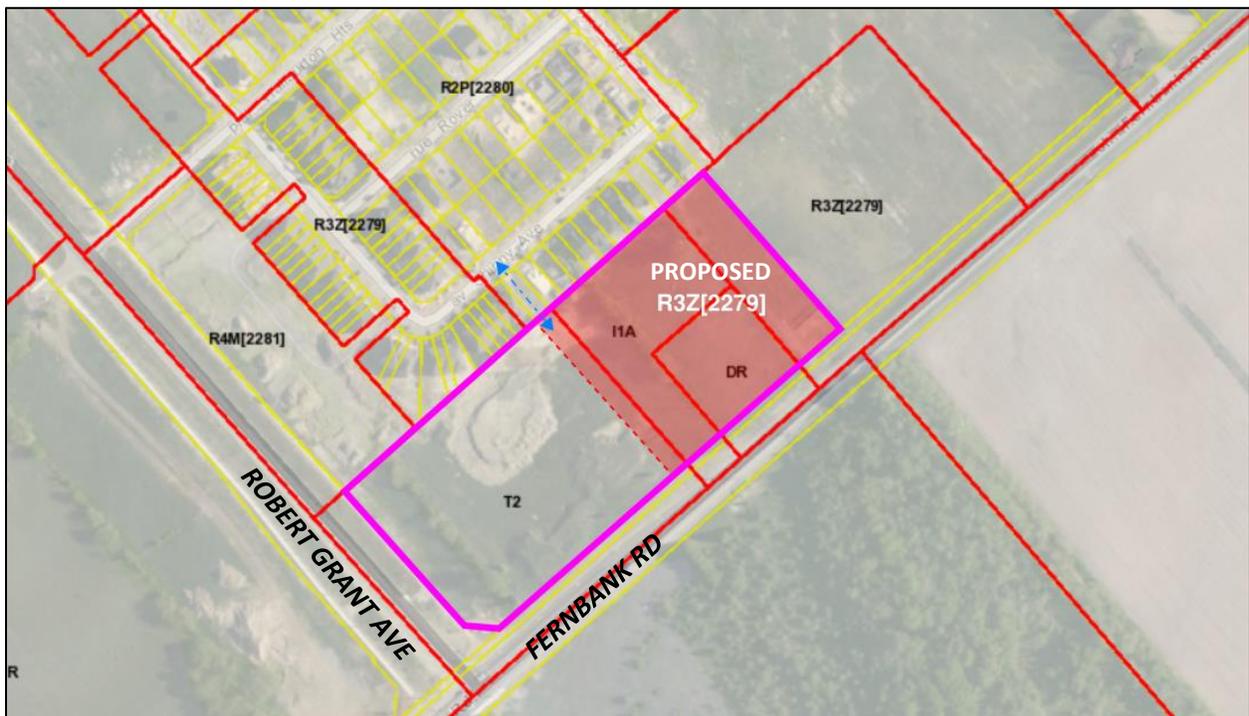


Figure 5: Proposed zoning with Subject Site outlined in magenta (image source: GeoOttawa)

4.0 POLICY JUSTIFICATION

4.1 PROVINCIAL POLICY STATEMENT

The 2014 Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on April 30, 2014. Under the authority of Section 3 of the Planning Act, all decisions affecting planning matters shall be consistent with the PPS.

The Subject Site is part of the Fernbank Crossing subdivision. Regional Group provided an exhaustive review of the PPS in their 2009 planning rationale in support of the Draft Plan of Subdivision application (City File No. D07-16-09-0034). Through the subdivision review process, several studies and reports were prepared to support of the proposed development on matters of provincial interest including Archaeological Assessments, Environmental Site Assessments, and Fish Habitat Assessments. Regional Group's rationale demonstrated that the proposed Draft Plan of Subdivision conforms to the PPS, City of Ottawa Official Plan, and Council-Approved Fernbank Community Design Plan (CDP).

Novatech prepared a planning rationale in support of the zoning by-law amendment for Phase 4 of the subdivision lands (City File No.: D02-02-17-0042), at which time Sections 1 through 3 of the PPS were reviewed. Novatech concluded that all matters of provincial interest were adequately discussed and addressed through Regional's planning rationale, and the same conclusion applies to the subject rezoning for Phase 5.

4.2 CITY OF OTTAWA OFFICIAL PLAN

Policy 1 in Section 3.6.1 of the *Official Plan* states that:

General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

The proposed zoning by-law amendment does not introduce new zones from what has already been approved through the Phase 4 zoning by-law amendment, rather it simply adjusts the boundaries of the existing zones. The proposed residential and park-and-ride uses are permitted within the General Urban Area.

4.3 FERNBANK COMMUNITY DESIGN PLAN

The Subject Site is identified for low-density residential development, a Paramedic Post, and a Park-and-Ride facility. As mentioned in Section 3 of this rationale, the Paramedic Post is no longer proposed for this location.

Low-Density Residential

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

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

- *Detached dwellings;*
- *Semi-detached dwellings; and,*
- *Linked detached dwellings.*

Section 4.2.1 also notes that townhouses are permitted in the Low Density residential designation when located:

- Along arterial roads;
- Along major or minor collector roads;
- In proximity to community facilities and amenities;
- Along hydro transmission corridors; or,
- As a transition between non-residential and low density residential uses.

The proposed R3Z[2279] subzone permits townhouse dwellings and is situated in proximity to Fernbank Road (an arterial road) and adjacent to the future Park-and-Ride facility. It is consistent with the zoning approved for Phases 3 and 4 of the subdivision and maintains the intent of the low-density residential designation in the CDP.

Transit Stations and Park and Ride

The Fernbank Land Use Plan indicates that a Transit Station and Park-and-Ride could potentially be located at the northeast corner of Robert Grant Avenue and Fernbank Road. The location and size of transit station and Park-and-Ride facilities were further refined through the West Transitway Environmental Study Report approved by Council in 2010 and proposed a 200-parking space facility on 1.1 hectares. The T2 zone to permit the transit station and park-and-ride facility was passed through the zoning by-law amendment application for Phase 4. The subject zoning by-law amendment proposes to slightly reduce the size of the T2 zone by approximately 0.13 hectares to accommodate the residential blocks described in Section 3 of this rationale, but still maintains a Park-and-Ride block size of approximately 1.7 hectares.

5.0 Integrated Environmental Review Statement

The proposed subdivision has been designed in accordance with the findings and recommendations of the following studies and reports.

5.1 Servicing Design Brief

A Servicing Design Brief (Ref No. R-2018-110, dated December 7, 2018) was prepared by Novatech to explain how the proposed development will be serviced in accordance with the City’s requirements and

applicable regulations. This brief builds upon completed works for the Fernbank Crossing Servicing Design Brief – Phase 1 & 2 (dated August 17, 2012), Phase 3 (dated July 13, 2015), and Phase 4 (dated February 8, 2018) prepared by Novatech; the Fernbank Community Design Plan (dated June 24, 2009) prepared by Walker, Nott, Dragicevic Associates Limited; the Fernbank Master Servicing Study (dated June 24, 2009) prepared by Novatech; and the Fernbank Environmental Management Plan (dated June 24, 2009) prepared by Novatech. Based on analyses of the existing and proposed conditions, and the recommendations of the above noted reports, the Servicing Design Brief concludes that the following proposed infrastructure (sanitary, storm, and water) will adequately service Fernbank Crossing – Phase 5 in accordance with City of Ottawa design standards:

- Sanitary flow from the proposed Phase 5 subdivision will connect into the 200mm diameter sewer located within Tim Sheehan Place, and flows from the Park-and-Ride will be directed to the Phase 3 sanitary sewer system as previously proposed in the Phase 3 Servicing Design Brief;
- Stormwater runoff will be directed to the existing storm sewer systems within Phases 3 and 4, where it will be directed to a stormwater facility (Pond 6) designed to provide both quantity and quality control. The stormwater management facility outlets to the realigned Monahan Drain, upstream of the existing inline Monahan Constructed Wetlands; and
- Phase 5 will connect to the existing watermain network by way of two separate feed points. Both connections are proposed to the existing 200mm diameter watermain located within Tim Sheehan Place.

5.2 Geotechnical Investigation

A Geotechnical Investigation (Project No. 64153.97, dated November 30, 2018) was prepared by GEMTEC to identify the general subsurface conditions of the Subject and to provide engineering guidelines on the geotechnical design aspects of the project, including construction considerations that could influence design decisions. The report findings conclude that the subsurface conditions consist of silty sand/sandy silt underlain by glacial till and bedrock. Please see Section 5 of the report for the geotechnical design guidelines.

5.3 Noise Impact Assessment

A Noise Impact Assessment (Ref No. R-2018-110, dated December 7, 2018) was prepared by Novatech to assess the impacts of sound from vehicular traffic on the proposed development and to outline any necessary noise attenuation requirements for compliance with the City of Ottawa Environmental Noise Control Guidelines and the Ministry of Environment (MOE) Environmental Noise Guidelines. To meet the requirements of the City and the MOE, the report findings conclude that noise attenuation measures are required for some of the units including a noise wall, indoor control measures, and warning clauses. Efforts were made in the design of the subdivision to reduce noise levels on Outdoor Living Areas to the greatest extent possible. This includes orienting the units such that their Outdoor Living Areas are shielded from Fernbank Road by the proposed buildings, and units adjacent to Fernbank Road have been further setback from the roadway with a single loaded road. Please see Section 5 of the Noise Impact Assessment for a detailed summary of the conclusions and recommendations.

5.4 Stormwater Management Report

A Stormwater Management Report (Ref No. R-2018-112, dated December 7, 2018) was prepared by Novatech to outline the storm drainage and stormwater management strategy for the proposed Phase 5 development. The servicing design generally conforms to the conclusions and recommendations outlined in the Fernbank Master Servicing Study and the Fernbank Environmental Management Plan both of which were approved by Ottawa City Council on June 24, 2009. The findings from the stormwater management analysis demonstrate that stormwater from the proposed development can be adequately conveyed and managed. Please see Section 7 of the Stormwater Management Report for a detailed list of conclusions and recommendations.

5.5 Tree Conservation Report and Environmental Impact Statement

A Tree Conservation Report (TCR) and Environmental Impact Statement (EIS) (dated December 18, 2018) was prepared by Muncaster Environmental Planning Inc. to assess the impact of the proposed development on the significant natural features and functions of the Subject Site and to provide recommendations and mitigation measures for tree preservation. The report concludes that Boblink and eastern meadowlark were historically located within the Phase 5 Area of the Fernbank Community, but that the removal of their habitat has already been compensated and no other significant natural heritage features were identified on the Subject Site. The report further concludes that there are no co-owned trees or adjacent trees with critical root zones extending into the Subject Site, and that due to grading, urban servicing requirements, and the density of development no tree retention is anticipated. Please see the full report for details on the recommended mitigation measures.

5.6 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) (Project No. 64153.97, dated December 20, 2018) was prepared by GEMTEC to identify any former or current potentially contaminating activities at the Subject Site and in the surrounding area to determine if they create any areas of potential environmental concern on the Subject Site. Based on an analysis of historical information, site specific geological and hydrogeological information, and information gathered from interviews, the report concludes that no Areas of Potential Environment Concern (APECs) exist on the Subject Site. The report therefore recommends that a Phase 2 ESA is not required.

6.0 CONCLUSION

It is our assessment that the proposed draft plan of subdivision and zoning by-law amendment is consistent with the *Provincial Policy Statement 2014* and generally conforms to the *City of Ottawa Official Plan*, and the Fernbank Community Design plan.

This planning rationale, along with the associated technical studies, supports the development of Phase 5 of the Fernbank Crossing subdivision. The townhouse blocks are compatible with existing and planned surrounding uses and function well within the surrounding context, thereby representing good planning.

The proposed zoning by-law amendment ensures that Phase 5 can be implemented as described in this rationale.

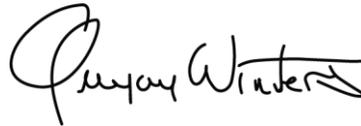
Sincerely,

NOVATECH



Prepared By:

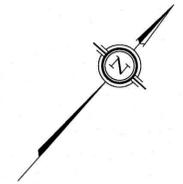
Ellen Potts, BES (PI)
Planner



Reviewed By:

Greg Winters, MCIP RPP
Senior Project Manager

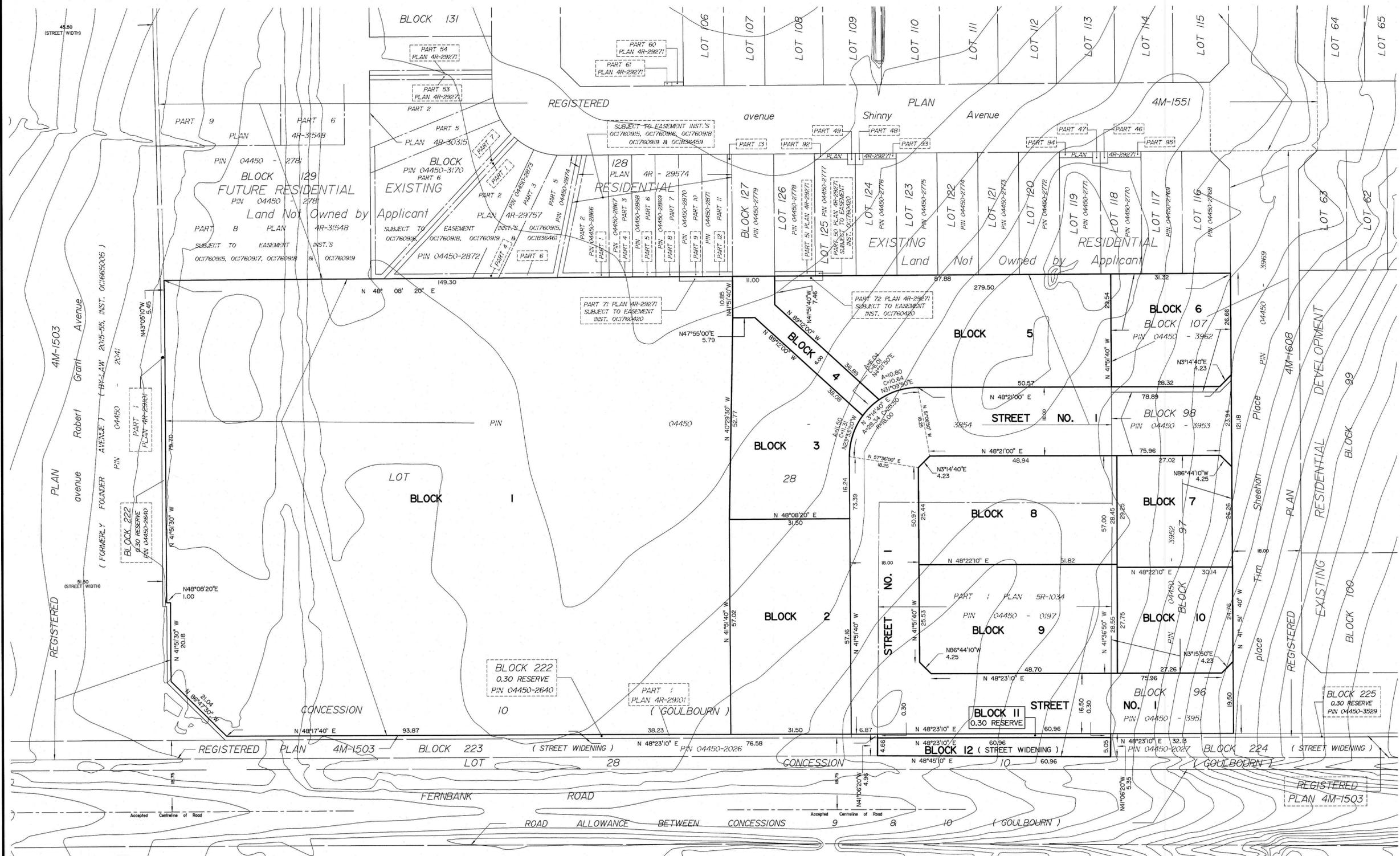
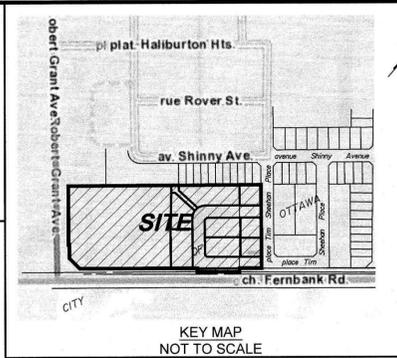
APPENDIX A: Draft Plan of Subdivision



SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED _____

THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT THIS ____ DAY OF _____, 20__.

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



**DRAFT PLAN OF SUBDIVISION OF
PART OF LOT 28
CONCESSION 10**
Geographic Township of Goulbourn
And
**BLOCKS 96, 97, 98 And 107
REGISTERED PLAN 4M-1608
CITY OF OTTAWA**

Prepared by Annis, O'Sullivan, Vollebek Ltd.
Scale 1 : 500

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

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
The boundaries of the lands to be subdivided and their relationship to
adjoining lands have been accurately and correctly shown.

Dec 19/2018 *Andre Roy*
Date Andre Roy
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

This is to certify that I am the owner / agent of the lands to be subdivided
and that this plan was prepared in accordance with my instructions.

Dec 19/2018 *David Kardish*
Date David Kardish, Assistant Secretary
Abbott - Fernbank Holdings Inc.
I have the authority to bind the corporation.

**ADDITIONAL INFORMATION REQUIRED UNDER
SECTION 51-17 OF THE PLANNING ACT**

- (a) see plan
- (b) see plan
- (c) see plan
- (d) multi-family residential housing, park & ride
- (e) see plan
- (f) see plan
- (g) see plan
- (h) City of Ottawa
- (i) see soils report
- (j) see plan
- (k) sanitary, storm sewers, municipal water, bell, hydro, cable and gas to be available
- (l) see plan