

PLANNING RATIONALE & INTEGRATED ENVIRONMENTAL REVIEW

Plan of Subdivision and Zoning By-Law Amendment

3100 Leitrim Road

Findlay Creek Village Stage 5



Submitted By: Tartan Land Consultants Inc.

**Submitted on behalf of: Barrett Co-Tenancy
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1 Introduction

Tartan Land Consultants Inc. has been retained by the Barrett Co-Tenancy to prepare a Planning Rationale and Integrated Environmental Review (IER) in support of an application for Draft Plan of Subdivision and Zoning By-Law Amendment for lands known municipally as 3100 Leitrim Road (“subject site”). The subject site is located within the Leitrim community in the City of Ottawa.

1.1 Purpose

This Planning Rationale assesses and confirms the appropriateness of the Draft Plan of Subdivision and Zoning By-Law amendment proposed by the Barrett Co-Tenancy, in the context of the provincial and municipal policy and regulatory framework, the surrounding community, and the findings of the required technical studies that accompany the application. A Planning Rationale is required by the City of Ottawa in support of a Draft Plan of Subdivision application.

An IER has been prepared as part of the Planning Rationale, as required under the City of Ottawa Official Plan (OP), Section 4.7.1 *Integrated Environmental Review to Assess Development Applications*. The IER considers significant findings from support studies and ensures the proposed development applies design with nature principles and complies with relevant policies contained in Section 4 of the Official Plan.

2 Community and Site Context

2.1 Site Context

The subject site is legally described as Part of lots 16 and 17 Concession 4 (Rideau Front) Geographic Township of Gloucester, City of Ottawa. As shown on **Figure 1**, the subject site is situated east of the future Leitrim Road realignment, west of Kelly Farm Drive, south of Leitrim Road and north of White Alder Avenue. The subject site has a total land area of 180,094.30 m² (18.01 hectares). As agreed upon with the City of Ottawa, the Barrett Co-Tenancy will purchase the southern 4.74 hectares of the subject site (part 2 on Plan 4R-32581) from the City in exchange for providing the City with 2.11 hectares of land required for the future Leitrim Road realignment and widening (part 1 on Plan 4R-32581). Plan 4R-32581 is provided as **Appendix A**.



Figure 1: Aerial Location Map

The subject site consists of mostly agricultural lands that remain in use with the exception of the southern section of the site which consists mostly of cultural thickets, cultural meadows and upland poplar deciduous forest. Overall, the terrain is relatively flat with a gentle slope from northwest to southwest. There is a drainage channel directly abutting the subject site to the east which is referred to as the North South Swale. The subject site contains a series of drainage ditches which collectively drains into the North South Swale.

2.2 Area Context

The subject site is located within the developing Leitrim Community which is generally defined to be bounded between Bank Street to the east, Albion Road to the west, Leitrim Road to the north and the Leitrim Wetlands to

the southwest. Key existing and planned land uses surrounding the subject site are shown in **Figure 2** and further described in detail below.



Figure 2: Area Context Map

North: Lands north of Leitrim Road are agricultural lands owned by the National Capital Commission (NCC) and form part of the Greenbelt. Leitrim Road abuts the subject site to the north. There is a multi-use pathway on Leitrim Road, east of Kelly Farm Drive which has been constructed to Muscari Street as part of the first phase of the Findlay Creek Village Stage 4 lands.

South: Lands to the south include a stormwater management pond (“Pond 2”) and Diamond Jubilee Community Park. Diamond Jubilee Park phase 1 has been built while phase 2 is currently under construction. Further south is existing freehold residential development in the form of single detached, semi-detached and townhouse units. Vimy Ridge public school is located approximately 1 kilometer south of the subject site. The Ottawa Catholic School Board owns the property directly north of Vimy Ridge public school but it is not known when the site will be developed with an elementary school.

East: Lands to the east are currently being developed as part of the Findlay Creek Village Stage 4 subdivision lands (City of Ottawa file number D07-16-17-0002 and D07-16-16-0015). Findlay Creek Village Stage 4 include single detached and townhouse units, a local park and a school block reserved for the Conseil des Écoles Publiques de l’Est de l’Ontario. The proposed development will have two street connections to Kelly Farm Drive which has a multi-use pathway on the west side and a sidewalk on east side, both of which will be constructed in 2020. It is expected that transit services will be extended north of White Alder on Kelly Farm Drive in the later part of 2020. The Fred Barrett Arena and Gloucester South Community Center is located approximately 1.5 kilometers east of the subject site.

The north south swale directly abuts the subject site to the east. The purpose of the north south swale is to collect external stormwater runoff from the NCC lands and convey it directly to Findlay Creek. As part of the Findlay Creek Village stage 4 development, a reduced development setback of 6 meters was approved by the South Nation Conservation (SNC) and a 25 meter wide easement was secured. The SNC issued a permit to construct the north south swale in 2018 which has since been constructed. A copy of the SNC permit No. 2017-GLO-R166 is included as **Appendix B**.

West: Lands to the west include the existing Albion Industrial Park and future development lands designated employment. The extension of the Trillium Line is located approximately 850 meters west of Albion Road and is expected to be completed by the end of 2022. A light rail transit station and park and ride facility is planned to be located along the Trillium Line at Leitrim Road. An Environmental Assessment Study (EA) for the Leitrim Road realignment and widening was completed in 2018. The purpose of the Leitrim Road realignment is to protect the right of way needed to accommodate the Ottawa International Airport Authority plans for a new southern runway, with implementation possible in 20 to 25 years. The future Leitrim Road realignment is the defining boundary between the employment lands to the west and residential lands to the east.

3 Proposed Development

The proposed development is shown in **Figure 3** and includes 388 residential units and a park. A larger version of the draft plan of subdivision is provided as **Appendix C**. There are 169 single detached units (44% of total units) and 219 townhouse units (56% of total units) proposed. The total area of residential lots and blocks is 12.01 hectares. Site density based on the aforementioned unit count is 32.23 units per net hectare. The single detached units are generally located in the south and central section of the site while the townhouse units are generally located in the north and western section of the site. The proposed single detached and townhouse units will be traditional ground and street oriented homes. Lot depths are typically thirty (30.0) metres throughout the site. Lot widths for the single detached units will range from 10.67 metres to 13.75 metres; lot widths for the townhouses are typically 6.1 metres per unit or 27.85 metres for a 4 unit townhouse block and 33.95 metres for a 5 unit townhouse block. The streetscape will have a varied built form and façade options, various different tree species in the front yards, and varying setbacks and porch protrusions along the street.

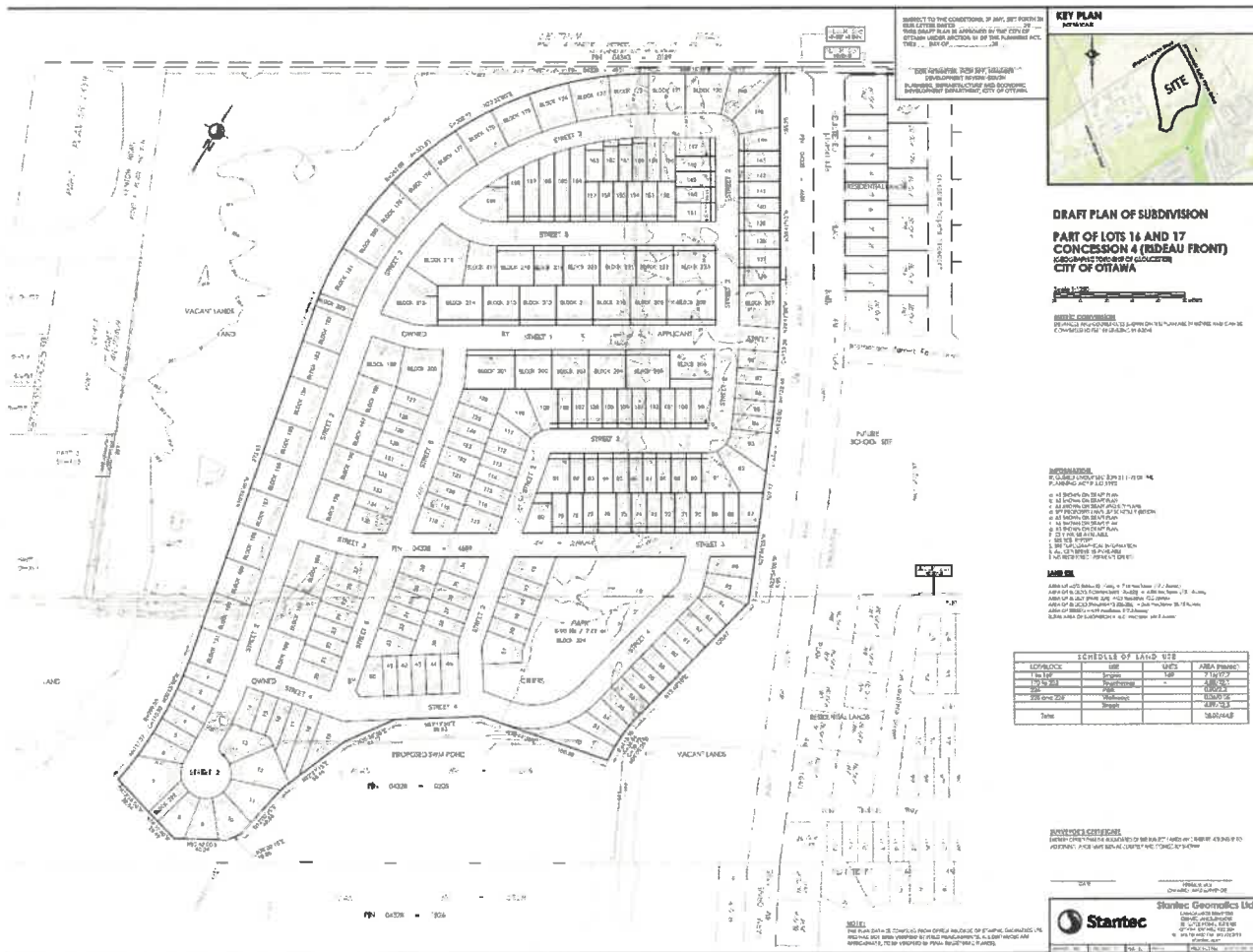


Figure 3: Draft Plan of Subdivision

Transportation Network

The proposed internal road network is designed in a modified grid pattern with relatively short block lengths where possible to break up the streetscape and promote efficient vehicle and pedestrian movement. All local roads within the subdivision have a proposed Right-of-Way (ROW) width of eighteen (18.0) metres. A single loaded road is located along a portion of the Pond 2 lands. The park has street frontage on three sides. Two walkway blocks are planned to accommodate existing and future servicing needs and to facilitate pedestrian

movement to and from the stormpond facility and the future realigned Leirim Road. Streets 1 and 3 intersect with Kelly Farm Drive, providing a connection to the collector and arterial road network. Approximately 97% of all residential units within the subject site is within a 400 meter walking distance to the planned bus stops on Kelly Farm Drive and Barrett Farm Drive, thereby providing adequate transit coverage. Transit services are not planned within the proposed development. The proposed sidewalks are strategically located to maximize pedestrian connectivity and access to transit and adjacent multi-use pathways. A proposed mobility plan is provided in the Transportation Impact Assessment prepared by IBI Group, January 31, 2020 and is shown in Figure 4. A larger version of the plan is provided as Appendix D.

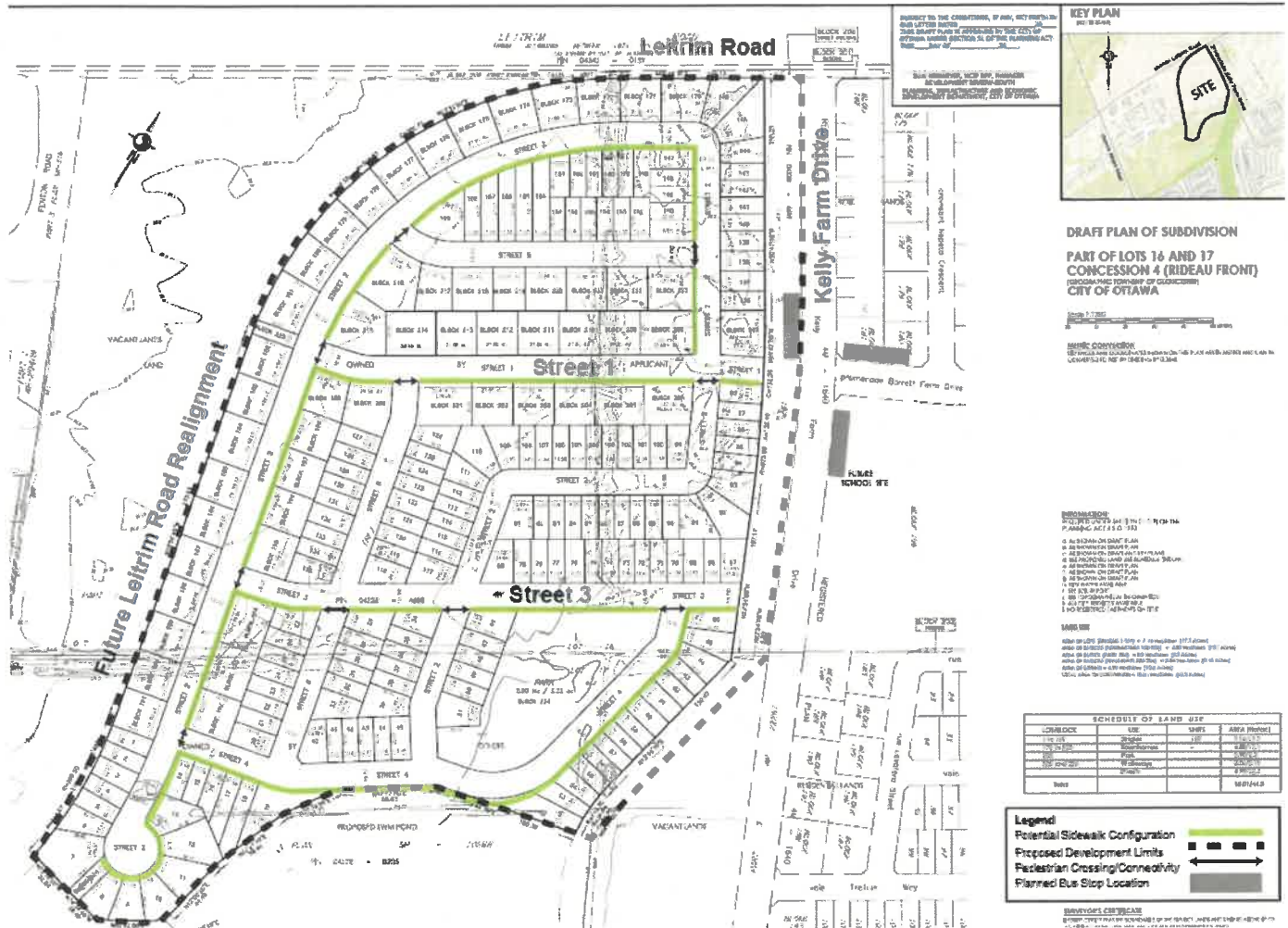


Figure 4: Proposed Mobility Plan, IBI Group

Site Servicing

Conventional site servicing and storm water management are proposed for the subject site which is in line with the phasing of new infrastructure throughout the Leirim community. The proposed water plan indicates the site will be serviced by connecting to the existing 300 mm watermain on Kelly Farm Drive at streets number 1 and 3. The proposed wastewater plan indicates the north section of the site will outlet into the existing 300 mm sanitary sewer on Kelly Farm Drive via street 1 while the south section of the site is proposed to outlet into the future 375 mm sanitary sewer near the western inlet of Pond 2. The proposed stormwater management plan includes both minor and major stormwater drainage systems. Stormwater from the subject site is accommodated in Pond 2.

Parkland

Block 224 on the draft plan of subdivision is a proposed park block that is 0.9 hectares in size. The park is sized to reflect an equalization of net parkland dedication in the Findlay Creek Village Subdivision and has the ability for the size to be adjusted easily when final unit counts are provided at the plan registration stage. The park is proposed to be located in south section of the site, at the periphery of the Primary Bird Hazard Zone for the Ottawa McDonald-Cartier International Airport, to reduce the risk of hazardous bird activity. Additionally, the park location ensures all units are within 400 meters of a park.

4 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under Section 3 of the Planning Act (PA), in effect since April 30, 2014, identifies provincial interests in land use planning and development through policy direction. Under the PA, the PPS must be considered by approval authorities in the review of development applications. The proposed subdivision was reviewed in relation to the various policies and principles in the PPS.

Under section 1.0 - *Building Strong Healthy Communities*, policies encourage efficient land use and development patterns to support communities that are healthy, economically sustainable and environmentally sound. The policies encourage the provision of a mix of employment, residential, recreational and open space uses to meet long term needs and ensuring that necessary infrastructure and public service facilities will be available for both current and projected needs. The proposed subdivision meets the intent of the PPS policies that pertain to Urban Areas by:

- Developing the site as a healthy, liveable and safe community (Policy 1.1.1). The site is being developed with cost effective and efficient road patterns and densities. There is a mix of residential unit types that will help meet long term housing needs;
- Being located in a designated settlement area within the City of Ottawa urban boundary (Policy 1.1.3.1);
- Providing a mix of densities to ensure municipal infrastructure and services are expanded at an efficient rate (Policy 1.1.3.2);
- Implementing designated growth areas that are compact in form and contain a mix of uses and densities which allow for the efficient use of land, infrastructure and public service facilities (Policy 1.1.3.6). The development contains a mix of densities and is located adjacent to existing built up areas;
- Establishing a mix of unit types to meet the current and future needs of households, taking into consideration demography, income and lifestyle (Policy 1.4.1, Policy 1.4.3). Proposed single detached and townhouse units provide variety in unit type and housing price points;
- Providing sidewalks and pathway linkages to facilitate pedestrian movement throughout the site and which connect to parks, open space and adjacent communities (Policy 1.5.1). The proposed development provides strategically placed sidewalks and pathways linking residents to parks, open spaces, existing and planned multi use pathways and cycling routes.
- Providing a land use pattern and density that supports current and future use of transit and active transportation (Policy 1.6.7.4). The proposed development will support transit in the community.

Under Section 2.0 *Wise Use and Management of Resources*, policies encourage the protection of natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environment and social benefits. The proposed development is consistent with these policies as it relates to:

- Section 2.1 Natural Heritage – The subject site does not contain any Natural Heritage features;
- Section 2.2 Water – The subject site does not contain any significant water features within the site;
- Section 2.3 Agriculture – The subject site is located within the City of Ottawa Urban Area and is not subject to policies relating to Agriculture;
- Section 2.4 Minerals and Petroleum – The subject site is not located in an area with known Mineral and Petroleum resources;
- Section 2.5 Mineral Aggregate Resources – The subject site is not located in an area with known Mineral Aggregate resources;
- Section 2.6 Cultural Heritage and Archaeology – The subject site is located in an area of Archaeological potential. A stage 1 and stage 2 Archaeological Assessment was completed. No further archaeological assessment is required.

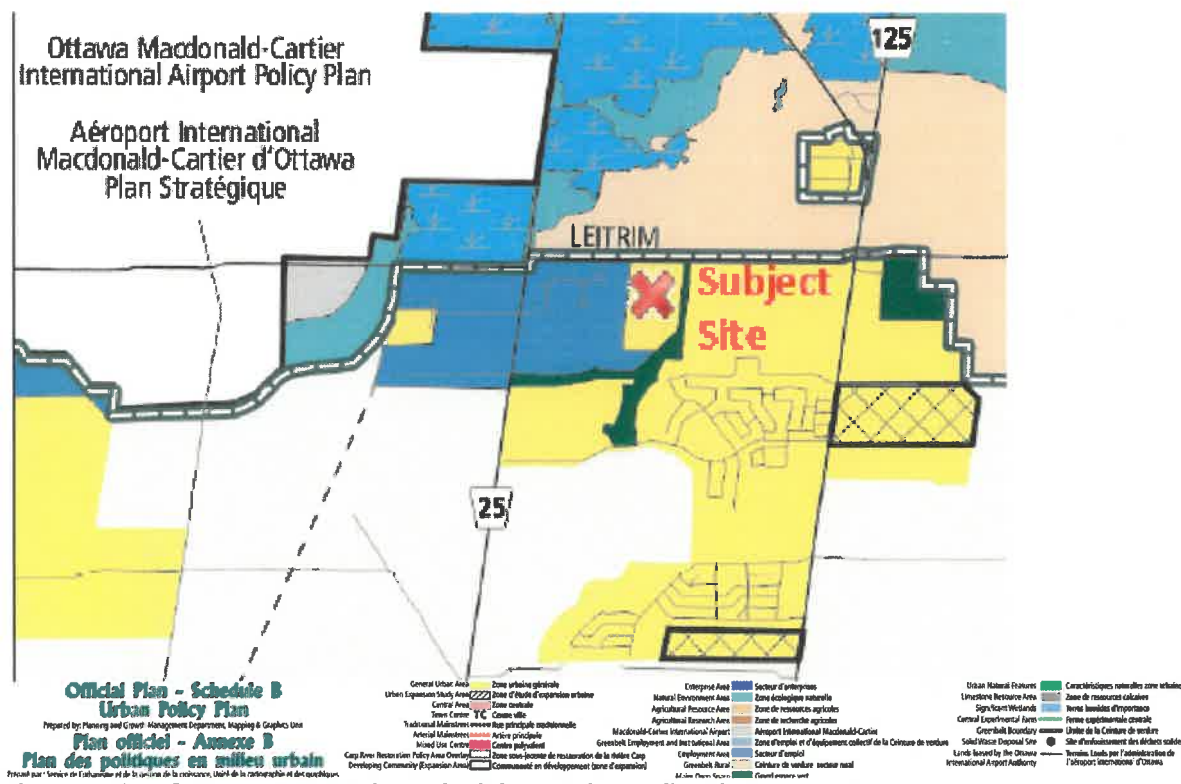
Under Section 3.0 *Protecting Public Health and Safety*, policies encourage reduction of the potential for public cost or risk from natural or human-made hazards. The subject site is consistent with the policies under section 3.0 of the PPS as it is not located near natural or human-made hazards.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan was approved November 10, 2003 and provides a vision and a policy framework to guide the future growth of the City of Ottawa. There have been a number of modifications and amendments to the official plan. This application has been assessed against the City of Ottawa Official Plan, as amended in its most current form.

The subject site is designated *General Urban Area*, as shown on Schedule B of the Urban Policy Plan in the City of Ottawa Official Plan (Figure 5). The intent of this designation is to accommodate the housing and lifestyle needs of all ages, incomes, and life circumstances in order to create complete, sustainable communities. The General Urban Area designation permits the development of a wide range of uses, including residential development at all densities and employment, retail, service, cultural, leisure, entertainment and institutional uses. Section 3.6.5 – *Urban Employment Area*, Policy 11, defines the eastern boundary of the Urban Employment Area as being the realigned Leitrim Road, as approved through the Environmental Site Assessment Study.

The proposed development meets the intent of the General Urban Area designation by providing different types and densities of housing within the subdivision. The types of housing proposed will help meet the needs of residents with different income levels, lifestyle and household types. A park is proposed for leisure opportunities. The western boundary of the subject site is defined by the approved Leitrim Road Realignment and Widening Environmental Assessment Study.



Section 2.5.1 Designing Ottawa discusses means to achieve compatible development and provides design objectives in development. Compatible development is identified as development that enhances established communities and does not cause adverse impacts on the surrounding area while urban design focuses on building quality spaces for people. This planning rationale gives consideration to the following design objectives:

1) *To enhance the sense of community by creating and maintaining places with their own distinct identity;*

The design and built form of the proposed development is consistent with the Leitrim Community thereby helping to create a distinct community.

2) *To define quality public and private spaces through development;*

The dwelling units are street oriented and will be placed in close proximity to the ROW which will frame the street and help define private spaces. A mix of building materials including stone, brick, wood and siding along with trees planted along the ROW will contribute to an appealing streetscape.

3) *To create places that are safe, accessible and are easy to get to, and move through;*

Many of the local streets will contain sidewalks that provide areas that are easy to move through and which connect to adjacent development areas. The pathways provided will link to adjacent open space areas and the future Leitrim Road realignment which is planned to provide a multi-use path. The street orientation of the dwelling units will provide eyes on the street making it a safer community.

4) *To ensure that new development respects the character of existing areas;*

The proposed development compliments the existing area by developing at densities similar to those of the surrounding area in addition to providing similar street orientations. The overall design compliments earlier phases of Findlay Creek Village.

5) *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;*

The proposed development has varying housing types and densities that will help meet the needs of residents with different income levels, lifestyle and household types.

6) *To understand and respect natural processes and features in development design;*

The proposed development has been informed by the recommendations of the supporting studies, details of which are provided in section 5 of this report.

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

The proposed development has a modified grid street pattern which was designed with consideration for energy conservation. The street pattern is efficient which reduces land consumption and provides for sustainable development. The proposed site density of 32.23 units per net hectare provides support for the efficient use of land, infrastructure and public service facilities, including transit.

The proposed development is subject to the policies outlined in *Section 4 Review of Development Applications*. The following studies are being submitted with the application to satisfy the development application review requirements deemed necessary at the pre-consultation meeting with the City of Ottawa, September 20, 2020:

- Stage 1 and 2 Archaeological Assessment (Golder Associates Ltd., January 2012)
- Phase 1 Environmental Site Assessment (Golder Associates Ltd., November 2019)
- Tree Conservation Report and Environmental Impact Statement (Muncaster Environmental Planning Inc., January 15, 2020)
- Assessment of Adequacy of Public Services (IBI Group, January 2020)
- Geotech Report (Golder Associates Ltd., November 2019)

- Groundwater Impact Study (Golder Associates Ltd., January 8, 2020)
- Noise Study (IBI Group, January 2020)
- Transportation Impact Assessment – Step 4: Analysis (IBI Group, January 31, 2020)

The above noted studies are summarized in Section 5.0 of this report.

The proposed development is subject to *Section 4.1 Site-Specific Policies and Secondary Policy Plans* as it located within the Leitrim Community Design Plan (LCDP) area. The proposed development is evaluated according to the LCDP guidelines which will be discussed in section 4.3 of this report.

Section 4.3 Walking, Cycling, Transit, Roads and Parking Lots addresses the interrelationship between transportation and land use to ensure the transportation network is able to support the new development. The proposed development is reviewed against the transportation network with the following key features discussed below.

Schedule C – Primary Cycling Network shown as **Figure 6** does not identify on road cycling routes within the subject site. Adjacent to the site, Leitrim Road is a designated cycling spine route. A multi-use pathway along Leitrim Road east of Kelly Farm Drive and along Kelly Farm Drive is planned for. The multi-use pathway along Kelly Farm Drive is currently under construction. The multi-use pathway on Leitrim Road has been constructed between Kelly Farm Drive and Muscari Street.

Schedule D – Rapid Transit Network shown as **Figure 7** identifies light rail transit west of Albion road with a light rail transit station and park and ride facility located at Leitrim Road, approximately 850m west of Albion Road.

Schedule E - Urban Road Network as shown in **Figure 8** identifies Kelly Farm Drive as a proposed collector road, which has since been constructed. Leitrim Road is an existing arterial road. The proposed realignment of Leitrim Road has been defined and is shown as a proposed arterial road.

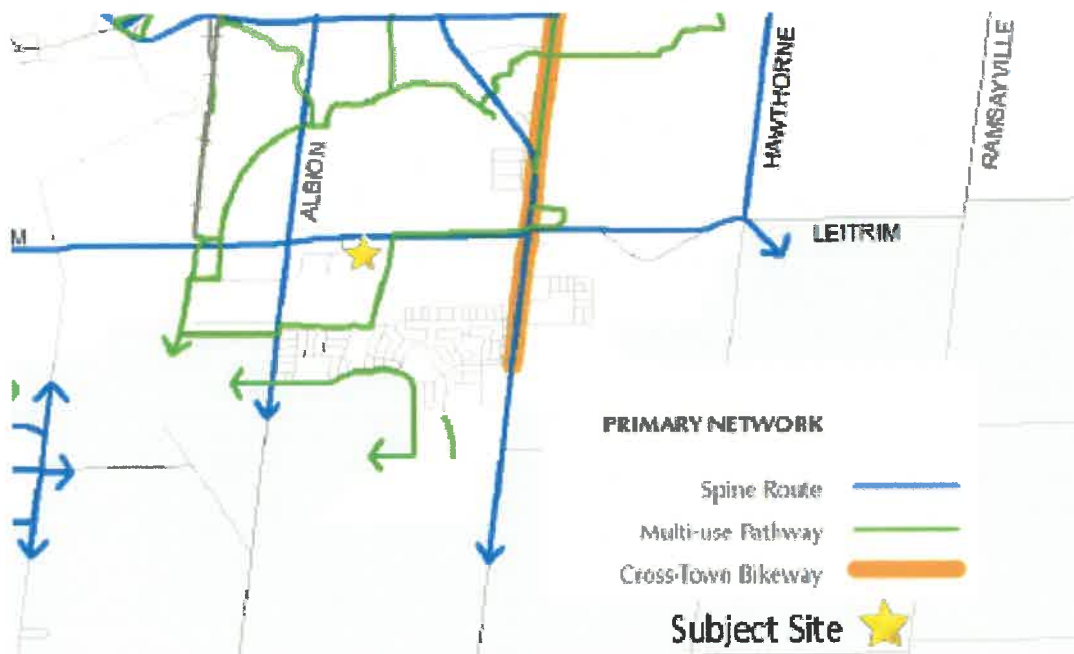


Figure 6: Ottawa OP Schedule C - Primary Urban Cycling Network

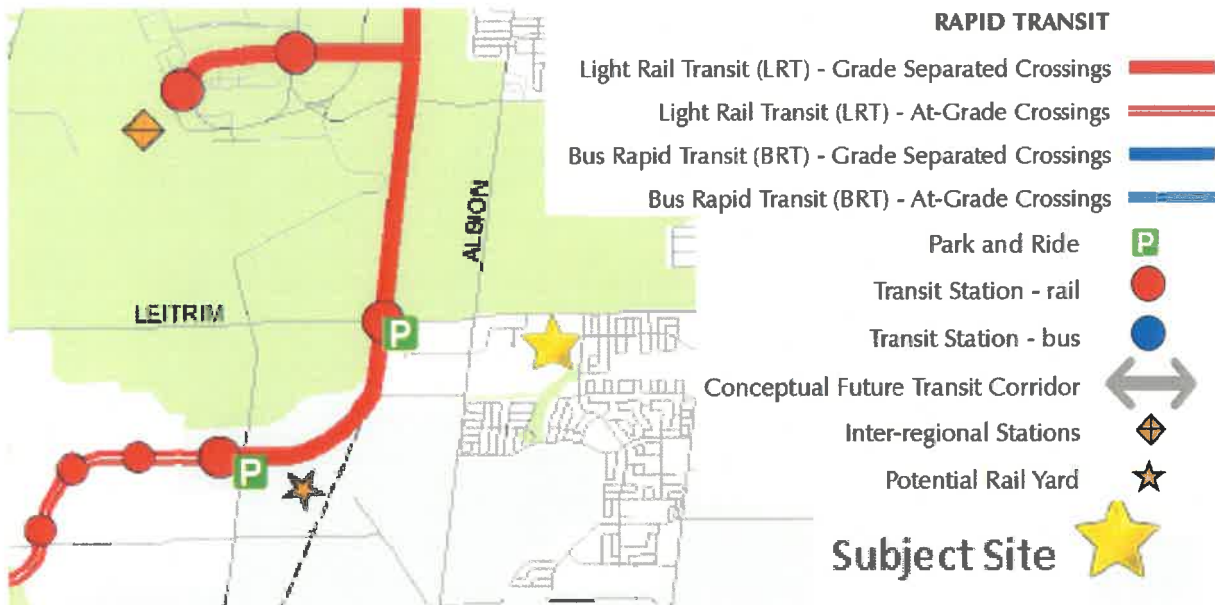


Figure 7: Ottawa OP Schedule D - Rapid Transit Network

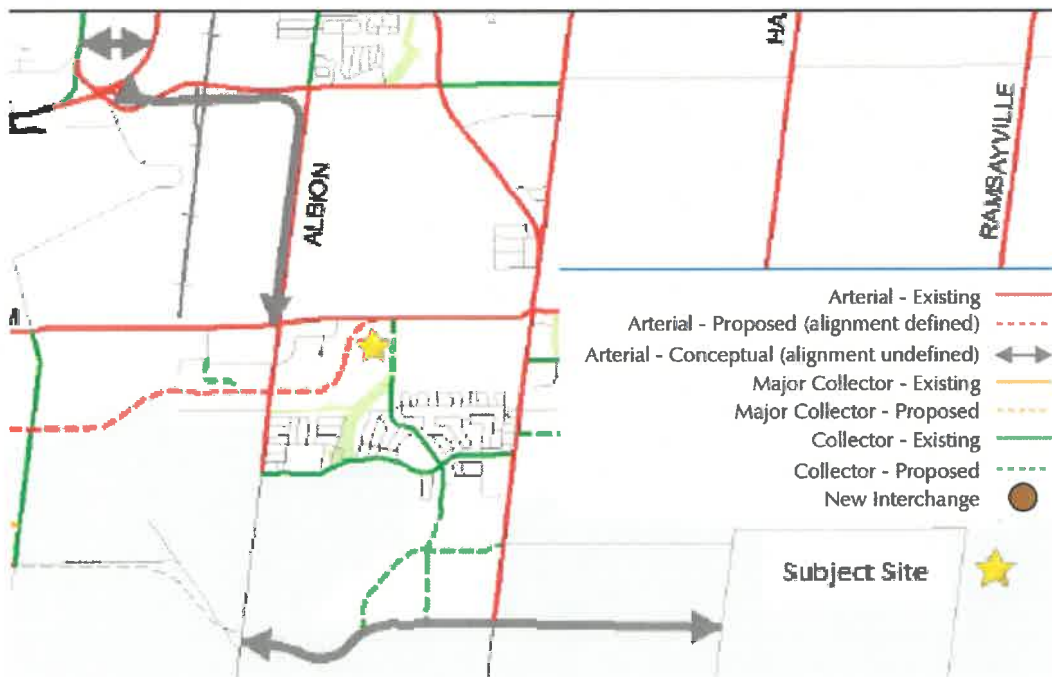


Figure 8: Ottawa OP Schedule E- Urban Road Network

Annex 1- Road Classifications and Right-of-Width does not identify any minimum ROW protections within the subject site. The Leitrim Road ROW protection, directly abutting the subject site along the north side, was provided to the City of Ottawa on registered plan 4M-1640.

Annex 10 – Land Use Constraints Due to Aircraft Noise as shown on **Figure 9** identifies the subject site being located within the Airport Vicinity Development Zone (AVDZ). Aircraft noise from the Ottawa International Airport may impact the lands. Noise sensitive development may proceed within the AVDZ subject to a noise study and implementation of any necessary noise attenuation measures and warning clauses. All residential units within the proposed development will require the following warning clause:

“Purchasers/tenants are advised that due to the proximity of the airport, noise from the airport and individual aircraft may at times interfere with outdoor or indoor activities”.

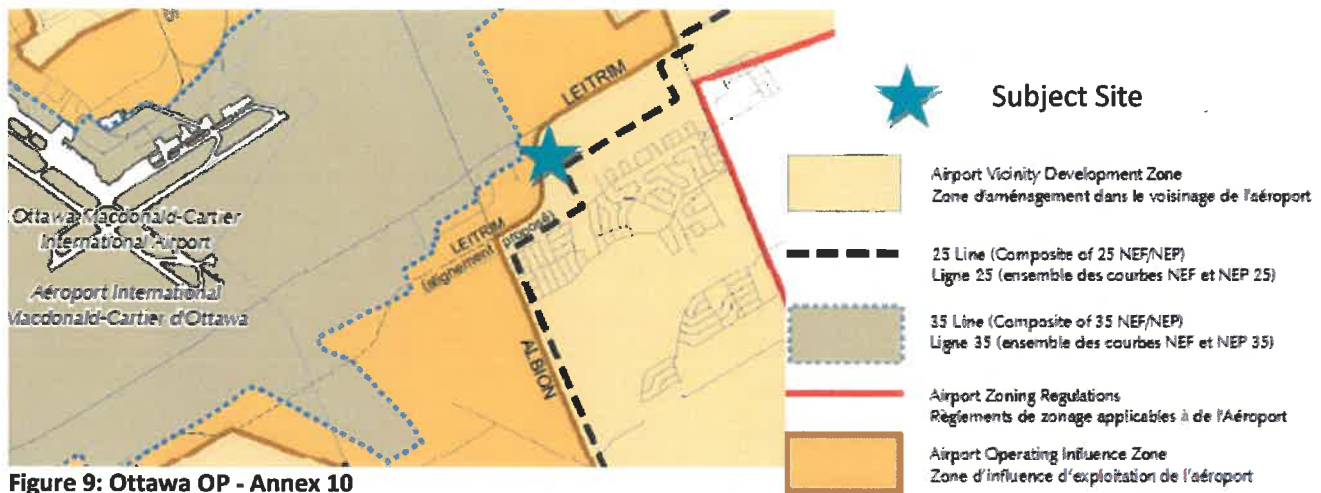


Figure 9: Ottawa OP - Annex 10

Parkland dedication requirement policies are provided in *Section 4.10 Greenspace Requirements* and are further defined in the Parkland Dedication By-Law No. 2009-95. The proposed development is required to provide 1 hectare of parkland for every 300 dwelling units which results in a parkland dedication requirement of 1.29 hectares. As the result of over dedication of parkland in the Findlay Creek Village Subdivision, the proposed park is sized to reflect an equalization of net parkland dedication, as requested by and agreed to, by the City of Ottawa. As a result, the park size is proposed to be 0.9 hectares. Each residential unit in the proposed development is located within 400 meters of the proposed park. The close proximity of the Diamond Jubilee Community Park, multi-use pathways and Pond 2 will provide a range of leisure activities for the proposed development.

Section 4.11 – Urban Design and Compatibility policies are provided to ensure consideration of compatible development between new and existing development. Although the proposed development is not located in a Design Priority Area, the policies in Section 4.11 establishes the requirement of high quality urban design in all parts of the city. The policies relevant to the proposed development are reviewed below:

Building Design: Good building design will be achieved through high quality architectural and urban design elements on both the single detached and townhouse units. Similar to the surrounding community, the homes will include elements such as large glazed windows fronting the street, upgraded brick façades on corner units, varied roof lines, front entrance porches and reduced front yard setbacks which will enhance the interaction between public and private space and create a pleasant pedestrian environment. Buildings fronting the park and a single loaded road along Pond 2 will enhance the views and accessibility to parks and open space. Pedestrian connections via sidewalks and pathways will be provided to connect to greater Findlay Creek Village community to promote walking.

Massing and Scale: The proposed development is similar in both massing and scale with the existing Findlay Creek Village community. The single detached and townhouse units will vary between one and three storeys in height, with most being two storeys. Front, rear and side yard setbacks are similar to previous phases in Findlay Creek Village.

Outdoor Amenity Areas: In addition to vast amount of public outdoor space within and adjacent to the site, each residential unit will have sufficient private rear yard amenity space.

4.3 Leitrim Community Design Plan (LCDP)

The purpose of the Community Design Plan is to establish a community-wide land use framework that reflects the principles, objectives and policies for community development as directed by the Official Plan. The Leitrim Community Design Plan (LCDP) Land Use Plan shown in **Figure 10** provide a conceptual distribution of land uses, the location of roadways, and community facilities including school sites, parks and drainage facilities.

The subject site is located in zone 2 of the LCDP. The land use designation outlined for the site is *Employment* lands. During the development of the LCDP, the employment lands coincided with the boundary of the Ottawa Airport Operating Influence Zone. Since that time, Leitrim Road realignment and widening EA has been completed which coincides with the new Ottawa Airport Operating Influence Zone boundary. As discussed in section 4.2 of this report, in the Ottawa Official Plan, Section 3.6.5 – *Urban Employment Area*, Policy 11, defines the eastern boundary of the Urban Employment Area as being the realigned Leitrim Road, as approved through the Environmental Site Assessment Study.

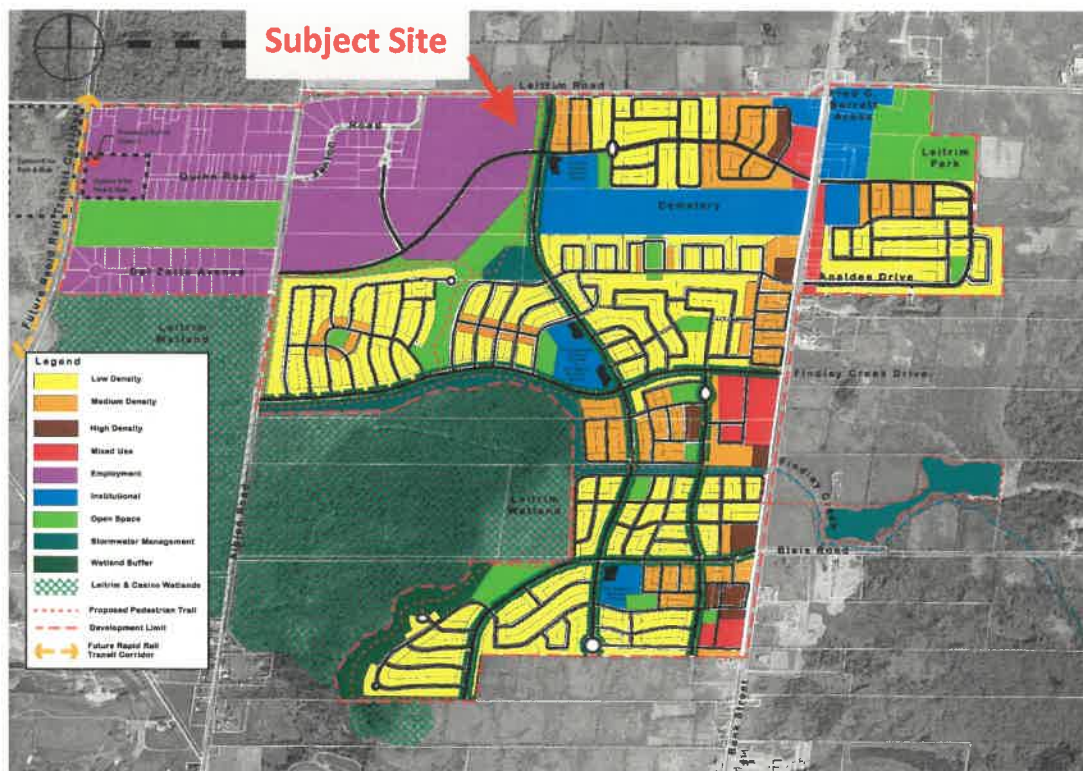


Figure 10: Leitrim Community Land Use Plan

Section 9.5 Process to Amend the CDP notes that flexibility has been built into the policies and guidelines of the document in order to deal with changing circumstances in the community. In order for change to be accepted, the objectives in both the CDP and the Official Plan must be reflected. Major changes to the CDP require agreement through the approval of a zoning amendment, plan of subdivision or site plan control application.

The proposed development is not consistent with the LCDP Land Use plan. An amendment to the CDP will be required to allow residential development in a location previously identified as Employment. It is proposed that the amendment to the CDP will be dealt with through the Plan of Subdivision approvals process.

Section 4.0 Land Use Plan speaks to a variety of residential uses and densities throughout the community. *Low Density Residential* supports the development of various ground oriented housing forms, including: single detached, semi-detached and duplex dwellings. *Medium Density Residential* supports ground oriented multiple unit dwellings adjacent to focal areas such as commercial areas or parks. Small-scale, convenience shopping is encouraged to locate close to these residential uses at collector intersections and collector/arterial intersections. *High Density Residential* supports low and mid-rise apartments. High Density Residential is intended to locate close to commercial areas and transit routes in order to support these community services. The *Mixed Use* designation is meant to accommodate a range of uses such as retail, personal service business, institutional, and higher density residential to support these uses (low- and mid-rise apartments). *Section 5.7 Residential Neighbourhoods* provides general guidelines for all housing types which encourage recessed garages, dwellings to be located close to the street, shared or grouped driveways; and detailed entry features.

The proposed development is consistent with low and medium density housing which is interspersed throughout the site. The proposed densities are suitable for the area as they are not located near commercial areas.

Building setbacks for the low and medium density housing are a minimum 3.0 meters from the front property line with recessed garages. Front porches will maintain close proximity to the street to encourage a stronger relationship between the dwelling and street. The setbacks and detailed fronts will provide for a more interesting streetscape. Driveways will be grouped where possible to provide more green space and reduce asphalt on the lots.

Section 5.2 discusses the Community Design Guidelines for streets. The LCDP directs streets to be designed with a modified grid pattern to accommodate various modes of transportation. Single loaded roads are to be provided at key locations throughout the site. Design considerations for various rights-of way are also outlined, confirming local roads should maintain an 18.0 metre width.

The subject site shows a modified grid pattern with short street segments. Local street ROWs are designed at 18.0 metres.

Section 5.3 Transit provides consideration for transit routes in the community.

The LCDP provides consideration for a transit route adjacent to the subject site along Kelly Farm Drive with the ultimate bus routing and services to be extended to Bank Street via Barrett Farm Drive. Street 1 and 3 of the proposed development intersects with Kelly Farm Drive which provides adequate access to transit services. The Transportation Impact Assessment completed by IBI Group (January 31, 2020) reviewed the bus stop locations and found that approximately 97% of the proposed dwelling units are within 400 meters of a bus stop, which is above OC Transpo's target of 95%.

Section 8.0 Servicing Plan provides a plan that efficiently uses existing services while maintaining flexibility to accommodate the changing needs of development.

Infrastructure servicing for the proposed development is to be developed as per the recommendations of the 2016 Final Updated Serviceability Report (Class EA OPA 76 Areas 8a, 9a & 9B).

Section 9.0 Implementation establishes density targets for the Leitrim Community overall of not less than 29 units per net hectare and further outlines a target of:

- No more than 60% single detached and semi-detached,
- at least 30% multiple dwellings; and

- 10% apartments.

The proposed development has a net density of 32.23 units/net hectare which exceeds the required minimum of 29units/net hectare. The proposed development meets the density breakdown criteria by proposing 169 single detached family homes (44% of total units) and 219 townhouse units (56% of total units). High density development is not planned at or near the subject site and will be accommodated elsewhere in zone 2.

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

Under the Comprehensive Zoning By-law 2008-250, the subject site is zoned Light Industrial Zone Subzone 2, Exception 1528, height limit of 14 meters and a holding zone (IL2[1528] H(14)-h).

A zoning by-law amendment is being requested for this property to permit development in accordance with its Official Plan designation. The proposed rezoning is illustrated in **Figure 11**. The low and medium density residential sections of the site are proposed to be re-zoned to Residential Third Density – Subzone Z (R3Z). The proposed park block (Block 224) is proposed to be re-zoned to Parks and Open Space (O1).

Proposed Zoning:
Residential Third Density – Subzone Z (R3Z)
Parks and Open Space (O1)

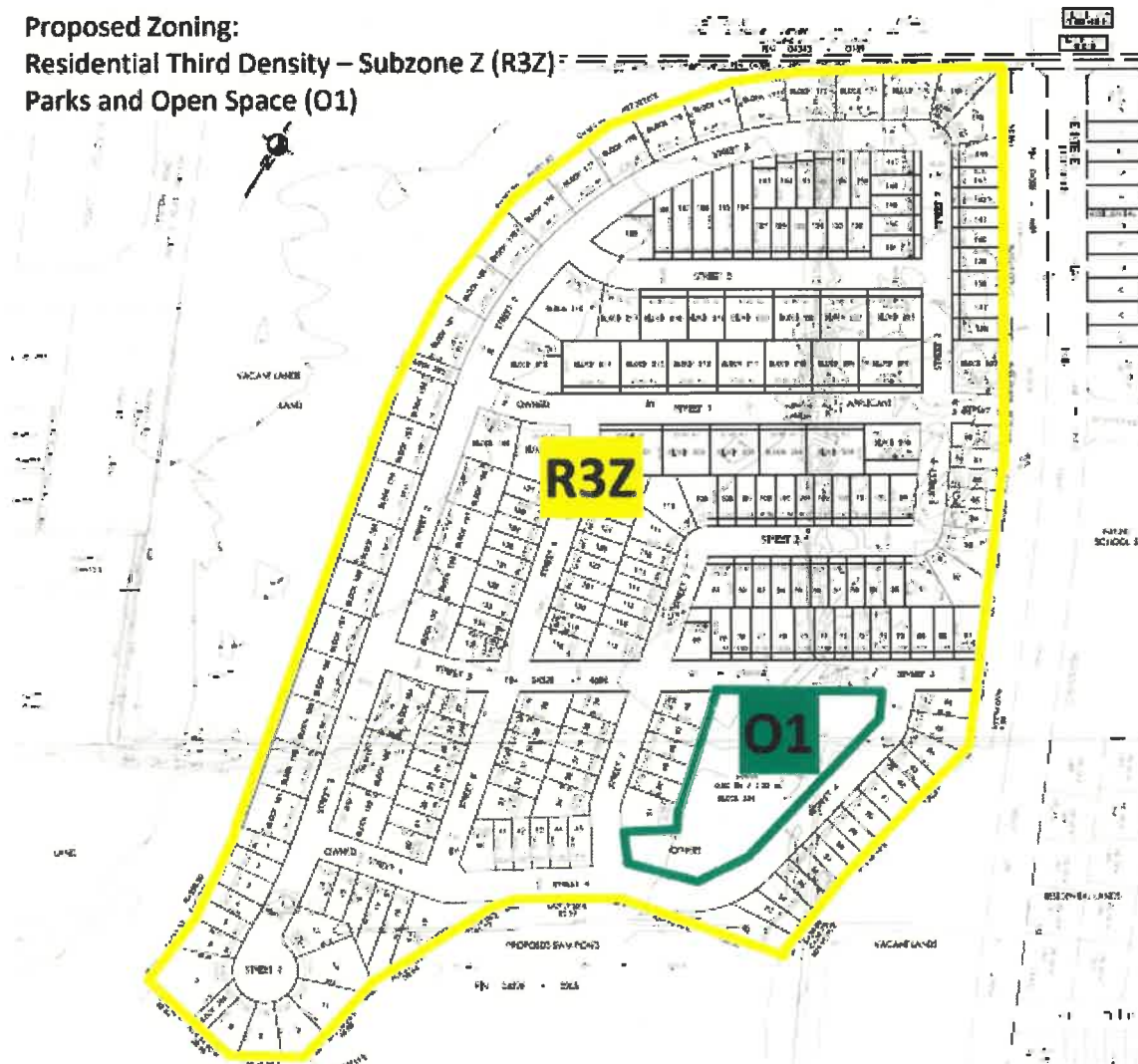


Figure 11: Proposed Zoning

4.5 Building Better and Smarter Suburbs

Building Better and Smarter Suburbs (BBSS): strategic direction and action plan, was approved by council in 2015. The BBSS vision is to apply the principles of good urbanism to the suburbs. The four guiding principles to achieve the BBSS vision requires suburbs to be: land efficient and integrated; easy to walk, bike, bus or drive; well designed; and financially sustainable. The BBSS provides objectives, strategic directions and an action plan for nine planning and design issues. The proposed development meets the general intent of the BBSS in the following ways:

Street Network and Land Use

- Modified grid street pattern and short blocks provides choice in travel routes, more direct pedestrian and cycling connectivity, and better access to transit routes and bus stops.

Parks and Open Space

- The proposed development is part of a larger developing community which has a Modified Area Parks (mAPP) plan in place for much of the area. Although the proposed development is not included in the Leitrim mAPP, there is a strategic hierarchy of parks in the community that will inform the development of the proposed local park.
- The park and stormwater management pond is connected by a single loaded road providing the opportunity to link the features together with canopy trees.

Parking

- The proposed zoning will allow for each residential unit to accommodate two cars, one in the driveway and one in the garage.
- Driveways will be paired where possible.
- On-street parking will be available on all streets which will provide traffic calming measures.
- The proposed sidewalk locations are located as much as possible along flanking lots to reduce the conflict between sidewalk users and vehicles in the driveway.

Road Right-of-Way

- All streets within the proposed development have an 18 meter ROW width which provides the space required to accommodate on-street parking, sidewalks on one side of the road and trees on both sides of the road.

Trees

- There is sufficient space for trees within the ROW.
- Local native tree species will be selected for the proposed development.

Utilities

- 4 party joint utility trenches are planned for all streets within the proposed development.
- Above ground utility pedestals will be combined where possible.

5 Integrated Environmental Review

Section 4.7.1 Integrated Environmental Review to Assess Development Applications is the means to ensure each development considers significant findings from each support study; complies with environmental policies outlined in Section 4; and applies design with nature principles. In keeping with the requirements outlined in Section 4.7.1 of the OP, the following sub sections provide a summary of the technical studies submitted in support of the proposed development.

5.1 Stage 1 and 2 Archaeological Assessment

A combined Stage 1 and 2 Archaeological Assessment was completed by Golder Associates Ltd., January 2012. The stage 1 assessment identified the study area as having archaeological potential. The survey completed as part of the stage 2 assessment did not identify artifacts or features of archaeological significance on the subject site. The study required no further archaeological assessment.

5.2 Phase 1 Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was completed by Golder Associates Ltd., November 2019. The ESA identifies areas of potential environmental concerns (APEC) within the phase one study area, but none within the phase one property. The study concludes that no APECs were identified for the subject site and therefore a Phase Two ESA would not be required.

5.3 Tree Conservation Report and Environmental Impact Statement

An Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) was prepared by Muncaster Environmental Planning Inc., January 15, 2020, in support of the proposed subdivision. **Figure 12** shows existing site conditions in the north and central sections of the site which are described as being primarily cultivated agricultural fields with deciduous hedgerows found between agricultural fields. The south section of the site consists mostly of cultural thickets, cultural meadows and upland poplar deciduous forest. No natural heritage features were observed on or adjacent to the site, with the exception of potential fish habitat in the agricultural ditches and north-south swale east of the site. No Species at Risk, significant woodlands or significant wildlife habitat were observed on or adjacent to the subject site.

Trees retention throughout the site will be difficult due to grading and servicing constraints but may be possible in the southwest section of the site as shown in **Figure 12**. Possible tree retention will be subject to the detailed engineering design, where the grade changes and servicing constraints permit. If tree retention is not possible, protection of the critical root zone of the adjacent trees should be implemented by ensuring no grade changes occur within three meters of the site boundary. Planting of local native trees and shrubs may replace some of the functions of the existing trees. Where silty clay soils are encountered, tree planting should be limited to low water demand species.

Aquatic features are limited to the agricultural ditches which will be filled. Aquatic habitat is replaced with the recently constructed north-south swale which is designed to enhance amphibian, fish and wildlife habitat. Prior to filling the onsite ditches, they should be de-fished and netted for frogs and other wildlife and the fauna be relocated to the north-south swale.

The study concludes the proposed development should ensure proper implementation of the mitigation measures outlined in the TCR and EIS.

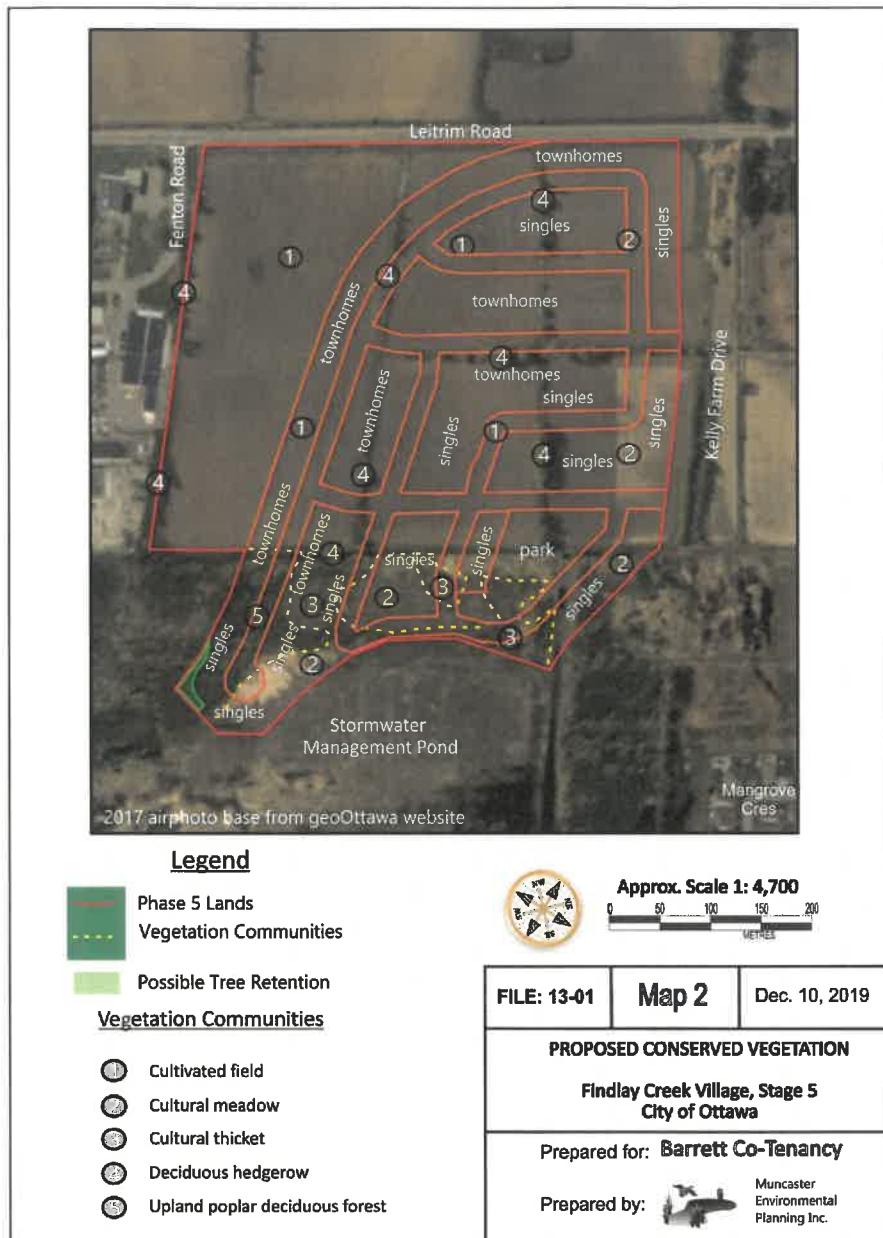


Figure 12: Existing and Proposed Conserved Vegetation

5.4 Assessment of Adequacy of Public Services

An Assessment of Adequacy of Public Services report was completed by IBI Group, January 2020. The purpose of the report was to provide a review of the adequacy of public services needed to support the proposed development. The report indicates no significant environmental constraints other than the filling and relocation of existing ditches which will require relevant permits issued by South Nation Conservation. Erosion and Sedimentation control measures will be implemented to prevent construction related impacts downstream or to adjacent properties.

Water Supply: The proposed water plan indicates the site will be serviced by the installation of 150 mm and 200 mm watermains throughout the site and will connect to the existing 300mm watermain on Kelly Farm Drive at streets number 1 and 3. A 50mm watermain is proposed to service the cul-de-sac at the south end of street number 2.

Wastewater Disposal: The proposed wastewater plan indicates the site will be serviced by 200mm sewers throughout the site. The north section of the site is proposed to outlet into the existing 300 mm sanitary sewer on Kelly Farm Drive via street 1. The south section of the site is proposed to outlet into the future 375 mm sanitary sewer near the western inlet of the stormwater facility pond 2. Both sewer outlet eventually empty into the Leitrim Sanitary Pump station.

Storm Water Management: The minor storm plan proposed includes local storm sewers ranging in size from 375 mm to 1800 mm diameter. The north section of the site is proposed to outlet into street 1. The south section of the site is proposed to outlet into the western inlet to Pond 2 via street 2. Both outlets empty into Pond 2.

A dual drainage system is planned to accommodate both minor and major storm runoff. The system includes a combination of on-site detention with inlet control devices and direct conveyance with no ponding. Minor storm sewers will accommodate runoff from frequent storm events. The major system will accommodate runoff from less frequent storm events through a system of rear yard swales and street segments. Major flow from the north and central section of the subject site is proposed to drain into the North South Swale while the south section is proposed to drain into Pond 2.

Sediment and Erosion Control: In order to reduce unnecessary construction sediment loading, a number of mitigation techniques are proposed:

- Groundwater in trenches to be pumped into a filter mechanism prior to being released to the environment until the local storm sewers and storm pond are constructed;
- Bulkhead barriers to be installed at the nearest downstream manhole in each sewer which connects to an existing downstream sewer;
- Seepage barriers to be constructed in any temporary drainage ditch;
- Filter cloths to remain on open surface structures until those structures are commissioned and put into use; and
- Silt fence along the site perimeter.

The report concludes that development on the site can proceed when the following is completed:

- Full completion of Pond 2.
- Extension of the 375 mm diameter sanitary sewer located around the western edge of Pond 2.
- Construction of local sewers and watermains throughout the subject site during its development.

5.5 Geotech Report

A preliminary Geotechnical Investigation was completed by Golder Associates Ltd., November 2019, in support of the proposed development. The results of the investigation along with previous geotechnical investigations including those adjacent to the site were used to provide preliminary engineering guidelines on the geotechnical design aspects of the proposed development. The purpose of the current investigation was to determine the general soil and groundwater conditions of the site by means of a limited number of boreholes and to provide preliminary engineering guidelines for site servicing and home construction.

The results of the boreholes indicate the subsurface conditions generally consists of topsoil underlain by layered sands and silts, overlying glacial till. From a geotechnical perspective, there are no grade raise restrictions. A Permit-To-Take-Water (PTTW) from the Ministry of the Environment of Ontario may be required depending on the size and depths of the excavations and time of year. Clayey silt was encountered in the northeast section of the subject site and therefore requires consideration of the types of trees being planted and planting distance from structures for those areas.

The report concludes that from a geotechnical perspective, the site conditions are adequate for the proposed development.

5.6 Groundwater Impact Study

To support the proposed residential subdivision, a groundwater impact study was completed by Golder Associates Ltd., January 8, 2020. The purpose of the groundwater impact study was to determine the general soil and groundwater conditions and address any possible impacts to private water supply wells.

The report indicates no expectation of permanent impacts to the groundwater quantity or quality of nearby active water supply wells. Pre-construction monitoring and sampling of nearby active wells is recommended to ensure any effects on a well due to site development is mitigated by the developer or contractor.

5.7 Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by IBI Group, January 2020, to determine the impact of roadway traffic and other noise sources on the proposed development.

Roadway noise from Kelly Farm Drive and Leitrim Road (existing and future) were assessed. A combination of noise barriers and warning clauses will be required in certain locations along Kelly Farm Drive and Leitrim Road which will be determined during the detailed design phase of the proposed development.

The subject site is located fully within the Airport Vicinity Development Zone as shown on Annex 10 of the Official Plan. Airport noise from the Ottawa International Airport were assessed. A warning clause will be required for all units within the proposed development.

5.8 Transportation Impact Assessment – Step 4: Analysis

A Transportation Impact Assessment-Step 4: Analysis was prepared by IBI Group, January 31, 2020, in support of the proposed development. The study provides the following key conclusions and recommendations:

- Kelly Farm Drive & Barrett Farm Drive at street 1 was analyzed as an unsignalized, two-way stop controlled intersection. The intersection is expected to operate at an acceptable level of service and does not warrant an auxiliary north bound left-turn lane or future modifications to the intersection within the study timeframe.
- Kelly Farm Drive and street 3 was analyzed as an unsignalized, two-way stop controlled intersections. The intersection is expected to operate at an acceptable level of service and does not warrant an auxiliary north bound left-turn lane or future modifications to the intersection within the study timeframe.
- The intersection at Kelly Farm Drive and Leitrim Road is expected to operate at acceptable levels of service and will not require any modifications to existing auxiliary lanes during study timeframe.
- No off-site geometric improvements are necessary. As a result, an RMA will not be required.
- The proposed internal road network promotes sustainable transportation for local trips by providing short street segments, sidewalks and strategically placed pathways that facilitate access to local amenities, recreational pathways, transit network and adjacent roads.

The study concludes that the proposed development can be accommodated by the adjacent transportation network and a post-development monitoring plan will not be required.

6 Conclusions

Based on the analysis presented in this report, it is concluded that the proposed development is appropriate for the lands, builds upon and enhances the existing assets of the community, and is compatible with its surroundings. Furthermore, the development is consistent with the intent of the applicable policy and regulatory documents, and is supported by the technical studies submitted as part of this application.

Completed By:

A handwritten signature in blue ink, appearing to read 'Mc', with a period at the end.

Melissa Cote, MCIP RPP

Tartan Land Consultants Inc.

Appendix A

Plan 4R-32581

Appendix B

SNC permit No. 2017-GLO-R166



February 23, 2018

Permit No. 2017-GLO-R166

Barrett Co-tenancy
237 Somerset Street West
Ottawa, On , ON K2P 0J3
Attention: Pierre Dufresne

**Re: Fill Ditches, Temporary Ditching, Construct Swale,
Install Culvert and Pedestrian Bridge.
Lot 17 Concession 4 , Ottawa
Formerly. Gloucester
Roll # 061460007000705**



Dear Mr. Dufresne,

The South Nation River Conservation Authority, herein referred to as South Nation Conservation (SNC), is a corporation created under the Conservation Authorities Act of Ontario and funded and directed by the municipalities that make up the South Nation River Watershed. It is the obligation of SNC to implement Ontario Regulation 170/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses). As a result, a permit is required from this office to undertake the above noted project.

Upon completion of its review of this proposal, SNC staff has determined that this project is allowable under Ontario Regulation 170/06, and SNC hereby grants you permission to undertake the above noted project.

SNC's understanding of the work to be done is as follows:

- The existing ditches to be filled total 2130 m in length and require 6400 cubic metres of fill.
- The NS swale will be increased in length by 860 m and will include a pedestrian bridge and twin 1200 m x 1800 m concrete box culverts along with a restorative planting plan. Please note the species list should be reviewed with the City of Ottawa as there are certain species that cannot be used in the Airport zone area.
- Temporary ditches will be constructed to convey flows during the work phases and will total approximately 800 m. These will be filled as the work progresses easterly.
- Sediment and erosion controls will be implemented as per documents noted in the next section.

The details of your project are outlined in the following documents forwarded to our office and will proceed accordingly:

- South Nation Conservation Application Form – Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulation 170/06 dated, 12/5/2017 received December 5, 2017 provided by IBI Group; Karlinda Hinds.
- Location Plan, Barrett Lands Phase 1.
- Written project description prepared by IBI group, Proposed Ditch Filling and Temporary Drainage Ditches Barrett Lands Subdivision Phase 1 Leitrim Development Area, dated January 22, 2018 signed by Karlinda Hinds, E.I.T.
- Drawings: 112,113,114,117, 200, 201, 202, 203, and 900, Project No. 34731, Barrett Lands Phase 1, Prepared by IBI Group, signed and stamped by J.I. Moffatt, P.Eng.
- Implementation and Methodology Plan Figures 2 and 3
- Implementation and Methodology Details Figure 4
- Existing and proposed ditches, Figure 2
- Barrett Farm Drive Culvert Analysis
- Barrett Lands Landscape Plans and Planting Details (Lashley & Associates, October 30, 2017).

SNC requests that the following concerns will be addressed:

Sediment and Erosion Control

- Sediment and erosion control measures should be implemented prior to work, and maintained during the work phase, to prevent entry of sediment into the water or the movement of re-suspended sediment.
- All disturbed areas should be stabilized and re-vegetated as required upon completion of work and restored to a pre-disturbed state or better.
- Sediment and erosion control measures should be left in place until all disturbed areas have been stabilized.
- **SNC may visit the site at any time after the application submittal through to the expiry date of the permit. During this time SNC will indicate any deficiencies observed in the sediment and erosion control methods on site. The applicant, by signing this permit, agrees that any directives in regard to these matters will be followed without delay.**
- The applicant by signing the permit has agreed to be responsible for ensuring the sediment and erosion control measures are effective and will be inspected and maintained throughout the work phase and finally until the work site has re-vegetated to a pre-disturbed state.

In the event of unexpected rainfall, any fill that is removed from the site and placed on the shore (above the high water mark) should be properly stabilized through the implementing of appropriate sediment and erosion control measures. This will prevent entry of sediment into the watercourse.

This permit does not relieve you of your responsibility for obtaining other documents or permits that may be required from the Government of Canada, the Government of Ontario or the municipality in which the land is located, including landowner permission. A copy of this document should be kept at the worksite.

If you have any questions concerning this permit or should there be any changes to the proposed work please contact our office.

This permit is valid for 24 months from the date of issuance and is not transferable to other land owners.

South Nation Conservation reserves the right to enter the site during or post construction through to 6 months past the expiry date of the permit.

South Nation Conservation assumes no responsibility or liability for flood, erosion or slope failure damage that may occur to this property, or any activity undertaken by you affecting the property interests of adjacent landowners.

Any deviation from the approved criteria without written approval from South Nation Conservation will constitute a violation of the approved permit. This could result in the permit being revoked.



Geoff Owens,
Regulations Officer

Date: February 23, 2018

Note: This letter of permission does not come into full force until the attached copy of this letter is returned to the SNC office in Finch, signed and dated, which return shall be taken as indicating the acceptance of the conditions of SNC approval.

Name: _____ (please print)

Signed: _____

Date: _____

Appendix C

Draft Plan of Subdivision

Appendix D

Proposed Mobility Plan

