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5618 Hazeldean Road

Planning Rationale & Integrated Environmental Review Statement

5618 Hazeldean Road
City of Ottawa
Planning Rationale
& Integrated Environmental Review Statement

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November 9, 2016

Novatech File: 108195
Ref: R-2016-162



November 9, 2016

City of Ottawa
Planning Infrastructure & Economic Development
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Kathy Rygus, Planner II

Dear Ms. Rygus:

**Reference: 5618 Hazeldean Road
Draft Plan of Subdivision and Zoning By-Law Amendment
Planning Rationale and Integrated Environmental Review Statement
Our File No.: 108195**

Novatech has prepared the attached Planning Rationale & Integrated Environmental Review Statement as part of applications for Draft Plan of Subdivision and Zoning By-law Amendment submitted on behalf of our client, Kizell Management Corporation for the property at 5618 Hazeldean Road in the Fernbank community.

Kizell intends to develop approximately 1844 dwelling units and four on the subject property. The Draft Plan of Subdivision provides for four commercial-mixed use blocks, an elementary school, four neighbourhood parks, a portion of a larger district park, a stormwater management facility, and several open space blocks.

The attached Planning Rationale outlines the proposed development, summarizes the relevant studies, demonstrates that the proposal is consistent with relevant provincial and municipal policy documents and explains how principles of 'design with nature' were applied to the proposal's layout.

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

Regards,

NOVATECH

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1.0 INTRODUCTION

Novatech has prepared the attached Planning Rationale & Integrated Environmental Review Statement as part of applications for Draft Plan of Subdivision and Zoning By-law Amendment submitted on behalf of our client, Kizell Management Corporation for the property at 5618 Hazeldean Road in the Fernbank community.

Kizell intends to develop the property as a combination of residential, commercial, mixed use, 'park and ride', institutional, and park and open space uses. It is anticipated that, once completed, the community will accommodate approximately 1844 dwelling units and four blocks of commercial-mixed use development.

This Rationale will outline the various aspects of the proposal and demonstrate that the proposed development is consistent with relevant provincial and municipal policies.

Integrated Environmental Review portions of this Rationale have been prepared as required under Section 4.7 of the Official Plan. An Integrated Environmental Review Statement is required by Section 4.7.1 of the City of Ottawa Official Plan for subdivision of land and changes in zoning. The purpose of an Integrated Environmental Review Statement is to demonstrate how supporting studies influenced 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.

2.0 CONTEXTUAL ANALYSIS

The subject property is located between the communities of Stittsville and Kanata in the developing Fernbank community (see figure 1). The property is municipally known as 5618 Hazeldean Road and legally described as *Part of Lot 28, Concession 11 Goulbourn, Parts 1, 2, 3, and 4 on Plan 4R-24157, except Parts 1, 2, and 3 on Plan 4R-27840, now City of Ottawa.*

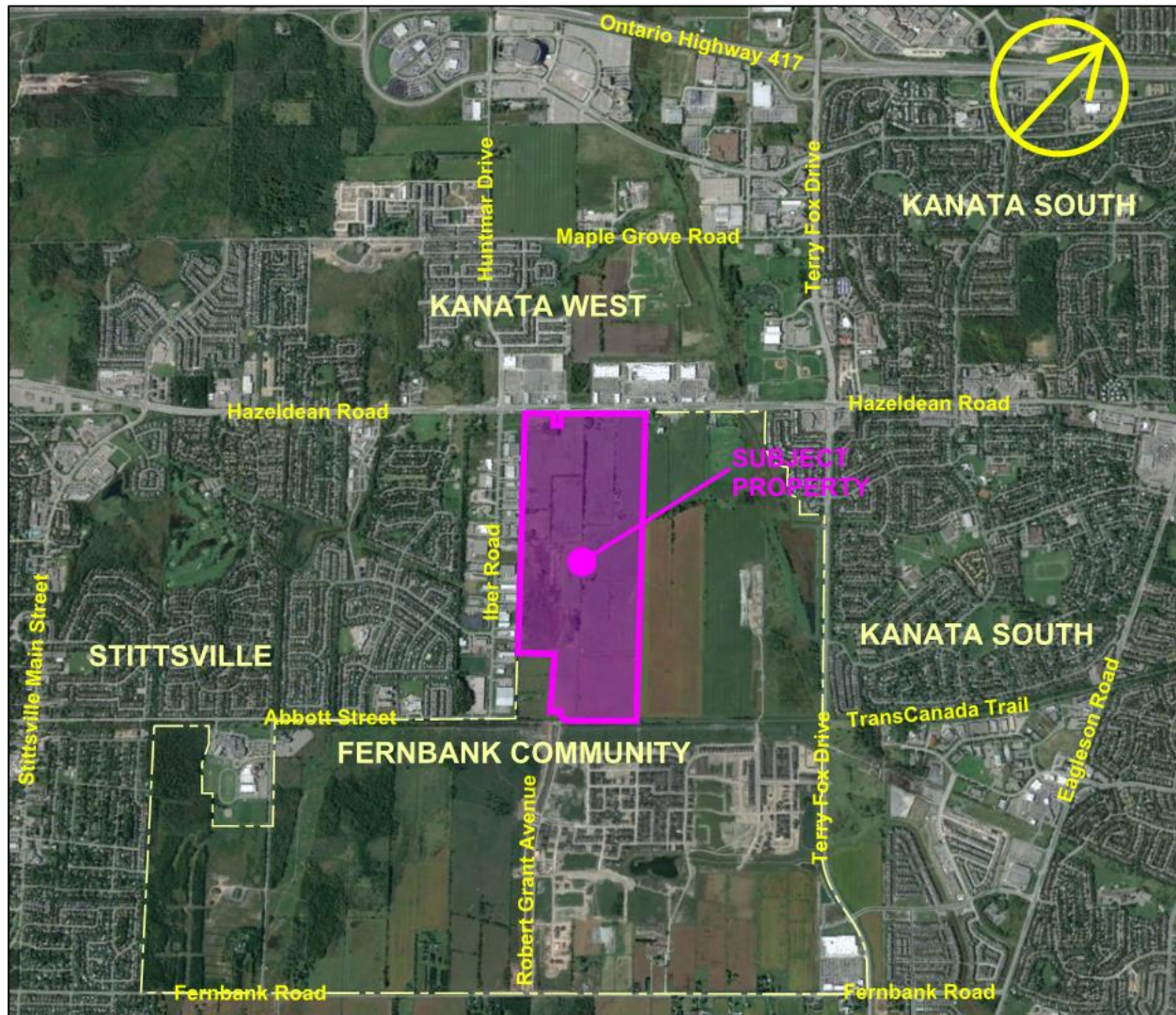


Figure 1: Location plan of the subject property and surrounding communities (source: Google Earth).

2.1 Local Context and Transportation

The following uses surround the subject property:

North: Hazeldean Road is a four-lane arterial road and defines the property’s northern boundary. Lands north of Hazeldean Road are occupied by two large-format commercial developments known as ‘the Shoppes at Fairwinds’ and ‘Grant Crossing’. These lands are designated ‘Community-Level Retail’ within the Kanata West Concept Plan.

The subject property surrounds a smaller property known as 5654 Hazeldean Road which contains a single-storey detached dwelling converted to a commercial use.

East: A large vacant property, known as 590 Hazeldean Road, is located to the east and is currently the subject to Draft Plan of Subdivision and Zoning By-law Amendment applications

(City File No.: D07-16-13-0036 & D02-02-13-0147). A two-storey detached dwelling is located adjacent to the northeast corner of the subject property.

South: is located southwest of the subject property at the intersection of Abbott Street East (2-lane major collector) and Robert Grant Avenue (2-lane arterial). The subject property is bounded to the south by an untraveled road allowance between Concessions 9 and 10 and the TransCanada Trail. A 500kV electric transmission corridor runs south of the Trans Canada Trail. Several residential subdivisions are currently being developed to the south.

West: Lands to the west are occupied by business/light industrial uses fronting onto Iber Road (2-lane major collector).

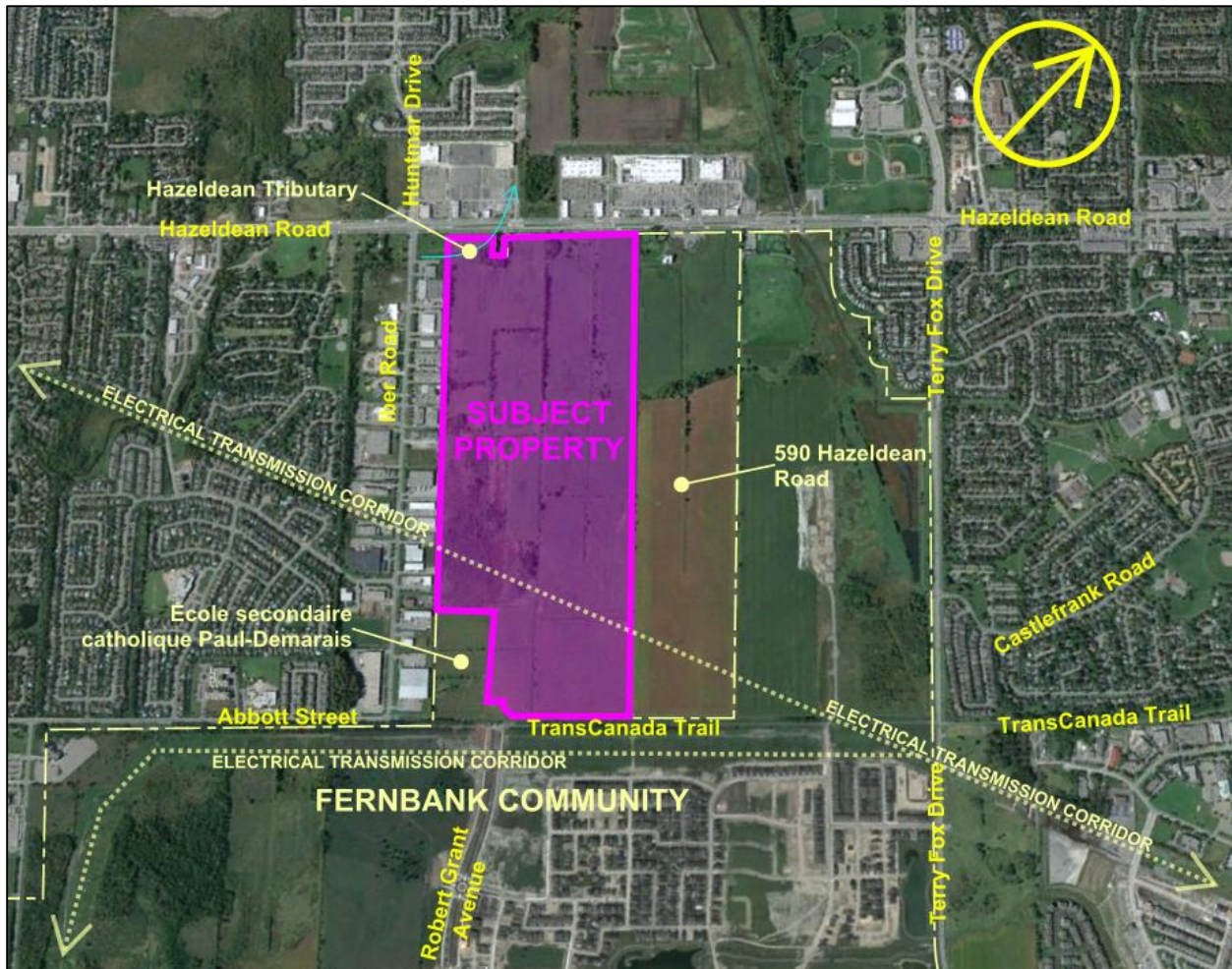


Figure 2: Subject property and surrounding uses (source: Google Earth).

2.2 Existing Site Condition

The subject property has an area of 88.76 hectares and 576.7 metres of frontage on Hazeldean Road to the north. The subject property has frontage, to the south, at the intersection of Robert Grant Avenue and Abbott Street

The subject property is currently vacant with portions currently under cultivation. A 230kV electrical transmission corridor transects the southern portion of the subject property. The subject property is generally flat and slopes downwards to the north and east. A watercourse in the northwest portion of the property, known as the Hazeldean tributary, drains into the Carp River.

2.3 Development Background

In 2006, the City of Ottawa initiated the secondary planning process for the Fernbank Community Design Plan (CDP) in accordance with the Official Plan policies. The Fernbank CDP was adopted by Ottawa City Council on June 24, 2009 (Official Plan Amendment #77) through By-law 2009-206. The subject property is located in the northwest portion of the Fernbank CDP.

2.4 Planning Context

City of Ottawa Official Plan

As shown on figure 3, the majority of the subject property is designated as General Urban Area on Schedule B of the City of Ottawa Official Plan. The northern portion of the subject property (adjacent to Hazeldean Road) and lands along a portion of Robert Grant Avenue are designated Arterial Mainstreet.

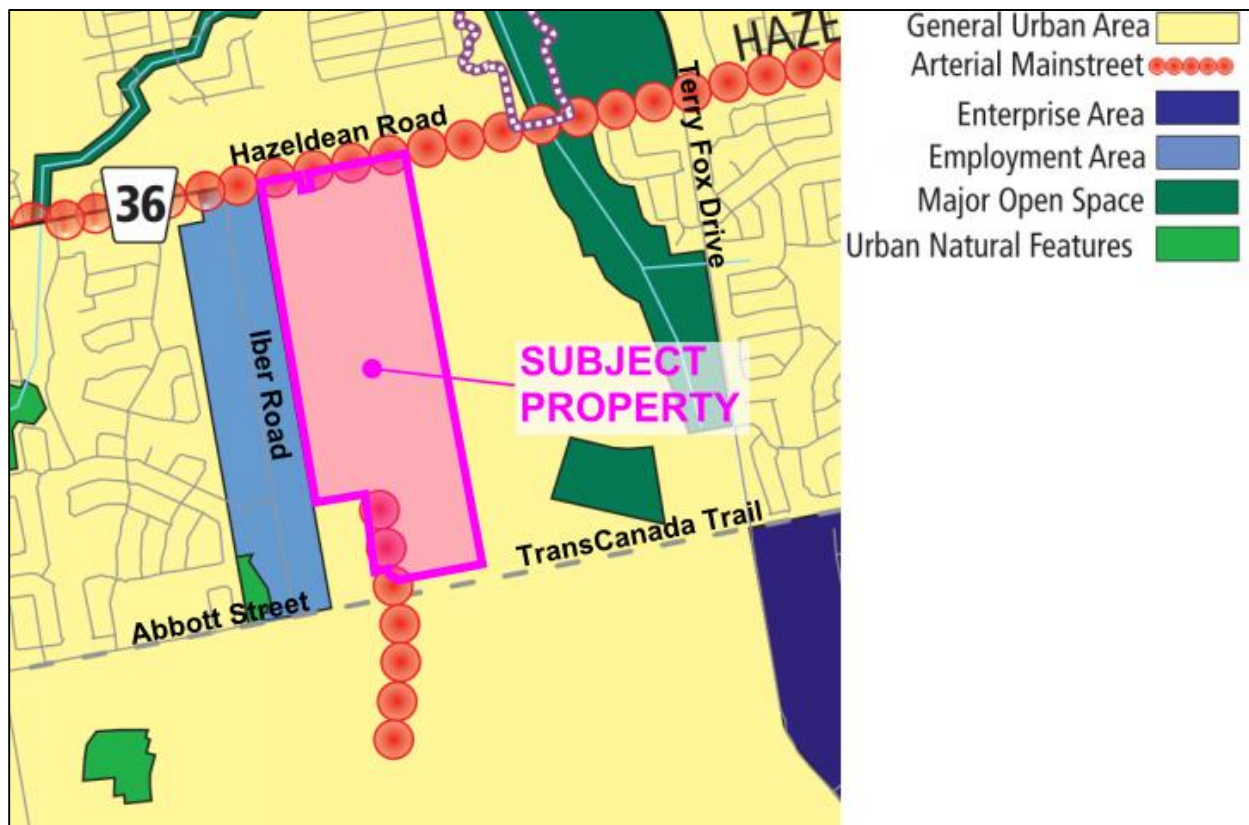


Figure 3: Extract of Schedule B of the City of Ottawa Official Plan (OPA#150). The subject property is designated General Urban Area and Arterial Mainstreet.

Fernbank Community Design Plan

The subject property has been designed for the following land uses on the CDP Land Use Plan (figure 4):

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Neighbourhood Commercial
- Elementary School
- Greenspace Network
- Potential Transit Stations and Park and Ride

The designations allow for wide range of uses which will be discussed in greater detail in Section 4.0 of this Rationale.

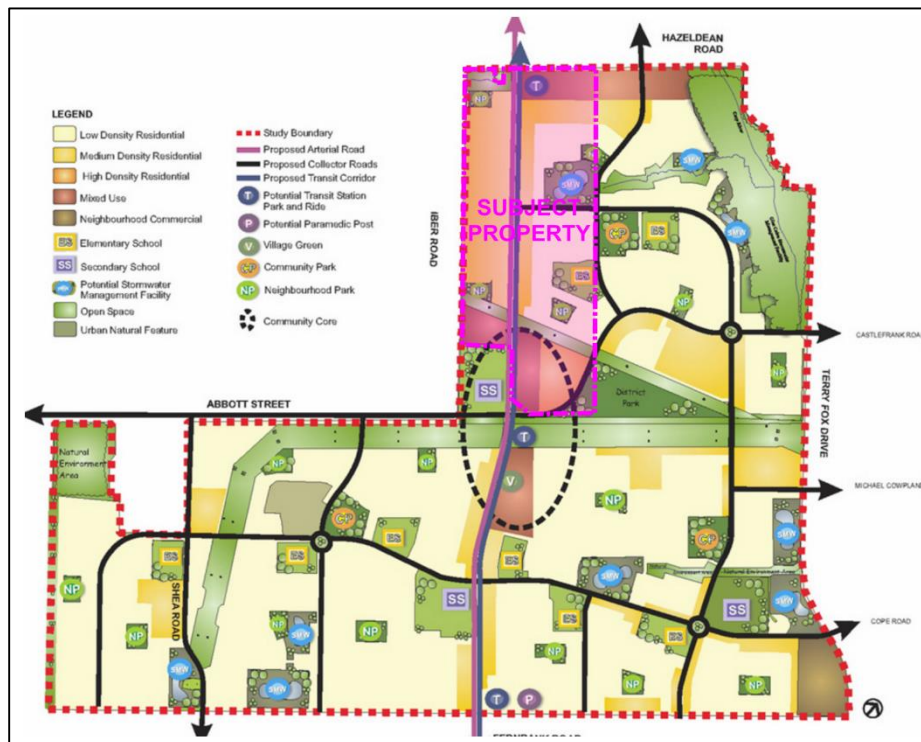


Figure 4: Fernbank Land Use Plan. The subject property is highlighted in fuchsia.

City of Ottawa Comprehensive Zoning By-law 2008-250

The subject property is currently zoned Development Reserve (DR) by Zoning By-law 2008-250. The purpose of the DR 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 limit development before studies have been completed and approved.

3.0 OVERVIEW OF TECHNICAL STUDIES/ INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

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. This process will be implemented through an application of the integrated environmental review process”. Section 4.7.1 states the “integrated environmental review process considers as a whole the significant finding from individual support studies and ensures that development design complies with the environmental policies contain in Section 4, and that the principles of design with nature have been applied.”

The following section provides a summary of each technical study prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective study.

3.1 Archaeological Resource Assessment

Section 4.6.2 of the Official Plan states development proposed on lands that have been identified as having archaeological potential on the City’s Archaeological Resource Potential Mapping Study will be required to prepare an archaeological assessment. The City of Ottawa online mapping tool indicates that the subject property has archaeological potential.

A Stage 1 Archaeological Resources Assessment was prepared by Kinickinick Heritage Consultants in 2007. The report concluded that a Stage 2 assessment was warranted for the subject property. A Stage 2 assessment will be completed as a condition of Draft Plan approval, prior to subdivision registration.

3.2 Tree Conservation Report & Environmental Impact Statement

A Tree Conservation Report and Environmental Impact Statement (TCR/EIS), dated October 2016, was prepared by Muncaster Environmental Planning Inc. The report addresses the existing vegetation, potential tree retention, Species at Risk, and other features of the natural environment.

No Species at Risk or significant wildlife habitat were observed during the field survey. Due to the number of disturbances in the immediate area, including urban development and agricultural activity, there is a very limited potential for linkage functions in and adjacent to the site. Due to grading and drainage requirements it is anticipated that opportunities for retention of existing vegetation is limited. Some tree and shrub retention is anticipated along the Hazeldean Tributary, the electrical transmission corridor, and the west edge of the site.

The associated open space corridor along the Hazeldean Tributary provides a development setback that serves to protect the creek against erosion, provides some canopy cover in the east portion and locally preserves the natural environment, including the limited aquatic habitat found in the tributary.

Where development is to occur, a generous assortment of native plantings should be provided as part of the landscaping for the development to replace the features and functions of the woody vegetation to be removed.

3.3 Environmental Site Assessment

Policy 2 of Section 4.8.4 of the Official Plan requires that all applications for plans of subdivision be supported by Phase 1 Environmental Site Assessment (Phase 1 ESA) completed in accordance with Ontario Regulation 153/04.

Paterson Group was retained by Kizell to prepare a Phase 1 ESA (dated August 2016) to investigate the potential for site contamination by current or past uses. The assessment concluded that a Phase 2 Environmental Site Assessment is warranted to address some minor areas of potential contamination, and will be completed as a condition of Draft Plan approval prior to registration.

3.4 Preliminary Geotechnical Assessment

Policy 1 of Section 4.8.3 of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for development.

A preliminary geotechnical assessment (dated August 2016) was prepared by Houle Chevrier Engineering for the subject property to determine the subsurface soil and groundwater condition and provide geotechnical guidelines and recommendations for the planning of the proposed development.

From a geotechnical perspective, the site was determined to be suitable for the proposed development and that construction can utilize conventional engineering practices.

3.5 Conceptual Servicing Study

The Official Plan contains policies that require development applications be supported by various engineering studies to demonstrate that the proposed development can be achieved in a responsible manner. Section 4.4.1, Policy 1 of the Official Plan requires that all development applications to be supported by an assessment of the adequacy of public services.

The following summary demonstrates that development of the subject property is feasible there are no apparent infrastructure constraints resulting from the proposed development.

Water

A planning-level assessment of the water distribution system was completed in Section 8 of the Fernbank Master Servicing Study.

The proposed development will be connected to the existing watermain network by way of several feed points; two connections are proposed to the existing 400mm diameter main south of the site; one within the intersection of Robert Grant Avenue and Abbott Street, and the other approximately

230m east within the planned extension of Abbott Street. A third watermain connection is proposed to the 900mm diameter watermain within Hazeldean Road at the Robert Grant Avenue intersection. Additional connections will be made through the neighboring lands to the east that in turn connect to the existing 900mm main in Hazeldean Road, the existing 400mm main in Terry Fox Drive and the existing 400mm main adjacent the TransCanada Trail. The watermain connections are being coordinated with the adjacent landowners.

As per the Fernbank Master Servicing Study a 300mm diameter transmission main provides sufficient capacity to maintain appropriate pressures and fire flows throughout the Kizell Lands development. The balance of the subdivision will be serviced with a combination of 150mm and 200mm diameter watermains. All watermains and appurtenances would be designed in accordance with the City of Ottawa Guidelines for Water Distribution.

Sanitary

The majority of the sanitary flow from the subject property will connect into the proposed Stittsville Diversion Trunk, located below Robert Grant Avenue, and will ultimately outlet to the Kanata West Pump Station. The Stittsville Diversion Trunk is a city-initiated wastewater project that will route flow from the Stittsville Trunk to the Kanata West Pump Station (KWPS). The Stittsville Diversion Trunk and KWPS must be operational before subject property can be developed.

The remainder of the sanitary flow is proposed to connect into downstream sewer systems at five different nodes in the adjacent lands to the east (part of an ongoing Plan of Subdivision application). Flow from these five nodes is routed to the Hazeldean Pump Station via the existing Fernbank Trunk.

Stormwater

The proposed development's storm sewer system will be designed in conjunction with Pond 1 (the proposed stormwater management facility on the east side of the subject property) and as outlined in the Fernbank Environmental Management Plan and the Fernbank Master Servicing Study.

The majority of runoff from the proposed development, along with flow diverted from the Granite Ridge stormwater management facility to the west and Abbott Street, will be directed to a stormwater pond (Pond 1) designed to provide both quantity and quality control. The stormwater management facility will outlet to the Carp River West Tributary to the east. The remainder of the runoff will be directed to the storm sewer systems within the adjacent property to the east. Runoff north of Pond 1 will be directed to Pond 2 (located east of the subject property) and runoff south of Pond 1 will be directed to Pond 3 (also located east of the subject property).

The proposed stormwater management strategy will adhere to all applicable policies and guidelines of the Mississippi Valley Conservation Authority, the City of Ottawa, the Ministry of the Environment and Climate Change, and all other approvals agencies.

Noise Feasibility Study

Section 4.8.7 of the Official Plan requires that where proposed noise-sensitive uses are proposed within 100 metres of a designated Arterial Road, the development is to be supported by a Noise Assessment.

Robert Grant Avenue, Hazeldean Road, Abbott Street and other major and minor collectors that will be located on or adjacent to the proposed development are all classified as potential noise sources that will have to be analyzed at the detailed design stage. The Plan of Subdivision has been configured to mitigate noise levels to the extent practical using planning-based strategies. Dwellings adjacent the Robert Grant Avenue will likely have an architectural and acoustic façade facing the high-traffic roadway, and outdoor amenity areas may be located behind the development along the corridor.

Despite the preceding land use measures, a detailed noise study will be undertaken in conjunction with the Plan of Subdivision and future Site Plan applications. Specific noise mitigation measures will be analyzed and submitted at that time, including such measures as noise attenuation barriers, acoustic residential glazing, etc.

3.6 Community Transportation Study and Transportation Impact Study

Section 4.3 of the Official Plan states that a transportation impact assessment report to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area.

Novatech has prepared a Community Transportation Study and Transportation Impact Statement (CTS/TIS) for the proposed development. The CTS/TIS concludes that all intersections in the study area are anticipated to operate under acceptable conditions during weekday am and pm peak hours of the 2028 background traffic scenario. During the weekday p.m. peak hour, the westbound through movement at the Hazeldean Road/Robert Grant Avenue intersection is anticipated to operate with a LOS E.

Streets No. 3, 17, 11 and 14 will have right-in right-out access along Robert Grant Avenue. The Abbott Street/Street 1 intersection is anticipated to operate under side street stop control. The Robert Grant Avenue/Street No. 2/Street No. 16 intersection and Robert Grant Avenue/mixed use blocks (south of the electrical transmission corridor) intersections are anticipated to be roundabouts.

The background traffic projections are considered a highly conservative representation of the future intersection operations, and may not be realized. Development of the Kizell lands will progress in phases in line with the other developments within the Fernbank community. Future traffic studies will be prepared at the detailed design stage for the various phases and blocks within the Kizell lands.

4.0 PROPOSAL

The proposed development is based on the Fernbank Land Use Plan (figure 4 above) and informed by the constraints and opportunities identified in the supporting studies summarized in Section 3.0 of this Rationale.

The intent of the Fernbank CDP is to create a complete residential community with a range of housing choices. The Land Use Plan is designed to be complemented and supported by appropriate community facilities while providing opportunities to work and shop in close proximity to the residential neighbourhoods.

The proposed development contains a variety of residential housing densities and types, mixed use blocks, neighbourhood commercial, reserve land for potential future school, park and ride facility, and a network of parks and open spaces (figure 5).

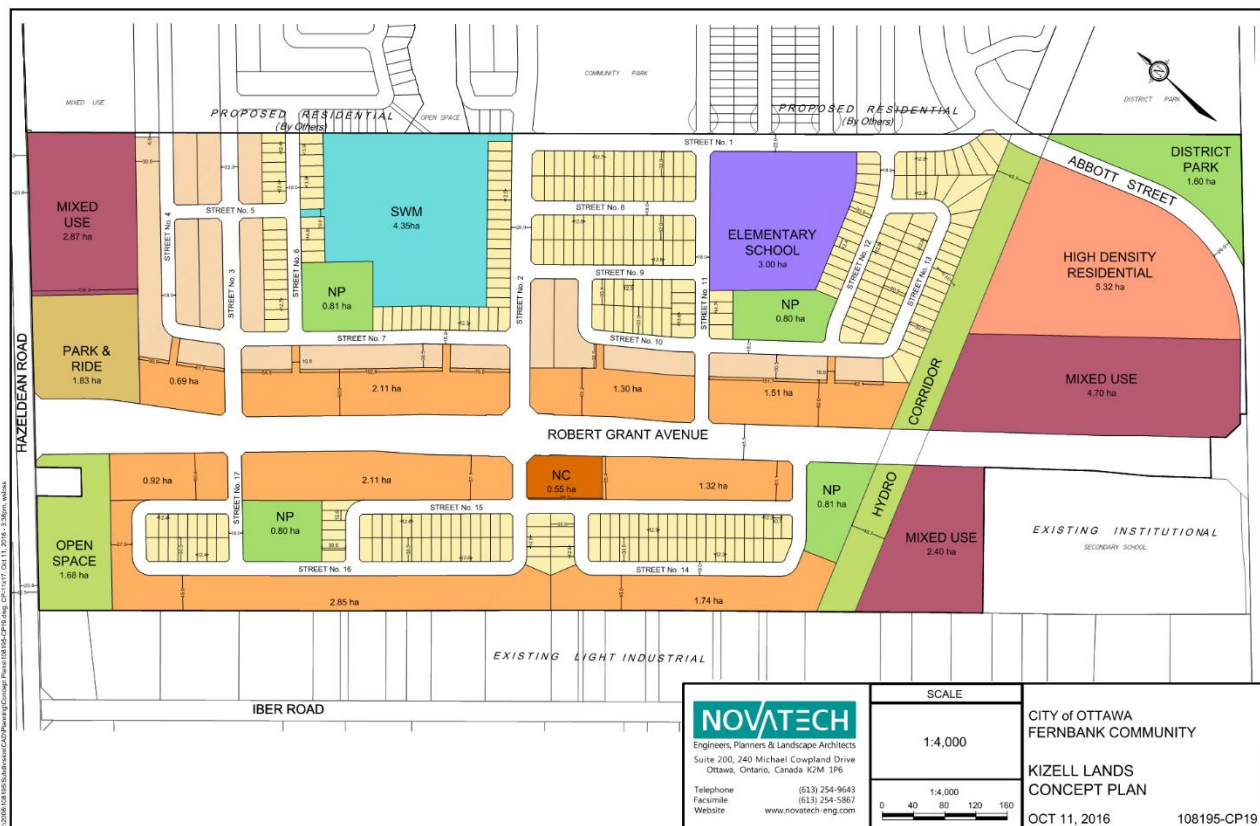


Figure 5: The Draft Plan of Subdivision for the subject property is based directly on the Concept Plan, above.

Kizell Management Corporation intends to subdivide the subject property and rezone the respective lots and blocks to facilitate development that is in-line with the direction of the Fernbank CDP. No architects or builders have been selected at this time.

The configuration of the proposed development (including street network, parkland dedication, density distribution, and land use pattern) is consistent with the Land Use Plan in the Fernbank CDP and substantially conforms to the Fernbank Demonstration Plan.

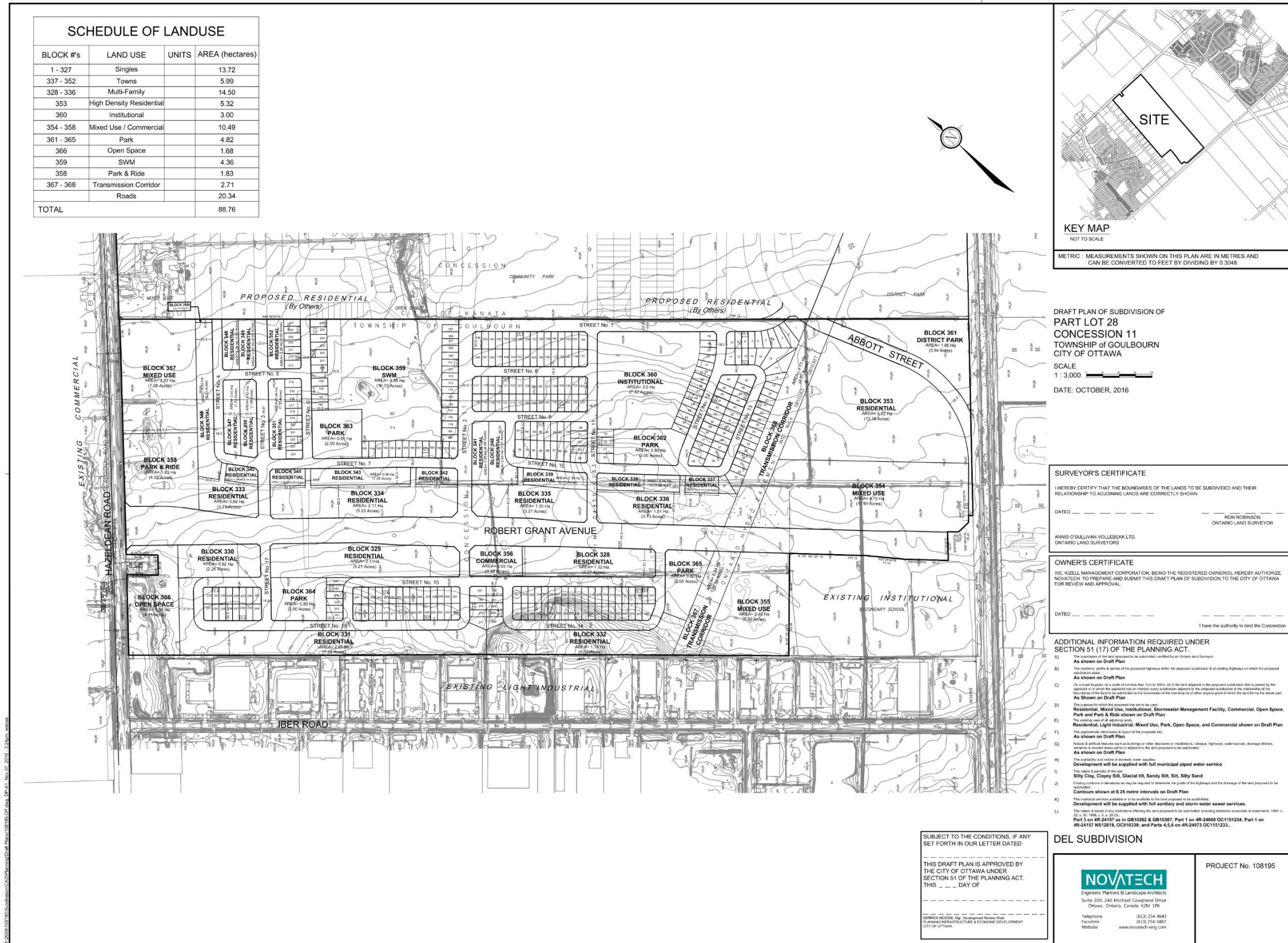


Figure 6: Draft Plan of Subdivision for 5618 Hazeldean Road.

4.1 Residential

The proposed development will be composed predominantly of a range of residential dwelling types. It is anticipated that, once completely developed, the subject property will accommodate approximately 1844 residential dwelling units.

Low Density Residential (Lot 1 to Lot 327)

Low density residential will be comprised of detached, semi-detached dwellings, linked-detached and multiple-attached dwellings. Low density residential uses have been located at the interior of blocks to provide the appropriate transition from higher intensity uses.

Medium Density Residential (Block 337 to Block 352)

Medium density residential is generally located along Robert Grant Avenue, in proximity to the proposed 'park and ride' block, and as a transition between the existing commercial/light industrial uses west of the subject property. The proposed medium density residential includes multiple attached dwellings, stacked townhouses, and low-rise apartments.

High Density Residential (Block 353)

The proposed high density residential block is located at the intersection of Abbot Street East and Robert Grant Avenue in proximity a planned future transit station.

4.2 Mixed Use (Block 354, Block 355, and Block 357)

Mixed use blocks are located along Hazeldean Road and Robert Grant Avenue. The proposed mixed use blocks would accommodate a variety of commercial/office uses to serve the day-to-day needs of the surrounding community. Residential uses would also be permitted.

4.3 Neighbourhood Commercial (Block 356)

The proposed neighbourhood commercial block is located on the west side of Robert Grant Avenue and would provide convenient services to the surrounding community. Services such as convenience stores, personal services, banks or other financial services, medical office, restaurant, and/or retail store would be permitted.

4.4 Community Facilities (Block 360)

Block 360 is located near the east boundary of the subject property on a proposed minor collector and is intended to accommodate an elementary school. In light of the City of Ottawa's evolving Building Better and Smarter Suburbs initiative, the school block has been located adjacent to a neighbourhood park to improve pedestrian movement and create additional opportunities for shared usage of amenities.

4.5 Parks and Open Space (Block 361 to Block 368)

The proposed development includes four 8000m²-neighborhood parks (Block 362 to 365), and a portion of a larger district park (Block 361). These park blocks have been evenly distributed across the community. Blocks 367 and 368 are located on the existing electrical transmission corridor easement and will remain as open space. An open space block on the property's northwest corner (Block 366) will accommodate the Hazeldean Tributary and adjacent corridor. The proposed stormwater management pond (Block 359) will form part of the development's open space network and integrate with planned open space blocks to the east.

4.6 Street Network and Transit Services

The street network is based on the CDP Demonstration Plan and informed by the recommendations of the applications supporting environmental studies. The street pattern is arranged as a modified grid in order to facilitate efficient use of the land while maximising connectivity between community uses.

Robert Grant Avenue will be extended north over the property from the intersection of Abbott Street East to Hazeldean Road. Robert Grant Avenue will be constructed as a 2-lane arterial on an interim basis, and will be expanded over time to a four lane arterial with separated median BRT. A 'park and ride' facility is located at the southeast corner of the Hazeldean Road and Robert Grant Avenue intersection and will accommodate intermodal (private automobile-BRT) travel.

In turn, Abbott Street East (major collector) will extend to the east boundary of the subject property and eventually connect to the intersection of Terry Fox Drive and Castlefrank Road. Street No. 3 (major collector) will also extend from Robert Grant Avenue to the east boundary of the subject property, ultimately connecting to Rouncey Road south of the TransCanada Trail.

Street No. 1 and Street No. 3 are designated as minor collectors and will facilitate movement between adjacent communities and to larger streets.

5.0 PLANNING POLICY AND REGULATORY FRAMEWORK

The following is a review of the existing planning policy framework and demonstrates that the proposed Plan of Subdivision and Zoning By-law Amendment are consistent with the Provincial Policy Statement, conform to the policies of the Official Plan and Fernbank Community Design Plan, and respect the intent of any applicable urban design guidelines.

5.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. All decisions affecting planning matters “shall be consistent with” policies issued under the authority of Section 3 of the Planning Act.

The following will demonstrate how the proposed development is consistent with the PPS.

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

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 as to minimize land consumption and servicing costs. Further, development patterns should avoid environmental or public health and safety concerns, conserve biodiversity, and consider the impacts of a changing climate.

The proposed development is located on lands designated by the City of Ottawa as settlement area. The proposed development has been designed to accommodate a variety of dwelling types and compatible land uses. The proposed uses have been arranged as a modified grid street and pathway pattern, integrated with surrounding development, to minimize land consumption, promote active transportation, and enhance connectivity.

The subject property does not contain any environmental features deemed significant and does not contain any natural, anthropogenic or potential hazards.

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 is based on the Fernbank CDP Land Use Plan. The proposed development accommodates a range of residential dwelling types in close proximity to commercial, mixed use, park and open space uses arranged on a modified grid street network. The arrangement of land uses and streets permits the efficient use of land and resources while facilitating active transportation modes within the development and to adjacent communities. Higher density residential and mixed use blocks have been located in proximity to Robert Grant Avenue and the two future BRT stations at Hazeldean and Abbott.

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 Urban Growth Boundary adjacent to existing urbanized land uses to the north and west.

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 within the proposed development; this arrangement creates a dense, continuous network of pedestrian connections to adjacent communities, open spaces and future planned bus and cycling facilities. The majority dwellings are within 200m of one of four neighbourhood parks, a district park, or planned adjacent community park.

The CTS and TIS prepared by Novatech addresses the required road, transit, pedestrian, and cycling facilities necessary to support the proposed subdivision. The proposed development would have adequate provisions for non-auto travel modes, including easy access to local pedestrian, bicycle, and transit systems as shown in the Fernbank Community Design Plan.

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 serviced by municipal water and wastewater infrastructure. The Site Servicing Study, as discussed in Section 3.5, was prepared by Novatech and included as part of the Zoning Amendment and Draft Plan of Subdivision application submission, in support of the proposed development.

Transportation Systems

Section 1.6.7 of the PPS promotes safe, energy efficient transportation systems that facilitate the movement of people and goods. The Community Transportation Study addresses impacts on the adjacent community and confirms that the proposed subdivision can be safely and adequately accommodated. As mentioned above, the CTS will be submitted as part of the application package to support the development proposal.

Wise Use and Management of Resources

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

The TCR/EIS was prepared by Muncaster Environmental Planning and summarized in Section 3.2 of this Rationale. The report confirms that there were no Species at Risk or their habitat observed on or adjacent to the subject property. The alignment of the Hazeldean Tributary will be retained in a natural state and some tree and shrub retention is anticipated along the electrical transmission corridor and the west edge of the subject property.

Section 2.0 of the PPS provides further policies related to the protection natural resources, summarized below.

- Relating to Section 2.2 (Water), a tributary to the Carp River is located to the northwest of the subject property. The EIS has recommended retention of the watercourse. Additionally, a Site Servicing Study has been prepared to accompany this application and outlines how stormwater from the site will meet both quality and quantity control objectives.
- Relating to Section 2.3 (Agriculture), the subject site is located within the urban boundary of the City of Ottawa; it does not have any identified agricultural potential.
- Relating to Section 2.4 (Minerals and Petroleum), the subject site has no known areas of mineral or petroleum potential; it will not impact areas of petroleum potential.
- Relating to Section 2.5 (Mineral Aggregate Resources), the subject site has no known mineral aggregate potential; it will not impact areas of mineral aggregate potential.
- Relating to Section 2.6 (Cultural Heritage and Archaeology), a Stage 1 Archaeological Assessment was completed by Kinickinick Heritage Consultants in 2007 as part of the Fernbank CDP existing conditions analysis. The study concluded that the subject property has potential for per-contact archaeological artifacts and cultural heritage significance. Paterson Group has been retained by the proponent to prepare a Stage 2 Archaeological Assessment and will be submitted to the City prior to Draft Plan approval.

Protecting Health and Safety

Section 3.0 of the PPS provides policies related to reducing the potential public cost and protection of residents from natural or human-made hazards.

Relating to Section 3.1 (Natural Hazards), the site is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, or large inland lakes.

A Preliminary Geotechnical Investigation report was prepared by Houle Chevrier Engineering (August 2016) that addresses public health and safety concerns. Additional details are provided in this Rationale under Section 3.4.

Regarding Section 3.2 (Human-Made Hazards), Paterson Group was retained to conduct a Phase 1 Environmental Site Assessment for the site. They reviewed the past and current use of the site and conducted a site visit. A Phase 2 ESA was recommended and is currently being undertaken

by Paterson Group. The final assessment will be submitted to the City for review prior to Draft Plan approval.

5.2 City of Ottawa Official Plan (OPA#150)

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have since been numerous updates and amendments approved by City Council and the Ontario Municipal Board. For the purposes of this planning rationale, the City's Official Plan Consolidation up to and including Official Plan Amendment 150 (the 'Official Plan') was used for reference. It is noted that Official Plan Amendment 150 has no official status due to a recent Ontario Municipal Board decision (PL140495 et al). Relevant policies that have been modified by OPA 150 are identified and the rationale will address the most restrictive of the current policies or the proposed policy modifications from OPA 150.

The subject property is designated General Urban Area, with lands along Hazeldean Road and along portions of Robert Grant Avenue designated as Arterial Mainstreet.

General Urban Area

Section 3.6.1 of the Official Plan states that the General Urban Area designation permits 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. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use.

The proposed development will provide a range of residential dwelling types in proximity to a range of retail, service, leisure and institutional uses in keeping with the intent of the General Urban Area designation and the Land Use Plan for the Fernbank CDP.

Arterial Mainstreet

Section 3.6.3 of the Official Plan states that the Mainstreet designation identifies streets that offer significant opportunities for intensification through medium density and mixed use development. The objective of the Mainstreet designation is to encourage higher density, mixed use development that supports increased active transportation and public transit use. The Arterial Mainstreet designation refers specifically to streets which offer significant opportunities for intensification through medium density and mixed use development

Policy 3, Section 3.6.3 states that the boundary of the Arterial Mainstreet is flexible and generally applies to the whole of those properties fronting on the designated street to a maximum depth of 200 metres. All proposed mixed use blocks have lot depths of less than 200 metres, and therefore are fully subject to the policies of the Arterial Mainstreet designation in the Official Plan.

Blocks adjacent to Hazeldean Road and portions of Robert Grant Avenue have been allocated for mixed use development. These blocks will be zoned Arterial Mainstreet and are intended to develop as mixed use commercial and residential. The exact uses and built form of these blocks will be determined through subsequent Site Plan applications.

Site-Specific Policies and Secondary Plan Policies

Section 4.11 of the Official Plan states that further site-specific policies may be applicable to certain parts of the City, and shall conform to policies of the Official Plan, while providing additional detail and guidance. The subject property is within the boundaries of the Fernbank Community Design Plan. Conformity of the proposed development with the Fernbank CDP will be discussed further in Section 5.3 of this Rationale.

Adjacent Land Use Designations

Section 4.2 of the Official Plan states that some policies may apply to proposed development that is adjacent to other land uses. The subject property is not located adjacent to any land use designation requiring specific studies.

The policies of Section 4.2 and 4.7.8 of the Official Plan require that an Environmental Impact Statement be prepared for any development proposed within 30 metres of a natural feature, even if it is not designated. A Tree Conservation Report and Environmental Impact Statement was prepared by Muncaster (October 2016) in support of the proposed development and was summarized in Section 3.2 of the Rationale.

Walking, Cycling, Transit, Roads, and Parking Lots

Section 4.3 of the Official Plan outlines policies related to development of walking, cycling, transit, and roads.

Policy 1 of Section 4.3 requires that new plans of subdivision to provide direct transit routes and for all buildings to be within 400 metres walking distance of a transit stop. The proposed development will be bisected by Robert Grant Avenue, a significant arterial road that will accommodate BRT as well as local transit service. All portions of the proposed development will be within 400m of Robert Grant Avenue. Two major collectors (Abbott Street and Street No. 2), as well as 2 minor collectors (Streets No. 1 and 3) traverse the site and will be designed to accommodate bus transit services as requested by OC Transpo.

Policy 2 of Section 4.3 requires that the road network of new plans of subdivision to accommodate the potential future extension of the road system to adjacent properties. The proposed development's major street network is consistent with the Fernbank Land Use Plan (see figure 4). The alignment of streets and intersections has been coordinated with a concurrent Draft Plan of Subdivision application to the east at 590 Hazeldean Road (City File No.: D07-16-13-0036). Pedestrian connections to adjacent communities will be facilitated by street sidewalks and recreational pathways within the stormwater management block which will integrate with the subdivision to the east.

Policy 5 of Section 4.3 requires that a transportation impact assessment report be undertaken in accordance with the City of Ottawa Transportation Impact Assessment Guidelines. A combined Community Transportation Study and Transportation Impact Study (November 2016) was prepared by Novatech to address the required road, transit, pedestrian, and cycling facilities necessary to support the proposed development. The report is summarized in Section 3.6 of this

Rationale and demonstrates that the proposed development can be safely and adequately accommodated.

Policy 9 of Section 4.3 requires that sidewalks be constructed on both sides of all new arterial and collector roads in the Urban Area. Furthermore, Policy 11 requires new developments to be linked to existing or planned networks of public sidewalks, multi-use pathways and on-road cycling routes, which in turn connect various other commercial, institutional and employment uses. The proposed development has adequate provisions for non-auto travel modes, including easy access to local pedestrian, bicycle, and transit systems as shown in the *Fernbank Community Design Plan* and on figure 8 below.

Servicing in Public Service Areas

Policy 1 of Section 4.4.1 requires that development applications be supported by an assessment of the adequacy of public services. The Conceptual Servicing Report (November 2016) prepared by Novatech assesses the adequacy of public services and demonstrates how services will be provided to support the proposed subdivision.

As stated in Section 3.5 of this Rationale, the proposed development will be adequately serviced by proposed water, sanitary and stormwater infrastructure.

Archaeological Resources

Policy 1 of Section 4.6.2 requires that an archaeological resource assessment be conducted where archaeological potential exists. A Stage 2 Archaeological Assessment is currently being prepared by Paterson Group and will be submitted prior to Draft Plan approval.

Multi-Use Pathways

Schedule I of the Official Plan designates Hazeldean Road and Robert Grant Avenue as On-Road Cycling Routes. Furthermore, the TransCanada Trail, located immediately south of the subject property, is designated as an Off-Road Cycling Route.

The current cross-section of Hazeldean Road includes on-street cycling lanes which will not be impacted by the proposed development. Similarly, the alignment of the TransCanada Trail south of the subject property will not be impacted. The design of Robert Grant Avenue will incorporate multi-use pathways on either side of the street, similar to the completed alignment south of the subject property.

Protection of Vegetation Cover

Policy 1 of Section 4.7.2 of the Official Plan states that applications for subdivision will be supported by a Tree Conservation Report. Policy 2 of Section 4.7.2 lists the requirements to be met in the study, including the identification of endangered or threatened species.

The Tree Conservation Report and Environmental Impact Statement by Muncaster (October 2016) addresses the existing vegetation, potential tree retention, Species at Risk, and other natural environment features and was summarised in Section 3.2 of this Rationale.

Due to preliminary grading requirements and grade raises, vegetation retention is likely not feasible. The report concludes that limited aquatic habitat within the Hazeldean Tributary should be retained. These portions of the tributary will be retained as open space on Block 366. The EIS/TCR recommends that a variety of native plantings should be provided to replace the features and functions of the woody vegetation to be removed. This recommendation will be considered through subsequent Streetscape Plans, park planning, and subsequent Site Plan applications.

Erosion Prevention and Protection of Surface Water

Section 4.7.3 seeks to protect stream corridor and the surface water environment by ensuring appropriate setbacks are maintained between proposed land development and waterbodies.

Schedule K of the Official Plan indicates that no unstable slopes affect the subject property. This was substantiated by a Preliminary Geotechnical Assessment (August 2016) prepared by Houle Chevrier Engineering, summarised in Section 3.4 of this Rationale. The Hazeldean Tributary was recommended for retention by the EIS/TCR prepared by Muncaster (October 2016). This tributary and its required setbacks have been accommodated in Block 366 of the Plan of Subdivision.

Protection of Endangered and Threatened Species

Policies 2, 3 and 4 of Section 4.7.4 state that significant habitat of endangered and threatened species will be identified through an Environmental Impact Statement. Policy 5 and 6 of Section 4.7.4 state that no development or site alteration is permitted in significant habitat of endangered or threatened species and that no development or site alteration is permitted within 120 metres of habitat unless an Environmental Impact Statement demonstrates that there will be no negative impact on the habitat of the species or their ecological function.

An Environmental Impact Statement and Tree Conservation Report prepared by Muncaster (October 2016) confirmed no Species at Risk, or their habitat, were identified on the site.

Stormwater Management

Policy 1 of Section 4.7.6 of the Official Plan states that a stormwater site management plan will be required to support subdivision applications.

A summary of the Stormwater Management Report prepared by Novatech (November 2016) has been provided in Section 3.5 of this Rationale and is consistent with the provisions of the Fernbank Master Servicing Study. Stormwater originating from the proposed development will be directed to the proposed stormwater management facility (Block 359). This facility will, subsequently, discharge into the Carp River subwatershed.

Environmental Impact Statement

Policy 1 of Section 4.7.8 of the Official Plan requires an Environmental Impact Statement for proposed development and site alteration within, or adjacent to, elements of the natural heritage system that are not designated in the Official Plan. The Tree Conservation Report and

Environmental Impact Statement (October 2016) prepared by Muncaster concludes that no part of the subject property is considered part of the natural heritage system.

Unstable Soils or Bedrock

Policy 1 of Section 4.8.3 of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for the proposed development. There are no unstable slopes within the subject property identified on *Schedule K* Official Plan.

A Preliminary Geotechnical Assessment (August 2016) was prepared by Houle Chevrier Engineering for the subject property and was summarised in Section 3.4 of this Rationale. The site was determined to be suitable for the proposed development using standard engineering practices.

Contaminated Sites

Policy 1 of Section 4.8.4 of the Official Plan requires applicants to document previous uses of a property subject to a development application in order to determine the potential for site contamination. As noted previously, a Phase I Environmental Site Assessment was prepared by Houle Chevrier Engineering to investigate the presence of anthropogenic hazards on or adjacent to the subject property. A Phase II ESA was subsequently recommended. Houle Chevrier Engineering has been retained to undertake the assessment and will be completed as a condition of Draft Plan approval.

Environmental Noise Control

Policy 4 of Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed within 100 metres of an existing or proposed arterial or major collector roadway, as identified on Schedules D through H of the Official Plan. The subject property is located adjacent to an existing arterial (Hazeldean Road) a proposed arterial (Robert Grant Avenue) and two proposed major collectors (Abbott Street and Street No. 2) as shown on Schedule E of the Official Plan.

Novatech has prepared a Noise Feasibility Study as part of the larger Conceptual Servicing Report (November 2016) for the proposed development which was summarised in Section 3.5 of this Rationale. The proposed development has been designed to minimize the need for noise attenuation barriers and to ensure that land uses which are less noise sensitive are located next to arterials, major collectors and other noise sources.

Parks and Greenspace Requirements

Policy 3 of Section 4.10 of the Official Plan states that parkland dedication, as required by Section 51.1(2) of the *Planning Act*, should be provided at a minimum rate of 1 hectare per 300 dwelling units where the proposed density of a residential development is greater than 18 units per net hectare.

The size and location of park facilities within the Fernbank community has been determined through the Fernbank CDP. Further detail as to the facilities that each park will accommodate has been provided through the ongoing Fernbank Community Parks Fit Plan.

The Fernbank Land Use Plan allocated four neighbourhood parks for the proposed development. According to the Fernbank Demonstration Plan, these neighbourhood parks are each to have an area of 8000m². Additionally, a portion of the proposed development has been designated as part of the Fernbank community's district park and will be integrated with lands to the east to be dedicated for this use. In total the proposed development will accommodate 4.8 hectare of parkland- well in excess of the 1-hectare-per-300-dwelling-unit ratio in the *Planning Act* and consistent with the Fernbank CDP.

Urban Design and Compatibility

The policies of Section 4.11 in the Official Plan are intended to provide a framework for promoting high-quality urban design in all parts of the City. The following is a summary of the relevant subsections.

- **Building Design:** policies regarding building design focus on matters of particular importance in the design of larger buildings surrounded by existing urban fabric (i.e.: infill and redevelopment). The proposed development is generally low-rise and is sited within a greenfield context. The proponent intends to subdivide and rezone the subject property, and no architects or builders have been selected. Detailed design for the low-rise apartment dwellings and mixed use blocks will be addressed through subsequent Site Plan Control applications;
- **Massing and Scale:** proposed development will focus the tallest buildings with the greatest massing along Hazeldean Road, Robert Grant Avenue, and on lands designated for High Density Residential in the CDP. The proposed Zoning By-law Amendment will dictate the scale and massing of future development;
- **High-Rise Buildings:** no high-rise buildings (considered to be ten stories or greater) are currently being considered for the proposed development. Should this form of development be considered in the future, any proposed development would be required to conform to the policies of this section;
- **Outdoor Amenity Areas:** detached and multiple-attached dwellings will have private rear yard amenity areas. Amenity areas for the proposed medium and high density residential blocks will be addressed through future Site Plan applications;
- **Design Priority Area:** Policy 2 of Section 2.5.1 of the Official Plan states that the City recognizes lands adjacent to Arterial Mainstreets as Design Priority Areas. Section 3.6.3. As discussed during the preapplication consultation meeting with City staff, the current Draft Plan of Subdivision application will not be subject to the City's Urban Design Review Panel (UDRP). Development of the mixed use blocks will require Site Plan approval to which UDRP review will apply.

The Official Plan expands on these design policies within Section 2.5.1- Designing Ottawa. Specifically, the following design objectives are outlined:

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

The proposed neighbourhood forms part of the larger Fernbank community and will have a consistent design theme in order to differentiate it from nearby existing and planned development, creating a unique local identity.

2. *To define quality public and private spaces through development*

Detached, multiple-attached and apartment dwellings will be oriented to address the streets and will help to frame the public realm and delineate these areas from private amenity spaces through the creation of consistent building facades. Parks within the community will conform to the designs outlined in the ongoing Fernbank Community Parks Fit Plan being prepared by Novatech.

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

The proposed development is based upon a modified grid system in which pedestrians are provided with a high degree of movement through the proposed development and to adjacent communities. Buildings will be oriented towards street in order to provide passive surveillance, and all streets and other pedestrian movement corridors will be lighted as necessary.

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

Buildings within the proposed development will be of a consistent quality and character in order to establish a community identity and sense of coherence. The proposed street layout and widths, fine-grained pedestrian movement network, and lot layout are consistent with other developing neighbourhoods within the Fernbank community.

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

The proposed development will consist of a variety of dwelling types and sizes, ranging from large detached dwellings to high density apartment structures, to accommodate residents from varying life stages, family types, and economic means.

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

The proposed development has been designed in-line with the approved Fernbank Environmental Management Plan (2009).

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

The development has been oriented to maximize solar gain to the extent possible in light of the approved Fernbank Land Use Plan. The proposed development provides opportunity for sustainable transportation modes.

5.3 Fernbank Community Design Plan

The Fernbank Community Design Plan (CDP) was adopted by the Ottawa Council in 2009 and covers a large tract of land north of Fernbank Road between the existing urban areas of Kanata

and Stittsville. The intent of the Fernbank CDP is to create a complete residential community with a full range of housing choices to satisfy a range demographics.

The figure below is an extract from the Fernbank CDP Land Use Plan. The subject property (outlined in fuchsia) is designated as: 'Low-Density Residential', 'Medium-Density Residential', 'High-Density Residential', 'Neighbourhood Park', 'District Park', 'Open Space', 'Stormwater Management Facility' and 'Elementary School'.

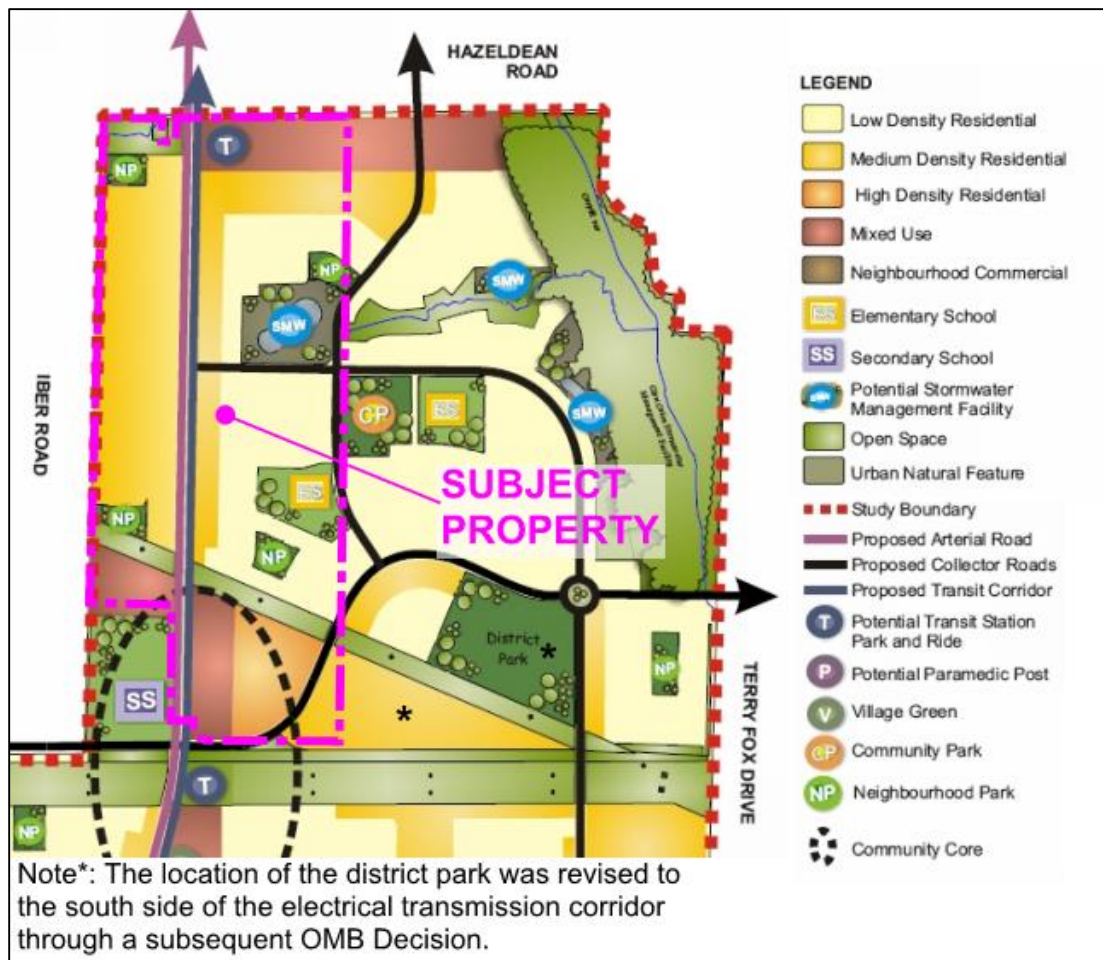


Figure 7: Extract of the Fernbank Land Use Plan, showing the subject property in fuchsia.

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 the majority 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*
- *Linked detached dwellings*

Lots 1 to 327 on the Draft Plan of Subdivision are intended to accommodate detached dwellings and will be zoned Residential- R2P. The intent of the Residential Second Density (R2) parent zone is to restrict the building form to detached and two principal unit buildings in areas designated as General Urban in the Official Plan and allow a number of other residential uses to provide additional housing choice. This zone has been used for other developing areas to the south in the Fernbank Community.

The R2P zone will permit the proposed detached dwellings and is in keeping with the land use intensity of the 'Low Density Residential' designation.

Medium Density Residential

Section 4.2.2 of the CDP states that the 'Medium Density Residential' uses are to be dispersed throughout the Fernbank community to provide a variety of housing types and create diverse neighbourhoods. Medium density residential is considered to include multiple attached dwellings, stacked dwellings, live-work units and low-rise apartments. The CDP states these uses should be located in the following locations:

- *Along arterial roadways;*
- *Along major or minor collector roads;*
- *In proximity to Community or District Parks;*
- *In proximity to community amenities and facilities;*
- *Along hydro transmission corridors; or,*
- *As a transition between non-residential and low density residential uses (such as, a progression between industrial or mixed use areas).*

Blocks 328 to 330 and 333 to 336 are located on either side of Robert Grant Avenue (arterial roadway) and are intended to accommodate low-rise apartments. These blocks will be zoned Residential Fourth Density R4M [2124]. The intent of the Residential Fourth Density (R4) parent zone is to allow a variety of residential building forms ranging from detached to low-rise apartment dwellings up to four storeys in areas designated as General Urban Area in the Official Plan.

Blocks 337 to 352 back onto low-rise apartment blocks east of Robert Grant Avenue, and will provide a transition between the taller apartment buildings and lower density lots. The proposed townhouse blocks will provide density in proximity to the future BRT corridor, the park and ride facility and minor collector Street No. 3. These blocks will be zoned Residential Third Density- R3Z. The intent of the Residential Third Density (R3) parent zone is to allow a mix of residential building forms ranging from detached to townhomes dwellings in areas designated as *General Urban Area* in the Official Plan.

Blocks 331 and 332 are located along the subject property's western boundary adjacent to commercial/light industrial uses on Iber Road. These blocks are intended to accommodate stacked multiple-attached dwellings. These blocks will be zoned Residential Fourth Density- R4Z to allow the development of townhouse and/or low-rise apartment buildings and is consistent with the CDP.

High Density Residential

Section 4.2.3 of the CDP states that high density residential uses will contribute to a full range of house types within the Fernbank community and shall include:

- *Live-work units*
- *Low-rise apartments*
- *Mid-rise apartments*
- *Duplex dwellings*
- *Rooming houses*
- *Shelter accommodations.*

The Fernbank Land Use Plan designates the area of Block 353 as High Density Residential. Mid-rise residential, one of the permitted uses in this designation, is defined as buildings of five to nine storeys by Section 2.2.2- Managing Intensification within Urban Areas of the Official Plan (figure 2.4 in the Official Plan). Considering this, it is proposed that Block 353 be zoned to Residential Fifth Density- R5P with a height limit of 30 metres (approximately nine storeys).

The intent of the Residential Fifth Density (R5) parent zone is to allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan. The R5 parent zone permits all of the above uses.

Mixed Use

Section 4.2.4 of the CDP states that the Mixed Use designation is intended to accommodate a mix of residential and non-residential land uses to serve the personal and commercial needs of the Fernbank community's residents. Blocks 354, 355 and 357 have been allocated for mixed use development.

Regarding Block 357, adjacent to Hazeldean Road, the CDP states:

Uses permitted with the Mixed Use designation along Hazeldean Road may be oriented to commercial uses in recognition of the planned land uses on the north side of Hazeldean road. However, residential uses shall also be encouraged in this area.

Considering this, Block 357 will be zoned AM7- similar to commercial uses on the opposite side of Hazeldean Road.

Regarding the two mixed use blocks adjacent to Robert Grant Avenue (Blocks 354 and 355) the CDP states:

Uses permitted with the Mixed Use designation along the North-South Arterial [now named Robert Grant Avenue] may focus primarily on residential uses either in freestanding buildings or in mixed-use buildings.

These blocks will be zoned AM [2150] in order to have identical zoning performance standards to other mixed use blocks south of the subject property.

Neighbourhood Commercial

Section 4.2.5 of the CDP states that the Neighbourhood Commercial designation is to accommodate uses such as convenience stores, personal service businesses, banks and other financial services, business, medical and professional offices, restaurants and retail stores. Block 356 is located on the west side of Robert Grant Avenue. The Draft Plan of Subdivision is implementing the CDP’s Demonstration Plan, which shows a neighbourhood commercial block at this location. Block 356 will be zoned Local Commercial- LC.

Greenspace Network

Section 4.2.7 states that the Greenspace Network is composed of open space, parks, stormwater management facilities, pathways, and other linkages.

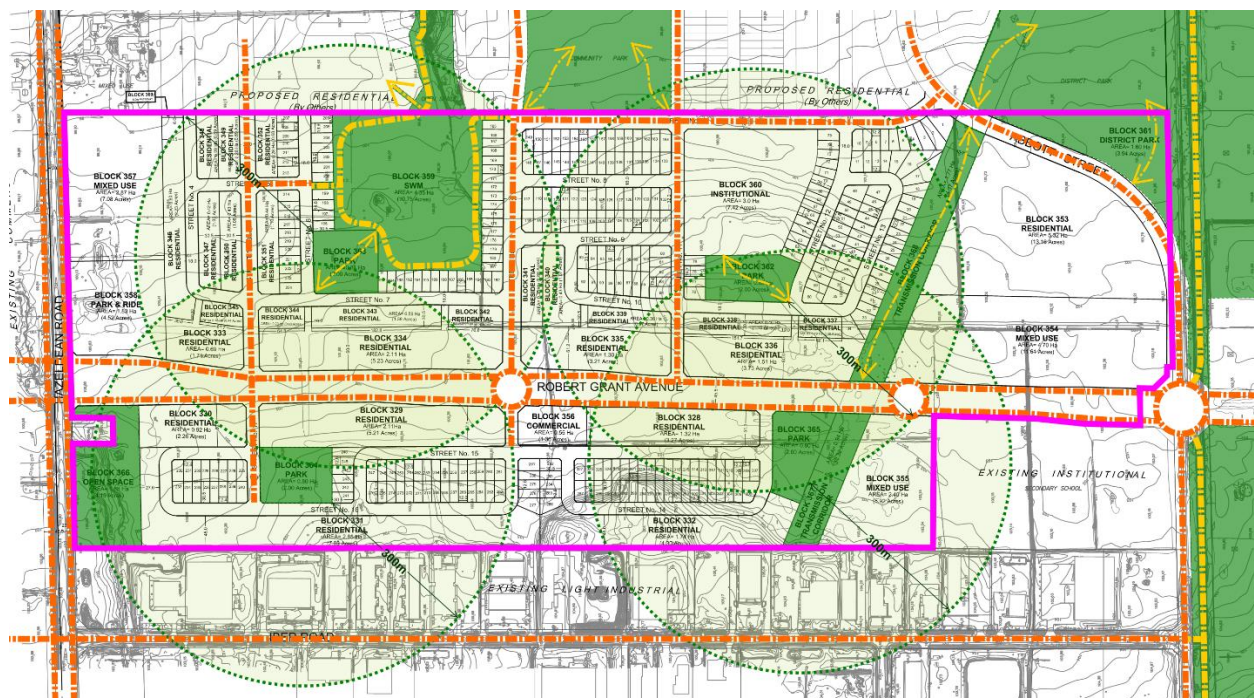


Figure 8: The Draft Plan of Subdivision overlaid with components of the Greenspace Network, conceptual pedestrian infrastructure, and 5-minute walking distance buffers from proposed neighbourhood parks. The subject property is outlined in fuchsia.

Four neighbourhood parks (Blocks 362, 363, 364 and 365), each with an area of approximately 8000m², have been evenly spaced across the proposed development to ensure all proposed dwellings are within a 5-minute walk of a park. These parks will be zoned Open Space- O1.

1.6 hectares in the southeast portion of the subject property has been allocated for a district park (Block 631). This block forms part of a larger park that will extend east over adjacent developments. The district park will be zoned Major Leisure Facility- L2.

Block 359 has been allocated for a shared stormwater management facility. Water discharged from the facility will drain along an open space corridor to the east over adjacent lands. Once developed a network of recreational pathways will run along the open space corridor from the adjacent development and around the stormwater management facility. This block will be zoned Open Space- O1, similar to the adjacent neighbourhood park.

Blocks 367 and 368 are encumbered by an existing electrical transmission corridor. Section 6.5.5 of the Fernbank CDP states that parking and roads may be located within the electrical transmission corridor for residential, commercial, and transportation uses located adjacent to the corridor. Considering that there is an opportunity to use these lands in conjunction with adjacent uses, they will be zoned Open Space- O1P (Hydro Corridor Subzone). The O1P zone permits accessory uses to a permitted use on land immediately abutting the O1P zone.

Block 366 is located in the northwest corner of the subject property and contains the Hazeldean tributary and surrounding buffer lands. This block will be zones Open Space-O1, similar to portions of the tributary's alignment north of Hazeldean Road.

Community Design Guidelines

The following is review of the community design guidelines noted for each type of community feature and land use in Section 6.0 of the CDP. The majority of these guidelines are not applicable at this stage of the development process and will be applied to subsequent development through the Site Plan process.

Precincts & Neighbourhoods

Section 6.3.1 of the CDP states that the Fernbank community will be composed of a series of precincts and neighbourhoods that will be developed as unique urban-type neighbourhoods with their own character, sense of place, and distinct identity. Each neighbourhood will provide a range of housing options. Each neighbourhood is generally defined by collector and arterial roads with a centralized neighbourhood park within a 5-minute walk (see figure 8).

The proposed development is divided roughly into four quadrants with two on the west wised of Robert Grant Avenue and two on the east, separated by Street No. 2. Each of these quadrants will form a distinctive community centered around their respective neighbourhood park. Each neighbourhood will contain a variety of detached, townhouse and low-rise apartment housing.

The proposed development will comprise four such neighbourhood unit within 5-minute walking distance of the neighbourhood parks. The proposed development is composed of a range of housing types.

Street and Blocks

The proposed street network conforms to the Fernbank Land Use Plan utilizes a modified grid. This type of street network provides maximum permeability for active forms of transportation while ensuring safe vehicular movement. Street block have generally been kept to a maximum length of 250 metres, although some larger street blocks have been proposed in order to provide optimal intersection spacing along Robert Grant Avenue for future rapid transit operations.

Natural and Physical Features

The existing Hazeldean Tributary will be retained in its current location and remain in a natural state. The proposed development has been designed to ensure appropriate setbacks from the existing electrical transmission corridors.

Parks, Open Space and Linkages

The proposed development will provide an extensive amount of parks and open spaces that will be seamlessly integrated with proposed and existing open spaces to the east and south.

Gateways

Section 6.3.5 states that several community and neighbourhood gateway features are to be located at major intersections across the proposed development.

A community gateway features is to be located at the intersection of Robert Grant Avenue and Hazeldean Road. Two neighbourhood gateway features are to be located along Robert Grant Avenue at the intersections of Street No. 2 and Abbott Street respectively.

Further consideration for the design of a gateway feature will be considered through detailed design of the subdivision or, when gateway features will be adjacent to development blocks, through subsequent Site Plan applications.

Development Adjacent to Arterial Road/Rapid Transit Corridor

Residential and mixed use blocks along Robert Grant Avenue are intended to accommodate medium density residential uses which will address the arterial road and provide a contiguous street presence. The R4M [2124] has a site-specific provision to ensure that the lot line adjacent to Robert Grant Avenue is considered the front yard. Vehicular access lanes have been provided to the residential blocks from adjacent local streets in order to minimize driveway accesses to the arterial road. The AM [2150] zone will have a front yard setback of 0 to 3 metres, ensuring that future development will frame the corridor.

Road Network

The proposed development features a network arterial, major and minor collectors, and local streets

Robert Grant Avenue is a designated arterial road which, once fully constructed, will contain four lanes of mixed traffic, two separated median bus lanes as well as landscaped boulevards and sidewalks on both side of the corridor. The alignment and width of the Right-of-Way was refined by Novatech as part of work undertaken for the first phase of construction (Fernbank Road to Abbott Street) on behalf of the Fernbank Landowners' Group.

Abbott Street and Street No. 2 are planned as major collectors and have Right-of-Ways of 26 metres. These streets will provide sidewalks on both sides, boulevards, and cycling infrastructure. as required by Section 6.4.2 of the CDP. Minor collectors (Street No. 1 and 3) will have Right-of-

Ways of 22m, consistent with the proposed development to the east. Local street will have 18 metre Right-of-Ways.

Parks and Open Spaces

Neighbourhood parks have been located throughout the proposed development following the Fernbank CDP Land Use Plan. As stated in the CDP, the proposed neighbourhood parks are approximately 8000m² and can be accessed by residents within 5-minutes' walk.

The stormwater management pond on Block 359 will be naturalized with native species to the extent possible.

A network of pedestrian linkages and pathways are provided throughout the proposed development to provide non-motorized connections to Hazeldean Road to the north the TransCanada Trail to the south, and other destinations to the east and west.

Built Form Guidelines for Residential Dwellings

The proposed development contains a variety of housing types and will be oriented to address public streets in order to frame the public realm and provide passive surveillance. The development's proponent intends to subdivide and rezone the land; no architects or builders have been selected at this time. All subsequent development will need to conform to the provisions of their respective zones and the guidelines of the CDP.

Built Form Guidelines for Apartment Buildings

The proposed apartment buildings will address the street and be of a similar design and character to the surrounding neighbourhood. Site Plan Control applications will be submitted for the development of proposed low-rise apartment blocks. Additional matters of design will be dealt with through the Site Plan process.

Built Form Guidelines for Mixed Use

The proposed mixed use development will address the street and possess similar design and character to the surrounding neighbourhood. Site Plan Control applications will be submitted for the development of proposed mixed-use blocks and will be reviewed by the Urban Design Review Panel. Additional matters of design will be dealt with through subsequent Site Plan processes.

Built Form Guidelines for Neighbourhood Commercial

The proposed neighbourhood commercial will respect and incorporate guideline under Section 6.6.4 Neighbourhood Commercial in the CDP. Detail design of the neighbourhood commercial will be discussed and determined at Site Plan Control application stage.

5.4 City of Ottawa Zoning By-Law 2008-250

As discussed above, the subject property is currently zoned Development Reserve-DR. The purpose of the DR 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 limit development before studies have been completed and approved.

In order to permit the proposed development a Zoning By-law Amendment is necessary.

The proposed development forms part of the larger, master-planned Fernbank community. The proposed development is consistent with the CDP’s development framework and will integrate with adjacent developments. As part of the concurrent Draft Plan of Subdivision process a range of studies, summarised in Section 3.0 of the Rationale, have or will be completed.

A list of the proposed zones as they relate to the lots and blocks of the Draft Plan has been provided below. A discussion of the proposed development and the respective zones has been provided under Section 5.3 of this Rationale.

Lot/Block on Draft Plan	Intended Land Use	Proposed Zone
Lots 1 to 327	Low-density residential (detached)	R2P
Blocks 328 to 330, Blocks 333 to 336	Medium density residential (along Robert Grant Avenue) (low-rise apartments)	R4M [2124]
Blocks 331 to 332	Medium density residential (stacked multiple attached)	R4Z
Blocks 337 to 352 and Block 369	Medium density residential (multiple attached) (6.0m pathway block)	R3Z
Block 353	High density residential (mid-rise apartments up to 9 storeys)	R5P H(30)
Blocks 354 and 355	Mixed use (along Robert Grant Avenue) (commercial and residential)	AM [2150]
Block 356	Neighbourhood commercial	LC
Block 357	Mixed use (along Hazeldean Road) (commercial and residential)	AM7
Block 358	Park and ride facility	AM7 [XXXX]
Block 359	Stormwater management facility	O1
Block 360	Elementary school	I1B/R3Z
Block 361	District park	L2
Blocks 362 to 366	Neighbourhood parks and Hazeldean Tributary open space	O1
Blocks 367 and 368	Electrical transmission corridor	O1P

A figure overlaying the proposed zones over the Draft Plan of Subdivision has been attached as Appendix A.

6.0 CONCLUSION

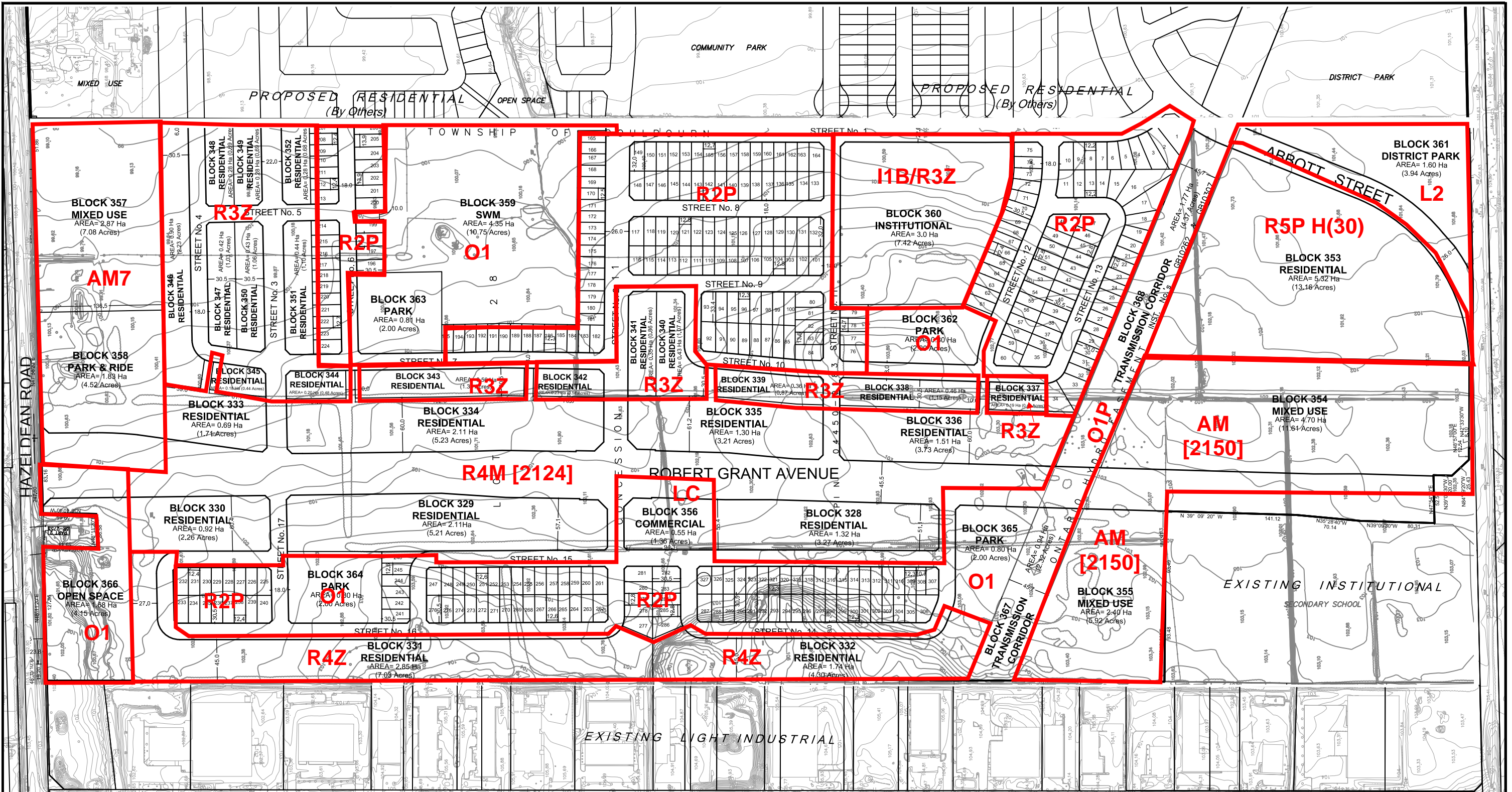
This planning rationale, as supported by the associated technical studies, demonstrates that the proposed development is consistent with the Provincial Policy Statement, conforms to the policies of the City of Ottawa Official Plan and the Fernbank Community Design Plan.

The proposed development is an appropriate and desirable addition to the Fernbank community and represents good planning.

NOVATECH

**Eric A. Bays MCIP, RPP
Planner**

Appendix A: Proposed Zoning By-law Amendment Schedule



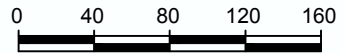
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SCALE

Not To Scale

1:4,000



Zoning By-Law Amendment Schedule