

FOTENN

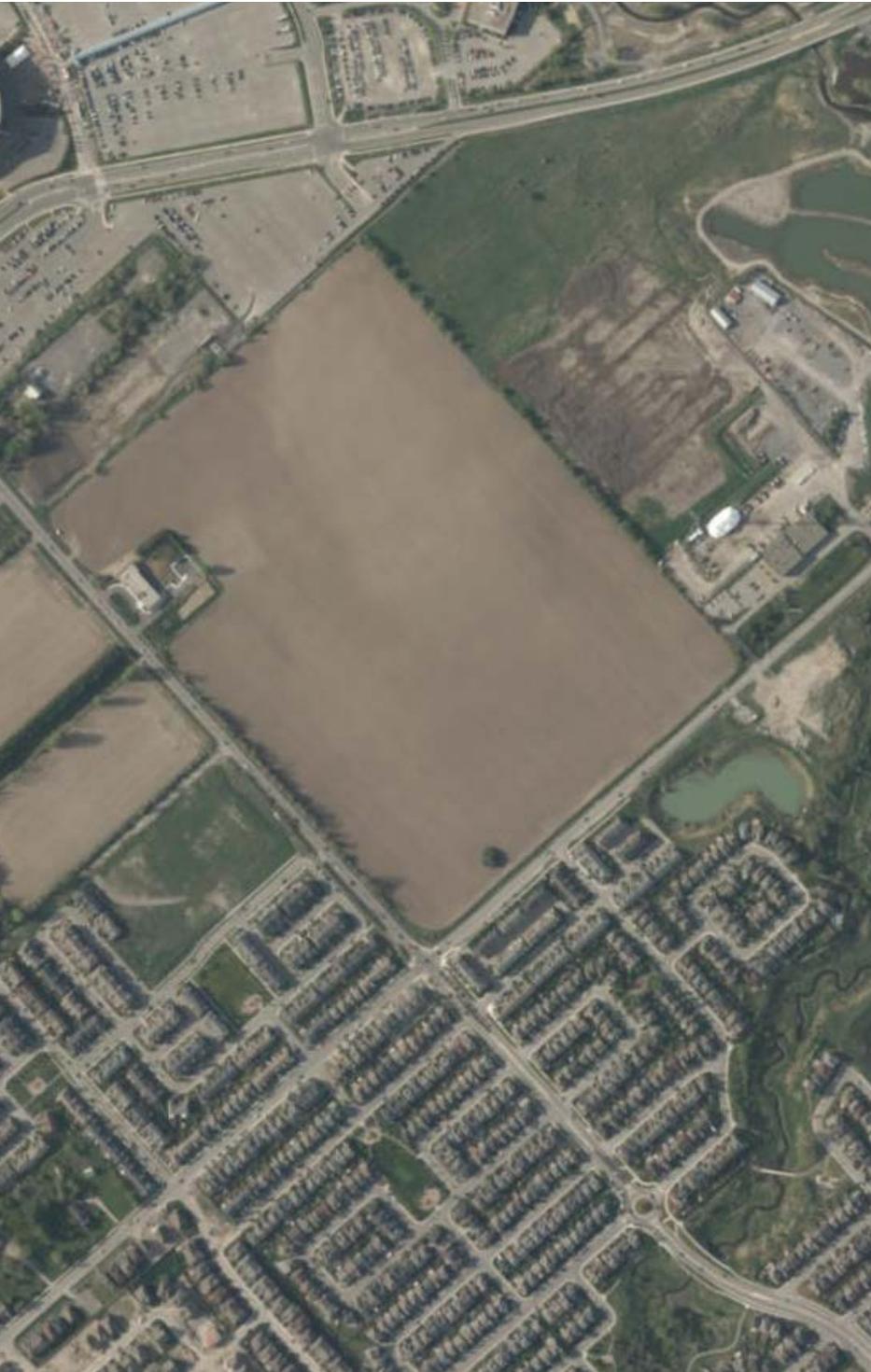
195 HUNTMAR DRIVE PLANNING RATIONALE ADDENDUM



May 15, 2018

Planning Rationale
Addendum

OPA, ZBLA & Plan of
Subdivision



Prepared for:



Cavanagh Construction
9094 Cavanagh Road
Ashton, ON K0A 1B0
Thomascavanagh.ca

-and-



Shenkman Corporation
4899 Uplands Drive
Ottawa, ON K1V 2N6

Prepared by:



Fotenn Planning + Design
223 McLeod Street
Ottawa, ON K2P 0Z8
fotenn.com

May 15, 2018

CONTENTS

1.0 Introduction1

2.0 Revisions to the Applications.....2

3.0 Proposed Applications + Discussions7

4.0 Conclusions 12

1.0 INTRODUCTION

Fotenn Consultants Inc. have been retained by Cavanagh / Shenkman to submit and process an Official Plan Amendment, a Zoning By-law Amendment and a Draft Plan of Subdivision application for the lands municipally known as 195 Huntmar Drive, located east of Huntmar Drive and south of Highway 417 in Ottawa's western community of Kanata West ("the subject lands").

In support of the above applications, Fotenn prepare a Planning Rationale, submitted and dated July 2016. The purpose of the original Planning Rationale was to evaluate the proposed development with respect to the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with the existing and planned function of the broader area. The Applications were deemed complete in September 2016 and put on technical circulation. The Ward Councillor held a public information meeting in February 2018 to allow presentations by the various consultants and seek public input related to transportation, urban design, land use and density and project timing.

Cavanagh / Shenkman are proposing the development of employment, commercial, and low- to medium-density residential uses, as well as a District Park, on the subject lands. The 54.9-hectare (135.7 acres) "L" shaped lands are located east of Huntmar Drive and south of Highway 417 in Ottawa's western community of Kanata West. The lands have approximately 154 metres (504 feet) of frontage along Huntmar Drive, and are generally comprised of cultivated fields in the east and wooded areas in the west. For a more complete inventory of abutting uses, major roadways and abutting development including Mattamy's Fairwinds North, please refer to the submitted Planning Rationale.

The following is an Addendum to the submitted Planning Rationale. The Addendum is not intended to replace the original Rationale, but rather itemizes significant revisions to the Development Concept Plan (Appendix 1) and the Plan of Subdivision (Appendix 2), discuss applicable changes to the policy documents (particularly the General Urban Area designation), reviews and addresses technical agency and public comments, and reviews the proposed zoning categories and provisions.

2.0 REVISIONS TO THE APPLICATIONS

2

As demonstrated on the Development Concept Plan prepared by Fotenn (Figure 1) and the Draft Plan of Subdivision prepared by Stantec (Figure 2), a broad mix of uses (residential, commercial, institutional and open space) and residential building typologies are proposed on the subject lands. The subdivision is organized along major roadways, including existing Huntmar Drive to the east, the new North-South Arterial Road, which will bisect the approximate centre of the “L”-shaped lands, and new internal collector roads, all connected by two (2) proposed municipal roundabouts.

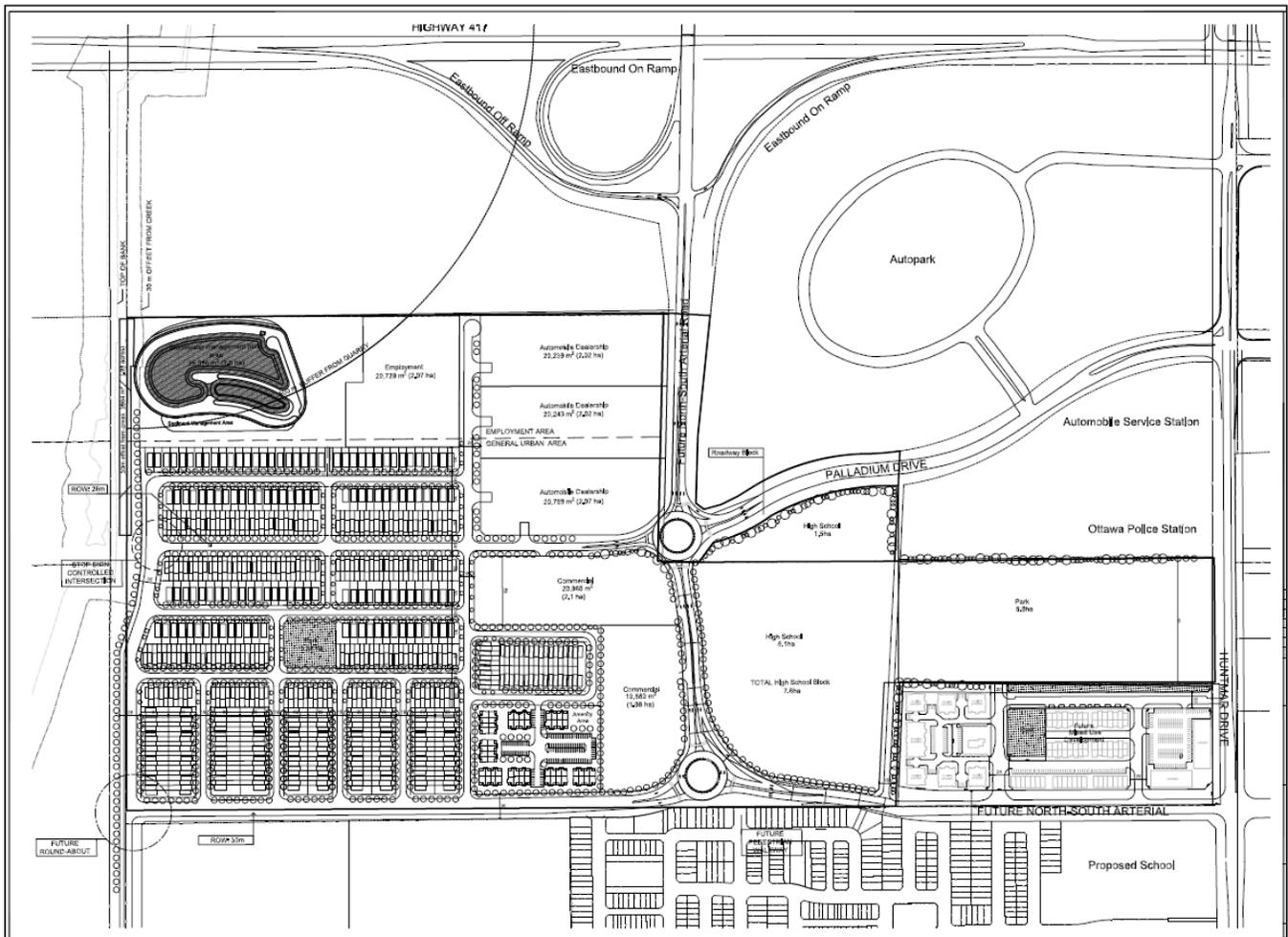


Figure 1: Development Concept Plan

In response to technical and public comments, the Draft Plan of Subdivision has been revised in terms of land use distributions, densities, building typologies, roadway alignments and design, park and school locations.

Technical comments have been received from the following:

- / Municipal departments (Planning and Growth Management, Parks and Recreation, ...);
- / Outside review agencies (Ministry of Transportation, Conservation Authority, school boards, ...) and;
- / General public and abutting land owners (Palladium Auto park, Community Associations, ...).

The Ward Councillor has also provided detailed comments on the Plan of Subdivision and other applications. Of particular interest, Planning Staff provided urban design comments related to the residential unit mix, orientation

of collector and local streets, lot treatment, internal park location, the treatment of residential parking and residential and commercial lot access. The comments are addressed in the discussion below.

The following is a summary of the most significant changes to the Draft Plan of Subdivision, shown in Figure 2 below:

- / The Ottawa-Carleton District School Board (OCDSB) indicated that a secondary school site was required within the plan of subdivision area to service both new residents and the broader residential community. The school site will be located on the east side of Huntmar Drive, providing optimal arterial road frontage, access, and visibility within the new community.

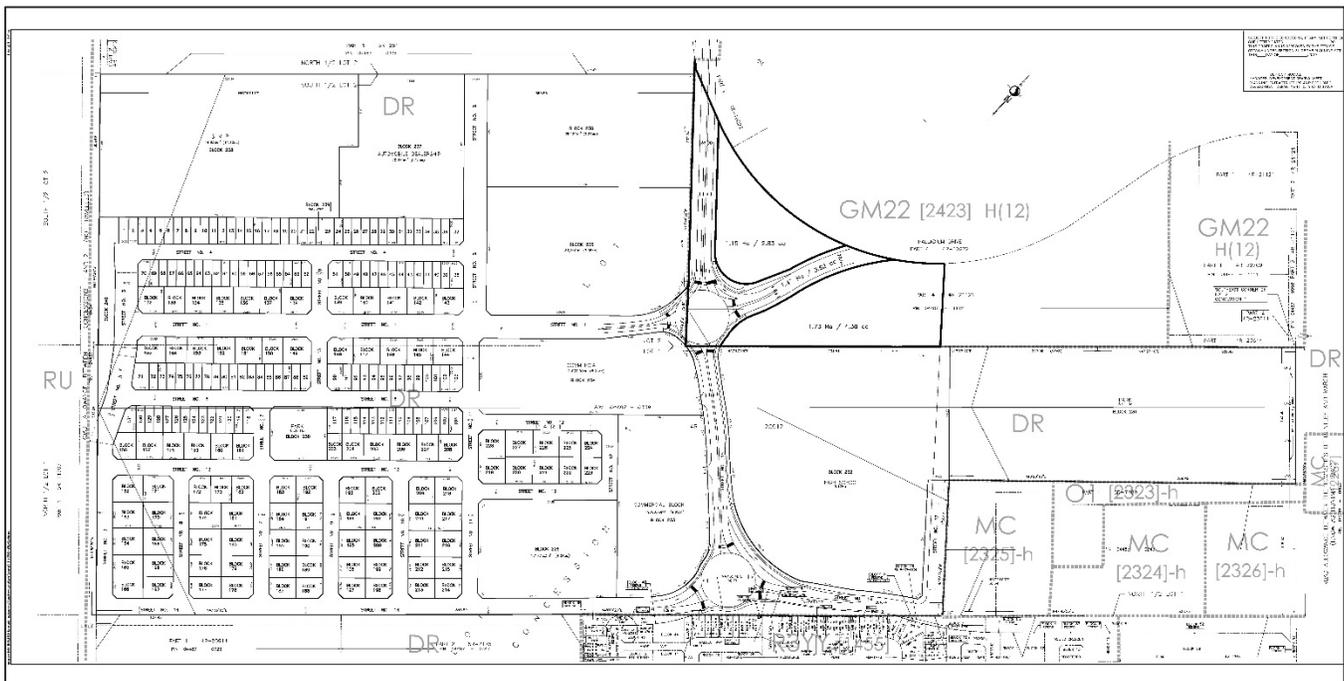


Figure 2: Draft Plan of Subdivision

- / The school site (Block 232), as currently shown, would require an additional 1.73 ha from the landowner to the north (Palladium Auto Park) of the subject lands to meet the school board's ultimate size requirements. Cavanagh / Shenkman now have a financial arrangement with the Palladium Auto Park to provide the school board with sufficient lands for the school site.
- / The City's Building Better and Smarter Suburbs (BBSS) initiative encourages the co-location of schools with municipal parks to allow for the sharing of such facilities as parking, allowing for a more efficient use of land. The Development Concept Plan and draft plan of subdivision have been revised to show the school site abutting the District Park on the east side of the North-South Arterial, whereas the District Park was previously located on the west side, on the northernmost portion of the lands.
- / The District Park (Block 231) has been reduced in size to 5.9 hectares and is now located abutting the school site, benefitting from shared facilities and operational opportunities. Fotenn has prepared a preliminary Facility Fit Plan (Figure 3 below, Appendix 3) to assess the appropriateness of the size of the District Park and the ability to provide park facilities. In general terms, the District Park could accommodate any combination of the following facilities, to the discretion of the City's parks and

Recreation Department: two (2) mini soccer fields, one (1) full size soccer field, a senior baseball diamond and a field house (1,000 m²). The Secondary School site, in addition, would also potentially include the following amenities: three (3) volleyball courts, two (2) basketball courts and a full size soccer field surrounded by a track.

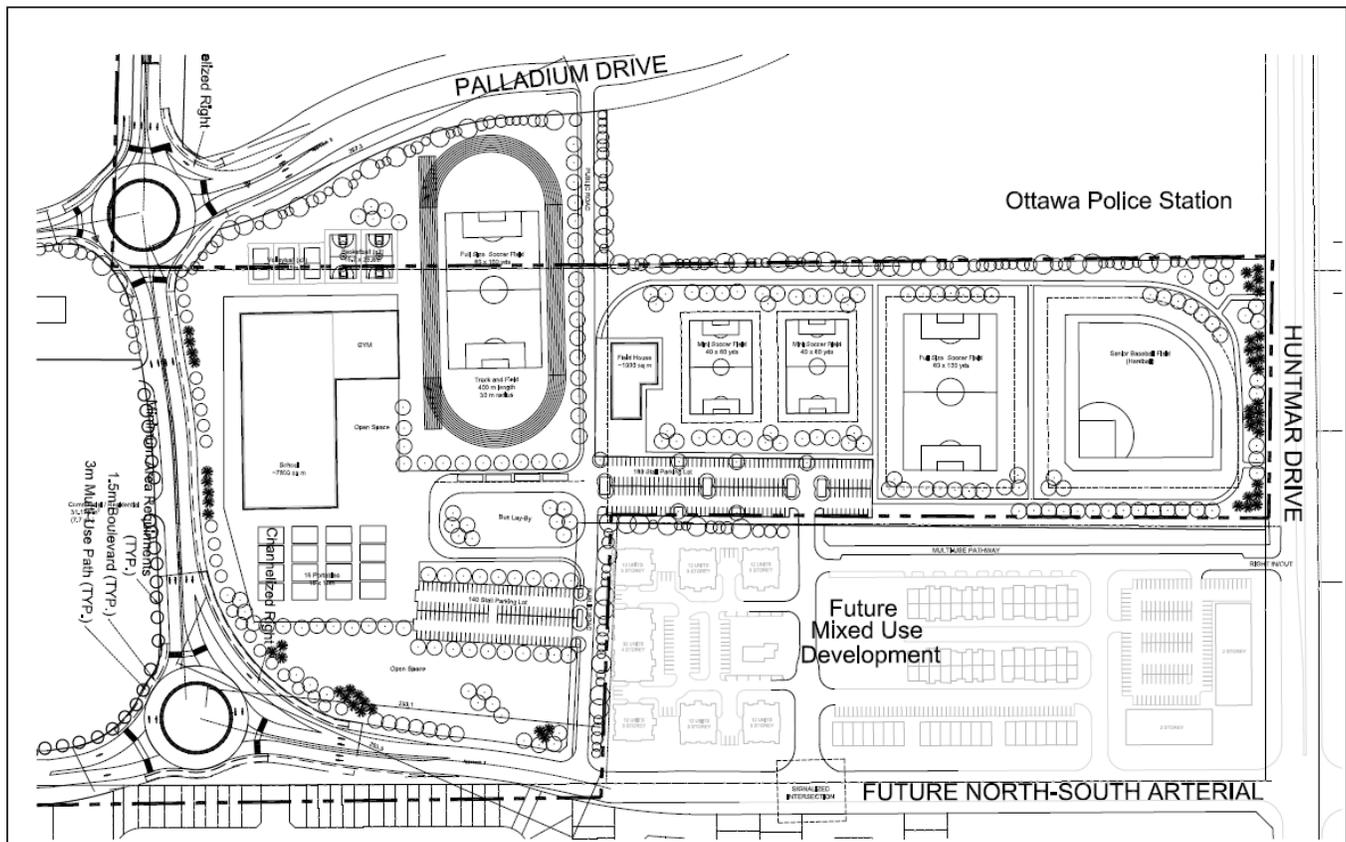


Figure 3: Facilities Fit Plan

- / The revised draft plan of subdivision includes a revised internal local road network. With the District Park now on the east side of the North-South Arterial, a new 0.38-hectare neighbourhood park has been added to the centre of the residential area on the west side of the subdivision. The park functions as an organizing element for the residential neighbourhood. The neighbourhood park is centrally located, with frontage onto three (3) local streets, and visible from most vantage points within the neighbourhood.
- / The alignments and configurations of existing major arterial and collector roadways have been revised. Agreements are now generally in place between Cavanagh / Shenkman and Palladium Auto Park for the location and alignment of the northernmost round-about and major roadways. The east-west collector road between the automobile dealership blocks has been shifted south, now located between the southern automobile dealership block and the proposed residential neighbourhood to the south.
- / The signalized intersection originally proposed adjacent to the employment / automobile dealership blocks has been removed and a second roundabout was added, aligning with a re-aligned Palladium Drive. The east-west collector road connecting to the northern roundabout now has a proposed Right-Of-Way (ROW) width of 26 metres. The arterial road along the southern edge of the west side of the

subdivision now has a ROW width of 30 metres, and is shared with some of the landowners to the south, including Claridge Homes.

- / Local roadways have been reconfigured and re-aligned to better orient and connect the residential neighbourhood. Local street right-of-way widths measure 18 metres and will be constructed consistent with Council-approved municipal cross-sections. Local Streets no. 3, 8, 7, 9 and 10 are oriented north-south to connect to the southernmost Arterial roadway to minimize driveways and allow side facing dwellings units, contributing to a positive streetscape (wrap-around porches, landscaping, reduced noise walls, etc).
- / In order to provide community-serving commercial uses (restaurants, banks, gas station, convenience retail and personal services such as barber shops and dry cleaners), a combined two (2) “L” shaped commercial blocks (Blocks 233 and 234) have been added on the west side of the new North-South Arterial Road, in proximity to the new municipal roundabouts. These commercial blocks are intended to serve the needs of local residents and the broader residential areas to the south of Maple Grove Road.
- / To provide a range of residential building types and tenures, the Draft Plan of Subdivision now includes 128 stacked townhouse units (Block 229) in close proximity to the commercial blocks, the high school and the District Park. Although important to contributing to the diversity of the neighbourhood and providing a built-form transition, the stacked units are also intended to meet Official Plan targets for apartment dwellings in greenfield communities.
- / Blocks 235, 236 and 237 have been created for employment uses, including automobile dealerships. Streets no. 1 and 2 provide separation from the residential neighbourhood, and efficient access to the employment blocks and the MTO employment lands further north.
- / The stormwater management pond that was originally shown on the MTO lands to the north is now proposed in the northwest corner of the subject lands (within the setback from the quarry, where sensitive land uses are not permitted).

The table below provides a detailed inventory of the distribution and size of land uses within the plan area, including the original submission, the revised plan at the time of the February 2018 public meeting and the most recent May 2018 version of the Draft Plan of Subdivision.

| Land Use | Original (July 2016) | February 2018 | Revised (May 2018) |
|-------------------------------------|---|---|---|
| Detached units | 174 | 131 | 131 (18.5%)* |
| Townhome units | 286 | 432 | 432 (62.5%)* |
| Stacked townhome units | 520 | 96 (stacked, back-to-back townhouses) | 128 (19%) |
| Apartments | 120 to 190 | 0 | 0 |
| Total Residential Units | 1,100 to 1,170 units | 659 units | 691 units |
| Residential Density | 49 to 52 units/net ha (net area = 22.46 ha) | 49 units/net ha (net area = 13.4 ha) | 50 units/net ha (blocks = 13.5 ha) |
| Commercial | 2.5 ha | | 12.30 ha |
| Park | 11.1 ha | 5.9 ha | 5.9 ha + 0.38 ha |
| High school | 0 ha | 7.6 ha (only 6.1 ha on the subject lands) | 7.6 ha (only 6.12 ha on the subject lands) |
| Employment / Automobile dealerships | 6.2 ha (three automobile dealerships) | 8.18 ha (three automobile dealerships + employment block) | 8.18 ha (employment block and automobile dealerships) |
| Stormwater management pond | 0 ha | 2.5 ha | 4.49 ha |

Both the single-detached and townhouse blocks have a lot depth of 30m, with a range of widths (10m average) for single detached and 6.0m (average) for townhouse units, blocks range from 24m to 30m in total width.

3.0 PROPOSED APPLICATIONS + DISCUSSIONS

Cavanagh / Shenkman have submitted the following three (3) applications:

3.1 Draft Plan of Subdivision

The Draft Plan of Subdivision would create:

- / The roadway blocks, including new configurations for arterial and collector roadways, including two (2) municipal road-about. Agreements are now generally in place between Cavanagh / Shenkman and Palladium Auto Park for the location and alignment of the northernmost round-about and major roadways;
- / The District Park block and the OCDSB high-school block;
- / Development blocks for residential uses, including stacked townhouses and townhouses blocks, and lots for detached dwellings;
- / The neighbourhood-oriented commercial blocks along the west side of the North-South Arterial along the west side of Huntmar Drive;
- / The stormwater management block, internal park block and various other walkway and public use blocks; and
- / Three (3) blocks along the west side of future North-South Arterial Road for employment-related uses / automobile dealerships.

3.2 Official Plan Amendment

As a result of the Ottawa Council-approved OPA no. 180 and recent settlements, the majority of the lands south of Street no 1. are now re-designated from Enterprise Area to General Urban Area on Schedule B (Urban Policy Plan) of the Ottawa Official Plan. The northernmost portion of the lands are now designated Employment Area in the OP. The employment designation coincides with the employment-related blocks and the automobile dealerships as proposed uses. The uses and related densities are consistent with the policy direction of the Employment Area designation, as discussed in the original Fotenn Planning Rationale.

3.2.1 General Urban Area

The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. The designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances.

The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan. Section 2.5.1 of the Official Plan contains a set of Design Objectives and Principles for development across the City. The proposed development meets the objectives as follows:

- / **To enhance the sense of community by creating and maintaining places with their own distinct identity**
The subdivision continues the built form character and identity of adjacent communities, including housing forms, densities, land uses, and patterns of open space in the abutting Mattamy Fairwinds North subdivision located immediately south of the new North-South Arterial.
- / **To define quality public and private spaces through development**
The subdivision is designed to feature a connected network of streets and both a District Park abutting a new OCDSHB secondary school and a new, centrally-located neighbourhood park. The combined parks provide areas for gathering, socializing, recreation, and other activities.

-
- / **To create places that are safe, accessible, and are easy to get to, and move through**
The proposed street network is designed to integrate with the surrounding street pattern, creating a grid that facilitates movement and connectivity. The proposed roundabouts are also designed to create a safer environment for motorists, cyclists and pedestrians alike.
 - / **To ensure that new development respects the character of existing areas**
The proposed subdivision continues the built form and land use characters of surrounding communities. The road network integrates with the surrounding network, improving connectivity for all modes of transportation.
 - / **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 subdivision contains a range of housing types that permit a range of demographics and incomes to live in the community.
 - / **To understand and respect natural processes and features in development design**
Existing environmental corridors including a north-south running creek on the north east most portion of the lands has been protected. The proposed stormwater management system, including the stormwater management pond, responds to the natural topography of the subject lands and the quality of the soils.
 - / **To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment**
The subdivision is within reasonable proximity to future transit facilities and encourages alternate modes of transportation within the neighbourhood. Residents can walk or cycle to a new commercial area intended to meet daily needs (restaurants, banks, retail and personal services).

Policy 2 of Section 4.11 contains evaluation criteria for urban design and compatibility. The proposed development meets the following applicable criteria:

- / **Traffic:** A Transportation Impact Assessment was prepared for the development application, confirming that the transportation system will be functional, including traffic from private motorists.
- / **Vehicular Access:** The subdivision will feature vehicular access to all properties, with a functional street network of local streets. Integration into the surrounding street network will improve connectivity to and through the subdivision.
- / **Noise and Air Quality:** The proposed land uses are not anticipated to result in noise or air quality impacts on sensitive uses in the subdivision.
- / **Sunlight:** As the proposed development contains low-profile buildings, shadowing impacts within the new community are not anticipated.
- / **Supporting Neighbourhood Services:** The proposed subdivision features a park and is in close proximity to other neighbourhood parks, schools, a recreation complex, as well as a Park and Ride facility. Commercial uses to serve the local residents are provided north of the subdivision at Cambrian Road and realigned Greenbank Road.

3.2.2 Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa reviewed its Official Plan, which resulted in numerous changes to policy references and land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the

changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH) and then appealed by several parties. LPAT hearings will be scheduled in late 2018 and early 2019 to resolve the appeals.

A pre-hearing held in early January 2018 resolved several outstanding appeals, bringing into full force and effect some policies of OPA 150. Other policies remain under appeal at the time of application submission.

OPA 150 proposes changes to some policies in the General Urban Area designation, including introducing a maximum building height of four storeys or less, except in particular cases. As only low-rise buildings are proposed in the subdivision, this change does not impact the proposed development.

New design criteria are also incorporated into the revised policies of Section 4.11, many of which relate to high-rise buildings. None of the changes have a significant impact on the proposed development.

The proposed development, including the residential building typologies, the range of commercial and residential land uses conform to the policy revisions proposed through OPA 150 for the General Urban Area land use designation.

3.2.3 Active Official Plan Amendment (150)

Cavanagh / Shenkman have an active OPA, previously intended to address restrictions within the Enterprise Area designation, now removed from the OP. The location of the detached dwellings now corresponds with the portion of the subject lands that have been redesignated to General Urban Area as part of the City's Employment Land Review (see Section 5.3 of the July 2016 Fotenn Planning Rationale).

Further, the OPA would revise the policies and schedules contained in OPA 150 (currently under appeal), including:

- / Section 2.2.2.18: This policy would be revised to allow a more reasonable and proportionate mix of ground-oriented dwellings. The policy currently notes:

For those lands outside of the Greenbelt that are included in a community design plan approved by Council after June 10, 2009, the following housing mix and density provisions apply [Amendment #76, Ministerial Modification #5, OMB File # PL100206, September 07, 2011]

- a. At least 45% single detached but not more than 55% single detached, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.

While the other dwelling types, including the stacked units / apartments exceed the target, the plan provides 18.5% single-detached dwellings. The proposed percentage is reasonable and appropriate given the policy direction of the Kanata West Concept Plan (KWCP), a secondary planning policy document. The KWCP noted that residential densities would gradually increase moving north within the KWCP area, especially lands north of Maple Grove Road. A larger proportion of street townhouse units increase densities on the overall lands. The entire Mattamy Fairwinds North development to the south does not include any detached dwellings, in an effort to increase, in a modest manner residential suburban densities. The Cavanagh Shenkman lands are located further north, but some efforts have been made on the lands to both meet the intent and target of the policy and achieve a balance of housing types, all while retaining ground-oriented dwelling units within the new neighbourhood.

For reasons of pre-emptive timing, the OPA would recognize the mix of townhouses and detached dwellings, approximately 18% of the dwellings on the lands.

- / Text related to the location of the Kanata West District Park (Policy 3.6.5.9): The OPA would add area-specific language to the current Official Plan, providing clear direction for the location of the District Park.
- / Schedule E- *Urban Road Network* of OPA 150, which shows the Stittsville Main Street extension continuing east of the North-South Arterial Road. Schedule E would be revised to reflect the alignment and configuration of the roadways being proposed in the Plan of Subdivision and supported by the Community Transportation Study prepared by Parsons. The OPA would provide clear direction on the transportation network in Kanata West.

The eastern half of the subject lands are designated Mixed Use Centre in the Ottawa Official Plan. Section 2.2.2- Managing Growth within the Urban Area identifies Mixed-Use Centres as one of the target areas for intensification.

Transit-supportive uses are encouraged within the Mixed-Use Centre designation, such as: offices, **secondary and post-secondary schools**, hotels, hospitals, large institutional buildings, **community recreation and leisure centres**, daycare centres, retail uses, entertainment uses, services (such as restaurants), major urban facilities, high- and medium-density residential uses and mixed-use development containing a combination of the above. With respect to employment targets, each Mixed-Use Centre is intended to accommodate at least 5,000 jobs. The Official Plan is committed to promoting compact development in Mixed-Use Centres and as such, considers them priority locations for increased height and density.

Both the District Park and the OCDSB high school blocks are located within the area designated Mixed Use Centre and are appropriate land uses contemplated in the Mixed Use Centre designation. Both uses can have community inconveniences (traffic, lighting, noise) but are sufficiently separated from residential communities by 26m and 30m wide arterial roadways. Both blocks will be subject to Site Plan Control applications to address concerns related with site design and potential impacts.

3.2.4 Kanata West Concept Plan (KWCP)

The Kanata West Concept Plan (KWCP) is a Council-approved policy document, recognized in the Official Plan but not considered a Community Design Plan or Secondary Plan. An OPA is not necessary to revise the KWCP to reflect the type and location of uses proposed through the subject planning applications. The following changes to the KWCP are discussed below and deemed appropriate:

- / The lands now re-designated General Urban Area are currently identified as Prestige Business Park in the KWCP. The business park designation is outdated, given the City's Employment Land Review and the Council approved OPA no. 180 deleting the Enterprise Area designation. The KWCP should recognize the policy change and should extend the Residential Area B designation further north onto the Cavanagh / Shenkman lands.
- / The KWCP also identified a "Future Major Public Park" on west side of subject lands. The District Park, as per technical comments from the Parks and Recreation Department is now on the easternmost portion of the property along Huntmar Drive. The KWCP should recognize the revised location of the new District Park to the east side North-South Arterial roadway.

3.3 Zoning By-law Amendment (ZBLA)

The ZBLA would rezone the lands from the Development Reserve Zone (DR) to the following zones:

- / Residential Third Density Zone (R3), Subzone ZZ for the detached dwellings and street townhomes;
- / General Mixed Use Zone (GM) for the commercial blocks;
- / Residential Fourth density (R4) for the stacked townhouse;
- / Business Park Industrial Zone (IP) for the automobile dealerships and employment-related uses;
- / Parks and Open Space Zone (O1) for the District Park; and
- / Minor Institutional Zone (I1A) for the secondary school site.

The proposed zoning categories are consistent with the proposed land uses and applicable zone provisions (setbacks, building heights, parking requirements, landscaping requirements, etc).

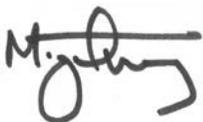
The zoning details would be applied to each block, and further discussion may be needed to create site specific sub-zones.

Based on the information presented throughout this Planning Rationale and the original Planning Rationale prepared by Fotenn and dated July 2016, it is our professional planning opinion that the proposed Official Plan Amendment, and Zoning By-law Amendment, and Plan of Subdivision applications are appropriate and desirable when evaluated against the applicable policies and regulations, within the context of the subject lands. In summary:

- / The plan of subdivision would allow for the development of vacant urban lands located between an established residential area (Stittsville) and existing development along the Highway 417 corridor. This would allow for the efficient use of existing infrastructure, which is encouraged by the Provincial Policy Statement (PPS).
- / The proposed mix of uses (residential, commercial, employment, institutional and open space) and densities generally conform to the Employment Area, Mixed Use Centre, and new General Urban Area Official Plan designations that are applicable to the subject lands. The wide range of residential built forms and supporting, neighbourhood commercial services is supported by the General Urban Area and will contribute to a complete and walkable community. New, more-regional lands uses, including a 5.9-hectare District Park and a 7.6-hectare OCDSB secondary school will serve the broader community.
- / The plan of subdivision would result in the creation of development blocks for employment, commercial, and low- to medium-density residential uses, the District Park and school site and portions of the North-South Arterial and Main Street extension, as envisioned in the Kanata West Concept Plan.
- / The proposed land uses are organized in such a manner that allows for connectivity but also minimizes impacts resulting from land uses such as the District Park, which will have a regional draw, and the proposed commercial uses. Detailed site design and matters of compatibility will be addressed further at the Site Plan Control stage.
- / Overall, the proposed development complies with and advances several key policy objectives at the Provincial and Municipal levels including: optimized use of serviced lands within the existing urban boundary, contributing to walkable and accessible communities, contributes to the range and availability of housing for all ages and incomes. Based on this and the above analysis, the proposed development represents good planning and is therefore in the public interest.

Please feel free to contact me to discuss the contents of this planning rationale addendum further.

Sincerely,



Miguel Tremblay, MCIP RPP
Director of Planning + Development
[Fotenn Consultants Inc.](#)

APPENDIX 1: DEVELOPMENT CONCEPT PLAN

HIGHWAY 417

Eastbound On Ramp

Eastbound Off Ramp

Eastbound On Ramp

Autopark

TOP OF BANK
30 m OFFSET FROM CREEK

30m offset from creek 3954 m² (.98 acres)

Stormwater management area
25,086 m² (2.5 ha)

Employment
20,729 m² (2.07 ha)

Automobile Dealership
20,239 m² (2.02 ha)

Automobile Dealership
20,243 m² (2.02 ha)

EMPLOYMENT AREA
GENERAL URBAN AREA

Automobile Dealership
20,758 m² (2.07 ha)

Roadway Block

PALLADIUM DRIVE

Automobile Service Station

ROW: 26m

STOP SIGN CONTROLLED INTERSECTION

High School
1.5ha

Ottawa Police Station

Commercial
20,965 m²
(2.1 ha)

Park
5.9ha

Park
0.36 ha

High School
6.1ha

Commercial
19,880 m²
(1.98 ha)

TOTAL High School Block
7.6ha

Amenity Area

Park
Future Mixed Use Development

HUNTMAR DRIVE

FUTURE NORTH-SOUTH ARTERIAL

FUTURE ROUND-ABOUT

ROW: 30m

FUTURE PEDESTRIAN WALKWAY

Proposed School

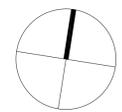


LOCATION MAP

| USE | AREA | RESIDENTIAL UNITS |
|---------------------------|----------------|-------------------------|
| Stacked, Back-to-back: | 1.7 ha | 96 units (14.6%) |
| Townhome Dwellings: | 7.7 ha | 432 units (65.5%) |
| Detached Dwellings: | 4 ha | 131 units (19.9%) |
| TOTAL RESIDENTIAL: | 13.4 ha | 659 units (100%) |
| Automobile dealership: | 8.18 ha | N/A |
| Commercial: | 4.08 ha | N/A |
| School/Park: | 13.5 ha | N/A |

| | | |
|-----------------|----------------------------------|-------------|
| 5 | UPDATED WALKWAYS AND UNIT COUNTS | 2018/02/26 |
| 4 | FOR CLIENT REVIEW | 2018/02/08 |
| 3 | FOR CLIENT REVIEW | 2018/02/08 |
| 2 | FOR CLIENT REVIEW | 2017/11/08 |
| 1 | FOR CLIENT REVIEW | 2017/04/07 |
| NUMBER / NUMBER | MILESTONE / FANT SABLANT | DATE / DATE |

FOTENN



KANATA WEST, ONTARIO

CAVANAGH

KANATA WEST
OTTAWA, ONTARIO

DRAWING / DESSIN

CONCEPT PLAN

| | | |
|--------------------------|--------|-------------------------|
| DESIGNED BY / CONCEU PAR | M.M. | SHEET NO. / FEUILLE NO. |
| DRAWN BY / DESSENE PAR | C.B. | C1-1 |
| CHECKED BY / VERIFIE PAR | M.S. | |
| SCALE / ECHELLE | 1:2000 | |



APPENDIX 2: DRAFT PLAN OF SUBDIVISION

APPENDIX 3: FACILITY FIT PLAN

