



1869 Maple Grove Road

Planning Rationale
Zoning By-law Amendment + Plan of Subdivision
April 20, 2020



Prepared for Zayoun Group

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

April 2020

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

Contents

1.0 Introduction	1
2.0 Subject Property and Surrounding Context	2
3.0 Proposed Development	7
4.0 Policy and Regulatory Framework	9
5.0 Technical Studies	23
6.0 Conclusion	25

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Zayoun Group (“the owner”) to prepare a Planning Rationale in support of Plan of Subdivision and Zoning By-law Amendment applications for the property legally known as Part of Lot 1, Concession 1, Geographic Township of Huntley, and municipally known as 1869 Maple Grove Road in the Stittsville community of the City of Ottawa (the “subject property”).

1.1 Application Summary

The owner proposes to develop a residential subdivision on the subject property, comprised of 16 townhouse units and two semi-detached units. The units will be accessed from driveways along existing public streets. In order to permit the development as planned, applications for a Plan of Subdivision and a Zoning By-law Amendment are required. The Plan of Subdivision application will establish the lot layout, while the Zoning By-law Amendment application is required to rezone the site to permit townhouse and semi-detached dwellings. More specifically, the following zone is proposed:

- / **Residential Third Density Zone, Subzone YY, with Exceptions (R3YY[XXXX])** to permit the development of the townhouses and semi-detached homes. An exception may be required to accommodate an irregular lot pattern proposed for the 2 semi-detached dwellings.

In addition to this Planning Rationale, the following studies and plans have been prepared in support of the concurrent Plan of Subdivision and Zoning By-law Amendment applications:

- / Draft Plan of Subdivision;
- / Site Servicing Plan;
- / Site Servicing Study;
- / Stormwater Management Plan;
- / Grade Control and Drainage Plan;
- / Geotechnical Study;
- / Erosion and Sediment Control Plan;
- / Phase I Environmental Site Assessment;
- / Transportation Impact Assessment;
- / Noise Study;
- / Landscape Plan;
- / Tree Conservation Report; and
- / Architectural Building Elevations.

Subject Property and Surrounding Context

2.1 Subject Property



Figure 1: Context Map

The subject property is located in the Stittsville neighbourhood of the City of Ottawa. The property is surrounded by the Fairwinds subdivision, and is bound by Maple Grove Road to the south, Mykonos Crescent to the west and Bensinger Way to the north. The eastern property line abuts a row of townhouse dwellings fronting onto Grenadine Street (Figure 1).

The subject property has an area of 0.4 hectares, with approximately 55 metres of frontage along Maple Grove Road and Bensinger Way, respectively. The property is generally flat and is currently occupied by a detached dwelling unit and associated landscaping. The surrounding area has been recently developed into a low-rise residential subdivision comprised mainly of townhomes and semi-detached units.

The subject property is landscaped with deciduous trees along the rear property line, providing visual screening between the existing dwelling on the property and the adjacent subdivision the north. Sidewalks are currently provided along the northern edge of the property and along Maple Grove Road. A 0.9m road widening allowance has been provided, as determined in the Official Plan.

2.2 Area Context

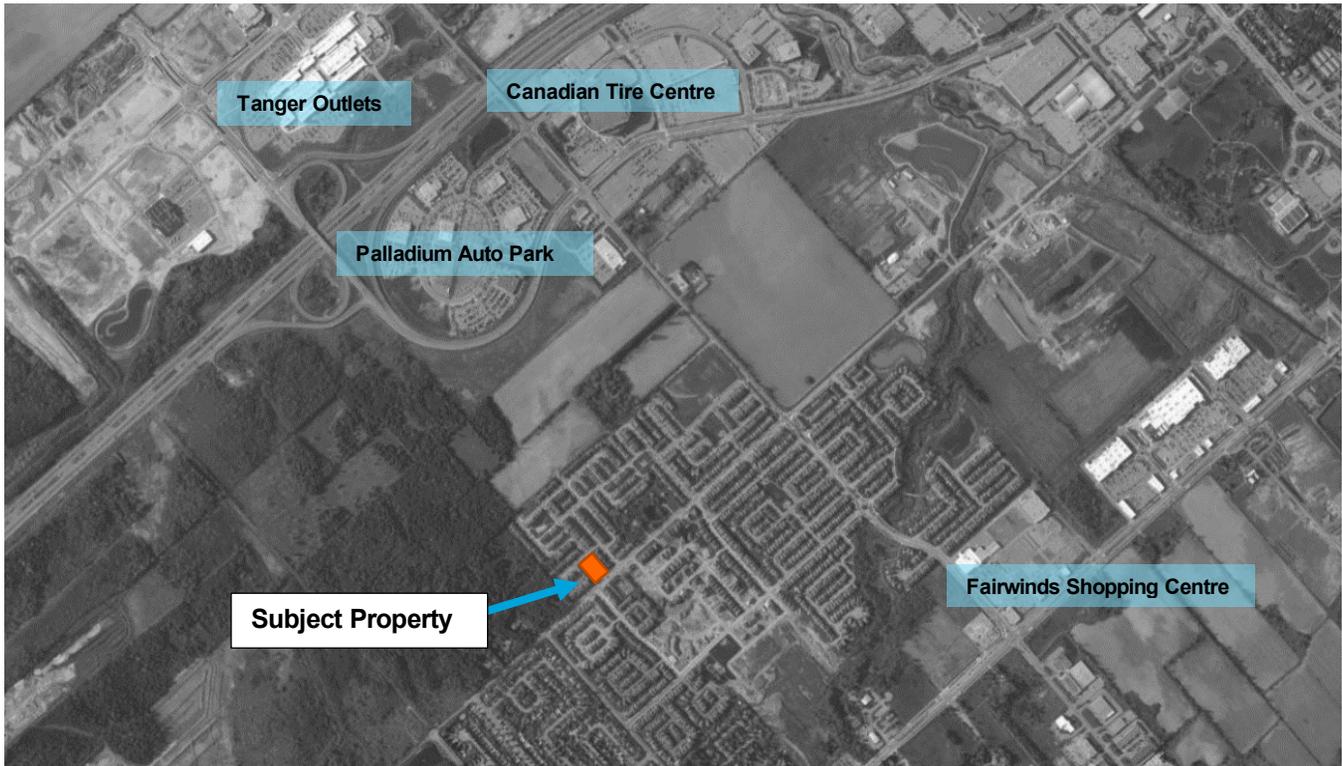


Figure 2: Subject Property and Surrounding Area

The following land uses are located in the area surrounding the subject property:

NORTH:

The northern edge of the property is bordered by Bensinger Way, a residential street with existing townhouse dwellings developed in 2015. Within this residential subdivision is Maestro Park, a neighbourhood park with a play structure. Beyond the Fairwinds subdivision are vacant lands zoned for future urban development. Further north is the Palladium Auto Park, Highway 417 and the Canadian Tire Centre, all of which are accessed from Huntmar Drive approximately 690 metres east of the subject property. The amenities are located approximately 1.7 kilometres north-east from the site.

EAST:

Immediately east of the subject property are the rear yards of existing townhomes that front onto Grenadine Street, which were constructed in 2014/2015. Further east of the subject property is a continuation of the Fairwinds subdivision, along with associated parkland. Further east is Huntmar Drive, a major north-south arterial road that connects Stittsville with Kanata.

SOUTH:

To the immediate south of the subject property is Maple Grove Road, beyond which is a residential subdivision constructed in 2014/2015 comprised principally of low-rise townhouses and detached dwellings. Approximately 1.7 kilometres southeast of the property are 'The Shops at Fairwinds,' a large-format retail shopping centre at the intersection of Hazeldean and Huntmar Drive. The shopping centre is comprised of a variety of retail and service uses such as a grocery store, bank, pharmacy and other uses.

WEST:

Immediately west of the subject property is Mykonos Crescent, a municipal local road characterized by existing townhomes. Further west of the property are large lots with rural residential uses, which are now designated for urban development.

2.3 Subject Lands



Figure 3: View of Subject Property from Maple Grove Road



Figure 4: View of Subject Property from the Corner of Bensinger Way and Grenadine Street

2.4 Roads, Cycling and Transit Network

2.4.1 Cycling Network

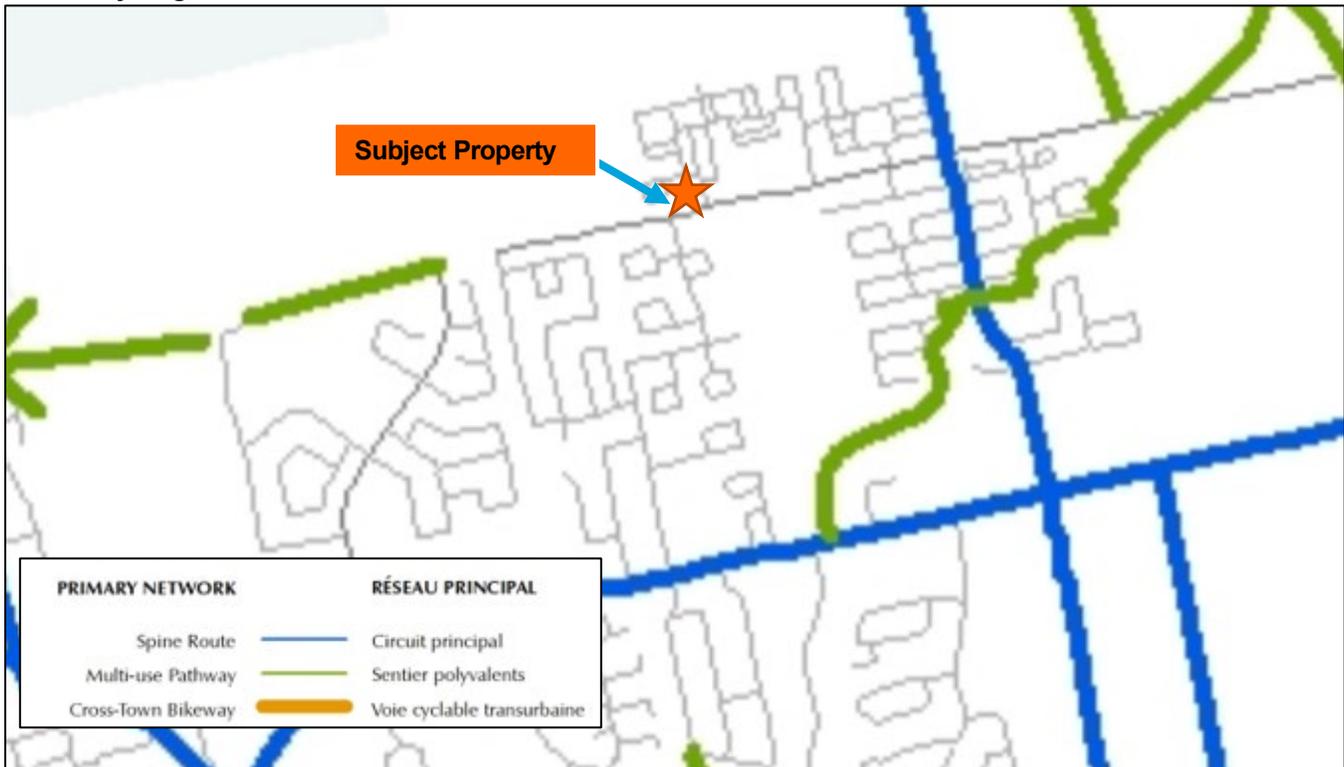


Figure 5: Excerpt from Schedule C - Primary Urban Cycling Network

As identified on Official Plan Schedule C (Primary Urban Cycling Network), shown in Figure 5 above, the subject property is located within close proximity to cycling spine routes (Huntmar Drive and Hazeldean Road), and a Multi-Use Pathway connecting to the greater transit network. The proposed development will be well-served by existing cycling infrastructure.

2.4.2 Road Network

As shown in Schedule E- Urban Road Network of the Official Plan (Figure 6), Maple Grove Road is classified as an existing collector road, connecting to the greater street network by way of local, arterial and major collector roads. The subject property is well connected to the street network and will allow residents to circulate efficiently and safely throughout the area.

2.4.3 Greater Transit Network

As shown in Figure 7, the subject property is located within walking distance of several bus stops, providing residents with a variety of transit options. Notably, the site is served by Route 61 and 62 that connect to the future Eagleson and Terry Fox transit stations, as well as the park and ride at the Canadian Tire Centre. The subject property is also well-served by a variety of local bus routes that ultimately connect to the greater transit network.

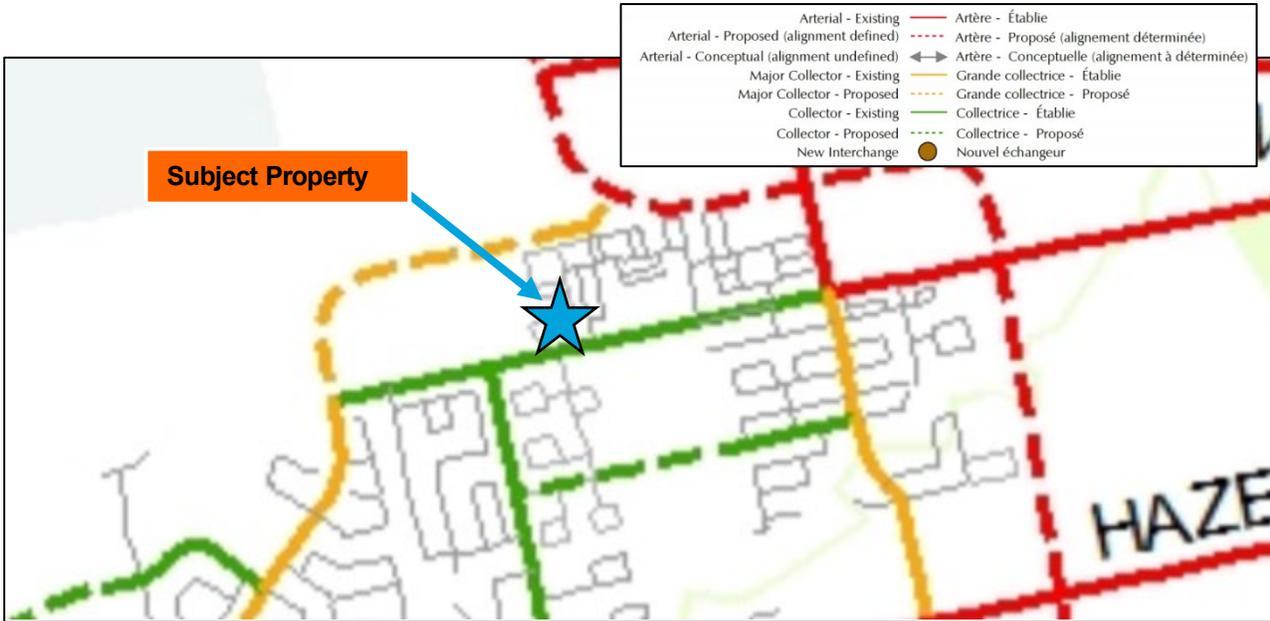


Figure 6: Schedule E - Urban Road Network

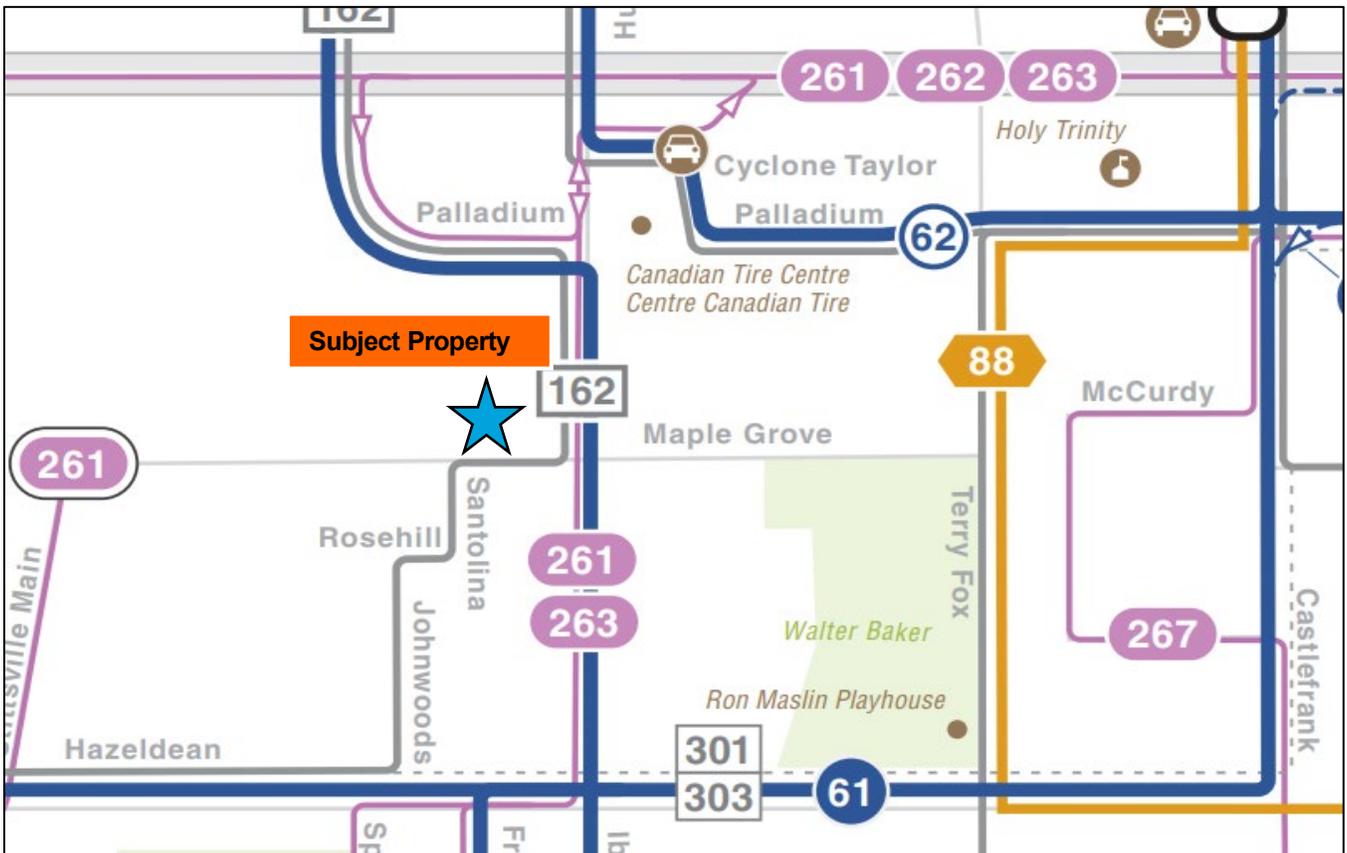


Figure 7: OC Transpo Transit Map

3.0 Proposed Development

3.1 Description of Proposed Development

Zayoun Group intends to develop the subject property with a total of 16 townhouses and 2 semi-detached units. The rows of townhomes will front onto Maple Grove Road to the south (Block 3) and Bensinger Way to the north (Block 1), with each unit having direct access to the street. The semi-detached units will front onto Mykonos Crescent to the west (Block 2), with access to each unit provided through a shared driveway. The semi-detached units will each have a width of 6.8 metres, whereas the townhomes will each have a width of 6.05 metres. All buildings will be three storeys in height. Each townhouse unit will have a driveway leading to a private garage, where the required parking space will be located. The driveways are of sufficient length to provide additional parking opportunities for visitors.

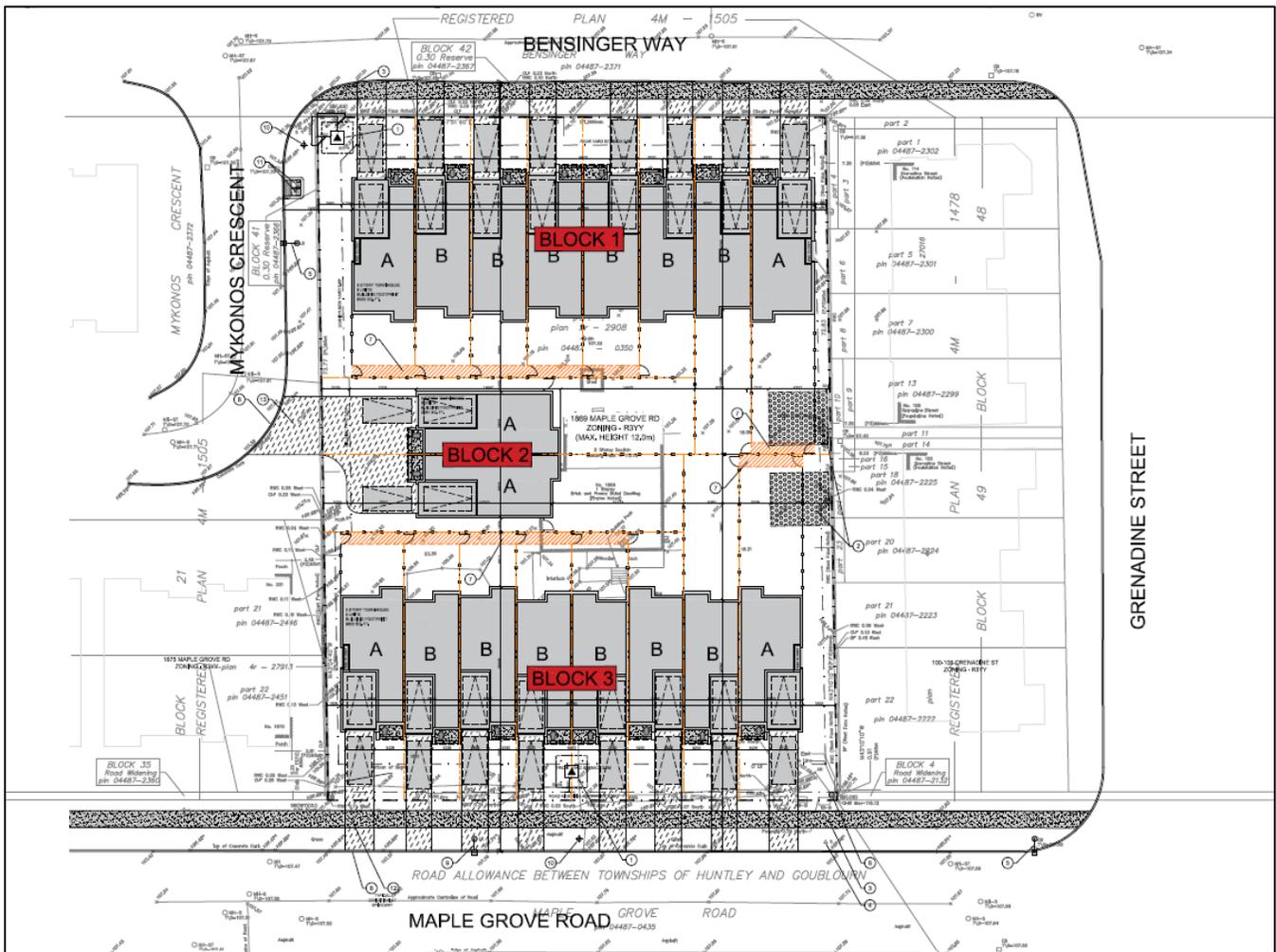


Figure 8: Site Plan for Proposed Development

Stormwater management cisterns are provided along the eastern edge of the development at the centre of the subject property. Subject to confirmation from the City of Ottawa, the cisterns are required to prevent overloading the stormwater management infrastructure in the Maple Grove Road and Bensinger Way rights-of-way. If the cisterns are confirmed to be required, a separate block is proposed to be created through the Plan of Subdivision to accommodate the infrastructure, which would be jointly owned by all property owners in the development.

The orange hatching on the Site Plan signifies a potential access easement that will be required to provide rear yard access for the internal townhouse units.

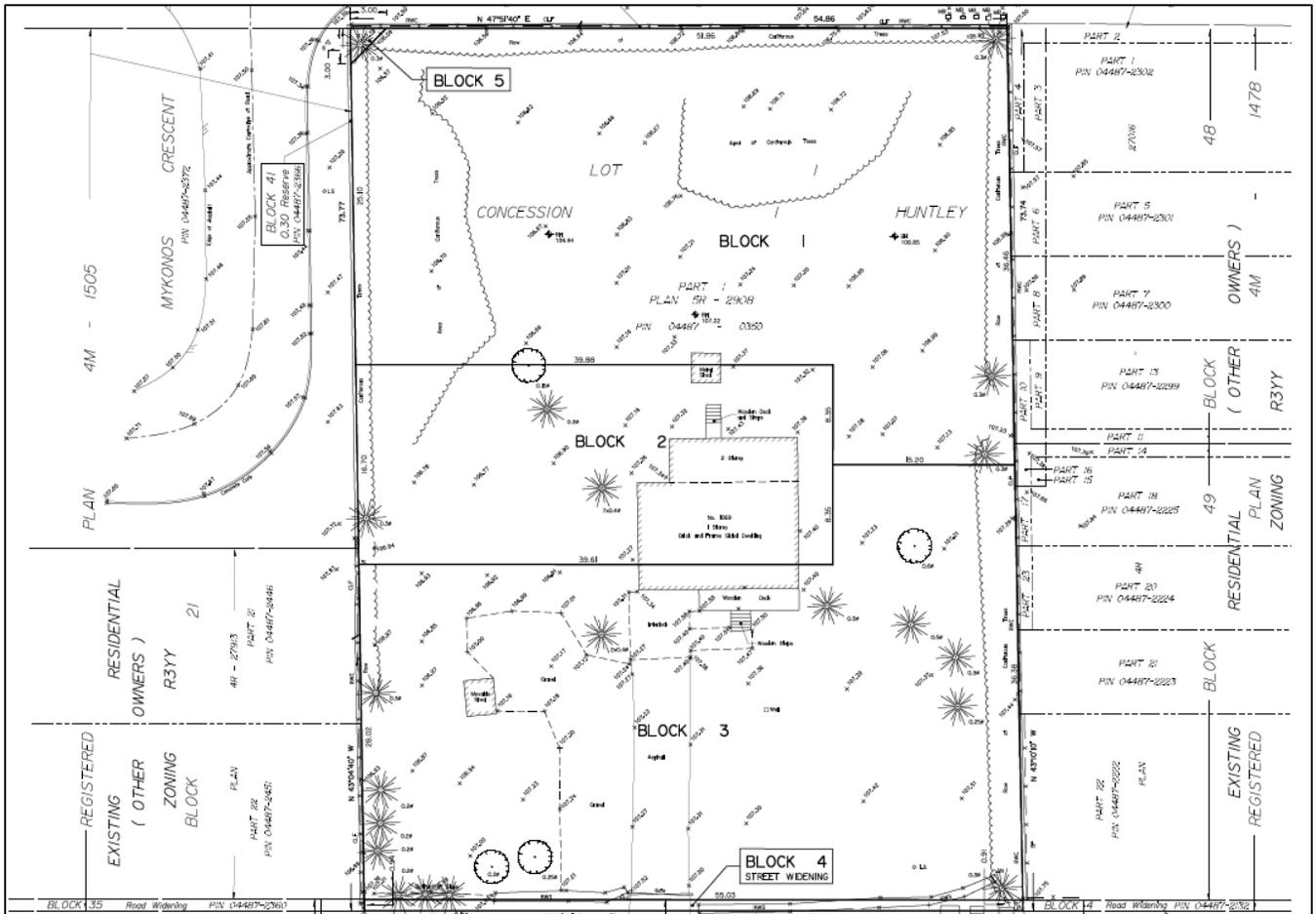


Figure 9: Draft Plan of Subdivision



Figure 10: Proposed Elevation for Townhouses

Policy and Regulatory Framework

4.1 Ontario Planning Act

The Ontario Planning Act regulates land division processes in the province. Section 51(24) of the Act contains evaluation criteria for the consideration of subdivisions. The proposed development meets the applicable criteria:

- / The effect of development of the proposed subdivision on matters of provincial interest
 - The proposed development is consistent with matters of provincial interest in Section 2 of the Planning Act, including:
 - The orderly development of safe and healthy communities;
 - The adequate provision of a full range of housing;
 - The appropriate location of growth and development;
 - The promotion of good built form.
- / Whether the proposed subdivision is premature or in the public interest
 - The proposed development is reasonable, appropriate, and in the public interest, as outlined in this Planning Rationale.
- / Whether the plan conforms to the Official Plan and adjacent plans of subdivision
 - The proposed development conforms with the policies of the Official Plan, as outlined in this Planning Rationale.
 - The proposed development is designed to integrate with existing plans of subdivision on surrounding lands.
- / The suitability of the land for the purposes for which it is to be subdivided
 - As confirmed through a Geotechnical Investigation and Phase I Environmental Site Assessment, the subject property is suitable for the proposed development.
- / The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them
 - The condition and design of the three public streets abutting the subject property are adequate and appropriate for the anticipated vehicular traffic generation.
- / The dimensions and shapes of the proposed lots
 - The proposed lots are consistent with the surrounding lot fabric and are appropriate to accommodate the proposed land uses.
- / The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land
 - A Zoning By-law Amendment application is submitted concurrent with the Plan of Subdivision application to apply site-specific performance standards to the subdivision.
- / Conservation of natural resources and flood control
 - Stormwater management is proposed within the development.
- / The adequacy of utilities and municipal services
 - As confirmed through submitted civil engineering plans and studies, public services and utilities are adequate to accommodate the proposed development.

4.2 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS), which was issued under Section 3 of the Planning Act in 2014, provides policy direction on matters of provincial interest related to land use planning and development. Policies within the PPS address such matters as building strong healthy communities, the wise use and management of resources, and protecting public health and safety. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1.1 of the PPS addresses managing and directing land use to achieve efficient and resilient development and land use patterns, including sustaining healthy, liveable and safe communities by:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating and appropriate range and mix of residential, institutional, recreation, park and open space, and other uses to meet long-term needs;
- / Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- / Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Section 1.1.3 identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on:

- / Densities and a mix of land uses which:
 - o Efficiently use land and resources;
 - o 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;
 - o Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - o Support active transportation;
 - o Are transit-supportive, where transit is planned, exists or may be developed; and

- Are freight-supportive.
- / A range of uses and opportunities for intensification and redevelopment, where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by:

- / Permitting and facilitating:
 - All forms of housing required to meet the social, health and well-being requirements of current and future residents; and
 - All forms of residential intensification.
- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- / Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.

Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.8 contains policies for energy conservation, air quality and climate change. Planning authorities are required to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among others:

- / Promote compact form and a structure of nodes and corridors;
- / Promote the use of active transportation and transit in and between residential, employment and institutional uses and other areas; and
- / Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

4.3 Provincial Policy Statement (2020)

On May 1, 2020, a revised version of the PPS will come into full force and effect. Some of the applicable revisions to the PPS include:

- / Policy 1.1.1 is revised to specify that healthy, liveable and safe communities are sustained by:
 - Accommodating an appropriate **affordable and market-based** range and mix of residential types; and

- **Preparing for the regional and local impacts** of a changing climate.
- / Policy 1.1.2 now states that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to **25 years**.
- / Policy 1.1.3.2 (which speaks to densities and a mix of land uses that land use patterns within settlement areas shall be based on) now includes “**prepare for the impacts of a changing climate.**”

The proposed development is consistent with the policies of the 2014 and 2020 Provincial Policy Statements, as it provides new opportunities and choices for housing within an area currently serviced by infrastructure, including municipal water, stormwater, and sanitary servicing, schools, roads, transit, and open space.

4.4 City of Ottawa Official Plan (2003, as amended)

4.4.1 Section 2.2.2 – Managing Intensification in the Urban Area

The Official Plan supports intensification within the Urban Area, including but not limited to:

“The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.”

The subject property is not located in a target intensification area, which includes Central Area, Mixed Use Centres, Mainstreets, and Town Centres. Policy 22 in Section 2.2.2 states that the City will support intensification outside of target intensification areas, including in the General Urban Area, in particular where it will enhance and complement its desirable characteristics and long-term renewal.

Policy 10 in Section 2.2.2 acknowledges that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met and notes that low-rise intensification will be the predominant form of intensification in the General Urban Area designation.

The proposed plan of subdivision provides an opportunity to increase the number of residents living within proximity of existing schools, parks, and transit routes and maximize the use of existing municipal infrastructure. The additional residents will also support the Kanata Town Centre and Urban Employment Area.

4.4.2 Section 3.6.1 – General Urban Designation

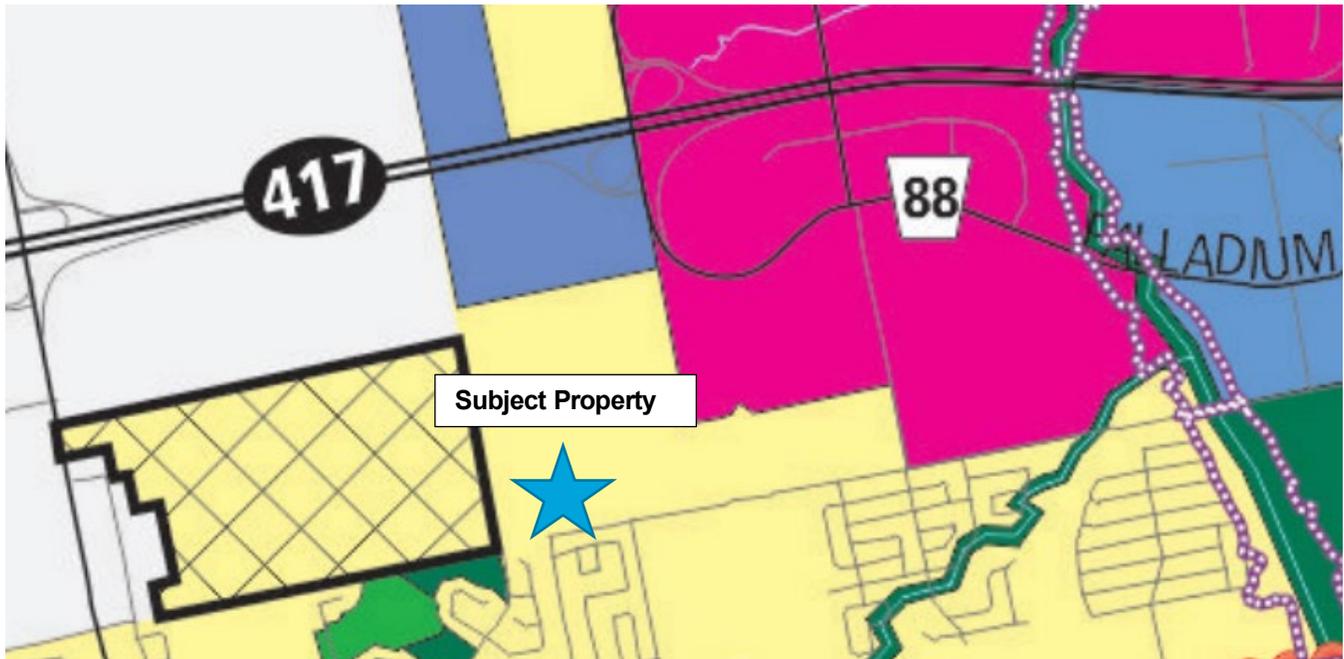


Figure 11: Schedule 'B' City of Ottawa Official Plan

The subject property is designated General Urban Area on Schedule B- Urban Policy Plan of the Official Plan (Figure 11). The General Urban Area designation permits a wide variety of uses, including a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Townhouses are a permitted use in the General Urban Area.

Building heights in the General Urban Area are expected to be predominantly low-rise (four storeys or less). Within this range, changes in built form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

The Official Plan supports intensification within the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. In reviewing applications for intensification, the City will:

- / Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces and
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

4.4.3 Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The design objectives of Section 2.5.1 are met by the proposed plan of subdivision in the following ways:

Enhance the sense of community by creating and maintaining places with their own distinct identity

The proposed subdivision makes more efficient use of an underutilized lot in an existing suburban neighbourhood.

Define quality public and private spaces through development

The proposed developments will be adequately landscaped and will animate an underutilised lot in a growing community.

Create places that are safe, accessible and are easy to get to, and move through

The proposed ground-oriented, street-fronting units will contribute to a pleasant pedestrian realm and will also provide passive surveillance on the street, increasing actual and perceived safety.

Ensure that new development respects the character of existing areas

The built form of the proposed townhouses and semi-detached units is compatible with the existing townhomes and detached homes found in the immediately surrounding area.

Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

The proposed subdivision is representative of evolution that can occur over time in communities.

The variety of residential unit types proposed will allow residents at all life stages to be accommodated in the community.

Understand and respect natural processes and features in development design

Stormwater management will be captured within the development and directed towards adjacent public rights-of-way. New trees are proposed in the development, as shown on the Landscape Plan.

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

The proposed subdivision is considered infill development, which will add more residents within an existing urban serviced area. As such, the proposed subdivision will result in more efficient use of existing urban land and existing infrastructure, such as pipes, roads, transit, schools, and parkland.

Open space is proposed in the subdivision, including landscaped front, rear, and side yards on each lot. These pervious, landscaped areas will reduce microclimate impacts and allow for water infiltration.

4.4.4 Section 4.11 – Urban Design and Compatibility

Section 4.11 addresses issues of urban design and compatibility. The following policies are applicable to the proposed development:

Table 1: Urban Design and Compatibility Policies of Section 4.11 of the Official Plan

Policies	Proposed Subdivision
Views	The Official Plan does not designate any protected views in proximity to the subject property. Given the low-rise nature of the proposed subdivision, the subdivision will not impact any sensitive views or the existing skyline.
Building Design	<p>All units are proposed to front directly onto a municipal street, which maintains the character of the existing streetscape.</p> <p>The proposed townhome elevations exhibit a gable roof, similar to the existing townhomes in the immediate area.</p> <p>The elevations proposed by the proponent improve upon the existing streetscape by accentuating the front entrances (and living space above). More specifically, the front entrances project slightly beyond the garages, making the front entrances the prominent features on the front façades.</p>

Policies	Proposed Subdivision
Massing and Scale	<p>The proposed lot width is similar to the lot widths of the existing zoning of the townhomes to the immediate north and west.</p> <p>The proposed development is proposed to be zoned for a maximum height of 12 metres, which is compatible with the zoning of the existing low-rise neighbourhoods.</p> <p>The proposed front yard setback does not vary significantly from the zoning of the surrounding area. Given that the proposed development will consist only of low-rise dwellings, no concerns related to massing and scale, such as privacy, overlook, or shadowing, are expected.</p>
Outdoor Amenity Areas	<p>Similar to the existing townhomes in the area, each of the proposed townhomes will have a rear yard. A minimum rear yard setback of 5.9 metres is proposed, which is appropriate and compatible with the zoning of the existing townhomes in the area.</p>

Annex 1 of the Official Plan protects for a 26-metre right-of-way for Maple Grove Road. A road widening of 0.9 metres is proposed for the subject property, as represented by Part 4 on the Draft Plan of Subdivision.

Policy 6 of Official Plan Section 5.3 requires development within the Kanata West area to enter into private agreements for cost-sharing of major infrastructure projects and associated studies and plans. The City will include a condition of approval for all plan of subdivision applications in Kanata West that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.

The proposed development conforms with the policies of the Official Plan. Specifically, it meets the policies of the General Urban Area designation, along with the urban design and compatibility criteria policies.

4.5 City of Ottawa Official Plan Review

The City of Ottawa is currently in the process of developing a new Official Plan that will replace the existing Official Plan from 2003 (as amended). The new Official Plan will have a 25-year time horizon (from 2021 to 2046) to allow the City to make sounder long-term decisions related to the planning of major infrastructure and to better manage the required supply of developable land until the next Official Plan review.

In December 2019, the City released Preliminary Policy Directions for the OP review. The following directions are of relevance to the proposed subdivision:

- / Increase the minimum required density for urban expansion areas from 34 to 36 units per net hectare.
- / Remove the minimum percentage of detached units in urban expansion areas (currently 30%), but keep the requirement for a minimum of 10% apartments
- / Gradually increase the intensification target over the 25-year planning horizon, servicing capacity will be addressed.
- / Enable evolution to denser, walkable, 15-minute neighbourhoods.
- / Encourage the “missing middle” (mid-density, ground-oriented, low-rise) near high-level transit service such as rapid transit stations and high-frequency street buses and near commercial mainstreets.

- / Repeal of the Kanata West Secondary Plan.

The draft Official Plan is expected to be released in October 2020.

While not an expansion area (since the subject lands are already in the Urban Area), the proposed subdivision has a density of 45 units/hectare, exceeding the existing and proposed minimum densities for new communities outside of the Greenbelt. The flexibility in unit type breakdown allows for a greater number of attached units, such as the proposed townhomes, which generate higher densities.

4.6 BBSS

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Completed BBSS Initiatives include the following:

- / Arterial Road Cross-Sections and Collector Road Cross-Section guidelines: The proposed development will contribute to the realization of the Maple Grove Road cross-section.
- / Traffic Calming and Pedestrian Priority Measures: The proposed plan of subdivision facilitates active transportation through neighbourhood sidewalk connections.
- / Updated Park Development Manual (2017): A municipal park block is not required in this development.
- / Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
- / Pedestrian Crossovers information for new subdivisions: No pedestrian crossovers are proposed in the development.

On March 10, 2015, Planning Committee approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- / Street Network and Land Use: The proposed development does not propose the creation of any new public road rights-of-way.
- / Parks and Open Space: No park blocks are proposed in the proposed subdivision.
- / Stormwater Management: Stormwater management is proposed for the subdivision, including through the use of cisterns.
- / School Sites: No school sites are required to be included in the proposed subdivision.
- / Parking: Each dwelling unit in the proposed subdivision will feature private parking spaces, including space for visitor spaces in the driveway.
- / Road Rights-of-Way: No new public roads are proposed in the subdivision.

- / Rear Lanes: No rear lanes are proposed in the subdivision.
- / Trees: New street trees are proposed in the development, as illustrated on the submitted Landscape Plan.
- / Utility Placement: The location of utilities will be detailed in a forthcoming Composite Utility Plan.

4.7 Urban Design Guidelines for Low-Rise Infill Housing (2012)

The City's Urban Design Guidelines for Low Rise Infill Housing are a series of design guidelines to manage the design of infill housing on vacant lots in established urban areas. Infill optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development.

The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. The following guidelines apply to the proposed subdivision:

- / Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.
- / Reflect the desirable aspects of the established streetscape character.
- / Expand the network of public sidewalks, pathways and crosswalks, to enhance pedestrian safety.
- Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge.
- / Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street.
- / Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
- / Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and roof top decks to respect the privacy of the surrounding homes.
- / Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks.
- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.
- / Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood.
- / Ensure that when one or more units are constructed on adjacent properties, they are compatible with each other and with the existing fabric on street. At the same time, design the infill units with distinguishing

characteristics (e.g. different materials, colours, rooflines, windows and door treatments) so that they have distinct identities.

- / Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first-floor elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches and landscape.

The proposed plan of subdivision meets several of the Low-Rise Infill Housing Guidelines.

4.8 Kanata West Secondary Plan and Kanata West Concept Plan

The Kanata West Secondary Plan provides direction on maximum building heights within the planning area. The Secondary Plan provides the legal framework that supports the Kanata West Concept Plan, which includes a vision, objectives, and planning and design policies and guidelines.

The Kanata West Concept Plan includes detailed information on existing conditions, context, design issues, vision and the intent of policy direction. The height limits for the subject property will follow the maximum building heights set out in the Official Plan Designation.

The Concept Plan establishes a vision for the area, aiming to provide a full range of corporate opportunities for knowledge-based businesses, and provide accommodations for the area through a mix of uses.

The subject property is located within the Residential Area A land use district. The Concept Plan notes that although these areas are devoted primarily to housing, they also permit a range of supporting facilities and services. In Area A, lower density, ground-oriented uses are encouraged to provide a transition in building form to the established low-rise neighbourhoods. Area A permits residential uses, including townhouse dwellings, along with various other uses that serve the immediate needs of the surrounding community.

The Concept Plan stipulates that a close relationship of house to street is encouraged in order to support community interaction while enhancing the pedestrian environment.

The Kanata West Concept Plan outlines a variety of design guidelines that guide the development of the residential area through built form, block pattern and parks and open space. Within section 4.1.4(6), an urban grid block pattern is envisioned, along with specific building form guidelines such as garage setbacks, ground-oriented units, mix of units types, and the creation of semi-private spaces along streets.

The proposed development meets the policies and directions of the Kanata West Secondary Plan and Concept Plan. The townhouses have been designed in a manner that meets the urban design guidelines in the document and will infill an underutilized property within the planning area to further meet the goals of the Plan.

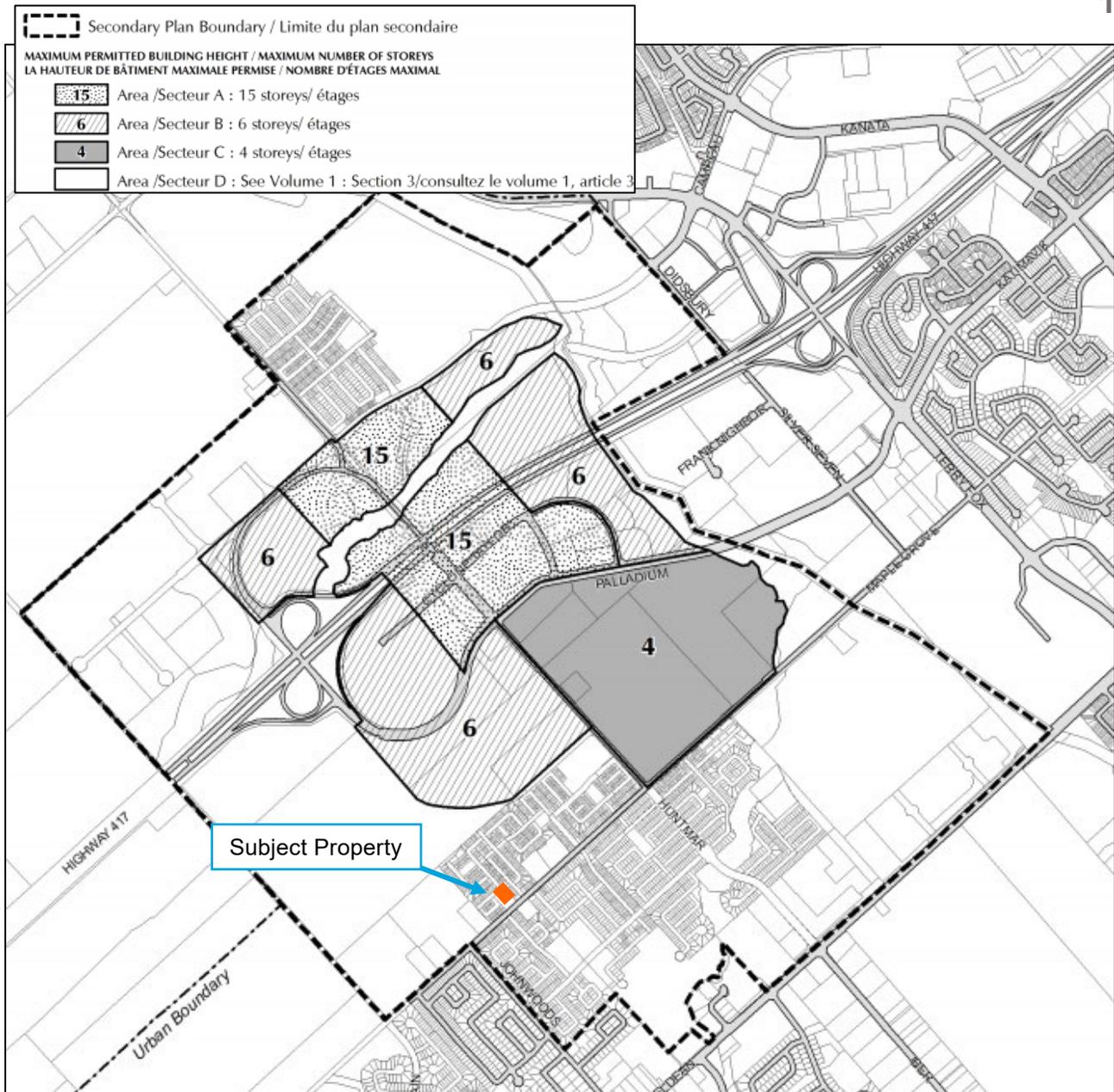


Figure 12: Maximum Building Height Schedule of Secondary Plan

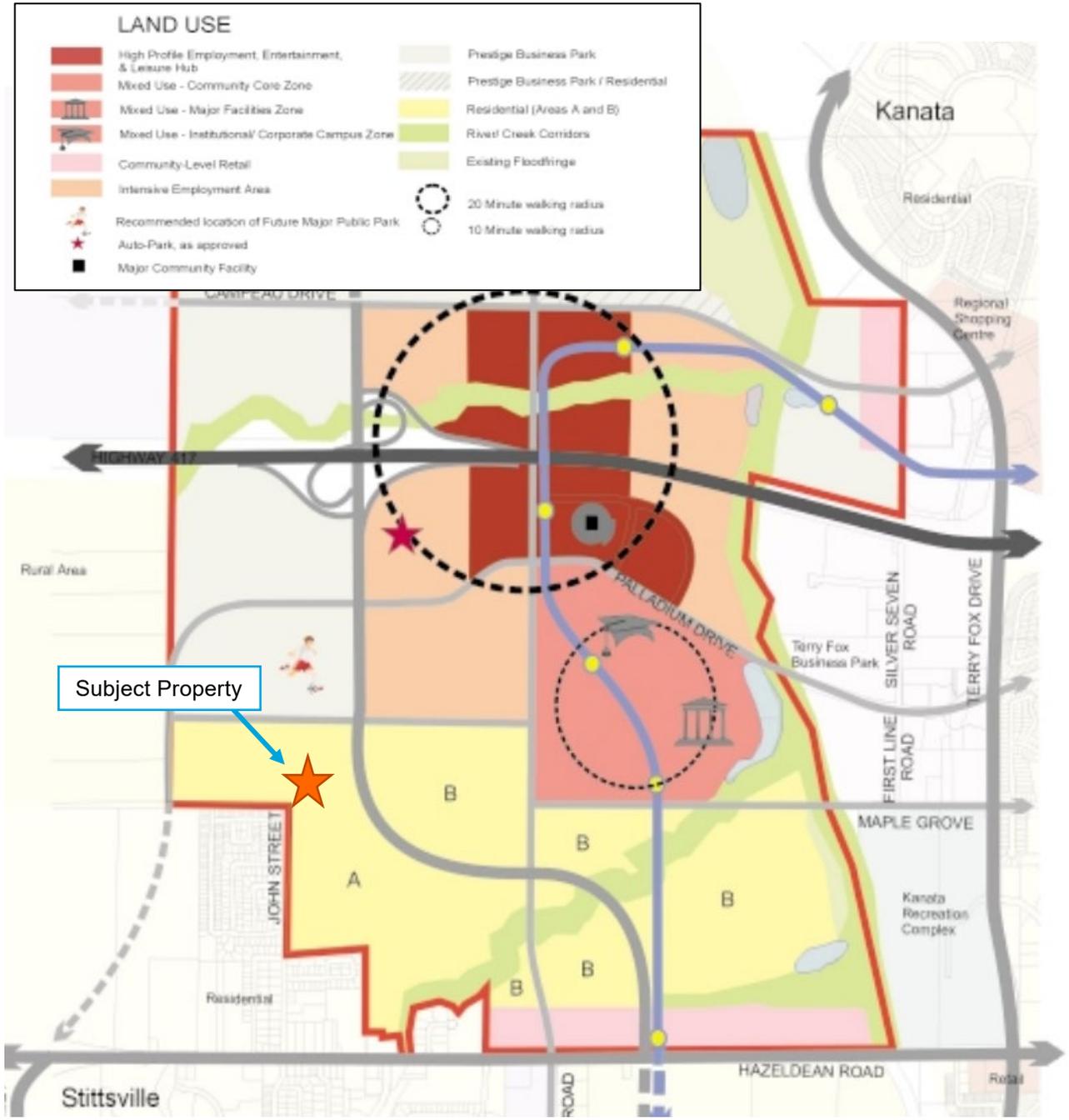


Figure 13: Kanata West Concept Plan

4.9 City of Ottawa Comprehensive Zoning By-law

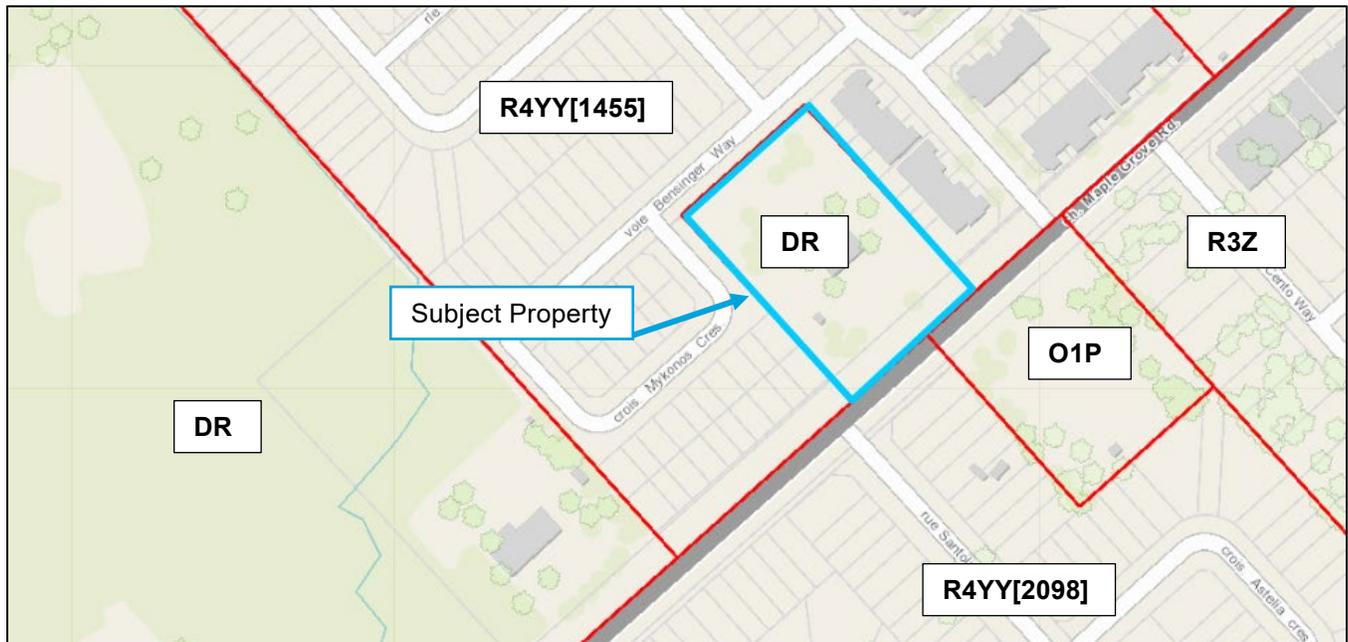


Figure 14: Zoning Map

The subject property is currently zoned “Development Reserve (DR)” in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the DR zone is to recognize lands intended for future urban development in designations such as General Urban Area. Permitted uses are limited to:

- / agricultural use
- / emergency service
- / environmental preserve and education area
- / forestry operation
- / group home
- / home-based business
- / marine facility
- / one detached dwelling accessory to a permitted use
- / park
- / secondary dwelling unit
- / urban agriculture

Consistent with the zoning on surrounding lands, a “Residential Third Density Zone with Exceptions (R3YY[XXXX])” zoning is proposed for the subject property.

The purpose of the R3 zone is as follows:

1. Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
2. Allow a number of other residential uses to provide additional housing choices within the third density residential areas;

3. Allow ancillary uses to the principal residential use to allow residents to work at home;
4. Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
5. Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The Exception ([XXXX]) proposed for the townhomes will allow the development to proceed as per the plan of subdivision, which will result in a similar density and built form. The table below identifies the proposed R3YY[XXXX] zoning provisions.

Zoning Mechanism	R3YY Requirement	Provided
Min. Lot Width (m)	6 m	6.05 m
Minimum Lot Area (m ²)	150 m ²	168 m ²
Maximum Building Height (m)	12 m	6 m
Min. Front Yard Setback (m)	6 m	6 m
Min. Corner Side Yard Setback (m)	4.5 m	3 m
Min. Rear Yard Setback (m)	6 m	5.9 m
Min. Interior Side Yard Setback (m)	1.2 m	1.2m

The proposed Zoning By-law Amendment will accommodate the planned development, and is consistent with policy direction and the surrounding zoning context.

5.0 Technical Studies

This section provides an overview of the technical studies that were completed in support of the applications for the development of the subject property. These studies fall into two groups: engineering studies and environmental studies.

5.1 Engineering Studies

5.1.1 Geotechnical Investigation

EXP Services Inc. prepared a Geotechnical Investigation dated March 30, 2020. The objectives of the Geotechnical Investigation were to determine the subsoil and groundwater conditions on the subject property and to provide geotechnical recommendations for the proposed development. The report revealed that the subsurface conditions are comprised of topsoil overlain by fill and/or sandy silt glacial till, extending to refusal to augers on bedrock/inferred bedrock contacted at depths ranging between 0.9 m and 2.7 m. The groundwater table is subject to seasonal fluctuation and may be at higher depths during wet weather conditions.

Based on the results of the investigation, the report finds that residential blocks are expected to be founded either on the glacial till, engineered fill or on the bedrock and recommends that footings should not be founded on two different subgrade materials without a provision of a transition zone or additional reinforcement. The report notes further that the presence of cap rock, weathered rock and fissures should be expected at founding levels, the report further recommends a perimeter drainage system for the proposed townhouse blocks.

5.1.2 Site Servicing and Stormwater Report

EXP Services Inc prepared a Site Servicing and Stormwater report dated April 6, 2020. The report's findings include:

Water

It is proposed that the development will be serviced by connection to existing municipal water systems on Maple Grove Road by way of a 305mm watermain, a 203mm watermain on Bensinger Way, and the 203mm watermain on Mykonos Crescent.

The water servicing requirements were designed in accordance with the City Design Guidelines, and, based on the results, a single 19mm service to each unit would result in optimal pressures within the City's requirements. Water for fire protection will be available utilizing the proposed fire hydrants located along the adjacent roadways: Maple Grove Road, Bensinger Way, and Mykonos Crescent.

Sanitary

The proposed sanitary outlet for the development will be to connect to existing sewers on Maple Grove Road, Bensinger Way, and Mykonos Crescent. It is anticipated that the increase in peak sewage flows can be accommodated in the downstream sanitary sewer system.

Stormwater

The stormwater design has been completed with conformance to the Mississippi Valley Conservation Authority (MVCA) City of Ottawa Guidelines. The stormwater quality control criteria is described in the Kanata West Master Servicing Study (KWMSS). EXP performed the calculations for the runoff based on the detailed site plan for the development.

The system has been designed with the following criteria:

- / The major system has been designed to accommodate on-site detention with sufficient capacity to attenuate the 100-year design storm. On-site storage is calculated based on the 100-year design storm with on-site detention storage provided using underground chambers.
- / On-site storage is provided and calculated for up to the 100-year design storm. There is no surface ponding proposed on the ground surface.
- / Overland flow routes are provided.

- / The vertical distance from the spill elevation on the street and the ground elevation at the buildings is at least 150mm.
- / The emergency overflow spill elevation is at least 30cm below the lowest building opening.

A total of four subcatchments are proposed within the development site in the form of underground storage chambers, with a downstream inlet control device that discharges to the storm sewer on Maple Grove Road. Remaining drainage areas along the frontage of Maple Grove Road, Bensinger Way and Mykonos Crescent flow uncontrolled to the municipal right-of-way.

5.1.3 Noise Impact Assessment

EXP Services Inc has prepared a Noise Impact Assessment date April, 2020. The assessment is based on theoretical noise prediction methods that conform to the MECP and City of Ottawa requirements; noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG), and drawings prepared by Zayoun Group. The report assesses noise impacts from surface transportation sources only. No stationary noise sources were noted at the site which would exceed the sound level criteria.

The anticipated noise levels at the assessed receiver locations range from approximately 67.1 to 48.6 dBa during the daytime and between 59.5 to 41.0 dBa during the nighttime. The units facing onto Maple Grove Road will require a Central Air Conditioning Type "D" Warning Clause for the indoor areas is required for these units, whereas the units fronting onto the other streets will required a Type "C" Warning Clause.

5.1.4 Transportation Impact Assessment

EXP Services Inc. prepared a Transportation Impact Assessment (TIA) in April 2020, which fulfills Steps 1 through 4 of the City of Ottawa's 2017 TIA Guidelines, including Screening, Scoping and Forecasting for the development. The report notes that the parking provided exceeds the minimum required by the City and the driveways will be spaced to minimize the number of on-street spaces impacted. The report outlines that the development of 18 townhomes will contribute to an additional 8 automobile trips during peak hours, representing a negligible impact on surrounding intersections. In particular, the projected impact on the Huntmar Drive and Maple Grove Road intersection, which was identified as having a pre-existing capacity issue, is similarly negligible. A Road Modification Agreement (RMA) and Monitoring Plan are not required.

5.2 Environmental Studies

5.2.1 Phase I Environmental Site Assessment

EXP Services Inc. prepared an Environmental Site Assessment (Phase I) dated July 19, 2019. The ESA was conducted in accordance with the Phase One ESA standard as defined by Ontario Regulation 153/04, as amended by Ontario Regulation 511/09 (O.Reg.153/04), and in accordance with generally accepted professional practices. The report does not identify any areas of potential environmental concern. No further work is recommended.

5.2.2 Tree Conservation Report

A Tree Conservation Report (TCR) was submitted by James B. Lennox and Associates in March 2020. The TCR details live trees present on the site and surrounding area. The report found that there were no identified species at risk and most of the trees on the lands were in good to dead condition and were recommended for removal. The TCR outlines general guidelines for construction and tree planting.

Conclusion

It is Fotenn's professional opinion that the proposed Plan of Subdivision and Zoning By-law Amendment applications represent good planning and are in the public interest for the following reasons:

- / The proposed Plan of Subdivision meets the criteria for consideration in the Planning Act;
- / The proposal is consistent with the Provincial Policy Statement (2014 and 2020) by providing additional housing within an established, serviced neighbourhood, which will make more efficient use of existing infrastructure and contribute to reducing the need to expand the City's existing settlement areas;
- / The proposal conforms to the Official Plan (2003, as amended), including those policies which support intensification in existing urban areas. The subject lands are designated General Urban Area, which permits a range of uses including the proposed residential uses. The proposed subdivision is compatible with the surrounding context, which includes existing two-storey townhouses that are similar in character to the proposed dwellings;
- / The proposed development is consistent with the preliminary policy directions of the City's New Official Plan (December 2019);
- / The proposed subdivision meets the applicable Building Better and Smarter Suburbs Strategic Directions (2015) and the City's Design Guidelines for Low-Rise Infill Housing (2012);
- / The proposed Zoning By-law Amendment is compatible with the existing neighbourhood with respect to minimum lot width, minimum yard setbacks, and maximum building height.
- / The proposed development is supported by a range of technical studies, including geotechnical, civil engineering, transportation, environmental, and noise-related reports.

Sincerely,



Jaime Posen, MCIP RPP
Senior Planner



Emilie Coyle, M.PI
Planner