FOTENN

3432 Greenbank Road - Kennedy Lands

Demonstration Report/Integrated Environmental Review Statement (IERS)
Zoning By-law Amendment and Plan of Subdivision
September 30, 2021

FOTENN

Prepared for Minto Communities

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1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Minto Communities (“Minto”) to prepare a combined Demonstration Report and Integrated Environmental Review Statement (IERS) in support of concurrent Draft Plan of Subdivision and Zoning By-law Amendment applications for Minto’s Kennedy Lands, legally known as Part of Lot 12, Concession 3, Geographic Township of Nepean and municipally known as 3432 Greenbank Road, in Ottawa’s Barrhaven South community (“subject lands”). Minto is proposing a residential subdivision containing 598 units on the subject lands.

The following studies and plans have been prepared in support of the concurrent Major Zoning By-law Amendment and Plan of Subdivision applications:

- Draft Plan of Subdivision, prepared by Annis, O’Sullivan, Vollebekk Limited, dated August 31, 2021;
- Concept Plan, prepared for Minto, August 19, 2021;
- Design Brief, prepared by NAK Design Strategies, dated September 24, 2021;
- Functional Servicing and Stormwater Management Report, prepared by David Shaeffer Engineering Ltd., dated September 3, 2021 including:
  - Watermain Servicing Plan
  - Sanitary Servicing Plan
  - Storm Servicing Plan
  - Grading Plan
  - Greenbank SWM Pond
- Geotechnical Investigation, prepared by Paterson Group, dated August 27, 2021;
- Phase 1 Environmental Site Assessment, prepared by Paterson Group, dated May 25, 2020;
- Phase 2 Environmental Site Assessment, prepared by Paterson Group, dated October 29, 2020;
- Transportation Impact Assessment- Step 1 (Screening), Step 2 (Scoping), Step 3 (Forecasting), and Step 4 (full TIA) prepared by CGH Transportation, dated July 2021;
- Noise Control Feasibility Study, prepared by J.L. Richards & Associates Limited, dated September 8, 2021; and
- Combined Environmental Impact Statement and Tree Conservation Report prepared, McKinley Environmental Solutions, dated September 2021.

1.1 Application Summary

The proposed development consists of a residential subdivision, comprised of the following:

- 545 townhouse dwellings (385 of which are street (“Executive”) townhouses and 160 of which are back-to-back (“Avenue”) townhouses);
- 53 detached dwellings on 9-metre-wide, 11-metre-wide and 13-metre-wide lots; and
- A stormwater management block that will be added to an existing stormwater management pond in Mattamy’s “Half Moon Bay” development, directly to the south of the subject lands.

The proposed residential subdivision will be accessed from the existing street network via local street connections to future New Greenbank Road (a planned arterial to the south) and from the extension of existing local streets within Mattamy’s Half Moon Bay West community to the west. The proposed development will include sidewalks along some of the proposed street network.

In order to permit the proposed development, Plan of Subdivision and Major Zoning By-law Amendment applications are required. The Plan of Subdivision application would establish the lot and street layout, while the Zoning By-law Amendment application would rezone the subject lands to the following proposed zones;

- Low- and Medium-Density Residential (detached and townhouse unit)– “Residential Third Density YY Subzone, with Exceptions (R3YY[XXXX])” (Lots 1-53, Blocks 55-61, 63-65, 68, 69, 75, 76, 78-90); and

- A Stormwater Management Block (Block 73) and open space blocks (Blocks 70 and 95)– “Parks and Open Space Zone (O1)”.

Several blocks that are not planned to be developed at this time (Blocks 71, 72, 74, 91-94) are proposed to remain zoned “Development Reserve (DR)”. However, during the application circulation process, if the land agreement between Minto and Mattamy for Blocks 91-94 sufficiently progresses, it may be requested that these four blocks also be rezoned to a Residential Third Density (R3) zoning through this current ZBLA application.

2.0
Site Background and Planning Context

2.1 The Subject Lands

The subject lands are located within the larger Barrhaven South CDP area (2006), which is generally located south of the Jock River, north of the Barrhaven South Urban Expansion Area CDP (2018), east of Highway 416, and west of Greenbank Road. Figure 1 locates the subject lands in the larger regional context. More specifically, the subject lands are located towards the northern end of the CDP study area, south of the Jock River, east of Borrisokane Road (formerly Cedarview Road) and the City-owned Cambrian Woodlot, north of future New Greenbank Road and Mattamy's "Half-Moon Bay West" community, and east of the bridge connecting the Barrhaven South community to the Barrhaven Town Centre.

Figure 1: Site Context Map

The subject lands are generally rectangular in shape, with predominantly flat topography and several rows of trees. The subject lands have been historically used for agricultural purposes. As identified in the City of Ottawa's policy documents, a portion of the northwest and northeast corners of the subject lands are located within the floodplain limit and are subject to the Floodplain Overlay in the Comprehensive Zoning By-law (2008-250). A farm operation is located on the northeast corner of the lands and includes a total of four (4) existing buildings and one (1) greenhouse. As part of this Plan of Subdivision application, this portion of the lands, which total 1.45 acres, will be registered as a separate parcel of land (Block 72). A portion of future New

Greenbank Road is planned within the subject lands, extending from the southern perimeter to the northeast corner.

2.2 Area Context

The subject lands are situated within the larger Barrhaven South CDP Area in Barrhaven (Ward 3). The area consists of established and expanding residential subdivisions with a range of community amenities and services typical of growing suburban neighbourhoods including parks, schools, and recreation facilities. Further, in proximity to the subject lands is an existing commercial retail hub (Barrhaven Town Centre) as well as employment lands located between Strandherd Drive and Provincial Highway 416. Combined, the planned and developed portions of Barrhaven South are a 500-hectare community.

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

North: Immediately north or the subject lands is the Jock River and associated parkland/floodplain. Directly northeast of the subject lands, beyond the Jock River, is Phase 1 of Claridge's "Watter's Pointe" community as well at St. Joseph Catholic High School. Approximately one (1) kilometre northeast of the lands is the Barrhaven Town Centre, which features a mixed-use area strategically located at the intersection of existing Greenbank Road and Strandherd Drive, adjacent to the future rapid transit network. The Town Centre includes a mix of land uses in a variety of built forms, such as office, retail, service, institutional and residential uses. Further north, approximately 3.5 kilometres from the subject lands is the nearest interchange with Provincial Highway 416 at Strandherd Drive. The lands to the northeast and southeast of this interchange are planned as significant employment hubs in the Barrhaven community.

South: The right-of-way (ROW) for future New Greenbank Road is located directly south of the subject lands. The Half Moon Bay BRT station is also planned directly south of the subject lands, within the future New Greenbank Road ROW. Mattamy's Half Moon Bay West community, which is in various stages of approval and development, is also located to the south and west of the lands. Barrhaven South's Community Core is planned approximately 420 metres to the south of the subject lands, at the intersection of future New Greenbank Road and Cambrian Road. All four corners of this intersection are zoned to permit a mix of commercial, civic, and residential uses and are intended to become the "heart" of the Barrhaven South community.

Approximately 750 metres southeast of the subject lands is the recently constructed Minto Recreation Complex and associated Quinn's Pointe Field, providing the opportunity for indoor and outdoor recreation within a large facility.

New phases of Tamarack's "The Meadows" community, which is in various stages of approval and development, is also located to the south. These communities feature several parks and schools. Further south are subdivisions by Caivan, Mattamy, and Minto, which are part of the Barrhaven South Urban Expansion Area CDP (2018) and at various stages of approval and construction.

East: Immediately east of the subject lands is the bridge which crosses the Jock River and provides the vehicular, cyclist and pedestrian connection between the Barrhaven Town Centre and Barrhaven South. To the east of existing Greenbank Road are other recent residential subdivisions by other developers including Mattamy's "Stonebridge" community (which consist primarily of mixed-type residential development along with associated parkland and school sites).

West: Immediately west of the lands are portions of Mattamy's Half Moon Bay West community and Glenview's "Flagstaff" community. Borrisokane Road, an arterial north of Cambrian Road, and Provincial Highway 416 are also located to the west of the subject lands. Cambrian Woods, a City-owned woodlot, is located to the south and west of the subject lands. Beyond Provincial Highway 416, approximately 2 kilometres southwest of the subject lands, is the City's Trail Road Waste Disposal Facility. The subject lands are not located within the 500-metre area of influence around the waste facility, as identified through Official Plan policies.

Schools
The subject lands are located within an established neighbourhood which is served by the following existing schools, which were planned through the Barrhaven South CDP:

- Half Moon Bay Public School;
- St. Cecilia School;
- École Élémentaire catholique Sainte-Kateri;
- St. Joseph Catholic High School;
- Ottawa Christian School; and
- St. Benedict School.

Parks
The subject lands are located within an established neighbourhood which is served by the following existing parks (planned through the Barrhaven South CDP):

- Half Moon Bay Park;
- Tucana Park;
- Dowitcher Park;
- Regatta Park;
- Freshwater Parkette;
- Half Moon Bay District Park;
- Quinn's Pointe Field;
- River Mist Park;
- Guinness Park; and
- Black Raven Park.

2.2.1 Photos of Subject Lands and Surrounding Area

Figure 2: View of eastern end of subject lands from existing Greenbank Road (towards Block 72)

Figure 3: View of the Jock River from the eastern end of the subject lands

Figure 4: View of the Mattamy's Half Moon Bay subdivision located south of the subject lands

Figure 5: Example of Minto back-to-back (Avenue) Townhouse elevations (3-storeys) within existing Quinn's Pointe subdivision located to the south of the subject lands

2.3 Transportation Network

2.3.1 Road Network

Primary access to the subject lands will be from future New Greenbank Road, which is not yet constructed but is planned as an Arterial Road on Schedule E- *Urban Road Network* of the City of Ottawa's Official Plan (Figure 6). The subject lands are also located approximately 600 metres north of Cambrian Road and 800 metres east of Borrisokane Road, which are both identified as existing Arterial Roads on Schedule E of the Official Plan. Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances.

The subject lands are also located in proximity to several planned and existing Collector Roads including Apolune Street, Flagstaff Drive, Perseus Avenue, River Run Avenue, and River Mist Road. Collectors are streets that serve neighborhood travel to and from major collector or arterial roads and usually provide direct access to adjacent lands.

Highway 416, a provincial highway, runs parallel and adjacent to Borrisokane Road, with Borrisokane Road located within the highway right-of-way.

Figure 6: Schedule E - *Urban Road Network* of the Official Plan

2.3.2 Cycling Network

Cycling infrastructure in the area surrounding the subject lands has not been implemented to its full and planned extent, however, as more development is completed and the necessary infrastructure and roads are added, cycling and multi-use pathways (MUPs) will continue to expand. The subject lands are located within proximity to a spine route (future New Greenbank Road), and a future Multi-Use Pathway (to be located along the Jock River within the planned District Park, which connects to the greater cycling network) as identified on Schedule C – *Primary Urban Cycling Network* of the Official Plan (Figure 7). New Greenbank Road is identified as a Spine Route, with cycle tracks proposed on both sides of the future right-of-way. The proposed development will link to the Transitway via "Street 1" on the Draft Plan of Subdivision. Schedule C of the Official Plan (Figure 7) demonstrates existing and planned cycling infrastructure and MUPs.

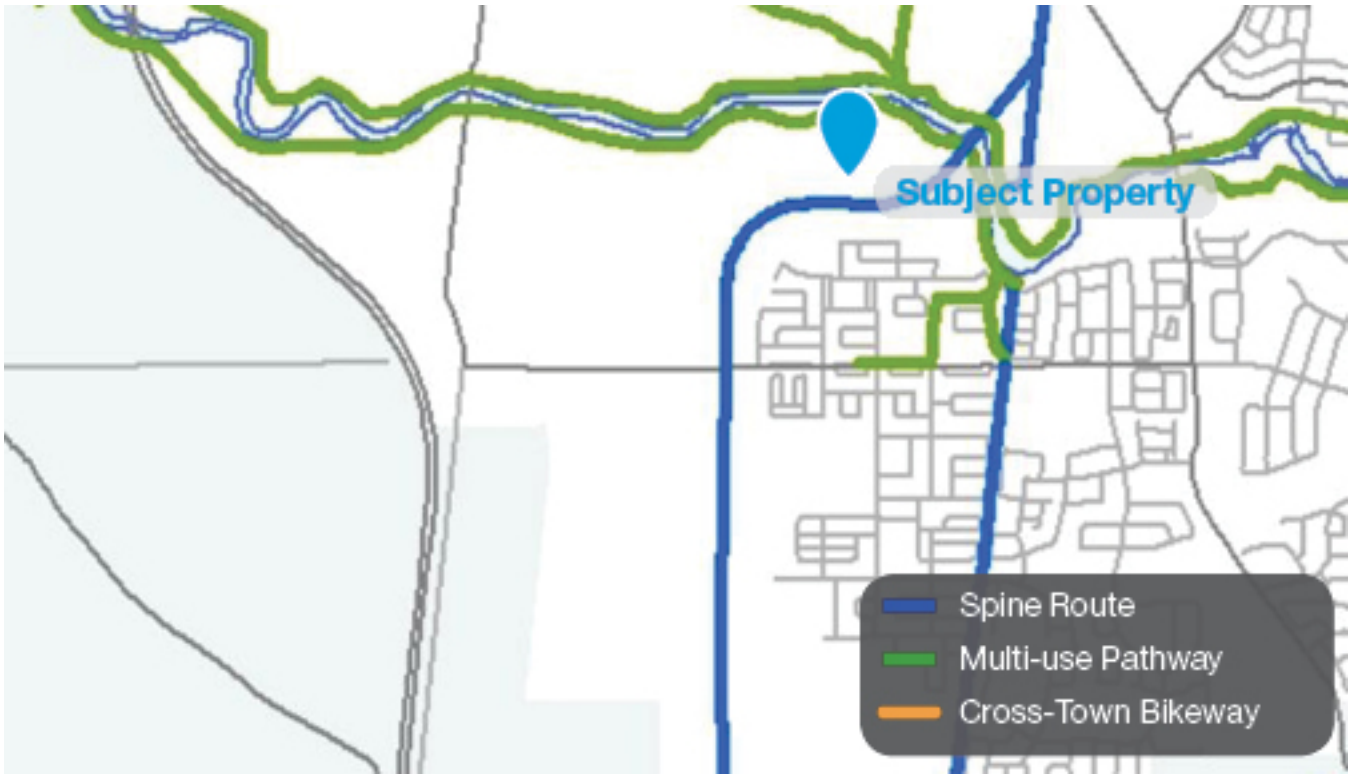


Figure 7: Excerpt from Schedule C - *Primary Urban Cycling Network* of the Official Plan

2.3.3 Transit

Future New Greenbank Road is identified as a Bus Rapid Transit (BRT) corridor with at-grade crossings (as shown in dark blue) on Schedule D- *Rapid Transit Network* of the Official Plan (Figure 8). A BRT Station is planned immediately south of the subject lands along New Greenbank Road as well as approximately 750 metres southwest of the subject lands, at the intersection of Cambrian Road and future New Greenbank Road.

The subject lands are currently served by OC Transpo bus route 75, which can be accessed from bus stops located along Cambrian Road, approximately 600 metres south of the subject lands.

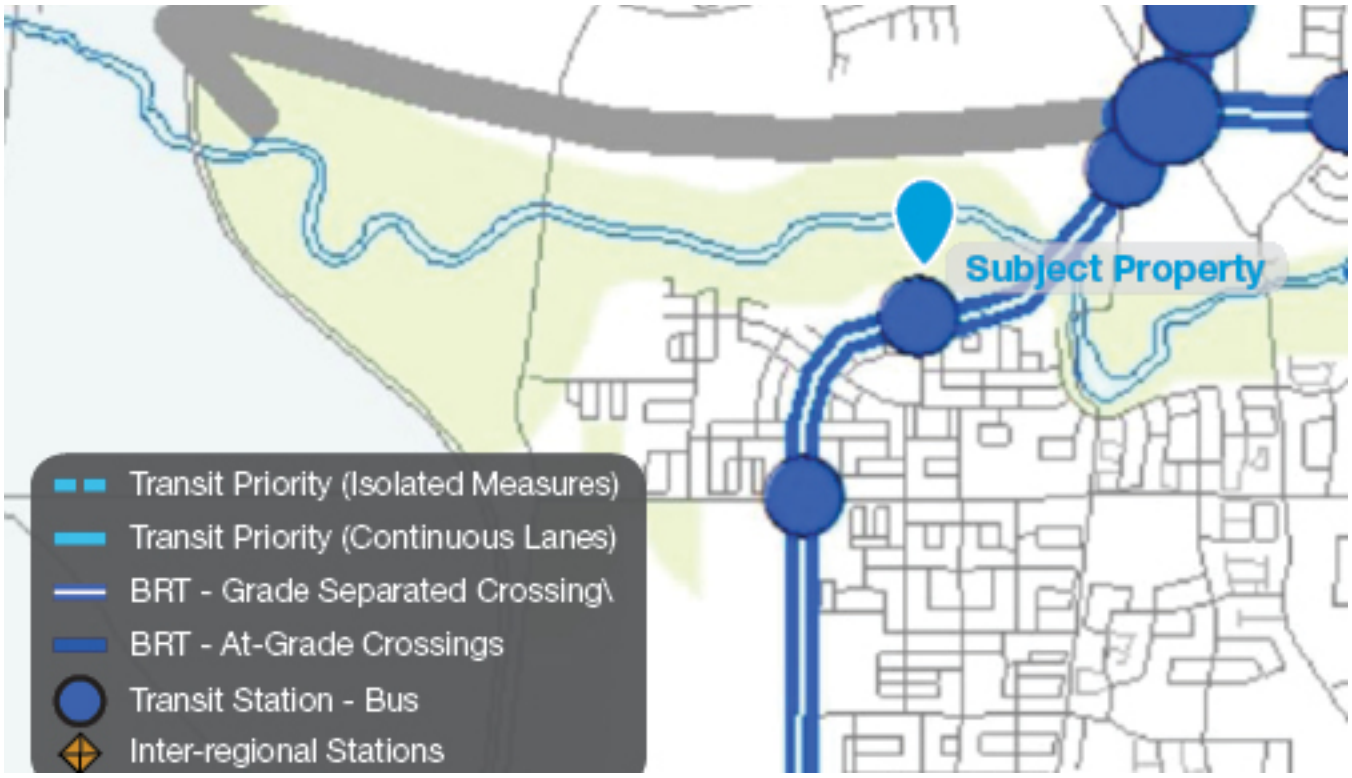


Figure 8: Excerpt of Schedule D - *Rapid Transit Network* of the Official Plan

3.0 Proposed Development

3.1 Proposal Overview

Minto is proposing to develop the subject lands with a residential subdivision comprised of 53 detached units (Lots 1-53) and 545 ground-oriented townhouse units, including 160 back-to-back (Avenue) townhouse units (Blocks 62, 66, 67, and 77) and 385 street (Executive) townhouse units (Blocks 55-61, 63-65, 68, 69, 75, 76, 78-90) (Figure 9) along 11 new municipal streets. The proposed streets of the residential subdivision are to be designed to the City's standards for collector streets (Street No. 1) and local streets (Street No. 2-11) and would be conveyed to the City. With 598 ground-oriented residential units and a net area of 11.15 hectares, a density of 53.6 units per net hectare is proposed for the subdivision.

Figure 9: Concept Plan

A stormwater management facility, which is labeled as Block 73 on both the Concept Plan and Draft Plan of Subdivision, is planned in the southeast corner of the subdivision. The facility will be shared between the "Kennedy Lands" community as well as the Half Moon Bay West community to the south.

To facilitate cut and fill operations that are required to modify the flood plain along the Jock River, open space blocks are proposed on the northeast and northwest corner of the subdivision and labeled as Blocks 70 and 95 on both the Concept Plan and Draft Plan of Subdivision. The character of these spaces is to be determined at subdivision registration.

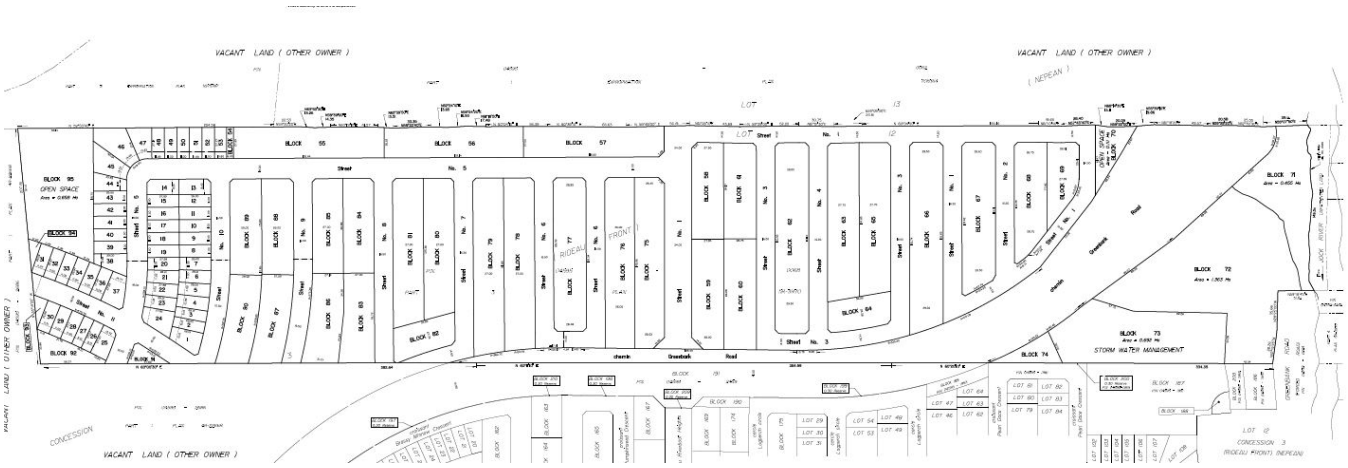


Figure 10: Draft Plan of Subdivision for Subject Lands

Table 1: Proposed Land Uses

Land Use	Lot(s)/Block(s)	Area (square metres)
Detached Dwellings	1-53	18,022
Street Townhouses	55-61, 63-65, 68,69, 75, 76, 78-90	76,150
Back-to-Back Townhouses	62, 66, 67 and 77	17,332
Walkway Block	54	164
Stormwater Management Facility	73	6,925
Open Space	70 and 95	7,694
Streets	1-11	57,679
Potential Land Exchange	91, 92, 93 and 94	1,708
Other	71, 72, and 74	19.035
Total		230,952

3.2 Unit Typology

The residential component of the subdivision is comprised of 598 units, roughly 8.9% of which are planned to be detached units and 90.1% are planned to be townhouse units, including both street (Executive) (64.4%) and back-to-back (Avenue) (26.8%) townhouses. The three (3) proposed housing typologies will support a diversity of housing needs in the area while respecting the existing form and character of the immediately abutting residential communities.

A mix of unit types is proposed across the subdivision. However, given their respective net densities, townhouses and back-to-back townhouses are generally proposed more towards the centre and eastern ends of the subdivision, closest to the future BRT Station along future New Greenbank Road. Detached homes are generally more western, further away from the planned BRT route.

The proposed building typologies will have peaked roofs, articulated front facades, and active entrances, reflecting architectural features in the broader Barrhaven South community.

3.2.1 Townhouses

The street (Executive) townhouse units are two storeys in height and have a rear yard while the back-to-back (Avenue) townhouses are three full storeys in height and the outdoor amenity space is provided via balconies on the second floor and each unit, above the front entrances. Depending on the model, the proposed townhouse units vary in size, accommodating 2- to 4-bedroom units depending on the location of the unit within the block. More specifically, the Avenue townhouses have two (interior unit) or three (end unit) bedrooms and the Executive townhouses have three (interior unit) or four (end unit) bedrooms.

The typical townhouse lot width is approximately 6 metres, with corner unit lots being wider (up to approximately 11 metres). The lot depths for the Avenue townhouses are 14.75 metres while the lot depths for the Executive townhouses ranges from 26 to 28 metres.

The townhouses are proposed to incorporate 3.0 metre setbacks from the front lot line, 6 metre setbacks from the rear lot line, 2.5 metre setbacks from the corner lot line and 1.2 metre setbacks from the interior lot line. It is important to note that the proposed front yard setback is reflective of the sensitive soils is found in parts of the subdivision, which require a 4.5 metre tree to foundation setback.

Figure 11: Example of Minto back-to-back (Avenue) Townhouse elevations (3 storeys)

The proposed building orientation for the Executive and Avenue townhouses provides for frontage along the internal street network as well as along realigned New Greenbank Road through the use of window streets and corner units with a side door entrance. The facades feature prominent front entrances, ample glazing, and high-quality materiality that wraps around the building form to ensure a consistent and complementary design approach.

Figure 12: Example of Minto Executive Townhouse front elevation (2 storeys)

3.2.2 Detached Dwellings

The detached dwellings are generally proposed in the northwest corner of the subdivision. The proposed detached dwellings will be on lots ranging in width of 9.1 metres to 13.1 metres and a depth ranging between 27 metres and 29 metres. As with the townhouses, the detached dwellings will be set back 3.0 metres from the front lot line, 6 metres from the rear lot line, 2.5 metres from the corner lot line, and 1.2 metres from the interior lot line.

Figure 13: Example of Minto Detached Home Elevations

The proposed building orientation for the detached dwellings provides for frontage along the internal street network in the form of front facing units with a prominent front entrances and corner units with a side door entrance, ample glazing, and high-quality materiality that wraps around the building form to ensure a consistent and complementary design approach.

Figure 14: Example of Minto Detached Home Elevations

3.3 Rights-of-Way

Vehicular access to the proposed development is proposed to be provided via future New Greenbank Road through a proposed northern extension of the existing River Boat Road, an identified Collector Road within the Barrhaven South CDP area. The planned network street design is consistent with the principles and objectives defined within the City of Ottawa's Urban Design Guidelines for Greenfield Neighbourhoods (2007) as well as the Barrhaven South CDP area.

The road network in the interior of the subdivision generally follows a modified street grid layout, allowing multiple connections from the local roads to the internal collector street and limiting direct access onto the designated arterial street (future New Greenbank Road). The interface of residential units with future realigned Greenbank Road includes one window street, side-fronting corner units, as well as townhouse units directly facing the arterial road.

Right-of-way (ROW) widths within the plan range as follows:

- 14.5 metres for single-loaded window streets (local streets) (part of Street No. 1, 3, 6, and 7);
- 16.5 metres (Street No. 2, 4, 6, 8, 9, 10 and part of Street No. 3 and 7) and 18 metres (Street No. 5 and 11) for standard local streets; and
- 24 metres for the collector street (Street No. 1).

With the exception of local Streets No. 5 and No. 11, the ROW of local streets is proposed to be 16.5 metres. This ROW width makes more efficient use of land than wider ROWs while also serving to slow down vehicle speeds due to the "friction" that is experienced by drivers as a result of the buildings on either side of the street being located slightly closer together. As demonstrated in the Design Brief prepared by NAK, the 16.5 m ROW cross-section allows sufficient space for on-street parking on one side (the side alternates along the 16.5 metre ROW) and sufficient setbacks and soil volume for medium-sized street trees on both sides. Based on the

results of Atterberg tests of the subject lands' soils, a 4.5-metre tree to foundation setback will be required for all tree planting in the proposed subdivision.

The streetscape will prioritize pedestrians over vehicles and will be embedded with hard- and soft-scaped features to enhance the comfortability and experience along all ROW widths. Sidewalks and pathways are proposed in the following locations:

- Along both sides of the north-south collector street bisecting the subject lands (Street No. 1), connecting to future realigned Greenbank Road as well as River Boat Road to the south.
- Along one side of local Street No. 5 (18 metre ROW), which runs in an east-west manner and then a north-south manner near the western edge of the subject lands. This sidewalk will connect to a pathway block (Block 54) proposed to connect pedestrians and cyclists up to the District Park planned along the southern bank of the Jock River.
- Along one side of Street No. 11 (18 metre ROW) at the western end of the subdivision, which continues west into the Half Moon Bay West community.

Future New Greenbank Road, which will run along the southern edge of the subdivision, is also planned to have sidewalks (as well as cycle tracks) on both sides of the ROW.

The 14.5 metre window street and 16.5 metre local streets are not planned to accommodate sidewalks.

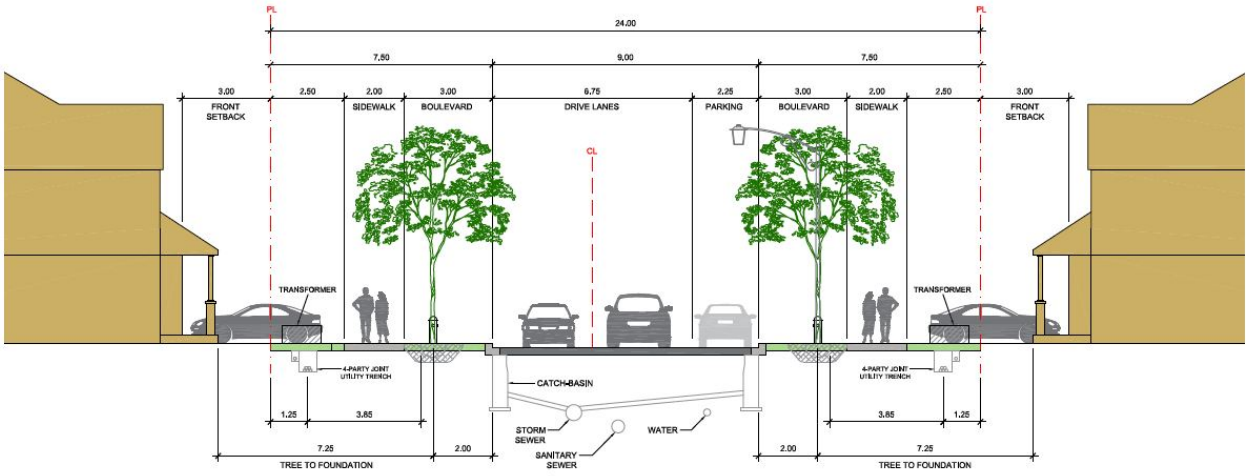


Figure 15: Typical Cross - Section of Collector Street (24 metres)

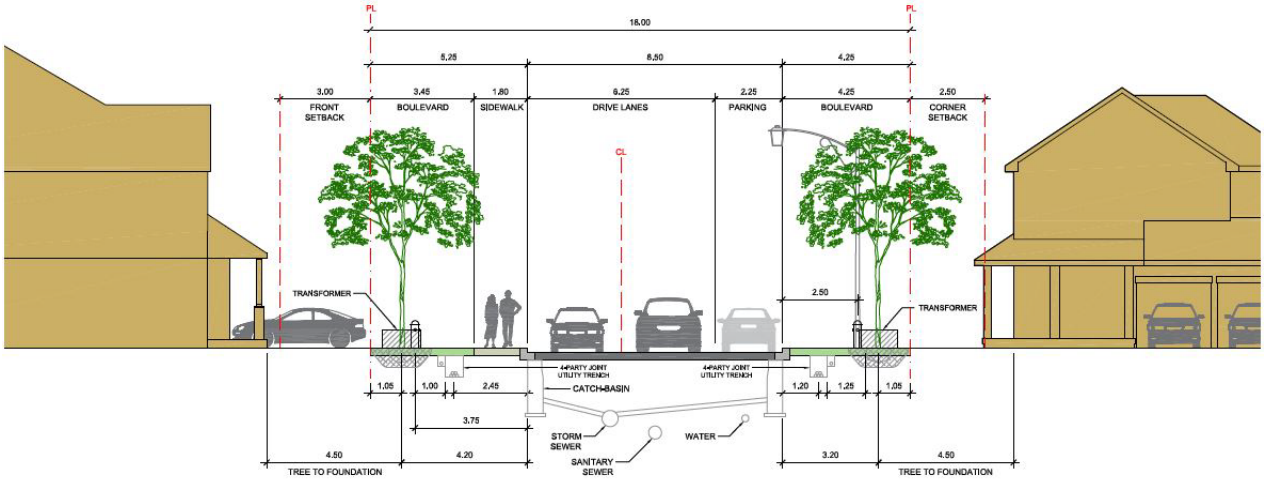


Figure 16: Typical Cross - Section of Local Street (18 metres)

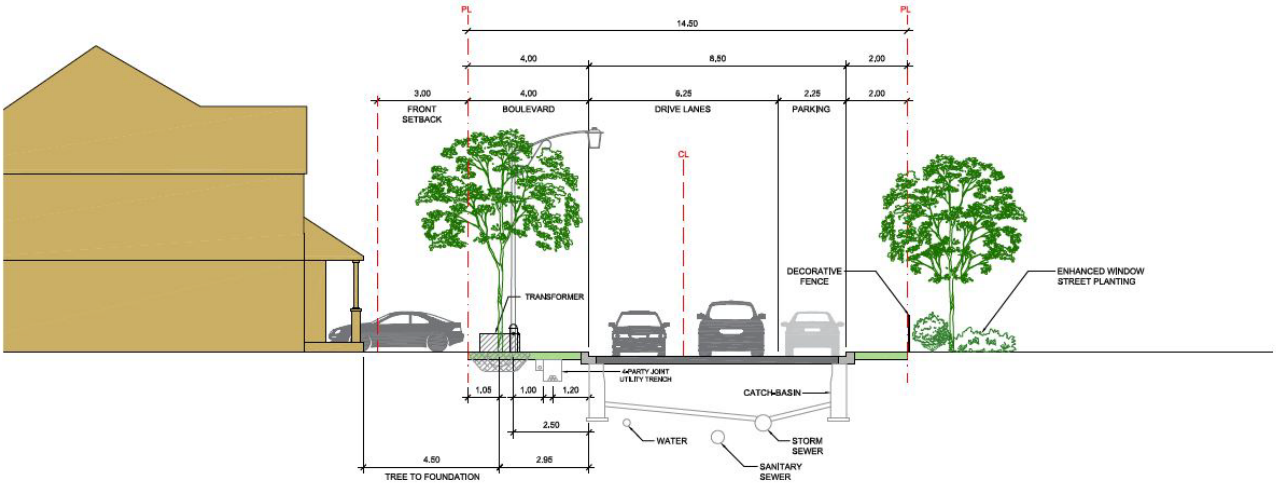


Figure 17: Typical Cross - Section of Window Street (14.5 metres)

On-street parking will be provided throughout the subdivision to accommodate short-term visitor parking. The Parking Plan is further detailed in Figure 18. On-street parking will be limited to one side of all streets, with the parking alternate sides on all 16.5 m ROW and along Collector Street (24 metre ROW). During detailed subdivision design, it is recommended that local roadways be designed to a 30 km/hr design/posted speed as per the new Strategic Road Safety Action Plan.

Figure 18: Proposed On-Street Parking Plan

3.4 Stormwater Management Facility

One shared stormwater management facility is proposed (Block 73), which will front onto future New Greenbank Road in the southeast portion of the subject lands. The block is located on the south side of future New Greenbank Road, at the lowest elevation on the subject lands. The pond will provide a catchment for drainage in the subdivision, as well as the neighbouring Half Moon Bay West subdivision to the south.

The existing lot containing a detached dwelling and associated farmhouse operations (Block 72) will remain. Consequently, this block will not be developed as part of this Plan of Subdivision application.

3.5 Parkland Dedication By-law (2009-95)

The City's Parkland Dedication By-law (2009-95) requires 1 hectare of parkland per 300 units, either through land dedication and/or cash-in-lieu of parkland. Given that a total of 598 units are being proposed, a total of 1.99 hectares of parkland (or cash-in-lieu) is required. As previously discussed, the Barrhaven South CDP area includes several existing and planned parks, as well as the newly constructed Minto Recreation Centre and associated Quinn's Pointe Field located within 400 to 800 metres (5-to-10-minute walk) of the proposed subdivision.

The Barrhaven South CDP does not identify a park in the area occupied by the subject lands, only to the immediate north, along the southern edge of the Jock River, where a District Park is planned (Figure 19). As such, the proposed subdivision does not include any parkland and the applicant instead proposes to provide cash-in-lieu of parkland. A portion of the cash-in-lieu could be used to fund the facilities that the Barrhaven South CDP plans for the District Park, which include:

- A covered and lit, all-weather sports field facility
- Additional natural turf sports fields (lit and/or non-lit); and
- Support facilities such as washrooms/field house and sufficient parking.

The Barrhaven South CDP also notes that additional leisure opportunities such as canoe launches, fishing docks and seasonal picnic areas may also be considered for the District Park.

A window street (Street No. 1) is planned along the southern edge of the District Park lands in the eastern half of the subdivision, providing a view and access into the planned parkland. In the western half of the subdivision, a pathway block (Block 54) is proposed to connect pedestrians and cyclists north into the planned District Park.

Figure 19: Existing and Planned Parks at the north end of Barrhaven South

3.6 Nearby Schools

As previously mentioned, several existing schools and educational institutions are located within proximity of the subject lands, including Half Moon Bay Public School, St. Cecilia School, École Élémentaire catholique Sainte-Kateri, St. Joseph Catholic High School, Ottawa Christian School, and St. Benedict School.

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under Section 3 of the Planning Act, came into effect May 1, 2020, replacing the PPS issued April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The policies of the PPS that are of relevance to the proposed development are analyzed below.

Efficient and resilient development and land use patterns

- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- Accommodates an appropriate range and mix of residential, recreational and open space uses to meet long-term needs;
- Promotes cost-effective development standards to minimize land consumption and servicing costs; and
- Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Settlement Areas

- Land use patterns within Settlement Areas shall be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources; and
  - b) Are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion.
- 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.

Housing

- Maintains ability to accommodate residential growth within a Settlement Area in accordance with the PPS;
- Provides for an appropriate range of housing types and densities; and
- Directs the development of new housing towards locations where appropriate levels of infrastructure and public service facilities will be available to support current needs.

Public Spaces, Recreation, Parks, Trails and Open Space

- Plans public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity; and
- Plans and provides for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

The proposed subdivision is consistent with the above noted policies of the PPS. More specifically, the proposal seeks to develop an area that is located within the City of Ottawa's Urban Area, immediately adjacent to an existing built-up area and future rapid and active transportation infrastructure, which

allows for the logical and efficient extension of existing services and roads. The proposal provides for a range of housing options which are compatible with the surrounding established community.

Policy 1.1.5.5 the PPS states that development shall be appropriate to the infrastructure, which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.

As addressed in the Functional Servicing and Stormwater Management Report prepared by David Shaeffer Engineering Ltd., the proposal is appropriate for the infrastructure available.

The proposed development will contribute to an efficient development pattern, as planned through the Barrhaven South CDP, and will facilitate the development of higher density housing in proximity to a planned BRT station. The requested Zoning By-law Amendment application is consistent with the PPS.

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

4.2.1 Section 2.2.2 – Managing Intensification within the Urban Area

The City of Ottawa Official Plan (OP) (2003, as amended) 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 lands are not located in a target intensification area, which includes Central Area, Mixed Use Centres, Mainstreets, and Town Centres. However, 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 development provides an opportunity to increase the number of residents living within proximity of existing schools, parks, and a bus route and would maximize the use of existing municipal infrastructure in the Barrhaven South area. The additional residents would also serve to support the following, contributing to their viability:

- Future New Greenbank Road, which is planned to have Bus Rapid Transit (BRT), sidewalks, and cycle tracks
- The existing Barrhaven Town Centre to the north of the subject lands, and
- The planned Barrhaven South Community Core to the south of the subject lands.

As previously noted, the proposed development would have a density of 53 unit/net ha, well exceeding the density targets of the OP and Barrhaven South CDP.

4.2.2 Section 3.6.1 – General Urban Area Designation

The subject lands are designated "General Urban Area" on Schedule B- *Urban Policy Plan* of the Official Plan (Figure 20). 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. Detached and townhouse units are permitted uses in the General Urban Area. Generally, uses that have the potential for negative impacts, such as noise, traffic, or lighting, are directed to locate at the edges of communities.

As noted previously, building heights in the General Urban Area are expected to be predominantly low-rise (four storeys or less), with taller buildings permitted in select locations, such as fronting on arterial roads and in proximity to transit or in areas already characterized by taller buildings.

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.

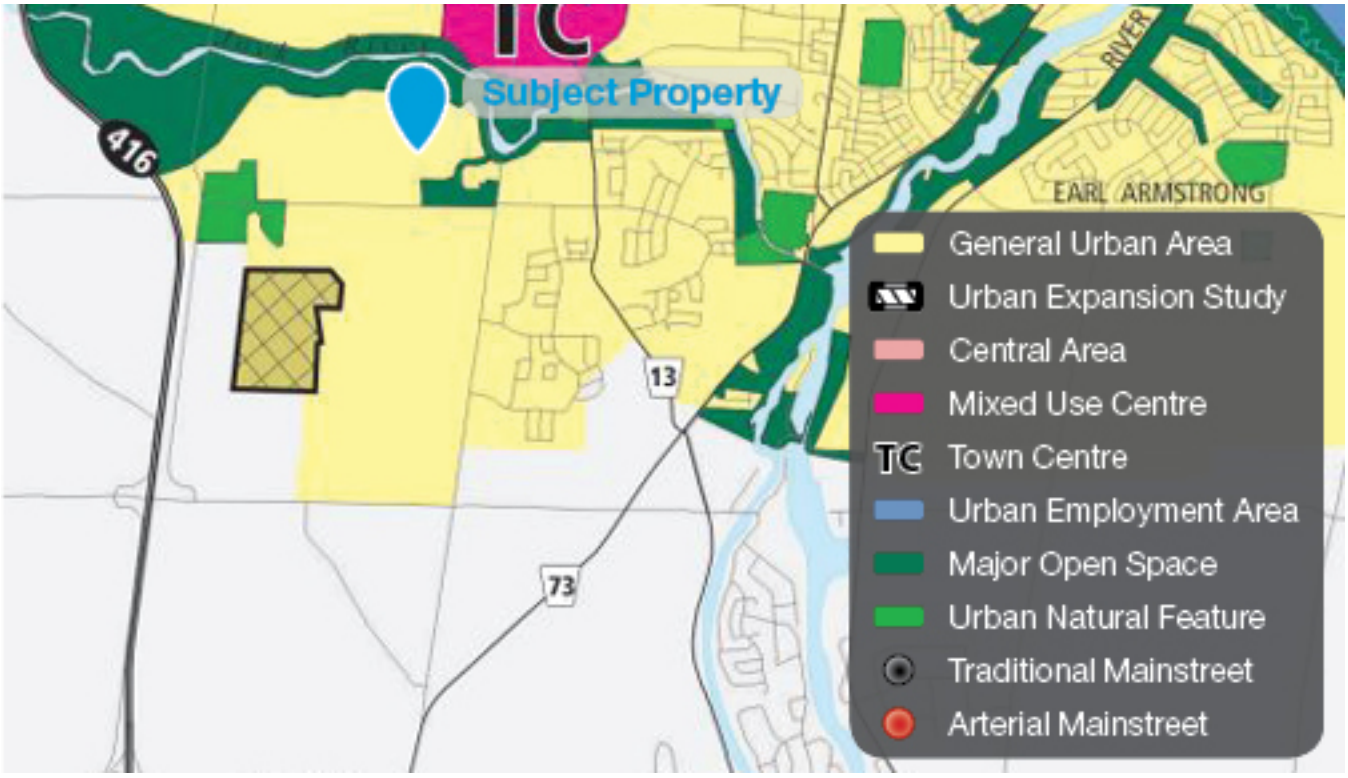


Figure 20: Excerpt from Schedule B - *Urban Policy Plan* of the Official Plan

The proposed development meets the policies of the General Urban Area designation as it fulfills intensification policies in a manner which is compatible with the existing surrounding residential neighbourhoods. More specifically, the proposed low-rise (2- and 3- storeys) detached and townhouse units will be compatible with the existing 2- and 3-storey detached and townhouse units in the immediate area (within the Half Moon Bay community) and the greater Barrhaven South community.

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 and growing suburban community. The subdivision will contribute to the area's sense of community through the provision of new opportunities for residential growth located near existing commercial/retail, parks, schools, recreation, and mobility opportunities. The distinct identity of the proposed subdivision will be the views and access into the future District Park that is planned along the southern bank of the Jock River in the Barrhaven South CDP. More specifically, the northern edge of the proposed subdivision is proposed to have a window street along the eastern half and a pathway block on the western half. The CDP notes that the District Park is expected to form part of a natural linkage trail system that when combined with other parkland in Barrhaven, will create a contiguous greenspace system of City-wide appeal. Therefore, the proposed subdivision will be associated with this unique recreational opportunity.

The window streets proposed along future New Greenbank Road (Street No. 1, 3, 6 and 7) will fulfill several urban design objectives, including avoiding the need for continuous noise walls and defining the edge of this multi-modal transportation corridor, while providing a window into the community. The proposed building typologies will have peaked roofs, articulated front facades, and active entrances, reflecting architectural features in the larger Barrhaven South community.

Define quality public and private spaces through development
The proposed public spaces, including the tree-lined municipal streets (with pedestrian connections to future New Greenbank Road) and proposed pathway block to the Jock River (Block 54) will serve to connect the proposed private spaces (detached and townhouse lots) to the public realm. Townhouse units have been strategically rotated to face future New Greenbank Road (Blocks 64 and 82), providing a porosity between the proposed subdivision and what will be a community-defining transportation corridor.

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 "eyes" on the street, increasing actual and perceived safety. One vehicular entrance from New Greenbank Road is proposed. The access provided to the development is aligned with the proposed street network allowing for an accessible route between existing and proposed units and the components of the overall community network. The proposed street network expands the existing municipal network of public sidewalks and pathways to promote pedestrian safety, convenience and connectivity. The window streets proposed along future New Greenbank Road (Street No. 1, 3, 6 and 7) will provide urban design benefits through the more open and accessible atmosphere that will result from a reduction in required noise walls.

Ensure that new development respects the character of existing areas
The proposed built form (detached, townhouses, and back-to-back townhouses) is compatible with the existing townhouses and detached homes found in the immediately surrounding area. Further, the proposed density reflects the location of the subject lands within the Barrhaven South community and in proximity to future rapid transit. The low-rise built form will be compatible with lower-density residential uses to the south, west and east of the subject lands, which includes a mix of detached, townhouse, and back-to-back townhouse dwellings.

Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice
The proposed development is representative of the evolution that can occur over time in communities. More specifically, the proposed range of residential opportunities will allow residents to continue to live within the community as they move through their lifecycle and have different housing needs (from larger detached homes with backyards to smaller lots that require less upkeep and outdoor maintenance). The proposed subdivision also promotes a more complete community by including a range of residential uses that can be accessed via multiple transportation modes. The proposal accommodates a wide range of mobility options from personal vehicle, bicycle, and rapid transit to allow residents and visitors options depending on specific needs.

Understand and respect natural processes and features in development design
Given the previous agricultural use, the subject lands have limited natural features. There are no forest habitats present within the subject lands and/or in the immediately surrounding area. As such, there are no features found in association with the subject lands which have the potential to qualify as a Significant Woodlot. Moreover, there are no wetland features found within the subject lands. There are also no unevaluated wetlands shown to exist within 30 metres and no Provincially Significant Wetlands shown to exist within 120 metres of the subject lands.

Maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
The proposed density (53.6 units/net hectare) well exceeds the minimum density of 34 units/net hectare that is required in the Official Plan for new Greenfield development outside of the Greenbelt and the proposed minimum density of 36 units/net hectare in the draft Official Plan (September 2021). 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.

Importantly, the proposed development is located in proximity to future BRT station along the planned New Greenbank Road, as well as active transportation options, and is within walking distance to existing and planned retail/commercial areas, parks, and schools, ensuring residents will have a full-range of convenient and safe mobility options available. The proposal includes landscaped front and side yards on all lots and landscaped rear yards on the detached and Executive townhouse lots. These pervious, landscaped areas serve to minimize microclimate impacts and allow for water infiltration.

4.2.3 Section 4.11 – Urban Design and Compatibility

Section 4.11 addresses issues of urban design and compatibility. The following policies are applicable to the subject lands and have been evaluated with respect to the proposed subdivision.

Table 2: Conformity to 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 lands. Given the low-rise nature of the proposed subdivision, the subdivision will not impact the existing skyline.
Building Design	All units are proposed to front directly onto an existing or proposed municipal street, which maintains the character of the existing streetscape in the area and along future New Greenbank Road. The elevations proposed by Minto promote an attractive and positive interface with the public realm and build upon the existing streetscape character in the area by accentuating the front entrance and windows facing the street. More specifically, the prominent front entrances are distinguishable from the garages, making the front entrances the prominent features on the front facades. Detached and town corner units are designed with side entrances thereby ensuring that both sides of the street are addressed. Moreover, the balconies proposed on the second floor of the Avenue townhouses provide visual interest and activity along the street. The proposed townhouse elevations exhibit a gable roof, similar to the existing townhouses in the immediate area. The elevations proposed by Minto improve upon the existing streetscape by accentuating the front entrances. The proposed cladding materials are siding, masonry, and wood shingles which are in keeping with the design aesthetic of the immediate area.

Policies	Proposed Subdivision
Massing and Scale	At two and three storeys, the proposed height, design, and massing of the detached homes, Executive townhouses, and Avenue townhouses indicate a considerate approach that respects and complements the existing built form and community character in this neighbourhood. The 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 to the immediate south. The proposed lot widths (9 to 13 metres for detached units and 6 metres for interior townhouse units) is similar to the lot widths of the existing zoning of the units to the immediate south of the subject lands. The proposed front yard setback of 3 metres is consistent with the zoning to the immediate south (3 metres) as a result of the potential for sensitive soils in the proposed subdivision. 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.
Outdoor Amenity Areas	Similar to the existing residential developments in the area, the proposed detached homes and street (Executive) townhouses will have a rear yard. A minimum rear yard setback of 6 metres is proposed, which is appropriate and consistent with the zoning of the existing detached and townhouse units in the area. The back-to-back (Avenue) townhouses will benefit from private balconies on the second floor and are within walking distance of multiple existing municipal parks, such as River Run Park, Half Moon Bay Park and Freshwater Parkette to the south. The proposed subdivision is also immediately adjacent to the planned District Park along the Jock River.

As outlined in Table 2 above, the proposed development is compatible with the existing neighbourhood.

The proposal ensures that the buildings reflect the existing and planned neighbourhood pattern in terms of building height, massing, and the location of primary entrances/front facing glazing, as well as front, rear, and side yard setbacks. Further, the design of the residential buildings uses high-quality materials, patterns and colours the reflects and complements the existing character of the community.

4.2.4 Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots

Policies addressing connectivity through walking, cycling, transit and roads are detailed in Section 4.3 of the Official Plan. These policies address a number of aspects including active transportation, parking structures, sidewalks, and cycling facilities, among others. Policies applicable to the subject lands and the proposed development include the following:

- The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation.

Municipal sidewalks are proposed along both sides of the portion of the north-south section of Street No. 1 (collector), along one side of the portion of the east-west section of Street No. 1, and along one side of Street No. 11 located in the southwest corner of the subdivision (Figure 21). One sidewalk is also proposed along the west and north side of Street 5. The proposed sidewalks provide a pedestrian network from future New Greenbank Road (which will have sidewalks along both sides), through the subdivision, to the lands to the north, where a District Park along the south side of the Jock River is planned.

Figure 21: Proposed Sidewalks

4.3 New Ottawa Official Plan (Ongoing)

The City of Ottawa is currently undertaking a comprehensive review of their Official Plan, which will result in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The second draft Official Plan (July-September 2021) proposes that the subject lands be designated “Neighbourhood” in the “Suburban Transect” with an “Evolving Neighbourhood” overlay.

The Suburban Transect is comprised of communities located within the Urban Boundary but outside of the Greenbelt. These areas generally reflect the “conventional” suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. The focus for these areas in the new OP is to support their gradual evolution to becoming 15-minute neighbourhoods. The Official Plan specifies that the target residential density range in Suburban transects is between 40 and 60 units/net hectare.

The Draft Official Plan highlights that Neighbourhoods are contiguous urban areas that constitute the heart of communities. Neighbourhood policies will allow for the development of a full range and choice of housing and complementary small-scale non-residential land uses to meet all needs and support 15-minute neighbourhoods and healthy communities. Generally low-rise heights are permitted in Neighbourhood designations.

The proposed intensification at this location contributes to a land use pattern that is consistent with the 15-minute neighbourhood, which is a key goal of the future Official Plan. The proposed low-rise uses also conform to the Neighbourhood designation in the Suburban Transect. In total, the proposal includes 598 ground oriented residential units for a total density of 53.6 units per net hectare. The proposed densities exceed the existing and proposed minimum densities for new communities outside of the Greenbelt.

4.4 Barrhaven South Community Design Plan (2006)

Community Design Plans (CDPs) are intended to translate the direction and policies of the Official Plan to the community level. They are comprehensive in nature and incorporate the planning policy context of the Official Plan, infrastructure servicing, transportation, and environmental and economic impacts. Principles, policies and guidelines established in the CDP provide the direction required for the preparation and review of development applications within the community.

The purpose of the Barrhaven South CDP, which was approved by Council in September 2006, is to provide a framework for the development of the Barrhaven South community, which fulfills the policy directions outlined in the City's Official Plan. More specifically, the CDP establishes a wide range of design guidelines and development principles with respect to land uses, street systems, parks and greenspace, the community core, employment area, institutional uses, and residential lot and building configuration. The CDP contains the following four major components:

- An overview of the lands, the community building process, the planning context, and the development of the plan, including the establishment of guiding principles which are to be followed during the preparation and review of development submissions;
- The plans and studies for the study area, including the Land Use Plan, Demonstration Plan, Greenspace Plan, and supporting studies including the Transportation Master Plan, Subwatershed Study and Master Servicing Plan;
- The community design guidelines, which provide direction for the design of the built environment's components; and
- The implementation strategy, which highlights future actions for the CDP.

The intent of the Land Use Plan in the Barrhaven South CDP is to create a complete residential community with a distinct identity, which contains a full range of housing choices and a broad complement of support services and facilities. Figure 22 identifies the Kennedy lands on the CDP Land Use Plan. The evaluation below compares the Concept Plan for the Kennedy Lands subdivision with the principles of the CDP Land Use Plan, with regards to the location of uses and the residential unit mix.

The Kennedy lands occupy a small portion (approximately 5%) of the greater CDP lands. As illustrated in the CDP Land Use Plan (Figure 22), the planned function for this particular area is primarily low-to-medium residential uses, with future realigned Greenbank Road running from the southern border of the lands to the northeast corner. The lands located immediately to the north are planned as a District Park with multi-recreational pathways and sports fields along the Jock River, as shown in Figure 23. The lands along the eastern, western and southern edges of the proposed subdivision are also planned to accommodate low-to-medium profile residential development, interspersed with schools, parkland, and stormwater management facilities. The subject lands are located within the Area 2 Sub-Planning Area.

The lands located approximately 500 metres south of the Kennedy lands, at the four corners of the intersection of Cambrian Road and future realigned Greenbank Road, are designated Community Core in the CDP. The Community Core is intended to be the "heart" of the Barrhaven South community, where commercial activities and services will be concentrated. A variety of commercial/retail and higher-density residential uses are permitted within the Community Core.

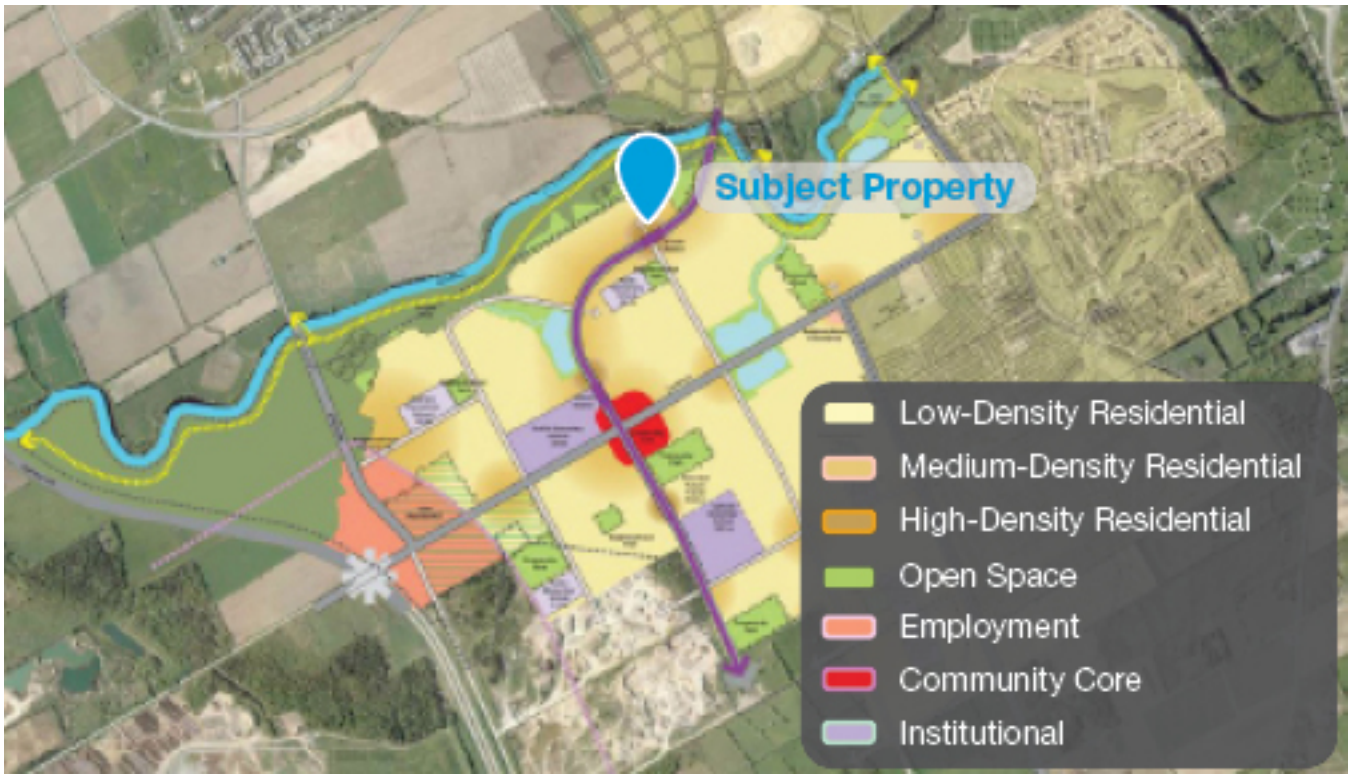


Figure 19: Barrhaven South CDP Land Use Plan

Figure 20: Barrhaven South CDP Open Space Plan

4.4.1 Residential Density

The Barrhaven South CDP includes a Demonstration Plan which illustrates one way in which the Land Use Plan could be implemented (Figure 24). The Demonstration Plan also provides a means of establishing and monitoring the mix of units and density targets in the sub-planning areas over time.

The CDP establishes a target of 6,862 dwelling units for the entire Barrhaven South study area and an overall net residential density for detached, semi-detached and townhouse dwelling types of 34.3 units per hectare. It was expected that development of the CDP lands will generate a total population of 19,215.

The Kennedy Lands subdivision will provide 598 units, with the unit distribution shown in Table 3. The detached dwellings and townhouse dwellings occupy 11.15 hectares of land (1.8 hectares and 9.35 hectares, respectively), representing a proposed density of 53 units per net hectare, exceeding the CDP target of 34.3 units per net hectare.

The proposed unit split for the Kennedy lands contributes to the unit distribution targets established for each residential density category in the City of Ottawa Official Plan and the Barrhaven South CDP. The following subsections identify these targets and describe/discuss how these targets are met Kennedy Lands subdivision.

Table 3: Unit Distribution – Kennedy Lands

Unit Type	Units	Split
Detached	53	8.9%
Townhouse	385	64.4%
Back-to-Back Townhouse	160	26.8%
TOTAL	598	100%

Figure 21: Barrhaven South CDP Demonstration Plan

4.4.2 High Density Residential

The portion of the proposed subdivision located near the intersection of future New Greenbank Road and Riverboat Heights is designated High Density Residential in the CDP. The purpose of the High Density Residential land use category is to provide an adequate amount of land for residential dwellings at higher densities and to meet the Official Plan requirement that 10% of all dwelling units in Developing Communities be apartments. The High Density Residential land use category is located at major community focal points, such as along arterial and major collector streets, within and adjacent to the Community Core, and adjacent to, or within close proximity to, transit stations. The High Density Residential land use category can include products such as stacked townhouses, **back-to-back townhouses**, as well as low and mid-rise apartments.

The requirement for a minimum of 10% of dwelling units to be apartments are planned to be located within the areas designated High Density Residential on the Land Use Plan. The CDP defines apartments as “units located in a building, which has a minimum of six (6) units, where the units are separated both vertically and horizontally, and where the units are limited to rental or condominium tenure”. This CDP definition, which varies from the definition of “apartments” in the Comprehensive Zoning By-law (2008-250), means that stacked dwellings are considered apartments in the Barrhaven South CDP area. While no apartments or stacked dwellings are proposed in the Kennedy plan of subdivision, the minimum 10% apartments requirement is expected to be achieved by existing developments located elsewhere in Barrhaven South (including the two stacked townhouse developments that were recently developed approximately 425 metres south of the subject lands, at the intersection of future New Greenbank Road and Watercolours Way) and on lands zoned to permit stacked and apartment units, such as the four corners that comprise the Barrhaven South Community Core and the block municipally known as 3960 Greenbank Road (owned by Minto) in the Barrhaven South Urban Expansion Area CDP to the south, which is zoned “Residential Fourth Density Zone, Subzone Z with Exceptions (R4Z[2528])”.

The Kennedy Lands Concept Plan **meets these objectives as follows**:

- The Kennedy Lands Concept Plan proposes 160 back-to-back (Avenue) townhouses, which is a permitted use in the High Density Residential CDP designation.
- Higher density residential areas are proposed in proximity to major focal points, including the future BRT corridor in the centre of realigned Greenbank Road. More specifically, the back-to-back townhouses are proposed in proximity to the planned BRT station, which according to GeoOttawa is planned to be located near the northern end of Longperch Circle. In order to meet a different planning objective (mixing unit types), the back-to-back townhouse blocks are not clustered together, but rather interspersed with street townhouse units.

4.4.3 Medium Density Residential (Residential Medium Profile)

Radiating out from the High Density Residential portion of the subdivision is the Medium Density Residential CDP designation. The purpose of the Medium Density Residential land use category is to provide an adequate amount of land to accommodate the majority of the ground-oriented multiple dwellings within the community. The Medium Density Residential land use category is focused along arterials and collector streets, at the intersection of collector streets within neighbourhoods, and adjacent to neighbourhood focal points and major park facilities. The land use category is dispersed throughout the community to provide for a variety in housing types throughout the various neighbourhoods.

All forms of ground-oriented multiple unit dwellings will be permitted within the Medium Density Residential land use category, which may include triplexes, fourplexes and **townhouses** (block, stacked, **back-to-back, and street**). **Detached**, semi-detached and duplex dwellings are also permitted provided the densities established for each of the four sub-planning areas are achieved.

The Kennedy Lands Concept Plan meets these objectives as follows:

- As required, the Concept Plan features medium-density residential dwellings in the form of street and back-to-back townhouses. The subdivision also includes 53 detached dwellings, which are also a permitted use in this CDP designation, furthest away from the planned BRT station. All of the proposed units are two to three storeys in height and are street-oriented in lot and building design.
- The street and back-to-back townhouse uses are strategically distributed across the subdivision to balance levels of density across the community and diffuse traffic and parking impacts.

4.4.4 Low Density Residential

The northern portion of the subdivision, furthest from future New Greenbank Road, is designated Low Density Residential in the CDP. The purpose of the Low Density Residential land use category is to provide an adequate amount of land that will accommodate the lowest density residential uses within the community. At the time the CDP was approved, the Official Plan contained a policy restricting detached units to a maximum of 60% of the total number of dwellings within the community. In 2018, this target was revised to a minimum of 30% and a maximum of 55%. It is important to note that this target is not per subdivision, but over the whole suburban communities.

Detached, semi-detached and duplex dwellings are permitted uses within the Low Density Residential land use category. **Street townhouses** and other similar ground-oriented multiple dwellings are also permitted within the Low Density Residential land use category in order to accommodate a variety of housing choices, increase affordability and create interesting streetscapes throughout neighbourhoods.

The Kennedy Lands Concept Plan meets these objectives as follows:

- A reduced number of detached units is proposed (53 units, which is 8.9% of the total number of units in the subdivision). This dwelling type is more land intensive and therefore has historically been subject to a maximum percentage in the Official Plan. The number of proposed detached units is limited due to current market realities which make detached units less affordable that street townhouse and back-to-back townhouse units.

- As indicated in the Land Use Plan, low-density residential uses are located furthest away from future New Greenbank Road, where a BRT route is planned.
- The Kennedy Lands subdivision will include a range of ground-oriented dwelling units including detached, townhouse, and back-to-back townhouse units. This will ensure streetscape diversity and the provision of mixed housing on the same streets and/or blocks.
- A range of lot sizes are proposed for detached units, including 9 metre (30-foot), 11 metre (36-foot), and 13 metre (43-foot) wide lots.

4.4.5 Floodplain

The purpose of the Floodplain land use category is to protect the lands along the Jock River defined through the Rideau Valley Conservation Authority (RVCA) mapping (2005). These lands will be incorporated into the greenspace network of Barrhaven South. The Jock River will be a major element of the greenspace system in Barrhaven South and will provide critical connections to the broader, citywide open space network. Water-related uses, pathways and recreational trails, parks with sports fields (between the 25- and 100-year flood lines), and passive recreational areas are permitted within the Floodplain land use category.

The Kennedy Lands Concept Plan **meets these objectives as follows:**

- The proposed subdivision layout generally respects the 100-year floodplain contours and ensures that no urban uses are proposed within the floodplain.
- Minto is proposing a cut and fill program to modify the existing floodplain in order to increase the number of units that can be accommodated within the plan of subdivision, serving to make more efficient use of serviced, urban land. A permit for this work will be obtained from the RVCA.
- The proposed subdivision includes the incorporation of two open space blocks in the northeast and northwest corners of the subject lands, which are required to accommodate the above noted engineering works.

4.4.6 Stormwater Management Ponds and Tributaries

The purpose of the Stormwater Management land use category is to provide land to accommodate the stormwater management infrastructure requirements to control quantity and quality of runoff generated by the development to meet regulatory requirements. This land use category in the CDP includes three stormwater ponds, one located relatively central to the community that straddles the north and south sides of Cambrian Road, and two others located in each the west quadrant and east quadrant of the CDP planning area, north of Cambrian Road. The general location and pond sizes have been modified over time as each subdivision is development and detailed design is undertaken.

In addition to the infrastructure requirements of the stormwater ponds and tributaries, public trails, pedestrian pathways and accessory structures are permitted in the Stormwater Management Pond land use category.

The Kennedy Lands Concept Plan meets these objectives as follows:

- A stormwater management facility block is proposed in the southeast corner of the Plan of Subdivision, immediately north of an existing stormwater management facility.

4.4.7 Dwelling Unit Targets

Four sub-planning areas have been identified in the CDP in order to identify and track density targets and unit mix over time. The Kennedy Lands Subdivision is located in Sub-Planning Area 2. The CDP projected a total of 1,422 units in Sub-Planning Area 2. In addition to the Minto Lands, this sub-planning area incorporates Mattamy's Half Moon Bay West community as well as Glenview's Flagstaff community to the northwest of the Half Moon Bay West Subdivision. Table 4 below summarizes the unit counts and densities that were projected for Sub-Planning Area 2 versus the proposed Kennedy Lands subdivision.

Table 4: Projected and Planned Dwelling Units

Dwelling Unit Projections CDP Sub-Planning Area 2			
Land Use & Average Densities (net units per hectare)	**Hectares**	**Units**	**Net Density**
Low Density (26)	27.5	715	26
Medium Density (52)	9.8	509	52
High Density 1 (82)	0.0	0	0
High Density 2 (120)	0.9	112	124
Community Core (60)	1.4	86	61
Subtotal	**39.6**	**1,422**	_
Dwelling Units & Densities Kennedy Lands Subdivision			
Low Density (Detached Units)	1.8	53	29.4
Medium Density (Townhouses)	7.6	385	50.65
High Density 1 (Back-to-Back Townhouses)	1.7	160	94.1
Subtotal	**11.15**	**598**	**-**

While the proposed residential unit count of 598 for the Kennedy Lands subdivision does not approach the projected density and total unit count for Sub-Planning Area 2, of the total projected number of units (1,422), it is important to note that the Half Moon Bay West community provides a total of 986 units, while Phase 1 and Phase 2 of the Glenview Flagstaff subdivision provides more than 200 units. As a result, the total unit count in Sub-Planning Area 2 is approximately 1,784, which is well above the projected unit count of 1,422. It is also important to note that while the Kennedy subdivision as well as the Flagstaff subdivision do not propose any 'High density 2' units, the Half Moon Bay West community does include two stacked townhouse condominium developments (Phases 3 and 9), which as previously discussed, are considered apartments in the Barrhaven South CDP.

The overall density for ground-oriented dwellings in the Kennedy Lands subdivision is 53.6 units per net hectare, well exceeding the minimum of 29 units per net hectare established in the CDP and the Official Plan target for lands outside of the Greenbelt within a CDP approved after June 2009, which is 34 units/net hectare.

While the overall CDP area is expected to achieve the desired mix of uses, each sub-planning area and each subdivision may not reach the overall targets. As outlined in this Demonstration Report, the proposed design aims to meet the intent of the CDP policies, given constraints and limitations.

4.4.8 Community Design Guidelines

The following is a comprehensive overview of the design principles that inform the Barrhaven South CDP. The CDP establishes design guidelines which address a range of land uses, including:

- Overall community identity
- Streets
- Parks and greenspace

- The community core
- Residential Areas
- Employment and Retail Areas
- Institutional Uses

The Concept Plan for the Kennedy lands establishes the framework within which these design guidelines can be met. The majority of the design guidelines will be addressed at the detailed design stage.

Overall Community Identity
The design guidelines established in the CDP speak to the importance of Community Identity. The notion of Community Identity in Barrhaven South is based on the following key development directives:

- Development should capitalize on the abundant natural features of the site – both existing and proposed.
- Development should create a more urban, intimate environment.

The Minto Concept Plan **meets these objectives as follows**:

- Medium- and high-density residential uses are distributed throughout the subdivision to create appropriate densities at an urban scale and to ensure efficiency for urban services and infrastructure;
- Access to the Jock River is proposed to be facilitated through a sidewalk along the north side of Street No. 5 and a pathway block north to the District Park lands (Block 54); and
- Window streets are incorporated along future New Greenbank Road to limit access to arterials and ensure appropriate interface between buildings and the public realm.

Streets
Streets are a major element of the public realm in communities. The design of streets with respect to widths, landscaping, and their relationship with buildings are fundamental in establishing the character of a community.

The Minto Concept Plan **meets these objectives as follows**:

Arterial Roads

- Full-movement intersections along arterial roads are appropriately spaced; and
- Single-loaded window streets are incorporated as an alternative to rear-lotting and noise walls.

Collector Roads

- The purpose of collector roads is to provide an organizational structure for the internal workings of the community. They establish routes into and between the various neighbourhoods and provide routes to integrate transit into the community.

The Minto Concept Plan **meets these objectives as follows**:

- Collector streets are designed using 24-metre right-of-way; and
- Rear lotting is not proposed along collector streets.

Local Roads

- The purpose of local roads is to distribute traffic from arterials and collector streets to individual properties, generally over short distances. Barrhaven South is a residential community and therefore the majority of its road network consists of local roads.

The Minto Concept Plan **meets these objectives as follows:**

- Local roads are designed with 18-metre, 16.5-metre, and 14.5 metre rights-of-way (ROW), which are ROW widths approved by the City of Ottawa.

Parks & Greenspace
Greenspace and parkland in Barrhaven South will be easily accessible to residents, provide active recreational space, and enhance north-south and east-west pedestrian connectivity.

Although the proposed subdivision does not include any parks, the Minto Concept Plan **meets these objectives as follows:**

- Parks are located along multiple public roads in proximity to the proposed subdivision (see Figure 19);
- The proposed window street along the northern edge of the subdivision will provide a window into the planned District Park along the Jock River; and
- Sidewalks along select local streets provide connections to planned and existing parks in the surrounding area.

Residential Neighbourhoods
The intent is to create a strong, vibrant, urban community in Barrhaven South, which includes the following elements:

- Increased densities to sustain transit and a variety of land uses;
- A variety of housing types and built form to create interesting places; and
- Strong urban design elements that protect and enhance the abundant natural features and create engaging, beautiful places to live.

The Minto Concept Plan **meets these objectives as follows:**

- Select streets and building lots are aligned and oriented to capitalize on view corridors to, and along, the Jock River;
- All residential development lots front onto public streets and buildings will be oriented to the street; and
- Several units have been re-ordinated in order to face realigned Greenbank Road, providing direct interaction with the Arterial Road.
- Townhouses are mixed with other built forms so as to not dominate an entire neighbourhood.

4.5 Building Better and Smarter Suburbs (2013)

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: Neither apply to the proposed plan of subdivision as only local streets are proposed.
- Traffic Calming and Pedestrian Priority Measures: The proposed plan of subdivision facilitates active transportation through neighbourhood connections.
- Updated Park Development Manual (2017): The manual will not be applied as no municipal parks are proposed.
- Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
- Pedestrian Crossovers information for new subdivisions: Pedestrian crossovers will be evaluated through detailed design of the subdivision.

- Tree Planting in Sensitive Marine Clay Soils: The guidelines are currently being reviewed by the City of Ottawa, a draft version of the 2020 guidelines are not available. As such, the 2017 guidelines have been used for this 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
- Parks and Open Space
- Stormwater Management
- School Sites
- Parking
- Road Rights-of-Way
- Rear Lanes
- Trees
- Utility Placement

Table 5 identifies the BBSS Strategic Directions that are met in the proposed subdivision.

4.5.1 Designing Neighborhood Collector Streets

In 2019, the City of Ottawa issued directives to guide the development of Neighbourhood Collector Streets. The objective of this document is to support the above-noted BBSS Strategic Direction by elaborating on the preferred ROW cross-sections as pre-vetted by City of Ottawa Transportation Planning. The document outlines seven primary principles for Neighborhood Collector Street design. They are summarized and compared to the subdivision proposal as follows:

Compact: The ROW width and distance between opposing building faces are minimized to help foster a sense of safety and community and allow the City to deliver compact neighbourhoods and cost-effective infrastructure.
The distance between opposing building faces are minimized by proposing 3.0 metres setbacks, which provide a sense of street framing without overwhelming the public realm. At 24 metres, the proposed ROW width for the northern extension of River Boat Road conforms to City Standards and with the Barrhaven South CDP and associated Master Transportation Study.

Complete: Streets are accessible and accommodate for all modes and users of all ages and abilities.
The proposed collector street incorporates sidewalks on both sides, accommodating pedestrians.

Calm: Streets encourage traffic speeds in keeping with community context and road safety objectives.
Street speeds will be managed through low posted speed limits as well as passive forms of speed management such as, bulb-outs, and reduced front yard setbacks.

Green: Streets provide space and conditions for healthy trees and opportunities to showcase low environmental impact design.
Trees are proposed to line the ROW, providing shade, greenery, and a sense of framing.

Serviceable: Streets include spaces for services and utilities in locations that are both manageable and protected.
Utilities are proposed in logical locations that can be accessed and protected.

Resilient: Streets that contribute to resilience to future climate conditions.
The ROW proposes forms of soft landscaping and trees to combat the urban heat island effect.

Maintainable: Streets have relative ease of maintenance and provide space for snow management.
The ROW proposes inner boulevards to facilitate snow management. To be further detailed and refined during the detailed design stage and subdivision registration. Utilities will be sited so that maintenance minimizes impacts on circulation.

Table 5: BBSS Strategic Directions

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
Street Network and Land Use	Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.	The development plans for the provision of one collector street to provide access from future New Greenbank Road, a planned Arterial Road. The proposed local streets, which have a ROW width of 16.5-metre (save for Street No. 5 and 11, which are proposed to be 18-metres in width), will be appropriately sized to accommodate the parking, landscaping, utilities, and pedestrian needs of the subdivision. The proposed street network and connection points offer a logical extension of the existing road network and provide convenient and safe access and egress points for residents. Blocks have also been purposely designed to be less than 200 metres in length.
	Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections. and Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cyclist connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.). and	The proposed collector, local and window streets internal to the development are proposed in a grid pattern with multiple points of connectivity for various transportation modes. Sidewalks are proposed on Street No. 1 and Street No. 5 within the development to ensure logical and convenient pedestrian access and movement within the subject lands and to the greater mobility network and community.

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
	Ensure that a range of appropriate-sized roadways complements the character and functional needs of each community area.	The proposal expands the network of public sidewalks and pathways to better enhance pedestrian safety and connectivity.
	Avoid reverse frontage lots (rear yards abutting public streets) within the community	No rear lotting is proposed.
Parks and Open Space	Identify opportunities to connect separate features of the open space network (e.g., a park to a nearby woodlot) with streets that support canopy trees.	Street No. 1 of the proposed development provides for future connection to the north towards the planned MUP along the Jock River, which connects with the broader greenspace network and mobility network in the area. Street No. 1 of the proposed development also provides for connections to the south towards several existing local municipal parks and parkettes.
Stormwater Management	Ensure that land attributed to large SWM facilities can serve additional functions, such as recreation trails or multi-use paths as part of the open space system and support the connection of trails in SWM facilities to parks and open spaces, and to pedestrian and cycling facilities.	The Functional Servicing and Stormwater Report prepared by David Schaeffer Engineering Ltd. in support of the proposed development notes that the storm drainage concept shared between the Proposed Development and the neighboring Half Moon Bay community to the south has been designed to maintain flows and contributing drainage areas to the existing outlets where possible. The existing storm servicing is adequate for the proposed subdivision without additional stormwater management considerations.
Road Rights-of-Way	ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.	The collector street (northern extension of River Boat Heights) has a ROW width of 24 metres while local roads have been designed with a 16.5-metres and 18-metre right-of-way (14.5 metres for window streets). The local and collector road cross-sections are preliminary and the details of the road arrangement (servicing, utilities, street lighting and landscaping) will be worked through with the City of Ottawa staff as part of the detailed subdivision design process.
	Ensure components of a `complete street` are provided in the ROW, such as: -Pedestrian facilities -Cycling facilities -On-street parking;	The ROW cross-section for the one proposed collector street includes sidewalks on both sides of the street.

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
	-Traffic calming features; -Trees on both sides of the street, including canopy trees; -Utility placement and operational considerations that do not interfere with the attributes of complete streets.	Sidewalks will be provided on one side of select local roads providing pedestrian connections to planned pathways along the Jock River to the north as well as existing neighbourhoods to the west and south. The inclusion of ample quantities of street trees has been an important aspect of consideration for this project with only four properties throughout the residential portion of the lands not able to accommodate street tree plantings due to ROW width limitations and soil types.

4.6 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject property is a Greenfield Neighbourhood as defined by the guidelines.

The proposal meets several of the guidelines, including:

4.6.1 Structuring Layout

- The proposed development incorporates the subject property's topography in the design of road and block patterns to maximize vistas and visual interest and reduce extensive earth movement requirements (Guideline 6).
- The proposed development's sidewalks and pathways will help create a walkable neighbourhood (Guideline 10).
- The proposed development's new streets will connect to existing streets (future New Greenbank Road to the south and east). The proposed development will also incorporate pathways connecting to existing pathways or streets (Guideline 11).
- The proposed development generally lays out local street patterns so that development blocks are easily walkable and between 150 and 250 metres in length (Guideline 13).
- The proposed development incorporates the most suitable zoning setback and road right-of-way width for the land use context and the road function. The proposed rights-of-way will provide sufficient space for the various elements in the front yard, the boulevard and the road including: trees, utilities, parking and travel lanes, and sidewalks in select locations (Guideline 21).

4.6.2 Street Design

- The proposed development will design roads at the entrances to neighbourhoods to create a sense of arrival (Guideline 25).

- The proposed development will plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Additionally, the proposed development will base the selection and location of trees on soil conditions, bearing capacity, and urban forestry principles (Guideline 27).

4.6.3 Residential Building and Site Design

- The proposed development will locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Moreover, the proposal incorporates the rotation of townhouse units to face New Greenbank Road maximizing visual interest along the streetscape (Guideline 34).
- The proposed development will mix various types of housing (detached dwellings, and townhouse dwellings) on some streets while considering the relationship (height, size, bulk) between each other, and to existing houses (Guideline 35).
- The proposed residential buildings' design will ensure that garages do not dominate the width of the front façade (Guideline 44).

Given the above, the proposed development meets several of the City's Urban Design Guidelines for Greenfield Neighbourhoods.

4.7 City of Ottawa Comprehensive Zoning By-law (2008-250)

4.7.1 Existing Zoning

The subject lands are currently zoned "Development Reserve (DR)" in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 25). 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; and
- urban agriculture.

Figure 22: Existing Zoning of Subject Lands (GeoOttawa)

4.7.2 Proposed Zoning

In order to facilitate the development of the subject lands as proposed, it is recommended that the majority of the subject lands, which will accommodate the proposed detached and townhouse dwellings, be rezoned to "Residential Third Density, Subzone YY, with a Site-Specific Exception (R3YY[XXXX])". The Exception is similar to that of the zoning that is applicable to Minto's "Quinn's Pointe" community located within the Barrhaven South Urban Expansion CDP Area to the south of the subject lands.

The purpose of the R3 zone is as follows:

- Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- Allow ancillary uses to the principal residential use to allow residents to work at home;
- 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
- Permit different development standards, identified in the YY subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

Table 6 below outlines the proposed R3YY[XXXX] provisions, with the provisions that vary from the standard R3YY provisions (to be addressed through the Exception) identified in **bolded text**.

Table 6: Proposed Residential Zoning

R3YY[XXXX] Proposed Zoning Provisions								
Unit Type	**Min. lot width (m)**	**Min. lot area (m^2)**	**Max. building height (m)**	**Min. Front Yard Setback (m)**	**Min. Corner Yard Setback (m)**	**Min. Rear Yard Setback (m)**	**Min. Interior Side Yard Setback (m)**	**Projections**
Detached	**9 m**	**220 m^2**	12 m	**3 m**	**2.5 m**	6 m	Varies[1]	N/A
Townhouse (Executive)	**5.7m**	**120 m^2**	12 m	**3 m**	**2.5 m**	6 m	1.2 m	Despite Table 65, the following is permitted: o Air conditioner condenser allowed as permitted projection in corner side yard.
Back-to-back townhouse (Avenue)	**6 m**	**70 m^2**	12 m	**3 m**	**2.5 m**	0 m	1.2 m	Despite Table 65, the following is permitted: o Air conditioner condenser allowed as permitted projection in corner side yard.

Endnote	
1	Minimum total interior side yard setback is 1.8 m, with one minimum yard, no less than 0.6 m. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.

Stormwater Management Facility and Open Space
In order to facilitate the development of the subject lands as proposed it is recommended that the portion of the lands which will accommodate the stormwater management facility (Block 73) and the proposed open spaces at the northeastern and northwestern corners of the subdivision (Blocks 70 and 95), be rezoned to “Parks and Open Space(O1)”.

The purpose of the O1 zone is as follows:

- Permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
- Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

Blocks 71, 72, 74 and 91-94
Lastly, Block 72 (the detached dwelling and associated farmland operations at the northeastern corner of the lands) and Blocks 91-94 (which is subject to a land exchange with Mattamy Homes and eventually be developed as part of the Half Moon Bay West community on the Draft Plan of Subdivision are proposed to remain zoned “Development Reserve (DR)” at this time. However, during the application circulation process, if the land agreement between Minto and Mattamy for Blocks 91-94 sufficiently progresses, it may be requested that these four blocks also be rezoned to a Residential Third Density (R3) zoning through this current ZBLA application.

5.0 Integrated Environmental Review Statement

The policies for an Integrated Environmental Review Statement (IERS) are outlined in Section 4.7.1- *Integrated Environmental Review to Assess Development Applications* of the City of Ottawa Official Plan. These policies include:

Policy 4.7.1 (1)
"Subdivision, and site plan and rezoning applications requiring an Environmental Impact Statement, Tree Conservation Report or landform feature assessment, will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of section 4. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process."

Policy 4.7.1 (2)
The integrated environmental review statement will provide:

- A brief overview of the results of individual technical studies and other relevant environmental background material;
- A graphic illustration, such as an air photo, summarizing the spatial features and functions (e.g. natural vegetation, watercourses, significant slopes or landform features, recharge/infiltration areas) as identified in the individual studies;
- A summary of the potential environmental concerns raised, the scope of environmental interactions between studies, and the total package of mitigation measures, including any required development conditions and monitoring, as recommended in individual studies;
- A statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development;
- An indication that the statement has been reviewed and concurred with by the individual sub consultants involved in the design team and technical studies; and,
- A description of how the principles of Design Objective 7 (Section 2.5.1) to maximize the energy-efficiency of development and to promote sustainable design that reduces consumption, energy use and carbon footprint of the built environment have been considered. A sustainable design checklist will be prepared to assist in this description."

5.1 Policy Context

According to Schedule L1 – *Natural Heritage System Overlay (East)* (Figure 26) the subject lands are not occupied by any identified Natural Heritage System features. Further, according to Schedule K – *Environmental Constraints* (Figure 27), the subject lands are not impacted by any known environmental constraints.

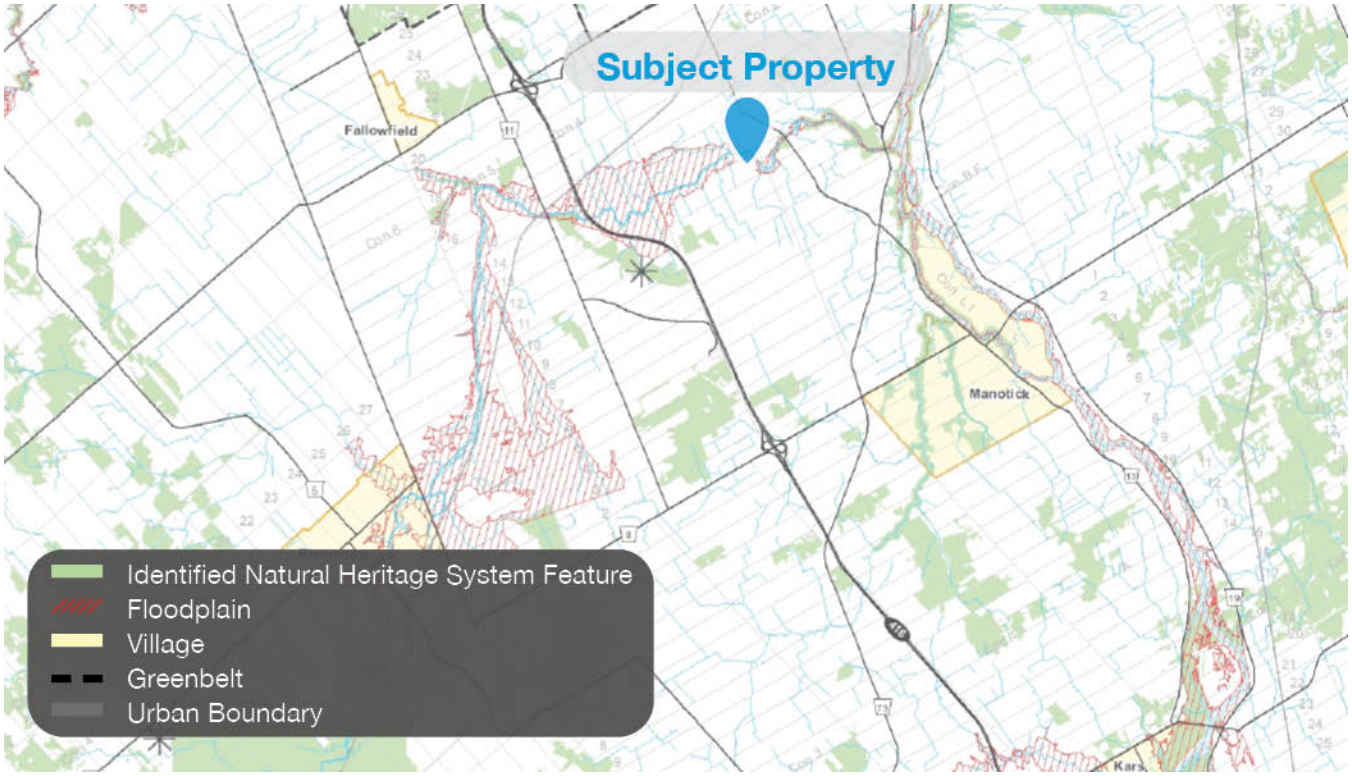


Figure 23: Schedule L1 - *Natural Heritage System Overlay (East)*, City of Ottawa Official Plan

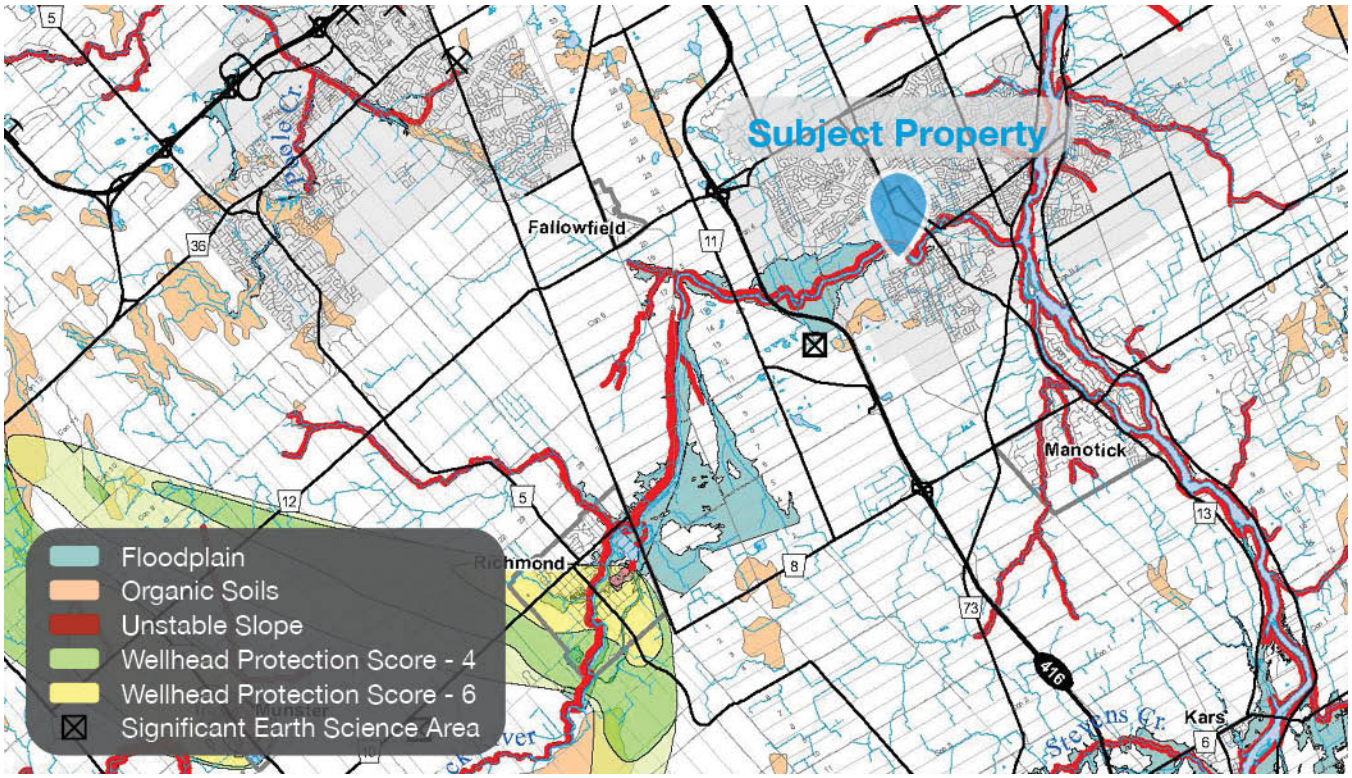


Figure 24: Schedule K - *Environmental Constraints*, City of Ottawa Official Plan

5.2 Summary of 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 three groups: engineering studies, planning studies, and environmental studies.

A summary describing the existing environmental conditions and identified potential environmental effects related to the proposed development is presented for each study, as required in Section 4.7 of the Official Plan. Each summary uses the exact language and wording in the technical study, where possible.

5.3 Engineering Studies

5.3.1 Geotechnical Investigation

Paterson Group conducted a Geotechnical Investigation dated August 27, 2021. The purpose of the investigation was to determine the sub soil and groundwater conditions and to provide geotechnical recommendations for the design of the proposed development based off these findings.

Surface Conditions

- The subject site is currently undeveloped and is primarily used for agricultural purposes;
- The site is relatively flat with a gradual upward slope towards the centre of the site; and
- Four drainage ditches were observed in a north-south orientation along with some tree lines along the ditches and northern property boundary.

Subsurface Profile

- Generally, the subsurface profile encountered at the test holes locations consists of a thin layer of topsoil or silty sand with clay overlying a silty clay deposit. The upper portion of the silty clay consists of stiff brown silty clay while the lower portion consists of firm grey silty clay. Practical refusal to DCPT was encountered at a depth of 8.9 metres and 12.6 metres below the existing grade in BH 5-20 and BH 7-20. Reference should be made to the Soil Profile and Test Data sheets in Appendices 1 for specific details of the soil profiles encountered at each test hole location;
- Three selected silty clay samples were submitted for Atterberg Limit testing. The test results indicate that the silty clay is classified as clay of Low Plasticity (CH) in accordance with the Unified Soil Classification System
- Based on available geological mapping, the bedrock in this area consists of interbedded limestone and shale of the Lindsay formation with an overburden drift thickness of 3 to 15 metre depth.

Groundwater Assessment

- Groundwater levels were measured at the monitoring wells in the borehole locations of the current investigation on May 22, 2020.
- Based on these observations, the long-term groundwater table is anticipated to be at a 2.5 to 3.5 metres below the existing ground surface. It should be noted that groundwater levels are subject to seasonal fluctuations.

Summarized Assessment

- From a geotechnical perspective, the subject site is satisfactory for the current phase of the proposed development. It is expected that the proposed buildings could be founded on conventional style shallow foundation placed on an undisturbed, firm to stiff silty clay or engineered fill bearing surface.

Recommendations
It is a requirement for the foundation design data provided herein to be applicable that the following material testing and observation program be performed by the geotechnical consultant.

- Grading plan review from a geotechnical perspective, once the final grading plan is available;
- Observation of all bearing surfaces prior to the placement of concrete;
- Sampling and testing of the concrete and infill materials used;
- Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable;
- Observation of all subgrades prior to backfilling;
- Field density tests to determine the level of compaction achieved; and
- Sampling and testing of the bituminous concrete including mix design reviews.

5.3.2 Functional Servicing Report

David Schaeffer Engineering Limited prepared the Functional Servicing and Stormwater Management Report (FSR) dated September 3, 2021 in support of the applications. The objective of this report is to provide sufficient analysis details to demonstrate that the proposed development can be serviced by the extension of the existing municipal infrastructures and utilities.

The report demonstrates that the proposed Kennedy Lands subdivision can be serviced by extending the existing sanitary sewers and watermain adjacent to the proposed development. Further, the report indicates that the storm sewer system will be designed in conformance with the City of Ottawa standards and outlet into the existing storm sewer system to ultimately reach the Neighbourhood 3 SW Facility which is designed to accommodate the proposed development.

The report indicates that the existing watermains at Perseus Avenue and Riverboat Heights should have sufficient capacity to accommodate the proposed development on the subject site as it was designed for this area. The existing sanitary emergency overflow system will be sufficient to service the proposed site. Finally, the proposed watermain system will satisfy all requirements for water distribution as well as fire-fighting purposes.

Based on the information provided in this report, the Kennedy Lands development can be serviced to meet the City of Ottawa requirements.

The following services are proposed:

Existing Services:

- The report states that the site can be physically connected at the following locations:
  - existing 300mm diameter watermain on Perseus Avenue in Mattamy HMB West
  - existing 300mm diameter watermain of Riverboat Heights in Mattamy HMB North
  - Hydro, Bell Cable and Gas was not part of this FSR

Water Supply:

- Potable water will be delivered to the proposed development area through the extension of watermains from the existing trunk watermains.
- The internal development will be serviced by a network of new 150 mm, 200 mm and 300 mm diameter watermains designed in accordance with City of Ottawa Guidelines.

- The network will be sized to ensure that water supply will be available within the required pressure range under the anticipated demand during average day, peak hour and fire flow conditions. It is expected that the 150 mm, 200 mm and 300 mm diameter sizes will satisfy these demands.

Wastewater Servicing:

- The existing South Nepean Collector will provide the sanitary outlet for the entire Barrhaven South Community, which includes the Kennedy Lands.
- There is an existing 600 mm diameter sanitary trunk along Future Greenbank Road through the Half Moon Bay (HMB) North development, ultimately connecting to the South Nepean Collector.
- The sanitary flows from the Kennedy Lands are conveyed to the downstream 600 mm diameter sanitary trunk through Mattamy Half Moon Bay North Lands and ultimate to the South Nepean Collector. The estimated peak flows from the subject site are lower than what the downstream infrastructure was designed for, confirming downstream capacity.

Stormwater Management:

- The Kennedy Lands are located within the Jock River Watershed and under the jurisdiction of the Rideau Valley Conservation Authority (RVCA).
- The Kennedy Lands will be serviced by a storm sewer system designed in accordance with the amendment to the storm sewer and stormwater management elements of the Ottawa Design Guidelines – Sewer.
- The storm sewers servicing the Kennedy Lands will discharge to the proposed Greenbank Pond Expansion (Ultimate Greenbank Pond) via one inlet and discharge from the pond to the Jock River via a naturalized channel.
- The majority of the major system flows will be conveyed through the internal network, outletting to the Ultimate Greenbank Pond, where they are treated for quality control prior to release to the Jock River.
- The provided extended detention volume in the Ultimate Greenbank Pond is 2,010 m3 above the operational permanent pool elevation of 89.50 m, which is more than the minimum quality control volume required

Grading:

- The grading for the Kennedy Lands is restricted by the existing adjacent Half Moon Bay North Subdivision, the design grades for the Future Greenbank Road and the Jock River water levels.
- The proposed finished grades range between 92.25 m and 94.38 m.
- Where existing grades in the subject property are below the 100-year floodplain elevation and are proposed to be raise, a permit under O. Reg 174/06 will be required.

Erosion and Sediment Control:

- Soil erosion occurs naturally and is a function of soil type, climate and topography. The extent of erosion losses is exaggerated during construction where the vegetation has been removed and the top layer of soil is disturbed.
- A detailed erosion and sediment control plan will be prepared for the Kennedy Lands prior to construction to ensure there are no negative impacts on the natural areas, particularly the Jock River.

Conclusions

- The preliminary design of Kennedy Lands has been completed in general conformance with the City of Ottawa Design Guidelines and criteria presented in other background study documents.

5.3.3 Noise Control Feasibility Study

J. L. Richards prepared the Noise Control Feasibility Study dated September 2021 in support of the applications. The criteria used in the Noise Control Feasibility Study are outlined in the Ministry of Environment, Conservation and Parks (MECP) and City of Ottawa Environmental Noise Control Guidelines (ENCG). The guidelines offer traffic and road parameters as well as noise level limits for outdoor and indoor living areas.

Predicted noise levels are expected to exceed the City of Ottawa ENCG and MOECP criteria for the proposed units adjacent to Realigned Greenbank Road. Noise mitigation measures will be evaluated to reduce the calculated noise level within the allowable limits. As described in the City of Ottawa Noise Control Guidelines, the noise mitigation measure includes distance setbacks, insertion of noise insensitive land, orientation of building, berms and acoustic barriers.

Recommendations

- It is recommended that the City of Ottawa accept the draft plan of subdivision submitted and include the condition for the proponent to complete a Noise Control Detailed Study as per the City of Ottawa ENCG 2016.
- It is further recommended that the following be addressed as part of the Noise Control Detailed Study"
  - Noise barrier details, such as height and location.
  - Noise levels should be assessed at the building façade of units nearest the transportation noise sources.
  - If it is determined that the noise level at the façade of a building exceeds 64.49 dBA, then the Acoustical Insulation Factor (AIF) method should be utilized to review building acoustic measures to be incorporated into the building construction. This method is described in the Ministry of the Environment of Ontario document, Environmental Noise Assessment in Land Use Planning, 1987 and 1999.

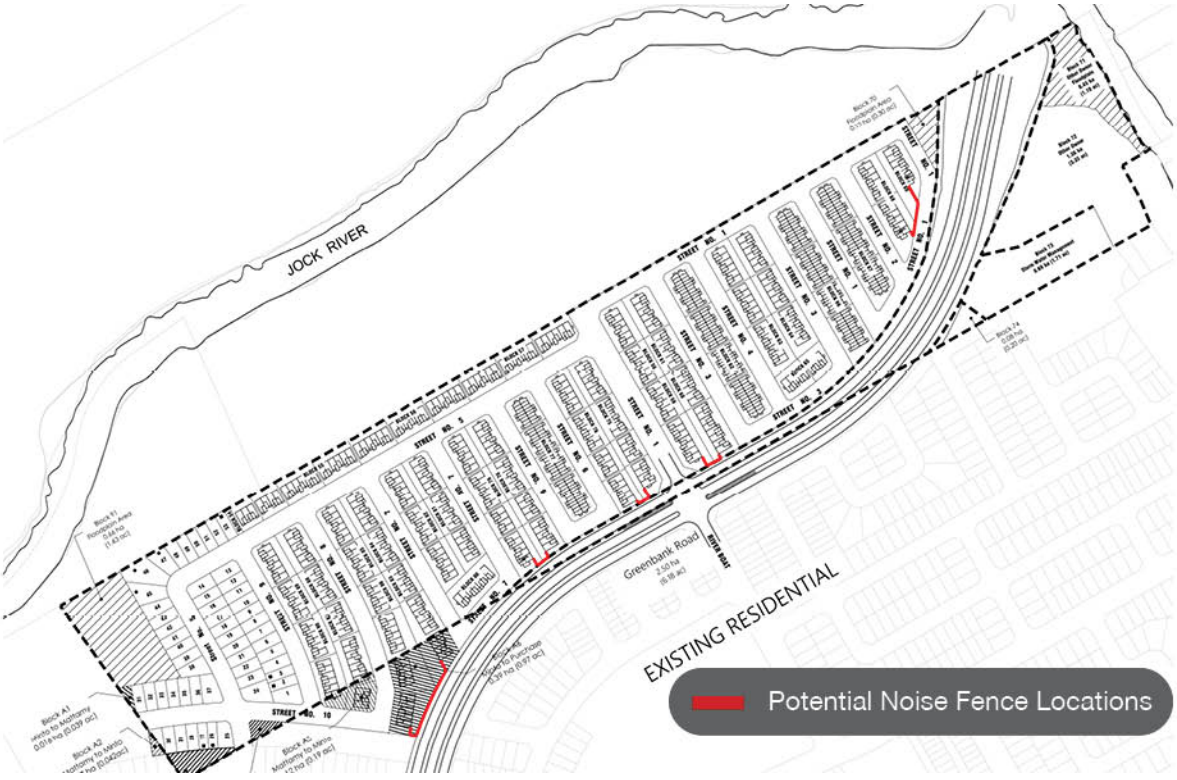


Figure 25: Site plan indicating potential noise fence locations

5.3.4 Transportation Impact Assessment

CGH Transportation has completed Step 1 (Screening), Step 2 (Scoping), Step 3 (Forecasting) and Step 4 Strategy) of the Transportation Impact Assessment (TIA) process (July 2021). Some of the key conclusions and recommendations include:

- It was found that the proposed development can be anticipated to generate 356 AM, and 419 PM net new peak hour two-way vehicle trips.
- The planned street network will include 14.0 metre window roads, 16.5 metre laneways, 18 metre local roadways, and 24.0 metre collector roadways.
- The local roads are proposed to be posted as 30 km/h and the collector roads are proposed to be posted as 50 km/h.
- The location of speed humps is subject to minor changes and will need to be refined as part of the detailed engineering submission once the locations of driveway, stormwater flows, surface ponding, and servicing elements, such as utilities and fire hydrants, have been established.
- The internal road intersections are recommended to be stop-controlled on the minor approaches of all intersections.
- No Transportation Demand Management (TDM) measures are recommended at this time beyond providing a multimodal travel option information package to new residents.

5.4 Planning Studies

5.4.1 Planning Rationale/Integrated Environmental Review Statement (IERS)

The Planning Rationale/IERS was completed by Fotenn in September 2021. The report states that the proposed Plan of Subdivision and Zoning By-law Amendment for the proposed subdivision represent good planning and is in the public interest for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement (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 townhouse use. The proposed subdivision is compatible with the surrounding context, which includes existing low-rise townhouses that are similar in character to the proposed townhouses;
- The proposed development meets some of the Preliminary Policy Directions (December 2019) and draft policies of the City's Draft Official Plan (August 2021);
- The proposed subdivision meets a number of the Building Better and Smarter Suburbs Strategic Directions (2015) and the City's Urban Design Guidelines for Greenfield Neighbourhoods (2007); and
- The proposed Zoning By-law Amendment would apply a zoning framework to the proposed development that is compatible with the existing neighbourhood with respect to minimum lot width, minimum yard setbacks, and maximum building height.

5.5 Environmental Studies

5.5.1 Phase 1 Environmental Site Assessment

Paterson Group prepared a Phase I Environmental Site Assessment (ESA) dated May 25, 2020. The purpose of this study was to research the past and current use of the site and study area and to identify any environmental concerns with the potential to have impacted the subject lands.

Based on a review of historical sources, including previous assessments carried out by Paterson for the subject lands and in the Phase I study area, the study area was occupied by farm structures prior to 1960, while the

remaining lands existed as agricultural fields. No potentially contaminating activities (PCAs) were identified during the historical review of the Phase I Property. Historical land use of the neighbouring properties included farmsteads and agricultural land with no PCAs being identified within the Phase I Study Area.

The Phase I Property is occupied by two barns and three out-buildings. Cattle are housed in the western buildings (barns), while the remaining three buildings are used to store farm equipment. An exterior 760-L above ground storage tank (AST) was noted on the exterior wall of the eastern-most building. The AST is equipped with a private fuel dispenser to refuel the on-site farm equipment. Storage of diesel fuel on-site is a potentially contaminating activity (PCA) that is considered to represent an area of potential environmental concern (APEC) on the Phase I Property.

The neighbouring properties to the north, east, and west are occupied by farmsteads, residences and/or agricultural lands. No PCAs were noted with the current use of the Phase I Property or the lands within the Phase I Study Area.

Conclusion
Based on the results of the assessment, a Phase II- Environmental Site Assessment is required for the subject lands.

5.5.2 Phase 2 Environmental Site Assessment

Paterson Group prepared a Phase II ESA dated October 29, 2020. The purpose of the Phase II ESA was to address the area of environmental concern (APEC) that were identified on the Phase II Property during the Phase I ESA. The Phase II ESA consisted of drilling three (3) boreholes on the Phase II Property, all of which were constructed with groundwater monitoring well installations.

The soil profile generally consisted of topsoil, followed by either a silty sand or silty clay layer, underlain by glacial till and terminated at practical refusal to augering at depths ranging from 4.65 to 6.83 mbgs. Bedrock was inferred at these depths. Soil samples were obtained from the boreholes and screened based on visual observations. No visual or olfactory evidence of deleterious materials or contamination were identified during the subsurface investigation.

No BTEX or PHC concentrations were above the laboratory detection limits. All of the soil samples analyzed were in compliance of the selected MECP Table 8 Residential Standards. Groundwater samples were recovered and analyzed for BTEX and PHCs. No free-phase product was observed on the groundwater at any of the monitoring well locations during the groundwater sampling events. No BTEX or PHCs were detected in the groundwater samples analyzed. All groundwater results were in compliance with the MECP Table 8 Standards.

Recommendations

- If the monitoring wells installed on the subject site are not going to be used in the future, or will not be entirely removed, they should be abandoned according to Ontario Regulation 903. The wells will be registered with the MECP under this regulation.

5.5.3 Environmental Impact Statement and Tree Conservation Report

McKinley Environmental Solutions prepared an Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) for the subject property dated September 2021. This EIS and TCR were prepared in accordance with Section 4.7.8 of the City of Ottawa Official Plan following the EIS Guidelines and the Guidelines for City of Ottawa Tree Conservation Report, with input from the Natural Heritage Reference Manual (OMNR, 2010). The major objective of this EIS was to determine the feature and functions of the on-site and adjacent natural environment conditions and to assess the anticipated impacts associated with the proposed urban residential development on these features and functions, including any potential Species at Risk utilization.

The EIS/TCR report addresses the following:

Vegetation Cover and Site Trees:

- Four (4) large corn fields are present in the western part of the Site.
- The eastern part of the Site includes several patches of Cultural Meadow (Graminoid Dominated) which are managed as hayfields.
- Several connected Deciduous Hedgerows (Dense) are present within the Site. The Deciduous Hedgerows (Dense) are highly disturbed features which are dominated by declining White Ash (impacted by the Emerald Ash Borer), invasive Manitoba Maple,and American Elm.
- The Deciduous Hedgerows (Sparse) have generally the same species composition as described above for the Deciduous Hedgerows (Dense). The Deciduous Hedgerows (Sparse) differ from the Deciduous Hedgerows (Dense) primarily in terms of the density and size of trees.
- There are no forest habitats present within the Site and/or in the immediately surrounding area. As such, there are no features found in association with the Site which have the potential to qualify as a Significant Woodlot.

Wetlands and Watercourses

- There are no wetland features found within the Site. There are also no unevaluated wetlands shown to exist within 30 m of the Site, and no Provincially Significant Wetlands shown to exist within 120 m of the subject lands.
- The alignment of the Jock River is such that the river occurs within close proximity to both the northwest corner of the Site and the eastern part of the Site.
- There is relatively little instream aquatic vegetation present immediately adjacent to the Site.
- There are three (3) minor drainage features within the Site, each of which is oriented in a south-north direction.
- MES (2021) identifies that all three (3) of the minor drainage features are highly degraded channelized drains which provide negligible ecological functions.
- The preservation of the remnant portion of Drainage Feature C within the Natural Feature Block is anticipated to be sufficient to protect the potential minor fish habitat functions provided by Drainage Feature C.

Wildlife

- All of the bird species observed within the Site are common species in urban and suburban areas, with the exception of Barn Swallow (threatened).
- No evidence of significant fish habitat and/or amphibian breeding habitat was documented in association with the three (3) minor drainage features MES (2021).
- No evidence of amphibian breeding activity was documented within the Site during the HDA surveying (MES 2021).
- No stick nests, migratory bird stopover points, amphibian breeding habitat, heron rookeries, caves, bedrock fissures, wetlands, reptile hibernacula, or any other features which may qualify as SWH were observed within the Site.

Habitat for Species at Risk

- Evidence of Barn Swallow nesting was observed on Site in Structure #2.
- Demolition of Structure #2 and Structure #5 will be subject to the rules and regulations of the Ontario Endangered Species Act (ESA).
- Removal of structures containing Barn Swallow nests requires completion of the Ministry of Environment, Conservation, and Parks (MECP) Online Impact Registration Process. Following

completion of the registration process, the structures can be demolished between September 1st and April 30th.

- Following demolition of the structures, it will be necessary to provide habitat compensation, which is typically completed by building an artificial Barn Swallow nesting gazebo within 1 km of the Site.

5.5.4 Headwaters Drainage Assessment

McKinley Environmental Solutions prepared a Headwaters Drainage Assessment (HDA) for the subject property dated July 2021. The HDA has been prepared to address the three (3) minor drainage features that overlap the site. Regulatory requirements related to the three (3) drainage features are Ontario Regulation 153/06 and the Fisheries Act.

The HDA report addresses the following:

- All three (3) of the minor drainage features are highly degraded channelized drains which provide negligible ecological functions.
- The development of the Site will require the decommissioning of Drainage Feature A and Drainage Feature B.
- The Toronto and Region Conservation Authority (TRCA) (2014) guidelines do not specify any management and/or mitigation requirements for Drainage Feature A and Drainage Feature B.
- Potential development impacts to Drainage Feature C will be mitigated by preserving Drainage Feature C within the Natural Feature Block that is proposed in the northwest corner of the Site.
- The proposed decommissioning of Drainage Feature A and Drainage Feature B will require approval from the Rideau Valley Conservation Authority (RVCA) under O.Reg 153/06.
- No significant impacts to fish habitat are anticipated to occur as a result of the proposed development.

5.6 Potential Concerns, Mitigation Measures, and Implementation

5.6.1 Potential Concerns

Impacts to Surface Water and Fish Habitat

- There are no surface water features and any development impacts from Drainage Feature C will be mitigated by preserving the drainage feature in the Natural Feature Block that is proposed in the northwest corner of the Site.
- No negative impacts can be expected to surface water features and/or fish habitat.

Impacts to Site Trees

- Details of new trees to be planted in the ROW of the proposed streets will be included on a future Landscape Plan at the detailed design phase. A high-level overview of tree planting requirements is addressed in the Urban Design Brief prepared by NAK Design Strategies. To assist in mitigating a minor amount of tree removal, plantings of native trees and shrubs are recommended where soil conditions permit.

Impacts to Species at Risk

- Barn Swallow is the only Species at Risk found on or found evidence to be on Site.
- Upon the demolition of the Barn Swallow habitat, an artificial Barn Swallow nesting gazebo will be installed within 1 km of the Site.

5.6.2 Mitigation Measures and Implementation of Commitments

Surface Water Features

- There are no surface water features and no ditches or other channelized water features on the subject lands. Therefore, no negative impacts can be expected to surface water features and/or fish habitat.

Tree Conservation

- The EIS and TCR state that to assist in mitigating a minor amount of tree removal, plantings of native trees and shrubs are recommended where soil conditions permit.

Mitigations for Wildlife

- There are no significant natural heritage features on or adjacent to the site, including no anticipated Species at Risk.
- No flora, fauna, or ecological conditions identified in the background review or field surveys that would trigger a Significant Wildlife Habitat designation with respect to the ELC communities present were observed on or adjacent to the site.
- The potential linkage function in the general area is limited by the expanding urban residential developments to the west, south, and east of the site and commercial developments to the north.

5.7 Design with Nature Principles and Design

As outlined in Section 4.7.1(2) of the Official Plan, the IERS is required to include a statement with respect to how the design with nature approach has influenced the design of the development and how it supports the following environmental objectives:

- Increasing forest cover across the City;
- Maintaining and improving water quality;
- Maintaining base flows and reducing peak flows in surface water;
- Protecting and improving the habitat of fish and wildlife in stream corridors;
- Protecting springs, recharge areas, headwater wetlands and other Hydrogeological areas;
- Managing resources by using low-maintenance, natural solutions.

Section 8- *Glossary* of the City of Ottawa Official Plan defines design with nature as:

> “An approach that utilizes natural methods during site design to work with the terrestrial, aquatic, and biological characteristics of the site and the relationship between them. These measures may serve to reduce the reliance on technological solutions, which may be expensive, energy- or management-intensive, and less environmentally sensitive. This may include:
>
> - Retention of natural vegetation on slopes to reduce erosion;
> - Conservation of as many existing trees as feasible;
> - Use of appropriate natural infiltration techniques on site to reduce the need for stormwater management ponds;
> - Orientation of streets to maximise opportunities for passive solar heating and reflection of natural contours;
> - Protection of natural stream corridors and incorporation of natural features into open spaces.”

The proposed residential subdivision does not infringe on any significant natural heritage systems or natural stream corridors. The subject lands are characterized by limited existing vegetation or tree

cover. If the limited number of existing trees were retained, their isolation and limited canopy potential would limit their ecological functionality to the broader area to negligible.

5.8 Energy Efficiency and Sustainable Design

Section 2.5.1- *Designing Ottawa* of the Official Plan sets out design objectives and principles for new development within the City of Ottawa. The design objectives are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. They are broadly stated and are applied throughout all land use designations. The Design Principles are more specific, further describing how the City hopes to achieve each of the objectives.

As per Section 4.7.1 of the Official Plan, an IERS is required to consider Objective 7 in Section 2.5.1 and the associated principles. Objective 7 and its associated principles are:

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

The principals associated with Objective 7 (above) were deleted from the Official Plan through the settlement of Official Plan Amendment (OPA) 150. The deleted text noted that design should:

- Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.
- Consider use of renewable energy and alternative energy systems.
- Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).
- Reduce hard surfaces and maximize landscaping and site permeability on site.
- Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.
- Maximize re-use and recycling of resources and materials.
- Utilize green building technologies and rating systems such as Leadership in Energy and Environmental Design (LEED).
- Utilize advanced water conservation and efficiency measures.

The proposed residential subdivision has implemented efficient and sustainable design principles as follows:

- **The connectivity of the subject lands to the greater cycling and pedestrian network contributes to the feasibility of sustainable transportation modes.**
- **Contemporary energy saving opportunities will be explored in the construction materials selected for development of the site.**

5.9 IERS Concurrence of Study Team

Towards the end of the Plan of Subdivision application process for the subject lands, this IERS will be updated, as necessary, and reviewed and concurred with by the individual consultants involved in the preparation of the technical studies as well as by Minto Communities.

6.0
Public Engagement Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, the Province of Ontario is in a state of emergency due to the COVID-19 pandemic and in-person meetings and open houses are not in keeping with public health recommendations. Accordingly, some components of the consultation will be held in a virtual format.

The following steps in the consultation strategy are proposed:

- A meeting was held with Councillor Harder on Wednesday, September 15th and sent a follow-up e-mail further outlining the proposal in advance of application submission;
- Notification of neighbouring property owners and posting of public signage, to be completed by the City of Ottawa;
- Statutory public meeting for the Draft Plan of Subdivision application; and
- Statutory public meeting for the Zoning By-law Amendment application at Planning Committee.

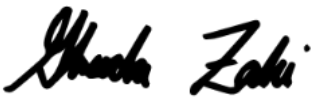
In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

7.0 Conclusion

In considering the Plan of Subdivision and Major Zoning By-law Amendment applications with respect to the applicable policy and regulatory framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement (2020) in developing an area that is located within the City of Ottawa's Urban Area, immediately adjacent to an existing built-up area, which allows for the logical and efficient extension of existing services and roads. The subject lands are also in proximity to future rapid transit (Bus Rapid Transit along future New Greenbank Road) and provides for a range of housing options (detached, street townhouse, and back-to-back townhouse units).
- The proposed development meets the policies set out in the City of Ottawa Official Plan (2003, as amended). In particular, the proposed detached dwellings and townhouse dwellings are permitted in the General Urban Area designation, as is the proposed low-rise (less than four storeys) building height. The proposed development will increase the number of dwellings in proximity to planned rapid transit. The proposed development also meets the design objectives and criteria found in Sections 2.5.1 and 4.11 of the Official Plan.
- The proposed development meets Policy Directions of the City's New Official Plan. In particular, the proposed development will increase the housing supply in the area, in proximity to planned rapid transit.
- The proposed residential use and density meet the intent of the Barrhaven South Community Design Plan (2006). The proposed development also meets several landscape, architectural and community structure design guidelines of the CDP.
- The proposed development meets several of the City's Urban Design Guidelines for Greenfield Neighbourhoods (2007).
- The proposed development meets several of the strategic directions of the City's Building Better and Smarter Suburbs initiative (2015).
- The proposed Zoning By-law Amendment would apply a Residential Third Density, Subzone YY with Exceptions (R3YY[XXXX]) zoning to the majority of the subject lands, which ensures efficient development patterns of a suitable scale and density which are in keeping with the nearby zoning and neighbourhood context.
- The proposed development and applications are supported by a range of technical studies.

Sincerely,



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