

EXISTING CONDITIONS AND CONSTRAINTS ANALYSIS REPORT

NOVEMBER 2015

KANATA HIGHLANDS EXPANSION





PREPARED FOR:

City of Ottawa

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1: INTRODUCTION

Richcraft Homes has engaged FOTENN Consultants to prepare an Existing Conditions and Constraints Analysis (ECCA) for the lands known municipally as 820 Huntmar Drive in the City of Ottawa (the “Study Area”). The lands are generally referred to as the Kanata Highlands Expansion Area. The ECCA is intended to identify opportunities and constraints for future development within the Study Area and document the findings of studies related to servicing, the natural environment, archeological evaluations, and transportation.

The lands in question were identified to be brought into the City’s urban boundary by way of an Ontario Municipal Board (OMB) decision on Official Plan Amendment (OPA) 76. In response to the OMB Decision, the City of Ottawa designated the subject lands as *Urban Expansion Study Area* on Schedule B - Urban Policy Plan of the City of Ottawa Official Plan.

Section 3.11 of the Official Plan requires that lands designated *Urban Expansion Study Area* be subject to a comprehensive study prior to being brought into the urban area. In accordance with the Official Plan policies, this Existing Conditions and Constraints Analysis (ECCA) provides a background on the existing context and conditions on the Study Area.

This document consists of the following sections:

- / Site Context;
- / Community Context;
- / Policy and Regulatory Context;
- / Existing Conditions Summary; and,
- / Summary Considerations.

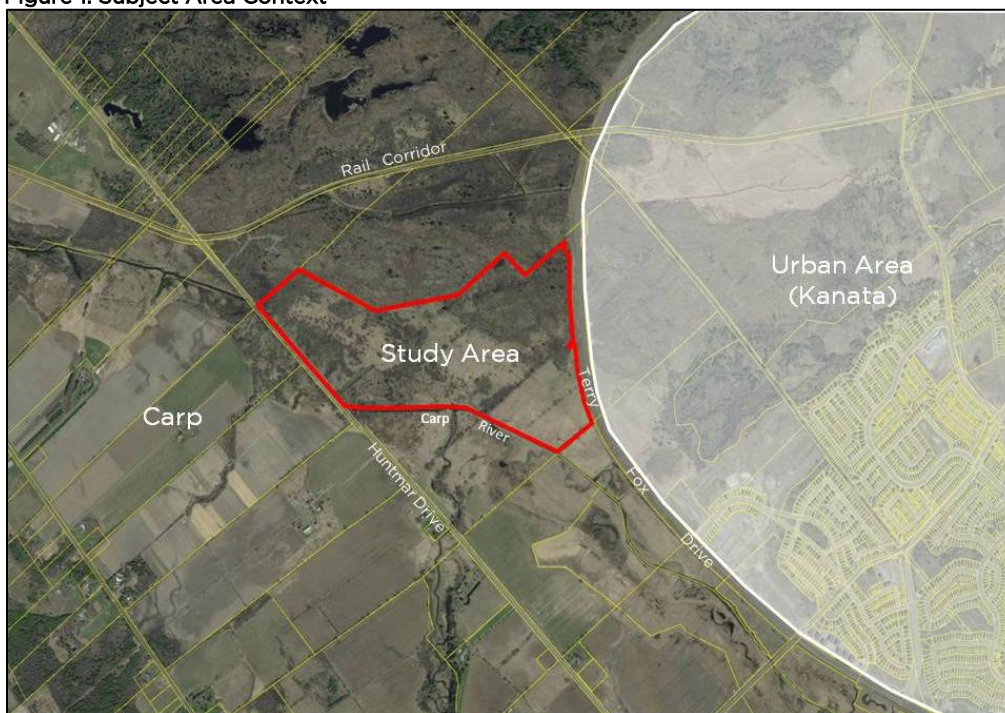
It is intended that this analysis will provide clear baseline conditions from which a comprehensive study and concept plan for the Study Area can be developed in order to

guide future development within the Study Area in a comprehensive and coordinated manner.

2: SITE CONTEXT

The Study Area is located in Ward 5 (West Carleton-March) in the City of Ottawa. The lands comprise part of a larger property parcel legally described as Part of Lots 8 and 9, Concession 1, Part 1, Reference Plan 4R-23454, known municipally as 820 Huntmar Drive. The Study Area is currently located outside the urban boundary, between Huntmar Drive and Terry Fox Drive. Lands east of Terry Fox Drive are located within the urban boundary, whereas lands west of Terry Fox Drive are located in the City’s rural area.

Figure 1: Subject Area Context



The irregularly-shaped property (illustrated in Figure 1) has a total land area of approximately 77 ha with frontage on Terry Fox Drive to the east and Huntmar Drive to the west. Although the property is a relatively large tract of vacant land, the developable area of the site is limited by the presence of the Carp River, which runs along the southern portion of the property and encompasses a portion of the lands as Floodplain.

As a result, the Study Area consists of only part of the property parcel, excluding lands to the south of Carp River, as well as two small parcels of land to the north.

The area west and south of the Study Area is occupied predominantly with agricultural uses. The Carp River and associated protected Floodplain area creates a buffer between the Study Area and the agricultural lands to the southwest. A rail corridor runs on an east-west axis between Terry Fox Drive and Huntmar Drive. Lands straddling the rail corridor have been identified in the Official Plan as an Environmental Protection Area with Provincially Significant Wetlands. The wetland area lies immediately adjacent to the north boundary of the Study Area..

2.1 Land Ownership

The entire Kanata Highlands Expansion Study Area is owned by Richcraft Homes, with the exception of a small trapezoidal piece of the public right-of-way corresponding to the City-wide ditch and drainage course.

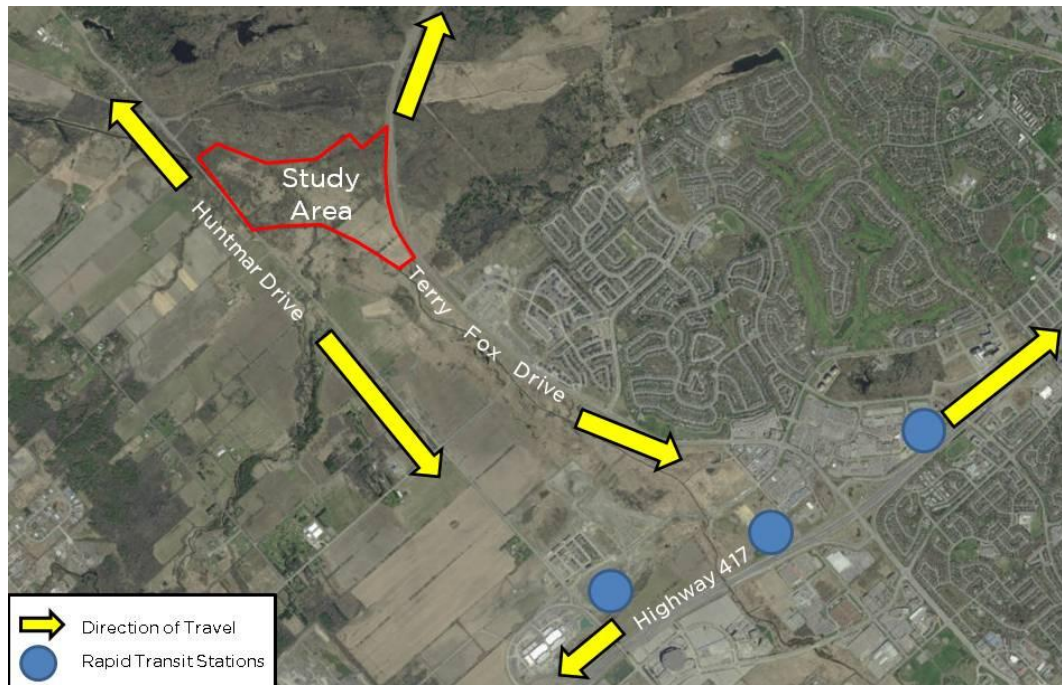
2.2 Access

The Study Area is accessed via Terry Fox Drive, an Arterial Road, and Huntmar Drive, a Collector Road. Site access is illustrated in Figure 2. Access to the Study Area from downtown Ottawa is possible from two exits from Highway 417:

- Exit 140, Terry Fox Drive; and
- Exit 142, Palladium Drive.

Transit is provided to the Study Area via OC Transpo along Routes 64 and 165 which both travel along Terry Fox Drive. Route 165 provides access to the Terry Fox Bus Station, while Route 65 provides local service throughout Kanata connecting to network via Bayshore Station.

Figure 2: Site Access



3: COMMUNITY CONTEXT

The following section outlines the community context of the Study Area. It is intended to provide a demographic analysis of the current population in the area, as well as a review of the existing built form, area development applications, and area amenities such as schools, parks and other recreational facilities.

3.1 Current Population

The Study Area consists of vacant lands, located in the West Carleton-March Ward (Ward 5), a large geographic ward that borders the Ottawa River to the North and East, Highway 7 to the south, and Golden Line Road to the west. This ward consists of urban and rural communities, including the northern and western sections of Kanata. The 2011 Canadian Census recorded 23,055 residents in the ward, and a population growth rate of 7.5% since 2006 compared to 9.1% for the Ottawa-Gatineau Census Metropolitan Area (CMA). Home ownership is high in the ward, with 94% of residents owning their homes. The average household income is \$104,375, which is slightly below that of the Ottawa-Gatineau average of \$110,275.

Further analysis reveals similar demographic data at a smaller scale. The Study Area is located in the Census Tract 160.03, which includes lands bordered by Huntmar Drive to the west, the rail corridor to the north, Goulbourn Forced Road and Terry Fox Drive to the east and Maple Grove Road to the south. The total population within the census tract was 4,865 people in 2011, with a median household income of \$129,796. More than a third of households earn more than \$150,000. The total population has increased since 2011 with new residential developments at Richardson's Ridge, located east of Terry Fox Drive. The vast majority (97%) of residents own their homes. Amongst homeowners, 70% have a mortgage, while renters pay approximately \$1,700 per month on rent.

Married couples with children are the most prominent type of household family in the area, while about 6% of households are single-parent families. The average number of

persons per household is 3.2. Residents in the area mostly commute by car, while about a quarter of residents use public transit.

3.2 Built Form

The Study Area consists of vacant lands and therefore contains no buildings and/or structures with the exemption of an abandoned farmstead, and associated buildings. Lands to the north, west, and south of the Study Area can be generally described as being the agricultural and rural area, and the built form reflects this with most properties being composed of single detached dwellings and associated farm buildings. The Carp Road Industrial Corridor is located approximately 5km south west of the Study and is composed of industrial and commercial operations. Approximately 6 km further west, there is the historical Village of Carp is concentrated along Carp Road and is occupied by a mix of historical homes and retail/commercial uses in a village setting.

Within the census tract, there are 1,505 total dwellings, all built after 1991. The majority of dwellings have 3 or more bedrooms, with an average value of dwellings estimated at \$454,410. Approximately two-thirds of dwellings are single detached houses, while semi-detached and row house dwellings are the other dwelling types in the area.

To the east of Terry Fox Drive, the neighbourhood of Kanata Lakes – Marchwood Lakeside – Morgan’s Grant – Kanata North Business Park is characterized by single detached dwellings, townhouses and low-rise condominium buildings. Once part of the Township of March, this area remained mostly agricultural until the 1960s when residential development began to occur in the area. The vast majority of existing dwellings were built from the 1990s onward, coinciding with the development of the Kanata North Business Park, known as Silicon Valley North during the high-tech boom of the 1990s. Higher density dwelling types such as townhouses and stacked townhouses tend to be located in the eastern portion of Kanata Town Centre. To the west, around Terry Fox Drive, residential development is predominantly made up of single detached homes. Similarly, the residential development on Richardson’s Ridge, east of Terry Fox Drive and in Morgan’s Grant located north west of the Study Area is predominantly made up of single detached homes.

Commercial development has focused at interchanges along the Highway 417 corridor and is composed of primarily large format retail and highway commercial shopping plazas. Kanata’s major shopping area, Kanata Entertainment Centrum, is host to large

retail stores as well as a cinema and a shopping centre. To the south, the Terry Fox Business Park is the Tanger Outlet Mall and the Canadian Tire Centre.

3.3 Active Development Applications

Developments in the immediate area are limited, with the closest project being approximately 3 km away at 2900 Carp Road. The following is a list of development projects which are currently in the planning approvals stage located within a 5 km radius of the Study Area:

Table 1: Active development applications within a 5-kilometre radius of the Study Area

Ref.	Address & Approximate Distance from Study Area	Type of Application	Land Area	Type of development proposed	Notes
1	3119 Carp Road <i>3.1 km west of Study Area</i>	Plan of Subdivision	14.20 ha	Commercial and industrial development on two common element condominium streets	Application File Pending
2	2491 Carp Road <i>3.9 km south of Study Area</i>	Zoning By-law Amendment	0.40 ha	Permit the existing use of the lot for the display and sale of garden sheds and pre-manufactured docks	Application File Pending
3	2900 Carp Road <i>2.8 km west of Study Area</i>	Site Plan Control Application	0.80 ha	Two-storey office building and a multi-tenant warehouse developed in two phases	Application File Pending

4	2301 Carp Road/512 William Mooney Road <i>4.2 km south of Study Area</i>	Site Plan Control	124.74 ha	New landfill footprint, internal roads and infrastructure	Comment Period has ended/ Issue Resolution
5	285 Disbury Road <i>3.4 km south east of Study Area</i>	Site Plan Control	3.3 ha	Construction of a new building for community activities related to the adjacent church	Application File Pending
6	96 Hines Road, 119 Hines Road, 383 Terry Fox Drive, 385 Terry Fox Drive and 5050 Innovation Drive <i>2.8km east of Study Area</i>	Site Plan Control	10.14 ha	Two four-storey office buildings with associated parking	Request for Agreement Received
7	425 Terry Fox Drive <i>450 m south east of Study Area</i>	Site Plan Control	59.70 ha	Construction of a two storey OCDSB Elementary School containing 27 classrooms, together with 12 future portables, outdoor play area and parking lot	Application File Pending
8	8560 Campeau Drive <i>3.5 km south east of Study Area</i>	Site Plan Control	36.42 ha	Two-storey office building	Application File Pending

9	1314 Klondike Road <i>2.0 km north east of Study Area</i>	Zoning By-law Amendment	0.37 ha	Rezoning from DR1 to R1V [738] to match the surrounding Morgan's Grant Area.	By-law passed (in Appeal Period)
10	333 Huntmar Drive <i>3.5 km south east of Study Area</i>	Site Plan Control	3.23 ha	Seven commercial buildings (six restaurant uses and one six-storey hotel) as part of Phase 2 of the Tanger Retail Outlet Centre.	Application File Pending
11	3001 Palladium Drive <i>3.5 km south of Study Area</i>	Site Plan Control	35.6 ha	Shopping centre and parking lot	Application File Pending

3.4 Landmarks

The following is a list of landmarks that are located within or close to the Study Area:

- The Hazeldean Escarpment runs north of the Study Area boundary;
- The Carp River crosses the Subject Property and borders the Study Area to the south. The Carp River Restoration Policy Area is located just over 1 km away, south of the Study Area. The Carp River is designated as a Municipal Drain along the eastern portion of the Study Area;
- The South March Highlands Conservation Forest is located north of the Study Area. The area is designated as Natural Environment Area and Significant Wetlands;
- Highway 417 is approximately 3.5 kilometres away from the Study Area, and;
- The Canadian Tire Centre, built in 1996, is located along Highway 417, is less than 5 km away from the Study Area.

3.5 Community Amenities

The following is a summary of the community amenities located in the vicinity of the Study Area. The majority of the community amenities are located within the Urban Boundary east of the Study Area in the Kanata Town Centre, and the Kanata Lakes - Marchwood Lakeside - Morgan's Grant - Kanata North Business Park area.

Schools

The surrounding area is served by a number of Elementary Schools from all four school boards. Two French language schools and 9 English language schools offer Catholic and secular curricula. A summary of the area schools are found in Tables 2 and 3.

Table 2: Elementary schools within a 5-kilometre radius of the Study Area

School	Address	School Board
South March Public School	1032 Klondike Road	Ottawa - Carleton District School Board (OCDSB)
Jack Donohue Public School	101 Penrith Street	
Roland Michener Public School	100 Penfield Drive	
Stephen Leacock Public School	25 Leacock Drive	
W. Erskine Johnston Public School	50 Varley Drive	
Georges Vanier Catholic School	40 Varley Drive	Ottawa Catholic School Board (OCSB)
St. Isidore School	1105 March Road	
Holy Redeemer School	75 McCurdy Drive	
St. Gabriel School	400 Keyrock Drive	
Kanata Public Elementary School	1385 Halton Terrace	Conseil des écoles publiques de l'Est de l'Ontario (CÉPÉO)
Saint-Remi Catholic Elementary School	100 Walden Drive	Conseil des écoles catholique du Centre-Est (CECCE)

Kanata Academy (Preschool to Grade 8)	2 Beaverbrook Road	Private
March Academy	325 Sandhill Road	
Venta Preparatory School (Grades 1-10)	2013 Old Carp Road	

Three public schools and 1 private school offer English language high school education. There are currently no French language schools in the area surrounding the Study Area.

Table 3: High schools within a 5-kilometre radius of the Study Area

School	Address	School Board
Earl of March Secondary School	4, Parkway	Ottawa - Carleton District School Board (OCDSB)
All Saints High School	5115 Kanata Avenue	Ottawa Catholic School Board (OCSB)
Holy Trinity Catholic High School	180 Katimavik Road	
Venta Preparatory School (Grades 1-10)	2013 Old Carp Road	Private

Parks

To the east of the Study Area, several parks provide green space and amenities for the surrounding community. These parks include a range of recreational facilities such as baseball diamonds, soccer fields, basketball courts, splash pads, outdoor ice rinks, public tennis courts and playgrounds. The nearest park is located immediately north of the Study Area and is known as the South March Highlands Conservation Forest. It offers outdoor recreation such as hiking and mountain biking. In addition to the many parks in the area, the Morgan's Grant Hydro Corridor Community Garden operates north of Klondike Road.

Recreational Facilities

There are 2 major recreational complexes located in the Study Area's surrounding area. The Richcraft Recreational Complex is located approximately 3.5 km away from the Study Area. This newly constructed recreational complex features a pool, two full

gymnasiums, sports fields, a weight and cardio centre, play structures and a splash pad, a skate-plaza and multi-programming rooms. The Kanata Recreation Complex in the Walter Baker Park is the largest recreation facility in Kanata, located approximately 5 km away. The Complex and Park includes the Gary Burke Rink, the Tom Flood Arena, a full basketball court, play structures, a splash pad, the Walter Baker Skateboard Park, soccer fields, football fields, baseball diamonds, a sledding hill and volleyball courts.

Other nearby recreational facilities include the Kanata Leisure and Wave Pool Centre and the John G Mlacack Centre located approximately 5 km and 6 km from the Study Area, respectively.

Community Centres

In addition to recreational facilities, the Study Area is surrounded by several community centres. These include the:

- Historical School House #1 located at 400 Goldridge Drive, less than 3 km east of the Study Area;
- Beaverbrook Community Centre located at 2 Beaverbrook, less than 4 km east of the Study Area;
- Old March Town Hall located at 821 March Road, approximately 3.5 km north of the Study Area;
- Kanata Seniors Centre located at 2500 Campeau Drive, 4.5 km east of the Study Area.

Libraries

The City of Ottawa operates 1 library in proximity to the Study Area: the Beaverbrook Library, is approximately 5 km east of the Study Area on Campeau Drive. Approximately 6 km south, the Hazeldean Library on Castlefrank Road south of Hazeldean Road also serves the South Kanata community.

Trails

Kanata provides extensive trails for the surrounding community. Schedule I of the City of Ottawa Official Plan identifies 2 pathways east of the Study Area: a Multi-Use Pathway- Off Road Community Route and a Multi-Use Pathway- Off Road Citywide Route. Schedule J of the Official Plan identifies Huntmar Drive and Terry Fox Drive as On-Road Cycling Routes. Hiking and biking trails are available in the South March Highlands Conservation Forest and Trillium Woods.

3.6 Development Constraints / Hazards

Schedule K of the City of Ottawa Official Plan identifies the area around Carp River as Floodplain and Unstable Slopes. The Utility and Servicing Existing Conditions Report (DSEL, August 2015) states that new water infrastructure is required to service future communities of Kanata North. It also notes that there is no existing storm drainage infrastructure which services the Study Area. Due to ongoing improvements of the Carp River watercourse, which is upstream of the Study Area, there is a potential that a higher level of protection may be required in the future. As described in greater detail below, the Carp Municipal Drain is also located in the Study Area and certain restrictions will apply.

Four species of significant vegetation were identified within 1 km of the Study Area, including the ram's-head lady's-slipper, and butternut. The other 2 species are of a sensitive nature and are not publically identified. The following significant species of fauna were identified:

- Birds: Common nighthawk, eastern woodpeewee, barn swallow, wood thrush, bobolink, and eastern meadowlark.
- Mammals: None.
- Herpetozoa: western chorus frog, Blanding's Turtle
- Fish: No critical habitat.

Portions of the Study Area comprise part of the Natural Heritage System in the City of Ottawa Official Plan. Additionally, the Study Area contains a portion of the South March Highlands Candidate ANSI. The South March Highlands Wetland Complex wetland is located directed adjacent to the Study Area to the north.

4. POLICY & REGULATORY CONTEXT

The following section outlines the policy and regulatory context of the Study Area reviewing all applicable provincial and municipal policies and regulations including the impacts of Official Plan Amendment 150 on the Study Area.

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development in Ontario. 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. As is required by the Planning Act, all land use planning decisions in the Province of Ontario must be “consistent” with the PPS. As it relates to the development of the Study Area, below is a summary of the relevant policies of the PPS.

Housing

The PPS encourages an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents. In providing a range and mix of housing types and densities, the Province assures that various forms of housing (small/large unit, number of bedrooms, owned/rented, etc.) are available to all socio-economic backgrounds.

Planning authorities are expected to facilitate housing required to meet the social, health and well-being requirements of future residents, including special needs requirements and residential intensification. The policies of the PPS require that communities maintain the ability to accommodate residential growth for at least a 10-year planning horizon, and that the growth is accommodated through residential intensification, redevelopment and infill, or greenfield subdivisions on lands already designated and available for residential development.

Settlement Area Expansions

The PPS outlines the process by which municipalities can expand their urban boundaries to accommodate additional future development lands and requires that these expansions occur at the time of, what is termed, a Comprehensive Review. These Reviews require municipalities to examine a number of issues to ensure that lands to be used for future development purposes: are justified by population growth; take advantage of opportunities to accommodate growth through intensification; are integrated with infrastructure planning; and are within the municipality's ability to service the new development.

Intensification

The PPS notes that planning authorities must promote efficient and sustainable land-use patterns through appropriate and compatible intensification in areas where infrastructure is available or planned, and the potential risks to public health and safety can be mitigated. Mixed-use developments and small-scale residential intensification, such as secondary units, ensure an appropriate mix of housing types and densities for current and future residents.

Natural Heritage & Natural Hazards

The PPS recognizes the importance of the natural environment to the health of the Province. As such, the PPS restricts development within natural heritage resources and areas, requiring at minimum, that development and site alteration ensure it will have no negative impact on the ecological features and functions of these areas. Additionally the PPS restricts development within hazard lands including steep slopes and floodplain where there is an unacceptable risk to public health or safety and / or property damage.

Culture, Archeology and Heritage

The PPS seeks to protect cultural heritage and archaeological resources through the identification, documentation, and conservation of these resources. Development and site alteration on lands containing archaeological resources or areas of archaeological potential is only permitted where these resources have been conserved.

4.2 City of Ottawa Official Plan (2009)

The City of Ottawa is governed by the City of Ottawa Official Plan (2009). The Plan has been reviewed in order to ascertain the policy framework for developing this Study Area. As required by the Planning Act, all land use planning decisions must “conform” with the

City of Ottawa Official Plan. As it relates to the development of the Study Area, below is a summary of the relevant policies of the City of Ottawa Official Plan.

Growth Management

The City seeks to see the vast majority of growth accommodated within the City's Urban Boundary. As outlined in Section 2.2.2, to ensure that land is managed in an efficient manner the City will promote intensification and redevelopment within 'target areas' on rapid transit corridors. Outside of these target areas (of which the Study Area is apart) lower densities are permitted, however minimum density targets are established to ensure efficient use of land and infrastructure.

Transportation

The City's Official Plan outlines transportation priorities and policies under Sections 2.3.1 and 4.3. A clear objective of the Official Plan is to encourage the use of public transit wherever possible and to reduce dependence on automobiles.

Terry Fox Drive, which has been recently extended abutting the Study Area, is identified as a Proposed Arterial on Schedule E (Urban Road Network). Schedule G (Rural Road Network) identifies Huntmar Drive and Richardson Side Road as established Collector Roads. Annex 1 provides for a protected 44.5 m Right-of-Way (ROW) on Terry Fox Drive and 37.5 m ROW on Huntmar Drive.

Section 2.3.1 provides Council with direction related to commuter cycling routes and the importance of active transportation networks as a means to facilitate multi-modal transit alternatives. The Study Area is in proximity to 3 cycling routes: the On-road Cycling Route on Terry Fox Drive; the Multi-Use Pathway/Off-road Cycling Route which ends at the south east corner of the Study Area, and; an Off-road Multi-Use Pathway along the railway corridor to the north of the Study Area.

The railway corridor north of the Study Area is identified as an Abandoned Railway Corridor on Schedule D. However, it is understood that a train operates on the rail corridor approximately once a week.

Servicing

With respect to servicing, the Official Plan requires that development within, what is referred to as the Public Service Area, be on the basis of full municipal services (i.e. public water and public sanitary sewage). Development is to be designed to ensure

efficient use of the City's infrastructure and to minimize expansions to it and shall only be permitted within the systems' capacities. Drainage and stormwater management will be in accordance with the system's capacity.

Natural Environment

With regards to natural features, Section 2.4.2 addresses the diversity and connectivity of natural features, recognizing linkages between and among natural heritage features and water areas. An Environmental Impact Statement is required for development proposed within or adjacent to natural features, such as the lands identified to the north as Natural Heritage System Feature on Schedule L3.

Section 4.7.3 of the Official Plan includes policies to ensure development is set back an appropriate distance from watercourses as a means to provide a margin of safety from hazards associated with flooding and unstable slopes. Schedule K – Development Constraints - of the City of Ottawa Official Plan identifies the area around Carp River as Flood Plain and Unstable slopes.

Greenspace

To ensure greenspace is readily accessible to all residents lands the Official Plan requires that all homes be located within 400 m (or a 5 minute walk) to open space and leisure land in the Urban Area. The City is pursuing a City-wide target of 4.0 ha per 1000 population, or approximately 16% to 20% of gross land area.

Urban Design & Compatibility

Section 2.5 of the Plan outlines the City's policies as they relate to urban design and establishes 7 design objectives the Plan wishes to achieve including the creation of a sense of community; creating safe, accessible spaces; and to understand and respect natural processes and features in development design.

Affordable Housing

Section 2.5.2 of the Official Plan provides the annual target for affordable housing across the City in new residential development and redevelopment. These include:

- 25% of all new rental housing is to be affordable to households up to the 30th income percentile, and;
- 25% of all new ownership housing is to be affordable to households up to the 40th income percentile

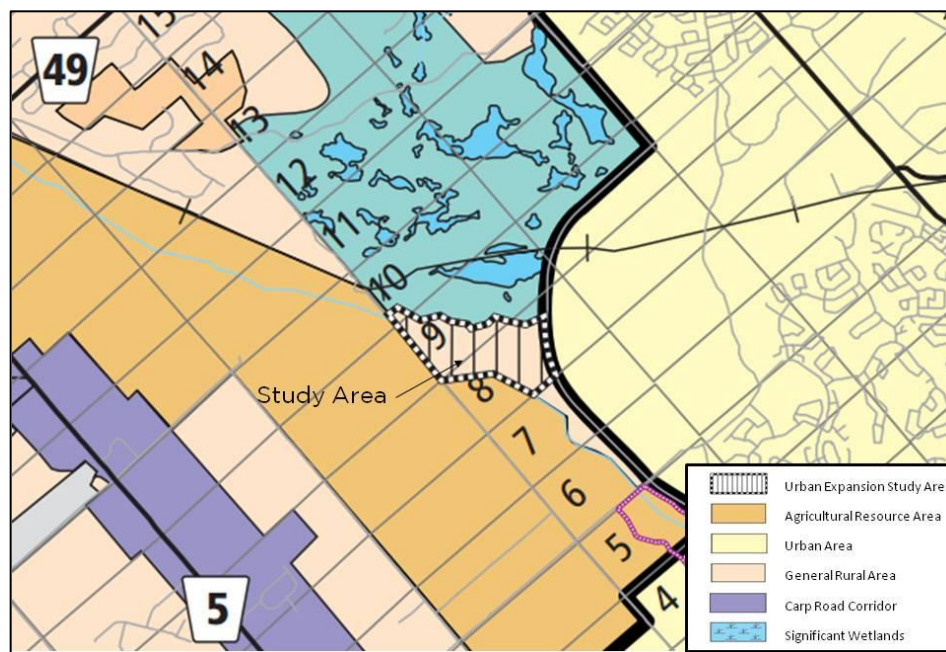
Cultural Heritage & Archaeological Resources

The Official Plan recognizes that heritage is a crucial aspect of the City’s planning and infrastructure. The Study Area is identified to be in an Archaeological Potential Area, due to its proximity to the Carp River. Section 4.6.2 establishes requirements for archaeological resource assessments in areas where there is archaeological potential. Development is required to identify, document, and conserve archaeological resources.

Land Use Designation: Urban Expansion Study Area

Schedules A and B of the City of Ottawa Official Plan designates the Study Area as *Urban Expansion Study Area* as illustrated in Figure 3. This designation ensures the provision of sufficient urban land to support the projected residential demand until 2031. Although intended primarily for residential purposes, non-residential uses that meet the needs of a neighbourhood may also be located in this designation. The purpose of the *Urban Expansion Study Area* designation is to ensure the appropriate plans and studies are prepared in order to guide the urban expansion process and subsequent development of the land. An Official Plan Amendment application is required to re-designate the Study Area to a *General Urban Area* designation.

Figure 3: Extract from Schedule A - Rural Policy



Section 3.11 of the Official Plan requires the completion of a Comprehensive Study to determine the site’s suitability for urban development prior to approval of an Official Plan

Amendment. The Comprehensive Study must consider site location, phasing, access and servicing, the natural heritage system, recreational pathways, community facilities, policies that relate to affordable housing and design, requirements of the Environmental Assessment Act, and a mix of types of dwellings. Section 3.11 further provides for a minimum mix of residential dwelling types as well as a minimum density to be achieved.

Sections 3.11 of the Official Plan also states that proponents of land development will prepare a Financial Implementation Plan and dedicate any natural heritage systems to the City and on-site and off-site servicing systems through development charges or at the expense of the developer. Lands that form part of the natural heritage system are to be transferred to the City of Ottawa

4.3 Official Plan Amendment 150

In 2013, the City of Ottawa reviewed its Official Plan, resulting in numerous policy changes. Ottawa City Council adopted Official Plan Amendment 150 (OPA 150) in December 2013, which received Ministry of Municipal Affairs and Housing approval on April 24, 2014. OPA 150 has received appeals which remain unresolved, therefore the current policies of the City of Ottawa Official Plan (2003, consolidated May 2013) remain in full force and effect. Despite the outstanding appeals to OPA 150, the key policies of the Council-approved OPA 150 have been considered as part of this report.

Section 2.2 (Managing Growth) requires that growth be directed towards nodes and corridors that help structure the City at different scales. Nodes are activity areas built at a higher density than their surroundings, accommodating a mix of uses or a concentration of community activities. They can occur at a range of scales, from a local shopping plaza serving the surrounding neighbourhood to a dense office and apartment core in a Mixed Use Centre. New urban communities on vacant greenfield land are also anticipated to follow a growth pattern that supports this Official Plan objective.

In addition, Section 2.2 stipulates that the City supports compatible intensification within the urban boundary, including areas designated *General Urban Area*. The City is meant to promote and support opportunities for intensification in areas determined by the policies of the *General Urban Area* designation.

The policies of Section 3.11, the *Urban Expansion Study Area* designation, have been amended by OPA 150, removing the policy 3.11.2 requiring the demonstration that the lands are needed in order to maintain a 10-year supply of designated residential land.

Additionally OPA 150 also removes the specific reference to the completion of a 'comprehensive study process' to be completed in Section 3.11.3, however the requirements of the comprehensive study process remain.

Lastly, there are several other proposed changes to the Transportation Network schedules in the Official Plan, including: Terry Fox Drive has been re-designated from a proposed Arterial road to an existing Arterial road, and; a Major Pathway has been added to the City's Primary Cycling Network Schedule and traverses the Study Area.

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

As illustrated in Figure 4, the majority of the Study Area is zoned "Rural Countryside (RC) Zone", reflecting the existing Official Plan land use designation. Two small irregular portions of the Study Area in the north-west and north-east corners are zoned RC Zone exception 657r and are subject to a holding symbol.

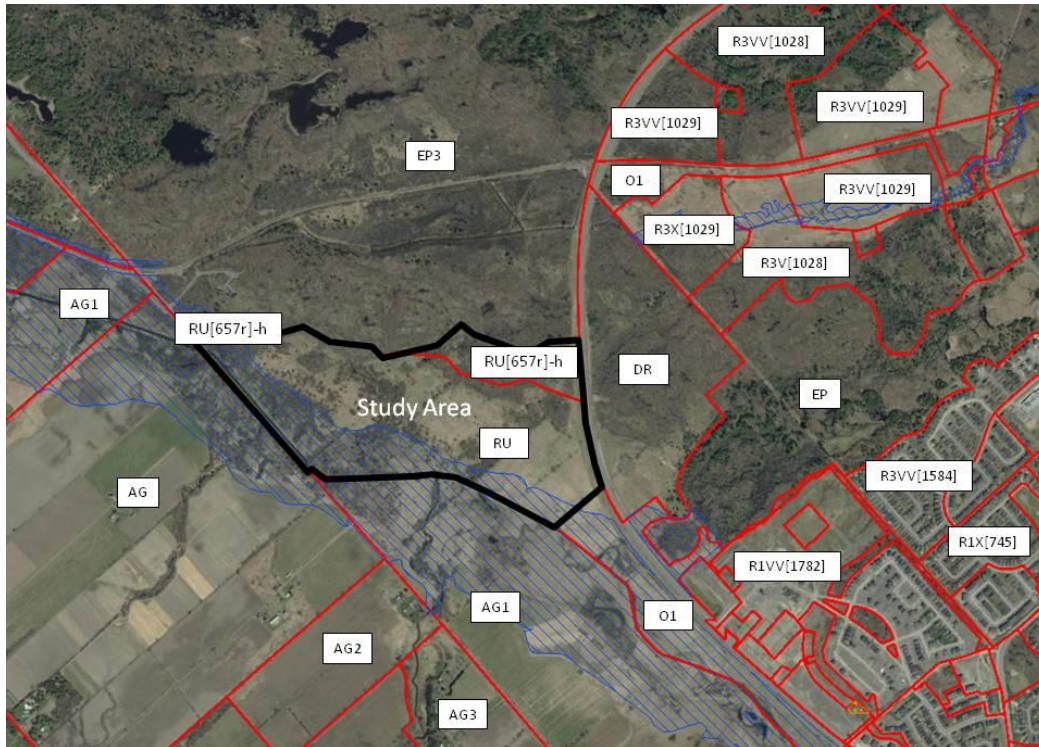
The RC Zone accommodates agricultural, forestry, country residential lots created by severance and other land uses typical of Ottawa's rural area. The RC zone provisions recognizes the range of rural land uses by requiring large parcels, low building heights and a limited lot coverage. The uses within the RC Zone include:

- Agricultural Use
- Animal Care establishment
- Animal Hospital
- Artist Studio
- Bed and Breakfast
- Cemetery
- Detached Dwelling
- Equestrian Establishment
- Environmental preserve and Educational area
- Forestry operation
- Group Home
- Home-based business
- Kennel
- Retirement Home
- Secondary Dwelling Unit

Exception 657r prohibits development until the removal of the holding symbol. An Environmental Impact Statement must demonstrate that the site does not provide

significant habitat for endangered species or threatened species for the holding symbol to be removed.

Figure 3: Zoning of the Study Area



4.5 Mississippi Valley Conservation Authority Regulated Area

As noted previously, portions of the Study Area along the Carp River are designated as Hazard Lands in the Official Plan and Zoning By-law. These lands also fall under the jurisdiction of the Mississippi Valley Conservation Authority (MVCA) through Ontario Regulation 153/06. This Regulation requires that permits from the MVCA be obtained for:

- the construction, reconstruction, erection or placing of a building or structure of any kind, changes that would alter the use or potential use a building or structure;
- increasing the size of the building or structure or increasing the number of dwellings units in the building or structure;
- site grading;
- the temporary or permanent placing, dumping or removal of any material, originating in the site or elsewhere;

- the straightening, changing or diverting or interfering with an existing channel of a river, creek, stream or watercourse; or
- changing or interfering with a Provincially Significant Wetland (including other adjacent lands within 120m of the wetland boundary).

4.6 Municipal Drains

The Carp River Municipal Drain runs along the Carp River, which is found on the western portion of the site. Although development will not occur in proximity to the Municipal Drain, the presence of this Municipal Drain should be noted. Municipalities are required to maintain their drainage systems, and it is expected that they will do so on this site periodically. Each municipal drain, has an unregistered working space that must be kept accessible for continued monitoring and maintenance.

5: EXISTING CONDITIONS SUMMARY

The following outlines summaries of the opportunities and constraints for future development within the Study Area related to servicing, the natural environment, archeological evaluations, and transportation.

5.1 DSEL - Utility and Servicing Existing Conditions

The Kanata Highlands Expansion Study Area will be serviced by the Campeau Drive Pumping Station from the north and the Glen Cairn Pumping Station from the south.

The Water Planning Study, prepared by Stantec for the Kanata North Development area, evaluated new water infrastructure, required to service the future communities of Kanata North. The existing potential sanitary outlets for the Study Area are described in the Master Sanitary Servicing Plan (MSSP) as well as IBI's Kanata Lakes North Serviceability Study (KLNSS). The first sanitary outlet is located north of Kimmins Court cul-de sac. The second outlet is the existing Terry Fox Collector Sewer which conveys flows to the Signature Ridge Pumping Station. Future influences on the Study Area and key points in the City's Infrastructure Master Plan are summarized as follows:

- Signature Ridge Pump Station and Forcemain Expansion - Expand Station rated capacity and twinning of existing forcemain - WUC Wastewater Servicing Study (2012), (2019-2024 timeframe)
- March Road Pump Station Conversion - Conversion to low lift - WUC Study (2013-2018 timeframe)
- North Kanata Collector (Ph2) - Linked to March Road PS Conversion - 2009 IMP (2013-2018 timeframe)
- Acres Road Pump Station Upgrade - Pump addition - WUC Study - (2019-2024 timeframe)

Stormwater servicing for the Study Area falls within the study limits for the Carp River Watershed/Subwatershed Study. Terry Fox Drive has stormwater sewer infrastructure which provides road drainage through catchbasins and gravity sewers. In addition, there is also a box culvert crossing Terry Fox Drive at the approximate midpoint of the Study

Area, which provides drainage while functioning as a wildlife corridor. There is no existing storm drainage infrastructure which services the Study Area.

The recommended quality control objective for facilities discharging to the Carp River (in the vicinity of the Study Area) is a Level 2 (Normal Protection) control. This level of protection corresponds to a 70% total suspended solids (TSS) removal prior to discharging to the watercourse. It is noted that due to ongoing improvements of the Carp River watercourse upstream of the Study Area, there is a potential that a higher level of protection which may be required in the future (i.e. 80% TSS removal).

Hydro servicing for the Study Area will be provided by Hydro Ottawa for lands west of the Terry Fox Drive row across from the frontage of the Study Area. Underground infrastructure consists of wiring and is found along the east side of Terry Fox Drive. Constraints for servicing the area were not noted.

Communication infrastructure from Bell and Rogers are also in the surrounding development area, with no constraints noted. More specifically, infrastructure is located to the south and there are also overhead installations along Terry Fox Drive. Service to the site would therefore be through the expansion of existing infrastructure. The nearest existing Enbridge gas main is 6 inches in diameter and is located at the intersection of Hunstville Drive and Terry Fox Drive and will service the Study Area through an extension of existing systems.

Although initial servicing stubs to the east of Terry Fox Drive have been installed, adequacy of these services would have to be further evaluated for any other future development considerations.

Please refer **Appendix A** for the complete study and associated plans.

5.2 Transportation – Parsons

The Study Area is positioned north-east of the Carp River with road frontage on Huntmar Drive to the west and Terry Fox Drive to the east. The Study Area is currently surrounded by rural land with some urban residential development south-east of the site. Terry Fox Drive is a north-south Arterial roadway

Transit Service

Currently Terry Fox Drive, is served by local transit routes, Route #64 provides transit service between the Morgan's Grant community which is north of the subject site and also to the Hurdman Transitway Station. Route #165 provides transit service between the Terry Fox Transitway Station and the Morgan's Grant community.

Current Traffic Volume

An existing turning movement count at the Terry Fox/Old Second Line intersection obtained from the City of Ottawa (2012) indicates that two-way traffic volumes along Terry Fox Drive, within the Study Area, are approximately 1,060 and 1,250 veh/h during the weekday morning and afternoon peak hours. A turning movement count at the Huntmar/Richardson Side (2011) indicated that two-way traffic volumes along Huntmar Drive, within the Study Area, are approximately 400 and 500 veh/h during the weekday morning and afternoon peak hours.

Based on existing traffic volumes, the peak direction along Terry Fox Drive was identified to be northbound in the morning peak hour (600 - 700 veh/h) and southbound in the afternoon peak hour (700- 800 veh/h). However, traffic volumes travelling northbound during the morning and afternoon peak hours were comparable and do not reveal a dominating peak direction. Regarding Huntmar Drive, the peak direction was identified to be southbound in the morning peak hour (200 - 300 veh/h) and northbound in the afternoon peak hour (250 - 350 veh/h).

Pedestrians and Cycling

Bicycle lanes, as well as a multi-use pathway currently exist along Terry Fox Drive. Bicycle lanes are also found south of the Study Area on Richardson Side Road. Currently, there are no bicycle lanes along Huntmar Drive. According to the Ultimate Cycling Network from the City's Cycling Plan, a Major Pathway is identified travelling through the subject site along the southern limit near the Carp River. Terry Fox Drive is identified as a conceptual Major Pathway along the east side of the roadway, whereas Huntmar Drive is identified as a local route.

A continuous sidewalk is provided along the north/east side of Terry Fox Drive between Richardson Side Road and Old Second Line Road. There is currently no sidewalk provided along Huntmar Drive. A future four-lane Terry Fox Drive would have sidewalks on both sides.

Opportunities and Constraints

The site has approximately 900 m of frontage on Terry Fox Drive and approximately 600 m of frontage on Huntmar Drive. The length of frontage allows for a number of roadway connections into the site. The following guidelines should be followed when locating site connections:

- The ideal spacing between four-legged signalized full-movement intersections along arterial roads is in the 350 m to 450 m range;
- Three-legged signalized 'T' intersections can sometimes be spaced as close as 200 m to other signalized intersections;
- Major site access points to the Study Area and proposed developments on the north side of Terry Fox Drive subdivisions should be aligned to take advantage of a shared traffic signal location; and
- Any site roadway connections located with spacing less than those noted above will likely be restricted to right-in/right-out only.

As there are natural environment constraints located on the site. As such, in order to minimize environmental impacts, any site access on Huntmar Drive should be located at the north-west corner of any future subdivision. A constraint to be mindful of, however, is the “blind spot” of southbound vehicles as a result of the railway crossing and the road’s change in elevation. A review of the existing profile and proposed site intersection are therefore required.

Future infrastructure

There are a number of anticipated future roadway infrastructure improvements relevant to the Study Area. A new collector roadway is proposed to connect the northern limit of Walden Drive, which is to the east side of Terry Fox Drive and south of the CN railway crossing. The Affordable Transit Network map within the City’s 2031 TMP indicates that Bus Rapid Transit is planned along March Road. The conversion of March Road into a Transit Priority Corridor is also planned. These planned improvements will all have a direct bearing on the Study Area.

Please refer **Appendix B** for the complete study and associated plans.

5.3 Natural Environment - Niblett Environmental

The key natural environmental challenges for the Study Area development are the Species at Risk bird species. The key natural environment landscape feature constraints

for the Study Area development are: unevaluated wetlands, a Significant Ecological Area, watercourse and a fish habitat.

A review of the list of breeding bird species recorded for the Study Area found that six types of birds (least flycatcher, red-breasted nuthatch, white-breasted nuthatch, veery, black and white warbler, American redstart, scarlet tanager and savannah sparrow) were considered nationally or provincially significant. No regionally rare species were observed, however 8 area sensitive species were recorded during field surveys. Species at Risk birds and their habitat may pose challenges and constraints to future development.

A review of the NHIC database found 4 records of nationally or provincially significant species. A review of the plant list for the Study Area found that 10 additional species were considered regionally rare. The rock barren communities were also identified and these are considered as rare vegetation by the City of Ottawa.

The subject property contained a portion of the South March Highlands Candidate ANSI and South March Highlands Wetland Complex PSW. As identified within the Ottawa Official Plan portions of the property make up part of the Natural Heritage System. Unevaluated wetland also exists on the property. The South March Highlands (within the northern limits of the Study Area) is also classified in the Urban Natural Areas Environmental Evaluation Study (Brunton, 2005).

No critical aquatic habitat, Species at Risk or sensitive spawning areas were found in or around the Study Area's aquatic features, and therefore no significant development constraints were identified based on these grounds. However, *The Fisheries Act* requires that projects avoid causing serious harm to fish unless authorized by the Minister of Fisheries and Oceans Canada (DFO). This applies to work being conducted in or near waterbodies that support fish that are part of or that support a commercial, recreational or Aboriginal fishery, and includes Carp River and its tributaries.

Although natural environment constraints occur within the Study Area there are opportunities on this large piece of land for development. Prior to development, updated investigations as well as discussions with the City of Ottawa, Ministry of Natural Resources and Forestry, Department of Fisheries and Oceans and the conservation authorities must occur.

Please refer **Appendix C** for the complete study and associated plans.

5.4 Archaeology – Golder Associates

The Archaeologists Inc. was contracted to conduct a Stage 1 and 2 archaeological assessment for Kanata Highlands – Southern Lands, Part of Lots 8 & 9, Concession 1, Geographic Township of March, City of Ottawa.

Through a Stage 1 background study, it was revealed that the site exhibits potential for the recovery of archeological resources of cultural heritage value and concluded that the property requires a Stage 2 assessment. The Stage 2 assessment, which consisted of a systematic test pit survey, resulted in the identification of two Euro-Canadian archeological sites designated as H1 and H2. Based on this assessment, it was recommended that a Stage 3 site-specific assessment be conducted.

The Stage 3 assessment strategy for the site was consistent with that outlined in the 2011 Standards and Guidelines for Consultant Archaeologists for small post contact sites where it is not yet evident that the level of cultural heritage value or interest will result in a recommendation to proceed to Stage 4 mitigation. The Stage 3 assessment consisted of the excavation of one-metre square test units at 5 metre intervals followed by an additional 20% of the initial grid unit total focusing on areas of interest within the site extent. The recovered artifact assemblage from the site indicates an occupation date that spans approximately three decades from circa 1850 to 1880's. The artifacts themselves range from the 1840s through the late 1880s.

Given the presence of a household midden associated with the Cowan log home and that most of the time span of occupation of the archaeological site appears to date before 1870, it is recommended that site BhFx-60 has further cultural heritage value or interest, and should be subject to Stage 4 mitigation.

The Stage 4 excavation was conducted by a combination of hand excavations and mechanical topsoil removal. A total of 165 one-metre units were hand excavated, resulting in the recovery of approximately 1,980 artifacts. The recovered artifact assemblage includes ceramic, glass, and metal artifacts. Faunal bone was also recovered.

Ceramic tableware recovered indicates a date range from the 1850s through the 1880s. Site BhFx-60 has been completely excavated and has no further cultural heritage value or interest.

Please refer **Appendix D** for the complete study and associated plans.

6: SUMMARY OF CONSIDERATIONS

Physical landforms, existing natural heritage and environmental features and existing infrastructure that is important to the study area has been indicated in the reports provided in the appendices and outlined in brief below. Key policy considerations from the Provincial Policy Statement and the City of Ottawa's Official Plan have also been noted below. These items are critical matters for further consideration during the development of the Kanata Highlands Expansion and preferred land use concept.

Site Consideration and Key Features:

- Approximately 900 metres of frontage along Terry Fox Drive
- Approximately 600 metres of frontage along Huntmar Drive
- Major site access points should take advantage of shared traffic signal locations
- Rail corridor (east-west axis) north of the site
- The presence of the Carp River and protected Flood Plain
- Hazeldean Escarpment located north of the study area boundary
- Major Cycling Pathway along the southern limit of the study area adjacent the Carp River
- Species of significant vegetation located within 1 km of the study area
- Species of significant fauna identified
- Species at risk: Bird Species and Habitat
- Portion of the study area are included in the City designated Natural Heritage system
- Portion of the study area includes South March Highlands Candidate ANSI and Wetland
- Landscape features include unevaluated wetland and significant ecological area
- Two existing archaeological heritage resources identified (abandoned farmstead and associated buildings)
- Existing Enbridge corridor along Huntmar Drive
- Existing Storm Sewer along Terry Fox Drive
- Existing Watermain connection and sanitary connection located at southern limit of property on Terry Fox Drive

Local Context

- Varied land uses: residential / urban land uses to the east; agricultural / rural land uses to the south and west; and natural heritage land uses to the north.;
- South March Highlands Conservation Forest
- Lands designated Natural Environmental Area and Significant Wetland
- Multi-use Pathway System

Regional Context

- Existing Transit connections to the Terry Fox Rapid Bus Station
- Proposed future road and rapid transit network as outlined in the TMP
- Kanata Centrum commercial centre
- Terry Fox Business Park
- Tanger Outlet Mall
- Canadian Tire Centre
- Highway 417
- Enterprise Area, Mixed-use Centre, Employment Area and General Urban Area designations
- Greenbelt;

Areas of Future Study within Study Area:

- Areas of archaeological potential (abandoned farmstead and associated buildings) Stage 4 completed
- Future Roadway Infrastructure Improvements
- Update investigations to the key natural heritage and environmental features

Key Policy Considerations:

Provincial Policy Statement:

- Settlement Area Expansion (Section 1.1.3)
- Natural Heritage (Section 2.1)
- Cultural Heritage and Archaeology (Section 2.6)
- Natural Hazards (Section 3.1)

City of Ottawa Official Plan:

- Managing Growth (Section 2.2.2)
- Transportation (Section 2.3.1)

- Water and Wastewater Services (Section 2.3.2)
- Drainage and Stormwater Management Services (Section 2.3.3)
- Natural Features and Function (Section 2.4.2)
- Urban Design and Compatibility (Section 2.5.1)
- Cultural Heritage Resources (Section 2.5.5)
- Natural Environment (Section 3.2)
- General Urban Area (Section 3.6.1)
- Urban Expansion Study Area (Section 3.11)