

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
27 March 2018 / 27 mars 2018**

**Submitted on March 14, 2018
Soumis le 14 mars 2018**

**Submitted by
Soumis par:
Lee Ann Snedden
Director / Directrice**

**Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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Ward: GLOUCESTER-SOUTHGATE (10) File Number: ACS2018-PIE-PS-0035

SUBJECT: Site Plan Approval – 195 Meandering Brook Drive

**OBJET: Approbation du plan d'implantation – 195, promenade Meandering
Brook**

REPORT RECOMMENDATIONS

**That Planning Committee approve a Site Plan Control application for the
construction of a new Planned Unit Development, as provided in Documents 5
and 6.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme approuve une demande de réglementation du plan d'implantation en vue de la construction d'un complexe immobilier, comme le mentionnent les documents 5 et 6.

BACKGROUND

Site Location

195 Meandering Brook Drive

Applicant

Valecraft Homes

Description of site and surroundings

The site is located at the northeast intersection of Lester Road and Meandering Brook Drive between Albion Road to the east and Bank Street to the west. The property is composed of Blocks 144 and 147 within Registered Plan 4M-1290 as shown on Document 2. The area of both blocks is approximately 4 hectares. The site is irregular in shape and currently vacant, and is separated from the existing residential development by Sawmill Creek. On the north side of Meandering Brook Drive there is an existing park and stormwater management pond. On the east side of Meandering Brook Drive there are a variety of housing forms including single-detached and linked residential dwellings. The south side of Lester Road is undeveloped.

Proposed Development

The Site Plan Control application considered at the time of the rezoning proposed 269 residential units comprised of a mix of stacked town, lofts and urban flat products. The revised site plan submitted in 2016 as shown on Document 4 has reduced the number of units from 269 to 156, which includes 96 street townhomes and 60 stacked apartments within five buildings.

With respect to access, the development initially proposed a single approach from Meandering Brook Drive, however the site plan has been redesigned to include a second right-in and right-out access onto Lester Road at the eastern edge of the property. The introduction of the second access was in response to public and staff comments regarding potential traffic impacts. There is no longer a proposed signalized intersection at Meandering Brook Drive and Lester Road.

With respect to parking, 192 spaces will be provided for the 96 street townhomes and 88 spaces for the 60 stacked apartments. The proposed parking is above the required minimum that requires 96 and 60 spaces respectively. Twenty-eight visitor parking spaces will be provided for the project whereas the by-law requires 12. Garbage collection for the site will be administered through a facility in the centre of the development for the stacked apartments, and the street townhomes will be eligible for curbside collection.

DISCUSSION

Block 147 which contains the majority of the parcel is currently zoned R5A[1235] H22 which permits the proposed form development and land uses, and does not require a Zoning By-law amendment. Block 144 requires a change in zoning to permit residential development. A concurrent application for change in zoning was submitted along with the application for Site Plan Control and considered by Planning Committee on April 12, 2011. The staff recommendation included that the Zoning By-law not proceed to Council until such time as the Site Plan Control application has been approved. Upon the resolution of the Site Plan Control application, the by-law will be enacted. The by-law recommended for approval does not require any additional changes to implement the revised development concept. The range of permitted uses and performance standards is consistent with the 2011 report details (ACS2010-ICS-PGM-0060).

Official Plan

The lands are designated as General Urban Area within the Official Plan. The General Urban Area designation permits the development of a full range and choice of housing and broad scale of uses, in combination with conveniently located employment, retail, service and institutional uses. The City supports infill development and other intensification with the General Urban Area in a manner that complements and enhances the desirable characteristics and ensures the long-term vitality of the many existing communities.

Compatibility and Design

Section 2.5.1 of the Official Plan, sets out broad design objectives and principles to be applied when evaluating an application for intensification and infill development. The design objectives are qualitative statements in order to influence the built environment. Design Principles further describe how the City hopes to achieve the Design Objectives, which may or may not be achievable in all cases. The proposed development is consistent with and implements the various aspects of the design objectives and

principles discussed below. The objectives of greatest significance to the application speak to defining quality public and private spaces, creating places that are safe, accessible and easy to get to, and move through, and ensure that new development respects the character of existing areas.

The first design objective to defining quality public and private spaces is achieved by the introduction of a new built form along the portion of the site, which abuts Meandering Brook Drive, which is currently absent. As well, the orientation and spacing of the buildings have created private amenity spaces through the site, which are highly accessible and visible for residents. Further, the entrances to the site have been designed to allow for a vista, which has a high degree of landscaping in an effort to screen parking areas from the street.

The development of a safe and efficient vehicular movement network and pedestrian system is in keeping with the second key design objective. The internal road system allows for multiple route options through the site and is controlled with internal signage to create safe crossing for pedestrians. The concept plan also shows numerous internal sidewalks and pathways to allow residents to safely move through the site when walking to individual residences, amenity spaces or public transit. Public transit along Lester Road is also served through a direct link at the western edge of the property and from Meandering Brook Drive. The orientation of the buildings internally allows for spaces that are visible and safe for residents during all times of the day.

The design objective of new development that respects the character of existing areas, such as Sawmill Creek and the existing park, is achieved through the design of Block 144. Through the reduction in amount of units and buildings, larger portions of the block remain undeveloped which is compatible with the park and watercourse. The reduction in units allows for additional landscaping and buffering to be provided to further complement existing vegetation. The placement and design of the dry stormwater management pond also creates a further buffer, and due to its planned function, remains open and undeveloped where additional landscaping elements can be introduced.

In addition to Section 2.5.1, the Official Plan requires that applications for development be assessed relative to the criteria set out in Section 4.11, which deal with compatibility considerations. While Section 2.5.1 is focused more on context and design matters to provide for ensuring compatibility, the criteria set out in Section 4.11 are more traditional planning considerations dealing with matters such as traffic, parking, and built form relationships. The Official Plan clarifies that the criteria may not apply and/or may be

evaluated and weighted on the basis of site context. Many of the issues raised are focused on those matters addressed by Section 4.11. The following discussion highlights how the subject application responds to these criteria so as to ensure that the proposed development will not result in any undue adverse impacts and that it will co-exist with surrounding developments and uses.

Traffic / Vehicular Access

Traffic generated from the site is not expected to create any undue adverse impacts, which has been further mitigated as a result of the reduction in units from the concept considered in 2014, along with the right-in and right-out only access being added to Lester Road. A study was submitted in support of the revised application in September 2016, which was reviewed by staff. The report concluded that signalization was not required as a result of the proposed development. The projected volumes from the project equate to 10 vehicles per hour entering the site in the AM peak and 50 vehicles exiting. In the PM peak there are 51 and 28 vehicles per hour entering and exiting the site respectively. The report also noted that no collisions have been reported in the last three years at the intersection of Lester Road and Meandering Brook Drive. Staff conducted a traffic count on January 25, 2018 to assess the warrants for signalization at the intersection of Meandering Brook Drive and Lester Road. The warrant analysis was completed against both the current conditions and the conditions created from the additional traffic that is generated from the proposed development. Staff's analysis concluded that based on existing conditions signalization at Lester Road and Meandering Brook Drive is 46 per cent warranted. When the site generated traffic is included, signals are 67 per cent warranted, neither of which meet the requirement. As well, staff conducted a warrant analysis for the intersection to be considered for an All Way Stop Control (AWSC). The warrant for AWSC based on existing conditions is 22 per cent. When the site generated traffic is included, the warrant is 36.6 per cent. As a result, staff are not recommending AWSC for this intersection.

The 2016 Airport Parkway and Lester Road Widening Environmental Assessment Study Environmental Study Report recommends the widening of Lester Road from two to four lanes and a new multi-use pathway along the north side of Lester Road.

The widening of Lester Road from two to four lanes between the Airport Parkway and Bank Street is identified as a Phase 2 project (2026 - 2031). The actual timing of implementation will be dependent on municipal infrastructure funding priorities.

Parking Requirements

The proposed development concept as shown on Document 4 is proposing 28 visitor parking spaces whereas the by-law requires 12. The Concept Plan is also proposing 192 and 88 parking spaces for residents whereas the by-law requires 96 and 72. As the Concept Plan meets and exceeds the required parking for the site, staff do not foresee any undue adverse impacts.

Building Massing and Height / Pattern of the Surrounding Community

The proposed height of the new buildings will comply with the maximum height currently permitted within the R5A[1235] H(22) zone. The actual building heights are proposed to be well below the current performance standard. As the two parcels are being planned as one larger Planned Unit Development (PUD), the rhythm and massing of the development is consistent throughout the site. While the mass of the various residential products is inherently larger and greater in height than a typical single-detached dwelling, this impact is reduced due to the separation of the site from the first phase of development. The site is well separated from the first phase of development by Sawmill Creek and the existing stormwater management pond and park, and as a result there is no anticipated impact on the private amenity spaces on the homes which front onto Meandering Brook Drive and Stedman Street.

The orientation of the PUD with an internal circular road design will allow for adequate pedestrian and vehicular circulation. As well, with the orientation of front facades onto Meandering Brook Drive there will be an improved built form when first entering the subdivision. There are also no proposed driveways leading to individual garages along this frontage as all parking for the development is orientated to the interior of the site in an effort to be screened by proposed buildings.

The proposed development represents good land use planning as:

- The proposal is consistent with the principles and policies of the General Urban designation in the Official Plan, which permits a wide range of housing types.
- The proposal is consistent with the policies of the Official Plan that speak to Urban Design and Compatibility.
- The recommended conditions, approved plans, approved reports and securities to be provided will ensure the orderly development of the site as per the plans recommended for approval.

The Site Plan Control application is before Planning Committee for consideration, as Delegated Authority was lifted by the Ward Councillor report due to the concern that the project would not include a signalized intersection.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council. Four public meetings were held in the community, which was organized by the Ward Councillor and attended by staff, the applicant and their respective consultants. The meetings were held on June 29, 2010, March 2, 2011, April 21, 2016 and January 20, 2018. The most recent public meeting was held on January 30, 2018, which the Councillor organized specifically to discuss the issue that signals were no longer being considered at the intersection of Meandering Brook Drive and Lester Road

COMMENTS BY THE WARD COUNCILLOR

Councillor Deans provided the following comments:

“Currently the main entrance to the community of Deerfield Village is off Lester Road via Meandering Brook Drive. In 2010, with the first 195 Meandering Brook proposal, residents of Deerfield Village expressed concern with the impact that the additional homes would have on Lester Road and their ability to safely enter and exit their community.

In 2010, a traffic control signal was 89% warranted without the additional homes and the applicant agreed to install a signal light to mitigate the traffic issues. Several public meetings have been held since that time and the concern over the safety of this intersection remained constant. During the most recent public meeting to discuss a revised site plan, the applicant stated they are no longer willing to install a signal light.

The Deerfield Village Community does not consider this intersection safe. The increasing amount of traffic travelling from the south end using Lester Road combined

with an additional 156 units means the challenges of exiting and entering this residential neighbourhood are growing.

Further, the failure to incorporate a bus stop on the south side of Lester Road is not in line with smart city planning. Residents of Deerfield Village and the new subdivision will not have a safe way to cross Lester Road and are therefore being denied a transit stop within a reasonable distance from their homes.

Without a viable solution for this intersection and access to transit, I cannot support the application moving forward.”

LEGAL IMPLICATIONS

There is no legal impediment to adopting the recommendations in the report. As the Meandering Brook/Lester Road intersection is not in the Development Charge Background Study, the City is not in a position to require the developer to install signalization.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendation in this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

ACCESSIBILITY IMPACTS

The new buildings will be required to meet the accessibility criteria contained with the Ontario Building Code.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

HC3 – Create new and affordable housing options

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Zoning Key Plan

Document 3 2011 Site Plan Considered by Planning Committee and Council

Document 4 2018 Site Plan

Document 5 Conditions of Approval

Document 6 List of Approved Plans and Reports

Document 7 Public Comments

DISPOSITION

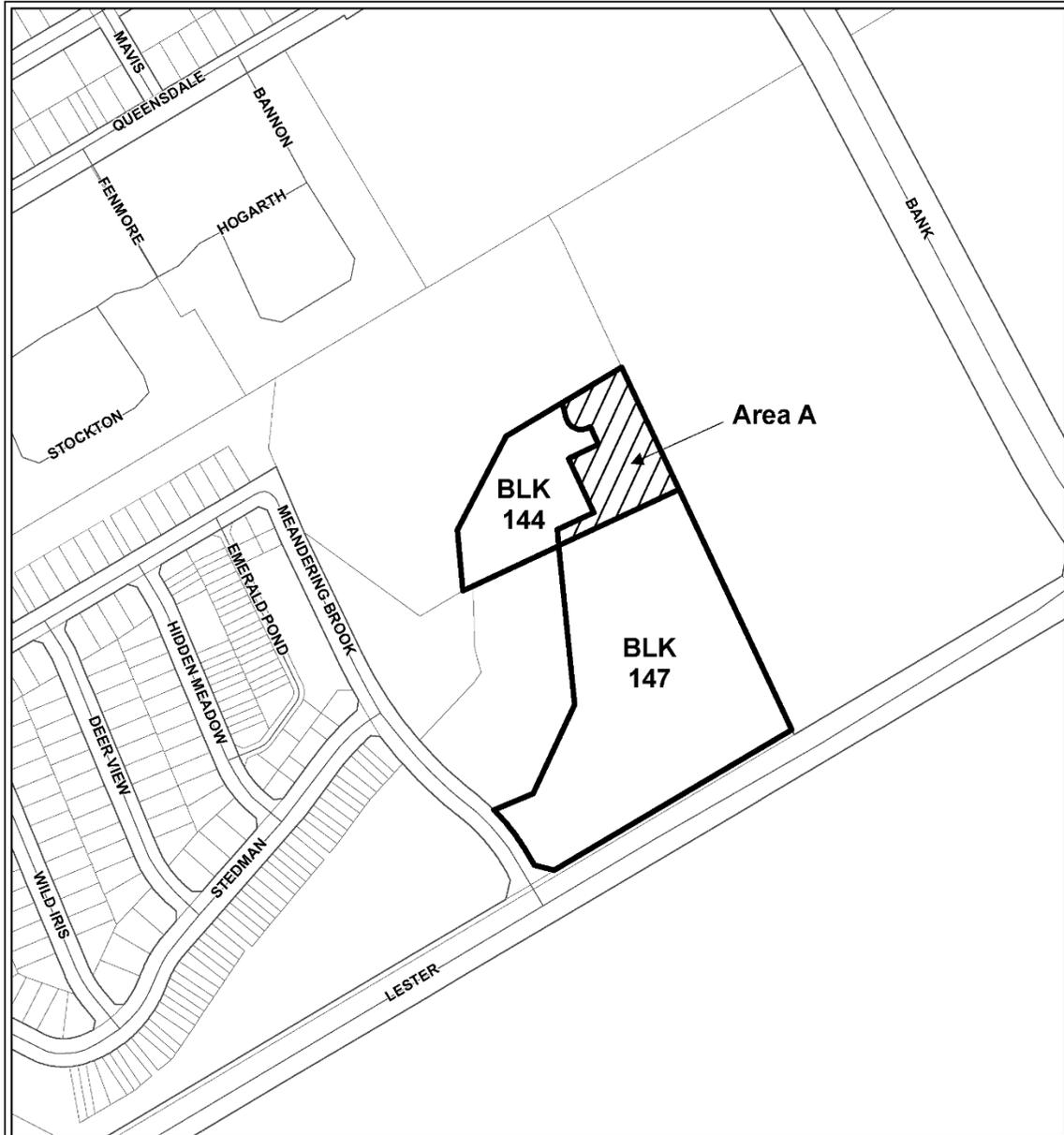
City Clerk and Solicitor Department, Legislative Services, to notify the owner, applicant, Program Manager, Assessment, Financial Services Branch of Planning Committee's decision.

Document 1 – Location Map



 Produced by Infrastructure Services and Community Sustainability Produit par Services d'infrastructure et Viabilité des collectivités	 <p>Location Map / Plan de révision Site Plan / Plan de emplacement 195 Meandering Brook</p>	Échelle N.T.S. Mètres 
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2010 / 05 / 21 REVISION DATE DE RÉVISION		
043410394 Denotes Teranet-Polaris Parcel Identification Number		

Document 2 – Zoning Key Plan



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 Produit par Services d'infrastructure
 et Viabilité des collectivités

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 **Location Map / Plan de révision
 Zoning Key Plan / Schéma de zonage
 195 Meandering Brook**

Area A rezone from O1 to R5A[1235] H(22)

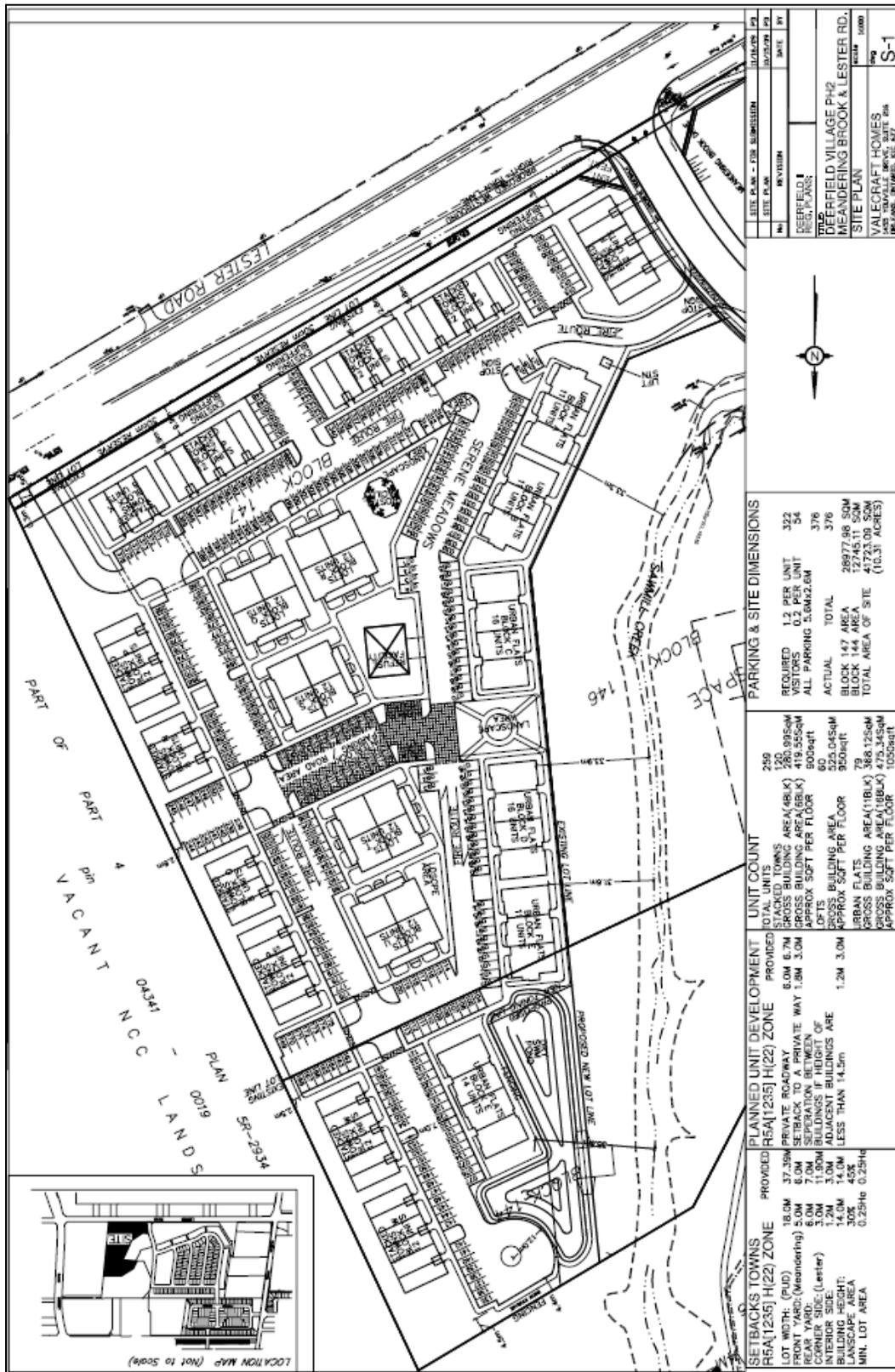
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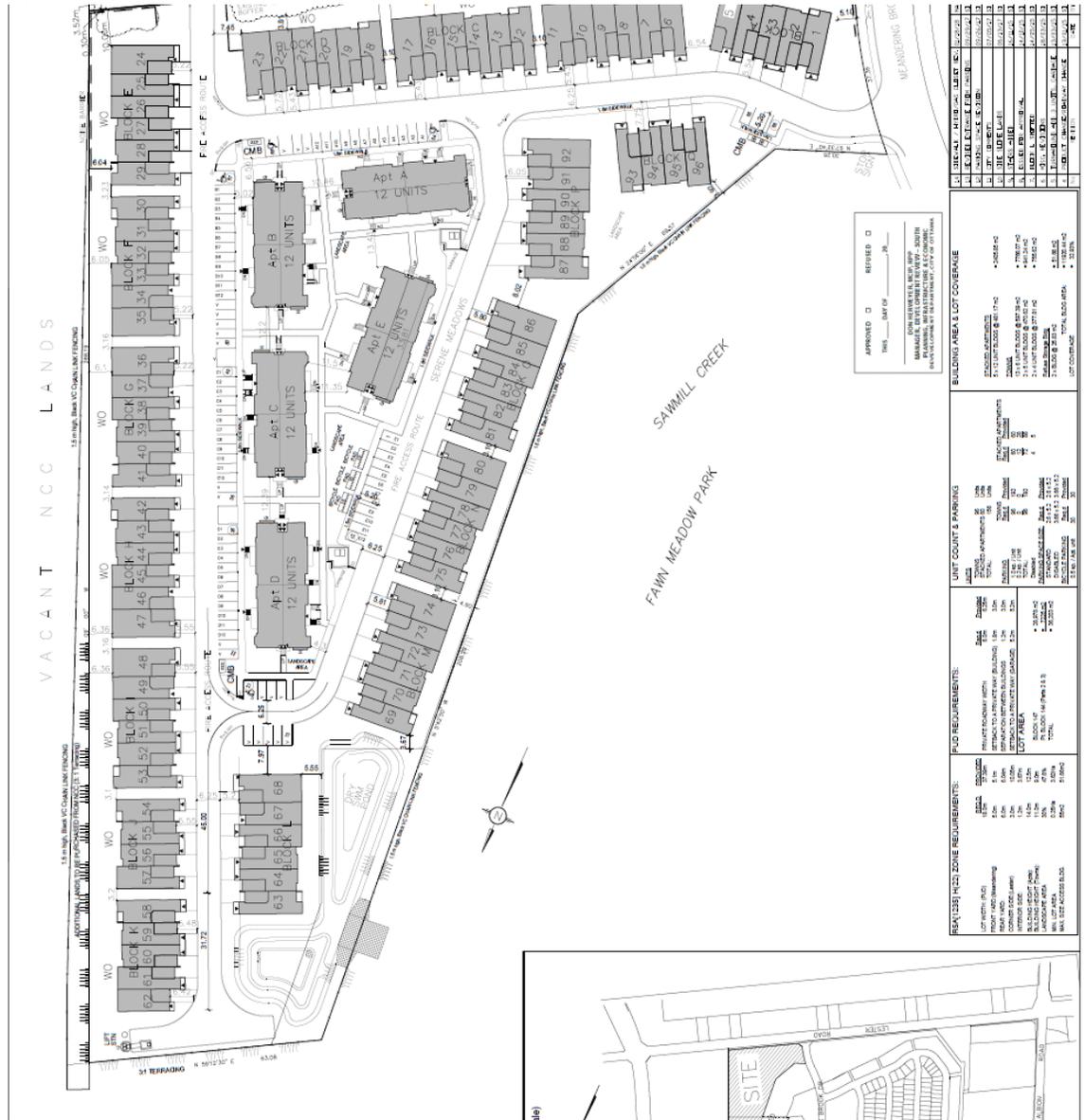


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Document 3 – 2011 Site Plan Considered by Planning Committee



Document 4 – 2018 Site Plan



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48	REVISED	10/15/21	JL
49	REVISED	11/15/21	JL
50	REVISED	12/15/21	JL
51	REVISED	01/15/22	JL
52	REVISED	02/15/22	JL
53	REVISED	03/15/22	JL
54	REVISED	04/15/22	JL
55	REVISED	05/15/22	JL
56	REVISED	06/15/22	JL
57	REVISED	07/15/22	JL
58	REVISED	08/15/22	JL
59	REVISED	09/15/22	JL
60	REVISED	10/15/22	JL
61	REVISED	11/15/22	JL
62	REVISED	12/15/22	JL
63	REVISED	01/15/23	JL
64	REVISED	02/15/23	JL
65	REVISED	03/15/23	JL
66	REVISED	04/15/23	JL
67	REVISED	05/15/23	JL
68	REVISED	06/15/23	JL
69	REVISED	0	

Document 5 – Conditions of Approval

Standard Conditions

1. Development Agreement

The applicant shall enter into a standard site development agreement consisting of the following conditions. In the event the Owner fails to enter into such agreement within one year, this approval shall lapse.

2. Permits

The Owner(s) shall obtain such permits as may be required from Municipal or Provincial authorities and shall file copies thereof with the General Manager, Planning, Infrastructure and Economic Development.

3. Barrier Curbs

The Owner(s) agrees that the parking areas (and entrances) shall have barrier curbs and shall be constructed in accordance with a design professional and approved by the General Manager, Planning, Infrastructure and Economic Development.

4. Water Supply for Fire Fighting

The Owner(s) shall provide adequate water supply for fire fighting for every building. Water supplies may be public water works system, automatic fire pumps, and pressure tanks or gravity tanks.

5. Reinstatement of City Property

The Owner(s) shall reinstate at its expense, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development, any property of the City, including, but not limited to, sidewalks and curbs, boulevards, that are damaged as a result of the subject development.

6. Construction Fencing

The Owner(s) shall be required to install construction fencing at its expense, in such a location as may be determined by the General Manager, Planning, Infrastructure and Economic Development.

7. Completion of Works

No building will be occupied on the lands, nor will the Owner(s) convey title to any building until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Infrastructure and Economic Development, including the installation of municipal numbering provided in a permanent location visible during both day and night and the installation of any street name sign on relevant streets. Provided that notwithstanding the non-completion of the foregoing Works, conveyance and/or occupancy of a lot or structure may otherwise be permitted, if in the sole opinion of the General Manager, Planning, Infrastructure and Economic Development, the aforesaid Works are proceeding satisfactorily toward completion. The Owner shall obtain the consent of the General Manager, Planning, Infrastructure and Economic Development for such conveyance and/or occupancy in writing.

8. Exterior Lighting

All exterior lighting proposed for the subject lands shall be installed only in the locations and in accordance with specifications shown on the approved plans referenced herein unless otherwise approved in writing by the General Manager, Planning, Infrastructure and Economic Development Department. Sharp cut-off fixtures or in exceptional circumstances only, an alternative fixture design approved by the General Manager, Planning, Infrastructure and Economic Development Department, shall be used to minimize possible lighting glare onto adjacent properties. It is noted that exterior lighting includes exterior building lighting.

9. Snow Storage

Any portion of the lands which is intended to be used for snow storage shall be shown on the approved Site Plan or as otherwise approved by the General Manager, Planning, Infrastructure and Economic Development Department. The grading and drainage patterns and/or servicing of the site shall not be compromised by the storage of snow. Snow storage areas shall be setback from property lines, foundations, fencing or landscaping a minimum of 1.5 metres. Snow storage areas shall not occupy driveways, aisles, required parking spaces or any portion of a road allowance.

Special Conditions

10. Permanent Features

The Owner acknowledges that no permanent features will be permitted above and below-grade within the right-of-way or corner triangle, including commercial signage.

11. License of Occupation

Prior to registration of this agreement, the Owner shall enter into an agreement with the City for a License of Occupation that covers the maintenance and liability of the existing private 100mm diameter sanitary forcemain on Meandering Brook Drive, from the subject site to sanitary maintenance hole MHSA49491 on Stedman Street.

12. Transportation Study

The Owner(s) has undertaken a Transportation Analysis Study for this site prepared by Delcan, Project No. 476077-01000, revised September 27, 2016 and Project No. TO3077TOD, dated May 31, 2010. The purpose of the study is to estimate the anticipated traffic volumes associated with the development, investigate the expected impact on the road system and determine the road modifications. This study should include impacts this site will have on pedestrian, cycling and transit requirements associated with this site, and other measures required accommodating the development. The Owner(s) agree to implement the recommendations of this study at his cost and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

13. Public Roadway Modifications

The Owner acknowledges and agrees that it is responsible for all costs associated with the public roadway modifications at the easterly site entrance off Lester Road as identified in the Roadway Modification Approval Report (RMA-2018-TPD-019) as approved by the General Manager, Planning, Infrastructure and Economic Development Department, including other engineering and administrative costs required to accommodate this development.

14. Provision for Transit Passenger Standing Area

The Owner(s) shall locate, design and construct, at no cost to the City of Ottawa, paved transit passenger standing area on the north side of Lester Road at the intersection of Meandering Brook Drive and Lester Road to the specifications of the City of Ottawa.

15. NCC Lands

The Owner agrees that prior to the issuance of a building permit for Blocks E to K as shown on the approved site plan, the applicant shall demonstrate to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department that the sale and transfer of the additional lands to the east, as shown on the approved plans is final. Should the lands transaction not be finalized, the applicant shall submit revised plans that do not include these additional lands.

16. Tree Permit

The Owner acknowledges and agrees to implement the tree protection requirements as outlined in tree permit issued for the property to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

17. Municipal Responsibility Agreement

In the event that the Owner does not obtain approval for a draft plan of condominium, the Owner agrees to enter into a Municipal Responsibility Agreement for the private pumping station, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

18. Land Transfer

The Owner(s) shall transfer at no cost to the City of Ottawa a portion of Block 144, Registered Plan 4M-1290, as shown as Part 1 (5,520 sq.m.) of the draft reference plan prepared by Annis, O'Sullivan, Vollebekk Ltd. to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

19. **Geotechnical Investigation**

The Owner acknowledges and agrees that it shall retain the services of a geotechnical engineer, licensed in the Province of Ontario, to ensure that the recommendations of the Geotechnical Investigation - "Report No. 081087, dated September 2009; Addition dated April 2010 by Kollard Associates Inc.; Addendum File No. 017642, dated January 16, 2018 by Morrey Associates Ltd." (the "Report"), are fully implemented. The Owner further acknowledges and agrees that it shall provide the General Manager, Planning, Infrastructure and Economic Development Department with confirmation issued by the geotechnical engineer that the Owner has complied with all recommendations and provisions of the Report, prior to construction of the foundation and at the completion of the Works, which confirmation shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

20. **Noise Impact Study**

The Owner(s) shall implement the noise control attenuation measures recommended in the approved Transportation Noise Assessment, referenced in Schedule "E" herein;

- (a) All units in Blocks A through E (inclusive) are to be equipped with Central Air Conditioning.
- (b) All units in Blocks F through K (inclusive) and Apartment B will require forced air heating with provisions for central air conditioning.
- (c) Prior to issuance of building permit, a review of building components (windows, walls, doors) is required and must be designed to achieve indoor sound level criteria.
- (d) Notices-on-Title respecting noise:

Blocks A through E (inclusive) – All Units

"Dwelling units in this building have been supplied with central air conditioning which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City of Ottawa's and the Ministry of the Environment's noise criteria."

Blocks F through K (inclusive) and Apartment B – All Units

“This dwelling unit has been fitted with a forced air heating system and the ducting etc. was sized to accommodate central air conditioning. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City of Ottawa’s and the Ministry of the Environment’s noise criteria.(Note: The location and installation of the outdoor air conditioning device should be done so as to comply with noise criteria of MOE Publication NPC-216, Residential Air Conditioning Devices and thus minimize the noise impacts both on and off the immediate vicinity of the subject property).”

All Units

“Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing (road) (Transitway) (rail) (air) traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the City’s and the Ministry of the Environment’s noise criteria.”

and

“Purchasers/building occupants are forewarned that this property/dwelling unit is located in a noise sensitive area due to its proximity to Ottawa Macdonald-Cartier International Airport. In order to reduce the impact of aircraft noise in the indoor spaces, the unit has been designed and built to meet provincial standards for noise control by the use of components and building systems that provide sound attenuation. In addition to the building components (i.e. walls, windows, doors, ceiling-roof), since the benefit of sound attenuation is lost when windows or doors are left open, this unit has been fitted with a forced air heating system, all components of which are sized to accommodate the future installation of central air conditioning-by the owner/occupant. Despite the inclusion of noise control features within the dwelling unit, noise due to aircraft operations may continue to interfere with some indoor activities and with outdoor activities, particularly during the summer months. The purchaser/building occupant is further advised that the Airport is open and operates 24 hours a day, and that changes to operations or expansion of the airport facilities, including the construction of new runways, may affect the living environment of the residents of this property/area. The Ottawa MacDonald-Cartier International Airport Authority, its acoustical consultants and the Municipality are not responsible if, regardless of the implementation of noise

control features, the purchaser/occupant of this dwelling finds that the indoor noise levels due to aircraft operations continue to be of concern or are offensive.”

and

“The transferee covenants with the transferor, and the lessee covenants with the lessor, that the above clause’s, verbatim, shall be included in all subsequent agreements of purchase and sale, lease agreements, and Transfers/Deeds conveying the lands described herein, which covenant shall run with the said lands and is for the benefit of the owner of the adjacent road.”

21. Noise Barriers

The Owner agrees that the noise attenuation barrier required to be installed, shall be located a minimum of 0.30 metres inside the property line of the private property, and the location of the fence shall be verified by an Ontario Land Surveyor, prior to the release of securities for the noise attenuation barrier to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

22. Certification Letter for Noise Control Measures

- (a) The Owner acknowledges and agrees that upon completion of the development and prior to occupancy and/or final building inspection, it shall retain a Professional Engineer, licensed in the Province of Ontario with expertise in the subject of acoustics related to land use planning, to visit the lands, inspect the installed noise control measures and satisfy himself that the installed recommended noise control measures comply with the measures in the Transportation Noise Assessment referenced in Schedule “E” hereto, as approved by the City and/or the approval agencies and authorities (The Ministry of the Environment and Climate Change) or noise thresholds identified in the City’s *Environmental Noise Control Guidelines*. The Professional Engineer shall prepare a letter to the City’s Development Inspection Program Manager (the “Certification Letter”) stating that he certifies acoustical compliance with all requirements of the applicable conditions in this Agreement, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.
- (b) The Certification Letter shall be unconditional and shall address all requirements as well as all relevant information relating to the development, including project name, lot numbers, building identification, drawing numbers,

noise study report number, dates of relevant documents and in particular reference to the documents used for the building permits and site grading applications. The Certification Letter(s) shall bear the certification stamp of a Professional Engineer, licensed in the Province of Ontario, and shall be signed by said Professional Engineer, and shall be based on the following matters:

- i) Actual site visits, inspection, testing and actual sound level readings at the receptors;
- ii) Previously approved Detailed Noise Control Studies, Site Plan and relevant approved Certification Letters (C of A) or Noise thresholds of the City's *Environmental Noise Control Guidelines*; and
- iii) Non-conditional final approval for release for occupancy.

(c) All of the information required in subsections (a) and (b) above shall be submitted to the General Manager, Planning, Infrastructure and Economic Development Department, and shall be to his satisfaction.

23. Waste and Recycling Collection: Residential Units

The Owner acknowledges and agrees that the City will provide waste collection and cart (and/or container) recycling collection for the residential units. The Owner shall provide an adequate storage room or space for waste containers and recycling carts (and/or containers). The Owner acknowledges and agrees that it is recommended that the containers and carts be placed on a concrete floor. The Owner shall provide an adequate constructed road access to the waste/recycling storage room or area suitable for waste/recycling vehicles as direct access to the containers and carts is required. The Owner acknowledges and agrees that any additional services (i.e. winching of containers) may result in extra charges.

24. RVCA

That the Owner acknowledges and agrees that the proposed stormwater management outlets to Sawmill Creek requires the prior written approval of the RVCA under Ontario Regulation 174/06 "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation" under Section 28 of the Conservation Authorities Act. The application and approval must be in place prior to undertaking any site alterations on the banks or within the watercourse of Sawmill Creek.

25. RVCA

That the Owner acknowledges and agrees that the heavy duty silt fence and the construction fence noted on the Sediment and Erosion Control Plan shall be installed for the duration of construction and until vegetation is re-established in the disturbed area.

26. Utilities

The Owner shall be required to coordinate the preparation of an overall utility distribution plan showing the location (shared or otherwise) and installation, timing and phasing of all required utilities (on-ground, below-ground) through liaison with the appropriate electrical, gas, telephone and cable authorities and including on-site drainage facilities and streetscaping, such location plan being to the satisfaction of all affected authorities and the City, and to be approved prior to the issuance of a building permit for the development.

Document 6 – List of Approved Plans and Reports

List of Approved Plans

1. **Site Plan, S-1**, prepared by Valecraft Homes, dated January 2018, revised 1/18/18.
1. **Streetscape Plan**, prepared by **Thakar Associates Design Consultants**, dated **August 10, 2015**, revised **October 12, 2017**.
2. **Grading Plan 195 Meandering Brook Drive, GP-1**, prepared by DSEL, dated January 2018, revised 18.01.26.
3. **Grading Plan 195 Meandering Brook Drive, GP-2**, prepared by DSEL, dated January 2018, revised 18.01.26.
4. **Site Servicing Plan 195 Meandering Brook Drive, SSP-1**, prepared by DSEL, dated January 2018, revised 18.01.26.
5. **Site Servicing Plan 195 Meandering Brook Drive, SSP-2**, prepared by DSEL, dated January 2018, revised 18.01.26.
6. **Sediment and Erosion Control Plan 195 Meandering Brook Drive, EC-1**, prepared by DSEL, dated January 2018, revised 18.01.26.
7. **Detail Sheet 195 Meandering Brook Drive, DS-1**, prepared by DSEL, dated January 2018, revised 18.01.26.
8. **Detail Sheet 195 Meandering Brook Drive, DS-2**, prepared by DSEL, dated January 2018, revised 18.01.26.

List of Approved Reports

1. **Functional Servicing and Stormwater Management Report**, Project No. 09-392, Rev 4 dated January 26, 2018, prepared by DSEL.
2. **Geotechnical Investigation**, Report No. 081087, dated September 2009; Addition dated April 2010 by Kollard Associates Inc.
3. **Geotechnical Investigation Addendum**, File No. 017642, dated January 16, 2018, prepared by Morrey Associates Ltd.
4. **Environmental Site Assessment Reports Update**, File 017345, dated July 28, 2017, prepared by Morrey Associates Ltd.

5. **Transportation Noise Assessment**, Report No. GWE15-044 – Traffic Noise, dated December 2, 2015, prepared by Gradient Wind Engineering Inc.
6. **Transportation Noise Assessment Addendum**, Report No. GWE15-044 – Traffic Noise, dated May 16, 2017, prepared by Gradient Wind Engineering Inc.
7. **Transportation Brief, Deerfield Village Phase II, Meandering Brook and Lester Road**, Reference TO3077TOD, dated May 31,2010, prepared by Delcan.
8. **Transportation Analysis Update: 195 Meandering Brook Drive Development**, Reference: 476077-01000, dated September 27, 2016, prepared by Parsons.

Document 7 – Public Comments

PUBLIC COMMENTS

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council. Four public meetings were held in the community which was organized by the Ward Councillor and attended by staff, the applicant and their respective consultants. The meetings were held on June 29, 2010, March 2, 2011, April 21, 2016 and January 20, 2018. Below is a summary of the comments received during the public consultation process and from the two public meetings.

Comment:

Concerns were raised with respect to the operation of the intersection of Meandering Brook Drive and Lester Road as a result of the development (i.e. waiting time, stacking and safe turning movements).

Response:

The applicant has prepared a traffic impact study in support of their revised application, which was reviewed and approved by staff. The study concluded that a traffic signal are not warranted at this location. The original concept plan proposed only one access to serve the development along Meandering Brook Drive, which is located as far from the subject intersection as possible. As a result of comments from staff and the public, the site plan has been revised to now provide a second right-in and right-out access onto Lester Road at the eastern limit of the property. The introduction of this second access along with the reduction of units from 269 to 156 are not expected to create any undue adverse impacts. While the original concept did propose a signalized intersection, with the significant reduction of density and recent signal warrant analysis not meeting warrants, the intersection of Meandering Brook Drive and Lester Road will not be signalized. The study submitted in support of the revised concept also noted that no accidents had been reported at the intersection of Lester Road and Meandering Brook Drive in the last three years. As a percentage of traffic, the new development represents an increase of 6.4% and 8.1% in total traffic in AM and PM peak periods, respectively.

Comment:

Concerns were raised with respect to the potential for spill-over parking into the adjacent neighbourhood streets.

Response:

The required on-site parking for 269 residential units is 168 parking spaces for residents and 12 visitor parking spaces. The revised concept plan shows 280 parking spaces for residents and 28 spaces for visitor parking which are both above the required rates as per By-law 2008-250.

Comment:

Concerns were raised with respect to snow storage on site.

Response:

The applicant has identified areas on the concept plan for snow storage. The establishment of a future commons element condominium agreement will clarify the responsibilities for snow removal.

Comment:

Concerns were raised with respect to the amount of density proposed for Block 144.

Response:

The original concept plan proposed 44 residential units to be built on Block 144. At the time of the rezoning the block proposed 38 units. The revised plan now under consideration proposes 16 townhouse units to be built on the block, which is a significant reduction in the density from the first concept.

Comment:

Concerns were raised with respect to the existing speed limits on Lester Road.

Response:

The ability to adjust the posted speed of a particular street or road is not available through either the Zoning By-law amendment or Site Plan Control process.

Comment:

Comments were brought forward with respect to what purchasers in the first phase of the Deerfields development were advised would be built on the remaining lands within the subdivision. Purchasers were told that single-detached homes would be constructed on the subject lands.

Response:

Staff cannot comment on the information distributed by the various builders to purchasers at that time, however during the build-out of first phase of the Deerfield community the zoning was in place for Block 147, which did not permit single or semi-detached buildings. The intent of Block 147 through the design process and implementing Zoning By-law is to accommodate and allow for higher density forms of development. The applicant has not requested a Zoning By-law amendment to the current permitted uses for Block 147.