

REPORT

Kanata North Community Design Plan

Public Consultation Report

Ottawa, Ontario

Presented to:
**Kanata North Urban Expansion Area
Participating Land Owners**

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EXECUTIVE SUMMARY

Consultation is an integral part of both the Planning and Class Environmental Assessment process. Consultation and the exchange of information was undertaken throughout the assessment processes using a variety of methods including meetings with community associations and the general public, electronic information distribution and regular meetings with the Study Team, approval agencies, and the Ward Councilors.

The project proceeded under the direction of the City of Ottawa and benefitted from the direct involvement and guidance of:

- A Technical Advisory Committee (TAC) consisting of representatives from select government agencies and approval bodies;
- A Public Advisory Group (PAG) consisting of representatives from directly affected Community Associations and interested community groups; and
- Government Review Agencies (GRA) who represent government agencies who administer specific permits and approvals.

The TAC and PAG met at key project milestones. Four Public Meetings were held, and neighbourhood meetings were also held.

The key project issues are summarized in the following table. These issues will be incorporated and addressed in the subsequent project stages.

Table 1: Key Project Issues

ISSUE RAISED	RESPONSE
Natural Environment	Significant natural areas have been protected and incorporated into the Concept Plan.
Density	A mix of densities have been incorporated into the Concept Plan with consideration of existing densities of adjacent communities.
Land Use	Buffers, parkland and open spaces have been incorporated into the Concept Plan with consideration of existing land uses in existing communities. A mix of land uses have been provided to serve the existing and future communities.
Schools	Primary and secondary school boards have provided input into the location and number of schools needed.
Internal Roads	A road network has been developed to serve the needs of both the existing and planned communities. Internal and external connectivity has been considered.
Transit	Identification of certain road improvements have been included in the Concept Plan that will be appropriate to the external and internal road network available to support the ultimate development of the Kanata North Urban Expansion Area.

1. INTRODUCTION

The City of Ottawa completed a review of its Official Plan in 2009. As part of this review, the City of Ottawa identified the amount of urban land required to accommodate the projected growth to the time horizon of the Official Plan (2031). Through that review and as a result of the Ontario Municipal Board decisions, the lands within the Kanata North Urban Expansion Area (KNU EA) are now designated “Urban Expansion Study Area” on Schedules “A” and “B” of the City of Ottawa Official Plan (Figure 1). Designating these lands “Urban Expansion Study Area” is the first step in developing these lands as an urban residential community.

Through the Official Plan review in 2009, the City of Ottawa included specific policies in Section 3.11 of the Official Plan that outline a process to complete prior to lands designated "Urban Expansion Study Area" being formally brought into the Urban Area. The policies require the completion of a Community Design Plan (CDP) and will be supported by a number of comprehensive studies and will be the result of the collective efforts of the stakeholders

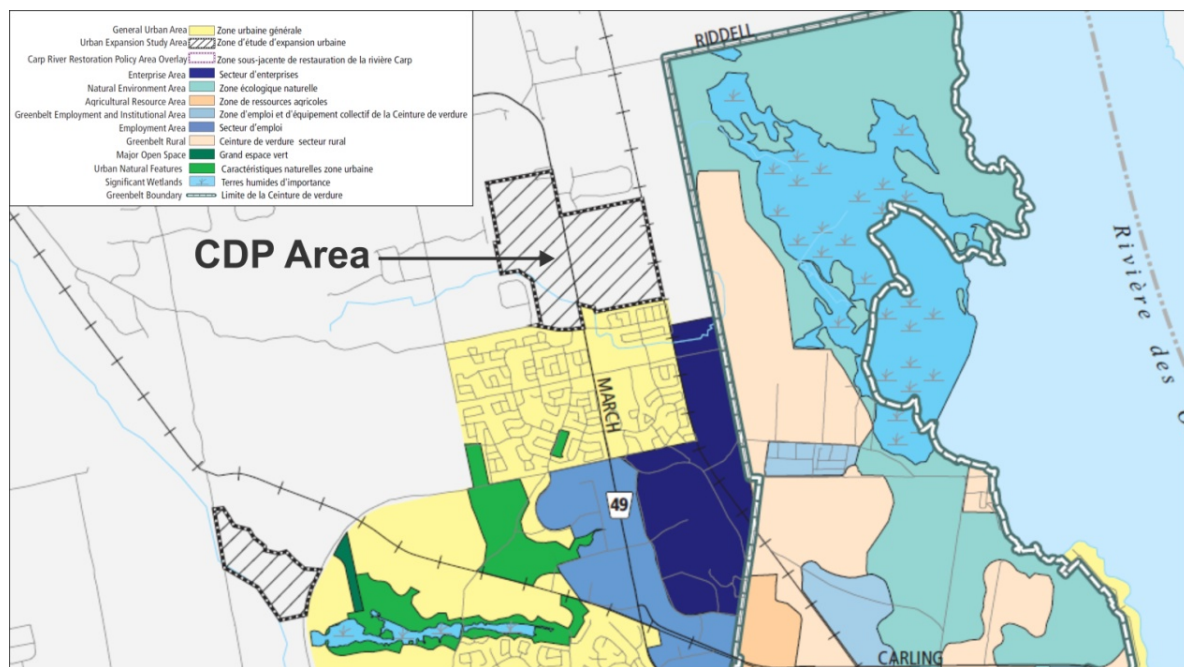


Figure 1: Schedule B Urban Policy Plan City of Ottawa Official Plan

The KNU EA CDP process will be integrated with the Class Environmental Assessment (EA) process. EA approval is required for municipal infrastructure such as water, sanitary and storm sewers, roads and transit. The integrated process allows for the coordination of approvals, reviews and public consultations and the requirements of both the *Environmental Assessment Act* and the *Planning Act* will be met.

This Public Consultation Report was prepared as a supporting document to the CDP and Environmental Assessment (EA) studies. The information presented in this document describes the consultation program for the Kanata North Urban Expansion Area CDP.

1.1 Major Landowners

The KNUEA includes approximately 181 hectares (447.6 acres) of land north of the established communities of Morgan's Grant, Briarbrook, and Brookside adjacent to a number of rural estate subdivisions.

The KNUEA is comprised the entirety of the Urban Expansion Study Area designation which currently comprises multiple land owners. A participating Landowners Group was established which assumed responsibility for the comprehensive planning of the entire study area. While the CDP is a developer initiated and funded project, the City of Ottawa has provided the regulatory framework within which the CDP has been completed.

The Major Landowners in the KNUEA, known collectively as the "Kanata North Land Owners Group", initiated a CDP process to fulfill the requirements of the Official Plan. Collectively the sponsoring land owners represent approximately 87% of the land within the KNUEA (Figure 2). The CDP, while funded by the Kanata North Land Owners Group, will be balanced and shaped in accordance with the goals, objectives and policy directives of the City of Ottawa Official Plan.

The Sponsoring Landowners include:

- Metcalfe Realty Company Ltd.;
- Brigil (3223701 Canada Inc.);
- Valecraft (8409706 Canada Inc.)/JG Rivard Ltd.; and
- Junic/Multivesco (7089121 Canada Inc.).

Early in the process, formal invitations were sent to other landowners to participate, although none other than those listed above chose to join the Kanata North Land Owners Group. Non-participating landowners have been involved in the CDP process through consultation and opportunities to comment as the plan evolved.

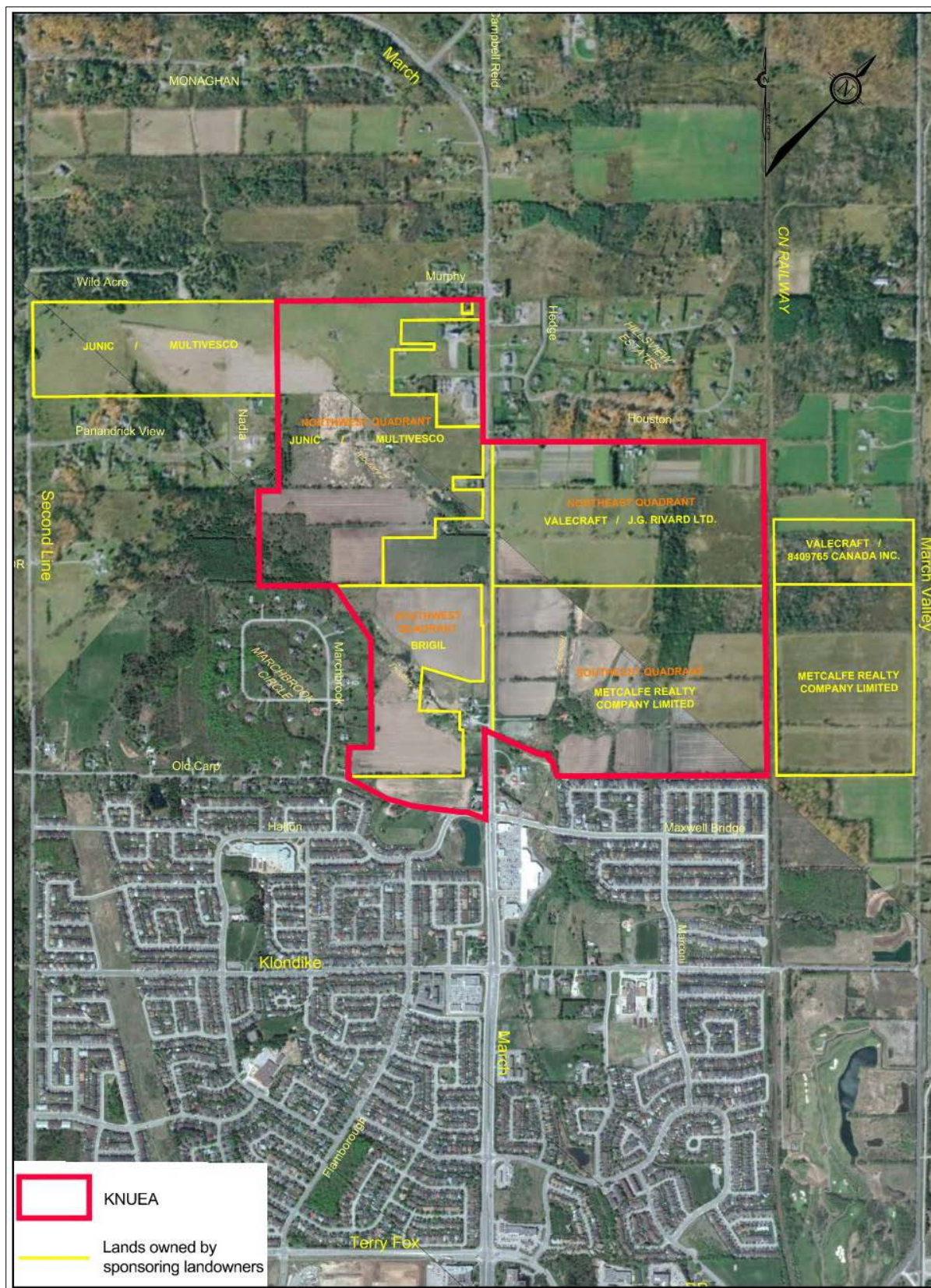


Figure 2: Major Landowners Location Map

1.2 Report Outline

The objective of this report is to document the consultation undertaken for preparation of the Kanata North Community Design Plan and supporting Master Plans.

The consultation activities address the requirements of Sections 3.11, 2.4.2 and 2.4.3 of the Official Plan respecting Urban Expansion Study Areas and the Municipal Class EA Process. The planning and coordination of the infrastructure and environmental management requirements for the CDP in consultation with the community will assist in ensuring that the objectives of the City, the community and other approval authorities are fulfilled.

2. STUDY PROCESS

The CDP study process comprised of an integrated planning and municipal Class Environmental Assessment (EA) and therefore all infrastructure studies have been prepared in accordance with the requirements of the “Class EA” (Figure 3).

Three concurrent and integrated Class EA Studies/Master Plans were initiated:

- Transportation Management Plan (TMP) to provide the road network;
- Master Servicing Study (MSS) for water, storm drainage and sanitary; and
- Environmental Management Plan (EMP) for the natural environment constraints and stormwater management guidelines.

These reports have been prepared in conjunction with the CDP for lands within the KNUEA. Approval of the CDP and subsequent development applications under the *Planning Act* will be supported by these Class EAs/Master Plans. The three studies that were prepared followed integration with the *Planning Act* provision of the Municipal Engineers Association Class Environmental Assessment Process (June 2000 as amended in 2007 and 2011) (Class EA):

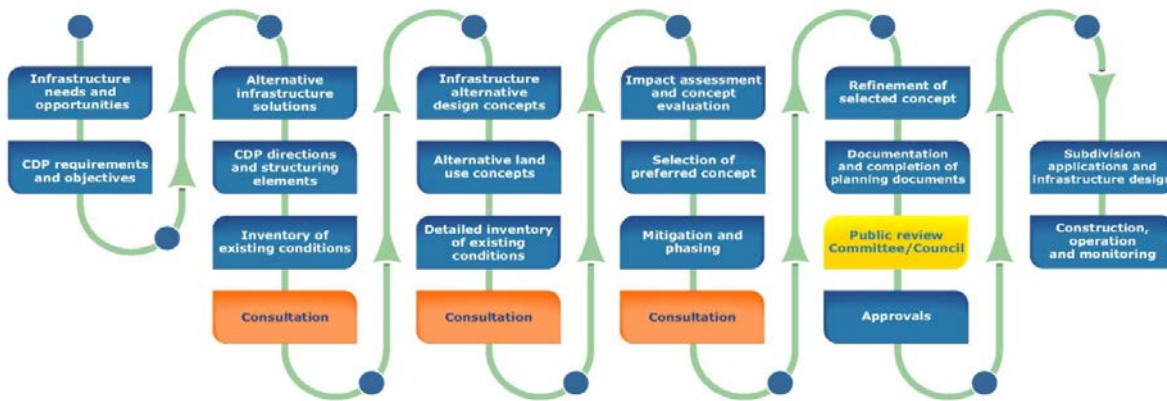


Figure 3: Class EA Process and Community Design Plan Process

The required Class EA environmental planning tasks generally include:

- Project need and opportunities;
- Characterization of the Existing Conditions;
- Consultation with potentially affected parties (including review agencies, public and private interest groups);
- Evaluation of alternatives;
- Identification and consideration of effects and mitigation; and
- Documentation of the planning and consultation process.

Following an integrated Planning and Class EA process will enable the required approvals of municipal infrastructure to occur in conjunction with municipal planning approvals (i.e. approval of the CDP and adoption of an Official Plan Amendment). Examples of municipal infrastructure that will be evaluated through the Class EA process include:

- Construction of new roads or other linear paved facilities;
- Construction of new sewage pumping station(s);
- Development of stormwater management systems; and/or
- Establish, extend or enlarge a water distribution system and all works necessary to connect the system to an existing system or water source.

Class EA requirements for infrastructure have been evaluated throughout the CDP process as alternative designs were developed to ensure EA requirements were met. Coordination of the approval requirements for the *Environmental Assessment Act* and the *Planning Act* have ensured an integrated approach to the planning and development of all aspects of the community, as well as consolidation and simplification of the public review and approval processes. The key benefits of an integrated planning and environmental assessment process include:

- Improve the ability of meeting the requirements of both the *Planning Act* and the Class EA effectively;
- Reduce review/approval process duplication leading to faster implementation;
- Enhance opportunities to coordinate infrastructure with land use planning;
- Improve certainty for land use decision-making; and
- Co-ordinate appeals/objection processes.

A key component of the CDP process is also the coordination and integration of public consultation for the CDP, including the *Planning Act* requirements for implementing an Official Plan Amendment and the requirements of the Class EA for related environmental and infrastructure projects. The planning and coordination of the infrastructure and environmental management requirements for the CDP in consultation with the community have ensured that the objectives of the City, the community, other approval authorities and stakeholders have been fulfilled. Consultation is one of the key points for integration. Accordingly, notices and information provided to the public stated that the *Planning Act* and Class EA processes were being integrated in accordance with section A.2.9 of the Class EA and that any appeals were to be sent to the Ontario Municipal Board for both the land use planning and the infrastructure approvals.

3. CDP STUDY TEAM

The organization of the CDP has included a number of committees or teams which enabled a collaborative study process encompassing a range of stakeholders.

3.1 Core Project Team

The Core Project Team (CPT) was established to lead the CDP process. The CPT was comprised of the Kanata North Land Owners Group, the Consultant Team, and City of Ottawa staff from the Department of Planning and Growth Management. The primary function of the CPT was to review reports, resolve issues and achieve consensus at each step of the CDP work program.

Novatech was retained by the KNLOG as Project Managers to lead the Consulting Team. Novatech was also responsible for Land Use Planning, Urban Design, the Master Servicing Study, Transportation Master Plan, and the Environmental Management Plan. The City of Ottawa provided an internal project manager for coordination and guidance. The CPT had representation from the following organizations:

City of Ottawa

- City of Ottawa staff from the Planning and Growth Management Department

Kanata North Land Owners Group

- Metcalfe Realty Company Ltd.;
- Brigil (3223701 Canada Inc.);
- Valecraft (8409706 Canada Inc.)/JG Rivard Ltd.; and
- Junic/Multivesco (7089121 Canada Inc.).

Consulting Team

- Land Use Planning and Urban Design – Novatech;
- Integrated Environmental Assessment – Morrison Hershfield;
- Master Servicing Study – Novatech;
- Transportation Master Plan – Novatech;
- Environmental Management Plan – Novatech;
- Geotechnical – Paterson Group Inc.;
- Hydrogeology – Paterson Group Inc.;
- Natural Heritage and Species at Risk (Environment) - Muncaster Environmental Planning Inc., DST, Bowfin Environmental, McKinley Environmental Solutions;
- Fluvial Geomorphology – Matrix Solutions and Parish Geomorphic;
- Archaeology – Paterson Group Inc.; and
- Potable Water Assessment – Stantec.

3.2 Technical Advisory Committee

The Technical Advisory Committee (TAC) was created to provide guidance and review critical deliverables on an as-needed basis. Specifically, TAC Meetings were held to discuss the evolving land use plan and information related to the preparation of the Transportation Master Plan, Master Servicing Study and Environmental Management Plan. In addition, as needed, the members of the TAC were available to provide input throughout the CDP process. Representatives of the following organizations were invited to participate:

- CPT Members (as needed);
- City of Ottawa Planning and Growth Management Department;
- City of Ottawa Traffic Services;
- City of Ottawa Parks and Recreation Branch;
- City of Ottawa Infrastructure Approvals;
- City of Ottawa Transit Services;
- Ottawa Public Health;
- Ottawa Public Library;
- Ottawa Carleton District School Board (OCDSB);
- Conseil des écoles publiques de l'Est de l'Ontario (CEPEO);
- Ottawa Catholic School Board (OCSB);
- Conseil des écoles catholiques du Centre-Est (CECCE); and
- Hydro Ottawa.

Government Review Agencies (GRA) are specific agencies with an interest in land use and development. The GRA were provided with copies of all notices prepared for the project and requested to provide input and comments. Representatives were invited to sit as regular members of the TAC and depending on the agency were involved to provide technical input at various stages from the initial steps to reviewing the details of alternative designs. The level of participation was at the discretion of the agency/representative and some agencies were involved throughout the process while others were consulted primarily to acknowledge they will have a role in future subdivision applications. Individual meetings were held with GRA as required and TAC meeting agendas were distributed in advance to assist in determining if attendance/participation was required. Government Review Agencies consulted included:

- Ontario Ministry of the Environment and Climate Change (Environment);
- Ontario Ministry of Natural Resources and Forestry (Environment);
- Ontario Ministry of Tourism, Culture and Sport (Archaeology);
- Ontario Ministry of Aboriginal Affairs (Heritage);
- Mississippi Valley Conservation Authority (Environment/Floodplain);
- National Capital Commission (Adjacent landowner); and
- Department of Fisheries and Oceans Canada (Fish habitat).

3.2.1 Meetings

As required by the Official Plan, the study process included regularized meetings of the TAC with the CPT. The TAC was scheduled to meet every two weeks for the duration of the project and had over 55 meetings.

3.3 Public Advisory Group

The varied interests of the surrounding community (i.e. community associations, local residents, and special interest groups) were contacted for inclusion in the Public Advisory Group (PAG). The role of the PAG was to provide advice and ideas during the study, to represent the views of the greater Kanata North community, to participate in public consultation events as required, and to be an advocate to the community for the CDP. The PAG consisted of ward councilors, the Morgan's Grant Community Association, March Rural Community Association, and the Kanata Chamber of Commerce.

3.3.1 Meetings

A total of 19 PAG meetings were held throughout the CDP process. Meeting topics included but were not limited to:

- Role of the PAG;
- Discussion of Open House comments;
- Discussion of Guiding Principles, Comments and Issues;
- Workshops;
- CDP Process and Existing Condition Reports;
- Commercial Development and Street Naming;
- Concept Planning;
- Tree cutting and other issues for discussion;
- Preliminary Demonstration Plans;
- Building heights and zoning issues;
- Building Better and Smarter Suburbs;
- Property Ownership; and
- Transitions to existing development and unit potential/density.

3.4 Neighbourhood Meetings

Meetings were held with four neighbourhood groups in the vicinity of the KNUEA. Individual meetings were held with various groups on multiple dates as indicated in Table 2. Meeting summaries are provided in Appendix A.

Table 2: Neighbourhood Meeting Dates and Details

DATE	NEIGHBOURHOOD GROUP	DISCUSSION/CONCERNS
20 March 2014	Marchbrook Circle and Nadia Lane	<p>Primary concerns raised include:</p> <ul style="list-style-type: none"> • Opposition to walking paths adjacent to rear yards; • Trespassing of future residents onto their lots; • Light pollution and light spill over; • Well quantity and quality impacts; • Loss of privacy and impact of sightlines; • Drainage concerns; • Loss of natural surroundings; • Impact of road network; • Homogeneity of rear-yard fences; and • Architectural treatment of the rear walls facing existing homes.
28 March 2014	Hillsview Community	<p>Primary concerns raised include:</p> <ul style="list-style-type: none"> • Trespassing of future residents onto their lots; • Noise • Light pollution and light spill over; • Well quantity and quality impacts; • Loss of privacy and impact of sightlines; • Drainage concerns; • Loss of natural surroundings; • Retention of large trees along south property line; and • Impact of development on property values.
08 April 2014	Brookside Community	<p>Primary concerns raised include:</p> <ul style="list-style-type: none"> • Loss of hedgerow behind property; • Loss of privacy due to proximity to new homes; • Pedestrian traffic cutting through back yards; • Connectivity between the existing and planned community; • Drainage concerns; and • Impact of development on property values.
09 September 2015	Nadia Land Community	<p>The intent of the meeting was to introduce residents to Preliminary Demonstration Plan A-13 and a number of cross-sections depicting transition alternatives. Concept A-13 proposes a neighbourhood park be located adjacent to the rear yards of residents of Nadia Lane.</p> <p>Residents reiterated the importance of retaining vegetation along existing shared hedgerows and within the proposed neighbourhood park.</p>
23 September 2015	Brookside Community	<p>The intent of the meeting was to introduce residents to Preliminary Demonstration Plan A-13 and a number of</p>

DATE	NEIGHBOURHOOD GROUP	DISCUSSION/CONCERNS
		cross-sections depicting land use alternatives as they could impact existing residents. Retention of existing hedgerow vegetation, and the privacy that the feature provides, was the primary concern raised by residents.
5 October 2015	Old Carp Road	The intent of the meeting was to provide residents with an opportunity to provide feedback on four alternative collector road configurations in the southwest quadrant of the study area as they relate to Halton Terrace and Old Carp Road. Multiple attendees voiced concerns regarding vehicles travelling in excess of the speed limit on Old Carp Road. Old Carp Road's existing pavement width, corners and hills with reduced visibility, and an absence of shoulders or sidewalks for pedestrians are perceived to create a dangerous environment for road users.
27 October 2015	Marchbrook Community	The intent of the meeting was to introduce residents to Preliminary Demonstration Plan A-16 and a number of cross-sections depicting alternative transitions to the new community. Attendees voiced concern that the concept located a disproportionate amount of the higher density residential in the southwest quadrant in proximity to Marchbrook properties.
3 November 2015	Hillview Community	The intent of the meeting was to introduce residents to Preliminary Demonstration Plan A-16 and a number of cross-sections depicting land use alternatives as they could impact existing residents. Concept A-16 proposes low density residential lots with additional depth (i.e. greater than the typical 30m) adjacent to the rear yards of residents of Houston Crescent. Retention of existing vegetation within the Study Area, and the privacy that the feature provides, was the primary concern raised by residents.

3.5 Aboriginal Consultation

Aboriginal consultation is an important consideration for the City of Ottawa and the City, through the Official Plan, recognizes that lands within the boundaries of the City are within the historic Algonquin Territory. The Provincial and Federal Governments have entered into negotiations with the Algonquins of Ontario to reach terms of settlement regarding lands that are within their historic territory. The Official Plan responds to direction from the Federal and Provincial Crowns as to the progress of these negotiations and will incorporate any official plan requirements that arise from the Settlement Agreement. In the interim, the City has identified that it will seek opportunities for mutually beneficial engagement with the Algonquins on matters that affect aboriginal history and culture.

Consultation with Aboriginal Groups is also a requirement of the Environmental Assessment Process. As part of the integrated CDP/EA Aboriginal Groups (Algonquin and Métis) were provided information regarding the Kanata North Urban Expansion Area development process including the draft supporting documents for the community design plan. Aboriginal Groups were also invited to provide additional input and review as these projects proceed over the next months and years, including during the EA review and subsequent development application phases.

4. PUBLIC MEETINGS

Consultation was a key component in the preparation of the CDP and in the Class EA process. Consultation was undertaken throughout the project using a variety of methods including meetings and a workshop with the general public, electronic information distribution through a City project website, regular meetings with technical teams and approval agencies and the Councillors for Wards 4 and 5.

The varied interests of the surrounding community (i.e. community associations, local residents, and special interest groups) have been considered through the study process and have assisted in verifying the existing conditions; the development of land use alternatives; and, the refinement of the preferred land use plan.

In particular, four public meetings were held at key points in the study process:

Public Meeting No. 1 – Existing Conditions

(Open House) This open house was the first opportunity for the public to learn about the CDP process, review and comment on the study area's existing conditions, identify concerns and opportunities and to contribute to the principles guiding this development and the alternative infrastructure and land use solutions. Approximately 90 members of the public attended.

Public Meeting No. 2 – Public Workshop

(Workshop) The purpose of the workshop was to have the public participate in a design charrette for the CDP. At this workshop, the approximately 80 attendees participated in facilitated small groups to develop a concept plan using a base map of the CDP area and discussions about the location of various land uses (SWM ponds, schools, parks etc.) within required parameters (required frontages, lot areas etc.).

Public Meeting No. 3 – Alternative Land Use and Infrastructure Concepts

(Open House) Approximately 140 people attended this open house which presented the four land use plans based on the results of the workshop and alternative options for infrastructure. The public was invited to ask questions and provide feedback as an integral part of the CDP process.

Public Meeting No. 4 – Preferred Land Use and Infrastructure Concept

(Open House) Incorporating the results of the technical and public review of the alternative land use concepts, a preferred land use plan was prepared for the Public Meeting. This last open house in the community presented the preferred land use plan for comment and to answer questions from the public. Approximately 200 people were in attendance.

Planning Committee Meeting

In addition, there will be a presentation of the final CDP and related Official Plan Amendment to City's Planning Committee at a statutory public meeting (in accordance with the Planning Act).

There was a specific out-reach to non-participating landowners through direct delivery of public meeting notices in order to ensure their knowledge of the study process. For each public

consultation initiative, the appropriate display boards, presentation materials, etc. were made available and members of the consulting team were in attendance at the meeting.

Table 3: Public Meetings Dates and Locations

MEETING TYPE	DATE	LOCATION
Public Meeting No. 1 Open House	26 June 2013	St. John's Anglican Church, 325 Sandhill Road
Public Meeting No. 2 Public Workshop – Design Charrette	24 October 2013	St. Isidore Roman Catholic Parish, Main Hall, 1135 March Road
Public Meeting No. 3 Open House	26 February 2014	Richcraft Recreation Complex, Innovation Drive
Public Meeting No. 4 Open House	30 March 2016	St. Isidore Roman Catholic Parish, Main Hall, 1135 March Road

4.1 Public Meeting No. 1

Public Meeting No. 1 was held to jointly address the component Steps 1 and 2 of the Study Process, including the introduction of the CDP process, explanation of the *Planning Act* and Municipal Class EA integration process; present findings to date (i.e. Guiding Principles & Preliminary Existing Conditions) and to elicit input on opportunities and issues to be addressed by the CDP and Environmental Assessments.

The Meeting was an Open House and the public was provided the opportunity to review and comment on the study areas existing conditions, identify concerns and opportunities, and contribute to the policies and processes guiding this development. Public Notices, and meeting details are attached in Appendix B.

4.1.1 Notification

Notice of the meeting was distributed through several forms of media including:

- Ottawa Sun (June 7th and June 14th, 2013);
- Le Droit (June 7th and June 17th, 2013); and
- The City of Ottawa Website

4.1.2 Attendance

Meeting participants were asked to sign-in to the meeting and were provided with a comment sheet. A total of 90 people signed in at the Public Meeting No. 1.

4.1.3 Format

The first open house was organized to allow for the informal viewing of exhibits and the opportunity for participants to ask questions to the study team. The following is a list of the exhibits that were available at the meeting:

Welcome

- Sign-In Table – Comment-Questionnaire
- Resource Materials –OMB decision, City of Ottawa Official Plan, TMP, IMP, MCEA, *Environmental Assessment Act*

Introduction and Process

- Exhibit 1 – Welcome
- Exhibit 2 – Study Area
- Exhibit 3 – Why Are We Here?
- Exhibit 4 – CDP
- Exhibit 5 – Consultation
- Exhibit 6 – CDP Principles
- Exhibit 7 – Planning and Environmental Assessment Process

Existing Conditions

- Exhibit 8 – Existing Conditions Overview
- Exhibit 9 – Natural Heritage
- Exhibit 10 – Physical 1
- Exhibit 11 – Physical 2
- Exhibit 12 – Topography
- Exhibit 13 – Drainage
- Exhibit 14 – Geomorphic Assessment
- Exhibit 15 – Archaeology and Built Heritage
- Exhibit 16 – Land Use

Infrastructure

- Exhibit 17 – Infrastructure
- Exhibit 18 – Servicing Alternatives
- Exhibit 19 – Servicing Alternatives

Transportation

- Exhibit 20 – Transportation 1
- Exhibit 21 – Transportation 2
- Exhibit 22 – Transportation 3
- Exhibit 23 – Transportation Alternatives 1

- Exhibit 24 – Transportation Alternatives 2

Evaluation Criteria

- Exhibit 25 – Typical Evaluation Criteria

Closing

- Exhibit 26 – 22 Thank You

Following the meeting, the exhibits were posted on the project web site.

4.1.4 Completed Comment-Questionnaires

The following is a summary of the comments received following the first public consultation session. Guiding principles of the CDP respond to the policies of the Official Plan. When asked to rank the guiding principles presented from most to least important, the result was as follows:

1. Respect existing adjacent community and neighbourhood
2. Create an environmentally sustainable community that respects existing significant natural heritage features
3. Provide for a connected network of community facilities including parks, schools, walkways and open spaces
4. Promote a development pattern that encourages walking, cycling, and transit over automobile use
5. Ensure timely and efficient phasing of future infrastructure
6. Provide an efficient transportation system that accommodates all modes of transportation and integrates these systems with the land uses
7. Create distinct livable neighbourhoods within Kanata North
8. Provide an opportunity for a mix of residential housing types and densities

The guiding principles have been used as a basis of evaluating alternatives as they were developed and consider the biological conditions, social conditions, geotechnical conditions and transportation and infrastructure. When asked to rank the most important considerations in each of these areas, the impact on wildlife/woodlots, noise, groundwater and the integration of the transportation and infrastructure network were identified as the most important.

A general and recurring comment provided was that the CDP create the framework for a livable community that will be walkable, have appropriate tree cover and provide for a transition between pathways and roads. Consideration is to be given to developing a community which will be interesting and unique, rather than continuing the existing type of community development.

Providing for an appropriate transition between the new and existing development was consistently raised as a concern. Further, comments were made that the proposed density and housing type abutting existing development is to be appropriate to the existing density and housing. It was suggested that large buffers, fencing and the retention of existing trees be used to minimize the impact of the new development. The height of the new development as it impacts the existing development was also a concern.

The appropriate placement of proposed non-residential uses such as commercial areas and the park and ride are to be considered and be located away from existing or proposed residential development. It was suggested that lower density development be considered at the perimeter of the CDP area, gradually increasing in density as it approaches the core(s) of the CDP area. If March Road is to be the core, it would be the appropriate location for multiple unit dwellings and commercial development.

Residents also expressed concerns with the provision of services within the CDP area. A wide range of new commercial development should be considered in order to provide services and employment opportunities to the existing and new residents. It was suggested that the use of the railway line be investigated as an amenity to the community. Many recommended the early discussion with the school boards to identify the location and timely development of schools. Schools, parks and other community spaces are to be the appropriate size.

The protection of the natural environment and avoiding the disturbance of habitats and wildlife corridors, topography, watercourse, aquifers and drainage patterns were identified as concerns. As much as possible, the natural environment should be integrated into the development. Design criteria should be implemented which will minimize light pollution.

The protection of existing private on-site services of the abutting developments is to be considered before, during and after development. Traffic signals are to be installed at high traffic areas. The new infrastructure should be designed to allow for the existing homes easily connect to them, if appropriate.

4.2 Public Meeting No. 2

Public Meeting No. 2 was held to solicit the ideas of the public in the development of the Concept Plans for the CDP. The Meeting involved a presentation followed by a Workshop/Design Charrette. The Community Design Workshop allowed a hands-on opportunity for the public to “plan” the community with consideration of the site constraints and the policy direction from the City. Appendix C contains copies of the meeting materials, notifications and comment synopsis.

4.2.1 Notification

Notice of the meeting was distributed through several forms of media including:

- Kanata Courier (October 17, 2013)
- The City of Ottawa Website.

4.2.2 Attendance

Meeting participants were asked to sign-in to the meeting and were provided with a comment sheet. Approximately 80 people in attendance at the Public Meeting No. 2. The photo to the right was taken during the workshop (Figure 4).

4.2.3 Format

The format of the second public meeting was a Workshop/Design Charrette. This format differed from that of the initial public open house in that it was more interactive and encouraged participants to share ideas on paper.



Figure 4: Photo of attendees at the Design Charette

Staff from the City of Ottawa, Ottawa Public Health, and Novatech acted as table facilitators and technical advisors. Participants were divided into tables of six to seven and provided with a toolkit of items. These items included a full-size base plan of the study area, tracing paper, markers and pencils. A menu of required facilities that would be needed in the new community was introduced to participants at the start of the workshop. This included stormwater management ponds, schools, a public library, parks and recreational facilities, a park-and-ride facility, and retail/commercial space. Cut-outs of the facilities (to-scale) were included in each toolkit.

Additionally, each table was provided with a blank booklet. Participants were encouraged to write or draw their ideas in the booklets to give more detail to their concepts.

4.2.4 Completed Comment-Questionnaires

Tables were allotted two hours to develop a concept that would include the required features and the location of lower and higher density housing, and retail/commercial uses. The concept plans and booklet materials prepared by each table have been included in Appendix C of this report.

4.3 Public Meeting No. 3

The purpose of this Public Open House was for the Study Team to provide information with respect to the work completed to date and the process moving forward. Preliminary land use concepts and alternative infrastructure projects were presented and the public was invited to ask questions, discuss the project and provide comments.

4.3.1 Notification

Notice of the meeting was distributed through several forms of media including:

- Kanata Kourier-Standard EMC (February 13th and 20th and March 6th 2014);
- Le Droit (February 14th and 21st, 2014); and

- The City of Ottawa Website.

4.3.2 Attendance

It is estimated that approximately 140 members of the public attended this Open House.

4.3.3 Format

The third public meeting was organized as an open house in order to allow for the informal viewing of exhibits and the opportunity for participants to ask questions to the study. The following is a list of the exhibits that were available at the meeting:

Welcome

- Sign-In Table – Comment-Questionnaire
- Resource Materials –OMB decision, City of Ottawa Official Plan, TMP, IMP, MCEA, *Environmental Assessment Act*

Existing Conditions

- Exhibit – 1 Existing Features
- Exhibit – 2 Existing Constraints

Design Concepts

- Exhibit – 3 Concept A
- Exhibit – 4 Concept B
- Exhibit – 5 Concept C
- Exhibit – 6 Concept D

Infrastructure Planning

- Exhibit – 7 Sanitary Options
- Exhibit – 8 Sanitary Options Continued
- Exhibit – 9 Watermain
- Exhibit – 10 Stormwater Outlet Options
- Exhibit – 11 Stormwater Outlet Options Continued

Following the meeting, the exhibits were posted on the project web site.

4.3.4 Completed Comment-Questionnaires

Individuals were asked to rank elements of the concept plans (A, B, C and D) in order of preference, with 1 being the most preferred concept, and 4 being the least preferred. Rankings were provided for parks, schools, libraries, park and ride, collector road patterns, connections outside the study area, higher density residential, stream alignment, and stormwater ponds. The following series of charts summarize the results of the rankings for the various topic areas (Figure 5 to Figure 14).

FIGURES 5 – 14: PUBLIC RANKED CONCEPT PLANS PUBLIC OPEN HOUSE NO. 3

Parks

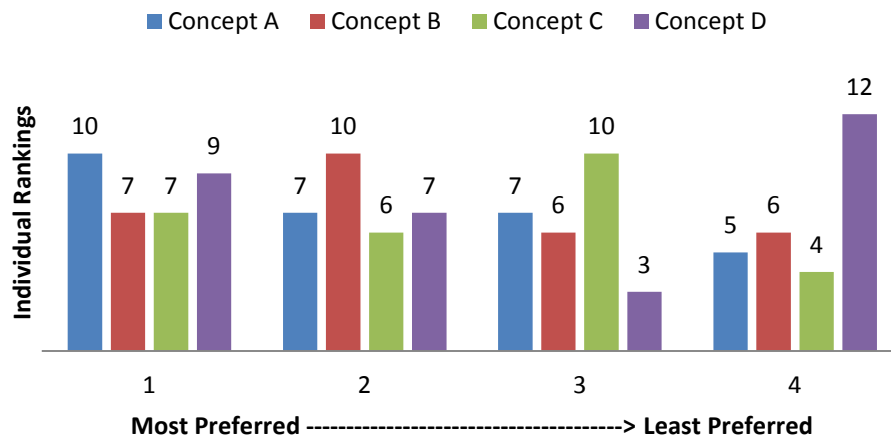


Figure 5: Concept Plan Ranking – Parks

Schools

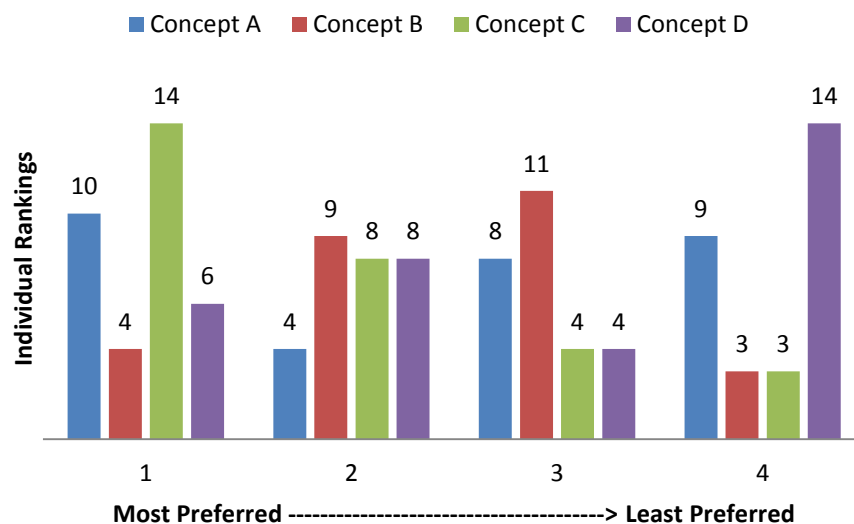


Figure 6: Concept Plan Ranking – Schools

Libraries

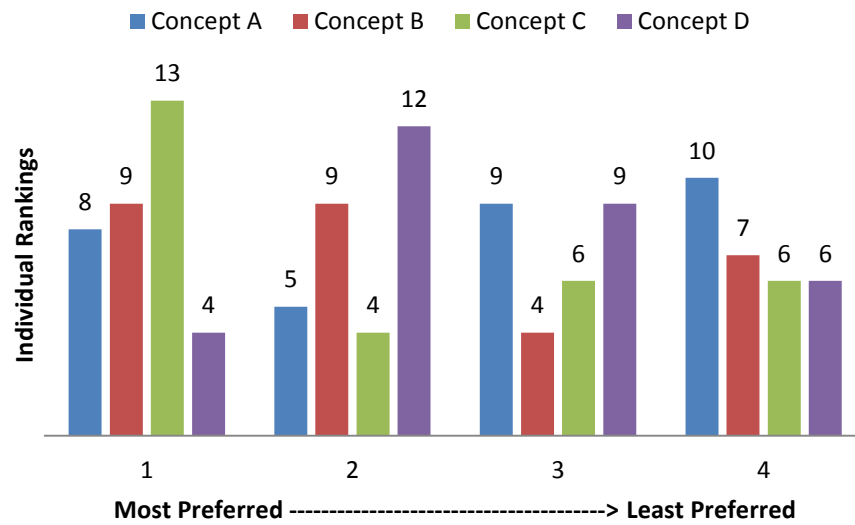


Figure 7: Concept Plan Ranking - Libraries

Park and Rides

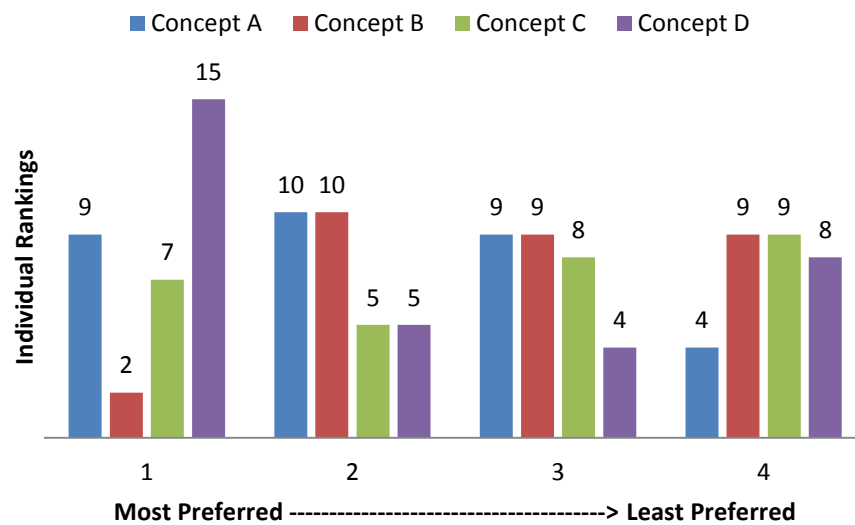


Figure 8: Concept Plan Ranking – Park and Rides

Collector Road Pattern

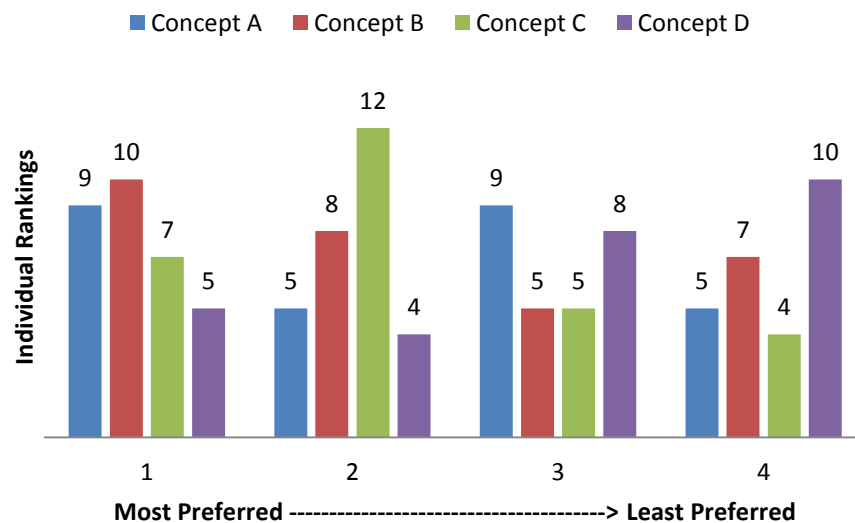


Figure 9: Concept Plan Ranking – Collector Road Pattern

Connections Outside Study Area

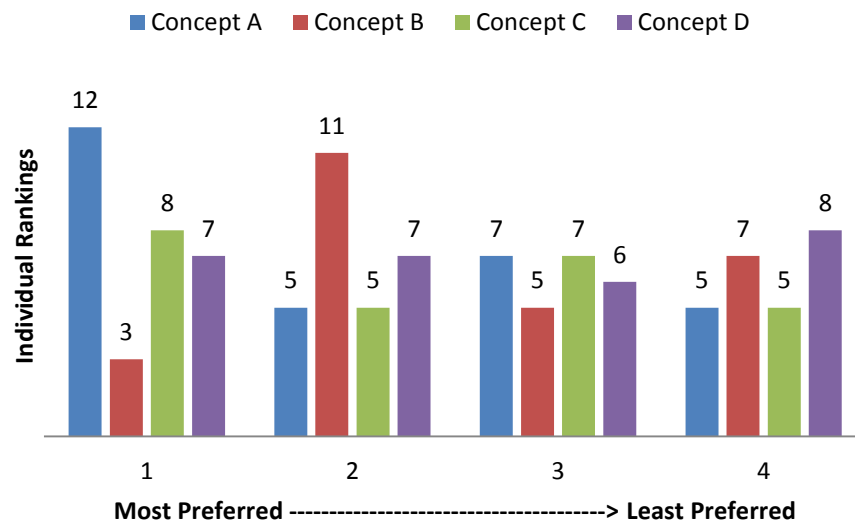


Figure 10: Concept Plan Ranking – Connections Outside the Study Area

Commercial Development Areas

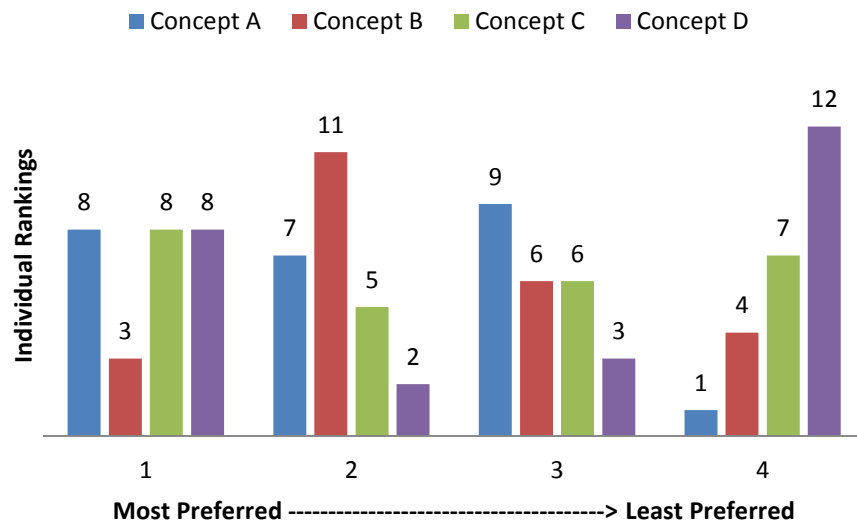


Figure 11: Concept Plan Ranking – Commercial Development Areas

Higher Density Residential Areas

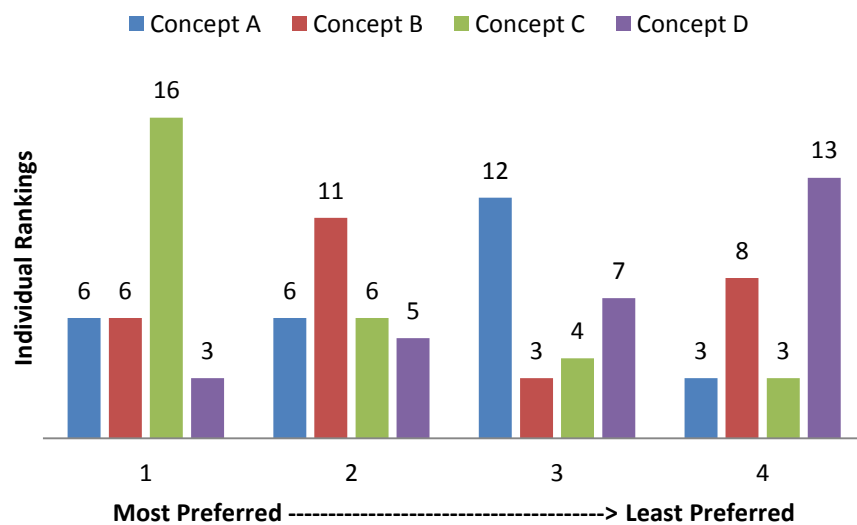


Figure 12: Concept Plan Ranking – Higher Density Residential Areas

Stream Alignment

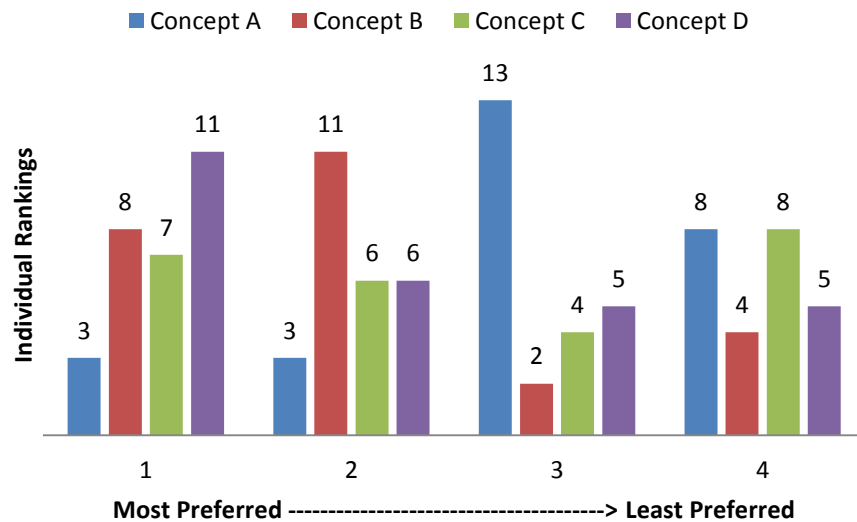


Figure 13: Concept Plan Ranking – Stream Alignment

Stormwater Management Ponds

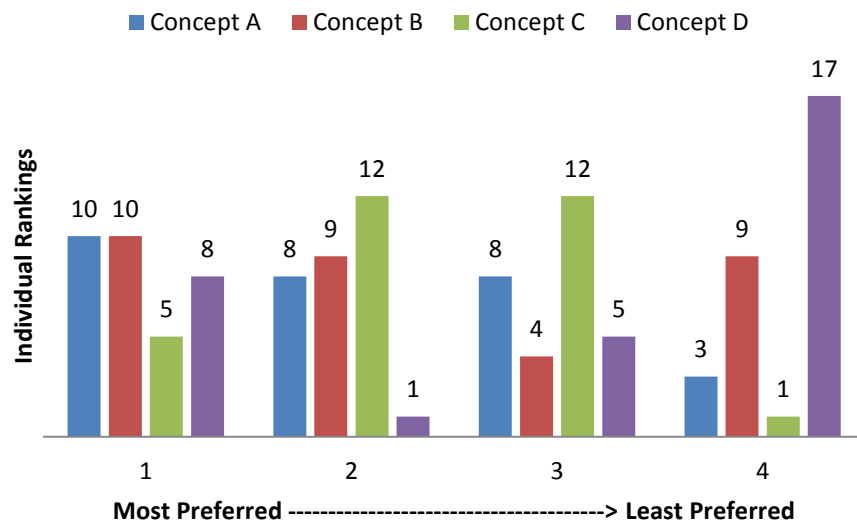


Figure 14: Concept Plan Ranking – Stormwater Management Ponds

4.4 Public Meeting No. 4

The purpose of this final Public Open House was for the Study Team to present a project update, the preferred land use concept and recommended infrastructure projects, the next steps in the process, and to present the participants the opportunity to ask questions and provide comments to the project team.

4.4.1 Notification

Notice of the meeting was distributed through several forms of media including:

- Kanata Kourier-Standard EMC (March 17, 2016);
- Stitsville News (March 17, 2016); and
- The City of Ottawa Website.

4.4.2 Attendance

It is estimated that approximately 200 members of the public attended this Open House.

4.4.3 Format

The format of the final public meeting was organized as an open house in order to allow for the informal viewing of exhibits and the opportunity for participants to ask questions to the study. Additionally, a presentation was given to highlight the study process, work to date, and steps moving forward. A copy of the presentation is available in Appendix E. The following is a list of the exhibits that were available at the meeting:

Welcome

- Sign-In Table – Comment-Questionnaire
- Resource Materials –OMB decision, City of Ottawa Official Plan, TMP, IMP, MCEA, *Environmental Assessment Act*

Introduction and Process

- Exhibit 1 – Why are We Here?
- Exhibit 2 – Planning Act and Environmental Assessment Act Process
- Exhibit 3 – Guiding Principles

Alternative Concept Plans

- Exhibit 4 – Alternative Concept Plans – from Community Meeting 3



Figure 15: Photo of Attendees at Public Meeting No. 4

- Exhibit 5 – Preferred Land Use Plan
- Exhibit 6 – Demonstration Plan
- Exhibit 7 – Parks and Pathways Concept

Transportation Design

- Exhibit 8 – Recommended Transportation Design
- Exhibit 9 – Transportation Design Refinements 1
- Exhibit 10 – Transportation Design Refinements 2
- Exhibit 11 – Transportation Design Refinements 3
- Exhibit 12 – March Road Cross-Sections

Stormwater Management Infrastructure

- Exhibit 13 – Proposed Storm Infrastructure
- Exhibit 14 – Preferred SWM Facility Locations
- Exhibit 15 – Evaluation of Alternative Designs

Water and Wastewater Infrastructure

- Exhibit 16 – Preferred On-site Watermain Infrastructure
- Exhibit 17 – Preferred Off-site Watermain Infrastructure
- Exhibit 18 – Preferred Onsite Wastewater Infrastructure
- Exhibit 19 – Preferred Off-site Wastewater Infrastructure
- Exhibit 20 – Evaluation of Alternative Designs

Environmental Management Plan

- Exhibit 21 – Recommended Environmental Management Plan
- Exhibit 22 – Typical Stream Corridor
- Exhibit 23 – Shirley's Brook Realignment
- Exhibit 24 – Transition to Existing Development

Conclusion

- Exhibit 25 – Next Steps

Following the meeting, the exhibits were posted on the project web site.

4.4.4 Completed Comment-Questionnaires

Comments were received by the City of Ottawa in the form of emails, and completed comment-questionnaires. The following is a summary of concerns identified in the correspondence following the open house:

- Request for presentation materials to be made available on the project website;

- A summary of statements related to the homeowners in Brookside primarily as they relate to hedgerows;
- A question regarding the traffic signal on March Road (synchronized or autonomous);
- Concerns related to proposed land use densities (property value) and buffers (privacy) surrounding rural estate lots on Marchbrook Circle;
 - Suggestion to start planting trees for buffers now to enhance privacy;
 - Suggestion that fencing between existing and proposed development be adequate to prevent trespass and enhance privacy;
- Concerns related to traffic on March Road and Old Carp Road;
 - Concern with noise pollution from increased traffic and transit;
- Concerns related to the quality and quantity of well water for existing residents abutting the development;
- Concerns with surface water flow, particularly as it relates to flooding and basement infiltration; and
- Questions and concerns related to the non-participating landowners within the study area.

4.5 Planning Committee Meeting

The City Planning Committee Meeting is anticipated to meet on June 28th, 2016. Notifications will be made in local newspapers, and the public will be invited to hear the presentation and provide comments to the Committee. Recommendations from the Planning Committee will be passed to City Council on July 13th, 2016.

4.6 Summary of Public Comments

Table 4 provides a summary of public comments received and responses from the study team.

Table 4: Summary of Public Comments and Responses

COMMENT	RESPONSE
Protection of wells servicing existing lots	<ul style="list-style-type: none"> • Sentry wells are being offered at seven locations to monitor the water levels for a period of one year prior to construction and during construction. • Mitigation will include temporary water supply for short term impacts and the lowering of well pumps or drilling new wells for long term impacts.
Increased traffic on Old Carp Road	<ul style="list-style-type: none"> • The projected amount of traffic from the development area is expected to be minimal (TMP, Section 8.3) and is able to be accommodated. • A number of intersection configurations were examined and the resulting intersection has been designed to encourage traffic from the subdivision to use March Road • City Staff has initiated the screening study to determine whether an Area Traffic Management (ATM) Study is warranted. If found warranted, the ATM may recommend

COMMENT	RESPONSE
	various mitigation methods, including items such as speed cushions or turn restrictions
Transition/buffering with existing development	<ul style="list-style-type: none"> • Meetings were held with the immediately abutting neighbourhoods to discuss appropriate methods of transition and buffering with the proposed development. • New single detached dwellings will back onto existing single detached or townhouse dwellings and new townhouses will back onto existing townhouses. • The lots created will be deeper than a typical lot, to provide space for a landscaped buffer. • At the time of subdivision approval, a landscaping plan will be prepared to determine the existing vegetation which will be preserved and additional planting to be required to create an adequate buffer. The maintenance of the landscaping will be the responsibility of the future resident.
Inability of March Road to accommodate increased traffic prior to the widening to four lanes	<ul style="list-style-type: none"> • An intersection capacity analysis was completed to determine the amount of development which can take place before there are adverse impacts on March Road with the existing two-lane configuration. This analysis included an increase of background volumes to the 2026 projection. The conclusion was that approximately 1650 units can be developed without adverse impacts. • During the next review of the TMP, the urban portion of March Road is expected to be reviewed for inclusion into the affordable plan.
Insufficient intersections on the east side of March Road	<ul style="list-style-type: none"> • Although there are two intersections providing access to the east side, compared to six (signalized, unsignalized, existing and proposed), the TMP indicates that this is sufficient to provide access. • The additional intersections providing access to the west side will facilitate northbound left hand turns, which are not required on the east side.
Lack of vehicular connection to Hillsvie	<ul style="list-style-type: none"> • Through the subdivision approval for Hillsvie Subdivision, a road right of way was protected to potentially provide access to the Kanata North CDP area. The right-of-way will be protected on the CDP lands to allow for a future road, however, at this time is proposed to provide pedestrian/cycling access only. Designed properly, emergency vehicle access may also be provided.
Relocation of the Station 45 on Riddell to a location within the CDP area	<ul style="list-style-type: none"> • Council approved the Ottawa Fire Services 2015 Station Location Study on June 24, 2015 which recommended the relocation of Station 45. The relocation would not adversely impact public safety or service. • Through discussions with Fire Services, an acceptable site has been identified within the CDP area
Impact on Blandings turtles and other species at risk	<ul style="list-style-type: none"> • The EMP has provided details with respect to new habitat enhancement and compensation for Blanding's turtles which

COMMENT	RESPONSE
	<p>will be implemented at the plan of subdivision stage, and if appropriate during site plan</p> <ul style="list-style-type: none"> • Where butternut trees will be removed by development, compensation will be addressed through the development approval process • Approval for the removal of barn swallow bird nesting structures has been received from MNR and compensation habitat in the form of artificial barn swallow nesting structures will be built northwest of the Kanata North CDP area.
All SWM ponds should be located within the urban boundary	<ul style="list-style-type: none"> • The initial position of the City was that the SWM ponds should be located within the urban boundary. Through discussions and technical information, the location for a pond east of the CN rail corridor was deemed acceptable. • This provided an opportunity to transfer S23 to the City and the potential for this to be integrated as a community feature.
Parks should have more natural areas	<ul style="list-style-type: none"> • The placement of the parks has considered the natural environment, either by being adjacent to the creek corridor or through existing stands of trees. • Parks are to also offer programmed space to meet the needs of the residents.
Potential for substantial commercial development along March Road and the risk that this may develop into Merivale Road	<ul style="list-style-type: none"> • Guidelines have been included with respect to the design of development along March Road, including locating buildings close to the street • The designations allow for both commercial and residential uses

5. SUMMARY AND CONCLUSIONS

The consultation undertaken as part of the integrated planning and environmental assessment process for the Kanata North Urban Expansion Area CDP has exceeded the requirements of the *Planning Act* and Municipal Class Environmental Assessment processes. The consultation undertaken provided the public and agencies an opportunity to provide input into the development and selection of the Recommended Land Use and the required supporting infrastructure.

APPENDIX A

Neighbourhood Meeting Minutes

MEMORANDUM

DATE: MARCH 20, 2014

TO: MURRAY CHOWN, PLANNER-PROJECT MANAGER

FROM: ERIC BAYS, PLANNER

RE: MARCHBROOK CIRCLE AND NADIA LANE COMMUNITIES
'KITCHEN TABLE' MEETING

CC: JOHN RIDDELL, GREG WINTERS, LEE SHEETS, MICHAEL PETEPIECE,
RYAN JAMES

On March 19, 2014 Murray Chown and I attended a 'kitchen table' meeting with residents of Marchbrook Circle and Nadia Lane living directly adjacent to the Kanata North Urban Expansion Study Area. The meeting was held at 18 Marchbrook Circle, home of Public Advisory Committee member John Horowitz.

Approximately 14 residents attended the meeting representing 10 of the 17 dwellings on Marchbrook Circle, Nadia Land and Old Carp Road. Councillor Marianne Wilkinson (Kanata North) and Eli El-Chantiry (West Carleton-March) were also present.

The following is a summary of the concerns raised during the discussion:

- Nearly consistent opposition to walking paths adjacent rear yards
- Concern with trespassing of future residents onto their lots
- Light pollution and light spill over
- Impact on wells (quality and quantity)
- Loss of privacy and impact of development on sightlines
- Drainage concerns due to potential grade raises
- Loss of natural surroundings
- Impact of proposed collector connecting to Old Carp Road
- Homogeneity of rear-yard fences (or lack thereof)
- Architectural treatment of rear walls facing existing homes

Some residents proposed the construction of a berm near the property line and referenced a berm parallel to March Road sheltering homes on Landel Drive. The berm could be naturalized with evergreens and natural vegetation to further create a buffer. Privacy and sightline concerns could be addressed by constructing only single-storey homes along the edge of the boundary.

There was a general consensus that walking paths adjacent to rear yards were undesirable due to the loss of privacy. Locating parks or schools adjacent to the study area's edge was considered by

some to be desirable, as they would be open areas that could afford more privacy. Others were concerned by potential park or school lighting, as well as issues of antisocial behaviour within parks or school yards that had the potential to exploit their property as well.

Significant concern was raised regarding the impact of a proposed collector road connecting to Old Carp Road on traffic and safety.

Specific preferences were voiced by the owners of following residences:

- 1171 Old Carp Road: Wish to see homogenous fences to avoid chaotic result of development south of Old Carp Road.
- 2 Marchbrook: Prefer to be adjacent houses, rather than other uses. Concern over construction of fence and cost.
- 4 Marchbrook: Concern with impact of light pollution and would like to minimize light spill over.
- 6 Marchbrook: Requesting “appropriate” residential- not a wall of townhomes, but prefer to have larger lots and lower densities.
- 10 Marchbrook: Proposed creation of a vegetated berm. New homes backing on the berm could have deeper lots, be lower density, single-storey residential and have more detailed architectural treatment to the rear of the buildings. In order to preserve sightlines from their property, the residents of 10 Marchbrook requested lower-pitched roofs on the potential single-storey homes.
- 20 Marchbrook: Interest in retaining some trees north of property boundary.
- 1350 Nadia: Retain conifer trees east of home. Would prefer to have the following uses behind house, in order of preference: parks, school, homes.
- 1370 Nadia: Retain conifers behind property.

MEMORANDUM

DATE: MARCH 28, 2014

TO: MURRAY CHOWN, PLANNER-PROJECT MANAGER

FROM: ERIC BAYS, PLANNER

RE: HILLSVIEW COMMUNITY 'KITCHEN TABLE' MEETING

CC: JOHN RIDDELL, GREG WINTERS, LEE SHEETS, MICHAEL PETEPIECE,
RYAN JAMES

On March 25, 2014 Murray Chown and I attended a 'kitchen table' meeting with residents of the Hillsview community (Houston Drive) living directly adjacent to the Kanata North Urban Expansion Study Area. The meeting was held at 1418 Houston Drive, home of March Rural Community Association President Alex Aronec.

Approximately 14 residents attended the meeting representing all but one of the dwellings on Houston Drive which back onto the Study Area (residents from 1404 Houston Drive were not present). John Horowitz of the Public Advisory Committee and Eli El-Chantiry, Councillor for West Carleton-March Ward, were also in attendance.

Residents asked a number of questions and expressed concerns regarding the CDP process as well as suspicion that the future developers of the land would have any interest in heeding Hillsview residents' requests.

Concerns raised by residents included:

- Trespassing of future residents onto their lots
- Noise
- Light pollution and light spill over
- Impact on wells (quality and quantity)
- Loss of privacy and impact of development on sightlines
- Drainage concerns due to potential grade raises
- Loss of natural surroundings
- Retention of large trees along south property line
- Impact of development on property values

Retention of privacy and minimization of the visual impact of the development were central points of discussion. Retention of the large trees adjacent to the south property boundary (some planted by the Dekok family to buffer the farms impact on Houston Drive residents) was considered an important part of minimizing visual impact.

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The large majority of residents voiced opposition to walking trails backing onto their property, raising concerns of trespass and potential liability for injuries. Noise and antisocial behaviour were also cited as concerns associated with walking trails, as these places could have poor natural surveillance from adjacent homes or streets. Similar concerns were voiced regarding other publicly accessible land uses such as parks or schools.

Residents unanimously promoted the construction of a berm that would be planted with natural vegetation and densely planted conifer trees as well as a fence. The berm would be tall enough to block the view of future residents from the backyards of Houston Drive. It was suggested that homes backing onto the berm would have deeper lots (to accommodate the berm) and would be single-storey detached dwellings. Residents stated that, should buildings taller than 2 storeys be contemplated it would undermine the berm's purpose. Residents also wished to have a fence of consistent design (i.e.: installed by the developer).

Residents felt it was imperative the berm be constructed prior to major site works to shield them from noise, dust and wind-blown materials from construction.

Light pollution was raised as a significant concern. While residents of Marchbrook and Nadia (in the previous kitchen table meeting) were most concerned about light pollution from adjacent parks or schools, Hillsview residents were also concerned with non-point source pollution; that is, the cumulative effect of street lighting, backyard lighting and light spill out from new homes that all contribute to urban sky glow.

Hedge Drive Connection

The majority of residents were opposed to any form of connection- vehicular or pedestrian, from the study area to the 20m road allowance west of 1202 Houston Drive. Concerns included impacts from cut-through traffic to the Maxwell intersection and the potential that school boards would discontinue bus transportation to/from Houston Drive on account of a safe corridor for children to walk to school.

Residents were pleased that a traffic light would be installed at the intersection of Maxwell and March, but were concerned that expansion of March Road would extend only to St Isidore's. Many residents argued that March Road expansion should be completed prior to community construction.

MEMORANDUM

DATE: APRIL 11, 2014

TO: MURRAY CHOWN, PLANNER-PROJECT MANAGER

FROM: ERIC BAYS, PLANNER

RE: BROOKSIDE COMMUNITY MEETING ON ADJACENT DEVELOPMENT

CC: JOHN RIDDELL, GREG WINTERS, LEE SHEETS, MICHAEL PETEPIECE,
RYAN JAMES

On April 8, 2014 Murray Chown and I attended a community meeting with residents of the Brookside community (Windance Crescent and Celtic Ridge Crescent) living directly adjacent to the Kanata North Urban Expansion Study Area. The meeting was held at the Mlacak Community Centre in Kanata.

Approximately 32 residents attended the meeting, presumably all owned dwellings on Windance Crescent and Celtic Ridge Crescent which back onto the Study Area. Councillor for West Carleton-March Ward was in attendance.

A number of the attendees had not been to previous community meetings and there was a significant amount of interest in the four concept plans prior to the meeting's beginning. Residents asked a number of questions and expressed concerns regarding the CDP process as well as suspicion that the future developers of the land would have any interest in heeding residents' requests.

Concerns raised by residents included:

- Loss of hedgerow behind property
- Loss of privacy due to proximity to new homes
- Pedestrian traffic cutting through back yards
- Connectivity between the existing and planned community
- Drainage concerns due to potential grade raises
- Impact of development on property values

Retention of the large trees and hedgerow adjacent to the north property boundary was considered a central part of any development proposal. The hedgerow would help to minimize the visual impact of the development and protect the natural asset for which residents paid premiums. Retention of privacy and minimization of the visual impact of the development were central points of discussion.

The large majority of residents voiced interest in creating a naturalized walking trail on the north side of the existing hedgerow north of their homes. This trail could be paved or unpaved and unlit. The area surrounding the trail would preserve the existing hedgerow and vegetation. At the west end of Windance Crescent, where there is no existing hedgerow, revegetation would occur. The trail and corridor could be connected to streets and nearby parks and schools within the Study Area.

Residents had a strong interest in having a park close to Brookside within the Study Area, but were less inclined to have a park or school act as part of the buffer between the existing residents and the new Study Areas, citing noise and destinations for antisocial behaviour. Residents cited a lack of a small park space accessible for small children in the area.

Residents at the west end of Windance Crescent, notably the Schlingmeiers at 170 Windance Crescent, raised significant concern regarding the impact of the development on their existing back yard retaining walls running along their north property lines. The existing grade within the Study Area is markedly higher than the existing elevations of the backyards. Residents wished to know if changes in grade would be required, and what sort of impacts this might have on their back yards and the hedgerow's retention.

Residents wished for residential housing in the Study Area to mirror existing housing density and types in Brookside. This would minimize future potential conflict between neighbours and create consistency between the two communities.

Connectivity of the Study Area to Brookside was raised as a concerns as well. Murray confirmed that the only connections would be along the rail line and Shirley's Brook corridors, and no others are possible. A gentleman residing at 138 Windance Crescent, a pie-shaped lot, stated that he would consider conveying a portion of his property for the purposes of creating a pedestrian connection to the new community.

Concern was raised regarding the ash borer and if infected trees in the hedgerow would be removed and replaced if the corridor was conveyed to the City.

MEMORANDUM

DATE: SEPTEMBER 9, 2015

TO: MURRAY CHOWN, PLANNER-PROJECT MANAGER

FROM: ERIC BAYS, PLANNER

RE: NADIA LANE COMMUNITIES 'KITCHEN TABLE' MEETING

CC: JOHN RIDDELL, GREG WINTERS, LEE SHEETS, MICHAEL PETEPIECE,
RYAN JAMES

On September 9, 2015 Murray Chown, Greg Winters, and I attended a 'kitchen table' meeting with residents of Nadia Lane living adjacent to the Kanata North Urban Expansion Study Area. The meeting was held at 1350 Nadia Lane, home of Alan and Diane Jaakola.

Over 15 residents attended the meeting representing 4 of the 5 dwellings on Nadia Lane adjacent to the study area. Councillor Marianne Wilkinson (Kanata North) and Eli El-Chantiry (West Carleton-March) were also present.

The intent of the meeting was to introduce residents to Preliminary Demonstration Plan A-13 and a number of cross-sections depicting transition alternatives. Concept A-13 proposes a neighbourhood park be located adjacent to the rear yards of residents of Nadia Lane. The park would be of a sufficient depth to accommodate facilities required by the City while also retaining some of the white pines east of the existing residential properties on Nadia Lane.

The following questions and concerns were voiced by residents:

- Will a fence be provided along the edge of the park and, if so, concern about removal of trees and shrubs to install fence.
- Are the white pines part of the Panandrick Estates subdivision and, if so, why were they planted off-site?
- Confirmation of whether any of the white pines are located in the rear yards of Nadia Lane residents.
- There is an existing drainage ditch at the rear of the existing properties- what implications will the new community have on drainage?
- Will there be vehicular or pedestrian access to Nadia Lane from the new community?
- Request fence be located behind vegetation to minimize the visual impact. Suggested developer could plant trees and shrubs in existing rear yards.
- Impacts of development activity on water quality and foundation settlement.
- Concern with white pines being cut down either through the development process or afterwards.

- Concern with understanding the CDP/EA process, OPA process, and subdivision processes.
- Concern that changes to the concept plan will alter park size and ability to accommodate trees.
- Impact of development on wells.

Residents reiterated the importance of retaining vegetation along existing shared hedgerows and within the proposed neighbourhood park in order to minimize any loss in privacy due to development. Some residents proposed that additional planting could be done in their rear yards.

Considerable time was spent discussing potential future pedestrian or vehicular connections from the new community to Nadia Lane with all voiced opinions opposing any connections. While residents were assured that there is no possibility for connections through the current CDP/EA exercise, residents were concerned that, because of provisions for a future collector road connection to the east and west, long-term future urban development may connect to Nadia Lane. Residents were informed by Novatech that additional urban expansion was not anticipated in the foreseeable future.

MEMORANDUM

DATE: SEPTEMBER 23, 2015

TO: MURRAY CHOWN, PLANNER-PROJECT MANAGER

FROM: ERIC BAYS, PLANNER

RE: BROOKSIDE COMMUNITY MEETING

CC: JOHN RIDDELL, GREG WINTERS, LEE SHEETS, MICHAEL PETEPIECE,
RYAN JAMES

On September 23, 2015 Murray Chown, Greg Winters and I attended a community meeting with residents of the Brookside community in proximity to the Kanata North Urban Expansion Study Area. Ted Fobert, of FoTenn Consulting, attended the meeting on behalf of their client, Metcalfe Realty. The meeting was held at the St. John of March Anglican Church in Kanata.

Over 30 residents attended the meeting, with a large number of those owning property which backs onto the Study Area. Councillors Eli El-Chantiry and Marianne Wilkinson were in attendance.

The intent of the meeting was to introduce residents to Preliminary Demonstration Plan A-13 and a number of cross-sections depicting land use alternatives as they could impact existing residents. Concept A-13 proposes detached dwelling and townhouse lots with additional depth (36.0m) be located adjacent to the rear yards of residents of Windance Crescent and Celtic Ridge Crescent. The additional space would enable retention of a 6.0m landscape buffer to protect the existing hedgerow vegetation where engineering requirements permit, and to facilitate the revegetation of areas where the hedgerow is thick or requires removal.

The following questions and concerns were voiced by residents:

- Concern with loss of view of green space if neighbours build fences;
- How will City ensure landowners do not remove trees and shrubs?
- Will diseased or dying trees be removed from the hedgerow?
- Concern that diseased and dying trees are currently posing a hazard to existing residents and their homes;
- Will grading and elevation of the subdivision be similar to Brookside?
- If additional planting considered along hedgerow what will be the age and size of those plantings?
- Clarification on types of commercial;
- Consider moving community commercial further north or distributing on both sides of March Road;
- Consider retention of north-south hedgerows.

Retention of existing hedgerow vegetation, and the privacy that the feature provides, was the primary concern raised by residents. When asked by Councillor Wilkinson to 'vote' for the preference for a fence and, if so, what type, the majority of attendees preferred a black chain-link fence installed at the time of subdivision.

An attendee of the previous community meeting (April 8, 2014) noted that there had been some discussion of creating a publicly-accessible path corridor that would encompass the entire hedgerow and include a paved or gravel corridor. Murray responded that this development scenario had multiple issues. These included:

- No connections would be possible to Brookside except at Shirley's Brook and the railway corridor;
- Rear yard gates would not be permitted;
- City Operations staff raised concerns regarding the maintenance/safety of the pathway;
- The vegetated, unlit pathway could present security concerns including vandalism and break-and-enters.

MEMORANDUM

DATE: OCTOBER 5, 2015
TO: MURRAY CHOWN, PLANNER-PROJECT MANAGER
FROM: ERIC BAYS, PLANNER
RE: OLD CARP ROAD COMMUNITY MEETING
CC: JOHN RIDDELL, GREG WINTERS, LEE SHEETS, MICHAEL PETEPIECE,
RYAN JAMES

On October 5, 2015 Murray Chown, Greg Winters, Jennifer Luong, Brad Byvelds and I attended a community meeting with residents of Old Carp Road and Halton Terrace south of the Kanata North Urban Expansion Study Area. The meeting was held at the St. John Anglican Church in Kanata.

Over 40 residents attended the meeting. Councillors Eli El-Chantiry and Marianne Wilkinson were in attendance.

The intent of the meeting was to provide residents with an opportunity to provide feedback on four alternative collector road configurations in the southwest quadrant of the study area as they relate to Halton Terrace and Old Carp Road. The four configuration concepts are summarized by Jennifer Luong on her memorandum to the Kanata North Transportation Master Plan Technical Advisory Committee dated October 5, 2015. City staff provided a brief synopsis of the City's road classification system and explained why Old Carp Road is designated as a collector in the Transportation Master Plan (TMP). Residents were also encouraged to ask questions.

The following questions and concerns were voiced by attendees:

- Concern potential impact of people taking Halton Terrace, Flamborough Way to Klondike Road;
- People coming out of new community will take Old Carp Road to Second Line;
- Consider speed bumps on Old Carp Road to slow traffic;
- Opposition to any widening of Old Carp Road;
- Why is a forced road designated as a collector in the TMP?
- Vehicle-pedestrian-cyclist conflicts more common on weekends as Old Carp Road is used as a cycling route;
- Currently dangerous to walk on Old Carp Road at night or during winter- street is unlighted cars travel over speed limit and several blind corners/hills;
- Has there been consideration of a connection from the new community to Second Line Road?
- Has there been consideration of no connection to Old Carp Road from the new community?

- Concern with speed of traffic on road;
- Has there been consideration of roundabouts at new intersections?
- Possibility of limiting right-hand turns from the new SW collector road onto Old Carp Road?
- Concern with location of public school with frontage on Old Carp Road.

Multiple attendees voiced concerns regarding vehicles travelling in excess of the speed limit on Old Carp Road. Old Carp Road's existing pavement width, corners and hills with reduced visibility, and an absence of shoulders or sidewalks for pedestrians are perceived to create a dangerous environment for road users. Attendees were reminded by the City Councillor's that speeding should be reported to Ottawa Police and that, since these are ongoing issues, should be addressed separately from the current proposal.

A member of the Kanata North Public Advisory Committee noted that several Preliminary Demonstration Plans proposed to locate a school adjacent to Old Carp Road. Several people voiced concerns relating to the potential impact of this use on traffic circulation, volumes and safety along Old Carp Road due to vehicular traffic dropping off and picking up students.

MEMORANDUM

DATE: OCTOBER 27, 2015

TO: MURRAY CHOWN, PLANNER-PROJECT MANAGER

FROM: ERIC BAYS, PLANNER

RE: MARCHBROOK COMMUNITY MEETING

CC: JOHN RIDDELL, GREG WINTERS, LEE SHEETS, MICHAEL PETEPIECE,
RYAN JAMES

On October 20, 2015 Murray Chown, Greg Winters and I attended a community meeting with residents of the Marchbrook community in proximity to the Kanata North Urban Expansion Study Area. Jean-Luc Rivard from Brigil attended the meeting. The meeting was held at 18 Marchbrook Crescent- the home of PAC member John Horowitz and his wife, Gail.

Over 20 residents attended the meeting, with some owning property which backs onto the Study Area. Councillors Eli El-Chantiry and Marianne Wilkinson were in attendance.

The intent of the meeting was to introduce residents to Preliminary Demonstration Plan A-16 and a number of cross-sections depicting alternative transitions to the new community.

Plan A-16 proposes a combination of land uses adjacent to the rear yards of residents of Marchbrook Circle. These uses include a school site, low density residential lots with additional depth (36.0m), a creek greenspace buffer, and high density residential (i.e.: buildings up to 4-storeys in height).

The following questions and concerns were voiced by residents:

- Will existing trees within stream corridor be retained?
- Will back yards be fenced and, if so, how?
- Distance from higher density residential to Marchbrook properties is too close;
- Light and noise spillover from parking lots that back on to Marchbrook properties;
- School location could result in bus or car traffic using Old Carp Road. Concern with traffic issues on Old Carp Road adjacent to school frontage;
- Height of proposed higher density residential;
- What will be the timing of widening March Road versus timing of the proposed development?
- Impact of blasting on wells, foundations.



Attendees voiced concern that the concept located a disproportionate amount of the higher density residential in the southwest quadrant in proximity to Marchbrook properties. There was discussion of the possibility of high density being located east of the community commercial or farther north where it would be further from existing properties. Issues of light pollution, privacy, and spoiled views were the predominant issues. Some attendees were concerned that views from and to the proposed higher density residential would not be obscured by the intervening low density residential and collector road.

Residents voiced interest in holding another informal neighbourhood meeting in the future to review and discuss any changes to the demonstration plan.

MEMORANDUM

DATE: NOVEMBER 3, 2015

TO: MURRAY CHOWN, PLANNER-PROJECT MANAGER

FROM: ERIC BAYS, PLANNER

RE: HILLSVIEW COMMUNITY MEETING

CC: JOHN RIDDELL, GREG WINTERS, LEE SHEETS, MICHAEL PETEPIECE,
RYAN JAMES

On October 27, 2015 Murray Chown, Greg Winters and I attended a community meeting at the Richcraft Recreation Complex: Kanata with residents of the Hillsview community in proximity to the Kanata North Urban Expansion Study Area. Danny Page from Valecraft and Councillor Marianne Wilkinson attended the meeting.

Over 18 residents of Hedge Drive and Houston Crescent attended the meeting. Approximately 4 attendees indicated that they owned property adjacent to the Study Area.

The intent of the meeting was to introduce residents to Preliminary Demonstration Plan A-16 and a number of cross-sections depicting land use alternatives as they could impact existing residents. Concept A-16 proposes low density residential lots with additional depth (i.e.: greater than the typical 30m) adjacent to the rear yards of residents of Houston Crescent. With an additional 4m depth existing vegetation would be retained where present, and revegetation would occur in other places. Future residents would be required to keep the buffer in a naturalized state. An existing road stub of Hedge Drive would be used as a pedestrian connection from the existing community to the Study Area.

The following questions and concerns were voiced by residents:

- Would the City consider owning the 4m buffer? Alternately, could the 4m buffer be conveyed to Hillsview residents?
- Preventing trespass from Study Area;
- Impact of development on property values;
- Reduce density along shared property line by allowing only singles and semi-detached dwellings?
- Prefer singles to back on to [existing] singles;
- Consider adult-oriented bungalows along shared property line to reduce visual impact (ie: one storey instead of two);
- What uses are considered for the 'Neighbourhood Commercial' block?
- Timing for the widening of March Road;

- Impact of development on wells?

Attendees noted that at a previous neighbourhood meeting (March 28, 2014) residents had requested that a naturalized berm be considered along the shared property line in order to block views and retain privacy. Murray stated that this scenario had a number of issues, including:

- Incoming off-site drainage from the north would be redirected, and could pose flooding/drainage issues;
- Significant land consumption due to the berm's side slopes;
- Require removal of all trees within the Study Area and changes in drainage could negatively impact adjacent trees.

Retention of existing vegetation within the Study Area, and the privacy that the feature provides, was the primary concern raised by residents. Some attendees stated that the desire for a berm was to prevent trespass onto their properties. The majority of attendees wished for a fence to be installed along the shared property line.

Attendees asked for clarification of what forms of housing would be permitted in the 'Low-Density Residential' designation and requested that the developer consider only locating detached dwellings adjacent to the shared property line. Danny Page stated that the request did not seem unreasonable from Valecraft's perspective, and that he would consult with the company's Principals.