

APPENDIX E

Public Meeting No. 4

- Notice of Public Meeting No. 4
 - o Kanata Kourier-Standard EMC (March 17, 2016)
 - o Stitsville News (March 17, 2016
 - o City of Ottawa Website
- Comment-Questionnaire
- Presentation
- Exhibits



Ottawa Hospital unveils expansion plans at open house

Residents come out in droves to have their say on new site

Jennifer McIntosh jennifer.mcintosh@metroland.com

Ottawa Hospital CEO Jack Kitts started the March 7 public consultation for the Civic campus expansion with an apology.

"We are sorry for letting the 'where' overshadow 'what' we are going to build together," he said of a planned expan-

Nearly a-year-and-half ago, the federal Conservative government announced a plan to build more Civic campus buildings on part of the Central Experimental Farm.

Kitts said the group working on the hospital's master plan weren't aware of the impact of putting the hospital on the northwest corner of the farm. The land has been earmarked for soil research, he said, adding that potential impact on the land the hospital chooses is one of the selection criteria.

"I want to apologize for the delay to get here," Kitts said, of the public consultation.

Kitts painted a picture of a 21st-century "health village" that will focus on wellness and patient quality of life.

The new facility will have walkways and gardens, as well as lots of light and bigger patient rooms.

Kitts said there are parts of the existing hospital that have to be closed permanently as they are no longer suitable for

The hospital's helicopter pad is across the street on Carling Avenue. That means critical patients have to be transported across the busy road by ambulance - paramedics have a key that turns the traffic lights red. Once the patient is in the hospital, they have to moved to intensive care, or go across the campus if they need an MRI. For a trauma unit, that handles cases where minutes matter, this doesn't work, said Kitts

The hospital simply can't expand on the existing ninehectare site, he said.

See HOSPITAL page 26



JENNIFER MCINTOSH/METROLAND

Ottawa Centre MP Catherine McKenna says public consultation is crucial to find the best location for a hospital expansion in or near the city's core.



Kanata North Community Design Plan (CDP)

ottawa.ca 3-1-1 2602

Community Meeting #4

Wednesday, March 30, 2016 • 6:30 to 9 p.m. Presentation at 7 p.m. St. Isidore Roman Catholic Parish, Main Hall 1135 March Road

The integrated Planning Act and Environmental Assessment Act process for the Kanata North Community Design Plan is progressing.

The CDP area extends along both sides of March Road from the existing urban area of Kanata. It is generally bounded by Old Carp Road, Murphy Court, Nadia Court and the rail corridor and excludes the existing subdivisions.

The CDP will detail the land uses, the natural heritage system, transportation, and servicing infrastructure for Kanata North. It will be supported by master plans completed in accordance with the Planning Act provisions and the Environmental Assessment Act. Comments received will be collected under the Environmental Assessment Act and, with the exception of personal information, will become part of the public record.

At this final community meeting, participants will be presented a project update, the preferred land use concept and recommended infrastructure projects, learn of the next steps in the process, and will have an opportunity to ask questions and provide comments to the project team

Accessibility is an important consideration for the City of Ottawa. If you require special accommodation or French language services, please email pgmpublicengagement@ottawa.ca by noon on Tuesday, March 29.

Your participation and feedback is an important component of this study. For further information on this project, please visit the project website at ottawa.ca/kanatanorth.

If you would like to be added to the mailing list for this project or have comments or requests, please contact:

Murray Chown, MCIP, RPP Senior Project Manager Novatech Engineering Consultants Ltd. 240 Michael Cowpland Drive, Suite 200 Kanata, ON K2M 1P6 Tel: 613-254-9643 Fax: 613-254-5867 Email: m.chown@novatech-eng.com

Wendy Tse, MCIP, RPP, LEED Green Associate

Planner City of Ottawa 110 Laurier Avenue West

Ottawa, ON K1P 1J1 Tel: 613-580-2424, ext. 12585

Fax: 613-580-2459 E-mail: kanatacdp-pcc@ottawa.ca Karen **McCrimmon**

Serving Constituents of Kanata-Carleton



Member of Parliament Kanata-Carleton

Thank you to the Katimavik Hazeldean Community Association for allowing me to attend their general meeting on March 7th and take part in a lively discussion with residents. I always enjoy having the opportunity to meet and listen to members of our Kanata-Carleton community.

International Women's Day - Intercultural Dialogue

It was a pleasure to deliver the opening remarks at the International Women's Day event organized by the Intercultural Dialogue Institute of Ottawa. I had the chance to speak to residents of our community on the importance of empowering women. I believe that when women are empowered, they can fulfill their potential and contribute their best to our communities and our society.

Veterans Events

I was thrilled to have the opportunity to represent Veterans Affairs Minister Kent Hehr at the Horses and Heroes Gala held in Petawawa. This event was organized by the War Horse Project, a not for profit organization using horses to help veterans who have been adversely affected by trauma. I also attended a Wounded Warriors event hosted by Scott Maxwell, Executive Director of Wounded Warriors Canada. This fundraiser was held at the Ottawa Curling Club during the Brier and was attended by Team Canada. Finally I joined the team from VETS Canada for a "Boats on the Ground" event, reaching out to the homeless in Ottawa, helping homeless veterans. It is so inspiring to see people helping those who have served our country.

Agricultural Safety Week

This week is the National Farm and Agricultural Safety Week and its focus is on children. Our farmers are a key part of our community and their work is critical to our survival and prosperity. We all know someone who has been injured or even lost their life in a farm accident and it is important that we all work together to bring these tragedies to an end. Lets practice farm safety this week, and throughout the year.

Working for and Representing Kanata-Carleton

It is such an honour and privilege to serve as your Member of Parliament and I look forward to meeting and working with you all. Please feel free to contact our office at 613-592-3469 or by email at Karen.McCrimmon@parl.gc.ca. Also, you can follow me on twitter @karenmccrimmon.

Contact me at 613-592-3469 email Karen.McCrimmon@parl.gc.ca Follow me on Twitter @karenmccrimmon Website: kmccrimmon.liberal.ca

Kanata Kourier-Standard - Thursday, March 17, 2016 25



Kanata North Community Design Plan (CDP) Community Meeting #4

ottawa.ca 3-1-1 7 10 10 TTY 613-580-2401

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City Hall > » Public consultations > » Planning and Infrastructure > » Kanata North Community Design Plan > » Community meeting #4 - March 30, 2016

Community meeting #4 - March 30, 2016

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Open House Display Boards

- Why Are We Here? [PDF 767 KB]
- Planning Act and Environmental Assessment Act Process [PDF 411 KB]
- Guiding Principles [566 KB]
- Alternative Concept Plans from Community Meeting 3 [PDF 2.75 MB]
- Preferred Land Use Plan [PDF 1.10 MB]
- Demonstration Plan [PDF 736 KB]
- Parks and Pathways Concept [PDF 1.92 MB]
- Recommended Transportation Design [PDF 1.20 MB]
- Transportation Design Refinements [PDF 716 KB]
- Transportation Design Refinements Old Carp Road Access Alignments [PDF 12.67 MB]
- Transportation Design Refinements March Road Access Connections [PDF 7.19 MB]
- March Road Cross-Sections [PDF 1.29 MB]
- Preferred Storm Infrastructure [PDF 658 KB]
- Preferred Stormwater Management Facility Locations [PDF 1.92 MB]
- Recommended Environmental Management Plan [PDF 997 KB]

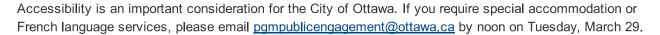
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COMMENT SHEET / FEUILLE DE COMMENTAIRES

Kanata North Community Design Plan / Plan de conception communautaire de Kanata-Nord

Community Meeting #3 - February 26, 2014 / Réunion publique no 3 - Le 26 février, 2014

Name / Nom	Telephone Number / Numéro de téléphone
Address / Adresse	City / Ville
	Postal Code / Code postal
Organization / Affiliation	E-mail address / Courrier électronique

Providing the above information is optional. If you would like to be notified of future meetings, please ensure that your information is provided in a legible manner.

We would like your feedback regarding each of the four concept plans presented. Please rank the four community design concepts for each of the elements identified below. Place the concept letters (A, B, C, and D) in order of preference. Please submit this form to the contact below by March 10, 2014. Thank you for your participation!

L'information ci-dessus est facultative. Si vous souhaitez être informé des prochaines réunions, veuillez vous assurer que l'information fournie est bien lisible.

Nous aimerions recevoir vos commentaires sur chacun des quatre plans conceptuels présentés. Pour ce faire, nous vous demandons de classer les quatre propositions de conception communautaire en fonction de chacun des éléments indiqués ci-après, par ordre de préférence, en utilisant les lettres correspondant à chaque proposition (A, B, C et D). Veuillez soumettre le présent formulaire à la personne-ressource indiquée ci-après d'ici le 10 mars 2014. Nous vous remercions de votre participation!

Tonight's boards, including the concept plans, can be found online at: http://ottawa.ca/kanatanorth

Les documents concernant la réunion du Conseil de ce soir, y compris les plans conceptuels, peuvent être consultés aux adresses suivantes : http://ottawa.ca/kanatanord

	Most Preferred / La plus désirable ← →			Least Preferred /
				───→ La moins désirable
Parks / Parcs	1:	2:	3:	4:
Comments / Commentaires :				
Schools / Écoles	1:	2:	3:	4:
Comments / Commentaires :	-			1
	T 2			T -
Library / Bibliothèque	1:	2:	3:	4:
Comments / Commentaires :	1	1	1	1
		ľ	,	
Park and Ride / Parc-o-bus	1:	2:	3:	4:
Comments / Commentaires :			<u> </u>	
Collector Road Pattern /	1:	2:	3:	4:
Tracé des routes collectrices				
Comments / Commentaires :				

	Most Broforms	/		Least Preferred /
	Most Preferred / La plus désirable ← →			→ La moins désirable
Connections to areas beyond the Study Area /	1:	2:	3:	4:
Liaisons avec les secteurs extérieurs à la zone à	1.	2.	3.	4.
l'étude				
Comments / Commentaires :				
commences:				
	Τ			T .
Commercial / Utilisations commerciales	1:	2:	3:	4:
Comments / Commentaires :				
,				

Higher Density Residential /	1:	2:	3:	4:
Utilisations résidentielles de haute densité	1.		3.	7.
Comments / Commentaires :				
Germients, Germinentames .				
Character Allinous and I	Ta.	12.	2 -	
Stream Alignment /	1:	2:	3:	4:
Respect du profil du ruisseau				
Comments / Commentaires :				

	T		<u> </u>	
Storm Water Ponds /	1:	2:	3:	4:
Bassins de gestion des eaux pluviales				
Comments / Commentaires :				
General Comments / Observations générales				

Personal Information on this comment sheet is collected under the authority of the Planning Act, R.S.O. 1990, c. P.13 for comment review purposes and may be used by City of Ottawa to contact attendees for the purpose of providing information about the Kanata North Community Design Plan. If you have any questions about the collection and use of your information, please contact:

Les renseignements personnels contenus dans la présente feuille de commentaires sont recueillis en vertu des pouvoirs conférés par la Loi sur l'aménagement du territoire, L.R.O., 1990, chap. P.13, aux fins d'analyse des commentaires, et la Ville d'Ottawa peut les utiliser afin de communiquer avec les personnes présentes pour leur fournir d'autres informations sur le Plan de conception communautaire de Kanata-Nord. Si vous avez des questions sur la cueillette et l'utilisation des $rense ignements\ personnels,\ veuillez\ communiquer\ avec:$

Kanata North Community Design Plan

Community Meeting # 4 March 30, 2016



WHY ARE WE HERE?

MARCH 30, 2016

COMMUNITY MEETING NO. 4

Why Are We Here?

In 2009, the City of Ottawa completed a comprehensive review of its Official Plan. In order to accommodate projected population growth for the plan's time horizon (2031) the review recommended designating additional land for urban development. Lands in Kanata North were identified to accommodate growth to 2031 and were designated "Urban Expansion Study Area".

Lands designated as "Urban Expansion Study Area" must comply with the policies of Section 3.11 of the Official Plan. This section outlines the process by which lands designated "Urban Expansion Study Area" shall be formally brought into the urban area.

The Kanata North Landowners Group was formed to implement the policies of Section 3.11. This includes completing an integrated Community Design Plan, Official Plan, and Municipal Class Environmental Assessment process.

This process was initiated in 2013 and will culminate in the creation of a Community Design Plan and supporting Environmental Management Plan, Transportation Master Plan, and Master Servicing Study and implementing Official Plan Amendment for the Kanata North Study Area.

Tonight's meeting is the final in a series of public meetings/open houses held in accordance with the *Planning Act* and *Environmental Assessment Act*. This meeting introduces the study team's preferred land use plan and recommended transportation and servicing options for the Study Area.

Comments on the preferred land use plan and infrastructure alternatives are welcomed before the study team produces the final Community Design Plan, Official Plan Amendment, and Environmental Assessment Reports/Master Plans.





PLANNING ACT and ENVIRONMENTAL ASSESSMENT ACT PROCESS

MARCH 30, 2016

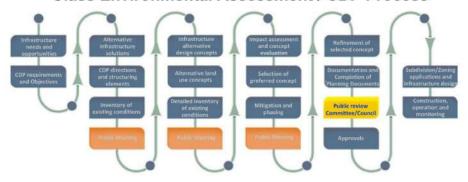
COMMUNITY MEETING NO. 4

Planning Act and Environmental Assessment Act Process

The planning and coordination of the infrastructure and environmental management requirements for the CDP in consultation with the community will help to ensure that the objectives of the City, the community and approval authorities are fulfilled.

- Key benefits of this integrated approach include:
- Streamlining efforts and more effectively meet the requirements of both the Planning Act and the Environmental Assessment Act
- Reduced duplication leading to faster implementation
- Opportunities to co-ordinate infrastructure with land use planning
- Improved clarity for land use decision-making
- Co-ordinated public input

Class Environmental Assessment / CDP Process



- Key points for integration include:
 - Identification and consolidation of priorities and objectives (public/municipal/owners)
 - Documentation of existing conditions
 - Public consultation
 - Development of infrastructure and land use alternatives





Open House 1: June 2013

- Over 100 attendees
- Introduced project background
- Existing conditions within the Study Area
- Participant feedback on proposed Guiding Principles of the Community Design Plan
- Comments, questions and new ideas received from wide group









GUIDING PRINCIPLES

MARCH 30, 2016

COMMUNITY MEETING NO. 4

Guiding Principles

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

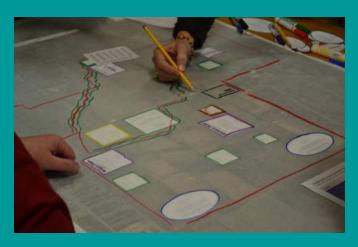




Workshop: October 2013

- 68 community participants
- Participants organized into 13 tables of 4 to 6
- Produced community concept plans based on guiding principles and required community facilities
- Concepts and 'idea books' were basis of the Study Team's four concepts





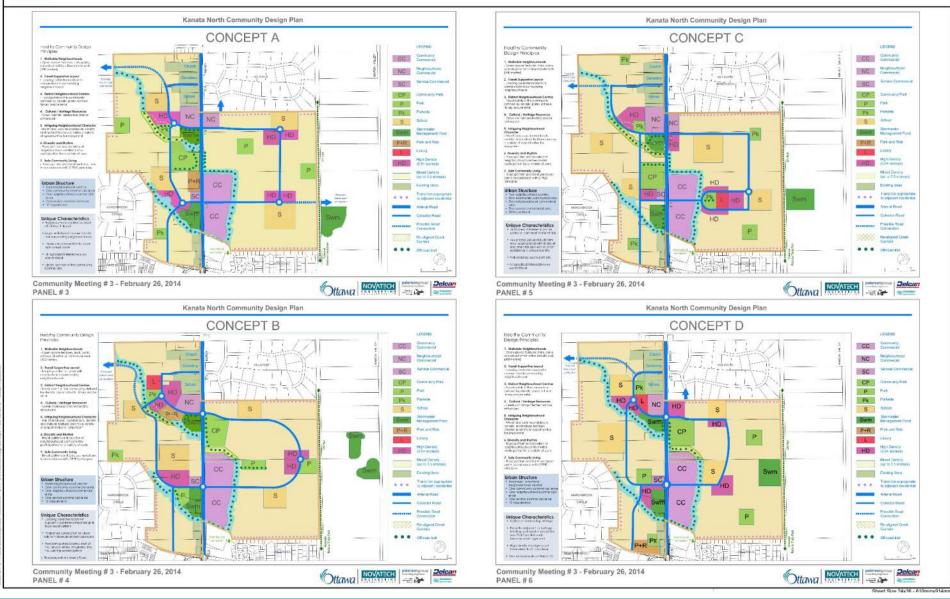




ALTERNATIVE CONCEPT PLANS FROM COMMUNITY MEETING 3

MARCH 30, 2016

COMMUNITY MEETING NO. 4



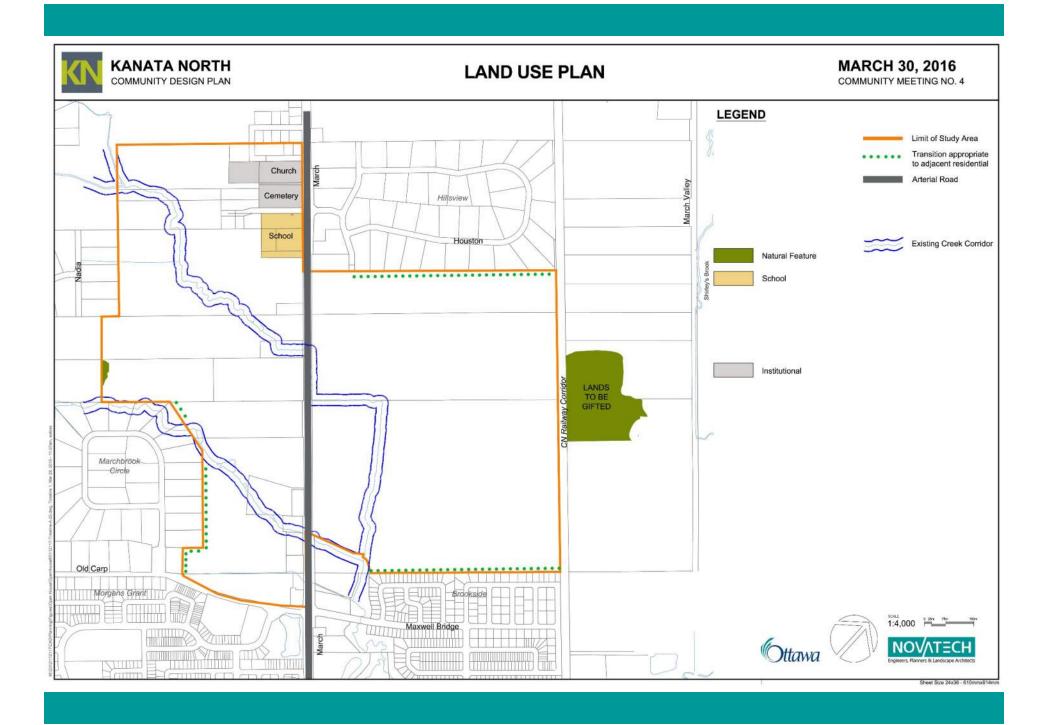
Open House 2: February 2014

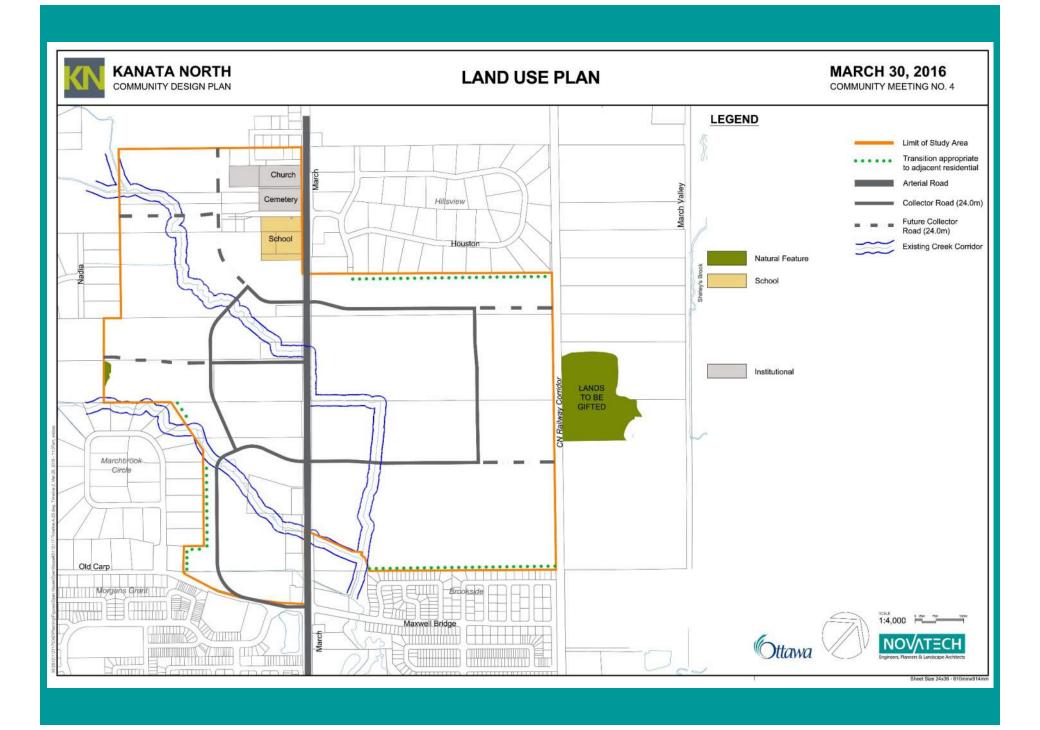
- Over 100 attendees
- Four alternative Land Use Plans (Concepts A through D) depicting options for:
 - o Park and Ride location
 - March Road intersections an traffic control
 - Collector street intersections and traffic control
 - Stormwater management pond locations
 - o Park locations and distribution
 - School locations and distribution
- Sanitary servicing options
- Stormwater management pond outlet options
- Piped water infrastructure upgrades

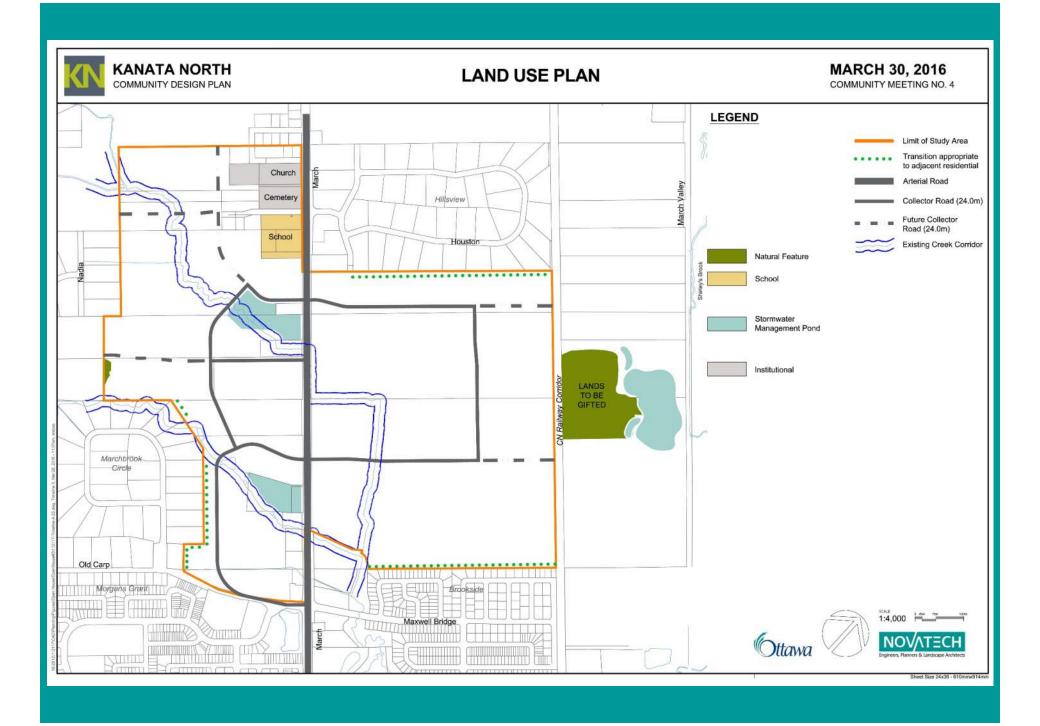


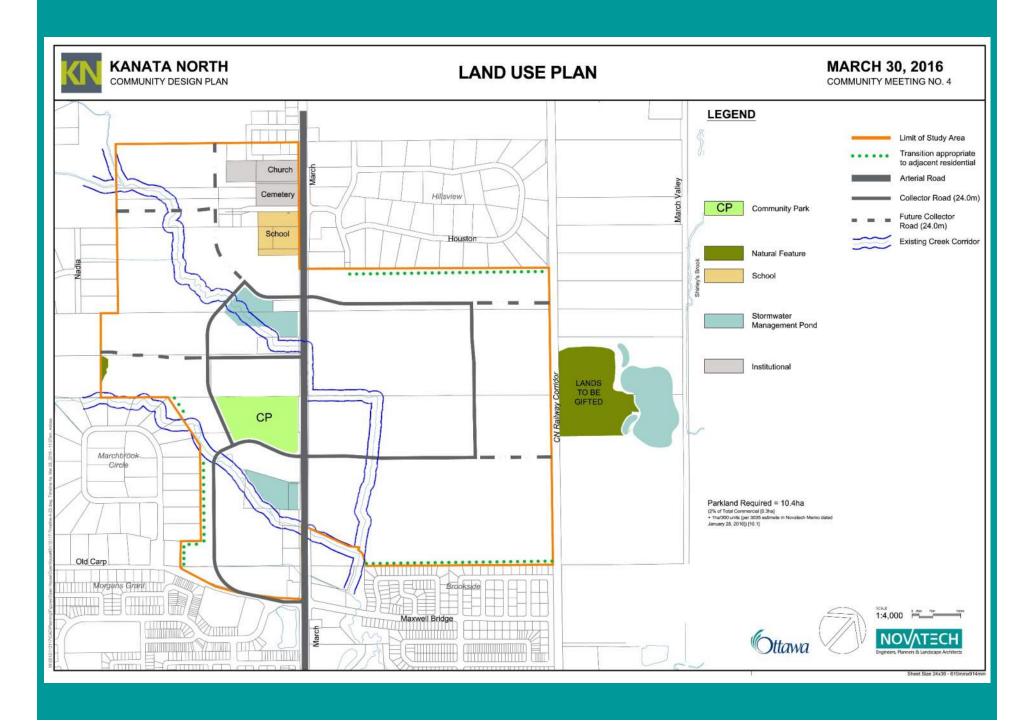


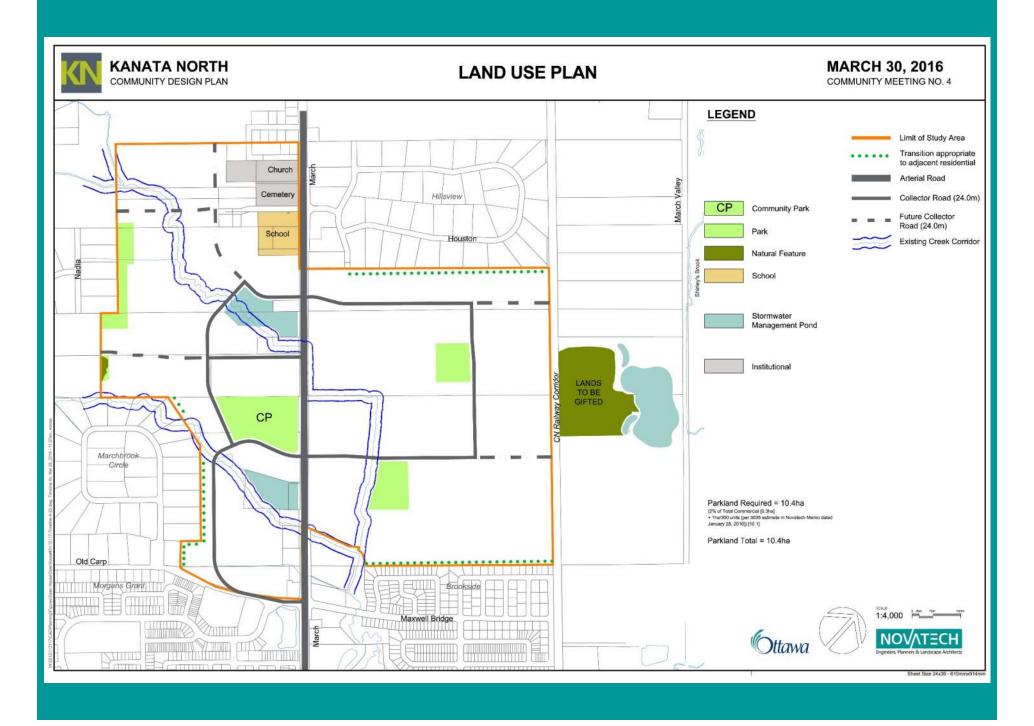


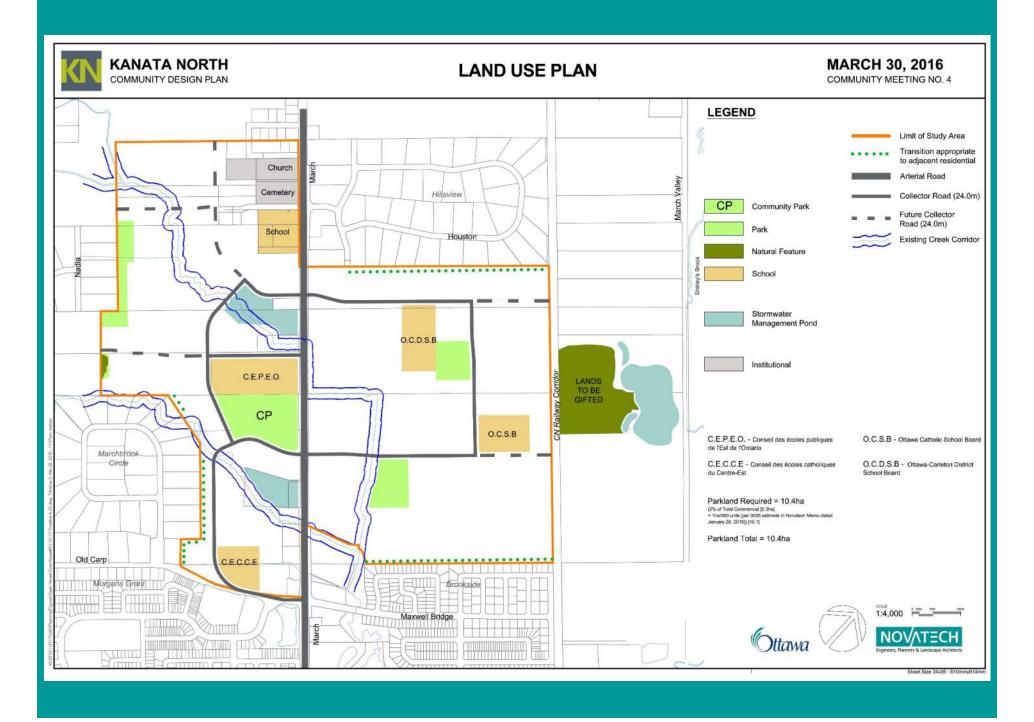


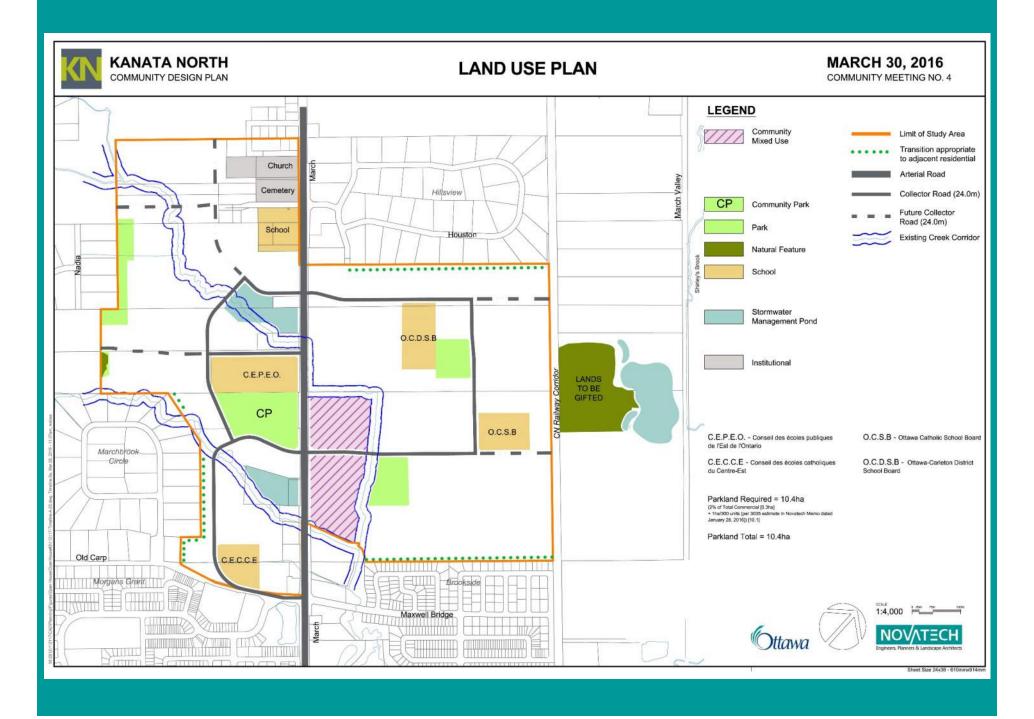


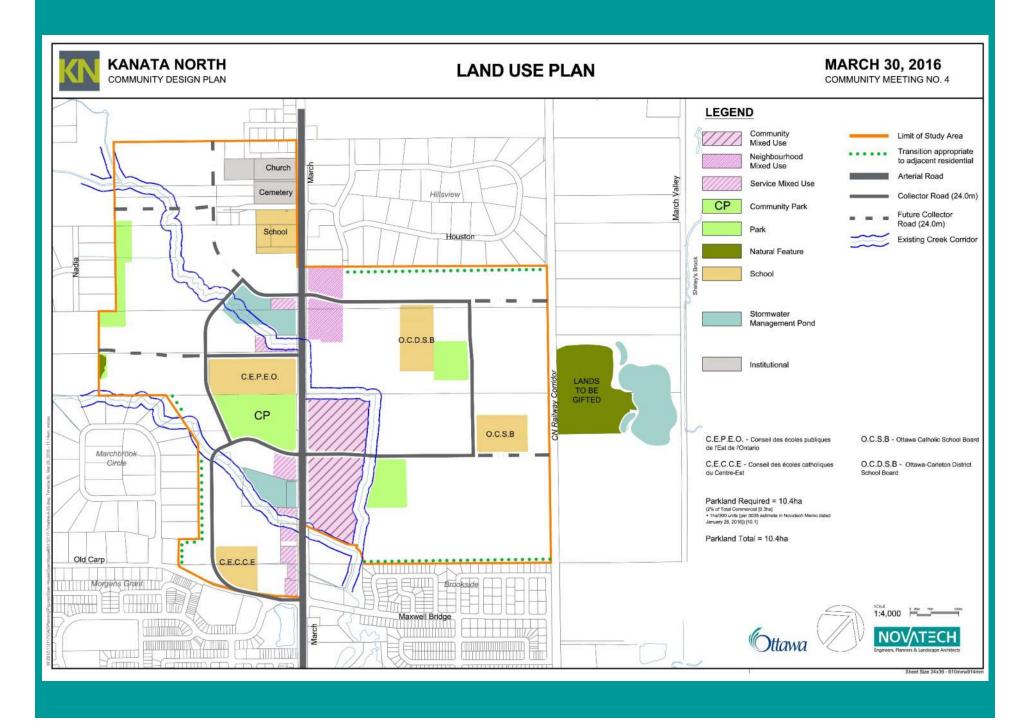


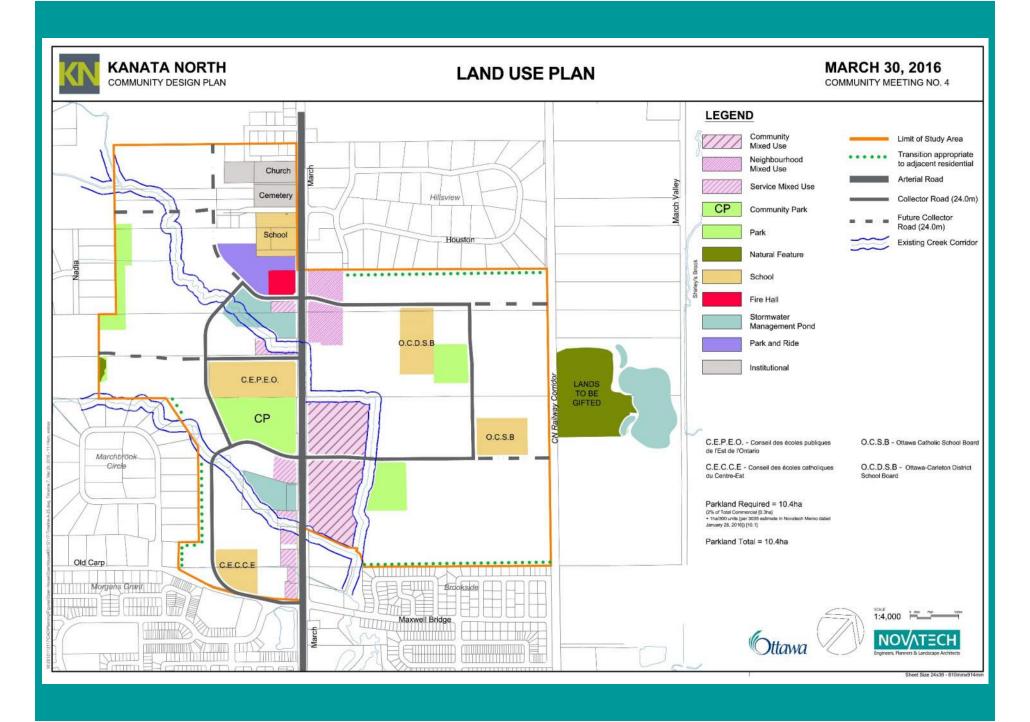


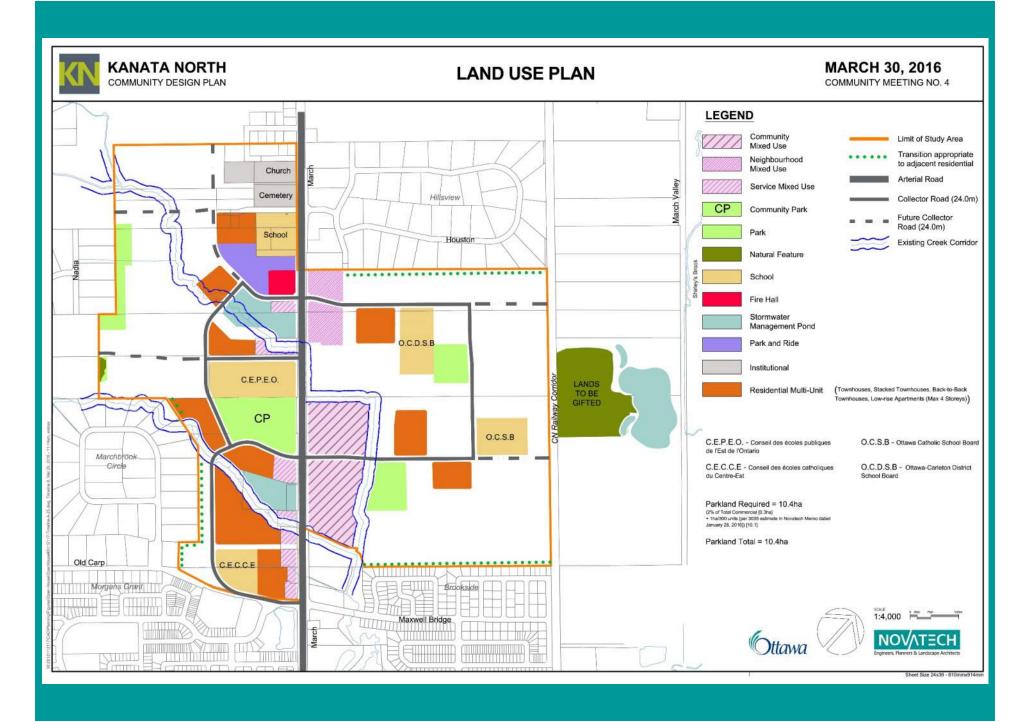


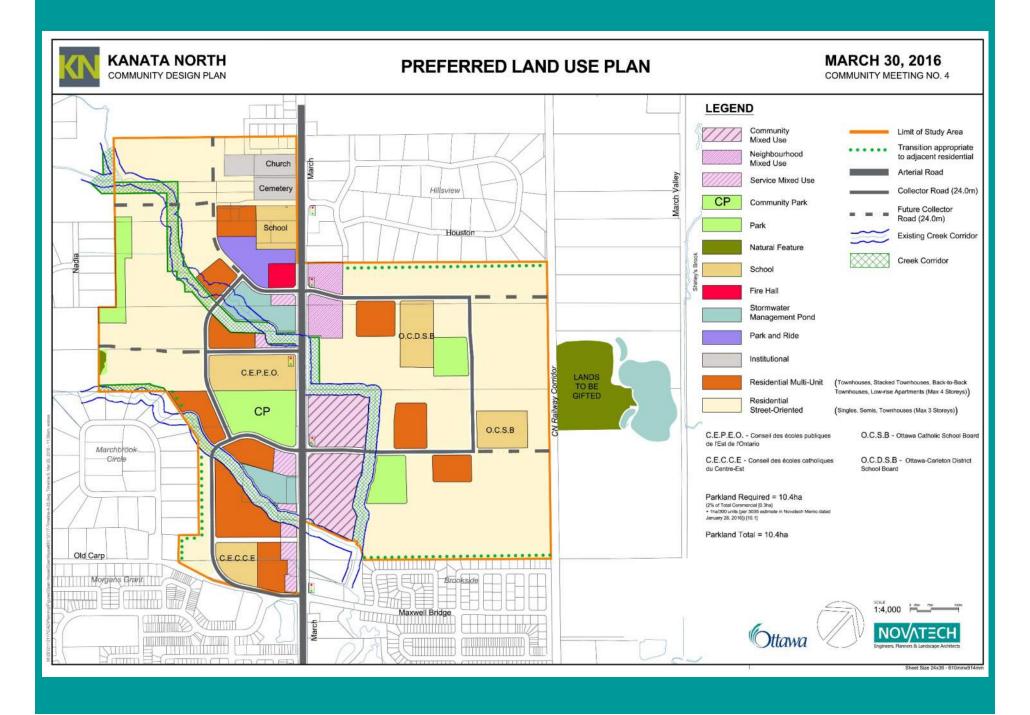














TRANSITION TO EXISTING DEVELOPMENT

MARCH 30, 2016 COMMUNITY MEETING NO. 4

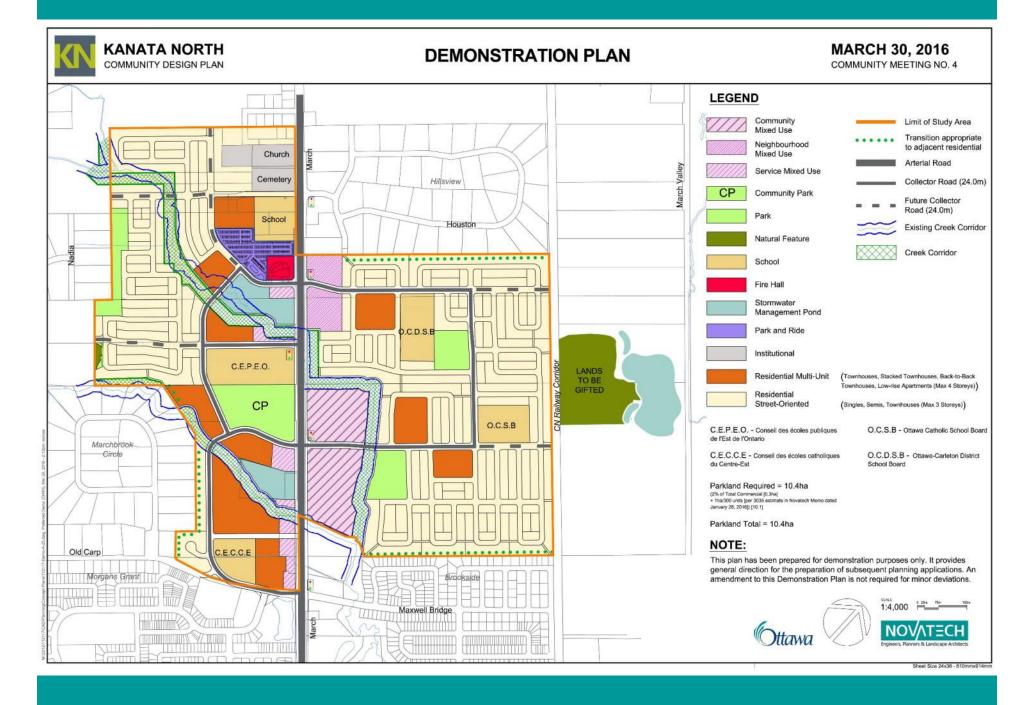


Street-Oriented Residential to Existing Residential







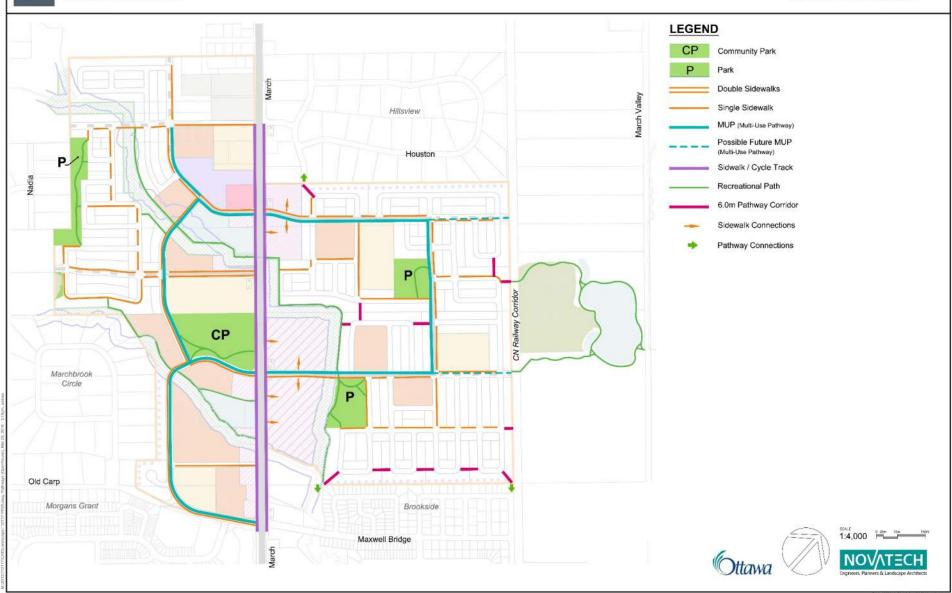




PARKS AND PATHWAYS CONCEPT

MARCH 30, 2016

COMMUNITY MEETING NO. 4





TRANSPORTATION DESIGN REFINEMENTS

MARCH 30, 2016 COMMUNITY MEETING NO. 4

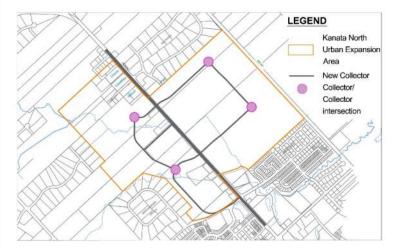
INTERNAL COLLECTOR INTERSECTIONS

Feasibility analysis was completed to determine appropriate intersection control at the four internal collector/collector intersections.

- · Alternative forms of control included stop control and single-lane roundabout;
- · Each control type was assigned a score based on the following criteria;
 - Cost
 - Safety
 - Capacity
 - Pedestrians and Cyclists
 - · Environmental Impacts
 - Access Management
 - Transit
 - Property Impacts
- · The criteria were assigned a weight based on relative importance;

Results of the analysis are as follows:

- The intersections in the northwest and southwest quadrants could be considered as possible candidates for roundabout control
- The intersections in the northeast and southeast quadrants could be considered as possible candidates for stop control/mini roundabout.



MARCH ROAD ACCESSES

Traffic signals are recommended as the preferred type of intersection control at the KNUEA access intersections for the following reasons:

- · The constraints of the 44.5m ROW corridor;
- · The need to give greater priority to March Road traffic;









TRANSPORTATION DESIGN REFINEMENTS

MARCH 30, 2016

COMMUNITY MEETING NO. 4

MARCH ROAD ACCESS CONNECTIONS



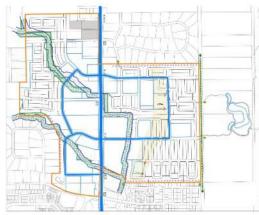
3 Signals & Old Carp Road Connection

· Technically Feasible



4 Full Signals, Mid-block Pedestrian Signal & No Old Carp Road Connection

- · Requires Bridge Connection to Community
- · Mid-Block Pedestrian Signal Not Warranted
- · No Vehicular Connection to Morgan's Grant
- Increased Travel Time for Future Bus Rapid Transit



5 Signals & No Old Carp Road Connection

- · No Vehicular Connection to Morgan's Grant
- Reduced Speed on March Road
- · Technically Feasible
- · Increased Travel Time for Future Bus Rapid Transit



4 Signals, Old Carp Road Connection & Right-in Right-out Connection to March Road

- · Balances Access and Impact on Future Bus Rapid Transit
- · Vehicular Connectivity to Morgan's Grant
- Improved Pedestrian Connectivity Across March Road
- Preferred





N.T.S

NOVATECH
Engineers, Planners & Landscape Architects

Sheet Size 24x36 - 610mmx914m



TRANSPORTATION DESIGN REFINEMENTS

MARCH 30, 2016

COMMUNITY MEETING NO. 4

OLD CARP ROAD ACCESS ALIGNMENTS



Four-Leg Intersection at Halton Terrace

- · Requirement for new Westbound left turn lane to Halton Terrace
- · Adequate spacing for back-to-back lefts between March & Halton Terrace
- · All-way stop in proximity of March Road



Old Carp Road Realignment

- Westbound right turn lane required at Old Carp/Halton Terrace
- · Indirect connection to March Road
- · Additional stop and horizontal curve for Eastbound Traffic



Tee Intersection West of Halton Terrace

- · Adequate intersection spacing
- . Free flow desired in and out of Study Area
- · Alignment not conducive to desired control type



No Connection to Old Carp Road

- · Dual Northbound left turn lanes required on March Road
- · No linkage to Morgan's Grant Community
- · Indirect access for Northbound emergency vehicles



Old Carp Road & Halton Terrace Realignments

- · Accommodates dominant traffic flow
- · Facilitates traffic movement to/from March Road
- · Technically preferred





NOV/\TECH

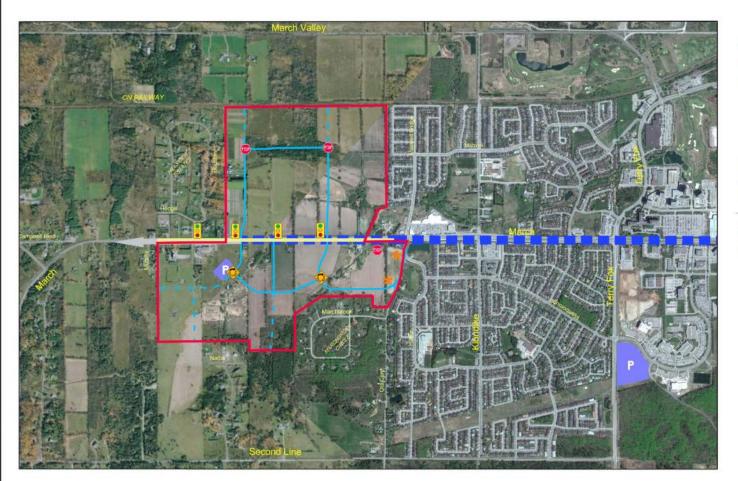
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RECOMMENDED TRANSPORTATION DESIGN

MARCH 30, 2016

COMMUNITY MEETING NO. 4



LEGEND

KNUEA

March Road Widening (Timing to be determined by City of Ottawa)

New Signals

New Stop Control



Potential Roundabout





Planned Park & Ride



Ultimate Bus Rapid Transit Extension (Timing to be determined by City of Ottawa)



Conceptual Future Transit Corridor



New Collectors



Future Collectors Local Road Modifications

Note:
New Collectors will be designed as possible transit





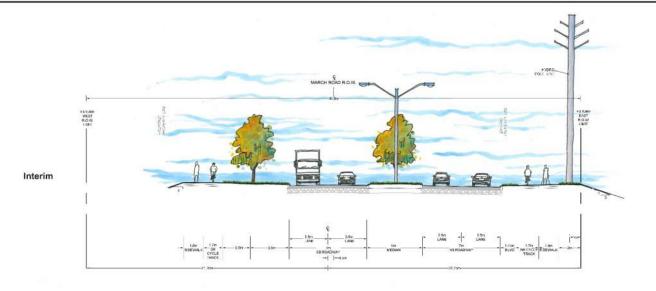




MARCH ROAD CROSS-SECTIONS

MARCH 30, 2016

COMMUNITY MEETING NO. 4

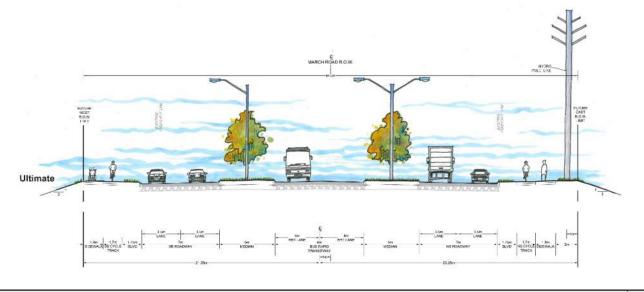


Complete Streets

Complete streets incorporate physical elements that offer safety, comfort, and mobility for all users.

The following complete streets design elements have been incorporated in the recommended cross sections for the future March Road widening.

- · Buffer between sidewalk and vehicular traffic
- · Sidewalks on both sides
- · Raised cycle tracks on both sides
- Accessible transit stops
- · Future median BRT
- Street lighting
- · Landscaping in boulevards and medians









EVALUATION OF ALTERNATIVE DESIGNS

MARCH 30, 2016

COMMUNITY MEETING NO. 4

TRANSPORTATION NETWORK

The Alternative Concept Plans from Community Meeting 3 were evaluated using the following criteria:

- Technical
- Land Use
- Natural
- SocialEconomic

The evaluation resulted in the identification of desirable design elements to be incorporated in the recommended design. The evaluation results and desirable design elements are identified in the table below. Desirable elements (in bold) were carried forward for the preferred alternative.

TRANSPORTATION NETWORK

Criteria	Concept A	Concept B	Concept C	Concept D
	✓ Modified grid road pattern	Curvilinear road pattern	Loop road with unique identity	Collector road on top of ridge
u u	 Three accesses to March Road 	 Three accesses to March Road 	 Three accesses to March Road 	 Three accesses to March Road
fransportation	 ✓ One access to Old Carp Road 	 ✓ One access to Old Carp Road 	 ✓ One access to Old Carp Road 	 ✓ One access to Old Carp Road
Trans	Central PNR; doesn't keep core active	 PNR at north end, users from north don't traverse core 	PNR north of CDP lands; users from north don't traverse core	PNR at south end; users from north traverse core
Land Use	 ✓ Walkable neighbour- hoods 	✓ Walkable neighbour-hoods	 Walkable neighbour- hoods 	 ✓ Walkable neighbour- hoods
Lan	✓ Transit supportive	✓ Transit supportive	✓ Transit supportive	✓ Transit supportive
-	 ✓ Four new water crossings 	 Three new water crossings 	 ✓ Four new water crossings 	 ✓ Four new wate crossings
Natural	No retained Woodlot feature	✓ Retained Woodlot Feature	No retained Woodlot Feature	No retained Woodlot Feature
	 Existing church, school, cemetery accesses maintained 	 Existing church, school, cemetery accesses maintained 	 Existing church, school, cemetery accesses maintained 	 Existing church, school cemetery accesses maintained
Social	 Pedestrian/ cycling pathways 	 Pedestrian/ cycling pathways 	 Pedestrian/ cycling pathways 	 ✓ Pedestrian/ cycling pathways
	Some residential exposure to March Rd noise	Some residential exposure to March Rd noise	✓ Limited residential exposure to March Rd noise	Some residential exposure to March Rd noise
omic	Four internal RABs (higher capital cost)	 Two internal RABs (medium capital cost) 	One internal RAB (lower capital cost)	One internal RAB (lower capital cost)
Economic	 ✓ Signals on March (higher operating cost) 	RABs on March (lower operating cost)	 ✓ Signals on March (higher operating cost) 	RABs on March (lower operating cost)

^{*} PNR denotes Park and Ride ** RAB denotes roundabout

STORMWATER MANAGEMENT FACILITIES

The evaluation of the four (4) concept plans resulted in the identification of desirable design elements to be incorporated in the recommended design. The evaluation results and desirable design elements are identified in the table below. Desirable elements (in bold) were carried forward for the preferred alternative, as shown on the Land Use Plan and Preferred SWM Facility Locations boards.

EAST OF MARCH ROAD

Criteria	Concept A	Concept B	Concept C	Concept D
Stormwater Management (SWM)	Provides SWM servicing for entire area east of March Road vising lower from the ready of the re	Provides SWM servicing for entire area east of March Road Two separate SVM facilities, one for each landcowner Allows for independent development by each landcowner Two inlet storm truths Two inlet forebays Two outlets to Shirley's Brook Brook	Provides SWM servicing for entire area east of March Road Allows for independent development by each landowner. Two inlet storm trunks Single SWM facility	Provides SWM servicing for entire area east of March Road Allows for independent development by each landowner Two inlet forebays Two injet storm trunks. Single SWM facility
Land Use	✓ SWM pond located outside of the urban boundary	SWM ponds located outside of the urban boundary	SWM pond located outside of the urban boundary	SWM pond located inside the urban boundary
Natural	✓ Retained wooded area ✓ Pond located within old agricultural area	Majority of wooded area retained Ponds integrated within wooded area Wooded area gifted to City	✓ Retained wooded area ✓ Pond located within old agricultural area	✓ Retained wooded are: ✓ Pond located within old agricultural area
Social	Pedestrian/ cycling pathways surrounding pond Pathways through open fields, no tree cover Possible connection to March Valley Road	Pedestriani cycling pathways surrounding ponds Pedestriani cycling pathways through existing wooded area Easy connections to March Valley Road	Pedestrian/ cycling pathways surrounding pond Pathways through open fields, no tree cover Possible connection to March Valley Road	Pedestriani cycling pathways surrounding pond Large, deep depression within residential area No connection to March Valley Road
Economic	Does not occupy developable area Rock excavation required	Does not occupy developable area Minimal rock excavation required	Does not occupy developable area Deep, large footprint required Rock excavation required	Occupies developable area, within urban boundary Deeper, and larger pond footprint than all other options Extensive rock excavation required

WEST OF MARCH ROAD

Criteria	Concept A	Concept B	Concept C	Concept D	
Stormwater Management (SWM)	Provides SWM servicing for KNUEA west of March Road Warch Road Drainage areas defined by stream corridors North pond does not require Tributary crossing of Tributary 3 only Drainage areas will require conditions of development between landowner	Provides SWM servicing for majority of KNUEA west of March Road Drainage areas approximate existing conditions Requires on-site controls for majority of area south of Tributary 2 Requires stommer of the controls for majority of area south of Tributary 2 Requires stommer or saving of both Tributary 2 and 3	Provides SWM servicing for majority of KNUEA west of March Road Drainage areas approximate existing conditions Requires on-site controls for majority of area south of Tributary 3 Requires storm crossing of both Tributary 2 and 3	Provides SWM servicing for majorito f NNUEA west of March Road Drainage areas approximate existing conditions Requires on-site controls for majority of area south of Tributary 3 Requires stoms crossing of both Tributary 2 and 3	
Land Use	All concepts for Ponds 1 Portion of pond 1 locate Portion of pond 2 locate		se impacts		
Natural	Realignment' rehabilitation of Tributary 2 required upstream of Pond 1 Pond 1 located in agricultural area, small loss of wooded area Pond 2 located in agricultural area	Realignment' rehabilitation of Tributary 2 required upstream of Pond 1 and east of March Road Pond 1 located in agricultural area, small loss of wooded area Pond 2 located in agricultural area	Realignment/ rehabilitation of Tributary 2 required upstream and adjacent to Pond 1 Pond 1 located in agricultural area, small loss of wooded area Pond 2 located in agricultural area	Realignment/ rehabilitation of Tributary 2 required east of March Road Pond 1 located in agricultural area, small loss of woodet area Pond 2 located in agricultural area	
Social	All concepts for Ponds 1 & 2 have equivalent social constraints Pedestriant cycling pathways surrounding pond Connection to March Road & Tributary corridor pathways				
Economic	All concepts for Ponds 1 & 2 have equivalent economic constraints Property acquisition required for proposed location of both ponds				







NORTHWEST QUADRANT: ONE SWM FACILITY NORTH OF TRIBUTARY 2, CROSSING OF TRIBUTARY 2

PREFERRED SWM FACILITY LOCATIONS

MARCH 30, 2016

COMMUNITY MEETING NO. 4

LEGEND

KANATA NORTH URBAN EXPANSION AREA (KNUEA)

DRAINAGE CHANNEL

LANDS SERVICED BY SWM OPTION

LANDS NOT SERVICED BY SWM OPTION

LANDS SERVICED BY SWM OPTION

LANDS NOT SERVICED BY SWM OPTION

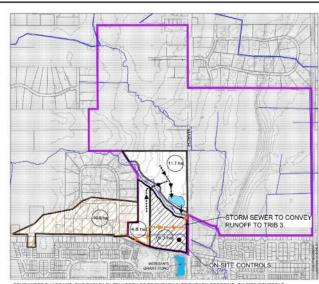
ON-SITE STORAGE REQUIRED

RUNOFF FROM AREA DIRECTED TO TRIBUTARY 3

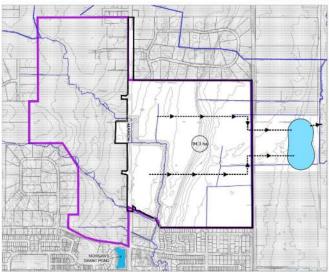
AREA (HECTARES)

------ STORM SEWER

STORM SEWER TO TRIBUTARY 3



SOUTHWEST QUADRANT: ONE SWM FACILITY NORTH OF TRIBUTARY 3, TRIBUTARY CROSSING, ON-SITE CONTROLS, MARCHBROOK RUNOFF TO TRIBUTARY 3



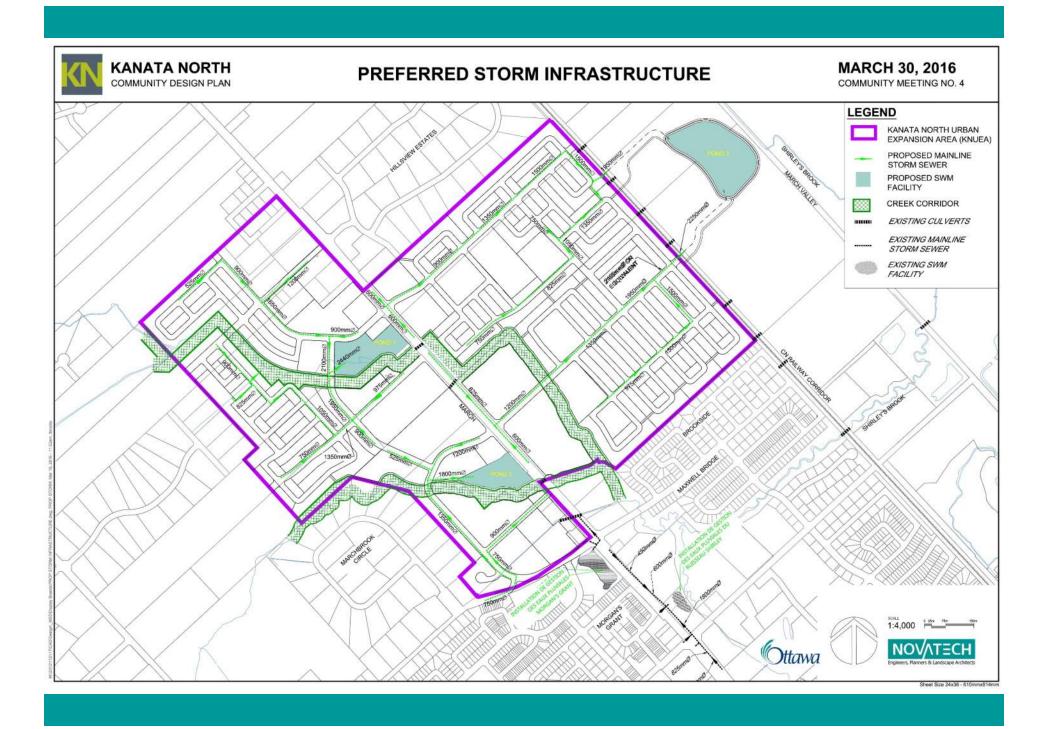
EAST OF MARCH ROAD: SWM FACILITY OUTSIDE URBAN BOUNDARY, INTEGRATED WITHIN WOODED ARE

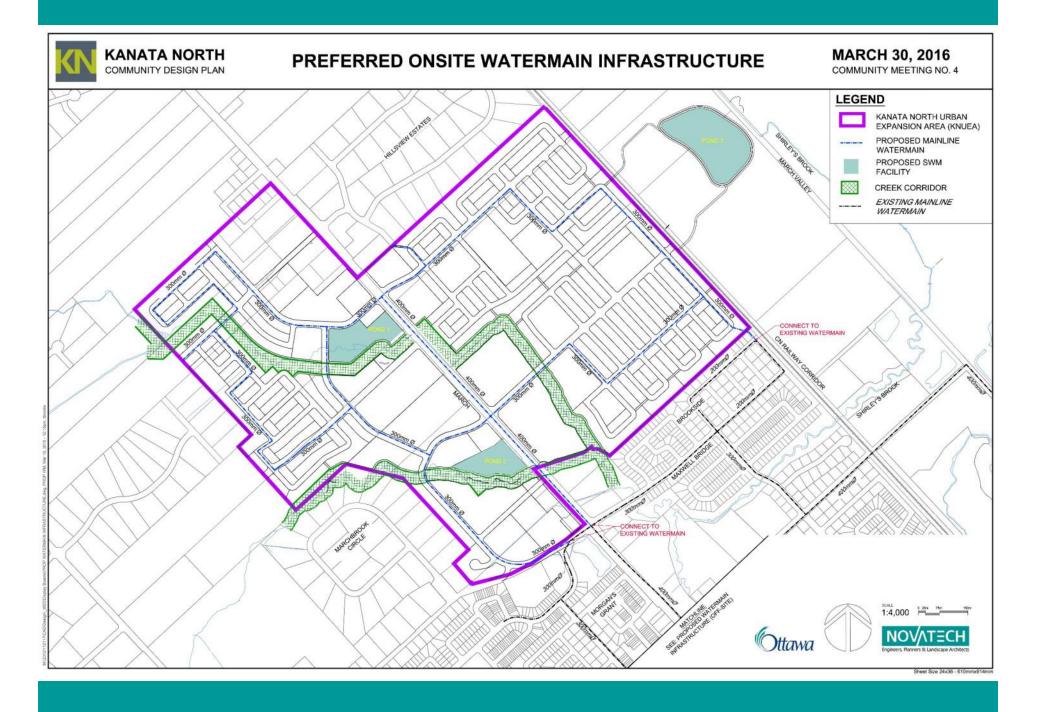


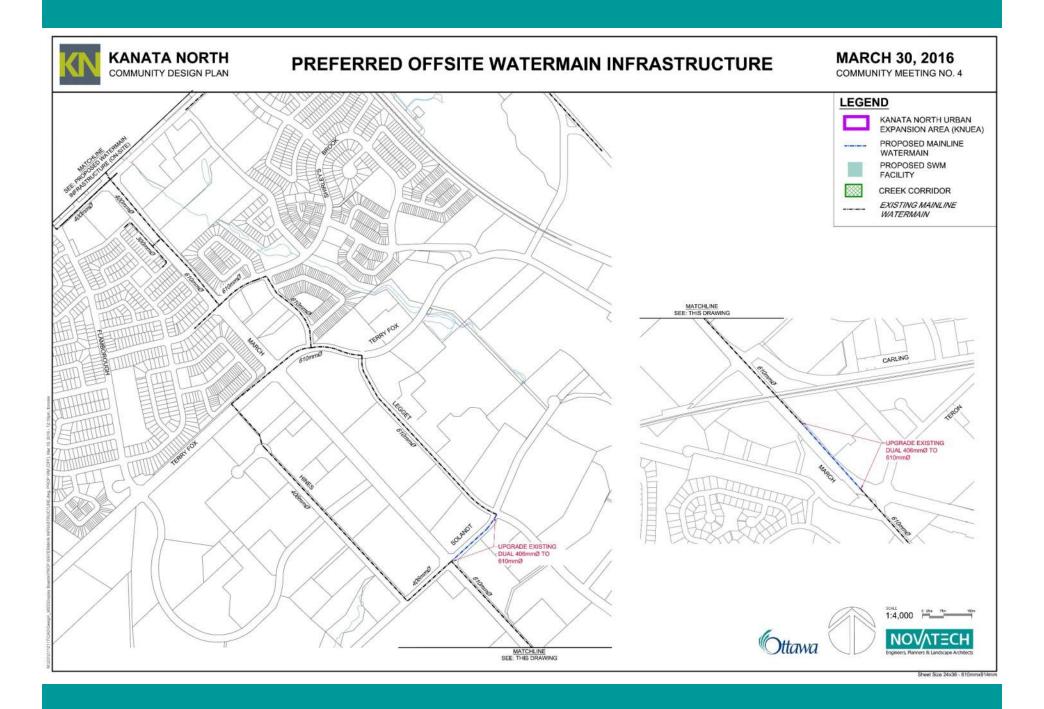


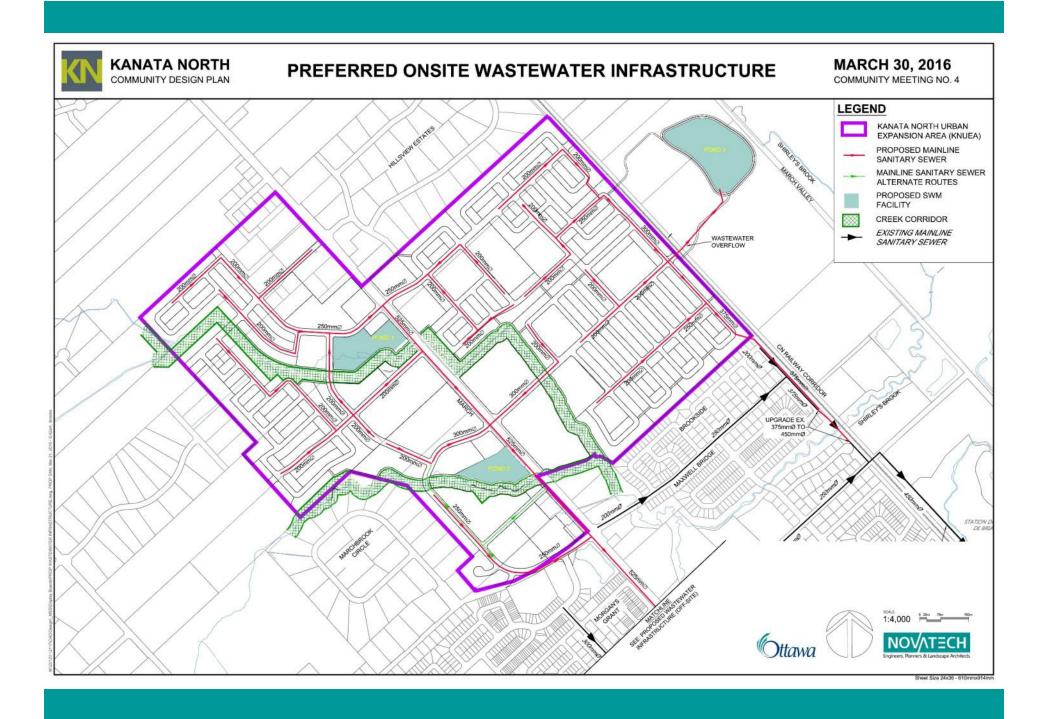


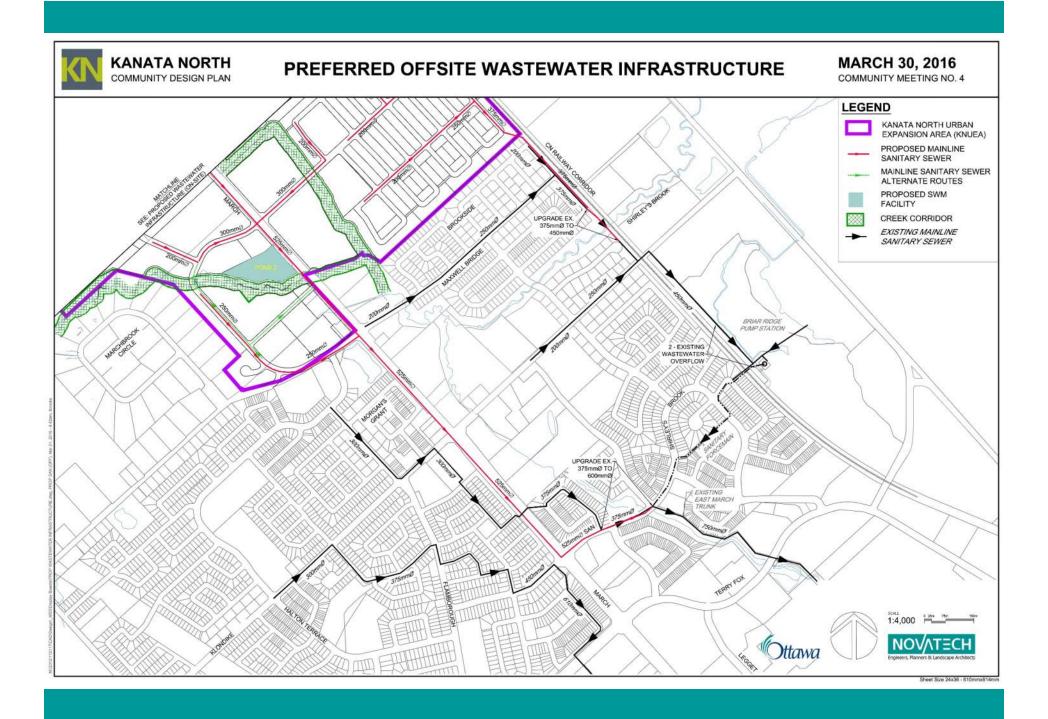














EVALUATION OF ALTERNATIVE DESIGNS

MARCH 30, 2016

COMMUNITY MEETING NO. 4

INFRASTRUCTURE SERVICING

The servicing was determined based on factors such as optimum routing to the outlet/connection, minimizing creek crossings, avoiding crossing conflicts with other sewers/watermain, and following the right-of-way layout on the preferred demonstration plan. The following criteria were used to evaluate the infrastructure servicing.

	Criteria	Indicators		
tion	Geotechnical issues and construction risks	Potential of poor soils/rock/elevated groundwaretc.		
ž	Infrastructure requirements	Extent of new infrastructure required		
Design and Construction	Operational Impacts	Amount of maintenance intensive infrastructure required		
Pu	Construction Scheduling	Impact of construction on development timing		
E	System Reliability	Proximity of emergency overflow		
Desi	Servicing Flexibility	Ease of accommodating potential changes in servicing plans.		
	Property Acquisition	Ease of property acquisition		
Land-Use	Phasing	Flexibility of design to allow multiple phasing options		
2	Impact on Future Lands/Development	Allowance of residual capacity for future growth		
Social	Displacement of Residents, Community/Recreation Facilities and Institutions	Affects areas of residence, institutions or businesses		
So	Disruption to Existing Community	Extent of works affecting existing residences and businesses and traffic disruption		
	Impact on Significant Natural Features	Loss of natural area due to installation of works		
Ē	Impact on Aquatic Systems	Potential impact on fish habitat due to installation of works		
Natural	Impact on Quality and Quantity of Surface Water and Groundwater	Minimize creek crossings and depth of excavation		
	Effects on Urban Greenspace, Open Space and Vegetation (ie. Trees, shrubs, etc.)	Disruption to greenspace and trees		
	Potential to Use Combined Service Corridor	Use of existing corridors where possible		
2	Efficiency of Use of Existing Infrastructure	Use of excess capacity in existing infrastructure		
E	Energy Consumption	Gravity servicing instead of pump stations		
Economic	Capital Costs	Initial construction cost		
ŭ.	Operating Costs	Ongoing operations and maintenance requirements		
_		1		

OFFSITE WASTEWATER SERVICING

The following criteria were used to evaluate the off-site wastewater servicing routing.

Legend

Good ✓ Okay ~

Poor X

	Criteria	indicators	Option #1 Below ridge to local PS and total area to March Rd sewer	Option #2 (Preferred Option) Below ridge to BRPS, Above Ridge to March Rd sewer	Option #3 Total area gravity outlet to BRPS	Option #4 Total area outlet to local PS with forcemain along March Rd	Option #5 East of March Rd to BRPS, West to March Rd sewer
Design and Construction	Geotechnical issues and construction risks	Potential for encountering poor soils/rock and/or elevated groundwater conditions	×	×	х	x	х
	Infrastructure requirements	Extent of works required	X	X	X	X	×
	Operational Impacts	Amount of maintenance intensive infrastructure required	-	7.	8	×	8
	Construction Scheduling	Impact of construction on development timing	*	~	- 5	(8)	25
	System Reliability	Proximity of a storm sewer, SWM or other surface water for emergency overflow	~	~	~	4	~
	Servicing Flexibility	Ease of accommodating potential changes in servicing plans	~	×-	~	-	~
Land-Use	Property Acquisition	Ease of property acquisition. (Depends on status of lands and adjacent lands i.e. Vacant, leased or owner occupied)		~		¥	2
	Phasing	Flexibility of design to allow multiple phasing options	长		*		*
	Impact on Future Lands/Development	Allowance of residual capacity for future growth	· · ·	· ·	×	×	-
Social	Displacement of Residents, Community/Recreation Facilities and Institutions	Affects areas of residence, institutions or businesses	-	*	=	-	*
	Disruption to Existing Community	Extent of works affecting existing residences and businesses and visibility of additional infrastructure and traffic disruption	4	*	8	-	~
Natural	Impact on Significant Natural Features	Loss of natural area due to installation of works	· ·	Y .	¥	¥	<
	Impact on Aquatic Systems	Potential impact on fish habitat due to installation of works	₩.	V.	~	~	¥.
	Impact on Quality and Quantity of Surface Water and Groundwater	Potential impact on water quality in Shirley's Brook and watershed resulting from rare emergency overflows to pump station failure		*	*	€	¥
	Impact on Global Warming	Difference in carbon dioxide emissions resulting from occasional use of diesel generator	+	*	*	**	×
	Effects on Urban Greenspace, Open Space and Vegetation (i.e., Trees, shrubs, etc.)	Disruption to greenspace and trees		~	*	*	¥
Economic	Potential to Use Combined Service Corridor	Length and area of service corridor	· */:	*	X-	*	4
	Efficiency of Use of Existing Infrastructure	Use of existing capacity	*		Y	*	~
	Energy Consumption	Pumping requirements		7	×	X	
	Capital Costs	Initial construction cost	· ·	-	-	×	-
	Operating Costs	Ongoing operations and maintenance requirements	76	7	×	×	2
	Overall Rating	TOTAL STATE OF THE		⊀.	X	×	~



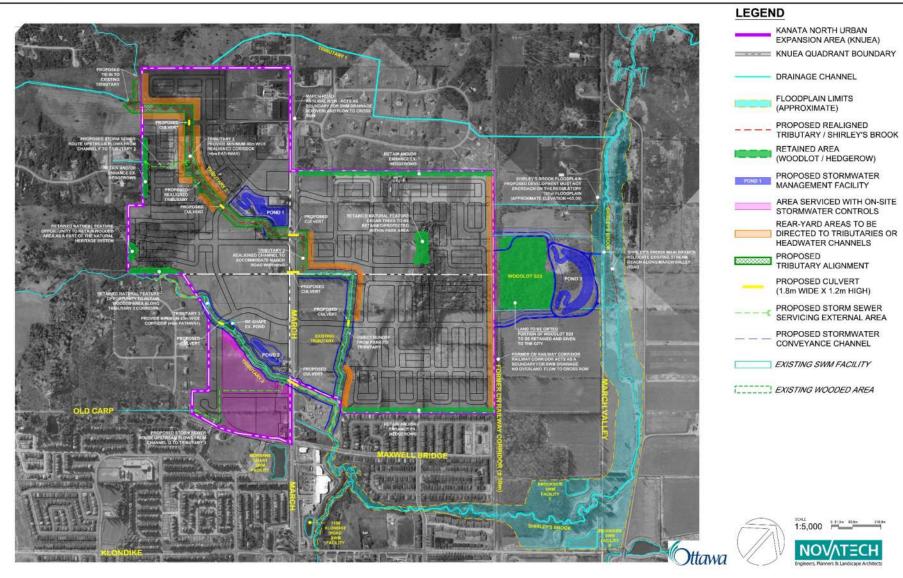




RECOMMENDED ENVIRONMENTAL MANAGEMENT PLAN

MARCH 30, 2016

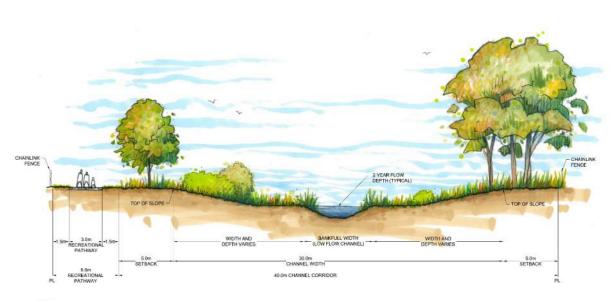
COMMUNITY MEETING NO. 4





TYPICAL STREAM CORRIDOR

MARCH 30, 2016 COMMUNITY MEETING NO. 4



Notes

- . 40m wide protected stream corridors will be retained through the KNUEA for Shirley's Brook Tributaries 2 and 3.
- New habitat features such as deep pools, shallow pans, deep channel pockets, and artificial nesting areas will be constructed in various locations to compensate for impacts to wildlife resulting from development.



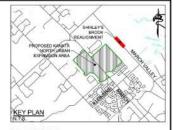




SHIRLEY'S BROOK REALIGNMENT

MARCH 30, 2016

COMMUNITY MEETING NO. 4



LEGEND

EXISTING
DRAINAGE CHANNEL
PROPOSED
DRAINAGE CHANNEL
PROPOSED
STORM SEWER





REALIGN SHIRLEY'S BROOK THROUGH WOODED AREA, EAST OF MARCH VALLEY







NEXT STEPS ...

MARCH 30, 2016 COMMUNITY MEETING NO. 4

Next Steps

Thank you for attending tonight's open house.

Your contribution to the Kanata North Community Design Plan is important to us and we appreciate your comments. Your input can be provided to city staff on the comment sheets provided.

Following this Open House:

- Your comments on the project will be reviewed along with input received from stakeholders, and technical agencies
- The Study Team will complete the Kanata North Community Design Plan, Environmental Master Plan, Master Servicing Study, and Transportation Master Plan
- City staff will initiate an Official Plan Amendment process in order to implement the recommended land use plan and supporting studies
- The Official Plan Amendment will be considered by Planning Committee and City Council in the next few months. The decision of Council may be appealed to the Ontario Municipal Board (OMB)

Materials from this Open House will be available at http://ottawa.ca/kanatanorth

Feedback may also be submitted directly to the following:

Wendy Tse, MCIP, RPP, LEED Green Associate Planner, Community Planning and Urban Design Unit City of Ottawa 110 Laurier Avenue West, 4th Floor Ottawa, Ontario K1P 1J1 kanatacdp-pcc@ottawa.ca

Thank you for your participation in the project.





Thank you for your time

What Questions Do You Have?

Copies of today's presentation panels can be accessed at:
ottawa.ca/kanatanorth

Comments and questions can be sent to: kanatacdp-pcc@ottawa.ca



WHY ARE WE HERE?

Why Are We Here?

In 2009, the City of Ottawa completed a comprehensive review of its Official Plan. In order to accommodate projected population growth for the plan's time horizon (2031) the review recommended designating additional land for urban development. Lands in Kanata North were identified to accommodate growth to 2031 and were designated "Urban Expansion Study Area".

Lands designated as "Urban Expansion Study Area" must comply with the policies of Section 3.11 of the Official Plan. This section outlines the process by which lands designated "Urban Expansion Study Area" shall be formally brought into the urban area.

The Kanata North Landowners Group was formed to implement the policies of Section 3.11. This includes completing an integrated Community Design Plan, Official Plan, and Municipal Class Environmental Assessment process.

This process was initiated in 2013 and will culminate in the creation of a Community Design Plan and supporting Environmental Management Plan, Transportation Master Plan, and Master Servicing Study and implementing Official Plan Amendment for the Kanata North Study Area.

Tonight's meeting is the final in a series of public meetings/open houses held in accordance with the *Planning Act* and *Environmental Assessment Act*. This meeting introduces the study team's preferred land use plan and recommended transportation and servicing options for the Study Area.

Comments on the preferred land use plan and infrastructure alternatives are welcomed before the study team produces the final Community Design Plan, Official Plan Amendment, and Environmental Assessment Reports/Master Plans.



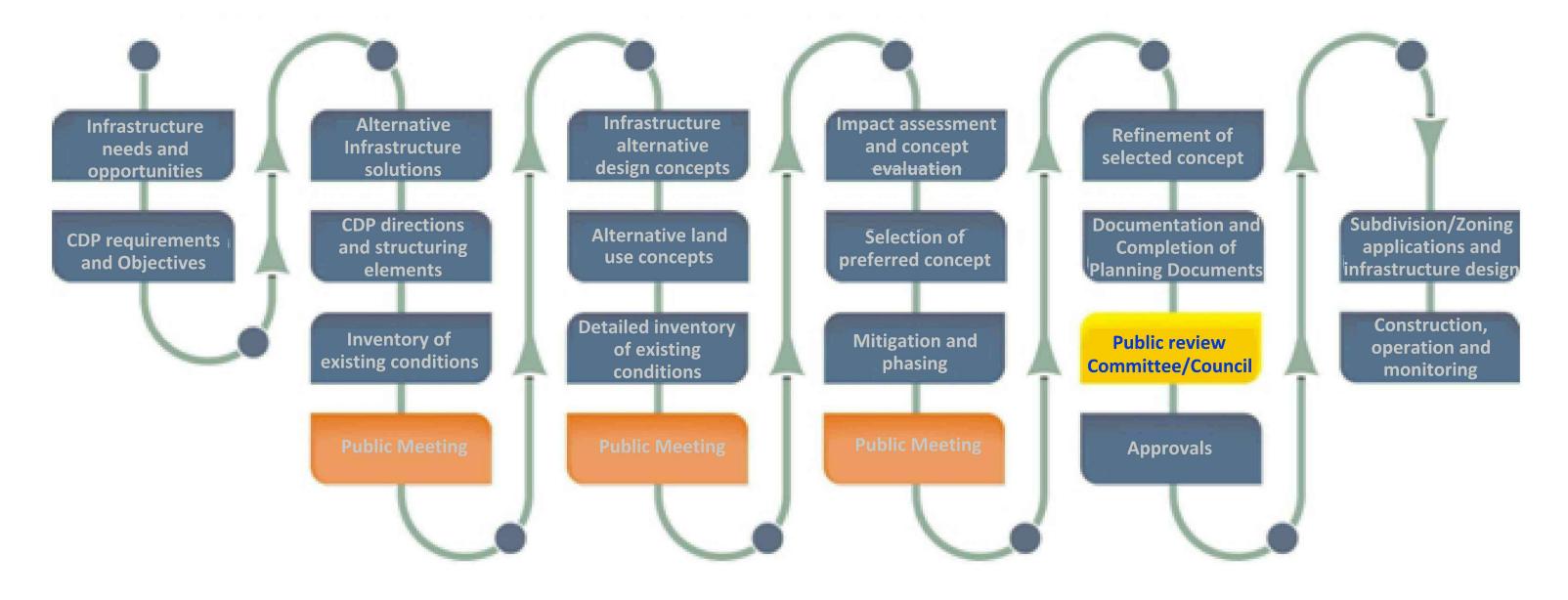
PLANNING ACT and ENVIRONMENTAL ASSESSMENT ACT PROCESS

Planning Act and Environmental Assessment Act Process

The planning and coordination of the infrastructure and environmental management requirements for the CDP in consultation with the community will help to ensure that the objectives of the City, the community and approval authorities are fulfilled.

- Key benefits of this integrated approach include:
 - Streamlining efforts and more effectively meet the requirements of both the Planning Act and the Environmental Assessment Act
 - Reduced duplication leading to faster implementation
 - Opportunities to co-ordinate infrastructure with land use planning
 - Improved clarity for land use decision-making
 - Co-ordinated public input

Class Environmental Assessment / CDP Process



- Key points for integration include:
 - Identification and consolidation of priorities and objectives (public/municipal/owners)
 - Documentation of existing conditions
 - Public consultation
 - Development of infrastructure and land use alternatives





GUIDING PRINCIPLES

Guiding Principles

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

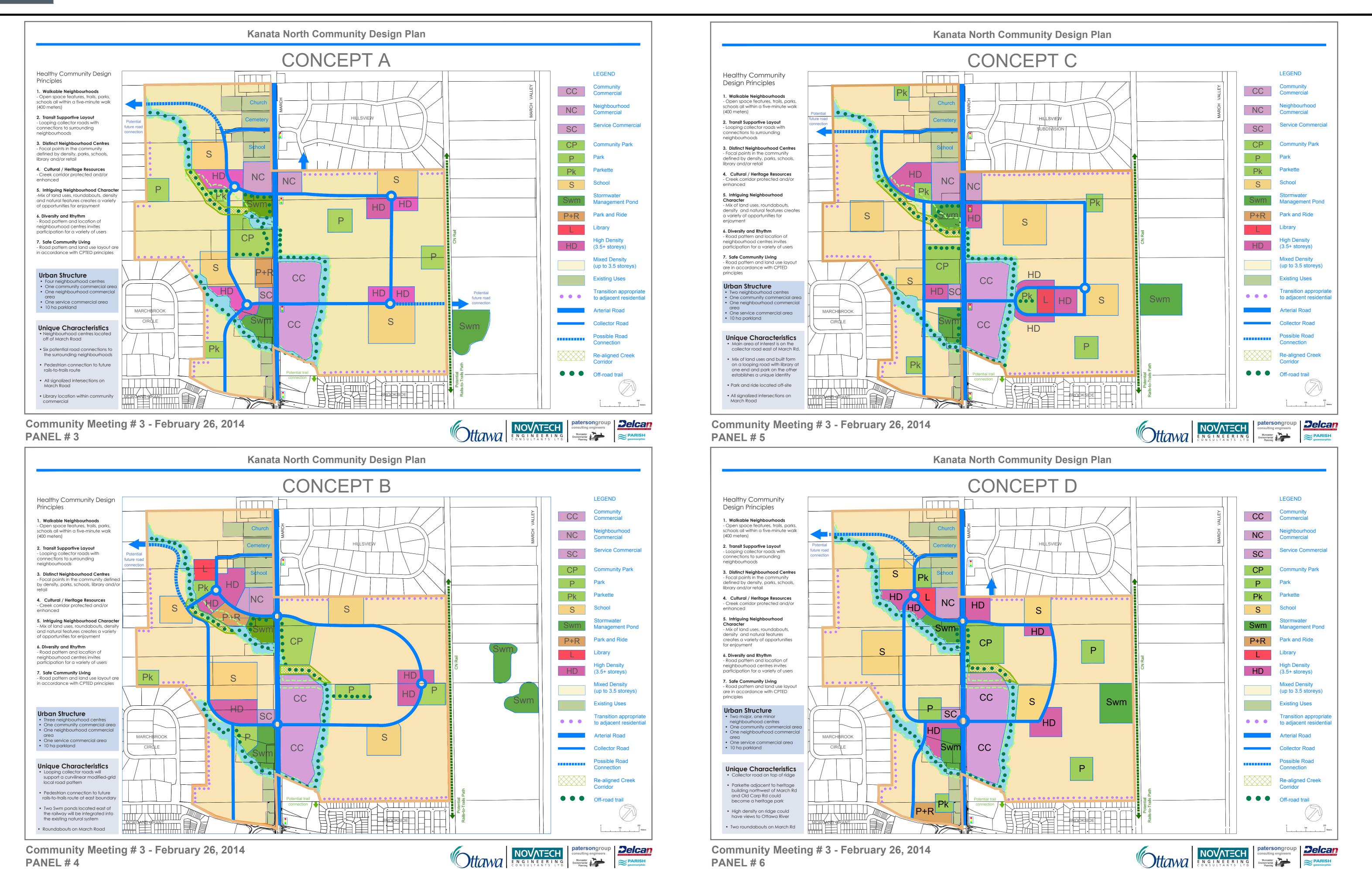


PANEL#4

ALTERNATIVE CONCEPT PLANS FROM COMMUNITY MEETING 3

MARCH 30, 2016 COMMUNITY MEETING NO. 4

Sheet Size 24x36 - 610mmx914mm



PANEL#6



- Distributed throughout the community to

provide a variety of housing types

- Located along collector roads

PREFERRED LAND USE PLAN

MARCH 30, 2016

COMMUNITY MEETING NO. 4 **Structuring Elements: LEGEND** 1. Creek Corridors: Community Mixed Use - Creek corridors are retained and/or enhanced to maintain water quality, provide habitat and connectivity for species that live Neighbourhood Mixed Use within the area Church - recreational pathways have been located adjacent to most creek corridors Service Mixed Use 2. Natural Features: Cemetery Hillsview - A portion of the treed area along the creek Community Park corridor adjacent to Marchbrook Circle will be protected - A treed area adjacent to the existing Park woodlot southwest of the study area will be School Houston conveyed to the City for protection - Mature pines adjacent to the Panandrick Natural Feature Estates subdivision will be protected in a proposed park - Mature cedars in the existing woodlot east School of March Road will be protected in a proposed park - An existing woodlot east of the rail corridor Fire Hall will be gifted to the City at the time of approval of the adjacent stormwater management facility Stormwater Management Pond 3. Transitions to Existing Residential: - Enhanced planting, fencing, and lot depths O.C.D.S.B Park and Ride are recommended for residential uses abutting existing residential Institutional 4. Stormwater Management Ponds: C.E.P.E.O. - A stormwater management facility will be LANDS integrated with the existing woodlot east of Residential Multi-Unit TO BE the study area (Townhouses, Stacked Townhouses, **GIFTED** - Two ponds are proposed as major Back-to-Back Townhouses, Low-Rise gateways to the community west of March Apartments (Max 4 Storeys)) CP Residential Street-Oriented 5. Parks and Pathways: (Singles, Semis, Townhouses O.C.S.B - One park is located in each quadrant of the (Max 3 Storeys)) community Marchbrook 6. Schools: Limit of Study Area Circle - One school site (representing each school Transition appropriate board) is located in each quadrant of the to adjacent residential community - Two schools will be collocated with proposed parks **Arterial Road** 7. Mixed Use Areas: Collector Road (24.0m) - Located along March Road 8. Park and Ride: - The park and ride is located at the end of • • • Future Collector Road (24.0m) planned bus transit routes and C.E.C.C.E accommodating up to 500 parking spaces Old Carp **Existing Creek Corridor** 9. Fire Hall: - A new fire hall will be located at the Morgans Grant intersection of March Road and the northern Creek Corridor collector 10. Multi-Unit Residential: Maxwell Bridge

NOVATECH

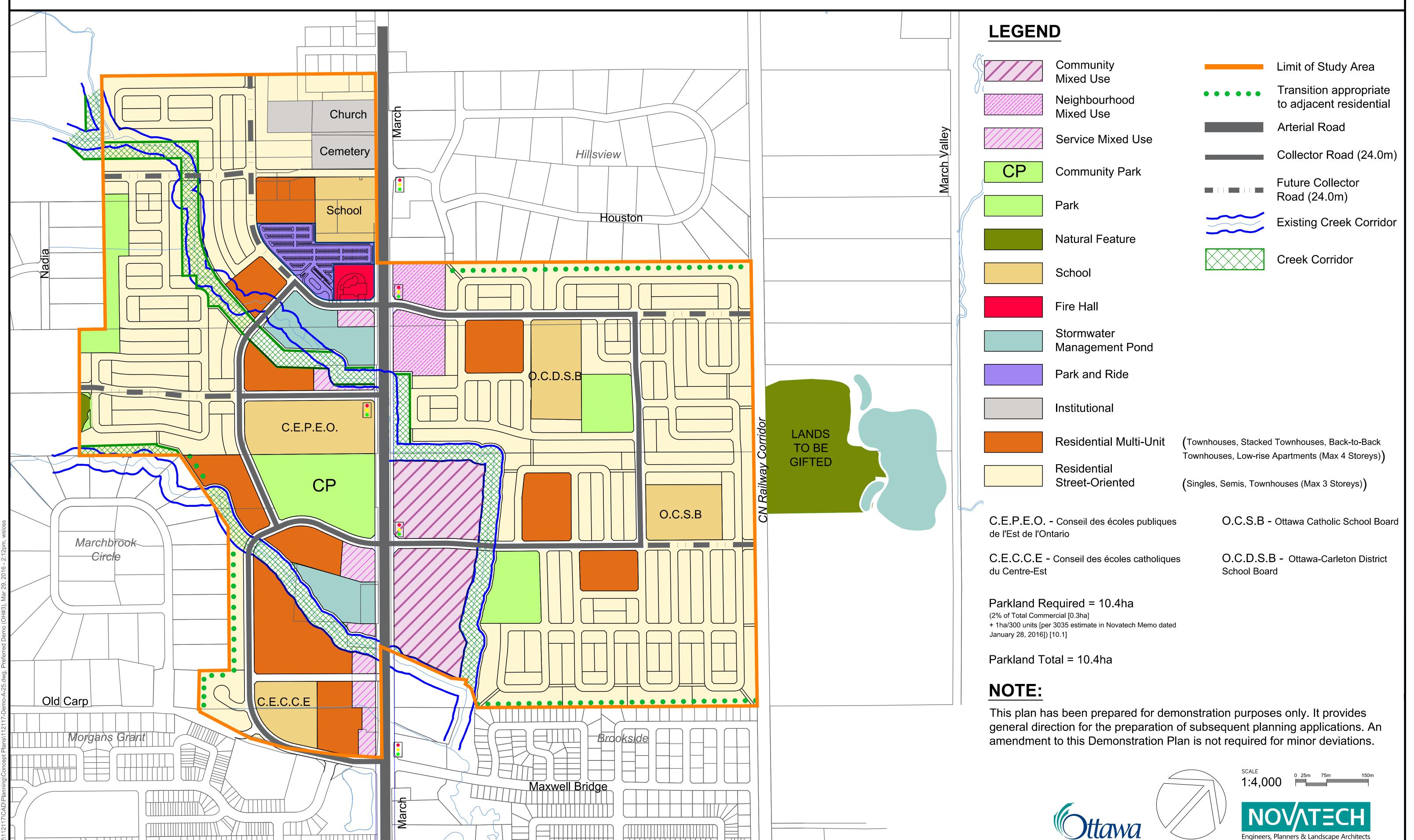
Engineers, Planners & Landscape Architects



DEMONSTRATION PLAN

MARCH 30, 2016

COMMUNITY MEETING NO. 4





PARKS AND PATHWAYS CONCEPT

MARCH 30, 2016 COMMUNITY MEETING NO. 4

