

FOTENN

OLD MONTREAL ROAD SUBDIVISION





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1.0 INTRODUCTION

Fotenn Consultants Inc. has been retained by Phoenix Harbour Old Montreal Road (“Phoenix”) to prepare and submit Plan of Subdivision and Zoning By-law Amendment applications for their lands located on the south side of Old Montreal Road, known municipally as 1146, part of 1172, 1154, 1176, 1180, and 1208 Old Montreal Road in the City of Ottawa. Phoenix intends to develop the lands with a residential subdivision that will include low-rise apartment buildings, semi-detached dwellings and townhouse dwellings.

The purpose of this Planning Rationale is to assess how the proposed development achieves and conforms to the objectives of the applicable policy and regulatory framework, to determine if the development is appropriate for the site, and to evaluate its compatibility with adjacent development as well as the broader surrounding community.

2.0 SITE CONTEXT AND SURROUNDING AREA

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The subject property, including municipal addresses 1146, 1154, part of 1172, 1176, 1180 and 1208 Old Montreal Road, is located on the south side of Old Montreal Road, east of Trim Road. The subject property is located in an area known as Cardinal Creek, which is also the name of an ongoing residential subdivision located on the north side of Old Montreal Road. The south edge of the subject property is defined by a surface water channel that crosses the subject property east-west. The full limits of the subject property for the current applications is shown on Figure 1.



Figure 1: Site Context and Surrounding Area

Within the subject property, there is one parcel that only part is included in the current development applications. The parcel, known as 1172 Old Montreal Road will remain undeveloped. It is currently occupied by a detached residential dwelling. This parcel has no frontage onto Old Montreal Road and is presently accessed via a driveway shared with 1176 and 1180 Old Montreal Road.

South of the creek, Phoenix also owns a large parcel of land located within the City of Ottawa's special study area and urban boundary, but not part of the current development applications. The parcel is accessed from the subject property and a separate block on the Plan of Subdivision outlines the future lands for development in this area.

The creek corridor running through the subject property designated as an urban natural feature will be retained as a natural feature and as a separation between the subject property and the parcel to the south. A municipal park will abut the retained the creek corridor on the west side of the subject lands. The placement of the park provides opportunities for connection to a pathway system along the creek corridor in the future.

The subject lands have approximately 262 metres of frontage on Old Montreal Road and a total area of approximately 7.19 hectares (17.7 acres). The subject lands are currently occupied by detached dwellings at

1154, 1176, and 1180 Old Montreal Road, with outbuildings at 1208 Old Montreal Road. This application is only considering lands located north of the tributary. A cellular telecom tower is located at on the east edge of the subject property.

As part of Official Plan No. 150, there is a planned transit corridor located in front of the site, with a proposed transit station at Trim Road. This transit corridor allows for greater connectivity to and from the site to Trim road and subsequently the Rapid Transit system.

The subject property has a significant grade change, rising steeply from Old Montreal Road before falling back as it approaches the creek. The proposed development accounts for this grade change, using buildings and walls to provide the necessary terracing to develop the lands. The proposed public street alignment has been carefully calculated to reduce the grade change as much as possible according to municipal standards.

2.1 Surrounding Area

The surrounding land uses are described as follows:

North: A local church and existing detached dwellings front onto the north side of Old Montreal Road adjacent to the subject property. Further north is Cardinal Creek Village, a planned residential community currently under construction. Additional phases of Cardinal Creek Village are planned for the lands northeast of the subject lands. Further north is Highway 174, a municipal highway providing an important east-west connection for Orleans, Cumberland, and Clarence-Rockland.

East: Immediately east of the subject property is a detached dwelling at 1222 Old Montreal Road. Further east is vacant land planned for development.

South: The subject property is bounded to the south by a surface water which divides the subject property from the other lands owned by Phoenix to the south. The creek corridor is forested and will be retained. South of the creek is generally lands used for agricultural purposes.

West: Immediately west of the subject property is a large-lot, residential subdivision accessed from a cul-de-sac, and other large residential dwellings abutting Old Montreal Road. Further west is the Cardinal Creek corridor and the community of Orleans.

3.0 PROPOSED DEVELOPMENT

The proposed development is a residential subdivision on the subject lands that includes a new 18 metre wide public street, 483 residential apartments, semi-detached, and townhouse units, a municipal park, and lands dedicated to the creek corridor. The existing structure at 1172 Old Montreal Road is retained and access provided off the new public street.

The proposed public street provides the primary access points for the development. Generally located at either end of the site, these accesses are intended to be full movement intersections with Old Montreal Road. Two additional parking garage accesses are provided directly from Old Montreal Road and are intended to be right-in/right-out only. The proposed public street also provides an opportunity for a future roadway connection to the east should those lands develop with residential uses.

The steep grades of the site make pedestrian connections throughout the site challenging. After a thorough investigation of all possibilities, the proposed pathway system will ensure access through the site from Old Montreal Road at appropriate inclines and in a direct way. The sidewalks cannot follow the same path as the public street as they would be too steep to meet accessibility standards.

The development of the subject property is expected to occur in two (2) phases. The first phase will focus on the lands at the north end of the site and will include both public street accesses, together with a private road. Three (3) blocks of low-rise buildings (blocks 1, 2, and 3), containing two (2) storey townhouses abutting Old Montreal Road and terrace flats above will abut Montreal Road. An additional two (2) blocks (block 7 and 8) will also be constructed and will contain terrace flat units. In total, phase 1 includes 200 townhouse and terrace flat units.

The balance of the site will be developed as part of Phase 2. This includes the completion of the public street, the public park in the southwest corner of the site, six (6) additional blocks of terrace flats, one (1) block of townhomes, and 16 semi-detached dwellings. In total, phase 2 includes an additional 283 units.

The low-rise apartment blocks range in size from 24 to 56 units per building. Each building has its own two (2) storey underground parking garage to serve the units of the building. Given the grade change across the property, the buildings generally have separate access to the first and second storey of underground parking. Abutting Old Montreal Road, the second storey of parking is accessed directly from Old Montreal Road, while the first storey is accessed from the internal public street. Within the site, the different parking garage levels are accessed from either the private or public street. Blocks 9, 10, 11, and 12 each have only one level of underground parking. In no case is interior ramping proposed within the parking garages.

An additional 111 surface parking spaces are provided within the private development blocks, including seven (7) on-street parking spaces are proposed on the public street. The townhouse block (4 units) and 14 semi-detached units will all have direct access from the street to private driveways.

As noted above, the existing detached dwelling at 1172 Old Montreal Road is retained through the Plan of Subdivision. Access for this dwelling from the new public street will be provided in Phase 1. Note that this property does not form part of the current Plan of Subdivision application, but is proposed to be rezoned as part of the Zoning By-law Amendment.

A 3,848 square metre municipal park is proposed in the southwest corner of the subject lands, abutting the creek corridor. The placement of the park provides opportunities for connection to a pathway system along the creek corridor in the future.

The proposed Plan of Subdivision proposes 17 total blocks, including: seven (7) blocks for semi-detached dwellings, one (1) block for townhouses, six (6) blocks for low-rise apartment buildings, one (1) park block, a road widening block, and one block retained for future development. There are also two public streets proposed.

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment. Planning authorities are to identify appropriate locations for intensification and redevelopment taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policy 1.1.3.3).

The proposed development is consistent with Policy 1.1.3.3, which are within the Urban Area of the City of Ottawa and are designated for development in the Official Plan. The proposed subdivision promotes a livable community through a dense form of housing, street network and park. While providing compact housing in a range of a densities, the proposal is complemented by its proximity to planned transit and existing community infrastructure in both Cumberland and Orleans.

New development is to have a compact form, and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
- / Establishing development standards for new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity, including the provision of public access to shorelines. The PPS also states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure.

The development is consistent with Section 1.4 pertaining to housing policy in terms of its location in regard to existing and planned infrastructure and public facilities, support of transit and its facilitation of compact form. The planned unit mix will contribute to the range of housing options and types available within the City’s east end, especially due to its proximity to the proposed transit park and ride facilities.

4.2 City of Ottawa Official Plan

The subject property is located within the “General Urban Area” designation on Schedule B, Urban Policy Plan, of the City of Ottawa Official Plan. The creek corridor is designated as an “Urban Natural Feature” on Schedule B.

The General Urban Area designation all forms of housing as well as retail, service, cultural, leisure, entertainment, and institutional uses. These areas are intended to meet the needs of all ages, incomes, and life circumstances in complete and sustainable communities.

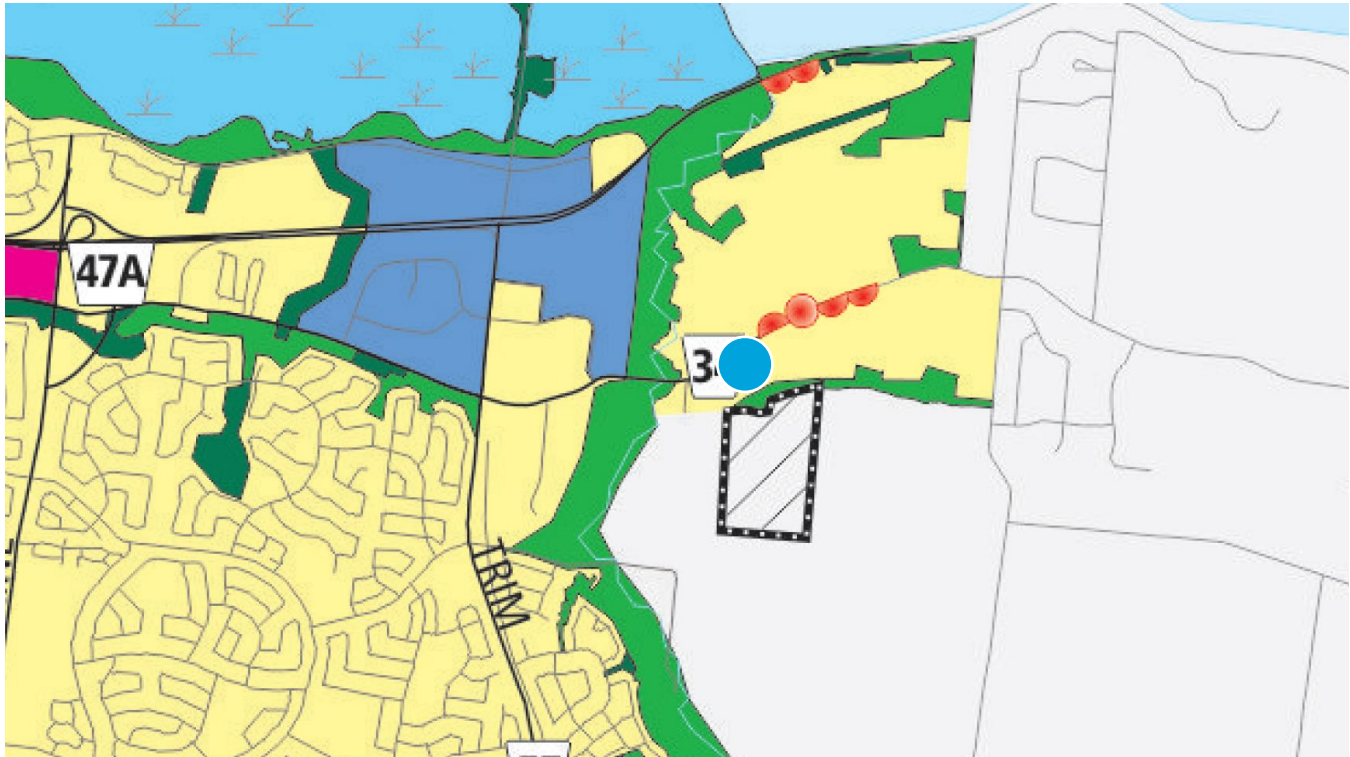


Figure 2: Schedule B of the City of Ottawa Official Plan

The Urban Natural Features designation specifies areas that provide a valuable contribution to biodiversity and wildlife habitat in the urban area. These areas are natural landscapes and may include woodlands, wetlands, watercourses, and ravines. The purpose of this designation is to preserve these natural features for conservation or passive leisure uses.

The proposed development conforms to the Official Plan by contributing to the range of housing types provided in the General Urban Area and specifically within the surrounding area. The provision of townhomes, semi-detached units, and low-rise apartment units will increase the housing options in the immediate area. The increased density of the proposed development recognizes the planned function of Old Montreal Road as a future transit corridor with a compact form of development.

The proposed Plan of Subdivision and Zoning By-law Amendment recognizes and protects the Urban Natural Feature on the site and proposes protection of this corridor for conservation and recreational use. The location of the proposed park block provides additional opportunities for recreation adjacent to the natural feature.

Policy 2 of the General Urban Area states that the evaluation of development applications, studies other plans and public works undertaken by the City in the General Urban Area are to be in accordance with the Urban Design and Compatibility Sections (Sections 2.5.1 and 4.11) of the Official Plan. These sections are discussed below.

4.2.1 Compatibility and Community Design

The Official Plan encourages development on vacant and underutilized properties in a way that is compatible with existing built-up areas. Compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings.

Broad design objectives are outlined in Section 2.5.1 of the Official Plan which the City hopes will influence the built environment as the city evolves. The design objectives are broadly applicable to plans and development in all land use designations.

The proposed development contributes to the City's design objectives in the following ways:

Enhancing the sense of community by creating and maintaining places with their own distinct identity

The proposed development responds to the rural and suburban context of the neighbourhood and focuses on contributing to the existing community and strengthening its distinct identity. The new development proposes a compact residential community adjacent to planned transit infrastructure and introduces a housing type that is in short supply in the surrounding community. The subdivision will contribute to the sense of community and will provide opportunities for recreation along, and enjoyment of, the creek corridor on the subject lands.

Defining quality public and private spaces through development

The proposed development works with the challenging grade of the site to ensure pedestrian connectivity from Old Montreal Road into the site. It also provides opportunities for future connections to adjacent properties, and to the creek corridor at the south edge of the development which provides opportunities for recreation. The proposed park along this corridor will also provide additional outdoor space for new and existing residents. Ground-oriented, street-fronting units animate Old Montreal Road and contribute to a more pleasant pedestrian realm.

Creating places that are safe, accessible and are easy to get to, and move through.

Circulation through the subject property is a challenge given the steep slope from Old Montreal Road. Careful attention has been paid to ensuring accessible and direct connections through the subject property. In most cases, the sidewalks are not provided along the public street given the slope of the street. Alternative routes provide easier pathways to connect Old Montreal Road and the future transit corridor with the park and creek corridor.

Ensuring that new development respects the character of existing areas.

Across the street is the Cardinal Creek Subdivision, a low-rise area characterized by single-detached dwellings. To the west is a low-density estate lot subdivision while to the east are vacant lands. The proposed subdivision complements and respects the character of the surrounding areas, balancing the context with the goals and objectives of the City for urban areas within the City. The proposed built form has been integrated into the steep slopes and maintains a low-rise character that is respectful of the adjacent developments.

Considers the adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

A connection with the existing street grid ensures the proposed development can remain adaptable for future uses. The size and orientation of lots provide potential opportunities for future intensification. The proposed subdivision also recognizes that potential of adjacent properties to evolve over time by maintaining the potential for street pathway connections.

The proposed development respects natural processes and features in development design.

The proposed development integrates well with the abutting land's natural features such as the creek at the south of the property offering opportunities for recreation and access to the creek corridor.

4.2.2 Urban Design and Compatibility

Section 4.11 of the Official Plan provides direction of urban design and compatibility. Policy 2 of the section identified the following areas in which new development must be compatible with the surrounding community.

The proposed development is evaluated against these criteria below:

Criteria	Evaluation
Traffic	The proposed development consists of a total of 482 units including 432 apartment units and 30 townhouse/semi-detached units. The proposed development is approximately 1km away from a planned transit corridor on Old Montreal Road and therefore it is anticipated that the modal share for transit use will be greater than in typical suburban developments. A new public street provides two full-movement access points to the subject property from Old Montreal Road – an arterial road designed to carry significant volumes of traffic.
Vehicular Access	Two full-movement vehicular access are proposed to the site from Old Montreal Road. The location of these accesses is driven by the adjacent de la Famille Laporte Avenue, and the steep slopes of the subject property. Additional access to the underground parking garages of blocks 1, 2 and 3 are provided directly from Old Montreal Road, again as a result of the grades. These secondary accesses are proposed as right-in/right-out driveways and will serve a very limited number of parking spaces.
Parking Requirements	A total of 111 surface parking spaces are proposed to supplement the underground parking provided within each of the buildings. Visitor parking spaces are provided along the public street (adjacent to block 4) and on the private, east-west internal driveway. The proposed development will provide the number of required parking spaces.
Outdoor Amenity Areas	The proposed development will not have adverse impacts on adjacent outdoor amenity areas. The potentially affected amenity areas are located west of the subject property, and all proposed buildings are set well back from these areas.
Loading Areas, Service Areas, and Outdoor Storage	All garbage and loading will occur internal to the community along the public street, similar to a typical subdivision. Specifics with regards to loading and garbage for multi-unit buildings will be resolved through future site plan control applications.
Lighting	The lighting of the proposed subdivision will not have any adverse impacts on adjacent properties. Lighting specific to multi-unit buildings will be resolved through future site plan control applications.
Noise and Air Quality	A noise study has been prepared by IBI Group as part of the current applications to assess the impact of roadway traffic on the proposed development. The report makes recommendations (e.g. central air conditioning, insulated windows) that will mitigate the noise levels to reasonable levels.
Sunlight	The proposed low-rise buildings are not anticipated to have any adverse shadowing impacts on adjacent properties.

Criteria	Evaluation
Microclimate	The proposed low-rise development is not anticipated to have any microclimate impacts.
Supporting Neighbourhood Services	The proposed development will make use of existing and planned neighbourhood services within the surrounding community and will provide an additional community park as part of Phase 2 that will be accessible to all.

The proposed development conforms to the design and compatibility criteria put forth in Sections 2.5.1 and 4.11 of the Official Plan.

4.2.3 Road Widening

Annex 1 of the Official Plan describes the various road classifications and also includes rights-of-way protection requirements for various roads throughout the City. Old Montreal Road, between Trim Road and the eastern limit of the East Urban Community is an arterial road and is required to have a 37.5 metre wide right-of-way.

The proposed development provides a widening along the entire frontage of the lands to ensure that the right-of-way has a width of at least 18.5 metres from the existing centreline of the road.

4.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH).

A pre-hearing held in early 2018 resolved many of the outstanding appeals meaning several of the policies of OPA 150 would now be in force and effect. Presently, the City of Ottawa has not issued a new version of the Official Plan to clarify which policies are in force. For the purposes of this Planning Rationale, the May 2014 annotated version of OPA 150 has been reviewed below.

The subject lands retain their designation as General Urban Area in OPA 150. The most significant change to the policies of the General Urban Area through OPA 150 is the limitation of building heights to four (4) storeys or less, except in particular cases. This change does not impact the proposed development.

New design criteria are also incorporated into revised policies of Section 4.11, many of which relate to high-rise buildings. None of the changes have a significant impact on the proposed development.

OPA 150 also adopted a revision to Schedule D, Rapid Transit Network which shows the planned Stage 2 LRT project extending to Trim Road, just west of the subject property and a future rapid transit connection along Old Montreal Road abutting the subject lands. The mode of rapid transit and timeline for construction are undefined.

The proposed development conforms to the policy revisions proposed through OPA 150, and supports the planned rapid transit extension by offering a compact-residential use.

4.4 Cardinal Creek Village Concept Plan (Urban Expansion Area)

The Cardinal Creek Village Concept Plan was prepared in July 2013 to provide a more detailed approach to the policy implementation of the Official Plan for the lands located south of Highway 174, east of Cardinal Creek, West of Frank Kenny Road and north of the urban boundary. The Concept Plan was prepared following the designation of these lands as "Urban Expansion Study Area" in Official Plan Amendment No. 76 in 2009.

The subject property is located within the Cardinal Creek Village Concept Plan study area and is therefore subject to the applicable site-specific policies.

The land use plan for Cardinal Creek Village is set out in Section 3 of the Concept Plan. Generally, the land use plan seeks to encourage compact urban development forms that are pedestrian-oriented and promote community interaction. A mix of low, medium, and high-density housing forms are encouraged such that approximately 3,500 units are accommodated at full build out. The protection of the natural environment and incorporation of natural heritage features and open spaces into the land use plan are also important.

The subject property is designated “Existing Residential” on Figure 2 within the Concept Plan (Land Use Plan). This designation falls within the larger “Residential Areas” designation which comprises the majority of the development within the Cardinal Creek Village community. Permitted dwelling types include detached dwellings, semi-detached dwellings, linked detached dwellings and grade-related multiple-attached dwellings (such as townhouses).

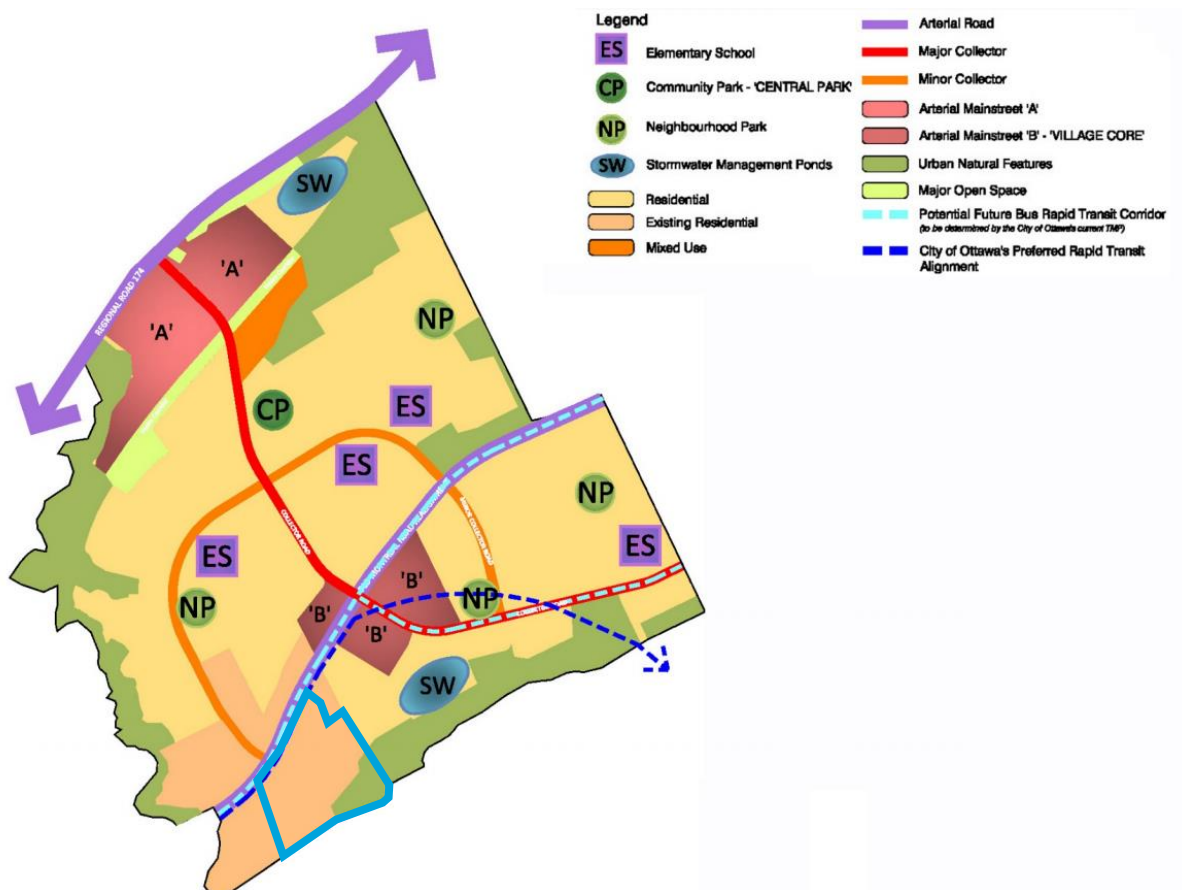


Figure 3: Cardinal Creek Village Concept Plan Land Use Plan

Medium density residential uses (including townhouses and low-rise apartments) may also be permitted through a Zoning By-law Amendment along Arterial Roads and at the intersection of Arterial Roads and collector Roads provided that the site size is generally not greater than 0.5 hectares. The Concept Plan states that, in accordance with the Official Plan, a minimum of 10% of new dwelling units shall be apartment units.

For Existing Residential Areas along Old Montreal Road, a conservative development potential for low and medium density residential uses has been accommodated within the planned infrastructure. The Plan recognizes the challenges with redevelopment of these properties relating to the need for land assembly and the steep slope along the south side of Old Montreal Road.

The subject property proposes a mix of low-rise apartments, townhouses, and semi-detached dwellings that conforms to the vision for the subject property in the Cardinal Creek Concept Plan. The subject property is located along an Arterial Road and at the intersection of an Arterial and a Collector and is therefore suitable for the proposed medium density housing form.

The Plan anticipated that the subject lands, although existing residential, could develop at some point the future. Specifically, Table 3 (“Dwelling Unit Projections”) states that the Concept Plan assumes that 75% of the existing residential areas would be developed with low-density housing, while the remaining 25% would be developed with medium-density housing. The proposed development contributes to the 25% of the existing residential lands that were anticipated to develop as low-rise apartments or similar forms.

A portion of the subject property is also designated “Urban Natural Feature” on the Land Use Plan which forms part of the Greenspace Network in the Plan. The intent is to augment and integrate these features with additional open spaces in the form of parks and stormwater management facilities in order that a full range of passive recreational opportunities can be accommodated. Urban Natural Features are to be designated to the City through the development review process.

No community or neighbourhood park is identified on the subject property.

The proposed development retains the urban natural feature at the south edge of the development area, ensuring an appropriate setback and integrating the proposed public park space with the feature per the direction of the Concept Plan. The proposed park was not envisioned in the Concept Plan, but will help to achieve the passive recreation opportunities discussed above along the natural feature.

The Concept Plan also identifies a “Potential Future Bus Rapid Transit Corridor” along the Old Montreal Road alignment, and a “Preferred Rapid Transit Alignment” on Figure 2 of the Concept Plan. In both cases, the rapid transit corridor abuts the subject property’s north frontage on Old Montreal Road.

The current development proposes a housing form that will support future rapid transit investments adjacent to the subject property.

Section 4 of the Concept Plan contains design guidelines that provide a framework of the design criteria for the overall identity and structure of the proposed Cardinal Creek Village, as well as for the appearance of new buildings, streetscapes, parks, and open spaces in the community.

Cardinal Creek Village is envisaged to be a contemporary master-planned community that is walkable and transit-supportive, features an integrated open space network, and a well-defined community core and mixed-use area. The community is structured as a series of precincts and neighbourhoods at different scales defined by the intersection of Old Montreal Road and the proposed north-south major collector road.

A “Neighbourhood Gateway” is identified at the intersection of Old Montreal Road and de la Famille-Laporte Avenue. Gateways should include a combination of street-oriented and well-articulated architectural design and built form with a high quality landscape design.

Recognition of the Neighbourhood Gateway adjacent to the subject property will be achieved through future Site Plan Control applications for the blocks adjacent to the gateway.

Section 4.3 of the Concept Plan includes community streetscape guidelines. The subject property, abutting Old Montreal Road, is considered a “Community Edge”. These edges provide a first impression of the Cardinal Creek Village and should be designed and treated to reinforce the overall character and identity of the community. Generally, the guidelines speak to fronting residential uses onto Major Collector roads and utilizing a landscaped edge along other streets to reinforce the community image.

Local Roads may be designed with a minimum right-of-way of 16.5 metres which includes a driving lane in each direction, a boulevard on both sides, and a sidewalk on one side. A row of trees should be planted on each side of the street with regular spacing between trees.

The subject property does not abut any Major Collector Road, but does act as a “Community Edge” as defined by the Concept Plan. The proposed development fronts low-rise apartment buildings along Old Montreal Road with two-storey, ground-oriented townhouse units fronting the street and a landscaped edge. Together, these measures will create a positive community edge that reinforces the image of the Cardinal Creek Village.

The proposed development proposes an 18 metre local road through the site that will provide sufficient spacing for a drive lane in each direction and boulevards with street trees. Given the slopes of the property, sidewalks are not possible along both sides of the street and therefore a pathway has been incorporated within the site to provide access through the site.

Section 4.4 contains policies for parks and open spaces. As previously noted, the south edge of the subject property is designated as a Natural Feature. The Concept Plan states that these areas should be maintained by preserving the existing vegetation and topographical features. Where possible, they should be enhanced and pedestrian walkways and sidewalks through open spaces should be provided, where possible.

Figure 3 of the Concept Plan proposes an on-road multi-use pathway along the full extent of Old Montreal Road within the study area. It also proposes an off-road multi-use pathway along the natural feature, though does not show the pathway extending west of the stormwater management pond proposed for east of the subject property. These pathways are the connectors that link the residential neighbourhoods, schools, parks, open space and natural features.

The proposed development protects for the future improvement of the natural feature along the south edge of the subject property with opportunities for pathway connections and linkages to adjacent park spaces.

Section 4.5 of the Concept Plan includes site design and built form guidelines for various development parcels. The following guidelines are applicable to the proposed development:

- / A variety of housing types and designs within each neighbourhood should be provided to enhance the streetscape;
- / Residential dwellings should be located close to the street to reinforce a strong street edge;
- / Provide a variation in the siting of residential dwellings within the streetscape to avoid the impacts of long, straight streets;
- / Driveways should be paired, where possible, to minimize the presence of garages on the streetscape, and provide for ample space for trees within the boulevard;
- / Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms;
- / The architectural style of the townhouse dwellings should be consistent with the character of adjacent single and semidetached residential dwellings;
- / Avoid the dominance of the garage throughout the Community by controlling the projection of a garage in front of the main residential building wall or providing vehicular access from a laneway. Projecting garages on narrow lots may be considered, subject to the approval of the City;
- / Front entrances should face and be visible from the street;

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- / All residential apartments should be located close to a public street with a principal façade and entry facing a street or public open space. For building's interior to the site, the main entrance should be oriented toward the interior driveway and where applicable, the amenity area;
 - / Parking should not be permitted between the street and the principal façade of the building;
 - / Architectural design on all elevations should be consistent;
 - / Parking areas should be screened from the public street through landscaping;
 - / Service areas should be located at the rear of the building and screened from public view; and,
 - / Street tree planting shall be required in all residential and commercial areas for visual appeal and environmental benefits, including reduction of radiant and reflective heat; provision of shade; benefits to wildlife, as well as providing an enhanced physical environment for residents.

The proposed Plan of Subdivision and Zoning By-law Amendment will establish the framework for the future development of the community according to the applicable design guidelines. Future Site Plan Control applications for individual development blocks will address specific guidelines as detailed architecture and landscaping are refined.

4.5 Urban Design Guidelines for Greenfield Neighbourhoods

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

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

Applicable guidelines are as follows:

- / Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time;
- / Create a connected network of parks, greenspaces and public lands that is structured by existing natural features and connected by pathways and sidewalks. Make this network easily accessible on foot or bike from homes throughout the neighbourhood;
- / Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals;
- / Preserve existing green corridors such as along watercourses, as connections for wildlife and for pedestrians and cyclists. Maintain the natural character of these features and limit the number of encroachments;
- / Incorporate landform features and topography in the design of road and block patterns to maximize vistas and visual interest and reduce extensive earth movement requirements;
- / Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways;
- / Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks;
- / Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed;
- / Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length;
- / Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes;

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- / Include a landscaped buffer between the arterial right-of-way and the local right-of-way for single-loaded streets fronting onto arterial roads;
 - / Plant trees along all streets in a consistent pattern and co-ordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles;
 - / Construct streets, sidewalks, crosswalks and access to buildings that are universally accessible to a wide range of residents and abilities. Refer to accessibility standards such as the CSA (B651-04) "Accessible design for the built environment";
 - / Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections;
 - / Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses;
 - / Design building façades so that windows and doors are prominent features that address the streets they front;
 - / Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style;
 - / Design the lower floors of taller residential buildings to be in scale with the pedestrian environment and include individual at-grade doors for ground floor units;
 - / Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space; and,
 - / Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

The proposed Plan of Subdivision and Zoning By-law Amendment advance several of the Urban Design Guidelines for Greenfield Neighbourhoods. Such as, but not limited to;

- / **Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time;**
- / **Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed;**
- / **Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length; and,**
- / **Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.**

4.6 City of Ottawa Zoning By-law (2008-250)

The subject property is presently subject to three (3) zones, including: Rural Countryside (RU), Rural Residential Subzone 7, Rural Exception 19r (RR7[19r]), and Rural Residential Subzone 7 (RR7).



Figure 4: City of Ottawa Zoning By-law Map

The proposed Zoning By-law Amendment seeks to rezone all of the lands, including the property at 1172 Old Montreal Road (which is not part of the current Plan of Subdivision application) to “Residential Fourth Density (R4)” to permit the proposed low-rise apartment buildings, townhouses, and semi-detached dwellings. While the property at 1172 Old Montreal Road is not owned by the applicant, a 433m² triangle of land at the north-west corner of the property will be conveyed to the developer.

The purpose of the proposed R4 zone is to allow a wide mix of residential building forms ranging from detached dwellings to low-rise apartment building that are in no case more than four (4) storeys, in areas designated General Urban Area in the Official Plan. Permitted uses within the R4 zone include the proposed low-rise apartment buildings, townhouse dwellings, and semi-detached dwellings. An appropriate subzone will be determined following a review of the plans.

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

- / The development is consistent with the Provincial Policy Statement in that it seeks to develop an area within the City of Ottawa's Urban Area with a compact community that contributes to the range of housing types and tenures within the community. The site is also located in proximity to future rapid transit services and utilizes existing public service facilities planned for the Cardinal Creek Village area.
- / The proposal conforms to the goals, policies and objectives of the Official Plan. The lands are designated General Urban Area where a range of uses are permitted, including the proposed low-rise residential uses. The proposed development is compatible with the surrounding context and character of the adjacent areas.
- / The proposal conforms to the policies of Official Plan Amendment No. 150 and the revised policies of the General Urban Area. The proposed low-rise development form is permitted within the General Urban Area and the development remains compatible with adjacent land uses.
- / The development is consistent with the goals and objectives of the Cardinal Creek Village Concept Plan and the Design Guidelines for Greenfield Neighbourhoods and no undue adverse impacts are expected as a result of this development. The proposed development helps to achieve the densities and objectives of the Concept Plan for the subject lands.
- / The proposed Zoning By-law Amendment to Residential Fourth Density (R4) reflects the lands designation with the Urban Area of the City and permits the proposed range of residential uses including low-rise apartments, townhouses, and semi-detached dwellings.
- / The proposed Plan of Subdivision is appropriate for the scale and context in which it is planned.

Based on the above discussion, it is our professional opinion that the proposed development is compatible with the existing and planned land uses in the surrounding area, conforms to the policies, goals, and objectives of the Official Plan, is consistent with the vision and guidelines of the Cardinal Creek Village Concept Plan, and that the proposed Zoning By-law Amendment and Plan of Subdivision are appropriate for the future development of the site.



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Planner
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Detailed building elevations are currently under development, the following presents a similar building type previously prepared by the developer. While this example demonstrates three (3) storeys, the proposed development will be modified to accommodate four (4) storeys.

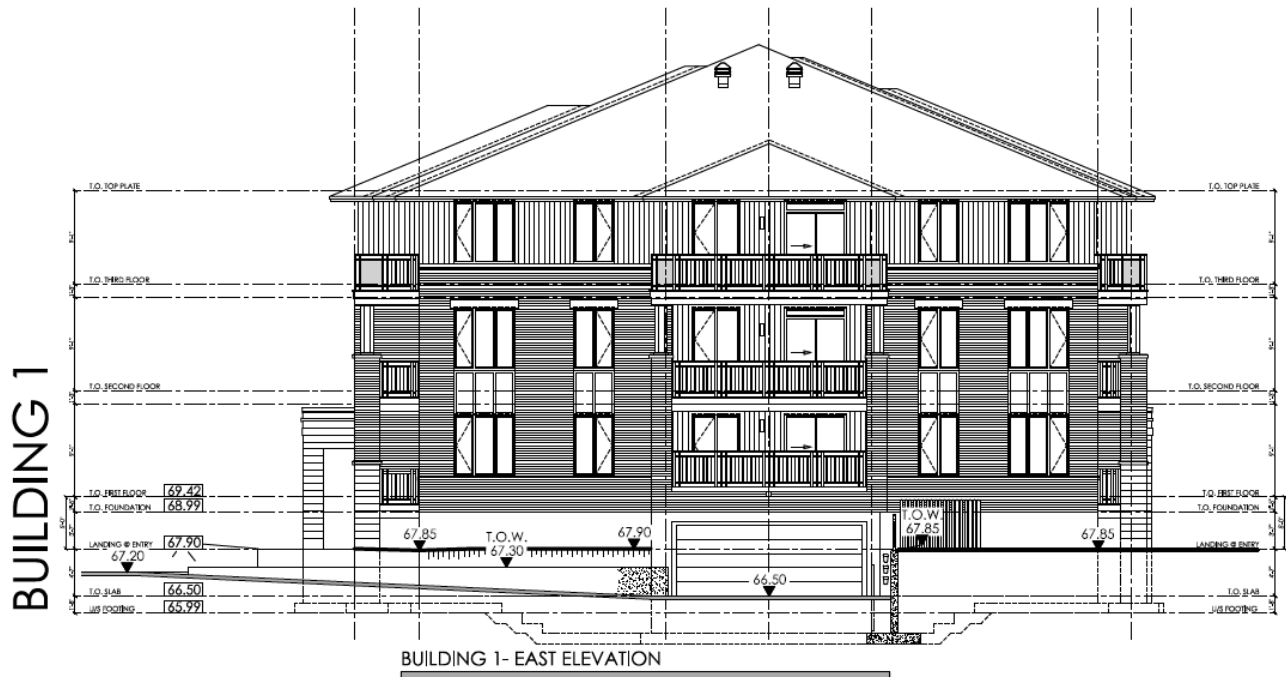


Figure 5: East Elevation of Similar Dwelling



Figure 6: West Elevation of Similar Dwelling



Figure 7: South Elevation of Similar Dwelling



Figure 8: North Elevation of Similar Dwelling



Figure 9: Colour Rendering of Similar Dwelling