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Bridlewood 3 **866, 898 Eagleson Road and** **1335, 1365 Terry Fox Drive** **Planning Rationale**

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BRIDLEWOOD 3

**866, 898 EAGLESON ROAD AND
1335, 1365 TERRY FOX DRIVE**

**PLANNING RATIONALE AND
INTEGRATED ENVIRONMENTAL REVIEW
IN SUPPORT OF APPLICATIONS FOR
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW
AMENDMENT**

Prepared For:

Claridge Homes (Bridlewood Phase 3) Inc.

Prepared By:

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January 11, 2018

Novatech File: 117153
Ref: R-2018-163

January 11, 2018

Ms. Laurel McCreight
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City of Ottawa, Planning Services Branch
110 Laurier Ave. West, 4th Floor
Ottawa, Ontario, K1P 1J1

Attention: Ms. McCreight – Planner II

**Reference: Bridlewood 3 – 866, 898 Eagleson Road and 1335, 1365 Terry Fox Drive
Draft Plan of Subdivision and *Zoning By-law Amendment*
Planning Rationale and Integrated Environmental Review
Our File No.: 117153**

Novatech has prepared this Planning Rationale & Integrated Environmental Review Statement on behalf of Claridge Homes (Bridlewood Phase 3) Inc. in support of applications for Draft Plan of Subdivision and *Zoning By-law Amendment* application for lands municipally known as 866, 898 Eagleson Road and 1335, 1365 Terry Fox Drive Ward 23 – Kanata South, Ottawa, Ontario. The concept plan for the proposed development has been revised since the pre-consultation meeting with City staff as Claridge Homes has acquired the remaining adjacent vacant parcels of land for development.

Presently, Claridge Homes is proposing to develop a residential subdivision with a total of four hundred-nine (409) units: thirty-four (34) semi-detached houses, two hundred fifty-five (255) townhouses and one hundred-twenty (120) back-to-back townhouses. Two parks are proposed; 1.03 ha of parkland will be added at the northwest corner, which will expand on the existing Proudmore Romina Park and a 0.40 ha parkette in the southern portion will be added as part of the proposed development.

The Planning Rationale outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal conforms to the Provincial Policy Statement and relevant municipal policy documents. This report also addresses comments received during the pre-consultation listed in the Notes of the meeting held April 19, 2018.

Yours truly,

NOVATECH



Robert Tran, M.PL.
Planner, Planning & Development

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1.0 INTRODUCTION AND PROPOSAL DETAILS

Novatech has been retained by Claridge Homes (Bridlewood Trails Phase 3) Inc., hereafter referred to as Claridge, to prepare this Planning Rationale in support of Bridlewood Phase 3 for *Draft Plan of Subdivision* and *Zoning By-law Amendment (ZBLA)* to allow for the development of the lands shown on **Figure 1** known as 866, 898 Eagleson Road and 1335, 1365 Terry Fox Drive in Ward 23, Kanata South, herein called the 'Subject Site'.

The Planning Rationale includes an Integrated Environmental Review (IER) as required under Section 4.7 of the City of Ottawa's *Official Plan*. The purpose of an IER is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the *Official Plan*.

1.1 BACKGROUND

The Subject Site is approximately 13.8 ha in area and is located at the corner of Eagleson Road and Terry Fox Road as shown on **Figure 1**. The legal descriptions of the lands are:

- *866 Eagleson*: Part of Lot 31, Concession 9, Goulbourn, Part 1 Plan 4R20720; Ottawa
- *898 Eagleson*: Part of Lot 31, Concession 9, Goulbourn, Being Part 3 on 4R21119; Ottawa
- *1355 Terry Fox*: Part of Lot 31, Concession 9, Goulbourn, Being Part 1 on 4R21119, Ottawa
- *1365 Terry Fox*: Part of Lot 31, Concession 9, Goulbourn, Being Part 2 on 4R21119, Ottawa
- *Lands Off Terry Fox*: Block 15, Plan 4M1508 City of Ottawa
- *Closed Road*: Part of The Road Allowance Between Lots 30 And 31, Concession 9, Goulbourn, (Closed by By-Law Registered as Oc806708), Designated as Parts 5 And 6 On 4R-22389. Ottawa.

The Subject Site is not subject to any secondary plans or site-specific policies. The portion of the site abutting Eagleson Road has been designated Arterial Mainstreet in the *Official Plan*. Development is guided by *Official Plan* policies and *Zoning By-law 2008-250* regulations.

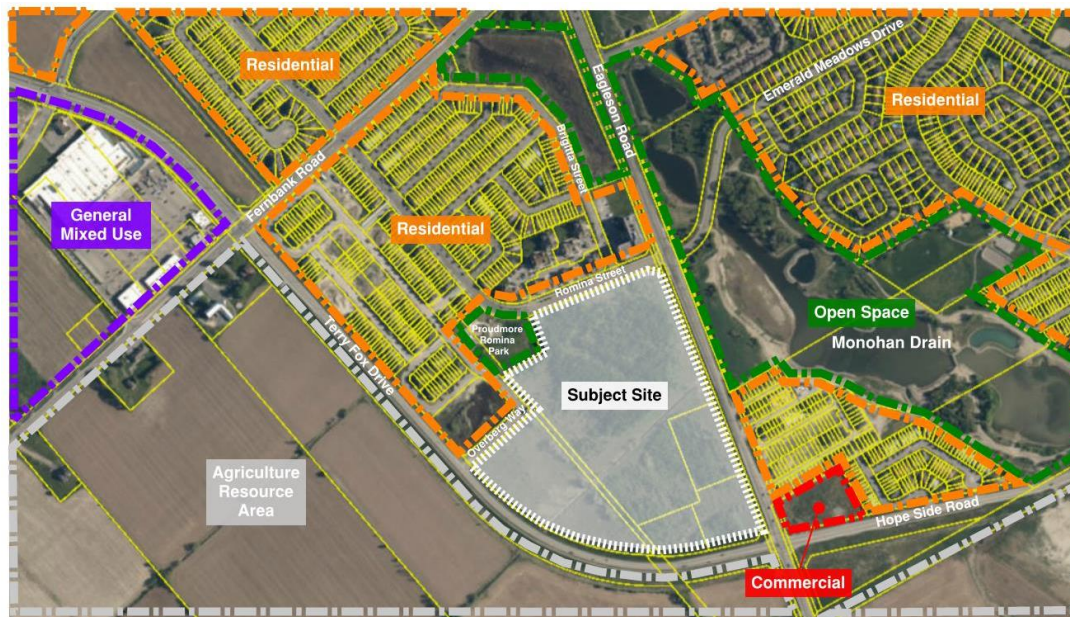


Figure 1: Subject Site location and surrounding land use context.

The Subject Site is undeveloped and consists of former farmland that has recently been overgrown by trees and grasses. The Subject Site has approximately 450 metres of frontage along Eagleson Road and approximately 510 metres of frontage along Terry Fox Drive. The following describes the land uses adjacent to the Subject Site shown in **Figure 1**:

North: Residential lands known as Bridlewood Trails Phases 1 and 2 developed by Claridge containing a mix of low to medium-density developments about the Subject Site.

East: The City of Ottawa owns and operates the Monahan Drain Stormwater Facility on the east side of Eagleson Road. These lands are also used as open space for the enjoyment of residents. Residential development has been constructed by Glenview Homes and Minto Communities immediately opposite of the Subject Site.

South and West: Across Terry Fox Drive, all lands are designated Agriculture Resource Area in the *Official Plan* and are used for such.

1.2 ADDITIONAL REPORTS

This report should be read in conjunction with the following reports completed by Paterson Group as well as Novatech, whom has designed and evaluated the proposed servicing for the Bridlewood 3 Subdivision lands at the Subject Site:

- *Bridlewood 3, 866, 898 Eagleson Road and 1335, 1365 Terry Fox Drive, Site Serviceability and Stormwater Management Report, completed by Novatech, Ref. No.: R-2019-010, dated January 11, 2019;*
- *Bridlewood 3, 866, 898 Eagleson Road and 1335, 1365 Terry Fox Drive, Noise Impact Feasibility Report, completed by Novatech, Ref. No.: R-2019-011, dated January 11, 2019;*

- *Bridlewood 3, 866, 898 Eagleson Road and 1335, 1365 Terry Fox Drive, Transportation Impact Assessment, completed by Novatech, Ref. No.: R-2018-056, dated January 11, 2018;*
- *Tree Conservation Report (Plan), completed by Novatech, dated January 8, 2019;*
- *Species at Risk Assessment, 866 Eagleson Road, Kanata, completed by Muncaster Environmental Planning, dated October 1, 2018;*
- *Geotechnical Investigation, Proposed Residential Development, Eagleson Road at Terry Fox Drive – Ottawa, Ontario, completed by Paterson Group, dated October 25, 2018 (Report No. PG3411-2); and*
- *Phase I – Environmental Site Assessment Update, Vacant Lot – 866 Eagleson Road at Terry Fox Drive – Ottawa, Ontario, completed by Paterson Group, dated August 30, 2018 (File: PE4391-LET.02).*

1.3 PROPOSED SUBDIVISION DEVELOPMENT

Claridge is proposing to construct a residential subdivision consisting of a total of four hundred-nine (409) units: thirty-four (34) semi-detached houses, two hundred fifty-five (255) townhouses and one hundred-twenty (120) back-to-back townhouses as shown in **Figure 2**. Two parks are proposed for the Subject Site: 1.03 ha of parkland will be added (Block 22 and 23) at the northwest corner, which will expand on the existing Proudmore Romina Park and a 0.40 ha parkette (Block 16) in the southern portion will be added as part of the proposed development. No buildings are proposed to be taller than two-storeys in height. The net residential density is approximately 53.8 units per net hectare.

A full size of Draft Plan of Subdivision is provided in **Appendix A** of this report.

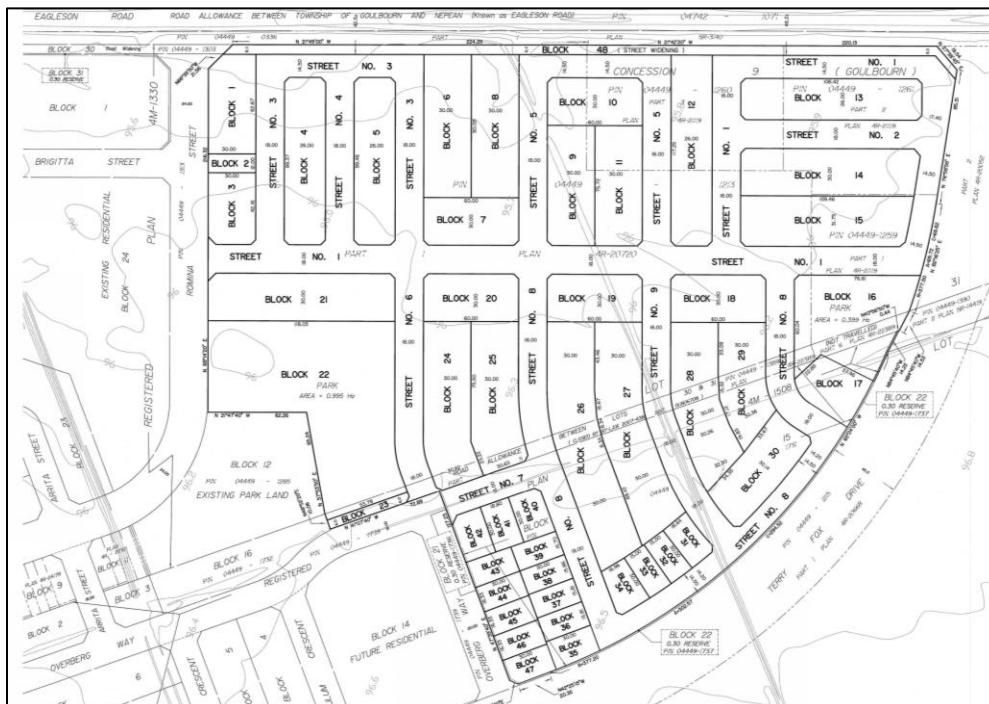


Figure 2: Draft Plan of Subdivision (December 2018)

Proposed Street Network

The proposed development features a modified grid street pattern where all new local streets will tie into the existing road and street network in the community. The proposed development will provide new local streets with 18 m rights-of-way as well as window streets with 14.5 m rights-of-way. Local streets will connect with Overberg Way and Romina Street, which both currently exist as shown in **Figure 2** and will provide access for the proposed development to Terry Fox Drive and Eagleson Road. The proposed window streets will enhance community connectivity and streetscape appearance as well as reduce the need for noise barriers.

Terry Fox Drive and Eagleson Road currently exist and are designated Arterial Streets in the *City of Ottawa Official Plan Schedule E*.

Transit, Cycling and Pedestrian Network

Sidewalks have been strategically placed to ensure adequate accessibility to the adjacent road network and local parks as shown on **Figure 3**. There are no dedicated cycling facilities planned within the proposed development.



Figure 3: Proposed sidewalks as well as existing sidewalk and multi-use pathway network.

Existing bus stops #0736 and #0737 are located on Romina Street at Brigitta Street that service OC Transpo routes 161, 164, and 252. All the proposed development is within 600 m walking distance of existing transit services on Romina Street. Access to transit services is provided by new sidewalks running the extent of local Street No. 1 and Street No. 8.

Parkland

Blocks 16, 22, and 23 identify the location of proposed parks on the Draft Plan of Subdivision. The first park, Blocks 22 and 23 will expand on the existing Proudmore Romina Park. The second park, Block 16 is located at the south end of the development adjacent to Terry Fox Drive and provides additional park and recreational space for residents of the future subdivision. This provides for easy access and convenience while also ensuring that the needs of residents at the south end of the development are met.

Block 23 was previously intended for sewers, however it is no longer required and is now added to the dedicated park block. These blocks will be consolidated in a final version of the plan. There will be no encumbrances within the park.

Parkland is calculated at 1 ha for every 300 units, which amounts to a requirement of 1.36 ha for dedication. The two parks sized at 1.03 ha and 0.4 ha are the proposed amounts to be dedicated and built by the developer and then transferred to the City of Ottawa.

A Facility Fit Plan will be prepared prior to draft plan approval based on a 'Neighbourhood Park' park type as required by the *Parks and Pathway Manual*.

Proposed Building Design

Some examples of the proposed two storey townhouse models, which will make up most of the site, are provided in the **Figures 4** and **5** below. The design is a contemporary style with large windows and stone trim. End units with front doors located around the corner on the end walls will enhance the streetscape and ensure animated frontages.



Figure 4: Rendered Model of the Proposed Townhouses.



Figure 5: Rendered Model of the Proposed Semi-Detached homes.

1.4 PRE-APPLICATION COMMENT RESPONSE

This rationale also responds to City Staff comments made at the pre-application consultation meeting held on April 19, 2018. A summary of these comments and responses are as follows:

1. *“What is the history of the Arterial Mainstreet designation and what does it mean for the development? The City will be looking for more density along Eagleson Road.”*
 - The history of the Arterial Mainstreet designation is provided in detail in **Section 2.2**. The proposed development which features semi-detached, back-to-backs and townhouses are permitted in the Arterial Mainstreet designation. Lower density residential is nevertheless compatible with the surrounding area given that the Arterial Mainstreet designation encourages a mix of uses and a successful amount of commercial and higher density residential already exists along Eagleson between Hazeldean Road and Romina Street. In terms of urban design compatibility, the proposed townhouses will complement the previous phases of Bridlewood Trails
2. *“Streetscape of Romina will play an important role. Romina Street cross-section will change by introducing driveways fronting Romina Street.”*
 - The concept plan has been revised since the pre-application consultation. No driveways will be added to Romina Street; all new driveways will tie into the proposed Local Street No. 3.
3. *“Important intersection is Eagleson and Romina. How will this function if driveways are introduced so close to the intersection? What is the proposed design for the intersection (signaled or a roundabout)?”*

- The concept plan has been revised since the pre-application consultation. No driveways will be introduced close to the intersection of Eagleson and Romina. Traffic signals are currently warranted at this intersection. Traffic signals at this intersection are eligible for DC funding and have been requested to be included in the City's 2019 DC By-Law Update. Subject to the traffic signals being included into the 2019 DC By-Law Update with a reasonable pay-back period, the proponent agrees to enter into a front-ending agreement with the City to construct traffic signals at the Eagleson Road/Romina Street intersection.

2.0 PLANNING CONTEXT AND RATIONALE

2.1 PROVINCIAL POLICY STATEMENT

The 2014 *Provincial Policy Statement* (PPS) provides policy directions on land use planning and development matters of provincial interest, as set out in Section 2 of the Planning Act. All decisions affecting planning matters are required to "be consistent with" policies of the PPS.

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use land patterns.

Policy 1.1.1 imparts that healthy, liveable and safe communities are sustained by promoting efficient land use patterns with a range and mix of uses arranged so to minimize land consumption and servicing costs. Further, development patterns should avoid environmental or public health and safety concerns, conserve bio-diversity, and consider the impacts of a changing climate.

- The proposed development will contribute to creating a complete community in the area, including housing options for people of all ages and life stages. The parks are supportive uses that will provide amenities for both the local and wider community. The subdivision has been arranged as a modified grid street and pathway pattern, integrated with surrounding development. The compact townhouse, semi-detached, and back-to-back development is consistent with the planned built form for the area and will minimize land consumption, promote active transportation, and enhance community connectivity.
- The proposed development is located on lands designated by the City of Ottawa as settlement area (*General Urban Area*).

Policy 1.1.3.2 requires land use patterns within settlement areas to be based on:

b) densities and a mix of land uses which:

- i. efficiently use land and resources;*
- ii. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- iii. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- iv. support active transportation;*
- v. are transit-supportive, where transit is planned, exists or may be developed, and;*
- vi. are freight-supportive.*

- Infrastructure and public service facilities, including road pattern and parkland, have been coordinated with adjacent developments and with the wider area. The proposed development is supported by transit service routes as well as cycling networks such as paved shoulders, bike lanes, and pocket bike lanes surrounding the Subject Site.

Section 1.1.3.6 of the PPS states that new development should occur adjacent to the existing built-up area and allow for the efficient use of land.

- The proposed development is located within the City of Ottawa's designated General Urban Area and is adjacent to existing development to the west and north, and future development to the east.

Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 states that,

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; and by planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

- Streets and sidewalks in the proposed subdivision have been arranged in a modified grid pattern, connected to existing and planned adjacent developments. This arrangement creates a dense, continuous network of pedestrian connections to adjacent communities and open spaces. The proposed parks satisfy the requirements of the City.

Infrastructure and Public Service Facilities

Section 1.6.1 of the PPS states that, *"infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs."*

- The proposed development will exclusively utilize municipal services. The *Site Serviceability and Stormwater Management Report* was completed by Novatech dated January 11, 2019. The report addresses how the proposed development will be serviced with sanitary sewer, watermain, storm sewers, and stormwater management.
- The report concludes with the following: the proposed sanitary sewers have adequate capacity to accommodate the peak sanitary flow and an analysis confirms the proposed watermain can service the Subject Site under all operating conditions. Stormwater will be directed to existing sewers and will outlet into the Monahan stormwater facility located north of the Subject Site.
- Based on the information provided in the report, the proposed development will be adequately served by municipal services.

Wise Use and Management of Resources

Section 2.0 of the PPS - Wise Use and Management of Resources speaks to protecting natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources.

- A Species at Risk Assessment was prepared by Muncaster Environmental Planning Inc. dated October 1, 2018 to assess the potential for any Species at Risk on the Subject Site. The main findings from the EIS report are no Species at Risk were observed on or adjacent to the Subject Site and no significant natural heritage features were on or adjacent to the Subject Site.
- A *Tree Conservation Report* was completed by Novatech as a plan dated January 8, 2019. The Tree Conservation Plan notes that no existing trees will be retained as part of the proposed residential subdivision development. The existing trees will not be retained due to the grade raise on the Subject Site, the location of utilities and services, and overall layout of the subdivision. Trees may be retained during the design stages of the proposed neighbourhood park and parkette.
- Based on the information provided in the report, there are no significant natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources have been identified.

Health and Safety

Section 3.0 of the PPS - Protecting Human Health and Safety focuses on reducing the potential for public cost or risk to residents from natural or human-made disasters.

- A *Phase I Environmental Site Assessment (ESA)* was prepared by Paterson Group dated August 30, 2018 to assess the potential site contamination by current or past uses. The Phase I ESA concludes that a Phase II ESA is not warranted.
- A *Geotechnical Investigation Report* was prepared by Paterson Group dated October 25, 2018 to determine the general soil and groundwater conditions across the site and provide geotechnical recommendation for the design of the proposed development. From a geotechnical perspective, the report considers the Subject Site suitable for the proposed development.
- Based on the information provided in the report, there are no concerns regarding natural or human made hazards.

2.2 CITY OF OTTAWA OFFICIAL PLAN

2.2.1 HISTORY OF LAND USE DESIGNATIONS ON SITE

The lands on the Subject Site were previously designated and zoned as an employment area following amalgamation of the City of Ottawa. The Subject Site was part of a previously Draft

Plan of Subdivision (City File No. D07-16-03-0046) that was approved in 2005. Around the same time, the portion of the Subject Site along Eagleson Road was designated as Arterial Mainstreet. In 2006, as part of the previous subdivision, the lands were rezoned to permit a mix of commercial and business park uses while introducing new zoning provisions to protect employment targets and achieve the desired design principles set out for Arterial Mainstreets. More recently, the City of Ottawa amended the designation of the Subject Site from Enterprise Area to General Urban Area as part of the City of Ottawa initiated Official Plan Amendment 180.

The portion of the Subject Site along Eagleson Road remains designated as Arterial Mainstreet as shown on **Figure 7**. Section 3.6.3 of the *Official Plan* identifies Arterial Mainstreets as generally characterized by being automobile dependent; built with four or more lanes; no on-street parking; parking lots that are located between the buildings and streets; and the predominant land use being single-purpose commercial. The Arterial Mainstreet designation aims to create a high-density urban form with mixed-use development that supports a pedestrian-friendly environment while encouraging walking, cycling, and public transit usage. The existing policies on the development of Arterial Mainstreets focuses on the conversion of large lots such as parking lots for compact mixed-use development; medium to higher densities; and the creation of on street parking.

The existing land uses and physical surroundings along Eagleson Road constrain and prevent the implementation of the corridor to develop into a complete Arterial Mainstreet. The existing land uses on Eagleson Road in relation to the subject site consist of undeveloped agricultural designated lands to the south, and low-density residential subdivisions with numerous homes that back onto the arterial road with separation by noise barriers. The existing subdivisions were built on former greenfields and are not suited to gradually redevelop or transition into future mixed-use developments with higher densities unlike large vacant parking areas as identified in the policies for Arterial Mainstreets.

Further, the surrounding environment presents physical impediments that limit any future development with respects to an Arterial Mainstreet. The location of three stormwater ponds known as the Monahan Drain on the east and west side of Eagleson Road as shown on **Figure 6**, would not be subject for any future development. There are commercial, retail, and office establishments north on Eagleson Road but none close to the Subject Site therefore creating a disconnect from the potential Arterial Mainstreet.

Given the predominant land use as low-density residential development, plans to redevelop with higher densities and buildings ranging from six to nine storeys in height on Eagleson Road as identified in the policies for Arterial Mainstreet is not possible. The continued development of low-density residential will ensure a consistent neighbourhood and community character throughout the area without changing the urban fabric.



Figure 6: Monahan Drain adjacent to the Subject Site.

Land Use Designation

The subject site is designated 'General Urban Area' and 'Arterial Mainstreet' on *Schedule B: Urban Policy Plan* of the *City of Ottawa Official Plan*, as shown on **Figure 7**.



Figure 7: Official Plan Schedule B: Urban Policy Plan

The purpose of the General Urban Area as defined by Section 3.6.1 of the *Official Plan* is to permit “the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.”

Applicable policies from Section 3.6.1 are quoted below:

1. *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*
 2. *The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*
- The proposed subdivision and rezoning for semi-detached, townhouses, back-to-back townhouses and public parks meet these policy requirements of the General Urban Area.
 - Sections 2.5.1 and 4.11 are discussed further below under *Urban Design*.

Development along the Arterial Mainstreet must conform to the policies in Section 3.6.3 *Mainstreets of the Official Plan*.

Policy 1 states,

Traditional Mainstreets and Arterial Mainstreets are each designated on Schedule B. ... The latter are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the Zoning By-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function...

- The proposed development contributes to the mix of uses along Eagleson Road. As noted in Section 2.2.1, land constraints prevent the implementation of the Arterial Mainstreet designation. Townhouses are permitted in the Arterial Mainstreet zone and contributes to the overall mix of uses as outlined in the policies for Arterial Mainstreet zones which includes a range of uses from retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings.

Policy 7 states, "...development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11."

- Sections 2.5.1 and 4.11 are discussed below under *Urban Design*.

Urban Design

The ways in which the proposal meets the design objectives in Section 2.5.1 and Section 4.11 of the *Official Plan* are herein.

Section 2.5.1 *Designing Ottawa* identifies the Subject Site as a *Design Priority Area* in Policy 2 given that it is designated Arterial Mainstreet. Policy 1 also applies and it states,

...Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives [of Section 2.5.1].

- See the table below to see how the proposal addresses the Design Objectives.

Section 2.5.1 Design Objectives:

1. To enhance the sense of community by creating and maintaining places with their own district identity;	The proposed development contributes to the character of the area and enhances the sense of identity in terms of its grid street pattern; compact, high-quality building design, and; access to transit and parks. The public realm is defined by providing street orientated residential units and by enabling active transportation through sidewalks and local streets. The proposed development adds to Phases 1 and 2 of Bridlewood Trails by continuing street pattern and adding to the existing park.
2. To define quality public and private spaces through development;	The proposed street-oriented semi-detached, back-to-backs, and townhouses will help to frame the public streets, creating a consistent setback to define private amenity spaces. The development proposes an addition to the existing park and a new parkette to serve the residents in the area.
3. To create places that are safe, accessible and are easy to get to and move through;	The proposed grid street pattern has been designed to accommodate all modes of transportation. Sidewalks are provided throughout the community to provide safe access to surrounding amenities and parks. The need for noise barriers is minimized with the design of window streets into the proposed street layout.
4. To ensure the new development respects the character of existing area;	The proposed development has taken into consideration the surrounding existing and Phases 1 and 2 of Bridlewood Trails to establish a consistent community identity in terms of building form and features.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;	The proposed development includes a variety of housing options including semi-detached, townhouses and back-to-back townhouses. An existing retirement residence is located at the corner of Romina Street and Eagleson Road. Housing options in the area enable residents to grow and age in the community.
6. To understand and respect natural processes and features in development design;	The proposed development has been designed with the understanding of the existing natural conditions such as stormwater. Detailed analysis relating to this is provided in the Integrated Environmental Review (IER) in this report. This includes the review of the Tree Conservation Plan as well as Species at Risk Assessment.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint to the built environment.

The density of the proposed back-to-back townhouse units are higher than most residential units typically found in suburban areas. Sidewalks provide connectivity to existing and future network to enable a variety of transportation options.

Section 4.11 speaks to ways to achieve high quality urban design in all parts of the city and design excellence in design priority areas.

- See the table below to see how the proposal addresses compatibility in its context.

Section 4.11 Urban Design Compatible Development Policies

Views

According to the Official Plan no significant view sheds were identified within the subject site.

Many residents will have views onto the neighbourhood parks. The modified grid street pattern provides for fairly intuitive navigation through the neighbourhood whether by foot or vehicle by allowing for sightlines to access streets. Window streets allow for visibility from adjacent roads and access into the Subject Site.

Building Design

The proposed development will display strong architectural design elements that address the public realm and create emphasis on an active street frontage. These include windows and doors facing all streets and end units will receive special treatment to ensure an animated façade on both the front and corner. See **Figures 4 and 5** for rendered images of the townhouses and semi-detached houses.

Massing and Scale

Most of the proposed development is anticipated to be two-storey townhouses, which is compatible and consistent with existing adjacent development. The proposed townhouses abutting Eagleson Road are permitted by the *Official Plan* and *Zoning By-law*. The proposed scale provides a similar scale to that found on the north side of Romina Street along Eagleson Road.

The subdivision has been designed with consideration of the size and form of residential blocks with respect to achieving an intuitive internal street layout and integration into the existing neighbourhood.

Outdoor Amenity Areas

In addition to the neighbourhood parks, the proposed residences will have private access to rear yard amenity area that complies with the *Zoning By-law* provisions.

The proposed subdivision conforms to the policies of the *Official Plan* for development in the General Urban Area and Arterial Mainstreets and is designed with regard for the design and compatibility policies of the *Official Plan*. The technical studies and site design are discussed in the Integrated Environmental Review (IER) in Section 3.0 of this report.

2.3 ZONING BY-LAW 2008-250

2.3.1 HISTORY OF EXISTING ZONING

In 2006, the Subject Site was rezoned through the previous subdivision from MG (General Industrial Zone), CC-1 (Commercial Core Special Exception Zone) and CH-8 (Highway Commercial Special Exception Zone) to Business Park Industrial Exception Zone: MBP-xx, MBP-xy, and MBP-xz. The rezoning exercise was done to permit a mix of commercial and business park uses while introducing new zoning provisions to protect employment targets and achieve the desired design principles set out for Arterial Mainstreets. In 2008, the zoning was amended to the current Arterial Mainstreet Zones (AM) as part of the City wide zoning by-law consolidations. More information about current zoning is written below.

As previously mentioned, the plans for those lands were never actualized because of existing land uses, physical surroundings, and the conversion of employment lands to general urban. The current development proposal introduces low-density residential development and two neighbourhood parks that are compatible with the surrounding community character and continuous of the existing land patterns.

Current Zoning

The Subject Site is currently zoned with five separate zones under *City of Ottawa Zoning By-law 2008-250*: AM[992] H(30), AM[1055] H(30), IP9[1946], AM[1199] H(30), and AM H(30).

The purpose of the AM – Arterial Mainstreet Zone is to “accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the *Official Plan*” and to “impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses”.

2.3.2 ZONING BY-LAW AMENDMENT

Proposed Zoning

The Subject Site is currently zoned with five separate zones under the current *City of Ottawa Zoning By-law 2008-250* as shown on **Figure 8**. To permit the proposed development as described, the Residential Third Density, Subzone Z (R3Z) and the Parks and Open Space Zone (O1) zones are proposed, as demonstrated in **Figure 8**.

The purpose of the R3 – Residential Third Density Zone is to:

1. allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)
 2. allow a number of other residential uses to provide additional housing choices within the third density residential areas;
 3. allow ancillary uses to the principal residential use to allow residents to work at home;
 4. regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
 5. permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.
- This is the same zoning that has been added to Bridlewood Phases 1 and 2 to the north of the Subject Site.

The purpose of the O1 – Parks and Open Space Zone is to:

1. permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
2. ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.



Figure 8: Existing and proposed zoning for the Subject Site.

3.0 INTEGRATED ENVIRONMENTAL REVIEW

Section 4.7 of the *Official Plan* states that “*design components will be considered as inputs into the development process and must be assessed and considered prior to establishing an initial design or lot pattern*”. Section 4.7.1 states, “*the integrated environmental review considers as a whole the significant findings from individual support studies ... [and] ensures that development proceeds in keeping with the analysis and recommendations of any watershed and subwatershed studies and federal or provincial environmental assessments documents, where applicable.*”

The following technical studies have been prepared in accordance with Section 4.7 of the *Official Plan* and as per the City’ recommendations at the pre-consultation meeting.

3.1.1 TREE CONSERVATION REPORT

A Tree Conservation Report was completed by Novatech as a plan dated January 8, 2019. The plan outlines landscape details such as existing trees to remain and existing trees to be removed. The Tree Conservation Plan identifies that no existing trees will be retained as part of the proposed residential subdivision development. The existing trees will not be retained due to the grade raise on the Subject Site, the location of utilities and services, and overall layout of the subdivision. Trees may be retained during the design stages of the proposed neighbourhood park and parkette.

3.1.2 SPECIES AT RISK ASSESSMENT

A Species at Risk Assessment was prepared by Muncaster Environmental Planning Inc. dated October 1, 2018 to assess the potential for any Species at Risk on the Subject Site. The main findings from the EIS report are:

- No Species at Risk were observed on or adjacent to the Subject Site;
- No other species of special interest were noted through a search on 1 km squares which included the site and adjacent areas;
- No butternut trees were noted on or within 50 m of the Subject Site; and
- No significant natural heritage features were on or adjacent to the Subject Site.

3.1.3 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated August 30, 2018 to assess the potential site contamination by current or past uses. The Phase I ESA conclusions for the Subject Site are:

- No potentially contaminating activities (PCAs), areas of potential environmental concern (APEC), contaminants of potential concern (CPCs), and areas of natural significance were identified on the site or in the Phase I study area; and
- A Phase II ESA is not warranted for the Subject Site.

3.1.4 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation Report was prepared by Paterson Group dated October 25, 2018 to determine the general soil and groundwater conditions across the site and provide geotechnical recommendation for the design of the proposed development. The findings from the report are:

- The Subject Site consists of topsoil overlying a loose to a very loose silty sand/sandy silt layer mixed with some followed by stiff to firm silty clay crust. A deep firm to soft, grey silty clay deposit was encountered below the above noted layers;
- The Proposed development is located in an area of low to medium sensitive silty clay deposits for tree planting. Atterberg Limits test results indicate the modified plasticity limit does not exceed 40% with tree planting setbacks for the Subject Site found in the report; and
- From a geotechnical perspective, the Subject Site is considered suitable for the proposed development;

3.1.5 NOISE IMPACT FEASIBILITY STUDY

A Noise Impact Feasibility Study was completed by Novatech dated January 11, 2019. This study was prepared to determine the impact of roadway traffic on the residential lands at the Subject Site from both Terry Fox Drive and Eagleson Road (Arterial Roads). The report deals with the expected noise levels in the development and any required noise control measures.

Section 4.8.7 of the *Official Plan* states that noise is regulated better by land use planning than by noise barriers. Particularly, Policy 10 states, “*to improve the quality of the streetscape, communities will be designed to the extent possible to provide noise attenuation through land use planning and design. Noise barriers may only be used where other noise attenuation methods are not feasible.*” In keeping with this policy, the proposed development has been designed with buildings oriented to the street to reduce the need for noise attenuation barriers. Outdoor living areas have been oriented away from noise sources wherever possible.

Noise barriers are required for the residential units in the following areas: Blocks 14, 15, 17, 35A, and 47A adjacent to Terry Fox Drive; Blocks 6 and 8 adjacent to Eagleson Road; and Blocks 1, 3, and 21 adjacent to Romina Street as shown on the Noise Attenuation Measures Plan. It is recommended that noise clauses be registered on title and incorporated into the agreement of purchase and sales as required. Specific warning clauses will be identified for each unit during detailed design.

3.1.6 SITE SERVICEABILITY AND STORMWATER MANAGEMENT REPORT

The combined Site Serviceability and Stormwater Management report was completed by Novatech dated January 11, 2018. The report was prepared to determine how Bridlewood 3 will be serviced with sanitary sewer, watermain, storm sewers, and stormwater management.

- The *Site Serviceability and Stormwater Management Report* was completed by Novatech dated January 11, 2019. The report addresses how the proposed development will be serviced with sanitary sewer, watermain, storm sewers, and stormwater management.
- The report concludes with the following: the proposed sanitary sewers have adequate capacity to accommodate the peak sanitary flow and an analysis confirms the proposed watermain can service the Subject Site under all operating conditions. Stormwater will be directed to existing sewers and will outlet into the Monahan stormwater facility located north of the Subject Site.

3.1.7 TRANSPORTATION IMPACT ASSESSMENT

A Transportation Impact Assessment (TIA) was prepared by Novatech and dated January 2019. The report has been prepared in accordance with the City of Ottawa Transportation Impact Guidelines (June 2017). Section 6.0 of the TIA report, *Conclusions and Recommendations*, lists the following key conclusions:

- All roadways within the proposed subdivision will be classified as local roadways and will have either an 18 or 14.5 metre right-of-way. A 1.8m concrete sidewalk will be provided on the west side of Street 1, the north side of Street 6, and the south side of Street 8 adjacent to the park;
- Curb bulb-outs are recommended in the northwest corner of the internal Street 1/Street 6 and Street 1/Street 9 intersections. These curb bulb-outs will reduce the pedestrian crossings along Street 1, as well as assist in traffic calming along the internal roadways; and
- The existing transit services in the area are anticipated to be sufficient to accommodate the demand from the proposed development.
- Traffic signals are currently warranted at the intersection of Eagleson Road/Romina Street. Traffic signals at this intersection are eligible for DC funding and have been requested to be included in the City's 2019 DC By-law Update. Subject to the traffic signals being included into the 2019 DC By-law Update with a reasonable pay-back period, the proponent agrees to enter into a front-ending agreement with the City to construct traffic signals at the Eagleson Road/Romina intersection.

4.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement 2014* and generally conforms to the *City of Ottawa Official Plan* and *Zoning By-law 2008-250*.

This planning rationale, along with the associated technical studies, supports the development of the proposed subdivision. The mix of semis, townhouses and back-to-back townhouses is compatible with existing and planned surrounding uses and functions well within the surrounding context.

The proposed R3Z zone will ensure the implementation of the development as described in this rationale. The site design features ensure that the proposed development is compatible with existing development.

The proposed development is an appropriate and desirable addition to the community and represents good planning in the context of the current market and *City of Ottawa Official Plan*.


Yours truly,

NOVATECH



Robert Tran, M.PL.
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Senior Project Planner, Planning & Development

Appendix A:
Draft Plan of Subdivision
866, 898 Eagleson Road and
1355, 1365 Terry Fox Drive

