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Spring Valley Trails Subdivision, Phases 5/6

3252 Navan Road

Planning Rationale &

Integrated Environmental Review Statement

SPRING VALLEY TRAILS SUBDIVISION, PHASES 5/6
3252 NAVAN RD
OTTAWA, ON

PLANNING RATIONALE AND
INTEGRATED ENVIRONMENTAL REVIEW STATEMENT
IN SUPPORT OF APPLICATIONS FOR
ZONING BY-LAW AMENDMENT
AND DRAFT PLAN OF SUBDIVISION (ANTICIPATED)

Prepared For:

Claridge Homes (Carson) Inc.

Prepared By:

NOVATECH

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Ottawa, Ontario

K2M 1P6

March 2, 2020

Novatech File: 119226

Ref: R-2020-028

March 2, 2020

City of Ottawa
Planning, Infrastructure and Economic Development Department
110 Laurier Ave. West, 4th Floor
Ottawa, Ontario, K1P 1J1

Attention: Shoma Murshid, Planner II, Development Review East

Reference: Spring Valley Trails, Phases 5/6 – 3252 Navan Road
Planning Rationale and Integrated Environmental Review Statement
Our File No.: 119226

Novatech has prepared this Planning Rationale and Integrated Environmental Review on behalf of Claridge Homes (Carson) Inc. to support Zoning By-law Amendment and Draft Plan of Subdivision (anticipated) applications for the lands located at 3252 Navan Road and southwest of 3252 Navan Road as demonstrated herein. The proposed development forms Phases 5 and 6 of Claridge's Spring Valley Trails residential community.

Claridge intends to develop multi-residential, single-detached and townhouse dwellings (including back-to-back townhouse dwellings). A Zoning By-law Amendment is required to permit the proposed residential uses.

Sincerely,

NOVATECH

Teresa Thomas, MCIP, RPP
Project Planner

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1 INTRODUCTION

Novatech was retained by Claridge Homes (Carson) Inc. ('Claridge') to prepare this Planning Rationale and Integrated Environmental Review Statement (IERS) in support of a Zoning By-law Amendment application and in anticipation of filing a draft plan of subdivision application for the properties known as 3252 Navan Road in Ottawa, PINs 043522512 and 043520307; and legally described as Part of Lot 4, Concession 4, Former City of Gloucester, and that parcel to the west legally described as Part of Lots 5 And 6, Concession 4, Ottawa Front, Gloucester; Part Of The Road Allowance Between Lots 5 And 6, Concession 4, Ottawa Front, Gloucester, (Closed By By-Law OC708828), Part 1 Plan 4R22907, Except Plan 4M1370 Except Plan 4M1465 Except Parts 57 And 58 Plan 4R26454 Except Plan 4M1614 City Of Ottawa.

The following sections describe the properties' existing conditions, surrounding context, the proposed development, the Zoning By-law amendment, and how the proposal is consistent with Provincial and Municipal policy. The IERS describes the recommendations of the technical studies, which demonstrate how the studies support the application and how they influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4.

1.1 SITE DESCRIPTION AND CONTEXT

The Subject Site is shown in Figure 1. The Subject Site has an area of 12.68ha (31.33ac) with 160 metres of frontage along Navan Road.

To the north is Navan Road and low-rise residential north of Navan Road. To the east is the Waste Connections Canada (WCC) landfill. To the south is the Prescott-Russell Multi-use Path (MUP) and Mer-Bleu Conservation Area. To the west is Phase 3 of Claridge's Spring Valley Trails subdivision.

Figure 1: Subject Site and Surrounding Lands (Image Source: Google)

The current use of the site is light industrial (heavy equipment rental and excavation business). The business is located on the northern half of the Phase 6 site. The southern half of the Phase 6 site, and the Phase 5 site, are vacant and vegetated.

1.2 PLANNING CONTEXT

1.2.1 CITY OF OTTAWA OFFICIAL PLAN

The Subject Site is designated General Urban Area on *Schedule B: Urban Policy Plan*, as shown in Figure 2. Section 3.2 of this Rationale demonstrates how the proposed development complies with the applicable General Urban Area and other Official Plan polices.

Per Section 3.6.1 of the *Official Plan*, the General Urban Area permits 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.

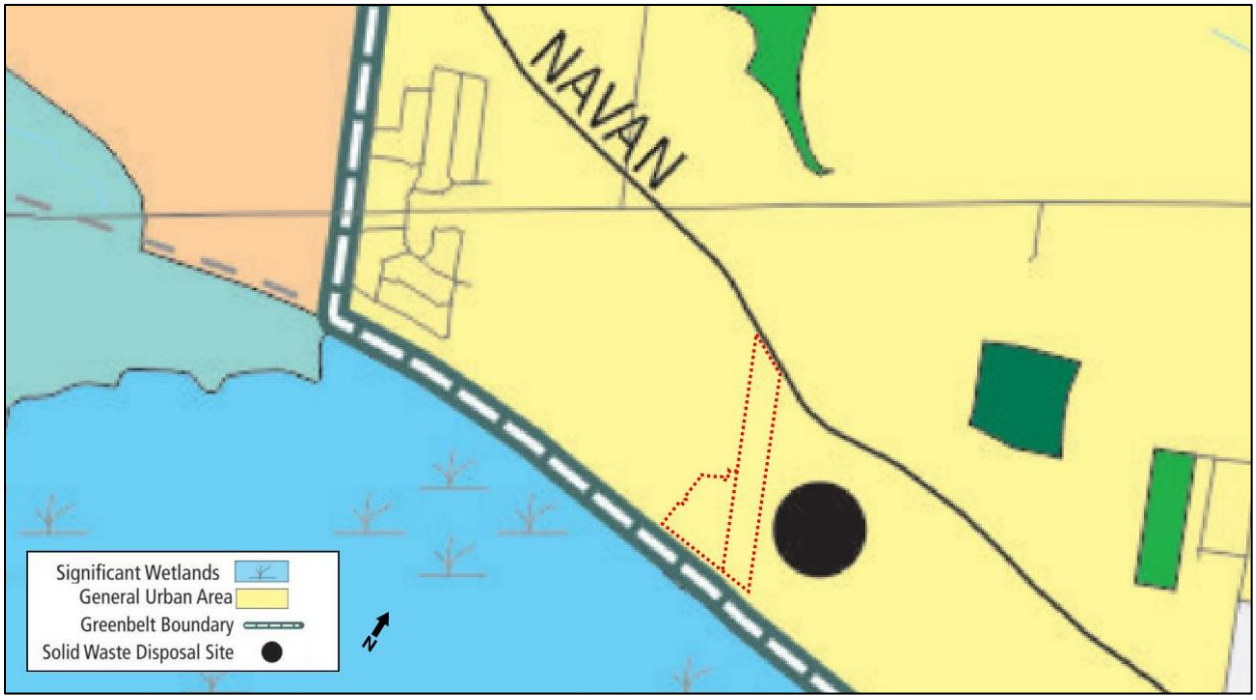

Figure 2: Schedule B - Urban Policy Plan (excerpt, as edited)

Schedule C – Primary Urban Cycling Network is shown in Figure 3. Navan Road is designated as a Spine Route. An existing multi-use pathway (MUP), named the Prescott-Russell MUP, occupies the former rail line to the south of the site. A future MUP is shown in the Ultimate Cycling Plan to extend from the Prescott Pathway at the Subject Site north to Navan Road over the lands to the east.

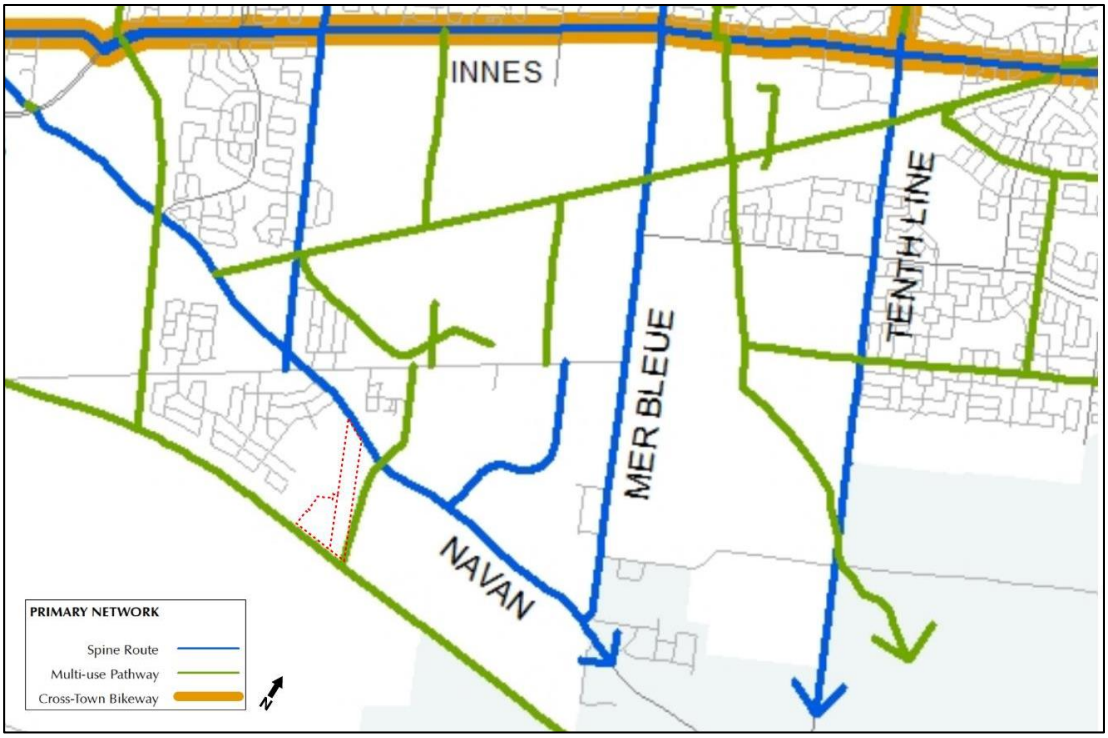

Figure 3: Schedule C - Primary Urban Cycling Network (excerpt, as edited)

Schedule D – Rapid Transit and Transit Priority Network is shown in Figure 4. The Subject Site is 1km southeast of the future Chapel Hill Bus Rapid Transit Station/Park-and-Ride located on Brian Coburn Boulevard.

Figure 4: Schedule D - Rapid Transit and Transit Priority Network (excerpt, as edited)

Schedule E – Urban Road Network is shown in Figure 5. Navan Road is an Existing Arterial Road. A collector road (Joshua Street) is demonstrated to cross the Subject Site.

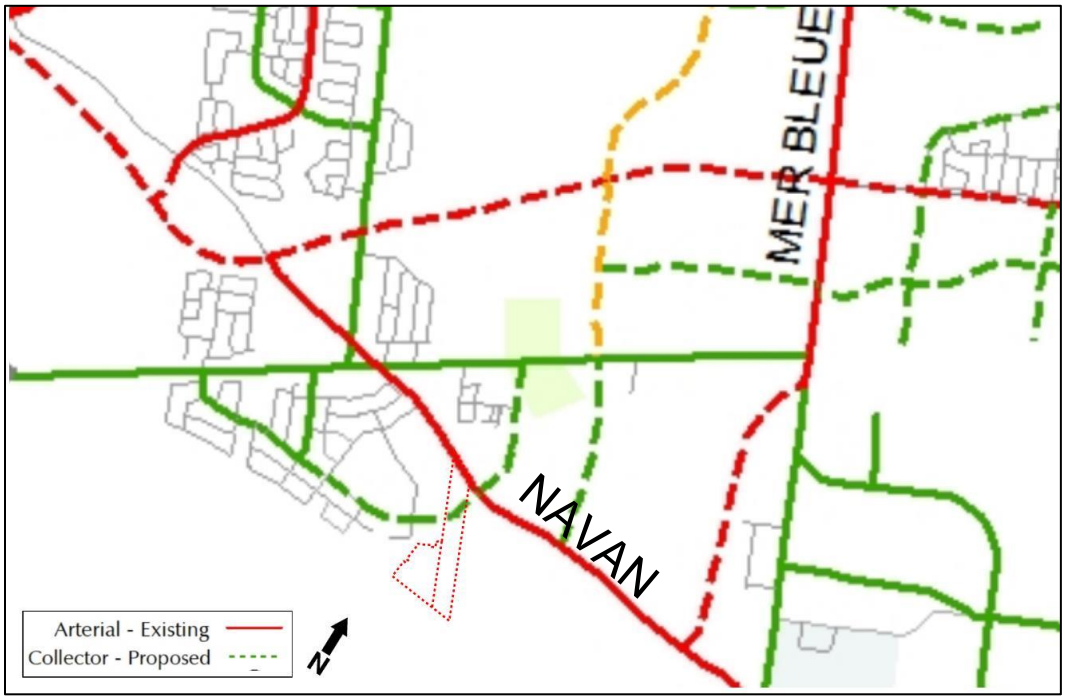

Figure 5: Schedule E - Urban Road Network Rapid Transit and Transit Priority Network (excerpt, as edited)

Schedule K – Environmental Constraints is shown in Figure 6. The Subject Site is located within an area containing unstable slopes. A Geotechnical Investigation dated February 1, 2020 was prepared by Paterson Group and recommendations are summarized in Section 3.2.3 of this rationale.

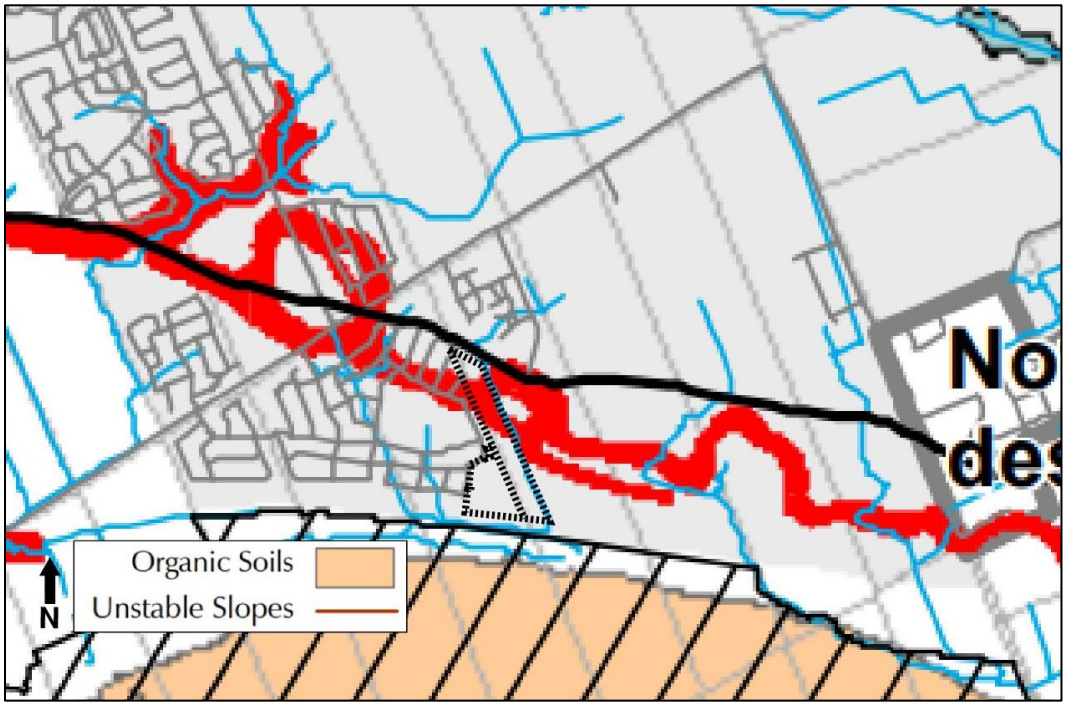

Figure 6: Schedule K – Environmental Constraints (excerpt, as edited)

Schedule L1: Natural Heritage System Overlay (East) in shown in Figure 7. No identified Natural Heritage System features are on the Subject Site. The Mer Bleue Conservation Area is located south of the Subject Site and is an identified Natural Heritage System feature.

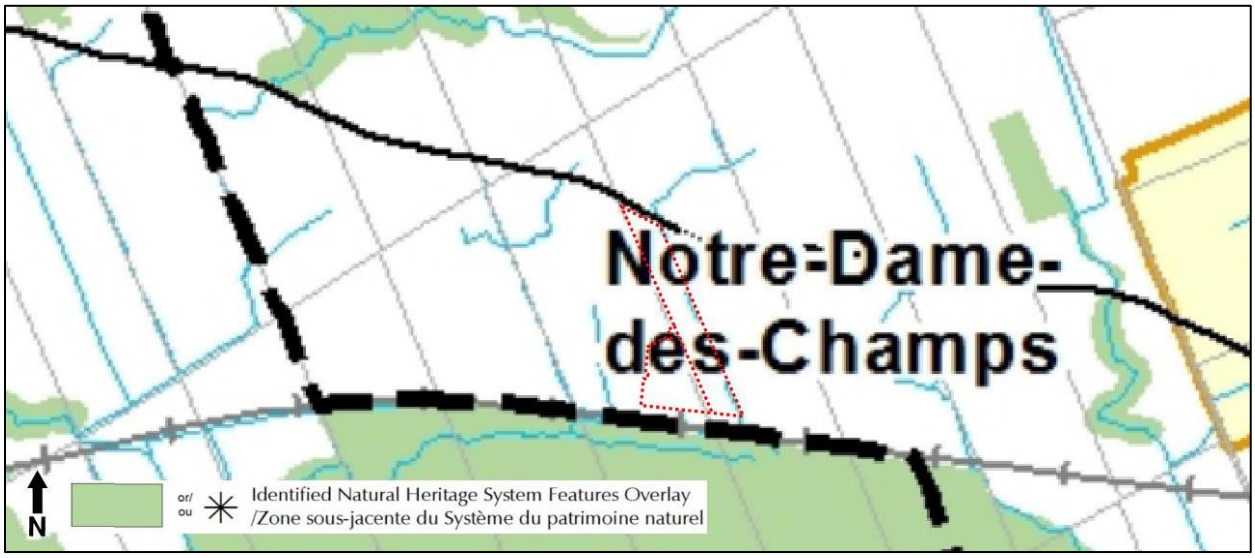

Figure 7: Schedule L1 - Natural Heritage System Overlay (East) (excerpt, as edited)

1.2.2 EAST URBAN COMMUNITY (EUC) COMMUNITY DESIGN PLAN (PHASE 1 AREA)

The East Urban Community (EUC) consists of three distinct Community Design Plans (CDPs) - Phase 1, Phase 2, and the Mixed-Use Lands, as shown in Figure 8. The Phase 1 CDP provides high-level direction for all three CDPs in addition to detailed direction for the Phase 1 area.

The Subject Site is subject to the *East Urban Community - CDP For The Phase 1 Area*, which was completed in July of 2005. The applicability of the Phase 1 Area CDP guidelines are discussed further in Section 3.5 of this Rationale.

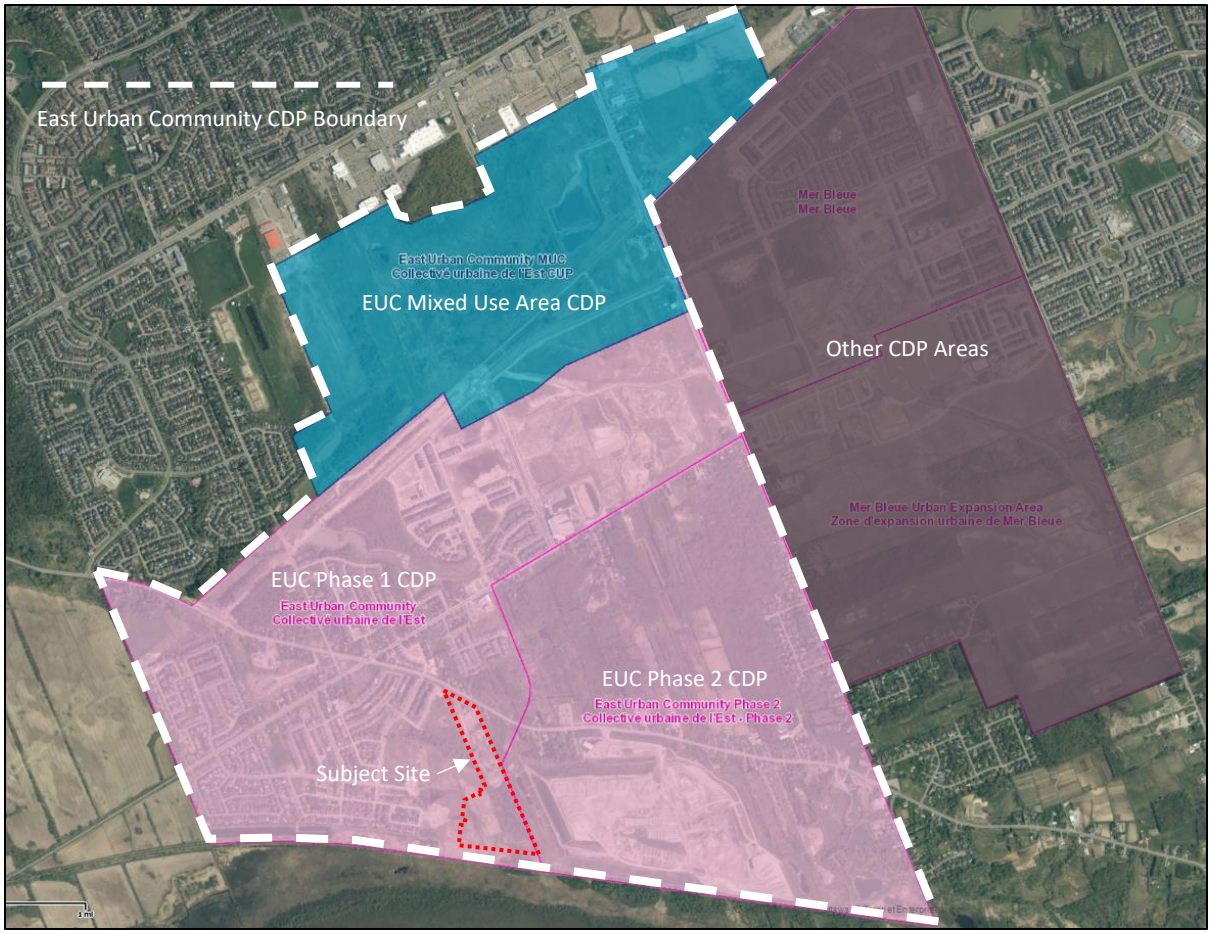

Figure 8: East Urban Community (EUC) Expansion Area (Image Source: GeoOttawa)

1.2.3 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Site is currently zoned Development Reserve (DR). The purpose of the DR Zone is to recognize lands intended for future urban development and limit the range of permitted uses to those which will not preclude future development options.

A Zoning By-law amendment is required to permit the proposed development.

2 PROPOSED DEVELOPMENT

Claridge proposes new residential development and open space for its Phases 5 and 6 of the Spring Valley Trails community as seen in Figure 9. Proposed residential includes: 48 stacked townhouse dwelling units, 44 (back-to-back) townhouse dwellings, 218 townhouse dwellings and 11 single family dwellings. Open space will be dedicated at the south of the Subject Site in the amount of 2.52ha, and three pathways amounting to an area of 544m^2.

New local roads and a collector road are proposed to service the proposed development in a modified grid pattern. The collector will be the extension of Joshua Street, which crosses midway down the parcel at 3252 Navan Road and will extend into the future development at the east then north to Navan Road.

A full size of the Draft Plan of Subdivision is provided with this application.

Figure 9: Draft Plan February, 2020 (as edited)

The Plan of Subdivision application will be made once the landfill buffer study is reviewed. It is understood that recommendations to Planning Committee will not be drafted on the Zoning By-law Amendment until the Plan of Subdivision is 'draft approved'.

2.1 PROPOSED ZONING BY-LAW AMENDMENT

An amendment to the City of Ottawa Zoning By-law 2008-250 is required to permit the proposed development.

The current zoning is Development Reserve (DR), Development Reserve with an exemption and holding symbol (DR[459] -h), and O1 as seen in Figure 10. The purpose of the DR zone as defined in the Zoning By-law is to "*recognize lands intended for future urban development in areas designated as General Urban Area…, limit the range of permitted uses to those which will not preclude future development options; and impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses".* The amendment will enable higher-density low-rise development to be built in accordance with the policies of the Official Plan and the EUC Phase 1 Area Community Design Plan.

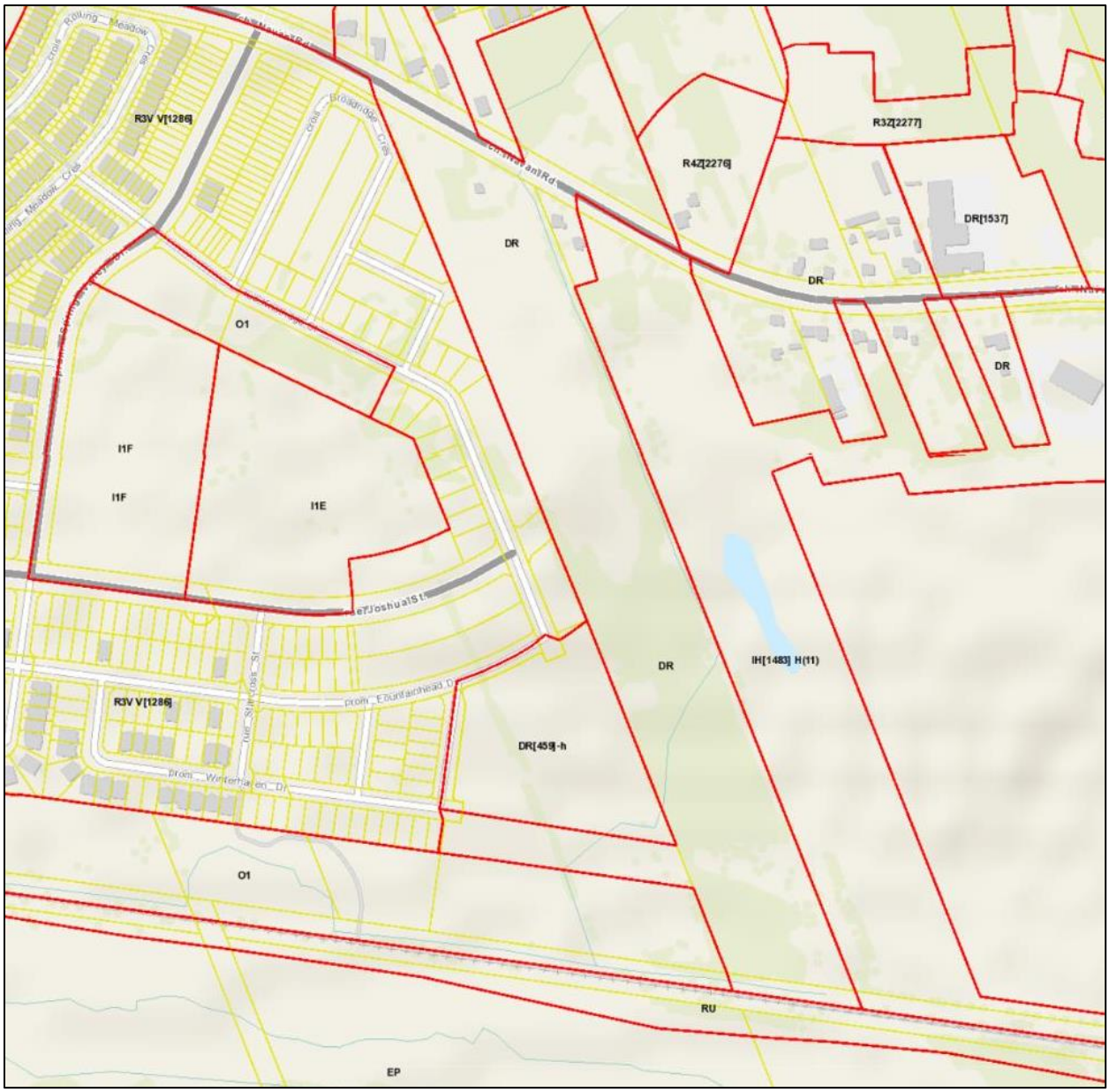

Figure 10: Current Zoning

The proposed zoning is shown on Figure 11. The proposed R3VV[XXXY] zone below is generally a continuation of that found in the existing phases of the Spring Valley Trails community. The R3Z[XXXY] zone is based on proposed zoning for the same building 'product' at 866 Eagleson Road under City file numbers: D07-16-19-0001 and D02-02-19-0004.

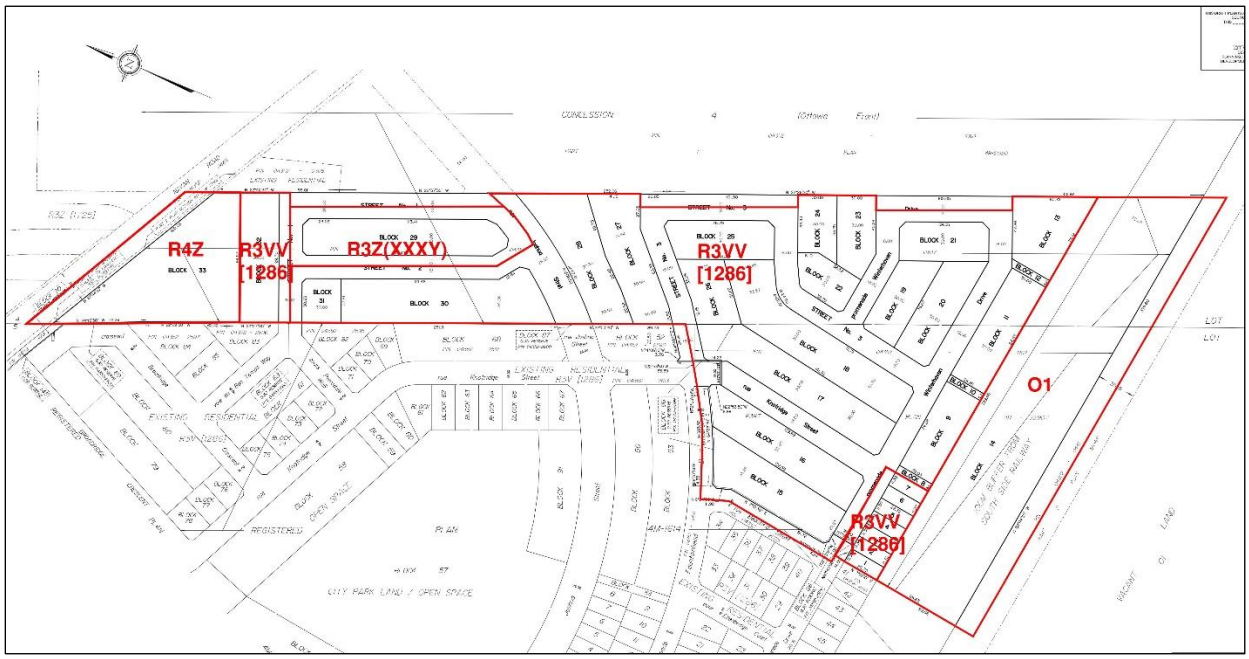

Figure 11: Proposed Zoning February 2020

Some known exceptions are required to facilitate the desired development of the lands. The following is a suggested zoning for the Subject Site:

Townhouse Dwellings (back-to-back) – R3Z(XXXY):

- Minimum lot area: 75 m²;
- A maximum of 70 per cent of the area of the front yard may be used for a driveway;
- An air conditioning condenser may be located in the front yard.

It should be noted that we are aware of the ongoing discussions regarding the zoning of the back-to-back units are welcome further discussion on that presented above.

Townhouse Dwellings - R3VV(XXXY):

- Where a corner lot contains a townhouse dwelling with a front door facing one street and a parking space is accessed from a driveway that passes through the front yard of the other street, a maximum of 70 per cent of the area of the front yard, may be used for a driveway;
- minimum net density is 27 dwelling units per hectare;
- maximum net density is 60 dwelling units per hectare.

3 POLICY REVIEW AND PLANNING RATIONALE

3.1 PROVINCIAL POLICY STATEMENT

Section 3 of the *Planning Act* requires that decisions affecting planning matters 'shall be consistent with' the policies of the *Provincial Policy Statement* (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following sub-sections explain how the proposed development is consistent with the applicable policies of the respective PPS sections.

3.1.1 BUILDING STRONG HEALTHY COMMUNITIES

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

Policy 1.1.1 *Healthy, liveable and safe communities are sustained by:*

(a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term
(b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
(c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
(d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
(e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
(f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
(g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
(h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The proposed development is in an area promoted by the City of Ottawa for growth under its General Urban designation. The proposed development contributes to a healthy, liveable and safe community as described above because it:

- presents compact building forms on a vacant lot within a developing area to minimize land consumption and servicing costs;
- diversifies the housing choice in the area to cater to people of all ages and life stages; and
- does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

The Subject Site is in the Settlement Area.

Policy 1.1.3.2 *Land use patterns within settlement areas shall be based on:*

(a) densities and a mix of land uses which:

1. *efficiently use land and resources;*
2. *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;*
3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
4. *support active transportation;*
5. *transit-supportive, where transit is planned, exists or may be developed; and*
6. *are freight-supportive; and*

The proposed development uses land and resources by introducing a multi-family residential form to vacant lots surrounded by developed and developing lands. It supports transit use by increasing residential density within close driving proximity to a future Park and Ride facility.

Policy 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed development is surrounded by existing residential development and increases the mix of residential types and densities available in the East Urban Community (EUC). It proposes compact low-rise forms such as back-to-back townhouses, low rise apartment dwellings, and townhouses.

Section 1.4 of the PPS provides policies on housing.

Policy 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

(b) permitting and facilitating:

1. *all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*

The proposed development improves the range of residential dwelling types available to accommodate various needs.

(c) 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;

Appropriate levels of infrastructure and public service facilities will be made available to support the proposed residential development.

(d) promoting densities for new housing which 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

The higher proposed density contributes to the efficient use of land, resources, and infrastructure, and supports the planned BRT system.

Section 1.5 of the PPS provides policies on public spaces, recreation, parks, trails and open space.

Policy 1.5.1 *Healthy, active communities should be promoted by:*

(a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

Public sidewalks will be provided on Joshua Street (collector) and pathways will connect the local streets to the Prescott-Russell MUP and the Mer Bleue Conservation Area.

(b) 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

The proposed development will contribute lands to the open space north of the Prescott-Russell MUP and pathways. Parkland requirements have already been satisfied from the development of previous phases.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

Policy 1.6.3 states, "*before consideration is given to developing new infrastructure and public service facilities:*

(a) the use of existing infrastructure and public service facilities should be optimized".

The Adequacy of Public Services Report dated February 10, 2020 was prepared by IBI Group and is submitted with this application. The Report provides for how services will be extended from the adjacent development in accordance with the March 2005 update of the EUC Infrastructure Servicing Study (MSS). The MSS plans for the optimization of public infrastructure in this area.

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change.

Policy 1.8.1 states, "*planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*

(a) promote compact form and a structure of nodes and corridors";

The proposed multi-family and townhouse dwellings on small lots are compact in form relative to single-family dwellings and duplexes on larger lots.

(e) "improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion".

The proposed development improves the mix of housing uses in proximity to the future BRT.

3.1.2 WISE USE AND MANAGEMENT OF RESOURCES

Section 2.1 of the PPS provides policies on Natural Heritage.

Policy 2.1.1 states, "*natural features and areas shall be protected for the long term".*

No Natural Features exist on the Subject Site. The Mer Bleue Bog to the south of the Subject Site is a Natural Feature that will be further enhanced with the dedication of open space at the south of the proposed development to the Rideau Valley Conservation Authority development limit.

Section 2.2 of the PPS provides policies on Water.

Policy 2.2.2 states, "*development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored".*

The presence and location of aquatic environment features (watercourse) was confirmed by biologists during the preliminary field investigation.

Headwater Drainage Feature Assessment will be completed in 2020 to further evaluate headwaters present within the Study Area.

Section 2.3 of the PPS provides policies on Agriculture.

Policy 2.3.1 states, "*prime agricultural areas shall be protected for long-term use for agriculture".*

The Subject Site is not located within or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

Policy 2.4.1 states, "*minerals and petroleum resources shall be protected for long-term use".*

No mineral or petroleum resources exist on or adjacent to the Subject Site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

Policy 2.5.1 states, "mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified".

No mineral aggregate resources exist on or adjacent to the Subject Site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 2.6.2 states, "development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved".

A Stage 1 Archaeological Assessment dated February 20, 2020 was prepared by Paterson Group. It recommends further study of the area in the form of a Stage 2 Archaeological Assessment. No development will occur without further study and approvals from the Ministry of Tourism, Culture and Sport. This will be cleared as a condition of Draft Plan Approval.

3.1.3 PROTECTING PUBLIC HEALTH AND SAFETY

Section 3.1 of the PPS provides policies on Natural Hazards.

Policy 3.1.1 *Development shall generally be directed to areas outside of:*

a. *hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
b. *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
c. *hazardous sites.*

The Official Plan shows that there are potential unstable slopes on the Subject Site. A Geotechnical Investigation dated February 1, 2020 was prepared by Paterson Group and is submitted with this application. Slopes have been studied and recommendations have been provided in the Report. The Report does not identify natural hazardous that would prevent the development of the Subject Site. No development will occur without final review of the Investigation and City approval of the development based on the Recommendations of the Investigation.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

Policy 3.2.2 *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

A Phase II Environmental Site Assessment (ESA) is required for the Subject Site to determine the extent of possible contaminants on site. No development will occur without the implementation of the recommendations of a final ESA. This will be cleared as a condition of Draft Plan Approval.

3.2 CITY OF OTTAWA OFFICIAL PLAN

3.2.1 OFFICIAL PLAN SECTION 3.6.1

Land use Designation and Compatibility

The Subject Site is designated General Urban Area per Schedule B of the *Official Plan*. Section 3.6.1 of the *Official Plan* contains policies for this land use designation.

Policy 1 states, "*the General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses".*

The proposed residential use is permitted within the General Urban Area.

Policy 2 states, "*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".*

Section 3.2.2 demonstrates conformity with these policies of Sections 2.5.1 and 4.11.

Policy 3 states, "*building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect".*

The proposed development is low-rise.

Policy 5 states,

> *The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:*
>
> *a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;*
> *b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area; [Amendment #150, LPAT July 18, 2019]*

Ground-oriented units are proposed including townhouses of 2 storeys in height and stacked townhouse dwellings of 2.5 storeys in height. The height of these dwellings is the same as those in the adjacent Spring Valley Trails community. The stacked townhouse dwellings at only 2.5 storeys allow for transition between them and the townhouse and single-family dwellings.

Policy 7 states,

> *The General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve or draw from broader areas. The City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed. Such uses will be directed to:*
>
> *a. Locations on the Rapid Transit and Transit Priority network, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;*
> *b. Suitable locations on the perimeter of, or isolated from, established residential development or other sensitive uses. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, natural and constructed buffering, or the presence of features such as significant depths of mature forest may be taken into account. [Amendment #150, October 19, 2018]*

While the proposed development does not include large uses that are anticipated to serve or draw from broader areas, the apartment dwellings, are located on the arterial road and closest to transit.

3.2.2 OFFICIAL PLAN SECTION 2.5.1

Section 2.5.1 of the *Official Plan* presents Design Objectives in the form of statements which express how the City wants to influence the built environment as the city evolves. The following is a list of the Design Objectives with a description below each regarding the proposed development:

To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development is a part of the Spring Valley Trails community, which includes a community park, an elementary school and connections to the Prescott-Russell MUP. The sense of community is likely to be enhanced given that these amenities will help create a distinct identity for the neighbourhood.

To define quality public and private spaces through development.

The proposed development defines the public streets by orienting buildings to maximize frontages and reduce or avoid acoustical barriers, blank walls and gaps in the streetscape.

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

The proposed development enables passive surveillance on the public streets. Sidewalks, roads and pathways connect the proposed dwellings with the school, parks, MUP, Conservation Area and Navan Road.

To ensure that new development respects the character of existing areas.

The proposed development has taken into consideration the surrounding existing and proposed developments to establish consistency in the character of the area given its low-rise form. The proposed three-storey buildings provide increased density near the existing arterial road, Navan Road, and a 500m walk to multiple transit options at Renaud and Navan Roads.

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 adds to the variety of housing options in this community for residents of all ages and life stages – singles, towns, back-to-back towns, and multi-family residential in the form of stacked townhouses. Residents will have the option to ‘grow or age in place’ in this community.

To understand and respect natural processes and features in development design.

The proposed development has been designed with understanding of the existing natural conditions as discussed in the Integrated Environmental Review in Section **Error! Reference s ource not found.** of this rationale.

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

The proposed buildings represent a compact form of residential development which reduces land consumption.

3.2.3 OFFICIAL PLAN SECTION 4.0 AND IERS

4.1 - Site-Specific Policies and Secondary Policy Plans

Policy 1 states,

> *Secondary Plans, Villages and urban areas, and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the policies and plans in Volume 1 of the Plan, except where policies in Volume 1 indicate otherwise. Secondary Plans and site specific policies in Volume 2 may be more restrictive than the policies in Volume 1 of the Plan. [Modification #150, LPAT October 22, 2018]*

The Subject Site is not subject to a Secondary Plan or other designation described above. It should, however, be guided by the EUC Community Design Plan (CDP) for the Phase 1 Area.

4.2 - Adjacent to Land-Use Designations

Section 4.2 speaks to policies that apply to adjacent lands in addition to the Subject Site. Given that the Subject Site is within 500m of an existing or former landfill, a report titled *Buffer Study Update in Relation to Waste Connections Canada Navan Waste Recycling and Disposal Facility* dated October 11, 2019 was prepared by Paterson Group addresses potential impacts of the landfill and is submitted with this application.

4.3 - Walking, Cycling, Transit, Roads and Parking Lots

A **Transportation Impact Assessment (TIA)** dated February 18, 2020 was prepared by IBI Group and is submitted with this application. Please refer to the TIA Section 5.11 for recommended actions and modifications.

Policy 1 states, "*the road network in new plans of subdivision will provide the opportunity for direct transit routes through the community and for all buildings to be within 400 metres walking distance of a transit stop. [OMB decision #2649, September 21, 2006]*"

Proposed buildings north of Joshua Street currently have transit access on Navan, immediately in front of 3252 Navan Road. Bus stops have been requested by the City for Joshua Street, which will provide access to residents of those proposed buildings south of Joshua Street once built.

Policy 2 states, "*the road network in new plans of subdivisions, particularly in Villages, will be designed to accommodate the potential future extension of the road system to adjacent properties, including those lands beyond an existing urban or village boundary. [Amendment #76, August 04, 2010]".*

The proposed road network is designed to accommodate the potential future extension of the road system to those properties to the east, including the collector road (Joshua Street), which will connect the proposed development (and the existing Spring Valley Trails community to the west) to Navan Road through the property to the east.

Policy 6 states,

> *The City will require a transportation impact assessment [TIA] report, which may be a community transportation study, transportation impact*

> *study, or transportation brief to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area. The transportation study or brief will be undertaken in accordance with the City of Ottawa Transportation Impact Assessment Guidelines…*

Policy 10 states,

> *During the review of development applications and as part of road construction and reconstruction projects, the City will require the provision of pedestrian facilities on all existing, new and reconstructed roads, as follows:*
>
> *a. On both sides of arterial, major collector and collector roads in the urban area and in villages.*
> *d. On local roads that lead directly to transit stations and bus stops, schools, public parks, recreation centres, public buildings and institutions, neighbourhood and regional commercial, retail or employment centres;*
> *e. Within and between neighbourhoods, and from local roads to arterial and collector roads at sufficient intervals to create permeable walkable communities;*
> *f. Wherever identified by the Ottawa Pedestrian Plan, a secondary plan or a community design plan;*

Pedestrian facilities will be provided in accordance with the above policy.

Policy 12 states,

> *On new, and reconstructed roads where possible, the City will require the provision of sidewalks as follows:*
>
> *a. On both sides of arterial, major collector and collector roads in the urban area and arterials in Villages. A multi-use pathway instead of a sidewalk may be provided on one side for a collector in a Village or on one side of an urban arterial if determined to be appropriate by the City;*
> *c. Wherever the Ottawa Pedestrian Plan or Community Design Plan has identified discontinuities in the pedestrian network. [Amendment #76, August 04, 2010]*

Sidewalks are proposed on Joshua Street (collector) in accordance with the above policy.

Policy 15 states,

> *The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Furthermore, the City will ensure that new developments are linked to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes, which connect parks and other open spaces, transit stations and transit stops, and community services and facilities. Where public sidewalks and multi-use pathways intersect with roads, consideration will*

be given to providing traffic control devices to give priority to cyclists and pedestrians.[Amendment #97, February 22, 2012]

Three pathways are provided to link the proposed development to the Prescott-Russell MUP and open space related to the Mer Bleue Bog. Local streets connect the proposed development to the neighbourhood park and school site in the existing Spring Valley Trails community.

4.4 - Water and Wastewater Servicing

4.4.1 – Servicing in Public Service Area

Policy 1 states, *"The City will require development applications in Public Service Areas to be supported by an assessment of the adequacy of public services…".*

An assessment of the adequacy of public services dated February 10, 2020 was prepared by IBI Group in accordance with the requirements of this section and is submitted with this application.

4.6.2 – Archaeological Resources

Policy 1 states, "Where development is proposed on land where archaeological potential exists, as identified on the City of Ottawa map, Areas of Archaeological Potential, the City will require an archaeological resource assessment to be conducted by an archaeologist licensed under the Ontario Heritage Act, as a condition of development approval…".

An archaeological assessment dated February 20, 2020 was prepared by Paterson Group in accordance with this section and is submitted with this application.

4.7 - Environmental Protection

Applicable plans and studies are submitted with this application.

4.7.1 – Integrated Environmental Review to Assess Development Applications

Section 3.2.3 of this Rationale addresses the requirements of the IERS.

4.7.2 – Protection of Vegetation Cover

Policy 1 states, "*in order to support the Official Plan objective for 30 per cent tree cover, applications for subdivision, condominium, site plan approval affecting vegetation cover on site, will be supported by a Tree Conservation Report and a Landscape Plan. [Amendment #150 December 21, 2017]".*

A combined Tree Conservation Report (TCR) and Environmental Impact study (EIS) dated January 31, 2020 was prepared by WSP in accordance with this Section and is submitted with this application. A Landscape Plan will be required prior to Draft Plan Approval.

Policy 6 states, *"streetscapes will be designed to include the provision of trees"*.

The proposed streetscapes will be designed to include trees on as many front yards as possible. A standard condition of Draft Plan Approval is to provide two trees on every corner lot and one on every interior lot, where possible.

4.7.3 – Erosion Prevention and Protection of Surface Water

A watercourse crosses the Phase 6 property. An Environmental Impact Study (EIS) dated January 31, 2020 was completed by WSP however aspects are slated to be reviewed in 2020. Applicable policies under this section are addressed by the EIS.

4.7.4 – Protection of Endangered and Threatened Species

An EIS dated January 31, 2020 was completed by WSP however aspects are slated to be reviewed in 2020. Applicable policies under this section are addressed by the EIS. It has been noted that there is the potential for Species at Risk and this will be further addressed in 2020.

4.7.6 – Stormwater Management

An Adequacy of Public Services Report dated February 10, 2020 was prepared by IBI Group and is submitted with this application. Applicable policies under this section are addressed by the Report. A conceptual layout of the storm sewer network to service Phase 5/6 has been included in the Report. The design is suitably sized to accommodate the proposed development. The storm sewers for Phase 5/6 will be designed to meet City of Ottawa and MOE requirements.

4.8 - Protection of Health and Safety

Applicable plans and studies have been submitted with this application.

4.8.3 – Unstable Soils or Bedrock

Policy 1 states, *"applications for site plan, plan of subdivision, condominium and consent shall be supported by a geotechnical study to demonstrate that the soils are suitable for development".*

A Geotechnical Study dated February 1, 2020 was prepared by Paterson Group and is submitted with this application. The Geotechnical Report is described in more detail in Section 4 of this rationale. Applicable policies under this section are addressed by the Geotechnical Report. Slopes have been studied and recommendations have been provided in the Report. The Report does not identify natural hazardous that would prevent the development of the Subject Site. No development will occur without final review of the Investigation and City approval of the development based on the Recommendations of the Investigation.

4.8.4 – Contaminated Sites

A Phase I Environmental Site Assessment (ESA) dated December 9, 2019 was prepared by Paterson Group and is submitted with this application. A Phase II ESA is required and has not yet been completed. The ESA is described in more detail in Section 4 of this rationale. Applicable policies under this section will be addressed by the ESA.

A **Buffer Study Update in Relation to Waste Connections Canada Navan Waste Recycling and Disposal Facility** dated October 11, 2019 was prepared by Paterson Group and is submitted with this application. The Study concludes, *"[the landfill] will not have any adverse effects on the proposed development and will not pose any risks to human health and safety".*

4.8.7 – Environmental Noise Control

An **Environmental Noise Impact Assessment** will be required for Draft Plan Approval. The Adequacy of Public Services report speaks to the anticipated resulting recommendations under section 8 of the report, which states,

> *In support of detail design, an environmental noise impact assessment will be prepared to assess noise impact from traffic along Navan Road and Joshua Street. The proposed draft plan makes reasonable effort to reduce noise barriers by incorporated window streets, there are inevitably locations where outdoor living areas are exposed to vehicular generated noise. These areas include sideyard flankages in close proximity to Navan Road and Joshua Street, and rear yards which are not yet protected by future development. It is anticipated the results of the Environmental Noise Impact Assessment will include but are not limited to the following:*
>
> - *Noise Barrier along Navan Road*
> - *Noise Barrier along Joshua Street*
> - *Indoor and Outdoor noise clauses for various units, with various requirements*

A detailed noise study for the proposed residential uses will be required prior to the construction of the streets. A detailed noise study will also be required at Site Plan Approval for the multi-family blocks (stacked townhouse dwellings).

4.9 - Energy Conservation Through Design

Policy 1 states, *"when reviewing development applications or community design plans or concept plans, the City will:*

a. *Encourage the design of local road layout to provide opportunity for south-facing windows;*
b. *Require, where feasible, buildings to be oriented to maximize the potential from solar energy;*
c. *Encourage consideration of alternative energy systems.*

Most units will have some southern exposure except for those townhouses and back-to-back townhouses proposed that are oriented north-south given the shape of the lot.

Policy 3 states, "*design and orientation of subdivisions and developments should maximize the opportunity for use of alternative and renewable energy systems by:*

a. *Maximizing solar exposure through street and building orientation.*
b. *Ensuring that opportunities presented by access to sunlight are not impaired on adjacent properties".*

Most units will have some southern exposure except for those townhouses and back-to-back townhouses proposed that are oriented north-south given the shape of the lot.

The proposed dwellings will be planned for and developed together, which will allow consumers to see accesses to sunlight. No mid- or high-rise buildings are proposed that could greatly reduce the average access to sunlight found in low-rise communities.

4.10 - Greenspace Requirements

Policy 3 states, "*the City shall require the dedication of land for parks … for residential development or redevelopment at densities that exceed 18 units per net hectare using the 'alternative requirement' of 1 hectare for every 300 dwelling units as provided in the Planning Act…".*

No parks are proposed by the CDP or in this application. Parkland requirements were satisfied through the development of previous phases. Pathways in the amount of 544m^2 will be dedicated and open space in the amount of 2.52ha will be provided to the City at no cost.

Policy 7 states,

> *The City may require payment-in-lieu of the parkland dedication: where there is insufficient land within the development; where the lands to be dedicated are not appropriate for park development; or where open space and parkland targets have already been met…*

No parks are proposed by the CDP or in this application. Parkland requirements were satisfied through the development of previous phases. Pathways in the amount of 544m2 will be dedicated and open space in the amount of 2.52ha will be provided to the City at no cost.

3.2.4 OFFICIAL PLAN SECTION 4.11

In accordance with Section 4.11 of the *Official Plan*, design and compatibility of a development will be evaluated in the context of Section 4.11 in addition to the design objectives in Section 2.5.1.

Policy 1 requires a Scoped Design Brief as requested by the City. A Scoped Design Brief was not requested.

Policies 2 – 4 are regarding views that do not apply to the Subject Site.

Policies 5 – 9 are regarding building design. While this is not an application for Site Plan Control, some building types have been considered in the preparation of the draft plan. These are shown below:

Figure 12: Typical Townhouse Block

Figure 13: Sample Single Family Dwelling

Figure 14: Typical Multi-family Building (Zen Lofts Stacked townhouse Dwelling)

Responses to applicable policies are as follows:

Policy 6 states, *"the City will require that all applications for new development:*

a. *Orient the principal façade and entrance(s) of main building(s) to the street.*
b. *include windows on the building elevations that are adjacent to public spaces;*
c. *Use architectural elements, massing, and landscaping to accentuate main building entrances".*

All buildings will be oriented toward and have windows facing the proposed streets, pathways and open spaces.

Policies 10 – 13 speak to massing and scale. Below are responses to the applicable policies:

Policy 10 states, *"where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan...".*

The EUC Phase 1 Area CDP Section 5.2 speak to the architectural guidelines for the area and are discussed further in Section 3.5 of this rationale.

Policy 12 states,

> *Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a*

stepping down or variation in building form has been incorporated into the design.

The proposed multi-family dwellings (Zen stacked townhouses) have greater massing than those single-family dwellings across Navan Road. The building width and depth are approximately 24m x 18m respectively. This is approximately twice the mass of the single-family detached dwellings across Navan Road, which allows a sufficient transition between the existing and proposed dwellings. The proposed townhouses south of the multi-family dwellings will mass similar to the proposed multi-family dwellings.

3.3 BUILDING BETTER AND SMARTER SUBURBS

The Building Better and Smarter Suburbs (BBSS) Guidelines were adopted in 2015 and are organised in two parts both with strategic directions for the following categories:

1. Building Better and Smarter Community Plans, which applies to CDPs and subdivisions:
   - Street Network and Land Use
   - Parks and Open Space
   - Stormwater Management
   - School Sites
2. Building Better and Smarter Streets:
   - Parking
   - Road Right-of-Way
   - Rear Lanes
   - Trees
   - Utility Placement

The following are responses to the Strategic Directions for Better and Smarter Community Plans:

1. *Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.*

The proposed street network is an extension of the existing grid at Spring Valley Trails and will connect to the collector heading north over the parcel to the east.

2. *Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.*

The proposed street network is a modified grid that connects to existing and possible future networks.

3. *Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc).*

Local roads ensure connectivity to schools, transit and the community park. Pathways connect the local roads to the MUP and surrounding open space.

4. *Examine opportunities to design the street network with more closely spaced arterial roads in order to minimize the need for very wide ROWs that can be perceived as community dividers and barriers to active transportation.*

No arterial roads are proposed.

5. *Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area.*

An arterial abuts the multi-family area and local roads connect the lower-density areas. A collector road will provide transit services to within 400m of all residents of the proposed development.

6. *Implement traffic calming measures at the outset of road design for local and collector streets.*

Straightaways are reduced, which will in turn reduce traffic speeds. Other traffic calming measures may be recommended in the TIA.

7. *Use roundabouts that prioritize pedestrian and cyclist safety in appropriate functional locations.*

Roundabouts are not proposed.

8. *Implement prescribed facilities from the 2013 Ottawa Pedestrian Plan (Section 4.1) and 2013 Ottawa Cycling Plan with development.*

Facilities will be provided where required by the City including sidewalks on both sides of the collector road (Joshua Street).

9. *Avoid reverse frontage lots (rear yards abutting public streets) within a community.*

No reverse frontage lots are proposed.

10. *Encourage representation from OC Transpo at pre-consultation meetings for plans of subdivision in order to incorporate transit planning into initial subdivision design.*

OC Transpo was represented at the pre-application consultation and does not have requirements for submission.

11. *Provide flexibility in zoning to accommodate a mix of land uses within a community, such as areas that allow livework units or local commercial land uses.*

Home based businesses are permitted in the proposed zoning. No commercial- or office-specific zoning provisions are proposed.

3.4 URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

The proposed development has been designed in accordance with the Community Design Plan for the Subject area.

3.5 EAST URBAN COMMUNITY - COMMUNITY DESIGN PLAN FOR THE PHASE 1 AREA

Land Use designation

The CDP outlines the visions, goals and land use designations for the Phase 1 area of EUC. The Subject Site is located within the area designated for medium density residential development (35 units/net hectare) on the CDP Demonstration Plan, as shown in Figure 15. It should be noted that the parkland dedication requirements was captured in previous phases of the Spring Valley Trails subdivision.

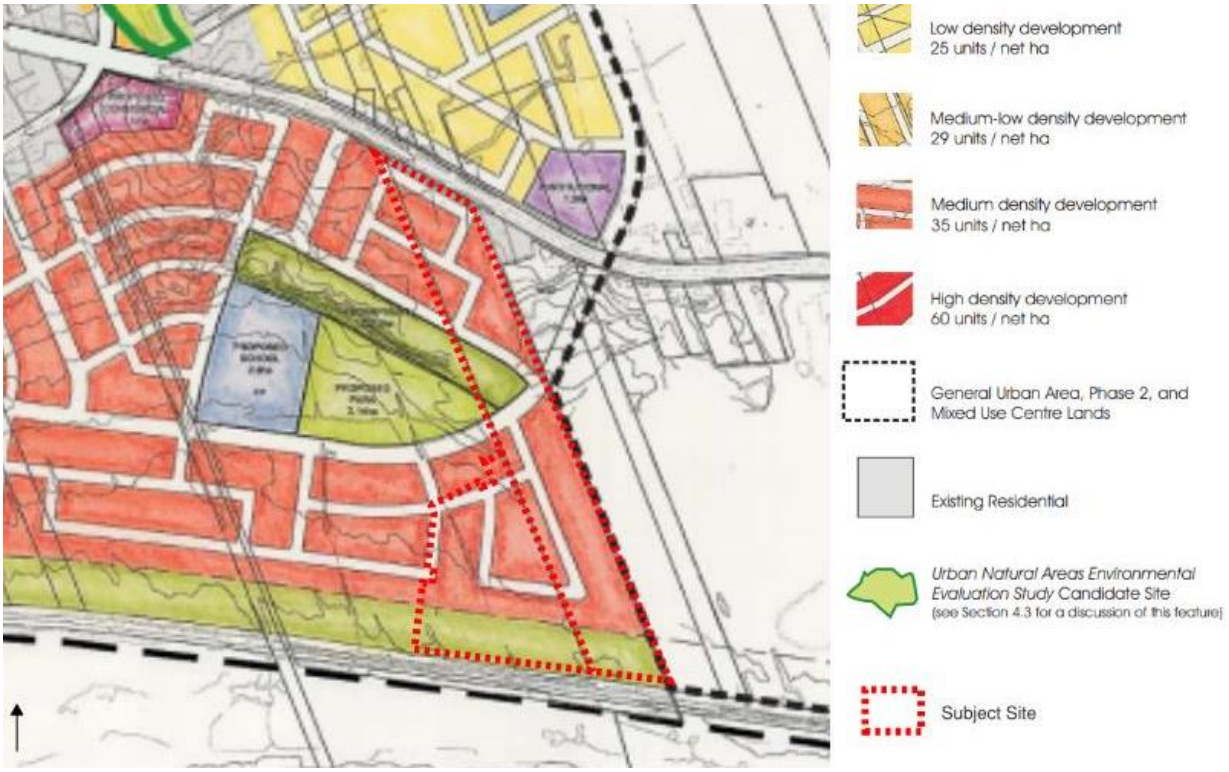

Figure 15: CDP Demonstration Plan (excerpt, as edited) (Image Source: EUC CDP - Ph1 Area)

The proposed development is 274 dwelling units on 7.25 hectares of residential land, which results in a density of approximately 37.8 units per net hectare. This unit yield is on par with the targeted 35 units per net hectare called for by the CDP. The CDP does not target the Subject Site to accommodate the requirement for 10% apartments.

Pedestrian and cycling system

The proposed pathways deviate from the CDP proposed pathways as shown in Figure 16.

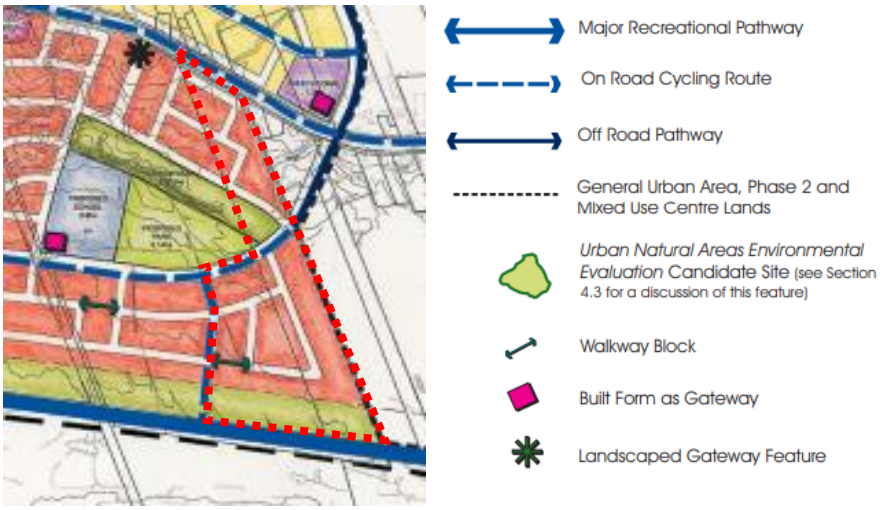

Figure 16: Pathways and Gateways (EUC CDP Phase 1 Area, as edited)

The proposed pathways connect the residential blocks to the MUP and a road is proposed where the pathway is shown in Figure 16.

Natural Features

A 70m buffer from the north of the former rail line parcel is provided. This buffer contributes to a 100m buffer from the Mer Bleue Conservation Area (a Provincially significant wetland).

4.4 Waste Disposal Facility

A landfill buffer study titled **Buffer Study Update in Relation to Waste Connections Canada Navan Waste Recycling and Disposal Facility** dated October 11, 2019 was prepared by Paterson Group and is submitted with this application. The Study concludes, "[the landfill] will not have any adverse effects on the proposed development and will not pose any risks to human health and safety".

4.5 Transportation Network

Changes to Existing Roads

Navan Road is a designated arterial with a right-of-way protection of 37.5m.

Future Roads

Local roads are 18m in width except for those local roads abutting the watercourse to the east. A greater road with is proposed to take into account design requirements abutting the watercourse. Street trees will be planted at a rate of 1 for every interior lot and two for every corner lot where possible. Sidewalks will be accommodated on Joshua Street (collector). A TIA dated February 18, 2020 has been prepared by IBI Group and submitted with this application, which determines site-specific requirements such as signals, turning lanes and tapers etc.

Community Design Guidelines

The CDP contains Design Guidelines that are tailored to the Phase 1 Area of the EUC. The guidelines are separated into three sections: Landscape Principles and Guidelines, Architectural Guidelines, and Community Structure. The following is a description of how the proposed development meets the applicable guidelines.

5.1 Landscape Principles and Guidelines

Maintain and enhance the existing natural infrastructure / landscape patterns

No significant natural landscapes exist on or adjacent to the Subject Site. The Mer Bleue Bog buffer will remain in its natural state. The watercourse is anticipated to be redirected underground. Further study of the watercourse is required, as noted in the EIS, in mid-2020.

Foster biodiversity and establish planting guidelines that promote ecological integrity.

A combined TCR/EIS dated February 10, 2020 was prepared by WSP and is included with this application. The TCR includes recommendations for native plantings.

Ensure that parks contribute to the green space network and neighbourhood fabric.

Parkland has already been provided for this subdivision during the development of previous phases of the Spring Valley Trails community.

Establish features areas that contribute to the green space network created by parks and natural areas.

Pathways connect the neighbourhood to the MUP and Conservation Area to the south. Local road connect residents to the community and school parks.

Architectural Guidelines

Orientation and Setbacks

All proposed dwellings face public streets. Setbacks for the stacked townhouses will be determined through the Site Plan process. Front yard setbacks for single-family and townhouse dwellings will allow buildings to appropriately frame the street.

Façades

The proposed building façades present attractive architectural details and material to break up the building mass including and combination of brick, vinyl siding, accent panels, and precast stone lintels and sills as seen in Figure 12, Figure 13 and Figure 14 of this rationale.

Corner Lots / Flankage Conditions

The proposed stacked townhouses have principal entrances on the sides, which will help address the corner lot condition for the multi-family block.

Parking and Garages

The townhouse and single-family dwellings incorporate garage doors in the front façades but do not protrude past the front wall. Some double driveways may take up more than 50% of the width of the lots in order to accommodate compact forms of development. Parking for the multi-family block will be addressed with a Site Plan Control application.

Mix of Building Types and Architectural Character

Claridge offers a range of styles for the single family and townhouse dwellings. A mix of building types are included in the proposed development (singles, towns, back-to-back towns and stacked towns). This range of unit types and prices will allow residents to 'grow and age in place' - in this community.

Service Equipment

Service equipment for the multi-family block will be addressed at the time of Site Plan Control.

Community Structure

The Pedestrian Environment

Sidewalks will be provided on both sides of the Collector Road (Joshua Street). Mid-block cut-through pathways will be provided that will link residents of the community to the Prescott-Russell MUP that borders the Mer Bleue Conservation Area.

The Cycling Network

No plans for cycling infrastructure are found for the Subject Site.

Noise Attenuation

The need for noise barriers has been reduced to the extent possible by designing many townhouse blocks to end with a 'rear-lotted' row of townhouses, as seen on the Draft Plan.

4 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement 2014* and conforms to the following City of Ottawa planning documents:

- *City of Ottawa Official Plan,*
- *Phase 1 Area Community Design Plan for the East Urban Community*
- *Building Better and Smarter Suburbs, and*
- *Urban Design Guidelines for Greenfield Neighbourhoods.*

The single family, townhouse and stacked townhouse dwellings are compatible with existing and planned surrounding uses and functions well within the surrounding context. The proposed zones will ensure the implementation of the development as described in this rationale.

The proposed development is an appropriate and desirable addition to the community and represents good planning.

Sincerely,

NOVATECH

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