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## 3711 – 3725 Carp Road Draft Plan Planning Rationale and Design Brief



Prepared for: Karson Holdings Inc.

**3711 – 3725 Carp Road Draft Plan**  
**Planning Rationale and Design Brief**

Prepared By:

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June 12, 2023

Novatech File: 122173  
Ref: R-2022-153

June 12, 2023

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**Attention: Jeff Ostafichuk**

**Reference: Draft Plan Application – 3711, 3715, 3719 and 3725 Carp Road  
Our File No.: 121173**

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Novatech has prepared this Planning Rationale and Design Brief on behalf of Karson Holdings Inc. to support a Draft Plan of Subdivision application on a site with four municipal addresses – 3711, 3715, 3719 and 3725 Carp Road (together the “Subject Site”). A mixed use development is proposed with seven three-storey buildings on a new private street network with surface parking.

The Planning Rationale includes the Design Brief, Integrated Environmental Review Statement and Public Consultation Strategy, which were application requirements.

The proposed uses are permitted use in the Village Mixed Use zoning on the Subject Site. The proposal is a Planned Unit Development (PUD) and PUD is not permitted in the zoning. A future minor Zoning By-law Amendment will be required to permit a PUD, but is not being made at this time.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

**NOVATECH**



James Ireland, MCIP, RPP  
Project Planner

## Table of Contents

<b>1.0</b>	<b>INTRODUCTION</b> .....	<b>2</b>
<b>2.0</b>	<b>SITE DESCRIPTION AND SURROUNDING USES</b> .....	<b>2</b>
<b>3.0</b>	<b>DEVELOPMENT PROPOSAL</b> .....	<b>4</b>
3.1	The Concept Plan .....	4
3.2	The Draft Plan.....	4
<b>4.0</b>	<b>PLANNING ASSESSMENT</b> .....	<b>7</b>
4.1	Provincial Policy Statement 2020.....	7
4.2	City of Ottawa Official Plan .....	12
4.3	City of Ottawa Zoning By-law 2008-250 .....	17
4.4	Carp Secondary Plan.....	18
4.5	Carp Community Design Plan.....	21
<b>5.0</b>	<b>INTEGRATED ENVIRONMENTAL REVIEW STATEMENT</b> .....	<b>24</b>
5.1	Conceptual Site Servicing and Stormwater Management Report.....	24
5.2	Noise Control Feasibility Study .....	24
5.3	Transportation Impact Assessment.....	24
5.4	Geotechnical Investigation.....	25
5.5	Environmental Site Assessment.....	25
5.6	Environmental Impact Statement .....	25
<b>6.0</b>	<b>PUBLIC CONSULTATION STRATEGY</b> .....	<b>25</b>
<b>7.0</b>	<b>CONCLUSION</b> .....	<b>26</b>

## 1.0 INTRODUCTION

Novatech has prepared this Planning Rationale on behalf of Karson Holdings Inc. to support a Draft Plan of Subdivision application on a site with four municipal addresses – 3711, 3715, 3719 and 3725 Carp Road (together the “Subject Site”). A mixed use development is proposed with seven three-storey buildings on a new private street network with surface parking.

The proposed uses are permitted use in the Village Mixed Use zoning on the Subject Site. The proposal is a Planned Unit Development (PUD) and PUD is not permitted in the zoning. A future minor Zoning By-law Amendment will be required to permit a PUD, but is not being made at this time.

## 2.0 SITE DESCRIPTION AND SURROUNDING USES

The Subject Site comprises 2.28 ha of land on the west side of Carp Road on the north bank of the Carp River. Historically it has been developed with a number of detached dwellings and between at least 1976 and 2014 was occupied by the office and depot for Karson Cartage. By 2015 all the houses and the depot buildings had been removed, and it has been vacant since.

The legal descriptions of the parcels are:

3711 Carp Road:  
PT LT 126 PL 218 HUNTLEY PT 1, 4R12706 ; WEST CARLETON

3715 Carp Road:  
LT 125 PL 218 HUNTLEY ; WEST CARLETON

3719 Carp Road:  
LT 124 PL 218 HUNTLEY S/T INTEREST IN N748780 ; WEST CARLETON

3725 Carp Road:  
LT 111A PL 218 HUNTLEY; LT 127 PL 218 HUNTLEY; LT 128 PL 218 HUNTLEY; LT 141 PL 218 HUNTLEY; LT 135 PL 218 HUNTLEY EXCEPT PT 1, 4R9851; PT LT 126 PL 218 HUNTLEY AS IN N374967; S/T N311627 ; S/T HU11355 WEST CARLETON

The surrounding uses are as per below and shown at Figure 1:

To the **north** of the Subject Site is a rail line. Further north are a detached dwelling, the Carp Post Office, a vacant commercial building, a vacant parcel and additional commercial uses.

To the **east** across Carp Road are the West Carleton Animal Hospital, the Carleton Masonic Lodge and four semi-detached dwellings. To the northeast are commercial uses including the Ridge Rock Brewery.

To the **south** and **west** is the Carp River, with farmland beyond.



Figure 1: Subject Site and Surrounding Area

### 3.0 DEVELOPMENT PROPOSAL

#### 3.1 The Concept Plan

As conceptually shown on the plan by Novatech, a three storey mixed use development is proposed. It comprises two buildings fronting Carp Road containing a total of 18 'Lifestyle Units' which have ground floor commercial use with two levels of residential above. Behind these are five buildings containing a total of 60 stacked dwellings. Vehicular and pedestrian access is from Carp Road and access through the site is via private streets. Surface parking is provided throughout the site. Some of the parking is provided in the flood overlay, consistent with the zoning exception that applies to the site (refer to Zoning By-law section). The bank of the Carp River will be open space.

It is proposed to pay cash-in-lieu of parkland as part of future Site Plan applications.

#### 3.2 The Draft Plan

The Draft Plan follows the Concept Plan described above, with blocks for the buildings, the private street network, the riverside open space and street widening as per below:

Block/s	Use	Area
1	Mixed Use 'Lifestyle Units' (9 units)	0.15 ha
2	Mixed Use 'Lifestyle Units' (9 units)	0.10 ha
3	Stacked dwellings (12 units)	0.10 ha
4	Stacked dwellings (12 units)	0.09 ha
5	Stacked dwellings (12 units)	0.07 ha
6	Stacked dwellings (12 units)	0.08 ha
7	Stacked dwellings (12 units)	0.13 ha
8	Private Street Network	0.61 ha
9	Open Space	0.90 ha
10, 11 and 12	Carp Road widening*	TBC

\*Note that the road widening is based on the protection for Carp Road in Schedule C16 of the OP. However, it is measured from the centre of the ROW, not the centreline of the road surface. We are pursuing this approach based on Policy a) at Section 2.1.1 of the OP in consultation with the City Surveyor

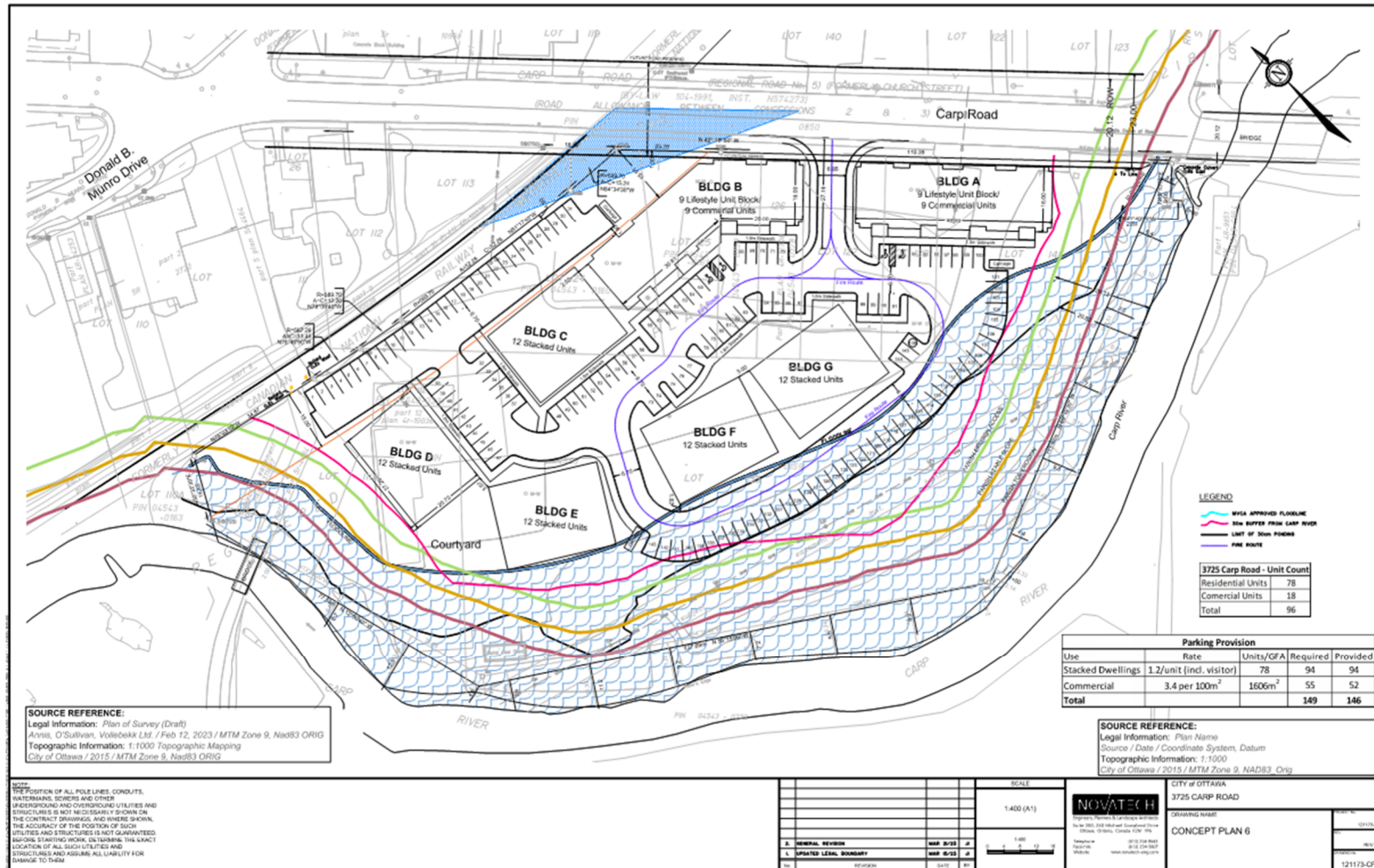


Figure 2: Excerpt of the Conceptual Plan of the Proposal by Novatech dated March 21, 2023 (CP6)



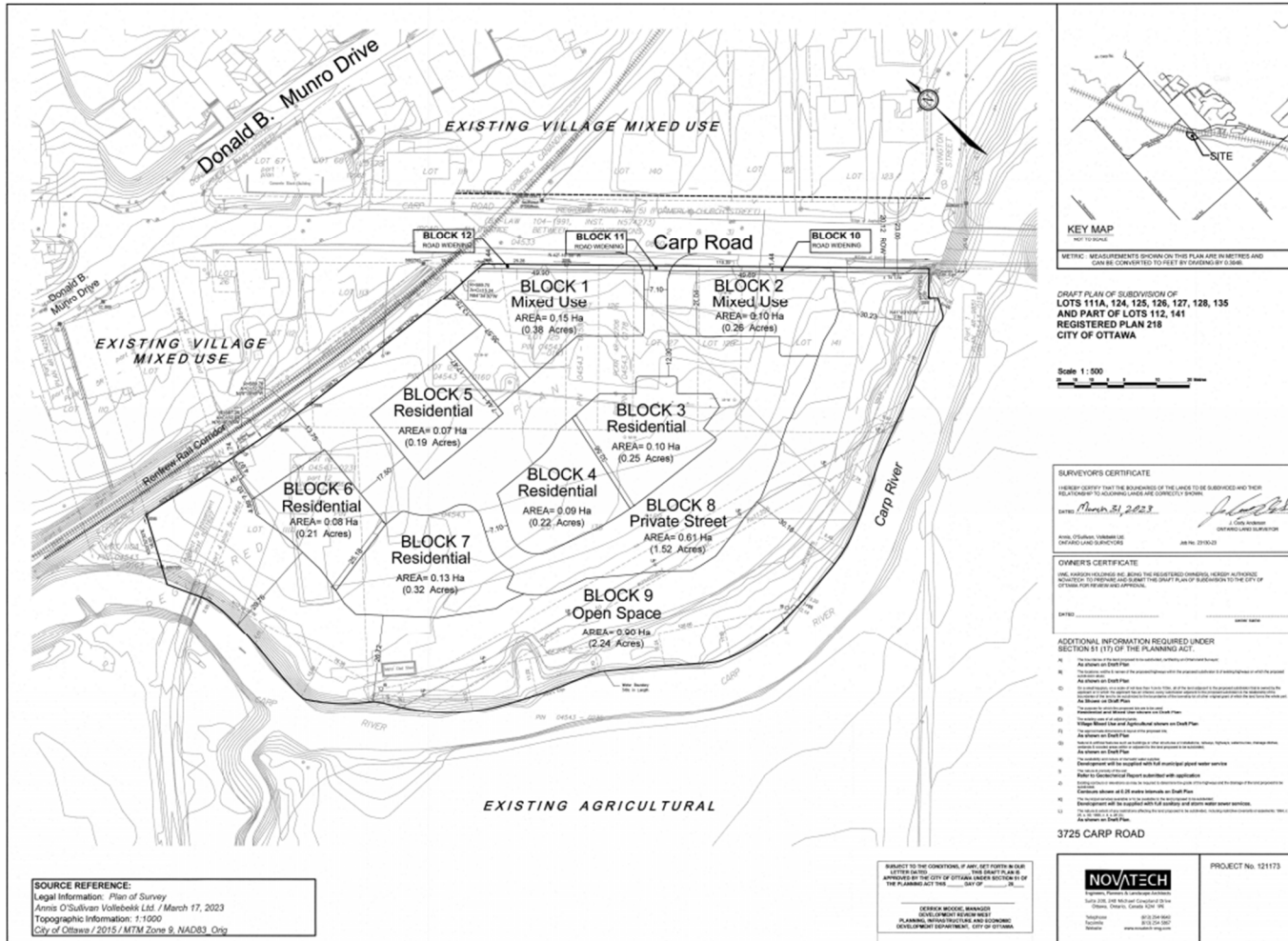


Figure 3: Excerpt of the Draft Plan dated March 31, 2023

## 4.0 PLANNING ASSESSMENT

### 4.1 Provincial Policy Statement 2020

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 PPS policies.

#### 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. The relevant policies are addressed below:

*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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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 the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
  - (f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
  - (g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
  - (h) promoting development and land use patterns that conserve biodiversity; and*
  - (i) preparing for the regional and local impacts of a changing climate.*
- **The proposed development contributes to a healthy, liveable and safe community because it:**

- uses a compact building form on a brownfield lot that minimizes 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.*

- **The Subject Site is in the Settlement Area.**

Policy 1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *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;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive; and*

- **The proposed development efficiently uses land and existing infrastructure. The location is close to facilities and supports transit.**

Section 1.4 of the PPS provides policies on housing. The relevant policies are addressed below:

Policy 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*

- **A mix of stacked dwellings and ‘shop-top’ residential units are proposed to accommodate various needs.**

(b) 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 exist to support the proposed residential development.**

(c) 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 density of the proposed development represents an efficient use of land, resources and infrastructure.**

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

*Policy 1.6.3 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*

- **A Servicing Report prepared by Novatech and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the report for details.**

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

*Policy 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

*a) promote compact form and a structure of nodes and corridors;*

- **A compact residential built form is proposed in the centre of Carp.**

*b) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

- **The proposed development provides approximately 78 dwellings at an infill location in the centre of Carp.**

## **Wise Use and Management of Resources**

Section 2.1 of the PPS provides policies on Natural Heritage.

*Policy 2.1.1 Natural features and areas shall be protected for the long term.*

- **The Official Plan does not identify any natural features on or adjacent to the site.**

Section 2.2 of the PPS provides policies on Water.

*Policy 2.2.2 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.*

- **No sensitive surface or ground water features exist on or adjacent to the Subject Site.**

Section 2.3 of the PPS provides policies on Agriculture.

*Policy 2.3.1 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 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 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 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

*Policy 2.6.2 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.*

- **An Archaeological Resource Assessment was not required by City staff for this application.**

*Policy 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been*

*demonstrated that the heritage attributes of the protected heritage property will be conserved.*

- **The Subject Site is not adjacent to protected heritage property or area of archaeological potential.**
- **A Cultural Heritage Impact Study (CHIS) was identified as a required study. However, one is not included with the application as the application does not meet any of the circumstance where the CHIS guidelines require one:**

***Generally speaking, the purpose of a cultural heritage impact statement is to evaluate the impact of a proposed intervention (alteration, addition, partial demolition, demolition, relocation or new construction) on cultural heritage resources when that intervention has the potential to:***

- ***Adversely impact the cultural heritage value of properties designated under Part IV of the Ontario Heritage Act (OHA);***
- ***Adversely impact the cultural heritage value of districts designated under Part V of the OHA.***

***In addition:***

- ***A CHIS may also be required for development applications adjacent to or within 35 metres of, designated buildings and areas;***
- ***A CHIS may also be required for development applications adjacent to the Rideau Canal, the Central Experimental Farm, a national historic site, a federally designated (FHBRO) building, a building with a heritage easement, or a building on the heritage register.***

### **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, in accordance with guidance developed by the Province (as amended from time to time), 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 proposed development is not occurring within natural hazard lands or sites.**

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

*Policy 3.2.1 Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*

*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 1 Environmental Site Assessment by Paterson Group dated January 30, 2023 forms part of this application. Based on the findings of this assessment, it is the opinion of Paterson Group that a Phase II – Environmental Site Assessment will be required.**

#### 4.2 City of Ottawa Official Plan

The City of Ottawa's new Official Plan was approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

##### Designations in the Official Plan

*Schedule B9 – Rural Transect* designates the Subject Site as Village Core (red):

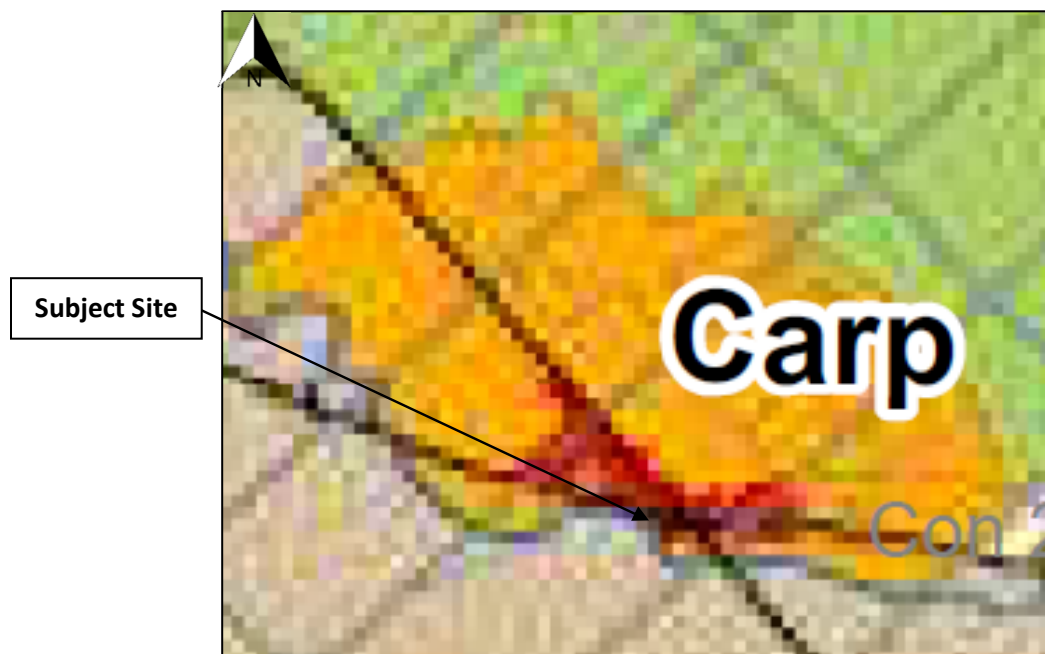


Figure 1 – Village Core Designation

C7-B - Design Priority Areas – Villages includes the Subject Site (pink):

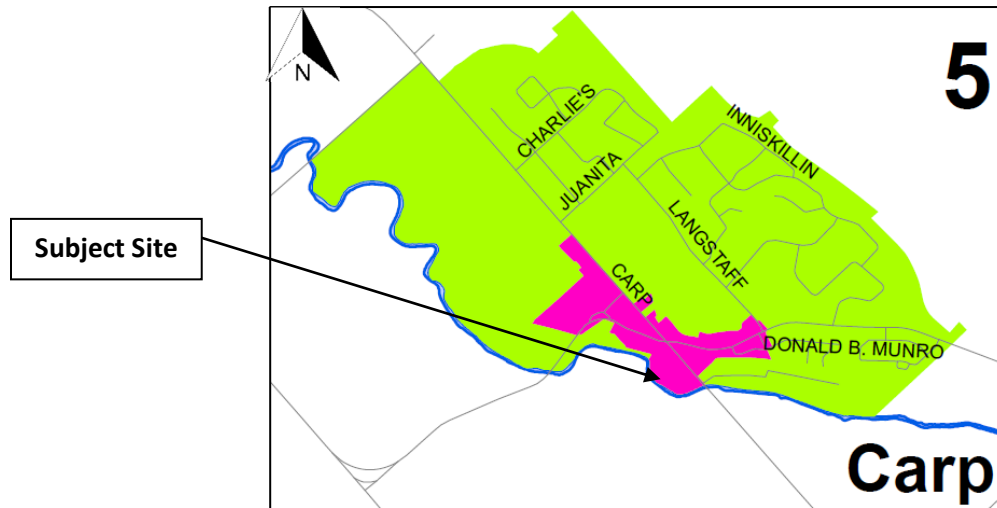


Figure 5 – Design Priority Area

Schedule C8 - Active Transportation Network shows a Rural Cycling Route along the railway north of the Subject Site. Note that this is currently an active railway with no cycling route:

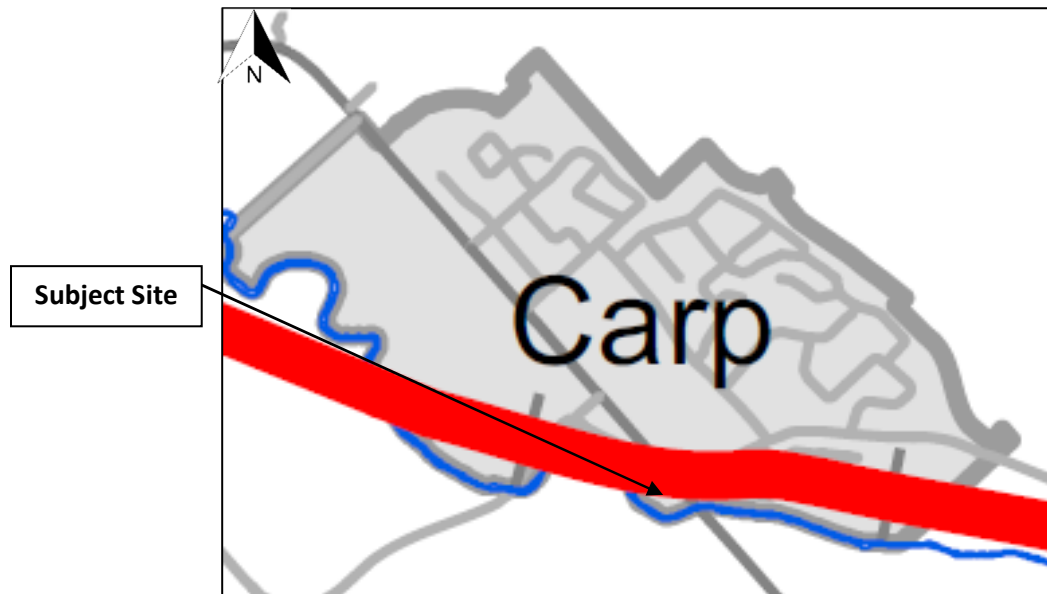


Figure 6 – Active Transportation Network

Schedule C10 – Rural Road Network – Select Villages designates Carp Road as an arterial (red) and Donald B. Munro Drive as a Collector (green):



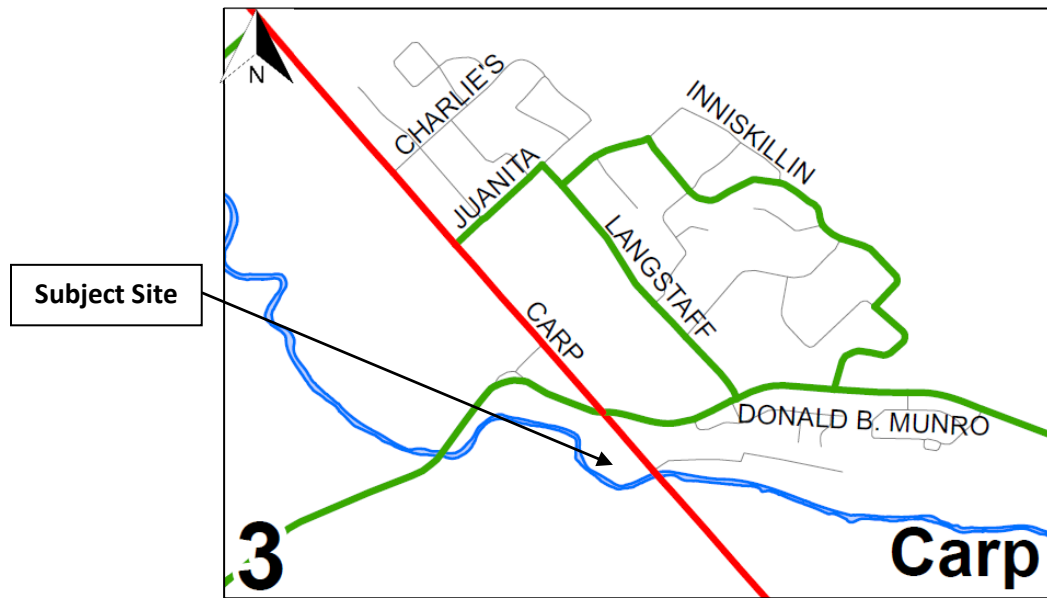


Figure 7 – Road Network

Schedule C15 - Environmental Constraints shows Unstable Slopes along the Carp River. A slope stability assessment has been completed for the Subject Site (enclosed). The Subject Site is in a Wellhead Protection Area with a Vulnerability Score of 8 (orange):

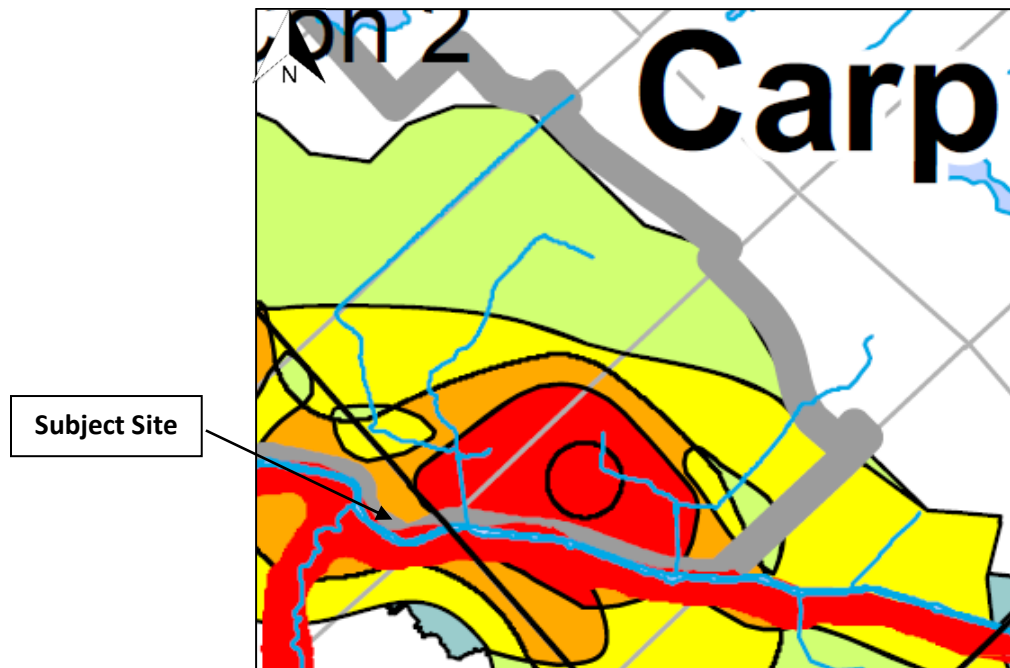


Figure 8: Environmental Constraints

Note that *Schedule C11-A - Natural Heritage System (West)* is not shown here as it designates the Subject Site as Village. It is not affected by any of the Overlays or Sub-Designations which represent Natural Heritage features.

#### Assessment against Village

Policy direction for Villages is at Section 9.4:

*9.4.1 Consider villages as rural neighbourhoods that should evolve into 15-minute neighbourhoods, particularly those that are fully serviced*

*9.4.2 Ensure all development maintains rural and village character, and to facilitate the use of active transportation for short trips within each Village*

*1) The following are generally permitted uses within Villages unless otherwise prescribed by a secondary plan:*

*a) Residential uses, the form and scale of which shall be limited by the available servicing methods and subject to the policies related to water and wastewater servicing;*

*b) Small-scale office, retail and commercial uses;*

- **The proposal is for Draft Plan approval only, but does potentially include residential and small scale office, retail and commercial. Servicing is addressed with the Servicing Brief included with the application.**

#### Assessment against Section 4.6 City Wide Policies – Urban Design

Section 4 of the new OP sets out City Wide Policies. Section 4.6 covers Urban Design.

Relevant policies are addressed below:

*4.6.1 Promote design excellence in Design Priority Areas*

- **The proposal is in a Design Priority Area. Table 5 designates Village Cores as the lowest of three tiers for Design Priority Areas:**

*Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment.*

Policy 1)b) provides that:

*b) The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.*

- **Such a framework has not been adopted. A requirement to attend UDRP was not identified at the pre-application consultation.**

*4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes*

*1) Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.*

*3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.*

*4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.*

*4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its considering liveability*

*1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.*

- **The only applicable design guidelines are in the Carp Secondary Plan.**

*4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential*

*a) Provide protection from heat, wind, extreme weather, noise and air pollution; and*

- **The proposal conceptually provides communal outdoor amenity areas. Although subject to future Site Plan applications, private balconies will be provided for the units. Amenity areas will comply with the Zoning By-law. A Wind Analysis and a noise study have not been completed for this application.**

### 4.3 City of Ottawa Zoning By-law 2008-250

The Subject Site is zoned Village Mixed Use with an exception – VM [666r]. The exception provides:

*Despite Section 58, parking spaces, aisles and driveways are permitted within the flood plain hazard overlay provided such development is undertaken in accordance with Policy 12 of Section 4.8.1 of the Official Plan for the City of Ottawa*

The Concept Plan for the Subject Site locates aisles and driveways within the flood plain hazard in accordance with Policy 12 of Section 4.8.1 of what is now the old Official Plan for the City of Ottawa which reads:

*12. Notwithstanding policy 5 above, parking and drive aisles, and associated site alteration may be considered within the regulatory flood plain of the Carp River for the properties municipally known as 3725 (3719, 3715, 3711) Carp Road in order to permit redevelopment in accordance with the Community Design Plan (CDP) for the Village of Carp. Measures will be taken to ensure existing impacts to the riparian corridor are improved to the satisfaction of the City of Ottawa and the Conservation Authority. [Amendment #76, OMB File # PL100206, April 26, 2012]*

- **Although the policy is from the superseded Official Plan, it refers to the still valid Community Design Plan (CDP) for Carp, which is assessed at Section 4.5 of this Planning Rationale.**
- **Stacked dwelling is a permitted use Village Mixed Use zone. The ‘Lifestyle Units’ are defined as townhouse dwellings which is also permitted. The zoning permits a large range of commercial uses likely to occupy the ground floor of the ‘Lifestyle Units’, although final uses or tenants have not been confirmed at this stage. The proposal is a Planned Unit Development (PUD) and PUD is not permitted in the zoning. A future Zoning By-law Amendment will be required to permit a PUD, but is not being made at this time.**

#### 4.4 Carp Secondary Plan

Schedule A Designation Plan shows the Subject Site as Village Core (red) and Village Greenspace (pale green):

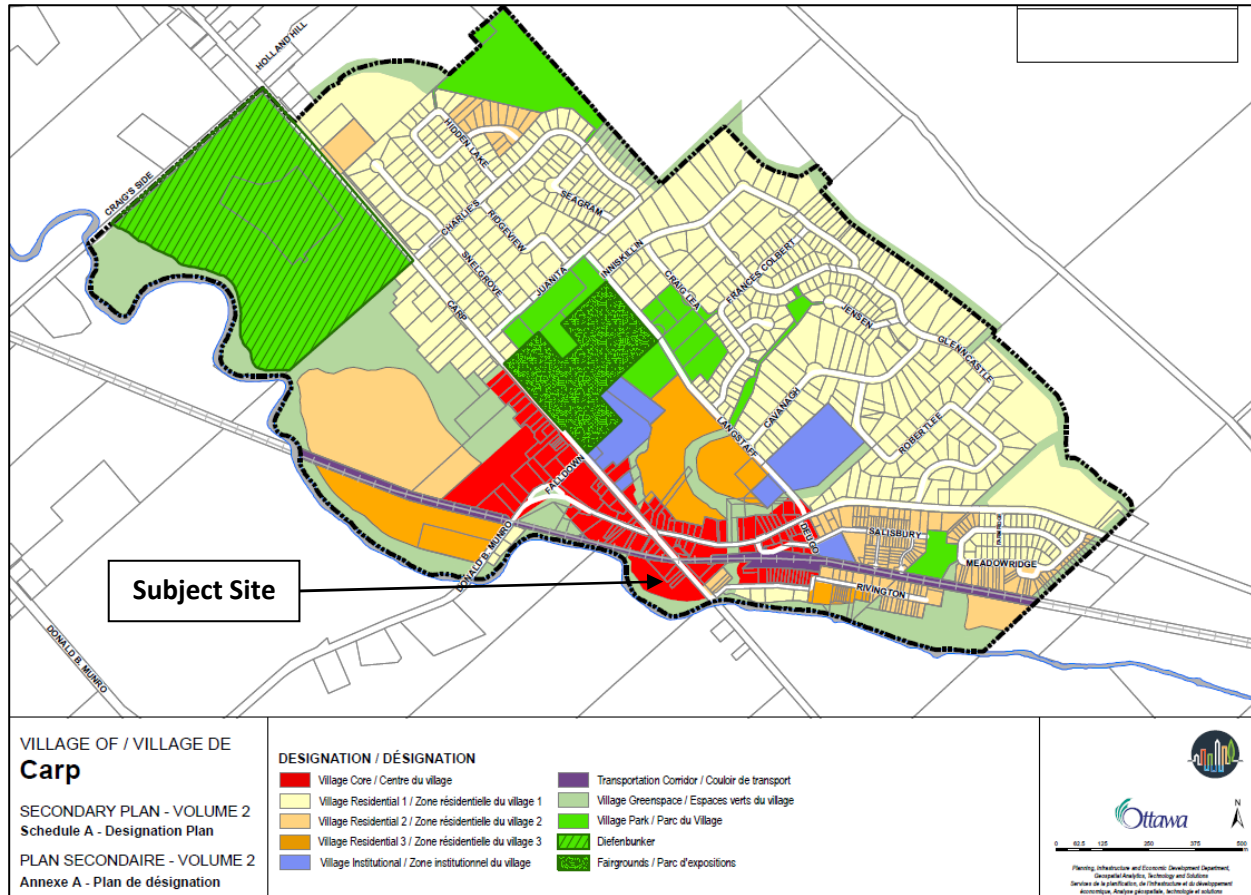


Figure 9: Schedule A Designation Plan

Village Core policies are at Section 5.1:

*The Village Core will be the primary focus of Carp’s economic activity, and the foundation of its local economy. Commercial, recreational, and institutional uses will be the predominant uses with residential being encouraged as part of a mixed-use development. The village’s retail uses will also be concentrated in the Village Core, to aid in ensuring this area continues to function as the community’s meeting place. The concept is to permit a compatible mix of uses, including a wide range of community serving commercial uses as well as residential and public uses on properties within the Village Core.*

The applicable specific policies are addressed below:

*1) Commercial, retail, personal service, restaurants/bars, recreational, and institutional uses will be the predominant uses in the Village Core.*

- **The proposal includes 18 lifestyle units which have commercial space at ground floor level. These will most likely be occupied by most of the above uses.**

*3) Residential apartments are permitted and will be encouraged above commercial businesses to provide for a mix of uses in the Village Core.*

- **The proposal includes 18 lifestyle units which have residential units above the ground floor commercial.**

*4) Residential Multi-Unit development may be considered if the predominant uses listed in Section 5.1, Policy 1) and 3) are not feasible.*

- **As addressed at 1) and 3) above the lifestyle units provide commercial space with residential units above. Additional multi-unit residential development is proposed at the rear of the Subject Site away from Carp Road.**

*6) The City will encourage property owners to provide open space and public plazas that improve or add to the public streetscape, when sites are redeveloped.*

- **Although this is a Draft Plan application only, the Concept Plan shows potential locations for privately owned public plazas on the Carp Road frontage. Detailed design of these would be subject to future Site Plan applications for these blocks.**

*7) The height of the buildings within the Village Core should not exceed 3 storeys.*

The proposed buildings will not exceed three storeys.

*8) The height of buildings in the core will be sensitive to the historic viewshed and landscape characteristics of the village including the octagonal fairground exhibit hall, historic churches, cenotaph, and Diefenbunker lands. The uses permitted should be appropriately located and well designed so as to minimize nuisance or interference with existing or proposed uses of adjoining lands. Measures such as landscaping screening or buffering shall be used to reduce the impact of industrial uses on adjacent properties.*

- **Detailed design of the buildings will be the subject of future Site Plan applications for these blocks. The commercial uses will be appropriately located close to Carp Road with the residential uses toward the rear. The commercial uses likely to occupy the spaces will cause minimal or no nuisance or interference with existing or proposed uses of adjoining lands.**

Village Greenspace policies are at Section 5.6:

*The areas identified on Schedule A – Designation Plan, as Village Greenspace include open space areas and areas on other lands which may be used for pathway systems, drainage control areas such as flood plain, preservation of significant vegetation and access to other areas.*

The specific policies are addressed below:

*28) The Village Greenspace corridors are intended to be sufficiently wide so that proposed uses can be comfortably accommodated, taking into account the natural terrain and abutting uses. Additional recreational pathways intended to form part of the pathway network are outside of and abutting the Village boundary as shown on Schedule A. Pathways may be either publicly or privately owned. Where they remain in private ownership the City will use a variety of mechanisms such as leasing, rights-of-way or land trusts to ensure public access.*

- **The area of the Subject Site designated Village Greenspace is turtle habitat and as a result future pedestrian access may need to be limited.**

*29) The flood plain along the Carp River will be used wherever possible for open space purposes. Efforts to restore and improve the Carp River shoreline and provide access trails to the River will be supported.*

- **The portion of the Subject Site designated Village Greenspace is shown as open space on the Draft Plan. It is turtle habitat and as a result future pedestrian access may need to be limited.**

Schedule B – Road Network in the Secondary Plan mirrors Schedule C10 – Rural Road Network – Select Villages in the Official Plan so is not reproduced here.

Schedule C – Pedestrian Pathway System shows the existing sidewalk on Carp Road (blue) and a conceptual Future Pathway (pink):

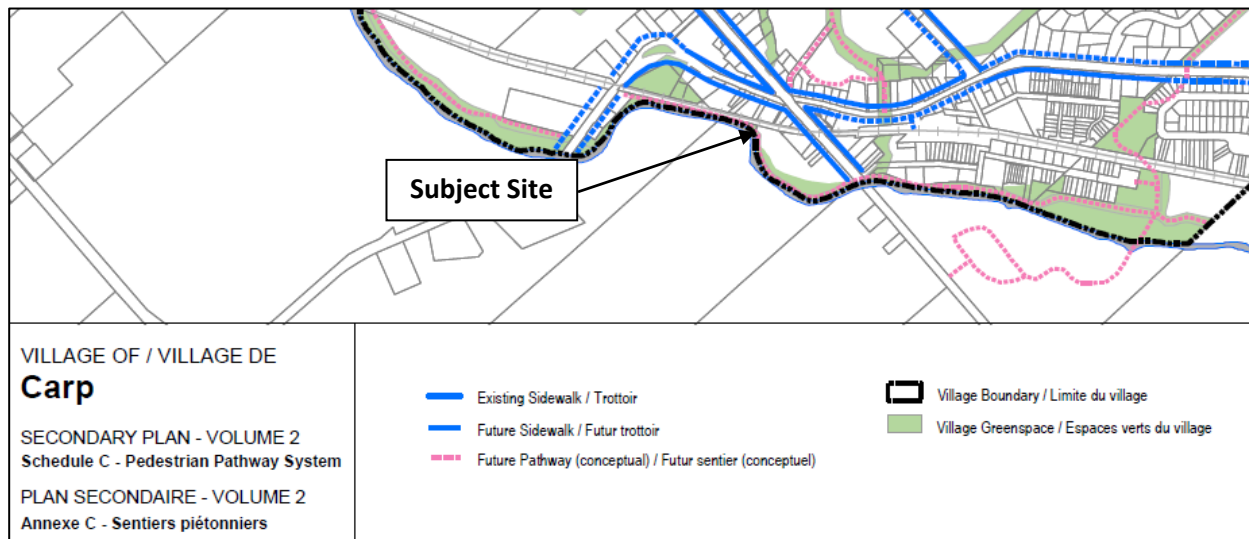


Figure 10: Schedule C - Pedestrian Pathway System

#### 4.5 Carp Community Design Plan

The CDP was approved in 2012. The introduction states: *“This Community Design Plan represents the views of the community as to how the village of Carp should develop over the next 20 years.”* It is still in place although the Official Plan including the Carp Secondary Plan replicates aspects of it. Schedule A – Land Use designates the Subject Site as Village Core. The introductory comments on the designation include:

*Carp Village can learn from other villages and towns in eastern Ontario. Those that are the most successful have flourishing mainstreets in their core. The following policies are intended to provide a plan for the successful transformation of the Carp Village Core into a thriving place and a source of pride for all residents. Its success depends on the following factors:*

- *The ability of local businesses to be successful in the Core and to serve local residents as well as specialized shoppers looking for niche, village-style markets;*
- *The preservation and re-use of older buildings and the respectful treatment of established and historic development patterns;*
- *The ability of the Village to evolve into a larger, more intensified, community while sustaining its village character.*

Section 4.2 contains policies relating to village structure:

1. *The city will seek to improve the connectivity between the village core and the surrounding parts of the village and will require the dedication of pathways identified in this plan at the time of development review ;*



2. The village's retail and food service (restaurants/bars) uses will be concentrated in the Village Core to aid in ensuring this area continues to function as the community's meeting place, the primary focus of Carp's economic activity, and the foundation of its local economy;

3. In order to encourage walking and cycling and to encourage local business the city will require new roads and pathways proposed as part of adjacent development to connect to the village core.

- **Schedule C also identifies a future pathway through the Subject Site along the Carp River. The area of the Subject Site designated Village Greenspace is turtle habitat and as a result future pedestrian access may need to be limited. The proposal includes commercial space.**
- **Section 4.3 Design Cues for the Village Core is mostly applicable to future Site Plan applications as no buildings are proposed as part of this Draft Plan of Subdivision application. It is noted that the Draft Plan is consistent with the zoning in providing for minimal setbacks to Carp Road.**

In relation to 4.4 *Compact Building Form*, the intent is:

*“Compact built form, meaning buildings relatively close together, will help to frame the streetscape and create a sense of activity to give the core a sense of place, distinct from the rest of the village. The objective is to replicate traditional patterns of the older village development to maintain the village character.”*

- **The Draft Plan is based on a concept that has buildings close together and frame the streetscape, maintaining the village character.**

Most of the policy at 4.5 *Pedestrian-Friendly Streetscape* relate to the Carp Road right of way. Policy 7 is applicable:

*Conflicts between vehicles and pedestrians will be minimized through development review:*

- *Encouraging the creation of a shared parking area at the rear of all properties that front on Donald B. Munro Drive and Carp Roads;*
- *Generally allowing only a single driveway for each new development;*
- *Providing a continuous public sidewalk across every driveway entrance*
- **The parking area on the Subject Site will be shared by the uses. Only one driveway is proposed and it will have a continuous public sidewalk across it.**

In relation to 4.7 Parking:

*“The size and configuration of many existing properties pose a challenge to providing adequate parking for new development or redevelopment proposals. Practical parking arrangements should be explored that do not detract from the character of the Village Core. Where possible, parking should be hidden from view to provide a sense of enclosure by allowing the building to be close to the street.”*

- **The Draft Plan has parking internal to the site, hidden from view from the street and permitting buildings to be close to the street.**

The Subject Site (the ‘truck depot’) is specifically identified in the CDP as redevelopment opportunities:

*There are two industrial land uses located at each end of the village core, a truck depot and an auto parts storage yard. At the workshops, participants felt that these uses were incompatible with the village core and it was suggested that they should be encouraged to relocate outside of the village. The owner of the truck depot has submitted an application for the trucking lands to be converted to a Multi-unit mixed use development. This redevelopment would provide retail uses as well as parking and act as an anchor at the southern end of the core. The application and subsequent necessary amendment to the CDP are supported in principle by this document because redevelopment of this site is a key to the rejuvenation of the core area.*

There is a policy specific to the Subject Site:

*The redevelopment of truck depot site as a mixed-use development is strongly encouraged. The design of the development shall be consistent with the historic character of the village core. The proponents are encouraged to work with an architect to develop a plan for the site in keeping with the village character;*

- **Since 2012 the depot operations have ceased and all the buildings have been removed. The application referred to was not completed. However, the current proposed development is a similar multi-unit mixed use development. Likewise, it is still the case that “this site is a key to the rejuvenation of the core area ” Details of the building design will be finalized as part of a future Site Plan application.**

## 5.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

The following provides an overview of the technical studies that have been prepared to inform the design of the proposed development and support the proposed Draft Plan of Subdivision application.

### 5.1 Conceptual Site Servicing and Stormwater Management Report

A *Conceptual Site Servicing and Stormwater Management Report* (Servicing Report) was prepared by Novatech to confirm the adequacy of existing and proposed services for the proposed development. The Servicing Report confirms that the proposed development can be adequately serviced with storm and sanitary sewers and watermain.

### 5.2 Noise Control Feasibility Study

A *Transportation Noise and Vibration Assessment* was prepared by Gradient Wind, dated March 20, 2023 to evaluate the environmental impact of noise to the proposed residential development, the feasibility of the mitigation measures, and to recommend appropriate noise attenuation measures to ensure compliance with the City of Ottawa *Environmental Noise Control Guidelines*, January 2016 (ENCG) and the Ministry of the Environment and Climate Change *Environmental Noise Guideline*, August 2013. The study concludes:

*The results of the current analysis indicate that noise levels will range between 37 and 67 dBA during the daytime period (07:00-23:00) and between 22 and 60 dBA during the nighttime period (23:00-07:00). The highest noise level (67 dBA) occurs at the northeast facades of Building A and Building B which are nearest and most exposed to Carp Road and the railway corridor. Figures 5 and 6 illustrate daytime and nighttime noise contours throughout the site at a height of 7.5 m above grade. Building components with a higher Sound Transmission Class (STC) rating will be required for Buildings A-C where exterior noise levels exceed 60 dBA, as outlined in Section 5.2. The results of the analysis also indicate that Buildings A-C will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. Warning Clauses will also be required to be placed on all Lease, Purchase and Sale Agreements.*

### 5.3 Transportation Impact Assessment

A *Transportation Impact Assessment* (TIA) was prepared by Novatech, dated May 2023, in accordance with the City of Ottawa Transportation Impact Assessment Guidelines (June 2017) to ensure that the transportation features of the proposed development conform to the prescribed technical standards, are aligned with City of Ottawa policies and objectives, and that impacts on the transportation network are sustainable and effectively managed. Based on the analyses undertaken and documented in the TIA, the report demonstrates that the proposed development will integrate well and can be safely accommodated by the surrounding transportation network.

#### **5.4 Geotechnical Investigation**

A *Geotechnical Investigation* report was prepared by Paterson Group Inc., dated April 11, 2023 (Report PG2103-1) to determine the subsoil and groundwater conditions of the Subject Site and to provide geotechnical recommendations for the design of the proposed development including construction considerations. Based on assessments of the subsurface soil profile and groundwater levels, the report concludes that, from a geotechnical perspective, the Subject Site is considered suitable for the proposed residential development.

#### **5.5 Environmental Site Assessment**

A *Phase 1 Environmental Site Assessment* report was prepared by Paterson Group Inc., dated January 30, 2023 (Report No. PE2001-2) to research the past and present use of the Subject Site and adjacent properties to identify any environmental concerns with the potential to impact the Subject Site. Based on the results of the Phase 1 ESA, the report concluded that no potential environmental concerns were identified with respect to the current use of the property and no potential environmental concerns were identified with respect to the current use of the surrounding lands. Based on the results of the Phase 1 ESA, there are no concerns from an environmental perspective for the proposed development of the lands.

#### **5.6 Environmental Impact Statement**

An *Environmental Impact Statement* was prepared by Muncaster Environmental Planning dated May 29, 2023 to identify and assess the natural heritage features on and adjacent to the Subject Site, examine potential impacts to significant natural features, and provide avoidance and mitigation measures for development. The EIS proposes a setback from the Carp River. The limits of the proposed development respect the setback identified in the EIS and would proceed in accordance with the recommended avoidance and mitigation measures.

### **6.0 PUBLIC CONSULTATION STRATEGY**

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign on the Subject Site that provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or ask questions. Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>). A consultation will be held with the local Councillor. A public meeting will be held if the application goes to the City of Ottawa's Planning Committee. Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City staff. Full details are available under 'Community and Neighbourhood Notification' on the City's website.

## **7.0 CONCLUSION**

It is our assessment that the proposed development is consistent with the Provincial Policy Statement and conforms to the City of Ottawa Official Plan. The Draft Plan of Subdivision is the first step in the development of a strategic village core site that will provide needed housing diversity and commercial space.

This planning rationale, along with the associated Design Brief and technical studies, supports the proposed development. The proposed development is compatible with the existing development and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

### **NOVATECH**

Prepared by:



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