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## Plan of Subdivision Application Spring Valley Trails Subdivision, Phases 5/6 3252 Navan Road Planning Rationale

Prepared for: Claridge Homes (Carson) Inc.

Engineering excellence.

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**SPRING VALLEY TRAILS SUBDIVISION, PHASES 5/6  
3252 NAVAN ROAD  
OTTAWA, ONTARIO**

**PLANNING RATIONALE  
IN SUPPORT OF APPLICATION FOR  
DRAFT PLAN OF SUBDIVISION**

Prepared for:  
**Claridge Homes (Carson) Inc.**

Prepared By:  
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June 9, 2025

Novatech File: 119226  
Ref: R-2024-013

June 9, 2025

City of Ottawa  
Planning, Real Estate and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, Ontario  
K1P 1J1

**Attention: Kelly Livingstone, RPP, MCIP – Planner II, Development Review East**

**Reference: 3252 Navan Road, Ottawa, Ontario**  
**Planning Rationale in support of application for Plan of Subdivision**  
**Our File No.: 119226**  
**City File No.: D07-16-21-0013**

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Novatech has been retained by Claridge Homes (Carson) Inc. ('Claridge') to prepare this Planning Rationale in support of a Draft Plan of Subdivision application for the properties municipally known as 3252 Navan Road (PINs 043522512 and 043520307) in Ottawa, Ontario (herein referred to as 'the Subject Site'). The Subject Site comprises Phases 5 and 6 of the Spring Valley Trails community.

Claridge is proposing to subdivide the Subject Site to consist of approximately 239 townhouse dwellings, 15 single detached dwellings, three open space blocks and two pathway blocks. The proposed residential subdivision will be served by a network of newly created streets in a modified grid pattern.

There is an active application for Zoning By-law Amendment for the Subject Site (City File No. D02-02-20-0015). This proposed residential subdivision follows applications for Plan of Subdivision and Zoning By-law Amendment for the remainder of the Spring Valley Trails residential subdivision.

This Planning Rationale outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with the Provincial Planning Statement (PPS) 2024, conforms to the City of Ottawa's Official Plan (2022), and the East Urban Community – Community Design Plan.

Sincerely,

**NOVATECH**



Miranda Virginillo, MCIP RPP  
Project Planner | Planning and Development

## TABLE OF CONTENTS

|                                                                                    |           |
|------------------------------------------------------------------------------------|-----------|
| <b>EXECUTIVE SUMMARY .....</b>                                                     | <b>1</b>  |
| <b>1.0 INTRODUCTION.....</b>                                                       | <b>2</b>  |
| 1.1 Site Location and Description .....                                            | 2         |
| 1.2 Community Context and Connectivity .....                                       | 3         |
| 1.2.1 <i>Community Context</i> .....                                               | 3         |
| 1.2.2 <i>Connectivity</i> .....                                                    | 9         |
| 1.3 Planning & Regulatory Context.....                                             | 9         |
| <b>2.0 DEVELOPMENT PROPOSAL .....</b>                                              | <b>12</b> |
| 2.1 Description of Development Proposal.....                                       | 12        |
| 2.2 Previous Consultations, Applications and Approvals .....                       | 13        |
| <b>3.0 PLANNING POLICY JUSTIFICATION.....</b>                                      | <b>13</b> |
| 3.1 Provincial Planning Statement (PPS) (2024) .....                               | 13        |
| 3.2 City of Ottawa Official Plan (2022).....                                       | 18        |
| 3.2.1 <i>Strategic Directions and Cross-Cutting Issues</i> .....                   | 18        |
| 3.2.2 <i>Growth Management Framework</i> .....                                     | 19        |
| 3.2.3 <i>City-wide Policies</i> .....                                              | 19        |
| 3.2.4 <i>Suburban Transect</i> .....                                               | 21        |
| 3.2.5 <i>Neighbourhood Policies</i> .....                                          | 22        |
| 3.2.6 <i>Protection of Health and Safety</i> .....                                 | 23        |
| 3.3 East Urban Community – Community Design Plan for the Phase 1 Area (2005) ..... | 24        |
| 3.4 Zoning By-law 2008-250.....                                                    | 27        |
| <b>4.0 REVIEW OF SUPPORTING STUDIES.....</b>                                       | <b>28</b> |
| <b>5.0 PUBLIC CONSULTATION STRATEGY.....</b>                                       | <b>30</b> |
| <b>6.0 CONCLUSION .....</b>                                                        | <b>31</b> |

## Appendices

Appendix A: Draft Plan of Subdivision prepared by Annis O'Sullivan Vollebakk, dated February 25, 2020

### Figures

|                                                                                                                                      |    |
|--------------------------------------------------------------------------------------------------------------------------------------|----|
| Figure 1: Subject Site (GeoOttawa, 2022). .....                                                                                      | 3  |
| Figure 2 : Existing Site Conditions and Context Images.....                                                                          | 4  |
| Figure 3 : Subject Site from Navan Road (looking South) (Google Streetview, July 2023). ....                                         | 5  |
| Figure 4 : Detached dwellings on the north side of Navan Road, opposite the Subject Site (Google Streetview, July 2023). .....       | 5  |
| Figure 5 : Single detached and townhouse dwellings along Navan Road (looking north-west) (Google Streetview, July 2023). .....       | 6  |
| Figure 6 : Single detached dwellings and Subject Site along Navan Road (looking south-east) (Google Streetview, July 2023). .....    | 6  |
| Figure 7 : Townhouse dwellings along Joshua Street (looking west) (Google Streetview, July 2023). ....                               | 7  |
| Figure 8: Townhouse dwellings at Joshua Street and Knotridge Street (looking east) (Google Streetview, July 2023). .....             | 7  |
| Figure 9: Detached and townhouse dwellings on Knotridge Street (looking north) (Google Streetview, July 2023). ....                  | 8  |
| Figure 10: Subject Site and townhouse dwellings on Knotridge and Joshua Streets, looking south (Google Streetview, July 2023). ..... | 8  |
| Figure 11 : Official Plan Designation for the Subject Site .....                                                                     | 10 |
| Figure 12: Excerpt of Schedule C2 – Transit Network (Ultimate) with markup by Novatech showing Subject Site. ....                    | 10 |
| Figure 13 : Excerpt of Schedule C4 – Urban Road Network with markup by Novatech showing Subject Site. ....                           | 11 |
| Figure 14 : Excerpt of Official Plan Schedule C15 – Environmental Constraints .....                                                  | 11 |
| Figure 15: Draft Plan of Subdivision prepared by Annis O'Sullivan Vollebakk with markup by Novatech showing Subject Site. ....       | 12 |
| Figure 16: Excerpt of CDP Demonstration Plan, with mark up by Novatech showing Subject Site. ....                                    | 24 |
| Figure 17: Excerpt from the CDP Demonstration Plan showing Pathways and Gateways, with markup by Novatech showing Subject Site. .... | 25 |
| Figure 18: Extract of Current Zoning (GeoOttawa). .....                                                                              | 27 |

## EXECUTIVE SUMMARY

Novatech has been retained by Claridge Homes (Carson) Inc. ('Claridge') to prepare this Planning Rationale in support of a Draft Plan of Subdivision application for the properties municipally known as 3252 Navan Road (PINs 043522512 and 043520307) in Ottawa, Ontario (herein referred to as 'the Subject Site'). The Subject Site comprises Phases 5 and 6 of the Spring Valley Trails community.

Claridge is proposing to subdivide the Subject Site to consist of approximately 239 townhouse dwellings, 15 single detached dwellings, three open space blocks and two pathway blocks. The proposed residential subdivision will be served by a network of newly created streets in a modified grid pattern.

There is an active application for Zoning By-law Amendment for the Subject Site (City File No. D02-02-20-0015). This proposed residential subdivision follows applications for Plan of Subdivision and Zoning By-law Amendment applications for the remainder of the Spring Valley Trails residential subdivision.

The Subject Site is located on the south side of Navan Road in the Orleans South Navan Ward (Ward 19). The Subject Site has an area of 12.72 hectares with 160 metres of frontage along Navan Road. 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.

The Subject Site is located within the Spring Valley Trails subdivision to the south of Navan Road in the Chapel Hill community, which is primarily comprised of low-rise ground-oriented residential development. Community and recreational amenities including schools and parks are located within walking distance of the Subject Site. The development of the Chapel Hill South community is guided by the *East Urban Community – Community Design Plan for the Phase 1 Area*.

The proposed development is consistent with the Provincial Planning Statement as it will provide residential intensification to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development will increase the number and variety of residential dwelling types in the community, and will result in the efficient use of land within the urban boundary. The proposed development will provide intensification in a location well-served by the active transportation network, with existing and planned schools and parks, and within a short drive, cycle or bus distance to an existing Park and Ride facility and future bus rapid transit corridor.

The Subject Site is designated Neighbourhood within the Suburban Transect in the City of Ottawa Official Plan (2022). The proposed Zoning By-law Amendment will facilitate the development of 254 dwelling units within the urban area and will contribute to the City's targets of 47% of household growth being within the built-up urban area and 51% of dwelling growth occurring through intensification. The proposed low-rise built form will fit in well with the neighbourhood. The proposed development will meet the City's intensification goals by providing additional dwelling units on the Subject Site while remaining compatible with the built form and character of the neighbourhood, and improving access to the existing active transportation network by providing open space and pathway blocks.

The Subject Site is zoned Open Space – O1, Development Reserve – DR, and Development Reserve, Exception 459 with a Holding Provision – DR[459]-h. There is a current Zoning By-law Amendment application to implement this proposed plan of Subdivision under review by the City of Ottawa (City File No. D02-02-20-0015).

The Plan of Subdivision application is appropriate for the development of the Subject Site and represent good land use planning.

## 1.0 INTRODUCTION

Novatech has been retained by Claridge Homes (Carson) Inc. ('Claridge') to prepare this Planning Rationale in support of a Draft Plan of Subdivision application for the properties municipally known as 3252 Navan Road (PINs 043522512 and 043520307) in Ottawa, Ontario (herein referred to as 'the Subject Site'). The Subject Site comprises Phases 5 and 6 of the Spring Valley Trails community.

Claridge is proposing to subdivide the Subject Site to consist of approximately 239 townhouse dwellings, 15 single detached dwellings, three open space blocks and two pathway blocks. The proposed residential subdivision will be served by a network of newly created streets in a modified grid pattern.

There is an active application for Zoning By-law Amendment for the Subject Site (City File No. D02-02-20-0015). This proposed residential subdivision follows applications for Plan of Subdivision and Zoning By-law Amendment applications for the remainder of the Spring Valley Trails residential subdivision.

This Planning Rationale provides an analysis of relevant provincial and municipal planning documents with a view of demonstrating how the revised development proposal:

- is consistent with the *Provincial Policy Statement (PPS) (2024)*,
- conforms to the *City of Ottawa Official Plan (2022)*,
- respects the vision for Chapel Hill South in the *Phase 1 East Urban Community – Community Design Plan (2005)*, and
- represents good land use planning.

### 1.1 Site Location and Description

The Subject Site has an area of 12.72 hectares with 160 metres of frontage along Navan Road, as shown in Figure 1. 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.

The Subject Site is legally described as:

**PIN 043522512:** 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.

**PIN 043520307:** PT LT 4 CON 4 OF GLOUCESTER AS IN NS168053; GLOUCESTER

Surrounding uses include:

- 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 pathway (MUP) and Mer Bleue Conservation Area in the Greenbelt.
- To the west is low-rise residential development in Phase 3 of Claridge's Spring Valley Trails subdivision.



Figure 1: Subject Site (GeoOttawa, 2022).

## 1.2 Community Context and Connectivity

### 1.2.1 Community Context

The Subject Site is located in an area primarily comprised of low-rise ground-oriented dwellings. There is a mix of residential building types existing and under construction in the area, including detached, semi-detached and townhouse dwellings. Directly north of the Subject Site across Navan Road are single detached dwellings, generally constructed prior to 1965; further north is a new residential subdivision constructed in 2011, consisting of detached, semi-detached, townhouses and stacked apartment units. To the west of the Subject Site, there are detached and townhouse units, parks and pathway blocks constructed in previous phases of the Spring Valley Trails subdivision. To the south of the Subject Site is the Prescott-Russell MUP and the Mer Bleue Conservation Area. To the east of the Subject Site, there is a vegetated buffer and berm providing separation from the WCC Waste Disposal Facility (3342 Navan Road).

The Subject Site is located in the Chapel Hill South community within Orleans South-Navan. Within 300 metres of the Subject Site, the area consists primarily of residential uses in detached or townhouse built forms, with access to Goldfinch Park (280 Joshua Street). Pathway blocks provide pedestrian and cycling connections to the Prescott-Russell MUP between the stormwater management ponds, open space blocks and Mer Bleue Conservation Area in the Greenbelt. Within 600 metres of the Subject Site, there continues to be primarily residential uses in the form of detached and townhouse dwellings, with some stacked apartment units as well as additional parks including Fountainhead Park (1051 Felicity) and Tulip Tree Park (502 Tulip Tree), and École élémentaire catholique Notre-Dame-des-Champs (6280 Renaud Road). Within 900 metres of the

Subject Site, there are more detached, townhouse and stacked townhouse dwellings and parks, as well as Collège catholique mer bleue (6408 Renaud Road). Within 1200 metres of the Subject Site, there is more residential development, street cycling infrastructure and the Chapel Hill Park and Ride transit facility. Additional school sites, parks and recreation facilities are available within approximately 1500 metres of the Subject Site.



Figure 2 : Existing Site Conditions and Context Images



Figure 3 : Subject Site from Navan Road (looking South) (Google Streetview, July 2023).



Figure 4 : Detached dwellings on the north side of Navan Road, opposite the Subject Site (Google Streetview, July 2023).



Figure 5 : Single detached and townhouse dwellings along Navan Road (looking north-west) (Google Streetview, July 2023).



Figure 6 : Single detached dwellings and Subject Site along Navan Road (looking south-east) (Google Streetview, July 2023).



Figure 7 : Townhouse dwellings along Joshua Street (looking west) (Google Streetview, July 2023).



Figure 8: Townhouse dwellings at Joshua Street and Knotridge Street (looking east) (Google Streetview, July 2023).



Figure 9: Detached and townhouse dwellings on Knotridge Street (looking north) (Google Streetview, July 2023).



Figure 10: Subject Site and townhouse dwellings on Knotridge and Joshua Streets, looking south (Google Streetview, July 2023).

### 1.2.2 Connectivity

The Subject Site has frontage on Navan Road, east of the intersection of Spring Valley Drive. The Plan of Subdivision includes planned connections to the road network in previous phases of the Spring Valley Trails subdivision, being Bon Temps Way, Knotridge Street, Fountainhead Drive, and Winterhaven Drive. Navan Road is designated an Arterial, Joshua Street is designated a Collector, and all others are designated as Local roads on *Schedule C4 – Urban Road Network* of the Official Plan.

Immediately in front of the Subject Site, Bus Route 228 has limited transit service from bus stops on either side of Navan Road. These bus stops provide three trips on weekday mornings to the Chapel Hill Park and Ride and ultimately the Blair LRT Station (north-side, approximately every 30 minutes) and three trips towards Navan/Sarsfield on weekday evenings (south-side, approximately every 30 minutes). Approximately 600 m west of the Subject Site (along Joshua Street), Bus Route 34 stops on Saddleridge Drive with service to the Chapel Hill Park and Ride and Blair Station every 30 minutes (with more trips at peak times). The Chapel Hill Park and Ride provides multiple routes with varying service frequency to Blair and St. Laurent LRT Stations and local shopping centres including Gloucester Centre and Place d'Orleans.

The Prescott-Russell MUP located south of the Subject Site is identified as a rural cycling route in Schedule C8 of the Official Plan. Schedule C3 – Active Transportation Network identifies a pathway on the eastern boundary of the Subject Site, providing a north-south connection between the Prescott-Russell MUP and Markinch Road.

### 1.3 Planning & Regulatory Context

The Subject Site is designated Neighbourhood in the Suburban Transect on *Schedule B8 – Suburban (East) Transect* of the City of Ottawa Official Plan (2022) (see Figure 9).

Navan Road is designated an Arterial road, Joshua Street is designated a Collector road, and all others are designated as local roads on *Schedule C4 – Urban Road Network* of the Official Plan.

There are no identified rapid transit stations adjacent to the Subject Site on *Schedule C2 – Transit Network (Ultimate)* of the Official Plan; the nearest planned bus rapid transit station is at the Chapel Hill Park and Ride. The Subject Site is located immediately adjacent to the Prescott-Russell MUP, which is identified as a Major Pathway on *Schedule C3 – Active Transportation Network* and a rural cycling route in *Schedule C8*. *Schedule C11C – Natural Heritage System (east)* identifies the Subject Site as an Urban Area with no Natural Heritage designations, however a watercourse is identified along the eastern boundary and the Mer Bleue Conservation Area is located to the south of the Subject Site to continue the established buffer to the Mer Bleue Conservation Area provided in previous phases of the Spring Valley Trails subdivision. *Schedule C12 – Urban Greenspace* identifies a greenspace along the south boundary of the Subject Site. The Subject Site is in an area identified as having potential Unstable Slopes and a watercourse along the Prescott-Russell MUP as shown on *Schedule C15 – Environmental Constraints*.

The Subject Site is located within the Phase 1 East Urban Community - Community Design Plan Area.

The Subject Site is zoned Open Space Subzone 1 (O1), Development Reserve (DR) and Development Reserve, Exception 459 with holding provision (DR[459]-h).

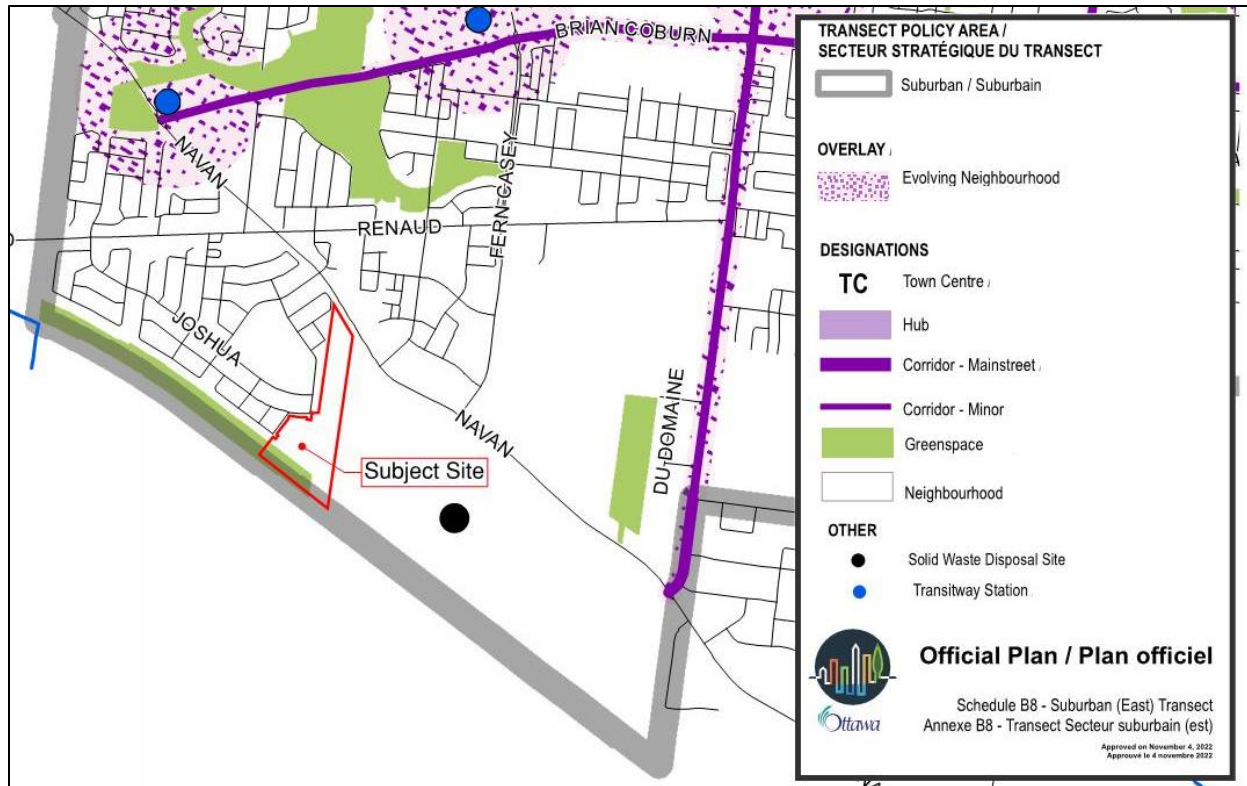


Figure 11 : Official Plan Designation for the Subject Site



Figure 12: Excerpt of Schedule C2 – Transit Network (Ultimate) with markup by Novatech showing Subject Site.

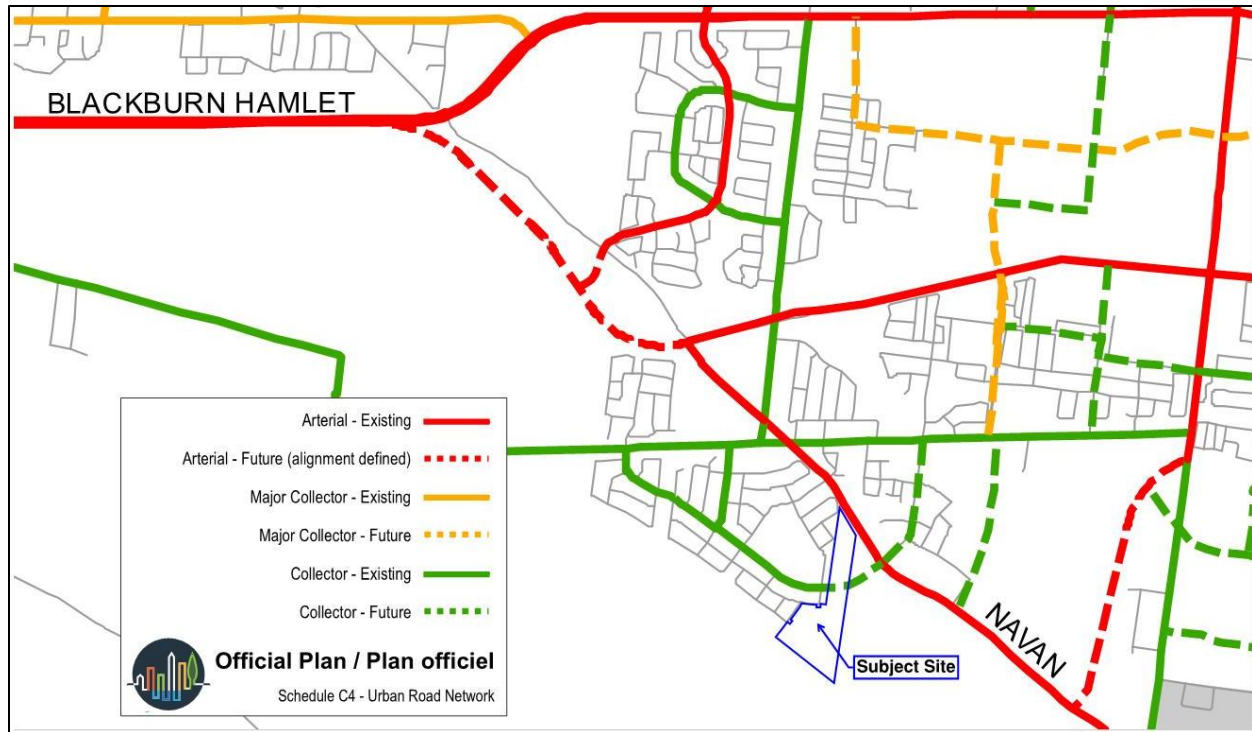


Figure 13 : Excerpt of Schedule C4 – Urban Road Network with markup by Novatech showing Subject Site.

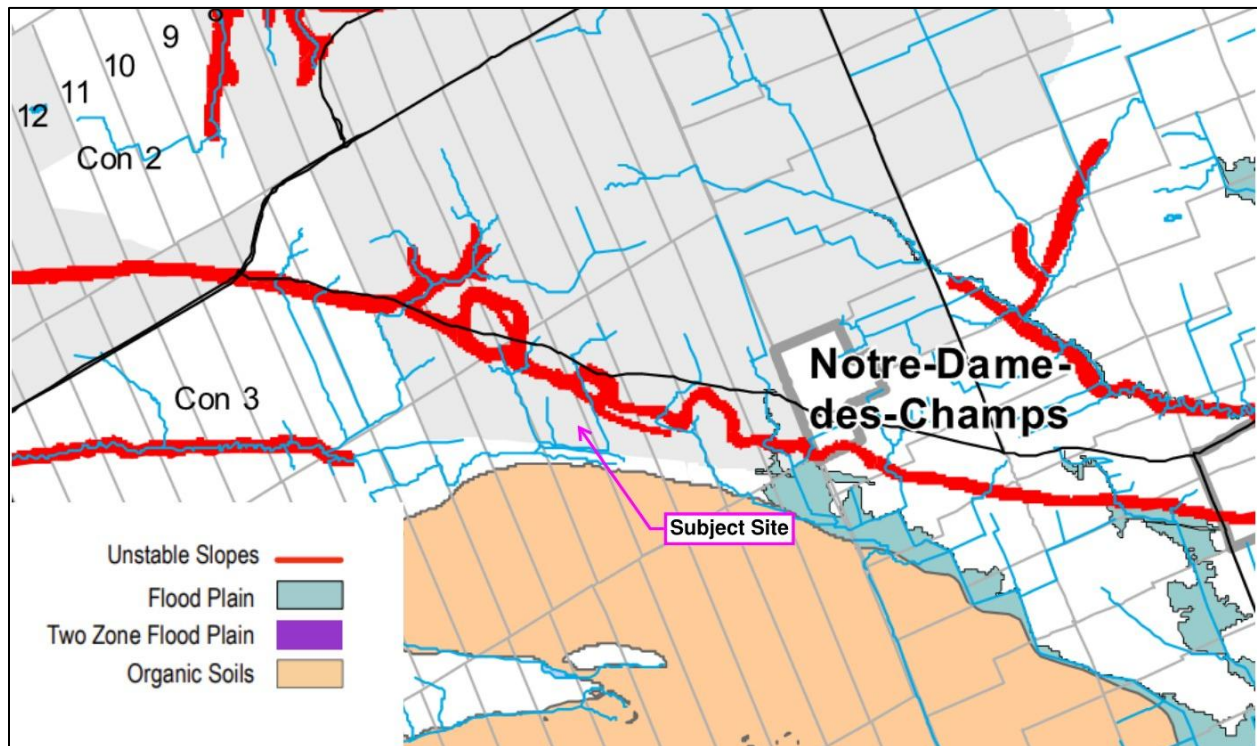


Figure 14 : Excerpt of Official Plan Schedule C15 – Environmental Constraints

## 2.0 DEVELOPMENT PROPOSAL

### 2.1 Description of Development Proposal

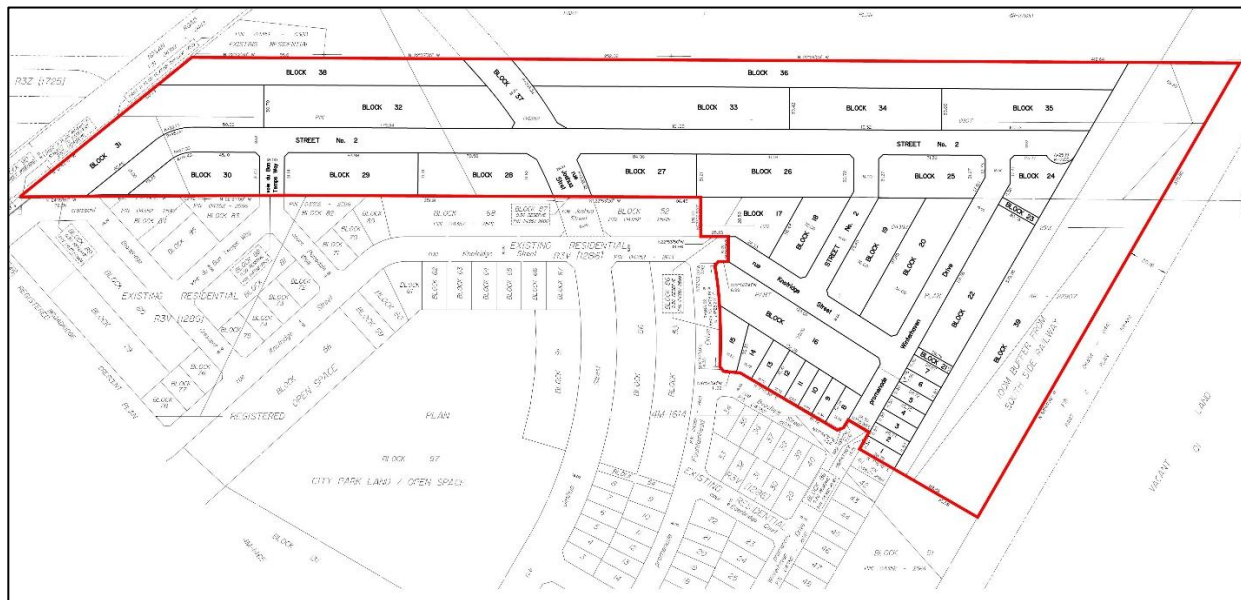
A Plan of Subdivision divides a tract of land into several building lots or blocks which can be used for residential, open space, and roads, among other uses as described within the Official Plan. Draft Plan of Subdivision approval is required in order for the lots and blocks to be sold or conveyed separately. This application for Draft Plan of Subdivision is required in order for the lands to be developed as described below.

Claridge proposes new residential development and open space for its Phases 5 and 6 of the Spring Valley Trails community as seen in Figure 2. Proposed residential includes approximately 239 townhouse dwellings and 15 single detached dwellings. Open space will be dedicated at the south of the Subject Site in the amount of 2.52 hectares (Block 39) to form a buffer to the Mer Bleue Conservation Area. Open Space will also be dedicated along the east of the Subject Site in the amount of 1.30 hectares (Blocks 36 and 38) to accommodate a realigned headwater drainage feature within a 20 metre wide corridor. Two pathways (Blocks 21 and 23) amounting to an area of 357 square metres will connect the Subject Site to the Prescott-Russell MUP.

The proposed development will be served by new local roads and a collector road in a modified grid pattern. The collector will be the extension of Joshua Street, which crosses midway down the Subject Site and will extend into the future development at the east then north to Navan Road. Local roads are 18 metres in width. 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 reduced version of the Draft Plan of Subdivision prepared by Annis O'Sullivan Vollebekk dated February 25, 2020 is provided in Appendix A.

The current Zoning By-law Amendment application (City File No. D02-02-20-0015) will implement this proposed Draft Plan of Subdivision. The layout of the residential subdivision has been designed with consideration of the design guidelines, *Land Use Plan* and *Demonstration Plan* of the *Phase 1 East Urban Community – Community Design Plan*.



**Figure 15: Draft Plan of Subdivision prepared by Annis O'Sullivan Vollebekk with markup by Novatech showing Subject Site.**

## 2.2 Previous Consultations, Applications and Approvals

There is an active application for Zoning By-law Amendment for the Subject Site (City File No. D02-02-20-0015). This proposed residential subdivision follows applications for Plan of Subdivision and Zoning By-law Amendment applications for the previous phases of the Spring Valley Trails residential subdivision.

## 3.0 PLANNING POLICY JUSTIFICATION

### 3.1 Provincial Planning Statement (PPS) (2024)

The Provincial Planning Statement (PPS) 2024 provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in Section 2 of the Planning Act. The decisions that affect all planning matters “shall be consistent with” relevant policy statements under the authority of Section 3 of the Planning Act. The following is an overall review of the applicable PPS policies:

#### ***Chapter 2: Building Homes, Sustaining Strong and Competitive Communities***

*Section 2.1 of the PPS speaks to planning for people and homes.*

*Policy 2.1.6 states that planning authorities should support the achievement of complete communities by:*

- a) Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, place of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- **The proposed development is in an area promoted by the City of Ottawa for growth and development. The proposed development once built will achieve an efficient land use pattern that contributes to a complete residential community with a full range of housing choices complemented and supported by appropriate community facilities such as parks and schools as envisioned in the *East Urban Community - Community Design Plan*.**

*Policy 2.3.1.1 requires that settlement shall be the focus of growth and development.*

*Policy 2.3.1.2 states that 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) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*
- **The Subject Site is situated on lands designated as settlement area within the Chapel Hill South Community, which is experiencing growth and development. The proposed development efficiently uses land and resources by proposing development on lands within the urban boundary, served by existing and planned infrastructure and public**

service facilities, including municipal water and sanitary services, schools, parks, and multi-use pathways.

- The proposed development supports transit use by increasing residential density within close driving proximity to the Chapel Hill Park and Ride facility. It is anticipated that as surrounding areas continue to develop and grow, additional public transit routes will be provided by OC Transpo to serve the needs of the community residents.

*Policy 2.3.1.3 states that Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

- The proposed development is situated adjacent to existing residential development and increases the mix of residential types and densities available in the East Urban Community (EUC). The Plan of Subdivision proposes compact low-rise forms including detached and townhouse dwelling units in a range of sizes which provides for additional housing options to cater to the needs of current and future residents.
- The proposed development will contribute to the conservation of natural heritage features by creating an additional Open Space block to provide a buffer and pedestrian pathway connections to the existing multi-use pathway along the Mer Bleue Conservation Area to the south of the Subject Site.
- The Subject Site will be served by municipal infrastructure including water, stormwater, and sanitary services as well as an existing and planned road network as noted in the Adequacy of Public Servicing Report prepared by IBI Group (Arcadis) dated May 9, 2022, and Transportation Impact Assessment Analysis Report prepared by IBI Group (Arcadis) dated December 12, 2020.
- As noted above, the proposed development supports transit use by increasing residential density within close driving proximity to the Chapel Hill Park and Ride facility. It is anticipated that as surrounding areas continue to develop and grow, additional public transit routes will be provided by OC Transpo to serve the needs of the community residents.

Section 2.9 of the PPS provides policies on energy conservation, air quality and climate change. *Policy 2.9.1 states, “planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that*

- a) Support the achievement of compact, transit-supportive, and complete communities;*
  - b) Incorporate climate change considerations in planning for and the development of infrastructure including stormwater management systems, and public service facilities;*
  - c) support energy conservation and efficiency,*
  - d) promote green infrastructure, low impact development and active transportation, protect the environment and improve air quality; and*
  - e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*
- The proposed townhouse dwellings on small lots are compact in form relative to single-detached and semi-detached dwellings on larger lots.
  - The proposed development will provide a range of residential dwellings within a short cycle, bus or drive to the Chapel Hill Park and Ride Facility and planned bus rapid transit corridor. The application proposes to contribute pathway blocks that will connect to the existing multi-use path (MUP) to the south. Pedestrian facilities will be

provided along Joshua Street with the exact location to be determined in the detailed design of the Plan of Subdivision.

### **Chapter 3: Infrastructure and Facilities**

Section 3.2 of the PPS speaks to transportation systems.

Policy 3.2.3 states that “as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries”.

- **The plan of subdivision supports energy efficient modes of transportation by providing for ground-oriented residential development in close proximity to multi-use pathways and within a short cycling, bus or driving distance to a Park-and-Ride facility and a future bus rapid transit corridor.**

Section 3.5 of the PPS relates to Land Use Compatibility.

Policy 3.5.1 states:

*“Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.”*

Policy 3.5.2 states:

*“Where avoidance is not possible in accordance with Policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.”*

- **To the east of the Subject Site is the Waste Connections Canada (WCC) landfill. A Landfill Impact Assessment prepared by Paterson Group, dated November 16, 2023 for the Subject Site concludes, the landfill “will not have any adverse effects on the proposed development and will not pose any risks to human health and safety” and “the completion of the proposed residential development will have no adverse effects to the neighbouring Navan Facility”.**

Section 3.6 of the PPS speaks to Sewage, Water and Stormwater.

Policy 3.6.2 states that “municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.”

Policy 3.6.8 states that “planning for stormwater management shall”:

- a) *Be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their life cycle;*
- b) *Minimize, or, where possible, prevent or reduce increases in stormwater volumes and their contaminant loads;*
- c) *Minimize erosion and changes in water balance including through the use of green infrastructure;*

- d) *Mitigate risks to human health, safety, property and the environment;*
  - e) *Maximize the extent and function of vegetative and pervious surfaces;*
  - f) *Promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
  - g) *Align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*
- **The proposed development will be served by municipal infrastructure including water and sanitary services, as outlined in the Assessment of the Adequacy of Public Services prepared by Paterson Group dated November 27, 2020.**
  - **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 MECP requirements.**

Section 3.9 of the PPS speaks to public spaces, recreation, parks trails and open space.

Policy 3.9.1 states that healthy, active, and inclusive communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
  - b) *planning and providing for the needs of persons of all ages and abilities in the 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;*
- **Public sidewalks will be provided on Joshua Street (collector) and pathways will connect the local streets to the Prescott-Russell MUP.**
  - **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 of the Spring Valley Trails subdivision. Future residents will have access to community parks and parkettes including Goldfinch Park (280 Joshua Street) and Fountainhead Park (105 Felicity Crescent) as well as the Prescott-Russell MUP for recreation.**

#### **Chapter 4: Wise Use and Management of Resources**

Chapter 4 of the PPS speaks to the wise use and management of resources, which generally include *natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources*.

- **No natural heritage features exist on the Subject Site. The Mer Bleue Conservation Area to the south of the Subject Site is a natural heritage feature that will be protected by a 100-metre buffer that includes the proposed Open Space block and Prescott-Russell MUP.**
- **The Subject Site is not located within or adjacent to prime agricultural land.**
- **No mineral, mineral aggregate or petroleum resources exist on or adjacent to the Subject Site.**

Section 4.2 of the PPS provides policies on Water.

Policy 4.2.2 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, which may require mitigative measures and/or alternative development approaches.”

- The presence and location of the watercourse was confirmed by biologists during the preliminary field investigation. A **Headwater Drainage Feature Assessment** was completed in April and May 2020 to further evaluate headwaters present within the Study Area. Per the combined EIS and TCR prepared by IBI Group (Arcadis) dated December 5, 2022, the removal of the headwater feature has been approved by the City of Ottawa, RVCA, and the DFO, based on stormwater management changes up-stream of the Subject Site. Further information is provided in Section 5.2 of the Report. The headwater will be realigned along the eastern boundary of the Subject Property within a 20-metre wide corridor consisting of Blocks 36 and 38.

Section 4.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 4.6.2 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. This will be cleared as a condition of Draft Plan Approval. No development will occur without further study and ministry approvals.

## **Chapter 5: Protecting Public Health and Safety**

Section 5.2 of the PPS provides policies on Natural Hazards.

Policy 5.2.2 states “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 a revised Geotechnical Investigation dated October 9, 2020, by Paterson Group has been submitted. Slopes have been studied and recommendations have been provided in the Report. The Report does not identify natural hazards 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 5.3 of the PPS provides policies on Human-Made Hazards.

Policy 5.3.2 states “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 I Environmental Site Assessment (ESA) was prepared by Paterson Group dated December 9, 2019, and stated that a Phase II ESA was required to determine the extent of possible contaminants on site. A Phase II Environmental Site Assessment (ESA) prepared by Paterson Group dated February 21, 2020, determined that groundwater and soil samples are in compliance with applicable standards. There is some additional testing occurring at the north end of the Subject Site, however no impact on the proposed development is anticipated.**

Based on the foregoing, the proposed plan of subdivision is consistent with the provincial interests set out in the PPS by promoting efficient use of land, protecting biodiversity of natural features, and mitigating public health and safety risks.

### **3.2 City of Ottawa Official Plan (2022)**

The City of Ottawa's *Official Plan* received approval from the Province of Ontario's Ministry of Municipal Affairs and Housing on November 4, 2022. The *Official Plan* provides future policy direction to the year 2046. The *Official Plan* is reviewed below in compliance with the City of Ottawa's Terms of Reference for Planning Rationales.

#### **3.2.1 Strategic Directions and Cross-Cutting Issues**

The *Official Plan* sets out a policy framework intended to prioritize residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods.

Section 2 of the *Official Plan* outlines strategic directions for development within the City. In particular, the proposed development promotes strategic directions related to *Intensification and Diversify Housing Options, Energy and Climate Change, Healthy and Inclusive Communities, and Gender and Racial Equity*, as outlined below:

- The plan of subdivision proposes approximately 254 new ground-oriented units in a range of built forms and sizes in an area within the urban boundary targeted for residential growth that will serve residents in different life stages. The proposed development is part of a master planned community that supports the objectives of 15-minute neighbourhoods by providing additional housing nearby parks and greenspaces, school facilities, active transportation routes and future bus rapid transit services.
- The plan of subdivision supports energy efficient modes of transportation by providing for ground-oriented residential development in close proximity to multi-use pathways and within a short cycling, bus or driving distance to a Park-and-Ride facility and a future rapid transit corridor. Additional planting in open-space buffers will be provided in accordance with the Environmental Impact Statement along the south and eastern boundary of the proposed development for the Mer Bleue Conservation Area and the realignment of a watercourse within a 20-metre wide corridor. Tree planting will be provided with generally 1 tree per lot and 2 trees on corner lots, with exact locations to be determined through the detailed design of the subdivision.
- Future residents will have access to the pathway network, parks and future school site within the previous phases of the Spring Valley Trails subdivision. The proposed subdivision improves the existing active transportation network with additional connections to the Prescott-Russell MUP and the street network. Additional access points to the multi-use pathway will improve safety and security along the active transportation network for all users.

### 3.2.2 Growth Management Framework

Section 3 of the Official Plan describes the City of Ottawa's Growth Management Framework to support growth and development to the year 2046. Section 3 states *"Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon."*

Section 3 further states *"all of the greenfield dwellings will be located in the Suburban Transect. Many of the new dwellings there will be in the form of ground-oriented units, but at least 10 per cent will be apartments."*

The proposed development is located on lands designated for residential growth within the urban area of the City of Ottawa with access to municipal services. A variety of unit types are proposed at a density consistent with the Phase 1 East Urban Community – Community Design Plan and that will support the achievement of the target residential density for the Suburban Transect described in Table 3b. The plan of subdivision supports a 15-minute neighbourhood through compact design, mix of densities, and additional connections to a planned street grid within a short cycling, bus or driving distance to a Park-and-Ride Facility and future bus rapid transit.

The Subject Site is located within the suburban area and has access to municipal water and sewer service. The proposed development will conform with the appropriate transect and land use designation policies regarding intensification on the Subject Site.

### 3.2.3 City-wide Policies

Section 4 of the Official Plan provides City-Wide Policies for development.

Section 4.1 lists general policies related to mobility and transportation planning.

- **The Subject Site is located approximately 1 km south of the Chapel Hill Park and Ride and a future rapid transit corridor, as shown in Figure 4. Proposed buildings north of Joshua Street have transit access on Navan, immediately in front of the Subject Site. In future, bus stops along Joshua Street will provide access to residents of those proposed units south of Joshua Street once built.**
- **The Subject Site fronts onto Navan Road which is an existing arterial roadway identified on Schedule C4 as shown in Figure 5. Joshua Street, an existing local collector roadway, will be extended approximately 120 m to the east. This alignment will facilitate the future connection of Joshua Street to Navan Road through the property to the east. The right-of-way for Joshua Street will maintain the existing 26.0 m width. Local roads with 18 m right of way widths are proposed in a modified grid pattern.**
- **A road widening allowance for Navan Road previously taken from the Subject Site ensures that a 37.5 metre Right-of-Way is protected for future use.**
- **Pedestrian facilities will be provided in accordance with Policies 4.1.1(3) and 4.1.1(6), with the exact locations determined through detailed design of the plan of subdivision. Existing pedestrian facilities along Joshua Street will be extended.**
- **The proposed development will promote healthy 15-minute neighbourhoods by providing housing within 15-minutes of planned safe and convenient pedestrian, cycling and bus rapid transit routes.**

Section 4.2 – Housing provides general policies for residential development regarding diversity of housing types, tenures and affordability.

- **Approximately two hundred fifty-four (254) dwellings in a range of built forms, sizes and price ranges are proposed for the Subject Site. The residential development will be near planned pedestrian, cycling and transit facilities and within driving distance to retail and commercial services including a grocery store, pharmacy, banks, and restaurants.**

Section 4.3 speaks to the development of *large-scale institutions and facilities*.

- **No large-scale institutions or facilities are proposed for the Subject Site.**

Section 4.4 lists policies related to *parks and recreation facilities*.

- **No parks are contemplated by the CDP or proposed as part of this application for the Subject Site. Parkland requirements were satisfied through the development of previous phases of the Spring Valley Trails Subdivision.**
- **Pathways in the amount of 357 square metres and open space in the amount of 3.82 hectares will be dedicated to the City.**
- **Future residents will have access to community parks and parkettes including Goldfinch Park (280 Joshua Street) and Fountainhead Park (105 Felicity Crescent) as well as the Prescott-Russell MUP for recreation.**

Section 4.5 relates to *Cultural Heritage and Archaeology*.

- **No cultural heritage resources are identified on or adjacent to the Subject Site.**
- **The Stage I Archaeological Impact Assessment prepared by Paterson Group dated February 20, 2020 recommended further study of the Subject Site through a Stage II Assessment. The Stage II Assessment will be completed as a condition of draft plan approval.**
- **Should any potential archaeological resources be encountered, provincial protocol will be followed.**

Section 4.6 provides general direction to development regarding *urban design*.

- **The Subject Site is not located in a *Design Priority Area* or Protected Viewshed nor along a *Scenic Route*.**

Policy 4.6.5.(1) states that “*development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met*”.

- **The Council-approved design guidelines, land use plan and demonstration plan in the *Phase 1 East Urban Community – Community Design Plan* are discussed further in the following section of this report.**

Subsection 4.6.6 provides general policies that aim to “*enable the sensitive integration of new development of Low-rise, Mid-rise and high-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all*”. Applicable policies are included and addressed below.

- 6) *Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.*
- **The ground-oriented residential development proposed for the Subject Site will have an architectural built form that is compatible with the previous phases of the Spring**

Valley Trails subdivision and that provides at-grade main entrances, front porches and balconies, and areas for soft landscaping.

Section 4.7 lists general policies related to *Drinking Water, Wastewater and Stormwater Infrastructure*.

- The proposed development will be served by municipal infrastructure including water and sanitary services, as outlined in the *Assessment of the Adequacy of Public Services* prepared by Paterson Group dated November 27, 2020.
- 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 MECP requirements.

Section 4.8 provides general direction to development regarding the conservation of *Natural Heritage, Greenspace and the Urban Forest*.

- A revised combined Tree Conservation Report (TCR) and Environmental Impact study (EIS) dated December 5, 2022, was prepared by WSP. The report concludes that no significant natural landscapes exist on or immediately adjacent to the Subject Site, except for the Mer Bleue Conservation Area which will be separated by a buffer from the proposed development by both the Prescott-Russell MUP and the proposed open space block.
- A Streetscape Plan will be required as a condition of Draft Plan Approval. 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.

Section 4.9 lists general policies related to the protection of *water resources*.

- The presence and location of a watercourse was confirmed by biologists during the preliminary field investigation. A *Headwater Drainage Feature Assessment* was completed in April and May 2020 to further evaluate headwaters present within the Study Area.
- Per the combined EIS and TCR prepared by IBI Group (Arcadis) dated December 5, 2022, the removal of the headwater feature has been approved by the City of Ottawa, RVCA, and the DFO, based on stormwater management changes up-stream of the Subject Site. Further information is provided in Section 5.2 of the combined EIS/TCR.

Section 4.10 lists general policies related to the development of *School Facilities*.

- There are two existing school facilities within 1 km of the Subject Site. One school site is planned west of the Subject Site within the Spring Valley Trails Subdivision.

### 3.2.4 Suburban Transect

Section 5.4 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Suburban Transect. The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the Greenbelt. The objectives of the *Suburban Transect* as per Section 5.4 of the *Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, provide direction for Corridors, and provide direction for new development.

Policy 5.4.1(2)(a) states that “the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be Low-rise within Neighbourhoods”.

Policy 5.4.1(3) states that in the Suburban Transect, this Plan shall support:

- a) A range of dwelling unit sizes in:
  - ii. Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and corridors with low-rise multi-unit dwellings permitted near street transit routes.
- The proposed development will feature residential buildings that are considered low-rise and not greater than 4-storeys in height. Ground-oriented units including detached and townhouse dwellings are proposed in various sizes.
- The proposed development will provide a range of residential dwellings within a short driving distance to the Chapel Hill Park and Ride Facility and planned bus rapid transit. As the East Urban Community develops, it is anticipated that OC Transpo will provide services on certain local and collector roads.

Policy 5.4.4(1) states that Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- b) A fine-grained fully connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces [...]
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes.
- The proposed residential subdivision will be served by a network of newly created streets organized in a modified grid format to provide for an efficient layout and convenient navigation throughout the future neighbourhood.
- The proposed pathway blocks will encourage active transportation and provide connections to the Prescott-Russell MUP south of the Subject Site. Sidewalks will be provided along Joshua Street with the exact location to be determined in the detailed design of the Plan of Subdivision.

### 3.2.5 Neighbourhood Policies

The Subject Site is designated as *Neighbourhood* as shown on *Schedule B8 – Suburban (East) Transect*. Section 6.3 provides policies for development within the Neighbourhood designation.

Policy 6.3.1(4) states “the zoning by-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including”:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);

- f) *Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.*
- **This application proposes low-rise housing options including detached and townhouse dwellings which assist in meeting the large-household and density targets outlined in Section 3 – Growth Management Framework of the Official Plan.**
- **The pathway blocks proposed will facilitate connections to the surrounding community including public parks and the active transportation network.**

### 3.2.6 Protection of Health and Safety

Section 10 of the Official Plan provides policies related to the protection of health and safety, in accordance with the Provincial Policy Statement (2020).

Subsection 10.1.4 provides policies in relation to unstable soils or bedrock.

- **A revised Geotechnical Study dated October 18, 2021, was prepared by Paterson Group. Slopes adjacent to the Subject Site have been studied and recommendations have been provided in the Report. The Report does not identify natural hazards 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 study.**

Subsection 10.1.6 provides policies related to contaminated sites.

- **A Phase I Environmental Site Assessment (ESA) dated December 9, 2019, and a Phase II ESA dated February 21, 2020, were both completed by Paterson Group. Phase II ESA determined that groundwater and soil samples are in compliance with applicable standards. There is some additional testing occurring at the north end of the Subject Site, however no impact on the proposed development is anticipated.**

Subsection 10.1.7 provides policies in relation to waste disposal sites. As noted previously, the Subject Site is adjacent to an existing landfill.

- **As a condition of approval, a warning clause related to noise, dust and/or vibration created by the ongoing operations of the solid waste facility will be required on the deed of sale for all units in the proposed residential development.**
- **The Landfill Impact Assessment prepared by Paterson Group, dated November 16, 2023 demonstrates that the Solid Waste Disposal Site does not pose unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.**

Section 10.2 intends to minimize incompatible land uses. Subsection 10.2.1 provides policies in relation to environmental noise control.

- **An Environmental Noise Control Study – Stationary Noise Component has been prepared by Paterson Group dated November 14, 2023.**
- **A Noise Control Feasibility Study prepared by IBI Group (Arcadis) dated October 27, 2020 assesses the impact of noise generated by roadway traffic on the Subject Site.**
- **A summary of supporting reports is available in Section 4 of this Planning Rationale.**

Based on the foregoing, the proposed Plan of Subdivision is in keeping with the policy direction of the *Official Plan* by offering diversity of housing types in a higher-density, low-rise form near

existing schools, parks, multi-use pathways, and other public services, and within a short cycling, bus or driving distance to an existing Park-and-Ride facility and future bus rapid transit corridor.

### 3.3 East Urban Community – Community Design Plan for the Phase 1 Area (2005)

The Subject Site is within the Phase 1 Area of the East Urban Community – Community Design Plan (“the CDP”), as approved by Council in July 2005.

The CDP outlines the visions, goals and land use designations for the Phase 1 area of East Urban Community (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 16. As noted previously, the parkland dedication requirements were captured in previous phases of the Spring Valley Trails subdivision.

The proposed development is approximately 254 dwelling units on 6.41 hectares of residential land, which results in a density of approximately 39.6 units per net hectare. This unit yield is in accordance with the targeted 35 units per net hectare outlined by the CDP and reflects the Official Plan (2022) direction to achieve an overall minimum density of 40 units per net hectare in the Neighbourhood designation.

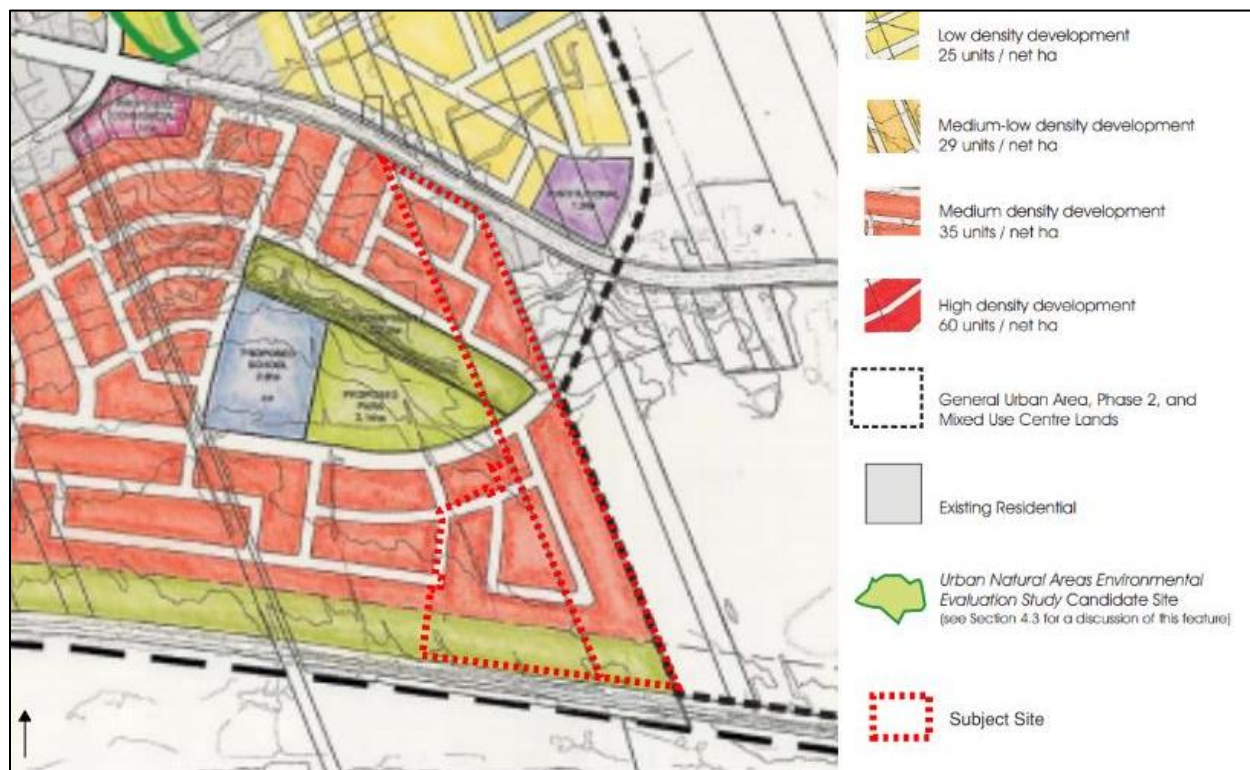


Figure 16: Excerpt of CDP Demonstration Plan, with mark up by Novatech showing Subject Site.

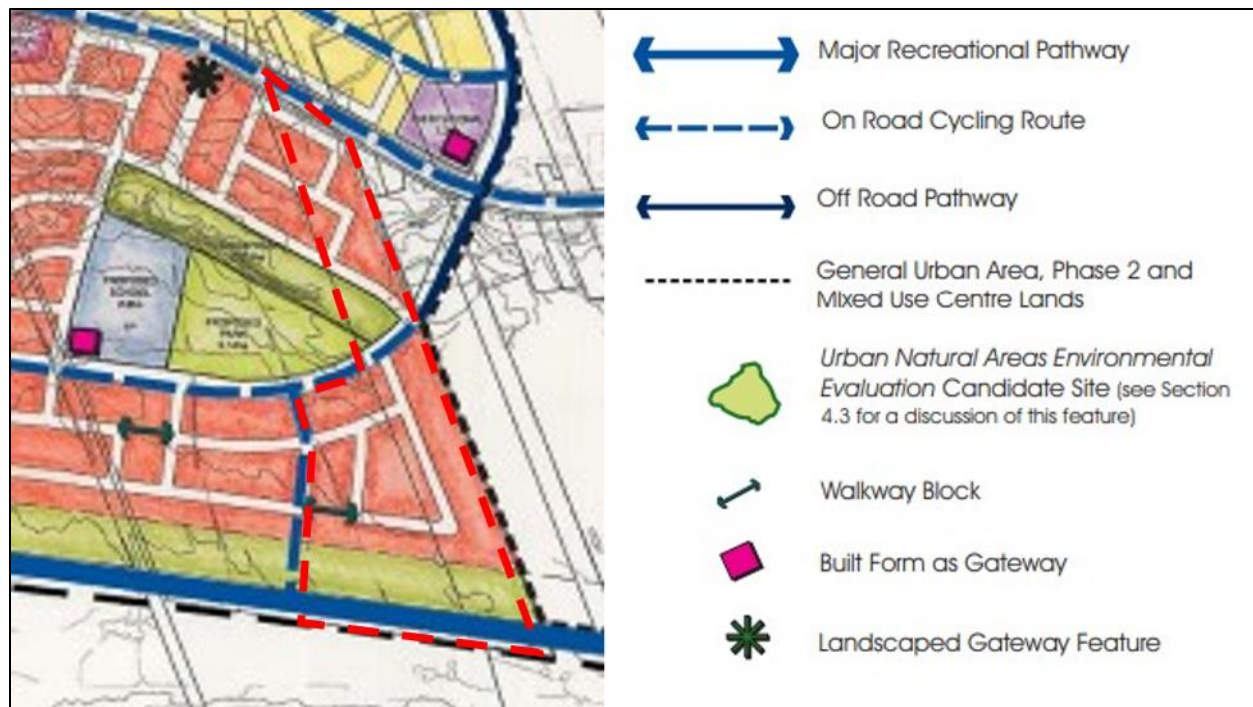


Figure 17: Except from the CDP Demonstration Plan showing Pathways and Gateways, with markup by Novatech showing Subject Site.

#### Pedestrian and Cycling System

- The proposed pathways in the draft plan of subdivision deviate from the CDP Demonstration Plan, as shown Figure 16. The proposed pathways connect the residential blocks to the multi-use pathway and a road is proposed where the pathway is shown in Figure 17.

#### Natural Features

- The proposed open space block will provide a 70-metre buffer from the former rail line (the Prescott-Russell MUP). This buffer contributes to a 100-metre buffer from the Mer Bleue Conservation Area (a provincially significant wetland).

#### Waste Disposal Facility

- A Landfill Impact Assessment prepared by Paterson Group, dated November 16, 2023 for the Subject Site concludes, the landfill *“will not have any adverse effects on the proposed development and will not pose any risks to human health and safety”* and *“the completion of the proposed residential development will have no adverse effects to the neighbouring Navan Facility”*.

#### Transportation Network

- Changes to Existing Roads:** Navan Road is a designated arterial with a right-of-way protection of 37.5 metres.
- Future Roads:** Local roads are 18 metres in width. 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 Transportation Impact Assessment dated December 12, 2020 has been prepared by IBI Group (Arcadis) and determines site-specific requirements such as signals, turning lanes and tapers.

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.

#### 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 proposed open space block will provide a buffer to the Mer Bleue Conservation Area to the south of the Subject Site. Per the revised combined TCR/EIS prepared by WSP dated December 5, 2022, the headwater drainage feature is approved for removal and the watercourse will be realigned along the eastern boundary of the Subject Site, within a 20 m corridor shown as Blocks 36 and 38 on the draft Plan of Subdivision.
- *Foster biodiversity and establish planting guidelines that promote ecological integrity:* A revised combined TCR/EIS dated December 5, 2022 was prepared by WSP and is included with this application. The TCR includes recommendations for mitigation measures that include providing native plantings in the Open Space block and retaining trees where possible.
- *Establish feature 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 roads connect residents to the community, future school and parks.

#### Architectural Guidelines

- *Orientation and Setbacks:* All proposed dwellings face public streets. Through the Zoning By-law Amendment application, front yard setbacks for single-detached and townhouse dwellings will allow buildings to appropriately frame the street.
- *Mix of Building Types and Architectural Character:* Claridge offers a range of styles for single detached and townhouse dwellings. A mix of built forms, unit types and prices are included in the proposed development which will allow residents to 'grow and age in place' in this community.

#### Community Structure

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

Based on the foregoing, the proposed plan of subdivision facilitates the compatible and complementary development of the Subject Site within Chapel Hill South as envisioned by the *Phase 1 East Urban Community – Community Design Plan*.

### 3.4 Zoning By-law 2008-250

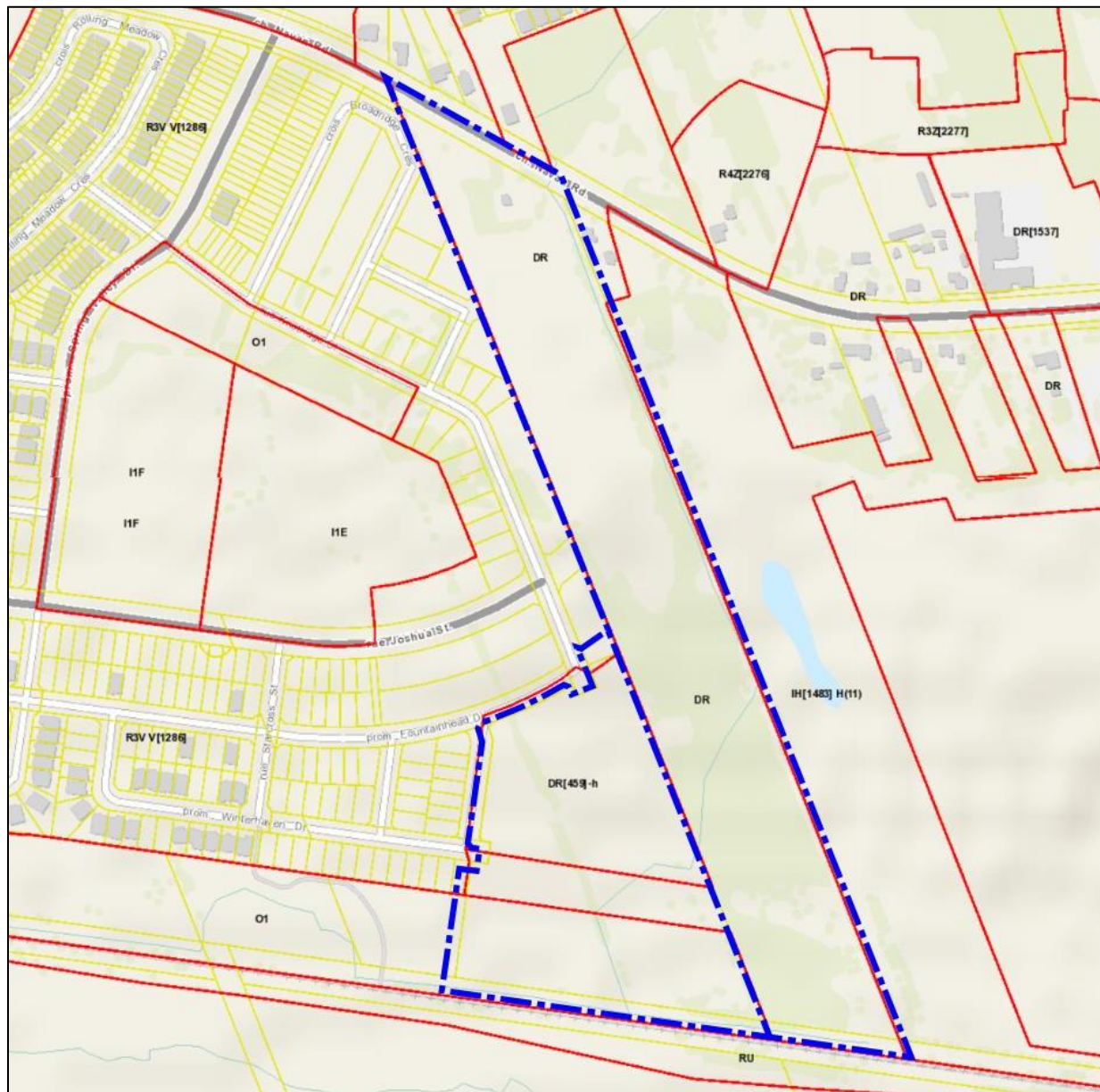


Figure 18: Extract of Current Zoning (GeoOttawa).

The Subject Site is currently zoned *Development Reserve – DR*, *Development Reserve, Exception 459 with holding provision – DR [459]-h*, and for *Open Space, Subzone 1 - O1*. The purpose of the *Development Reserve – DR* is to:

- 1) recognize lands intended for future urban development in areas designated as *General Urban Area* and *Developing Communities* in the *Official Plan*, and future village development in areas designated as *Village* in the *Official Plan*;
- 2) limit the range of permitted uses to those which will not preclude future development options; and

- 3) *impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.*

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

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

A Zoning By-law Amendment application is required to permit the proposed Plan of Subdivision. The Zoning By-law Amendment application is currently under review by City Staff (City File No. D-02-02-20-0015). The Zoning By-law Amendment application is anticipated to be finalized after Draft Approval of this Plan of Subdivision application.

The suggested zoning is generally a continuation of the zoning found in the previous phases of the Spring Valley Trails community. Additional details can be found in the Planning Rationale in support of the Zoning By-law Amendment application, prepared by Novatech dated December 8, 2022.

#### **4.0 REVIEW OF SUPPORTING STUDIES**

This report should be read in conjunction with all reports and plans completed for the previous phases of the Spring Valley Trails subdivision, the reports submitted in support of the Zoning By-law Amendment application for the Subject Site, as well as the following reports and plans prepared in support of the proposed Plan of Subdivision. This section presents a summary of the conclusions of each report.

- Assessment of the Adequacy of Public Services, prepared by IBI Group (Arcadis), dated November 27, 2020.
- Draft Plan of Subdivision, prepared by Annis O'Sullivan Vollebakk Ltd, dated February 25, 2020.
- Environmental Noise Control Study – Stationary Noise Component, prepared by Paterson Group, dated November 14, 2023.
- Geotechnical Investigation prepared by Paterson Group, dated October 18, 2021.
- Landfill Impact Assessment prepared by Paterson Group, dated November 16, 2023.
- Noise Control Feasibility Study, prepared by IBI Group (Arcadis), dated October 27, 2020.
- Phase I Environmental Site Assessment, prepared by Paterson Group, dated December 9, 2019.
- Phase II Environmental Site Assessment, prepared by Paterson Group, dated February 21, 2020.
- Stage 1 Archaeological Assessment prepared by Paterson Group, dated February 20, 2020.
- Transportation Impact Assessment (TIA) Analysis Report, prepared by IBI Group (Arcadis), dated December 12, 2020.
- Tree Conservation Report and Environment Impact Statement (EIS) prepared by WSP, dated December 5, 2022.

## **Assessment of Adequacy of Public Services**

As outlined in the Assessment of the Adequacy of Public Services prepared by IBI Group (Arcadis) dated November 27, 2020, the proposed development will be served by municipal infrastructure including water and sanitary services.

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 MECP requirements.

## **Environmental Noise Control Study – Stationary Noise Component**

An Environmental Noise Control Study – Stationary Noise Component has been prepared by Paterson Group dated November 14, 2023. The study assesses the noise produced by the adjacent Solid Waste Disposal Facility, and concludes that:

- The anticipated noise level is considered acceptable while the Facility is in operation. Therefore, additional noise mitigation measures will not be required.
- Blocks 33, 34, and 35 should have a provision to include the use of a central air conditioner, to ensure that windows will not need to be opened.
- A warning clause related to noise, dust and/or vibration created by the ongoing operations of the solid waste facility should be on the deed of sale for all units in the proposed residential development.

## **Geotechnical Study**

A revised Geotechnical Study dated October 18, 2021, was prepared by Paterson Group. Slopes adjacent to the Subject Site have been studied and recommendations have been provided in the Report. The Report does not identify natural hazards 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 study.

## **Landfill Impact Assessment**

The Landfill Impact Assessment prepared by Paterson Group, dated November 16, 2023 demonstrates that the Solid Waste Disposal Site does not pose unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.

## **Noise Control Feasibility Study – Roadway Noise**

A Noise Control Feasibility Study prepared by IBI Group (Arcadis) dated October 27, 2020 assesses the impact of noise generated by roadway traffic on the Subject Site. The study identifies potential locations for warning clauses and noise barriers along Joshua Street and Navan Road, however these locations may not be practical to construct due to drainage flows and access easements. The exact location and number of residential units requiring noise warning clauses, ventilation, air conditioning requirements, acoustical review/design of building components, and the location and size of noise barriers will be determined through the detailed design of the proposed subdivision.

## Phase I and II Environmental Site Assessment (ESA)

A Phase I Environmental Site Assessment (ESA) dated December 9, 2019, and a Phase II ESA dated February 21, 2020, were both completed by Paterson Group. Phase II ESA determined that groundwater and soil samples are in compliance with applicable standards. There is some additional testing occurring at the north end of the Subject Site, however no impact on the proposed development is anticipated.

## Stage I Archaeological Impact Assessment

The Stage I Archaeological Impact Assessment prepared by Paterson Group dated February 20, 2020 recommended further study of the Subject Site through a Stage II Assessment. The Stage II Assessment will be completed as a condition of draft plan approval.

## Tree Conservation Report (TCR) and Environmental Impact Study (EIS)

A revised combined Tree Conservation Report (TCR) and Environmental Impact study (EIS) dated December 5, 2022, was prepared by WSP. The report concludes that no significant natural landscapes exist on or immediately adjacent to the Subject Site, except for the Mer Bleue Conservation Area which will be separated by a buffer from the proposed development by both the Prescott-Russell MUP and the proposed open space block.

The presence and location of a watercourse was confirmed by biologists during the preliminary field investigation. A *Headwater Drainage Feature Assessment* was completed in April and May 2020 to further evaluate headwaters present within the Study Area. The removal of the headwater feature has been approved by the City of Ottawa, RVCA, and the DFO, based on stormwater management changes up-stream of the Subject Site. Further information is provided in Section 5.2 of the combined EIS/TCR.

## 5.0 PUBLIC CONSULTATION STRATEGY

As outlined in the City's Public Consultation and Notification Policy, the following opportunities for public engagement will be available for this Plan of Subdivision application:

Upon Submission: The public will be consulted regarding the proposed Draft Plan of Subdivision through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application information and supporting materials on the City's 'DevApps' website. At this time, the community will have the opportunity to comment on the proposal.

Community Heads Up: A "Community Heads Up" notice will be circulated to the local Community Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

## 6.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Planning Statement 2024* and conforms to the *City of Ottawa Official Plan (2022)* and the vision for Chapel Hill South in the *Phase 1 Area Community Design Plan for the East Urban Community*.

The proposed plan of subdivision is consistent with the provincial interests set out in the PPS 2024 by promoting efficient use of land, protecting biodiversity of natural features, and mitigating public health and safety risks.

This proposal is in keeping with the policy direction of the *Official Plan* by offering diversity of housing types in a higher-density, low-rise form near existing schools, parks, multi-use pathways, and other public services, and within a short cycling, bus or driving distance to a Park-and-Ride facility and a future bus rapid transit corridor.

The proposed plan of subdivision facilitates the compatible and complementary development of the Subject Site in the Chapel Hill South community as envisioned by the *Phase 1 East Urban Community – Community Design Plan*. The proposed single detached and townhouse dwellings are compatible with existing and planned surrounding uses and functions well within the surrounding context as described in this rationale.

The active Zoning By-law Amendment application for the Subject Site is required to implement the proposed Plan of Subdivision and enable a compatible built form and character as established in previous phases of the Spring Valley Trails subdivision.

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

Sincerely,

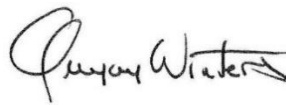
### NOVATECH

Prepared By:



Miranda Virginillo, MCIP RPP  
Project Planner, Planning & Development

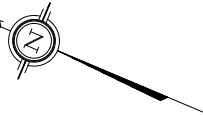
Reviewed By:



Greg Winters, MCIP RPP  
Director, Planning & Development

## **Appendix A**

Draft Plan of Subdivision  
prepared by Annis O'Sullivan Vollebekk  
dated February 25, 2020

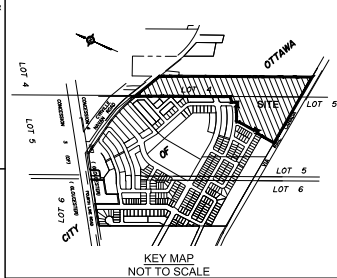


SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED \_\_\_\_\_

THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT.

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_.

GERALDINE WILDMAN, M.C.P., R.P.P., ACTING MANAGER,  
DEVELOPMENT REVIEW-EAST  
PLANNING, REAL ESTATE AND ECONOMIC  
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA



DRAFT PLAN OF SUBDIVISION OF  
**PART OF LOTS 4 and 5**  
**CONCESSION 4 ( OTTAWA FRONT )**  
Geographic Township of Gloucester  
and  
**BLOCK 86** and  
**PART OF BLOCK 52**  
**REGISTERED PLAN 4M-1614**  
**CITY OF OTTAWA**  
Prepared by Annis, O'Sullivan, Vollebakk Ltd.

Scale 1 : 1000

Metric  
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND  
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:  
The boundaries of the lands to be subdivided and their relationship to  
adjoning lands have been accurately and correctly shown.

Date \_\_\_\_\_  
T. Harbeck  
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

This is to certify that I am the agent / owner of the lands to be subdivided and that this  
plan was prepared in accordance with our instructions.

Date \_\_\_\_\_  
Jim Burghout  
CLARIDGE HOMES ( CARSON ) INC.  
I have authority to bind the corporation.

- ADDITIONAL INFORMATION REQUIRED UNDER  
SECTION 51-17 OF THE PLANNING ACT
- (a) see plan  
(b) see plan  
(c) see plan  
(d) single family, multi-family residential housing, open space  
(e) see plan  
(f) see plan  
(g) see plan  
(h) City of Ottawa  
(i) see soils report  
(j) see plan  
(k) sanitary, storm sewers, municipal water, bell, hydro, cable and  
gas to be available  
(l) see plan

| AREA SCHEDULE |            |            |
|---------------|------------|------------|
| PROPOSED USE  | LOT/BLOCK  | AREA (sqm) |
| SINGLE UNITS  | 1 - 15     | 5 904      |
|               | 16-20, 22, |            |
| TOWNHOMES     | 24-35      | 58 162     |
| WALKWAYS      | 21, 23     | 357        |
| STREETS       | ...        | 22 954     |
| OTHER         | 36         | 8 691      |
|               | 37         | 1 688      |
|               | 38         | 4 346      |
|               | 39         | 25 157     |
| TOTAL         |            | 127 259    |