



## **Caivan Renaud Inc.**

Planning Rationale  
Plan of Subdivision + Zoning By-law Amendment Applications  
December 4, 2020



Prepared for Caivan Renaud Inc.

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

December 2020

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Application Summary	1
1.2	Subject Lands	2
1.3	Area Context	6
1.4	Transportation Network	7
1.4.1	Road Network	7
1.4.2	Rapid Transit	8
1.4.3	Cycling Network	9
<b>2.0</b>	<b>Proposed Development</b>	<b>10</b>
2.1	Unit Typology	12
2.1.1	Townhouses and Detached Dwellings	12
2.1.2	Mid-Rise Condominium Block	15
2.2	Rights-of-Way	16
2.3	Parkland Dedication	18
<b>3.0</b>	<b>Policy and Regulatory Framework</b>	<b>19</b>
3.1	Provincial Policy Statement (2020)	19
3.2	City of Ottawa Official Plan (2003, as amended)	21
3.2.1	General Urban Area Designation (Section 3.6.1)	21
3.2.2	Designing Ottawa (Section 2.5.1)	22
3.2.3	Urban Design and Compatibility (Section 4.11)	23
3.3	New City of Ottawa Official Plan	24
3.4	East Urban Community (EUC) Community Design Plan (CDP) (Phase 1) (2005)	25
3.4.1	Land Use Mix, Density Targets and Development Yields (Section 4.1)	25
3.4.2	Community Design Guidelines	27
3.5	EUC Phase 2 Area Community Design Plan (2013)	29
3.5.1	Mid-high density (Section 3.1.1.1)	29
3.5.2	Residential homes in Phase 1 Area built prior to Phase 1 CDP	29
3.5.3	Tree Planting and Marine Clay Soils	29
3.6	Urban Design Guidelines for Greenfield Neighbourhoods (2007)	30
3.6.1	Structuring Layout	30
3.6.2	Street Design	31
3.6.3	Residential Building and Site Design	31
3.7	Building Better and Smarter Suburbs	31
3.8	City of Ottawa Zoning By-law (2008-250)	34
3.8.1	Existing Zoning	34
3.8.2	Proposed Zoning	35
<b>4.0</b>	<b>Summary of Plans and Studies</b>	<b>39</b>
<b>5.0</b>	<b>Public Consultation Strategy</b>	<b>49</b>
<b>6.0</b>	<b>Conclusion</b>	<b>50</b>

# 1.0

## Introduction

Fotenn Consultants Inc. (Fotenn) was retained by Caivan Renaud Inc. (Caivan) to prepare this Planning Rationale in support of concurrent Plan of Subdivision and Zoning By-law Amendment (ZBLA) applications for the lands municipally known as 6101 Renaud Road (3060 Navan Road) and 2980, 3000, 3048, 3054, and 3080 Navan Road (“the subject lands”) in the Orléans community of the City of Ottawa. The applicant intends to establish a residential subdivision on the subject lands.

### 1.1 Application Summary

The proposed development consists of a residential subdivision, comprised of the following:

- / 156 townhouse dwellings (137 of which are traditional townhouses on 25-foot-wide lots; 14 of which are “walkout” townhouses; and five of which are “lookout townhouses”);
- / 23 detached dwellings on 31-foot-wide lots; and,
- / A mid-rise condominium block (which is expected to accommodate approximately 100 to 150 apartment units).

The proposed development will be accessed from the existing street network via local street connections (16.5 metre rights-of-way) to Renaud Road (a collector to the south) and Navan Road (an arterial to the east). The proposed development will also include a new pathway to the existing sidewalk along Ziegler Street to the west, the extension of an existing pathway to Percifor Way to the west, and a new pathway to Navan Road and Brian Coburn Boulevard to the north.

In order to permit the proposed development, Plan of Subdivision and Zoning By-law Amendment applications are required. The Plan of Subdivision application will establish the lot and street layout, while the Zoning By-law Amendment application will rezone the subject lands to residential zones, which will permit the proposed dwellings. More specifically, the following zones are proposed:

- / “Residential Third Density Zone, Subzone YY, with a Site-Specific Exception” (R3YY[XXXX]) for the majority of the subject lands;
- / “Residential Fifth Density Zone” (R5) for the mid-rise condominium block; and
- / Two blocks (62 and 63) will remain zoned “Development Reserve” (DR).

The following plans and reports have been prepared in support of the concurrent Plan of Subdivision and Zoning By-law Amendment Applications:

#### Plans:

- / Plan of Survey Showing Topographical Detail prepared by J.D. Barnes, dated August 25, 2020;
- / Plan 5R-2541 prepared by J.G. Payette, dated June 3, 1976;
- / Plan 5R-11754 prepared by J.G. Payette, dated April 1988;
- / Draft Plan of Subdivision prepared by J.D. Barnes Ltd., dated December 3, 2020;
- / Concept Plan prepared by NAK Design Strategies, dated December 2020;

**Reports:**

- / Planning Rationale prepared by Fotenn, dated December 4, 2020;
- / Stage 1 Archaeological Assessment prepared by Paterson Group, dated September 25, 2020;
- / Stage 2 Archaeological Assessment prepared by Paterson Group, dated November 9, 2020;
- / Confirmation of Entry into the Ontario Public Register of Archaeological Reports from the Ministry of Heritage, Sport, Tourism and Culture Industries dated November 23, 2020;
- / Phase I Environmental Site Assessment prepared by Paterson Group, dated June 30, 2020;
- / Phase II – Environmental Site Assessment, prepared by Paterson Group, dated July 13, 2020;
- / Geotechnical Investigation, prepared by Paterson Group, dated December 2, 2020;
- / Tree Conservation Report, prepared by Kilgour & Associates Ltd., dated December 2, 2020;
- / Urban Design Brief prepared by NAK Design Strategies, dated December 2020;
- / Transportation Impact Assessment (Steps 1-4) prepared by CGH Transportation, dated December 2020;
- / Environmental Noise Feasibility Assessment prepared by Gradient Wind Engineers and Scientists, dated November 26, 2020;
- / Civil engineering material prepared by Urbantech, dated December 2020; and
- / Preliminary Walkway Plan prepared by Urbantech, dated November 2020.

**1.2 Subject Lands**

The subject lands are legally described as Part of Lot 6, Concession 3 (Ottawa Front), Geographic Township of Gloucester, and are known municipally as part of 6101 Renaud Road (also known as 3060 Navan Road) and 2980, 3000, 3048, 3054, and 3080 Navan Road (Figure 1). The subject lands have an area of 6.58 hectares and have frontages of 35.43 and 181.73 metres along Navan Road to the north, 36.33 metres Pagé Road to the east, and 49.14 and 38.92 metres along Renaud Road to the south.

The subject lands are largely vacant, with the exception of a small building from the former general contractor's yard at 6101 Renaud Road and detached dwellings on the properties municipally known as 3048 Navan Road, 3054 Navan Road, 3080 Navan Road, and 6101 Renaud Road (near the southeast corner of the subject lands, fronting onto Renaud Road) (Figures 2 and 3). The subject lands are highest in the northern portion, abutting Navan Road in proximity to Brian Coburn Boulevard, and slope down significantly from the high point to the southern area of the subject lands and the surrounding area to the south, including the existing residential subdivision to the west (Bradley Estates). Navan Road also features significant grade changes, sloping down from west to east.





Figure 1: Aerial View of the Subject Lands (Outlined in Blue) and Surrounding Area



Figure 2: Google Earth View of the Subject Lands Looking North, Showing Significant Grade Changes



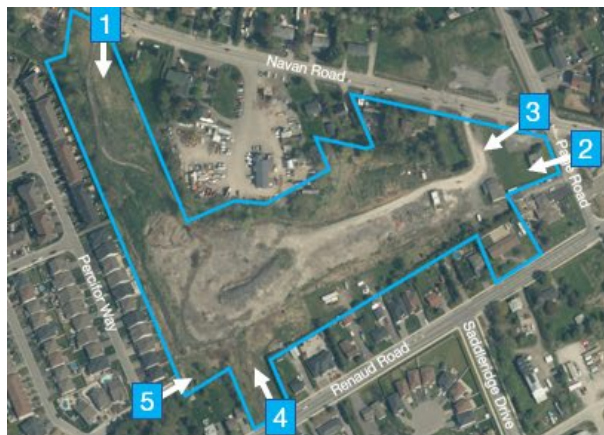


Figure 3: Photographs of the Subject Lands



Figure 4: Photographs of the Surrounding Area



**North**

A company offering a variety of paving and construction services (including paving, excavation, aggregate delivery, and equipment rental) and two detached dwellings are located immediately to the north of the subject lands. Further north is Navan Road, a two lane arterial roadway, on the other side of which are a mix of low-rise, low-density detached dwellings and vacant lands. A large portion of vacant lands located in the southeast corner of Navan Road and Brian Coburn Boulevard was recently rezoned to a site-specific General Mixed Use (GM) zone to accommodate a future development. A new Park and Ride facility is located to the north of Brian Coburn Boulevard, along which a Bus Rapid Transit (BRT) corridor that is planned to be constructed.

**South**

Several detached dwellings fronting onto Renaud Road abut the subject lands to the south. The lands to the south of Renaud Road consist of a low-rise, predominantly residential neighbourhood (including Spring Valley Trails). Further south is the Mer Bleue Bog, a Provincially Significant Wetland that offers recreational trails. Over 1 kilometre to the southeast is the Navan Waste Recycling and Disposal Facility and approximately 2.5 kilometres to the southeast is the village of Notre-Dame-des-Champs, which abuts the Urban Boundary.

**East**

Pagé Road is located immediately to the east of the subject lands, beyond which is a detached dwelling located on a triangle-shaped lot located between Pagé Road to the west, Navan Road to the north, and Renaud Road to the south. Further east is a low-rise, predominantly residential neighbourhood (Trailsedge). Two schools (a French Catholic elementary school and a French Catholic high school) are also located to the east of the subject lands, along Renaud Road.

**West**

A low-rise residential neighbourhood consisting of a mix of detached dwellings, townhouses, and low-rise apartment dwellings is located immediately to the west of the subject lands (Bradley Estates). A significant grade change exists between the existing neighbourhood and the subject lands, which are located on higher ground. The neighbourhood also includes a park with frontage along Renaud Road, known as Bradley Ridge Park. Further west are agricultural lands located within the Greenbelt.

### 1.4.1 Road Network

As per Schedule E – *Urban Road Network* of the City of Ottawa Official Plan (Figure 5), the subject lands are located in proximity to several arterial and collector roads. Arterial roads are roads that serve through-travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands. Major collector roads are roads that serve neighbourhood travel between collector and arterial roads and may provide direct access to adjacent lands.

The subject lands front onto an arterial road (Navan Road) and are in proximity to other arterial roads, including Brian Coburn Boulevard, Innes Road, Blackburn Hamlet Bypass, Orléans Boulevard, and Mer Bleue Road. Navan Road is currently a two (2) lane roadway that is planned to be widened to four (4) lanes between Brian Coburn Boulevard and Mer Bleue Road. Brian Coburn Boulevard was originally planned to be extended parallel to Navan Road, between its current terminus at Navan Road and the Blackburn Hamlet Bypass to the northwest. However, due to unfavourable soil considerations, an Environmental Assessment is currently underway to determine an alternate alignment.

Collectors are roads that serve neighbourhood travel to and from major collector or arterial roads and usually provides direct access to adjacent lands. The subject lands also front onto two (2) collector roads (Pagé Road and Renaud Road), both of which are two (2) lane roadways. The subject lands are also located in proximity to several other planned and existing collectors, including Joshua Street and Saddleridge Drive.

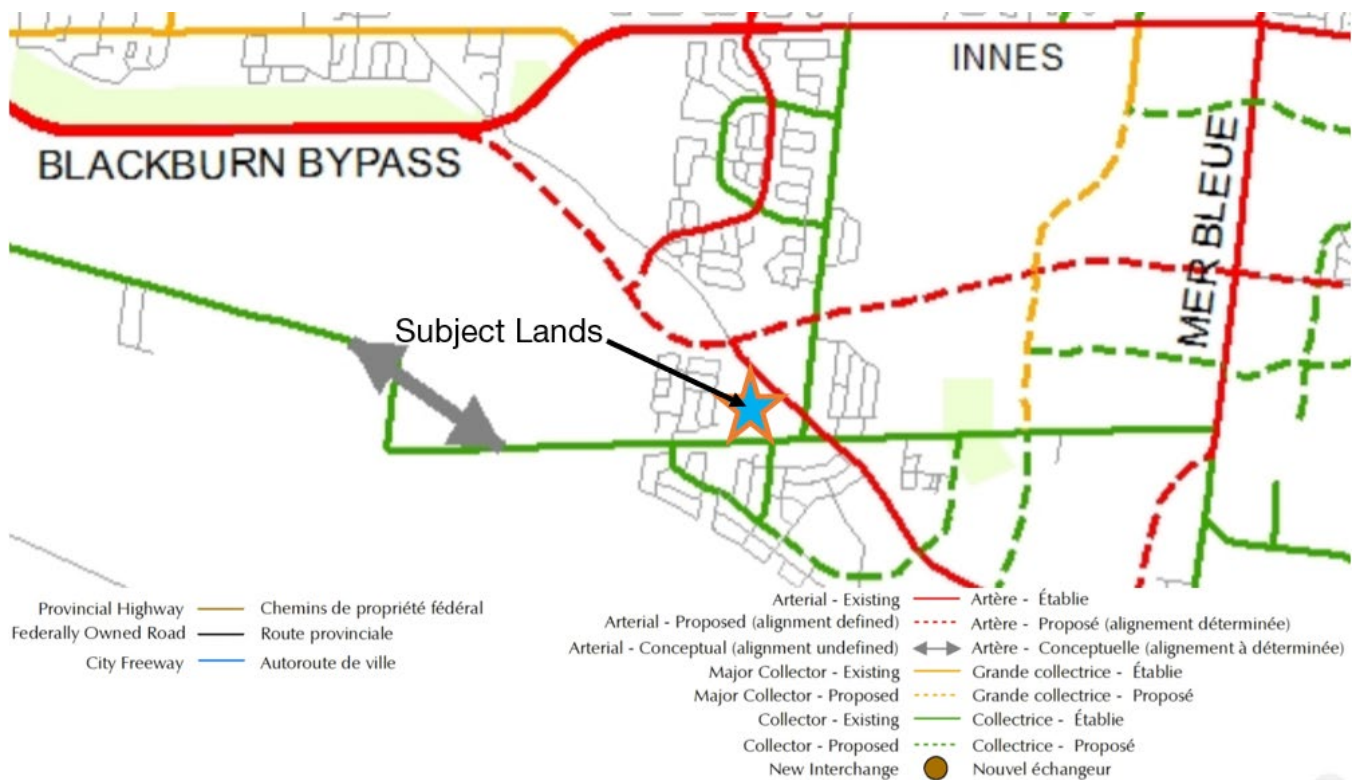


Figure 5: Excerpt from Schedule E – *Urban Road Network* of the City of Ottawa Official Plan

### 1.4.2 Rapid Transit

As per Schedule D – *Rapid Transit and Transit Priority Network* of the City of Ottawa Official Plan (Figure 6), the north end of the subject lands is located approximately 150 metres from a planned east-west BRT corridor to the north, which will run parallel to Brian Coburn Boulevard and the Blackburn Hamlet Bypass to the west. A Park and Ride facility was recently constructed at the location of the planned BRT station. Due to likely realignment of the western extension of Brian Coburn Boulevard (discussed above), the BRT alignment may also change, potentially bringing a second BRT station in proximity to the subject lands (to the northwest).

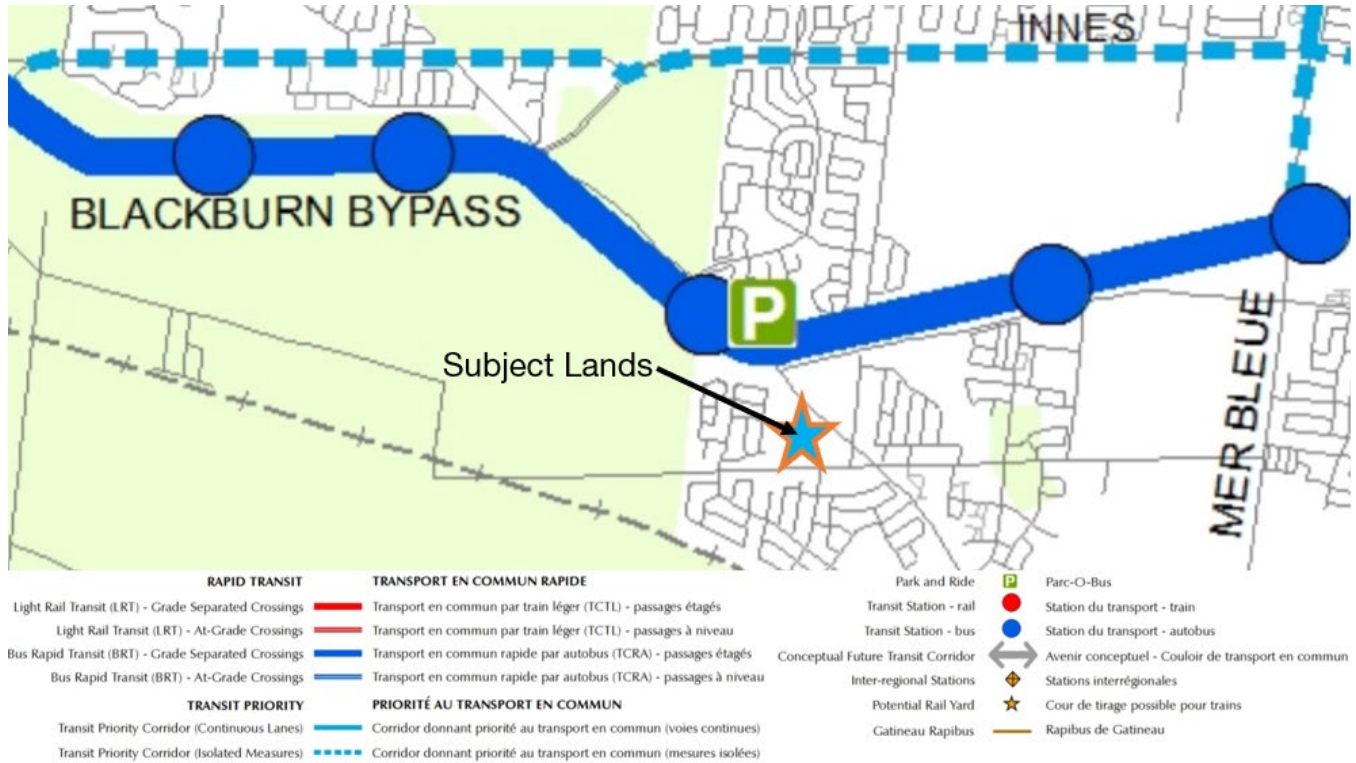


Figure 6: Excerpt from Schedule D – *Rapid Transit and Transit Priority Network* of the City of Ottawa Official Plan



### 1.4.3 Cycling Network

As per Schedule C – *Primary Urban Cycling Network* of the City of Ottawa Official Plan (Figure 7), the subject lands are located adjacent to two planned Spine Routes for cyclists, including one along Navan Road and one along Pagé Road. Further, Brian Coburn Boulevard (to the north of the subject lands) is characterized by a Multi-Use Pathways (MUP) on the south side and a MUP is provided along a stormwater management facility and adjacent Urban Natural Feature that bisects the Trailsedge community to the east.

Cycling infrastructure in the area surrounding the subject lands has not been implemented to its full and planned extent; however, as more development is completed and the infrastructure and roads are added and improved, cycling Spine Routes and MUPs are expected to continue to expand.

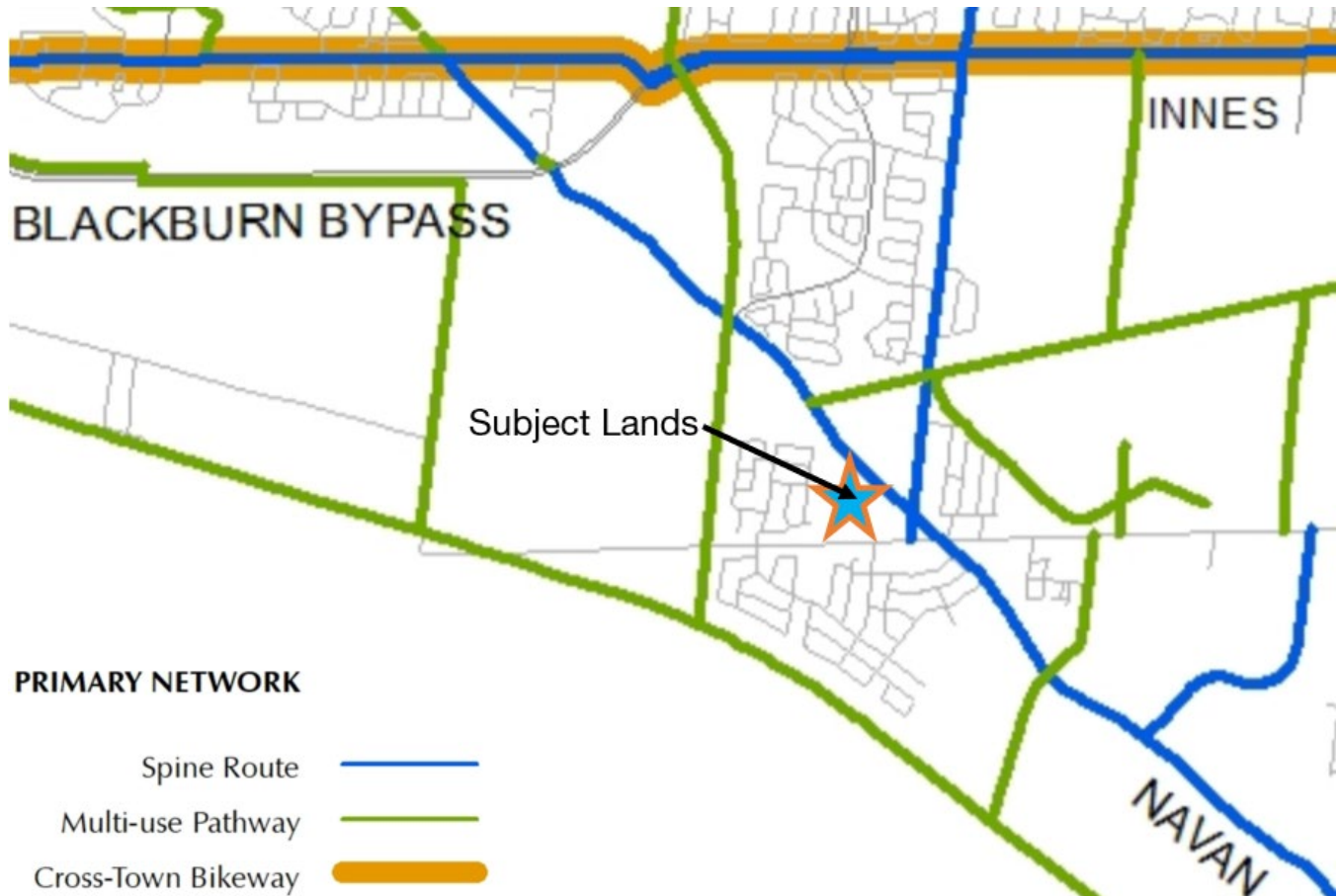


Figure 7: Excerpt from Schedule C – *Primary Urban Cycling Network* of the City of Ottawa Official Plan

## Proposed Development

Caivan is proposing to develop the subject lands with a residential subdivision comprised of a mix of dwelling types, including:

- / 156 townhouse dwellings (137 of which are traditional townhouses on 25-foot-wide lots; 14 of which are “walkout” townhouses; and five of which are “lookout townhouses”);
- / 23 detached dwellings on 31-foot-wide lots; and,
- / A mid-rise condominium block (which is expected to accommodate approximately 100 to 150 apartment units).

The existing detached dwelling, which is labeled as Block 62 on both the Concept Plan (Figure 8) and the Draft Plan of Subdivision (Figure 9), will be registered as a block on the subdivision and is to be retained by the existing property owner. A triangular portion of the subject lands identified as Block 63 on the Concept Plan and Draft Plan of Subdivision will not be developed and will be subject to a land exchange with the abutting property to the north (3000 Navan Road).

Table 1: Proposed Land Uses

Land Use	Lot(s)/Block(s)	Area (square metres)
<b>Detached Dwellings</b>	1-23	5,267.2
<b>Townhouses</b>	Blocks 24-56	30,012.0
<b>Mid-Rise Condominium Block</b>	Block 57	7,008.9
<b>Non-Developed</b>	Blocks 62-64	2,981.4
<b>Road Widening</b>	Blocks 60-61	1,106.1
<b>Vista</b>	58-59, 65	783.6
<b>Streets</b>	Streets A, B, C, D	18,627.4
<b>Total</b>		<b>65,786.6</b>



Figure 8: Excerpt from the Concept Plan for the Proposed Development of the Subject Lands





Figure 9: Excerpt from the Draft Plan of Subdivision for the Proposed Development of the Subject Lands

## 2.1 Unit Typology

### 2.1.1 Townhouses and Detached Dwellings

The proposed townhomes will be located on lots that are generally shallower and wider than typical lots in suburban Ottawa, consistent with other Caivan Communities throughout the City such as Barrhaven Conservancy and Orléans Village. This proposed lot fabric will assist in making the road rights-of-way appear less car-dominated and provide additional on-street parking opportunities between driveways.

The proposed development's townhomes will be on lots with typical widths of 7.62 metres for middle units and 9.32 metres for end units, and a typical depth of 21 metres (Figure 10). The townhomes are proposed to incorporate 3 metre front yards and 6 metre rear yard setbacks.



Figure 10: Renderings of Typical Caivan Townhouses

The proposed detached dwellings will be on lots with a typical width of 9.45 metres and a typical depth of 21 metres. As with the townhouses, the detached dwellings will be set back 3 metres from the front lot line and 6 metres from the rear lot line.



Figure 11: Conceptual Rendering and Elevations for Front Walkup Detached Dwellings

Due to the significant topography on the subject lands and to avoid exceeding the maximum grade raise for roads, the proposed development will incorporate “walkout”, “lookout” and “walkup” dwellings in select locations.

Walkout dwellings, which are proposed along the western edge of the subject lands, will incorporate an at-grade front entrance to the home, with the grade sloping down toward the rear of the property, and the basement “walking out” into the rear yard of the home. A combined retaining wall and fall protection/privacy fence will be constructed along the property line between existing lots to the west and the proposed units, increasing the privacy of the rear yard amenity space.

In areas along the western edge of the subject lands where the topographic changes are not as dramatic, lookout dwellings are proposed. Lookout dwellings will also feature an at-grade entrance and a downward slope toward the rear of the lot; however, the grade change will be less significant and the basement wall abutting the rear yard will not be entirely above grade. Once again, a combined retaining wall and fall protection/privacy fence will be constructed along the property line between existing and proposed residential, increasing the usability of this space and allowing for a usable 6-metre rear yard.

Finally, walkup detached dwellings are proposed along the eastern side of Street B, which runs north-south along the western edge of the subject lands. This unit type will be used where the grade increases toward the commercial property located to the north and east (3000 Navan Road). The walkup dwellings will have a garage at the basement level, with risers leading to the main entrance, which leads to the ground floor above the basement via additional interior stairs.

The lot depths of the walkout, lookout, and walkup dwellings along both sides of Street B will be 2 metres deeper than the other lots in the subdivision to contribute to the usability of the rear yards.

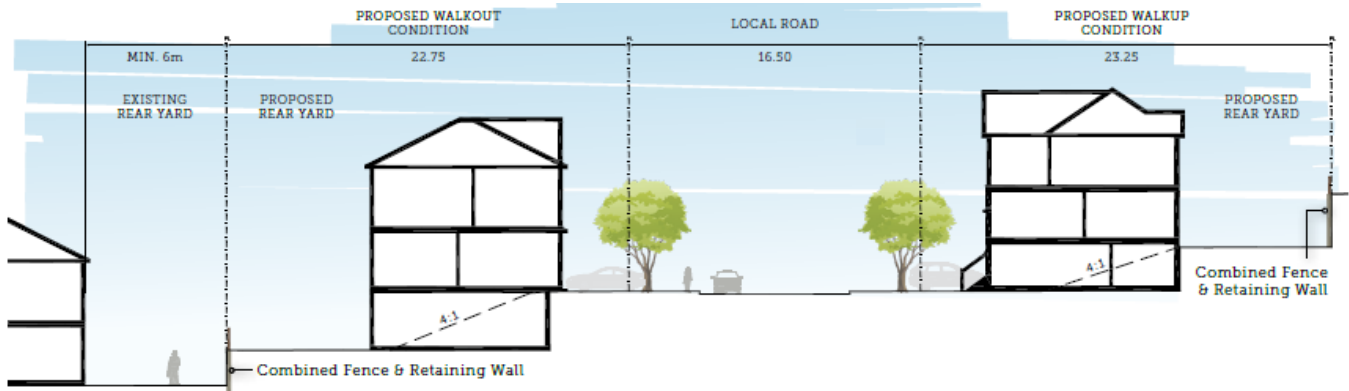


Figure 12: Cross Section of Walkout (Left) and Walkup (Right) Dwelling Conditions

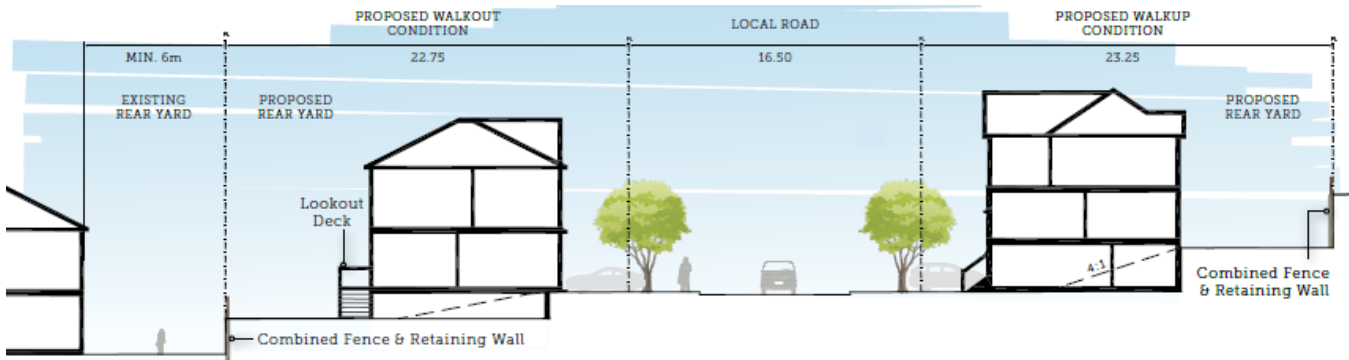


Figure 13: Cross Section of Lookout (Left) and Walkup (Right) Dwelling Conditions



### 2.1.2 Mid-Rise Condominium Block

Block 57 of the Draft Plan of Subdivision, located at the southwest corner of the intersections of Navan Road and Pagé Road, is proposed to be developed with a mid-rise condominium block. The proposed condominium block will consist of approximately 100 to 150 apartment dwelling units in a mid-rise (six storey) building which has underground parking for residents and at-grade visitor parking. The design of this block is still in the preliminary stages.

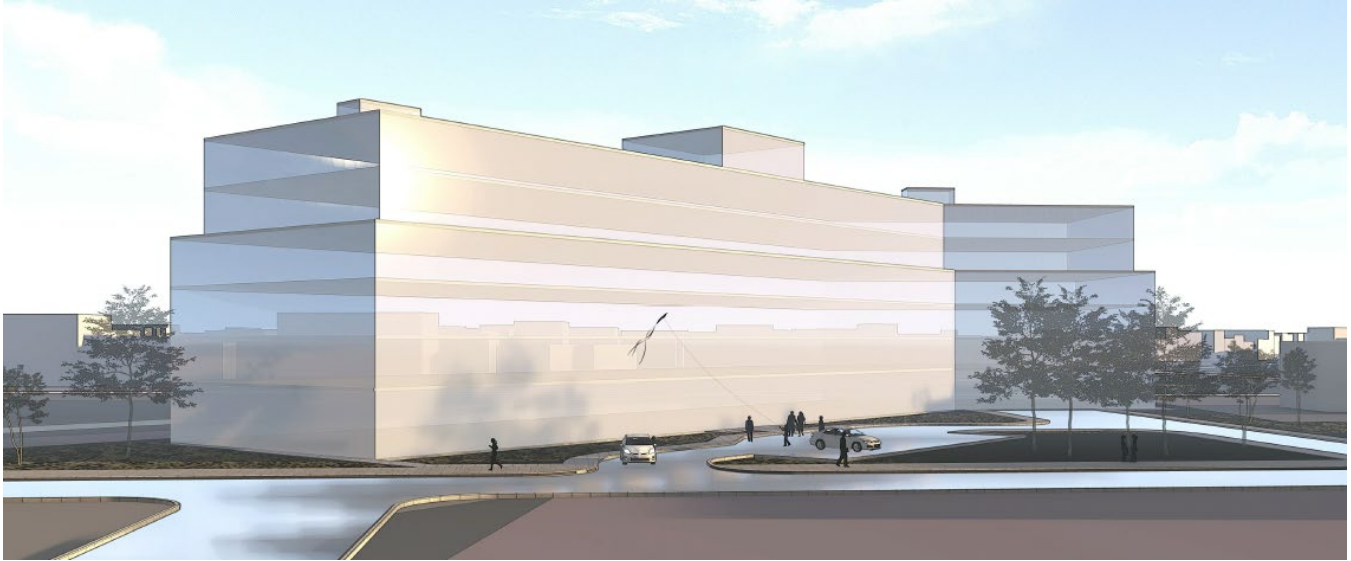


Figure 14: Conceptual Massing Model of the Proposed Mid-Rise Condominium Block, Looking Southeast



Figure 15: Conceptual Massing Model of the Proposed Mid-Rise Condominium Block, Looking Southeast



Figure 16: Conceptual Massing Model of the Proposed Mid-Rise Condominium Block, Looking Northwest

## 2.2 Rights-of-Way

Vehicular access to the proposed development is proposed to be provided via two roads: Renaud Road, in the southwest corner of the subject lands, and off Navan Road, in the northeast area of the subject lands.

The proposed development will host a singular streetscape width of 16.5 metres, which encourages connectivity while enhancing the visual appearance of the community. This one road typology will have two variants, one with a sidewalk on one side and one without sidewalks, based on the location of the primary pedestrian routes. These routes will connect to surrounding pathways, sidewalks and MUPs within the area. Based on the results of Atterberg tests of the subject lands' soils, a 4.5-metre tree to foundation setback will be required for all tree planting in the proposed development.

Local roads with sidewalks will be characterized by the following elements: street trees, curb-face sidewalk on one side and a parking lane on one side. The streetscape will prioritize pedestrians over vehicles and will be embedded with hard- and soft-scaped features to enhance the comfortability and experience. Sidewalks and pathways are proposed to be located in the following locations:

- / A sidewalk will run along the north-south local street near the western edge of the subject lands, connecting to Navan Road to the north and Renaud Road to the south (part of Street B on the Draft Plan of Subdivision).
- / A sidewalk will run along a local street across most of the subject lands in an east-west manner, then running in a north-south manner near the eastern edge of the subject lands, eventually connecting to Navan Road to the north (part of Street B on the Draft Plan of Subdivision).

Streets with no sidewalks (Street C on the Draft Plan of Subdivision) will consist of street trees and a parking lane on one side.

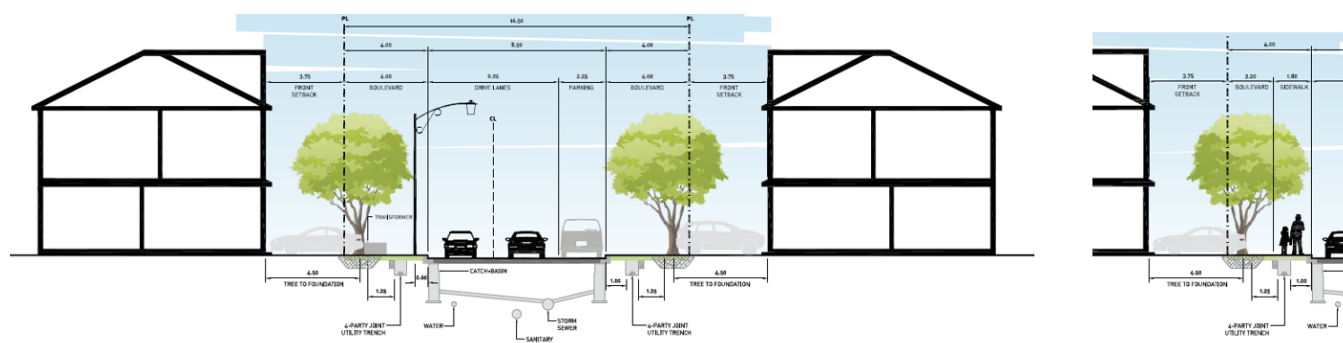


Figure 17: Sections of Rights-of-Way for the Proposed Development, Including a 16.5 Metre Local Road Right-of-Way Section (Left) and a 16.5 Metre Local Road with Curb-Face Sidewalk (Right)

On-street parking will be provided on select local roads throughout the proposed development to accommodate short-term visitor parking. Due to the right-of-way width, on-street parking will be one-sided only. As illustrated in Figure 13 – Traffic Calming Plan of the accompanying Transportation Impact Assessment by CGH Transportation, periodic bulb-outs are proposed in select locations to act as a traffic calming measure and will be placed within these areas to book-end sections of parking, allow for breaks within longer uninterrupted stretches and to accommodate vegetative elements, such as trees.

The following pathway connections to the surrounding neighbourhood are proposed:

- / An east-west pathway is proposed to connect to Percifor Way, a local street in the Bradley Estates neighbourhood to the immediate west of the subject lands.
- / An east-west pathway will also connect to Ziegler Street, a local street in the Bradley Estates neighbourhood to the immediate west of the subject lands.
- / A pathway is proposed at the north end of the street proposed to run north-south along the western edge of the plan of subdivision, providing a pedestrian and cyclist connection to the existing transit stop/planned BRT station planned to the northwest. As illustrated in Figure 18, due to a significant grade change at the north end of the subject lands, the pathway would have to continue onto a City-owned parcel of land before connecting with the existing walkways at the intersection of Navan Road and Brian Coburn Boulevard.

Community gateways will be designed to create a sense of arrival and welcome for both residents and visitors.



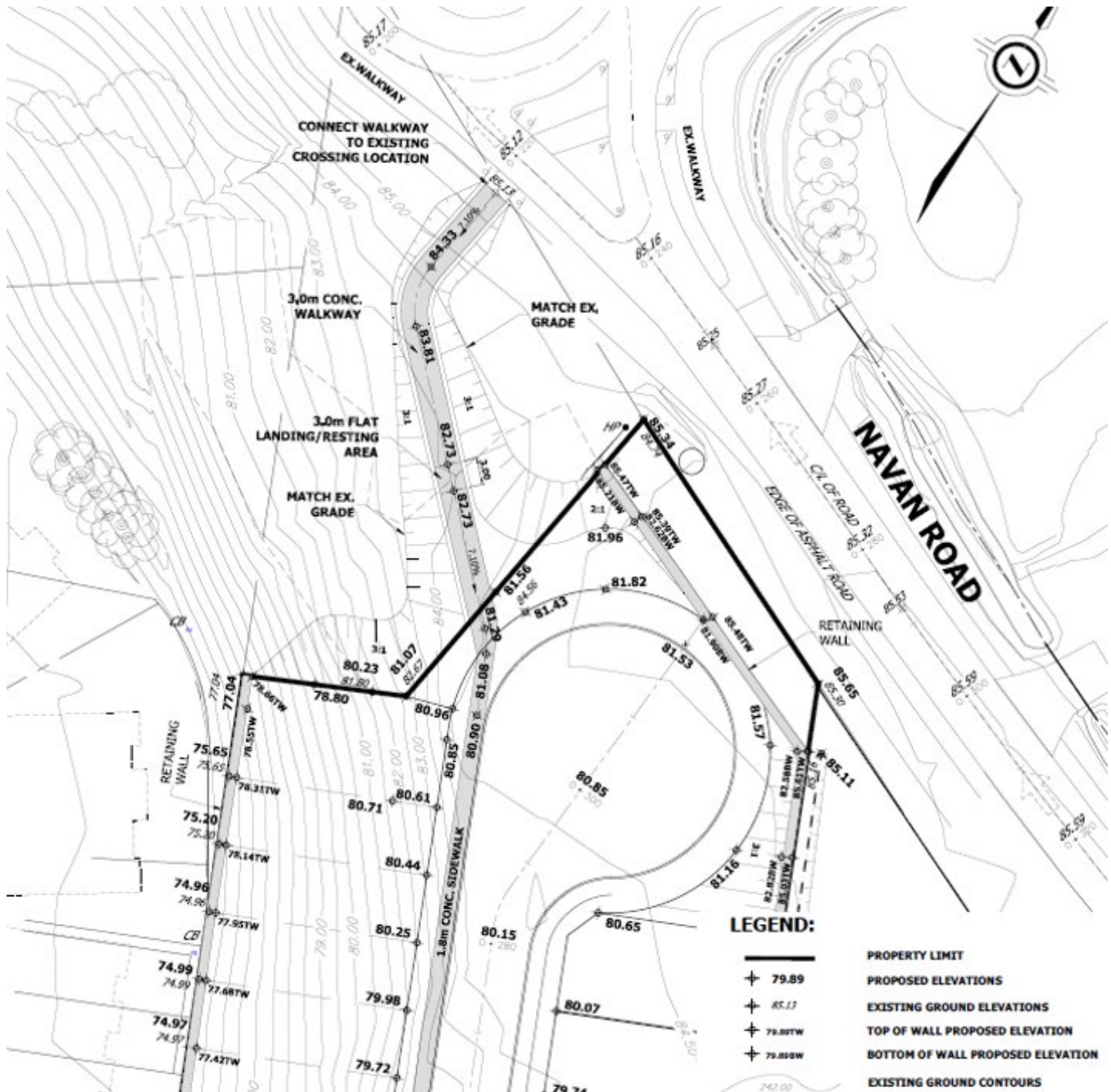


Figure 18: Excerpt from a Preliminary Walkway Plan Connecting the Subject Lands to the Existing Walkway at the Intersection of Brian Coburn Boulevard and Navan Road to the North

### 2.3 Parkland Dedication

Given that the East Urban Community (EUC) Community Design Plan (CDP) does not identify a park in the area occupied by the subject lands, the proposed development does not include any parkland and the applicant will instead be providing cash-in-lieu of parkland.

## Policy and Regulatory Framework

### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act*, recently came into effect May 1, 2020, replacing the PPS that was issued on April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The proposed development meets the following policies of the PPS, amongst others:

#### 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.1 of the PPS states that 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 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.

#### 1.1.3 Settlement Areas

Policy 1.1.3.1 of the PPS 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) 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.

According to Policy 1.1.3.3 of the PPS, planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

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

#### **1.4 Housing**

Policy 1.4.3 of the PPS states that 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:

- / establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- / 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; and
  2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- / directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- / promoting densities for new housing 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;
- / requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- / establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

**The proposed development is consistent with the PPS as it is located in a settlement area of the City of Ottawa which has planned and existing infrastructure and public service facilities. The proposed development will also increase the residential density in proximity to a future rapid transit station. The proposed development will efficiently use the subject lands.**



## 3.2 City of Ottawa Official Plan (2003, as amended)

### 3.2.1 General Urban Area Designation (Section 3.6.1)

The subject lands are designated “General Urban Area” on Schedule B – *Urban Policy Plan* of the City of Ottawa Official Plan (Figure 19). The General Urban Area designation permits a full range and choice of housing options combined with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

**The proposed detached dwellings, townhouse dwellings, and mid-rise apartment building are permitted uses in the General Urban Area designation. The proposed development will contribute to the provision of a mix of housing choices in the area and increase residential density in proximity to planned rapid transit.**

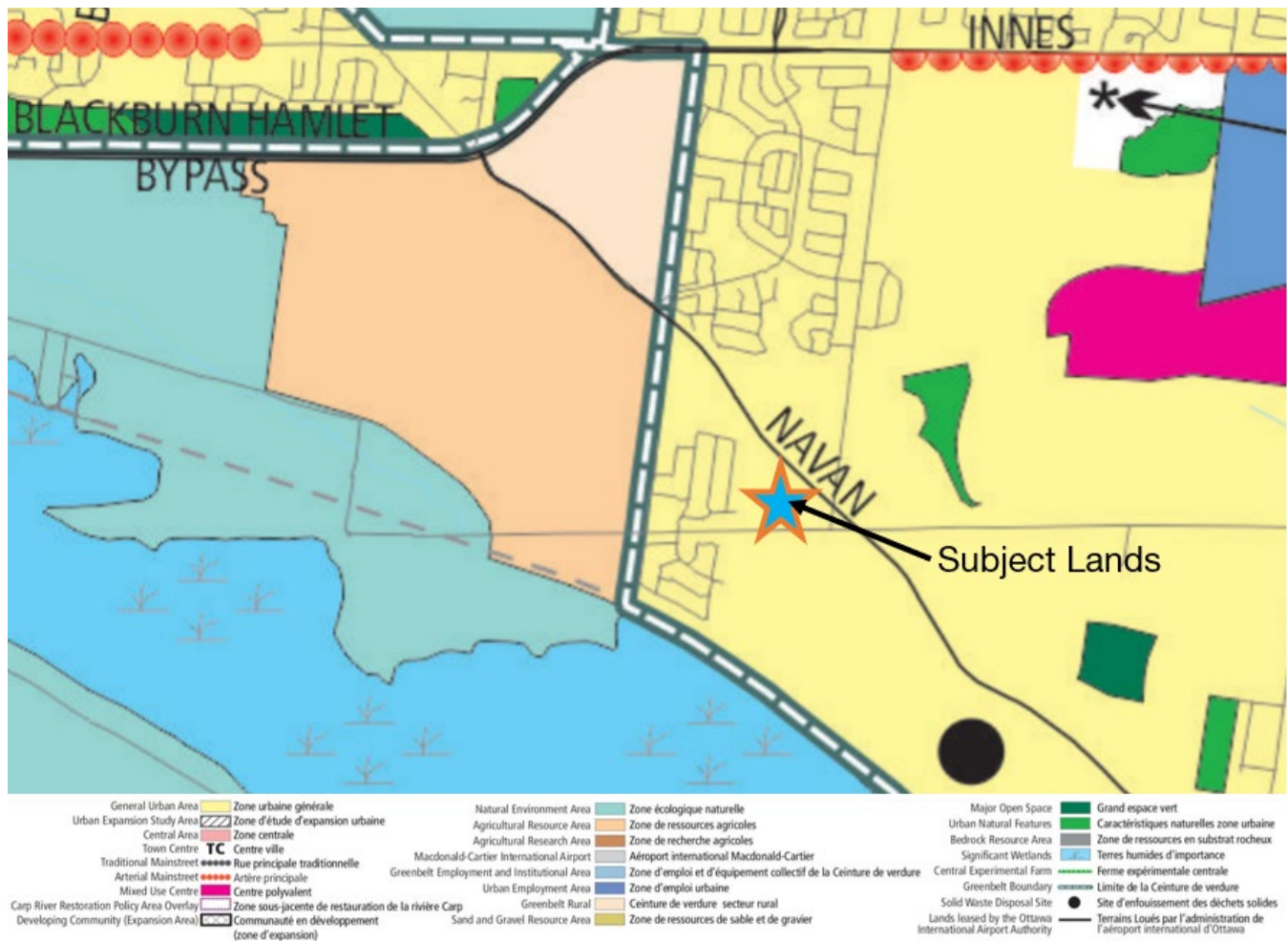


Figure 19: Excerpt from Schedule B – *Urban Policy Plan* of the City of Ottawa Official Plan

Policy 3 of Section 3.6.1 of the Official Plan states that building heights in the General Urban Area will be predominantly low-rise (four storeys or less). Notwithstanding the above, Policy 4 of Section 3.6.1 of the Official Plan states that new taller buildings may be considered for sites that:

- a. front an Arterial Road on Schedules E or F of this Plan and which are:
  - i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
  - ii. on a Transit Priority Corridor on Schedule D of this Plan.; or,
- b. are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

**The proposed detached dwellings and townhouse dwellings will be low-rise in height, which conforms with the policies for the General Urban Area designation. The proposed mid-rise condominium block fronts onto an arterial road (Navan Road) and is located less than 800 metres walking distance from the planned Chapel Hill BRT Station (which is identified on Schedule D of the Official Plan). As such, the condominium block's proposed mid-rise height is also in conformity with Policy 4 of Section 3.6.1 of the Official Plan.**

### 3.2.2 Designing Ottawa (Section 2.5.1)

Section 2.5.1 of the Official Plan contains design objectives which are qualitative statements of how the City wants to influence the built environment as the City matures and evolves. These Design Objectives are broadly applicable to plans and development in all land use designations and from a city-wide to a site-specific basis.

The proposed development meets these objectives as follows:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity  
**The subject lands consist of an underdeveloped site that is largely surrounded by a relatively new community. The proposed development of the subject lands will help contribute to the creation of a complete community in this area.**
2. To define quality public and private spaces through development  
**Private amenity spaces will be located in the rear yard of all detached and townhouse dwelling lots. The proposed condominium block will be required to comply with amenity area requirements in the City of Ottawa Zoning By-law. The subject lands are also located in proximity to municipal parks, including Bradley Ridge Park, Fountainhead Park, Ruisseau Park, and Blue Willow Park.**
3. To create places that are safe, accessible and are easy to get to, and move through  
**Sidewalks are proposed along one side of the main north-south and east-west streets through the subdivision. Further, three pedestrian/cyclist connections are proposed, including two to the existing streets to the west and one to the transit station to the north.**
4. To ensure that new development respects the character of existing areas  
**The proposed development's mix of townhouses and detached dwellings is in keeping with the character of the surrounding residential areas, which are largely characterized by the same housing types. The proposed mid-rise condominium block will be designed to ensure appropriate transition to adjacent areas.**
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice  
**The proposed development will help increase the supply and mix of housing in the surrounding community.**

6. To understand and respect natural processes and features in development design  
**The proposed development will have no impact on any important natural processes and features. The proposed subdivision accommodates the existing grade change from a high point in the north down to a low point in the south.**
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment  
**The subject lands' proximity to a planned BRT corridor will help incentivize public transit use for the future residents of the proposed subdivision. Further, the planned pathway to the north would provide an alternative route to the transit station for existing residents to the south and west.**

### 3.2.3 Urban Design and Compatibility (Section 4.11)

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types.

Table 2: Proposed Development and Urban Design and Compatibility Criteria Outlined in Section 4.11 of the Official Plan

Compatibility Criteria	Proposed Development
<b>Views</b>	The Official Plan does not designate any protected views in proximity to the subject lands. Given the low- to mid-rise nature of the proposed subdivision, the subdivision will not impact the existing skyline.
<b>Building Design</b>	<p>The slightly wider lot fabric of the proposed development will help create a streetscape that is less car-dominant.</p> <p>The proposed dwellings exhibit different designs to respond to existing significant grade changes, where needed.</p> <p>The proposed development's unit typology, which is predominantly low-rise height, and setbacks are generally in keeping with the character of the surrounding area, which is largely characterized by newly developed residential neighbourhoods.</p> <p>The principal façades and entrances of the proposed units will be oriented to the street.</p> <p>A mid-rise condominium block is proposed to be located at the intersection of an arterial road (Navan Road) and collector road (Pagé Road). The detailed design of the condominium block will address Policy 7 of Section 4.11 of the Official Plan through a future Site Plan Control approval process.</p>
<b>Massing and Scale</b>	<p>The predominantly low-rise building form proposed, consisting of detached dwellings and townhouses, will be of a similar built form and density to that of new, adjacent residential communities.</p> <p>The proposed rear and side yard setbacks are also in keeping with the patterns of newly built, adjacent residential communities.</p> <p>The proposed mid-rise condominium block will be of a higher development intensity and scale than that of nearby residential neighbourhoods; however, it is appropriately located at the corner of an arterial road and a collector road, at the edge of the neighbourhood.</p>



Compatibility Criteria	Proposed Development
	The condominium block will consider a building design that provides transition between areas of different development intensity and scale as set out in Policy 12 of this section. Detailed design of the condominium block will be developed through a future Site Plan Control approval process.
<b>Outdoor Amenity Areas</b>	<p>Private amenity areas are proposed to be located in the rear yard of all detached dwellings and townhouses. For the walkout and lookout units proposed along the western edge of the subdivision, privacy fences will be installed.</p> <p>The proposed condominium block will be required to provide both private and communal amenity area and outdoor landscaped area, in accordance with the requirements of the City's Zoning By-law.</p>
<b>Design Priority Areas</b>	The subject lands are not located in a Design Priority Area; therefore, consultation with the Urban Design Review Panel is not required.

**Given the above, the proposed development conforms with Section 4.11 of the City of Ottawa Official Plan.**

### 3.3 New City of Ottawa Official Plan

The City of Ottawa is currently in the process of developing a new Official Plan that will replace the existing Official Plan from 2003 (as amended). The new Official Plan will have a 25-year time horizon which spans from 2021 to 2046. In December 2019, a detailed set of Preliminary Policy Directions for the new Official Plan was approved by City Council. The Preliminary Policy Directions are intended to address the challenges that Ottawa is expected to face over the next 25 years as the population expands from approximately 1 million to just over 1.4 million people. The proposed development meets the following Preliminary Policy Directions:

#### **Growth Management**

- / Grow the city around its rapid transit system.

**The proposed development will increase residential density in proximity to a planned rapid transit corridor.**

#### **Housing**

- / Strengthen the current policy direction which focuses new growth around existing higher-order transit.
- / Continue to monitor and adjust City policies to ensure there is a range and mix of housing types and housing availability for all income groups.

**The proposed development will provide additional residential uses on the currently underutilized subject lands, in proximity to a future rapid transit station. The proposed development will increase the housing supply in South Orléans and the proposed mid-rise condominium will expand the range of units types available to residents.**

## Transit

- / New or significantly updated OP policies that are proposed to help achieve the goal of the majority of trips by sustainable transportation by 2046.

**The proposed development will increase the number of people living within a 200-500 metre (5-10 minute) walking distance of planned rapid transit station, which is expected to generate additional transit users.**

The draft Official Plan was released in November 2020. The subject lands are located in the Suburban Transect Policy Area and are proposed to be designated “Neighbourhood”, which generally applies to the properties currently designated General Urban Area.

### 3.4 East Urban Community (EUC) Community Design Plan (CDP) (Phase 1) (2005)

Approved by City Council in 2005, the East Urban Community (EUC) Community Design Plan (CDP) is the City of Ottawa Council-approved guide to the long-term growth and development of the East Urban Community. The CDP provides guidelines for the day-to-day decision-making on land use planning and sets out the community’s priorities for the future. The Phase 1 EUC CDP study area is bounded by Mer Bleue Road to the east, a former Canadian Pacific Railway line bordering Mer Bleue Bog to the south, the Phase 2 EUC community to the southeast, the National Capital Commission Greenbelt to the west, and a hydro corridor running parallel to the planned BRT route and Brian Coburn Boulevard to the north.

The Phase 1 EUC CDP:

- / Indicates how the unit mix, residential density, parks and green space objectives found in the Official Plan can be met;
- / Illustrates the arrangement of all types of land uses, parks, green spaces and transportation corridors;
- / Provides a land use summary table that sets out land areas, number of units, jobs and densities; and
- / Serves as a community development guideline document, which incorporates the policy direction for design in the Official Plan.

In addition, the CDP for Phase 1:

- / Considers the context of adjacent General Urban Area, Phase 2 and Mixed Use Centre lands (now known as the Phase 3 Area) and has regard to the fact that the lands will also be examined under their own CDP processes;
- / Rationalizes the size and geographic limits of the Mixed Use Centre;
- / Identifies key land use, density and infrastructure assumptions for the Phase 2 and Mixed Use Centre lands;
- / Identifies the Waste Disposal Site and its influence area; and
- / Establishes the collector road network for the broader area.

#### 3.4.1 Land Use Mix, Density Targets and Development Yields (Section 4.1)

The Phase 1 EUC CDP Land Use Structure Plan (Figure 20) estimates unit counts for the entire study area in order to ensure that servicing requirements can be met.

The Land Use Structure and Demonstration Plans (Figure 21) also illustrate a development pattern that could occur through land assembly of smaller parcels and through the redevelopment of existing lots. More specifically, the Demonstration Plan similarly illustrates the possibilities for severing larger existing residential lots to encourage intensification through infilling; this would also take advantage of urban services that will be installed as development proceeds.

**The subject lands are designated “Residential” in the CDP’s Land Use Structure Plan and “Medium-low density development” in the CDP’s Demonstration Plan. The proposed development’s residential use is in conformity with the Land Use Structure Plan, and the proposed net density of approximately 66 to 78**

units per hectare easily meets the CDP's Demonstration Plan's density target of 29 units per hectares for the subject lands. The proposed development will thus help the CDP area achieve its density targets as outlined in the Official Plan.

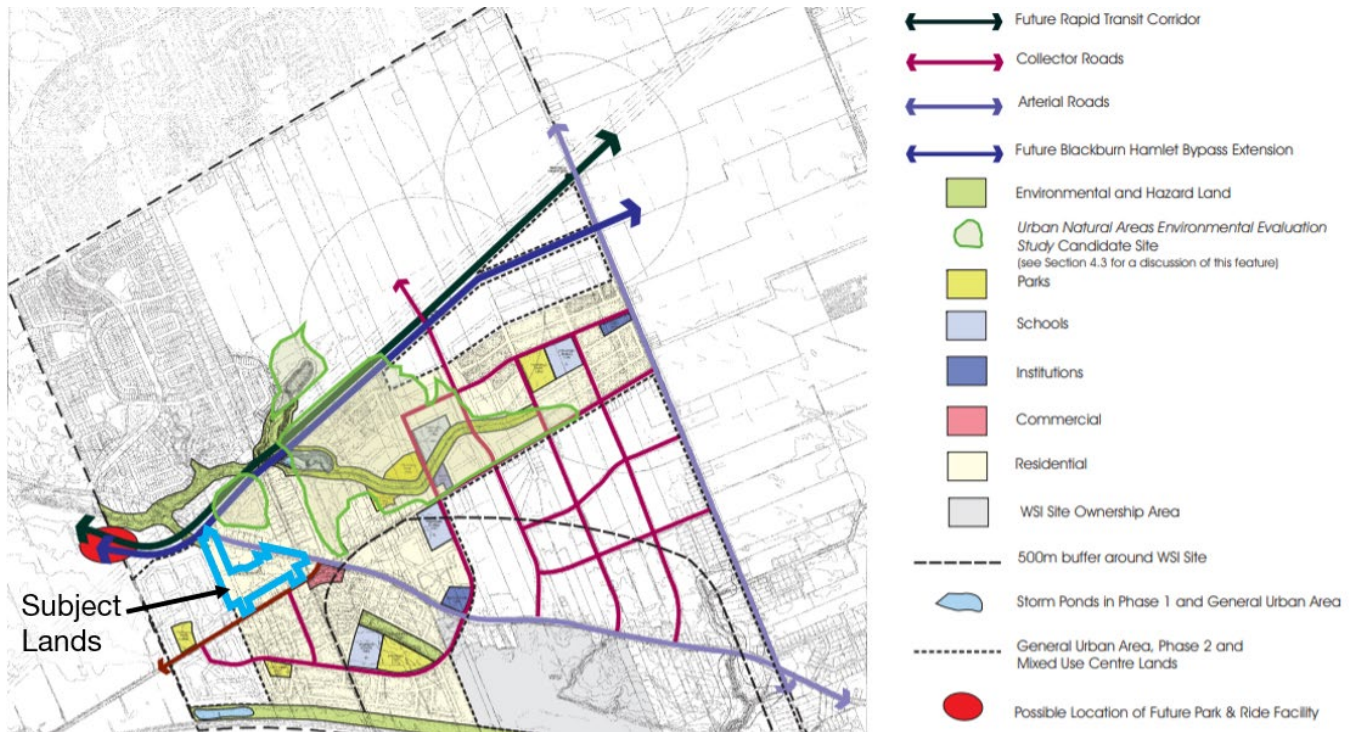


Figure 20: Excerpt from Figure 13 – *Land Use Structure Plan* of the East Urban Community CDP (Subject Lands Outlined in Blue)



Figure 21: Excerpt from Figure 14 – *Demonstration Plan* of the East Urban Community CDP (Subject Lands Outlined in Blue)



### 3.4.2 Community Design Guidelines

The CDP examines how open space, the natural environment, public infrastructure and built form can work together to structure neighbourhoods and contribute to community development through the following principles and guidelines.

#### Landscape Principles and Guidelines

Four landscape principles and supporting guidelines are presented below. These are specifically tailored to the study area. Achieving these will contribute to both local ecology and the creation of a unique community:

- / Maintain and Enhance the existing natural infrastructure/landscape patterns;
- / Foster biodiversity and establish planting guidelines that promote ecological integrity;
- / Ensure that parks contribute to the green space network and neighbourhood fabric;
- / Establish features areas that contribute to the green space network created by parks and natural areas.

**As the subject lands do not include or are not adjacent to parkland or natural features or hazard areas, several of the CDP's landscape principles and guidelines do not apply to the proposed development. Nonetheless, the proposed development will incorporate some of the subject lands' existing grades, with buildings designed to appropriately respond to significant grade changes; include plantings that are appropriate for the area; and provide tree plantings on both sides of the planned local streets.**

#### Architectural Guidelines

Although the Land Use Structure and Demonstration Plans lay out a basic road and block structure, they do not illustrate what should fill the blocks. The built form guidelines focus on residential typology, which is the predominant building type in the Phase 1 EUC area.

**The proposed development meets several of the CDP's architectural guidelines, including the following:**

#### Orientation and Setbacks

- / The proposed development orients buildings to front onto public streets and ensure that principal entries are clearly identifiable, visible from the street and universally accessible.
- / The proposed development will incorporate reduce front yard setbacks in order to create a more intimate street environment.
- / The proposed development will ensure that reduced setbacks achieve satisfactory privacy for residential units and permit adequate front yard landscaping.
- / The proposed development will site built form to reflect the natural topography and highlight significant views.
- / The proposed development will ensure that the facing distance between buildings provides appropriate access light, views, and privacy.

#### Façades

- / The proposed development will ensure that the dwellings' façades, which face and flank streets, add interest through their architectural detail. The proposed development will use architecture details (e.g. windows, balconies, corner treatments etc.) and materials to articulate and break up the buildings' mass.
- / The orientation and placement of windows will not have an undue adverse impact on the privacy of residents in adjacent buildings.
- / The proposed development will avoid large blank walls on side and rear facades if they are visible from the street.

### **Corner Lots/Flankage Conditions**

- / Buildings on corner lots will be oriented to both street fronts. The proposed corner dwellings will address both streets equally through consistent architectural character and level of design.
- / The architecture and landscape design of the higher density, mid-rise condominium block at the corner of Navan Road and Pagé Road will help create a focal point and address both street fronts.
- / The proposed corner lot dwellings will incorporate generous side fenestration where a side wall flanks a road, lane or open space.
- / The proposed corner lot dwellings will ensure privacy where sidewalls flank or face other dwellings.

### **Parking and Garages**

- / The proposed development will ensure that garage and parking areas do not dominate street fronts or building façades by designing to reduce the visual impact of garages.
- / The proposed development will ensure that garages do not extend beyond the front façade of the building.
- / The proposed development will minimize the impact of driveways on the pedestrian environment. In particular, the proposed development's lot fabric will be wider than typical residential lots in Ottawa, allowing for less of a dominance of driveways adjacent to the right-of-way.

### **Mix of Building Types and Architectural Character**

- / The character and type of dwellings within the proposed development will be varied in order to ensure visual diversity. In particular, lot widths of townhouse dwellings within the same block will be varied. The design of the dwellings will also ensure variations of the façades and of roof silhouettes and shapes.
- / The proposed development will provide a range of housing types and tenures in order to accommodate different types of family structures over time.
- / The proposed development will ensure that the neighbourhood includes a mixture of building types and a variety of architectural design.

### **Community Structure Design Guidelines**

#### **Gateways, Views and Focal Points**

- / The proposed development will design community gateways at the proposed development's two (2) vehicular entry points to create a sense of arrival and welcome for both residents and visitors.
- / The proposed development's roads will reflect the natural topography of the subject lands.

#### **The Pedestrian Environment**

- / Local streets incorporating a sidewalk into the right-of-way design will be the proposed development's predominant road typology.
- / The proposed sidewalks will be 1.8 metres wide.
- / The proposed street trees will be set back appropriate distances from the roadway and the dwellings' foundations in order to ensure adequate tree soil volume.

#### **Noise Attenuation**

- / A noise study for the proposed development was prepared by Gradient Wind Engineering and has been submitted under separate cover. The report states that upgraded building components as well as the installation of central air conditioning or forced air heating will be required for some of the proposed buildings directly exposed to collector and arterial roadways. Warning clauses will also be required to be placed on all Lease, Purchase and Sale Agreements.
- / The report also notes that outdoor living areas bordering and having direct exposure to traffic noise may require noise control measures.
- / Given that some of the preferred noise control measures will be impractical or infeasible, the noise study recommends the inclusion of earth berms or acoustic wall barriers between sensitive rear yards and sources of noise at select locations within the subject lands.

**Given the above, the proposed development meets several of the Phase 1 EUC CDP's design guidelines.**

### 3.5 EUC Phase 2 Area Community Design Plan (2013)

The CDP for the Phase 2 lands in the EUC was approved by City Council in 2013. While the subject lands are not located in the Phase 2 area, the Phase 2 EUC CDP contains policies that apply to the Phase 1 area. As such, the two CDP documents form the co-ordinated vision for development in the EUC and are to be read together.

Sections of the Phase 2 CDP that apply to the subject lands and proposed development are discussed below.

#### 3.5.1 Mid-high density (Section 3.1.1.1)

Section 3.1.1.1 of the Phase 2 EUC CDP contains policies that will be applied to the proposed mid-rise block at the time of a future Site Plan Control application.

#### 3.5.2 Residential homes in Phase 1 Area built prior to Phase 1 CDP

Section 3.1.1.5 of the Phase 2 EUC CDP notes that Figure 14 – Demonstration Plan in the Phase 1 CDP shows “Existing Residential” along Navan, Renaud and Pagé Roads. Redevelopment of these lots is limited to low or medium density residential development, on urban services, that meets the requirements of this document as well as the design guidelines in the Phase 1 CDP.

**The proposed development includes the redevelopment of three existing detached dwellings (at 3048, 3054, and 3080 Navan Road), which appear to have been constructed prior to the enactment of the Phase 1 CDP in 2005. Further, the detached dwelling at 6101 Renaud is proposed to be retained.**

#### 3.5.3 Tree Planting and Marine Clay Soils

Section 3.4 of the Phase CDP notes that geotechnical studies have identified the soils in the majority of the EUC as sensitive marine clay. Given this, the City's planting policies, restricting species selection and distance from foundation, for marine clay soils are applicable to the Phase 1 and 2 Areas.

Regardless of the presence of sensitive marine clay and the City's planting policies on such soils, development must meet the following minimum planting requirements:

Minimum Planting Requirements
/ 1 tree for each single detached or semi-detached unit
/ 1 tree for every two townhouse units
/ 1 tree for every four stacked townhouse or apartment units
/ These planting requirements are in addition to general subdivision and boulevard tree planting requirements. General subdivision and boulevard trees are required on both sides of the frontage of all public streets.
/ Where soils conditions allow, medium and large deciduous street trees are to be planted
These planting requirements are applicable to development on private streets and in areas of medium/high density housing.
To achieve these planting requirements, the pre-consultation for Plans of Subdivision must establish rights-of-way, front yard setbacks and lot depths that ensure that trees can be planted.



<b>Minimum Planting Requirements</b>
These requirements supersede any direction in the Phase 1 CDP that would permit lesser setbacks or reduced rights-of-way.
Given the soils conditions, minimum rights-of-way of 18 metres and minimum residential lot depths of 30m are likely the minimum necessary to ensure tree planting in front yards.
Providing shallower lots with reduced rear yard setbacks is not an appropriate method of achieving the front yard tree planting requirements.

**As outlined in the enclose Geotechnical Investigation by Paterson Group, given the soils on the subject lands, the proposed development will ensure a minimum tree-to-foundation setback of 4.5 metres to ensure appropriate tree soil volumes.**

**The proposed 16.5 metre right-of-way, which is an approved City of Ottawa cross-section, and the proposed lots depths of 21 metres (23 metres where the grade change requires it), accommodates street trees.**

### 3.6 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

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

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

The proposed development meets several of the guidelines, including:

#### 3.6.1 Structuring Layout

- / The proposed development incorporates the subject land's topography in the design of road and block patterns to maximize vistas and visual interest and reduce extensive earth movement requirements (Guideline 6).
- / The proposed development locates its higher density mid-rise condominium block at a focal point of the subject lands, at the intersection of an arterial road and a collector road (Guideline 9).
- / The proposed development's sidewalks and pathways will help create a walkable neighbourhood (Guideline 10).
- / The proposed development's new streets will connect to existing streets (Navan Road to the east and Renaud Road to the south). The proposed development will also incorporate pathways connecting to existing pathways or streets (Guideline 11).
- / The proposed development generally lays out local street patterns so that development blocks are easily walkable and includes pathways along the western edge of the subject lands where there is no street interrupting the proposed development blocks (Guideline 13).
- / The proposed development incorporates the most suitable zoning setback and road right-of-way width for the land use context and the road function. The proposed rights-of-way will provide sufficient space for the various elements in the front yard, the boulevard and the road including: trees, utilities, parking and travel lanes, and sidewalks in select locations (Guideline 21).

### 3.6.2 Street Design

- / The proposed development will design roads at the entrances to neighbourhoods to create a sense of arrival (Guideline 25).
- / The proposed development will plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Additionally, the proposed development will base the selection and location of trees on soil conditions, bearing capacity, and urban forestry principles (Guideline 27).

### 3.6.3 Residential Building and Site Design

- / The proposed development will locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Visual interest along the streetscape (Guideline 34).
- / The proposed development will mix various types of housing (detached dwellings, townhouse dwellings, and apartment dwellings) on some streets while considering the relationship (height, size, bulk) between each other, and to existing houses (Guideline 35).
- / The proposed mid-rise condominium block, at the intersection of Navan Road and Pagé Road, will act as a landmark building with enhanced height and massing (Guideline 36).
- / The proposed residential buildings' design will ensure that garages do not dominate the width of the front façade (Guideline 44).
- / The proposed development incorporates mid-block walkways in a couple of locations along the subject lands' western edge to make walking more direct and convenient where long blocks cannot be avoided (Guideline 46).

**Given the above, the proposed development meets several of the City's Urban Design Guidelines for Greenfield Neighbourhoods.**

## 3.7 Building Better and Smarter Suburbs

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Completed BBSS Initiatives include the following:

- / Arterial Road Cross-Sections and Collector Road Cross-Section guidelines.
- / Traffic Calming and Pedestrian Priority Measures.
- / Updated Park Development Manual (2017).
- / Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
- / Pedestrian Crossovers information for new subdivisions.
- / Tree Planting in Sensitive Marine Clay Soils: The guidelines are currently being reviewed by the City of Ottawa, a draft version of the 2020 guidelines are not available. As such, the 2017 guidelines are currently in use.

On March 10, 2015, Planning Committee approved the report titled "Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan" (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is "the principles of good urbanism should apply to the suburbs as they do to other parts of the City." This Vision is supported by four principles which speak to Ottawa's suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- / Street Network and Land Use
- / Parks and Open Space
- / Stormwater Management
- / School Sites
- / Parking
- / Road Rights-of-Way
- / Rear Lanes
- / Trees
- / Utility Placement

The following table identifies the BBSS Strategic Directions that are met in the proposed subdivision.

Table 3: BBSS Strategic Directions

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
<b>Street Network and Land Use</b>	Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.	The proposed development will provide vehicular connections to existing Navan Road to the east and Renaud Road to the south. The proposed 16.5-metre-wide local streets will be appropriately sized to accommodate the parking, landscaping, utilities, and pedestrian needs of the subdivision.
	and Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area.	
	Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.  and  Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cyclist connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).	Despite an irregular shape, the streets in the proposed subdivision are generally laid out in a grid pattern, which offers pedestrians and cyclists direct connections to community features such as the parks and schools in the area.  Sidewalks will be provided along one side of select local streets.

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
	Avoid reverse frontage lots (rear yards abutting public streets) within the community	The proposed development avoids reverse frontage lots, with dwellings abutting the surrounding roads oriented in a way that their rear yards do not abut a public street.
<b>Stormwater Management</b>	Investigate ways of minimizing space attributed to SWM facilities.  and  Examine opportunities to reduce 'end of pipe' water volume discharge.	The Functional Servicing Report prepared by Urbantech in support of the proposed development notes that the storm drainage concept for the Proposed Development has been designed to maintain flows and contributing drainage areas to the existing outlets where possible while adhering to the 2005 ISSU and Pond 3 Design Brief.  The existing storm servicing is adequate for the Proposed Development without additional stormwater management considerations.
<b>Road Right-of-Way</b>	ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.  Ensure components of a "complete street" are provided in the ROW, such as:  -Pedestrian facilities -Cycling facilities -On-street parking; -Traffic calming features; -Trees on both sides of the street, including canopy trees; -Utility placement and operational considerations that do not interfere with the attributes of complete streets.	Local streets have been designed with a 16.5 metre right-of-way.  The Right-of-Way cross-sections provide for sidewalks along one side of select local streets; trees on both sides of the street; on-street parking; and utilities.





Permitted uses in the DR zone are limited to:

- / agricultural use
- / emergency service
- / environmental preserve and education area
- / forestry operation
- / group home
- / home-based business
- / marine facility
- / one detached dwelling accessory to a permitted use
- / park
- / secondary dwelling unit
- / urban agriculture

### 3.8.2 Proposed Zoning

In order to facilitate the development of the subject lands as proposed, it is recommended that the majority of the subject lands, which will accommodate the proposed detached and townhouse dwellings, be rezoned to “Residential Third Density, Subzone YY, with a Site-Specific Exception (R3YY[XXXX])”. Caivan has applied the same zoning to all of their new communities across Ottawa.

The purpose of the R3 zone is as follows:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Allow ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

Table 4 below identifies the proposed R3YY[XXXX] zoning provisions.

Table 4: Proposed R3YY[XXXX] Zoning Provisions

Proposed R3YY[XXXX] Zoning Provisions								
Unit	Min. lot width (m)	Min. lot area (m <sup>2</sup> )	Max. building height (m)	Min. Front Yard Setback (m)	Min. Corner Yard Setback (m)	Min. Rear Yard Setback (m)	Min. Interior Yard Setback (m)	Maximum Lot Coverage
Detached	9	198	12	3 <sup>1</sup>	2.5 <sup>2</sup>	6 <sup>3,4</sup>	Total 1.8, with one minimum no less than 0.6 <sup>5</sup>	55%
Townhouse and semi-detached dwellings	5.5	137	14	3	2.5	6	1.5	65%
Back-to-back townhouse	5.5	81	14	3	2.5	0	1.5	No maximum
Townhouse with rear lane access	5.5	110	14	3	2.5	0	1.5	No maximum
Endnotes								
1	Front yard setback for an attached garage: 3.5m.							
2	Despite the foregoing, no more than two portions of the building, not exceeding a total floor area of 3m <sup>2</sup> , may be located no closer than 2 m from the side lot line abutting a street.							
3	With minimum 4.5 m for a maximum of 50% of the lot width, the total area of the rear yard must not be less than 54 m <sup>2</sup> .							
4	Minimum rear yard setback may be reduced to 2.5 m for part of the building that is no higher than 4.5 m and any part of the building, excluding projections, located less than 6 m from the rear lot line must be located at least 4 m from any interior side lot line.							
5	Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.							
General Provisions for Exception								
A	A maximum of 60% of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping.							
B	Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.2 m from the nearest edge of the sidewalk							

<b>C</b>	Despite Table 65, Rows 1, 2 and 3, a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 m into a required interior side yard but no closer than 0.2 m to the lot line.
<b>D</b>	Despite Table 65, Row 6(b), balconies and porches may project to within 0 m of a corner lot line.
<b>E</b>	Despite Table 65 Row 6(b), the steps of a porch may project 2.5 m into a required yard, but may be no closer than 0.5 m from a lot line other than a corner lot line, from which they can be as close as 0 m.
<b>F</b>	Despite Table 65, Row 6(a), any portion of a deck with a walking surface higher than 0.3 m but no higher than 0.6 m above adjacent grade may project to within 0.6 m of a lot line, and any portion of a deck with a walking surface equal to or less than 0.3 m may project to within 0.3 m of a lot line.
<b>G</b>	Despite Table 65, Row 8, an air conditioning condenser unit may project 1 m, but no closer than 0.2 m to a lot line. An air conditioning condenser unit may not be located in a front yard except in the case of a back-to-back multiple dwelling, but may be located in a corner side yard.
<b>H</b>	Despite Section 57(2), for townhouse dwellings, the corner sight triangle will be calculated using 57(1) and in the instance of any dwelling listed in 57(1) including townhouse dwellings, the distance used to determine a corner sight triangle is a minimum of 2.75 m.
<b>I</b>	In the case of a home based business operating within a townhouse or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.
<b>J</b>	Section 136 does not apply.

### **Mid-rise Condominium Block**

The mid-rise condominium block is proposed to be rezoned to a “Residential Fifth Density” (R5) zone to permit the mid-rise building height.

The purpose of the R5 – Residential Fifth Density Zone is to:

- / Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- / Ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The preferred R5 subzone and any required site-specific exceptions will be identified as the detailed design of the mid-rise condominium block progresses.



### Blocks 62 and 63

Lastly, Block 62 (the detached dwelling fronting onto Renaud Road to the south) and Block 63 (which is subject to a land exchange with the abutting property municipally known as 3000 Navan Road) on the Draft Plan of Subdivision are proposed to retain their current "Development Reserve" (DR) zoning, as neither block is intended to be redeveloped through the proposed development.

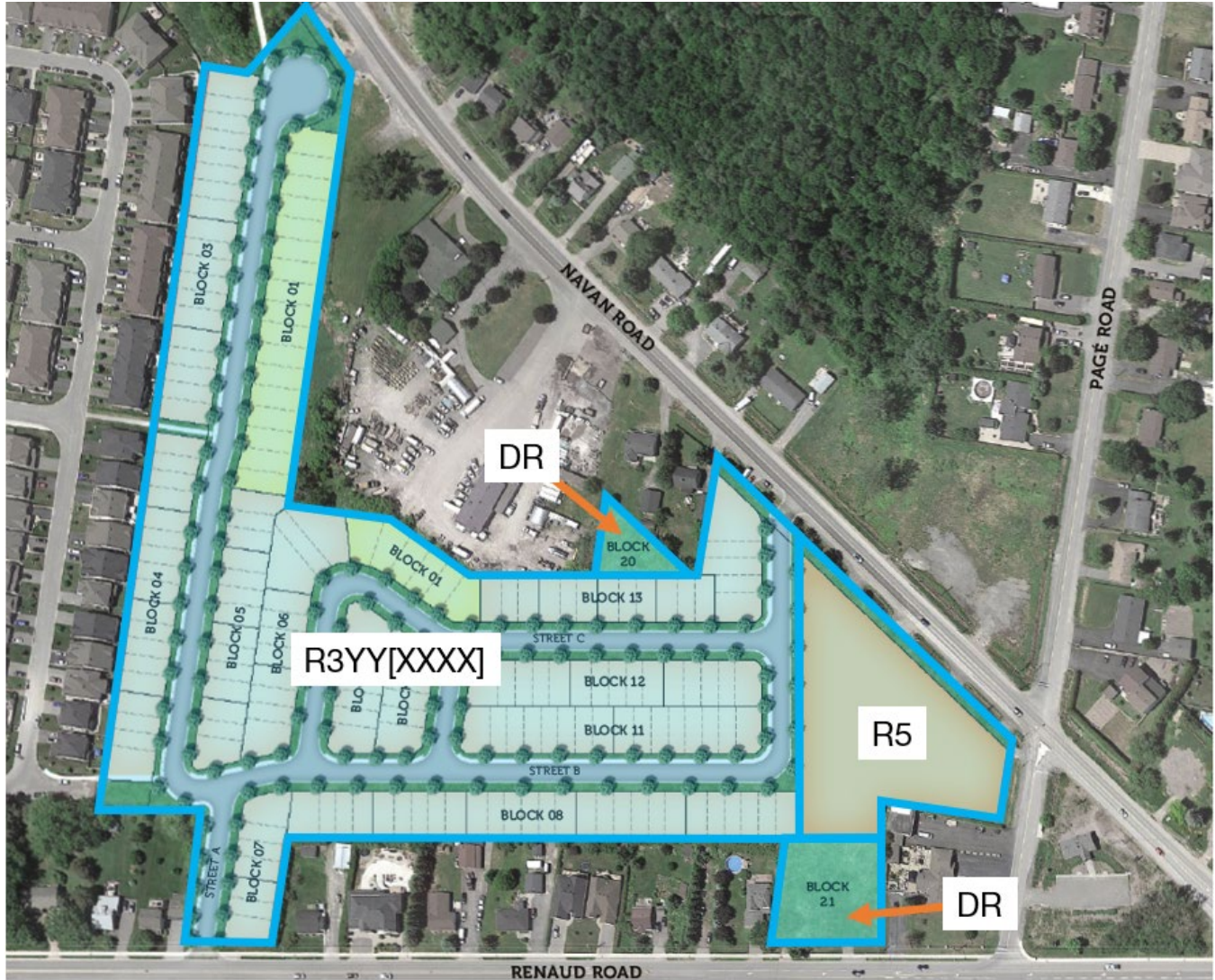


Figure 23: Proposed Rezoning of the Subject Lands

## Summary of Plans and Studies

The following plans and studies have been prepared and submitted under separate cover in support of the development applications:

### Phase I Environmental Site Assessment, prepared by Paterson Group, Report PE4937-1, dated June 30, 2020

Paterson Group was retained to conduct a Phase I – Environmental Site Assessment (Phase I ESA) of the subject lands. The purpose of this Phase I ESA was to research the past and current use of the site and study area and to identify any environmental concerns with the potential to have impacted the Phase I property.

According to the historical information reviewed, the Phase I Property was first developed with the existing residential dwelling addressed 3080 Navan Road in 1950, followed by the residence addressed 3054 Navan and a commercial building/repair garage addressed 3060 Navan Road in the early 1970s. Fill material of unknown quality was identified throughout the commercial portion of the Phase I Property, including 2980 Renaud Road.

Additionally, an Environmental Risk Information Services (ERIS) search was conducted as part of this assessment. Based on the ERIS report, a portion of the Phase I Property (3060 Navan Road) had records of expired Above Ground Storage Tanks (ASTs) and waste generator records of hazardous waste (e.g. solvents, petroleum-based and light fuel wastes) associated with a heavy equipment repair garage.

A 2008 Phase II ESA report was provided for review as part of this Phase I ESA. The Phase II ESA was conducted in the vicinity of the 3 ASTs and the maintenance garage on site. Contaminated soil and groundwater were identified in the area of the garage while contaminated soil was inferred to be present in the areas of the ASTs. The presence of these impacted media have been incorporated in our APECs 1 and 2.

Based on the past site operations on-site, four Potentially Contaminating Activity (PCA)s were identified and considered to result in Areas of Potential Environmental Concern (APEC)s on the Phase I Property (APECs 1 through 4).

Historical land use of the surrounding area consisted primarily of residential and agricultural lands with a commercial contractor's yard at 3000 Navan Road, which included three former ASTs associated with a private fuel outlet. The ERIS report identified records that supported these operations at 3000 Navan Road as well as several waste generator records of hazardous waste associated with a repair garage. Based on the operations associated with this property, the former location of the ASTs was considered to represent an APEC on the Phase I Property.

Following the historical review, a site inspection was conducted on May 8, 2020. The Phase I Property is currently occupied by two residential dwellings located on the eastern and northwestern portions of the subject land, as well as a commercial office/garage style building. No additional PCAs that result in APECs were identified with respect to the current use of the Phase I Property.

The surrounding land use consisted of residential with some commercial lands as well as agricultural lands. A private fuel station with 3 ASTs were noted at 3000 Navan Road. No PCAs aside from the previously discussed ASTs and service garage were identified with respect to the current use of the surrounding lands.

### Recommendations

Based on the results of this assessment, it was Paterson's opinion that a Phase II – Environmental Site Assessment was required for the subject lands.

Based on the ages of the subject buildings, asbestos containing materials (ACMs) may be present within these structures. Potential ACMs identified include drywall joint compound, vinyl floor tiles and plaster. This material

was noted to be in good condition at the time of our inspection and does not represent an immediate concern. An asbestos survey of the building should be conducted in accordance with Ontario Regulation 278/05, under the Occupational Health and Safety Act, prior to demolition or renovation, if one has not already been conducted.

Lead-based paint may be present on any remaining original surfaces within the building. It is recommended that paint be tested for lead content prior to its disturbance. Major work involving lead-based paint or other lead containing products must be done in accordance with Ontario Regulation 843, under the Occupational Health and Safety Act.

Prior to any demolition activities, a designated substance survey (DSS) must be conducted for the existing structure, in accordance with Ontario Regulation 490/09 under the Occupational Health and Safety Act.

### Phase II Environmental Site Assessment, prepared by Paterson Group, Report PE4937-2, dated July 13, 2020

A Phase II ESA was conducted by Paterson Group for the subject lands. The purpose of the Phase II ESA was to address the APECs that were identified on the Phase II Property during the Phase I ESA.

The Phase II ESA was carried out in conjunction with a Geotechnical Investigation and consisted of drilling seven boreholes on the Phase II Property as well as 13 test pits. Four of the seven boreholes were constructed with groundwater monitoring well installations.

The soil profile generally consisted of topsoil or fill material, followed by some silty sand, underlain by silty clay. The boreholes and test pits were terminated in either fill, silty sand or silty clay at depths ranging from 1.1 to 6.10 m below the ground surface. Soil samples were obtained from the boreholes and test pits and screened using vapour measurements along with visual and olfactory observations. A hydrocarbon odour was noted in some of the soil samples during the subsurface investigation.

Based on the screening results in combination with sample depth and location, 14 soil samples were submitted for laboratory analysis of benzene, toluene, ethylbenzene, and xylenes (BTEX), petroleum hydrocarbons (PHCs, F1- F4), polycyclic aromatic hydrocarbons (PAHs) and metals (including mercury and hexavalent chromium). No detectable BTEX was identified in any of the soil samples. PHCs, PAHs and metal concentrations were identified in the soil; PHCs (F2), Metals (Cobalt and Vanadium), and PAHs (Anthracene, Benzo[a]anthracene, Benzo[a]pyrene, Benzo[b]fluoranthene, Benzo[k]fluoranthene, Dibenzo[a,h]anthracene, Fluoranthene and Indeno[1,2,3- cd]pyrene) were in excess of the selected Ministry of the Environment, Conservation and Parks (MECP) Table 2 Residential Standards. The impacted soil was isolated in the fill material on the western portion of the Phase II Property at TP9, TP12, TP13 and BH2.

A comparison of the soil test data to the MECP Table 1 Standards was also conducted. The Table 1 standards are considered to be indicative of typical Ontario background concentrations and are commonly used to assess whether soil is clean for off-site disposal purposes. Given that 11 out of 16 soil samples exceeded Table 1 standards PHCs, PAHs and/or metals impacted soil/fill material will need to be disposed of at an approved waste disposal facility.

PHC contaminated soil and groundwater were identified in the former AST/UST areas and beneath the former garage during the work conducted by LRL.

Groundwater samples were recovered and analyzed for BTEX, PHCs, PAHs and/or VOCs. No free-phase product was observed on the groundwater at any of the monitoring well locations during the groundwater sampling events. No BTEX, PHC, PAHs and VOC parameter concentrations were detected in the groundwater samples analyzed. All groundwater results are in compliance with the MECP Table 2 Standards; however, significant concentrations were identified in the area of the garage by LRL.



Based on the findings of the Phase II ESA and the previous one conducted by LRL, petroleum hydrocarbon contaminated soil and groundwater are present in the former AST, UST and garage area, both situated in the eastern portion of the Phase II Property as well as impacted fill material on the western portion of the Phase II Property. The volume of contaminated soil in the eastern portion of the site is estimated to be on the order of 2,300m<sup>3</sup>. Contaminated groundwater is also expected to be present in these areas.

### **Recommendations**

As noted in the report, the Phase II Property will be redeveloped for intended residential land use and as such, the commercial portion of the property will require a Record of Site Condition (RSC). This will require that PHC impacted soil and groundwater and the fill material that does not comply with Table 2 Residential Standards, be remediated.

In response to the Phase 2 Environmental Site Assessment, soil remediation is currently underway on the subject lands.

### **Soil**

Fill material on the western side of the Phase II Property identified PHC (F2), metals and PAHs concentrations in excess of the Table 1 Standards, which are used to classify the fill for off-site disposal. It is our recommendation that the impacted fill/soil material be removed from the subject site during the redevelopment process. The excavation of the soil from the property should be monitored and confirmed by Paterson. Soil/ fill in excess of Table 1, will need to be removed and disposed of at an approved waste disposal facility. It is expected that approximately 80,000m<sup>3</sup> to 100,000m<sup>3</sup> of impacted fill material will require off-site disposal.

Testing of the fill and underlying native soil will be required in conjunction with the excavation program to segregate clean soil from impacted spoil and for final confirmatory purposes.

### **Groundwater**

Remediation of the groundwater using a licenced hauling company pumping from the excavation may be a viable option, depending upon the groundwater level at the time of the remediation, however, if significant volume of water are anticipated, a pump and treat system would likely be more economical. Depending upon the methodology selected, post remediation groundwater monitoring will be required up to 12 months prior to filing an RSC.

### **Monitoring Wells**

It is Paterson's recommendation that the monitoring wells installed on the subject lands should remain viable for future monitoring. If they are not going to be used in the future, or will be entirely removed, they should be abandoned according to Ontario Regulation 903. The wells will be registered with the MECP under this regulation.

### **Stage 1 Archaeological Assessment, prepared by Paterson Group, Report No. PA1193-REP.01, dated September 2020, submitted for review September 25, 2020**

Paterson Group undertook a Stage 1 Archaeological Assessment of the study area at 6101 Renaud Road and 2980, 3054, & 3080 Navan Road, located on Part Lot 6, Concession 3, Ottawa Front, in the geographic Township of Gloucester, Carleton County (see Map 1 in the report). The objectives of the investigation were to assess the archaeological potential of the property and determine whether further archaeological study was required. This archaeological assessment has been required by the City of Ottawa as part of the Planning Act. Caivan has a proposed residential development planned for the subject lands (see Map 2 in the report).

The Stage 1 assessment included a review of updated Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) archaeological site databases, a review of relevant environmental, historical and archaeological literature, primary historical research, including: historical maps and aerial photographs, and a property inspection.



The property inspection revealed that the majority of the subject lands retains no archaeological potential based on extensive and complete disturbance associated with previous soil movement on the property beginning in the 1970s and a small permanently wet area beside the gravel road. A small portion of the study area (shown in green on Map 9) still retains archaeological potential.

Based on the results of this investigation it is recommended:

1. A Stage 2 archaeological assessment be conducted by a licensed consultant archaeologist using the test pit survey method at 5m intervals, as per Section 2.1.2 (MHSTCI 2011), in areas show in green on Map 9.
2. The Stage 2 archaeological assessment follow the requirements set out in the 2011 Standards and Guidelines for Consultant Archaeologists (MHSTCI 2011). and
3. No further archaeological study is required for the areas as delineated in red and blue on Map 9.

#### [Stage 2 Archaeological Assessment, prepared by Paterson Group, Report No. PA1205-REP.01, dated October 2020, submitted for review November 9, 2020](#)

Paterson Group undertook a Stage 2 Archaeological Assessment of the subject lands. The objectives of the investigation were to assess the archaeological potential of the property and determine whether further archaeological study was required. This Archaeological Assessment process has been required by the City of Ottawa as part of the Planning Act.

The Stage 1 property inspection revealed that the majority of the larger parcel comprised of 6101 Renaud Road and 2980, 3054, & 3080 Navan Road retains no archaeological potential based on extensive and complete disturbances (Map 3). Two small lawn areas in the eastern extent of the larger development parcel demonstrate no evidence of ground disturbance and therefore retain archaeological potential (Paterson 2020). A Stage 2 Archaeological Assessment was required for these two areas as per Section 2.1.2 (MHSTCI 2011).

The Stage 2 Archaeological Assessment involved subsurface testing consisting of hand excavated test pits at 5 m intervals across the area of archaeological potential, as per Standard 1. d. Section 2.1.2 (MHSTCI 2001). The fieldwork was undertaken on October 15, 2020. The Stage 2 Archaeological Assessment resulted in no indication of archaeological remains with cultural heritage value or interest within the proposed development area. For detailed results, see Map 3.

Based on the results of this investigation, it was recommended that no further archaeological study is required in the study area.

#### [Geotechnical Investigation, prepared by Paterson Group, Report PG 5353-1, Revision 1, dated December 2, 2020](#)

Paterson Group was commissioned to conduct a geotechnical investigation for the proposed residential development to be located at 6101 Renaud Road in the City of Ottawa (refer to Figure 1 – Key Plan presented in Appendix 2 to the report). The objective of the investigation was to:

- / Determine the subsurface soil and groundwater conditions by means of boreholes and monitoring well program.
- / Provide preliminary geotechnical recommendations for the foundation design of the proposed buildings and provide geotechnical construction precautions which may affect the design.

From a geotechnical perspective, the subject lands are suitable for a residential development. However, due to the presence of the sensitive silty clay layer, the proposed development will be subjected to grade raise restrictions. Paterson's permissible grade raise restrictions for the subject site are presented in Drawing PG5353-2 - Permissible Grade Raise Plan in Appendix 2.

The slopes observed between subject lands and the west neighbouring residential development and between the subject lands and north neighbouring site are considered to be stable based on Paterson's observations. It is recommended that a slope stability analysis be completed once the grading for the development has been designed and retaining wall heights have been decided.

For areas where the existing fill, free of significant amounts of deleterious materials, is encountered below the proposed building footprint, it is recommended to sub-excavate at least 500 mm below the design underside of footing elevation. The exposed subgrade should be proof-rolled by a vibratory roller making several passes and reinstated to design USF level with a Granular B Type II placed in maximum 300 mm loose lifts and compacted to 98% of its SPMDD. Any poor performing areas observed by Paterson at the time of proof-rolling should be removed and reinstated with an approved engineered fill.

The above and other considerations are further discussed in the study.

It is recommended that the following be completed once the master plan and site development are determined:

- / Complete a supplemental geotechnical investigation to further evaluate the effect of the existing fill and further detail permissible grade raise restriction.
- / Review detailed grading plan(s) from a geotechnical perspective.
- / Review proposed changes to the existing slopes.
- / Observation of all bearing surfaces prior to the placement of concrete.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Observation of all subgrades prior to placing backfilling materials.
- / Observation of clay seal placement at specified locations.
- / Field density tests to ensure that the specified level of compaction has been achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews

A report confirming that these works have been conducted in general accordance with Paterson's recommendations could be issued upon request, following the completion of a satisfactory material testing and observation program by the geotechnical consultant.

### **Tree Conservation Report, prepared by Kilgour & Associated Ltd., dated December 2, 2020**

Kilgour & Associated Ltd. was retained to provide a Tree Conservation Report (TCR) for the proposed development of the subject lands. The TCR was prepared to meet the requirements of the City of Ottawa's Urban Tree Protection By-law (City of Ottawa, 2018b).

### **Existing Conditions**

A tree inventory was completed on June 16, 2020 following requirements found in the City of Ottawa Urban Tree Protection By-law (City of Ottawa, 2018b). Trees with a diameter at breast height (DBH)  $\geq 10$  cm having potential to be removed under the proposed development were identified, measured, and their general health and condition documented (see Figure 1; Appendix A in the report).

Trees on site are a mix of naturally occurring species and ornamental tree plantings that are generally in good health (see Table 2 in the report). A majority of trees on site were non-native Manitoba Maple (*Acer negundo*) with some Trembling Aspen (*Populus tremuloides*), Eastern Cottonwood (*Populus deltoides*), Scots Pine (*Pinus sylvestris*), and Red Maple (*Acer rubrum*).

Tree communities on the site originated from culturally based disturbances. The trees on the site may provide habitat for common urban wildlife species (e.g., birds, small mammals) but are unlikely to provide habitat for species of significance (i.e., species that are at risk, rare, or provincially or federally significant). The site contains few dying/dead trees and snags with cavities and/or peeling bark that may be suitable for bat roosting (Appendix A). However, potentially suitable trees are present in low densities and are not in a naturalized forest or woodland form (i.e., not a large, dense stand of trees comprising typical wooded bat roosting habitat).

### **Other Natural Environment Elements**

The City of Ottawa Official Plan identifies “Unstable Slopes” in the area of the subject lands (City of Ottawa, 2020b), though much of the surrounding landscape appears to have been regraded as part of ongoing development in the area. The existing ground surface across the site is generally level with an uphill slope on the western boundary of the site adjacent the existing residential development.

Seven trees identified on the subject lands are considered distinctive trees (i.e., trees  $\geq 50$  cm DBH; City of Ottawa, 2018b). Five of the distinctive trees are Eastern Cottonwood, one is a Trembling Aspen, and one is a Red Maple (Appendix A).

A formal risk assessment for hazardous trees (e.g., Tree Risk Assessment) was not completed on the subject lands. General notes of tree health indicate eight trees exhibited signs that indicate potential hazard trees (i.e., split stem, broken stem, die back; Appendix A).

The potential for Species at Risk (SAR) to occur on the subject lands and interact with the proposed development was assessed based on our review of existing information and a site visit completed in June 2020. Based on the available information and considering the proposed extensive alteration to the site, the limited potential habitat suitable for SAR, and with appropriate mitigation measures per the Protocol for Wildlife Protection during Construction (City of Ottawa, 2015), it is unlikely this project will negatively impact SAR.

An inquiry was submitted to the Ministry of Environment, Conservation, and Parks on August 6, 2020, requesting confirmation of our findings. No response has yet been received.

### **Proposed Development**

The report notes that the proposed development will result in the removal of all trees within the site boundaries (121 trees; Figure 2; Appendix A). Trees will be removed to allow the construction of the residences, paths, and roadways. Trees adjacent the site will be retained (68 trees). The loss of trees will be offset by the planting of trees in the new development. Tree planting details have not been developed yet.

### **Mitigation Measures**

The report provides a number of mitigation measures that are to be applied during site preparation and construction and removal of trees. The report also provides a number of tree planting recommendations given site conditions.

### **Environmental Noise Feasibility Assessment, prepared by Gradient Wind Engineering Inc., Report No. 20-183-Noise Feasibility, dated November 26, 2020**

Gradient Wind Engineering prepared an environmental noise feasibility assessment undertaken to satisfy the requirements for the proposed development.

The assessment is based on (i) theoretical noise prediction methods that conform to the MECP and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa’s Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa’s Official Plan roadway classifications; (iv) Gradient Wind’s experience with previous projects; and (v) a preliminary context plan received in November 2020.

The results of the current analysis indicate that noise levels will range between 54 and 69 dBA during the daytime period (07:00-23:00) and between 46 and 61 dBA during the nighttime period (23:00-07:00). The highest noise level (69 dBA) occurs along the northern property line, which are nearest and directly exposed to Navan Road.

The results of the calculations indicate that the buildings directly exposed to the collector and arterial roadways will require STC rated building components as well as the installation of central air conditioning (or similar mechanical system). For the blocks located more centrally, forced air heating with provision for the installation of central air conditioning will be required for the blocks within the 55 to 65 dBA contours. Additionally, Warning Clauses will also be required to be placed on all Lease, Purchase and Sale Agreements.

Results of the roadway traffic noise calculations also indicate that outdoor living areas bordering and having direct exposure to traffic noise may require noise control measures. Mitigation measures are described in the report, with the aim to reduce the  $L_{eq}$  to as close to 55 dBA as technically, economically and administratively feasible.

A detailed roadway traffic noise study will be required at the time of subdivision registration and site plan approval for the condominium block to determine specific noise control measures for the development.

A stationary noise assessment was conducted to assess the noise impact from the activities associated with the Laurent Leblanc Limited property on the proposed subdivision. The results indicate that the noise levels produced by the idling vehicles and other associated stationary sources are within the noise level limits of the City of Ottawa's ENCG guidelines.

### Functional Servicing Report, prepared by UrbanTech Consulting, File No. 20-647-O, dated December 2020

Urbantech Consulting prepared a Functional Servicing Report (FSR) in support the proposed development.

The Proposed Development will be serviced by standard municipal servicing and will connect to existing municipal services and stormwater management works that have been constructed to accommodate the Subject Lands in a developed condition.

The purpose of the FSR is to assess the adequacy of the existing public servicing and stormwater management works for the Proposed Development by:

- / determining the servicing requirements;
- / confirming these requirements against the existing public services and constraints; and
- / all in accordance with the City of Ottawa's *Servicing Study Guidelines for Development Applications*.

The proposed residential development can be adequately serviced via the existing storm, sanitary and water distribution infrastructure and does not adversely impact any of the surrounding infrastructure or properties.

Grading will tie into existing adjacent grades except for minor encroachment into 3000 Navan Road for which an agreement with the property owner being prepared. Retaining walls will be required in and around the vicinity of the toe of slope of the escarpment feature and will be designed by a professional engineer at detailed design, considering slope stability.

Stormwater quantity and quality control is provided by EUC Pond 3 and since the proposed drainage conditions for the proposed development do not differ remarkably from those considered in the 2005 ISSU, no further control is required. The only exception is the future condominium block (Block 14), which will provide on-site control for the 100 year event.



Storm servicing is provided by the existing 750 mm sewer on Ziegler Street and 1350 mm sewer (Trunk No. 4) on Renaud Road. Dual drainage design, inlet restriction rates and hydraulic grade line analyses will be completed during detailed design.

Sanitary servicing is provided by the existing 250 mm sewer on Ziegler Street which has sufficient reserve capacity to handle the proposed peak design flows. The Forest Valley Pumping Station was designed to accommodate the subject lands in a developed condition and is considered adequate.

Water servicing is provided by the existing Pressure Zone 2E with connections to Navan Road (300 mm), Renaud Road (300 mm), Ziegler Street (200mm) and Renaud Road (300 mm) watermain and is considered adequate. Pressures are within optimal range of 40 to 80 psi and therefore no boosting or pressure reduction measures are required. The minimum fire flow of 10,000 L/min required per FUS can be provided, even in the event of a feeder main break.

The FSR was prepared in conformance with all relevant higher-level reports, background studies and applicable guidelines and design criteria.

### **Transportation Impact Assessment, prepared by CGH Transportation, Project Number 2020-48, dated December 2020**

CGH Transportation prepared a Transportation Impact Assessment (TIA) in accordance with the City of Ottawa's 2017 TIA Guidelines. The study includes a Step 1 Screening Report, Step 2 Scoping Report, Step 3 Forecasting Report, and Step 4 Strategy Report.

The study provides the following summary of improvements indicated and modification options:

#### **Proposed Site and Screening**

- / The proposed site includes 156 townhouse units, 23 detached house units, and approximately 100 to 150 condominium residential units
- / Accesses will be provided onto Navan Road and Renaud Road
- / The development is proposed to be completed as a single phase by 2024
- / The Trip Generation, Location, and Safety triggers were met for the TIA Screening

#### **Existing Conditions**

- / Orleans Boulevard, Navan Road, and Brian Coburn Boulevard are arterial roads in the study area
- / Sidewalks are provided along both sides of Orleans Boulevard, Joshua Street, and Renaud Road within the Study Area. Percifor Way provides sidewalks on only one side of the road
- / Pocket bike lanes are provided at the intersection Renaud Road and Navan Road on Renaud Road
- / Transit Routes #34, 225, and 228 are present within the study area
- / The Chapel Hill Bus Station is located at the north-east corner of Brian Coburn Boulevard and Navan Road
- / The high volumes roadways have produced a high number of collisions at the study area intersections, primarily at the Orleans Boulevard and Navan Road, Navan Road and Page Road, Renaud Road and Navan Road intersections
- / The existing intersections operate well overall during the peak hours with the exception of Brian Coburn Boulevard and Navan Road, and Percifor Way/Joshua Street and Renaud Road. Capacity issues are noted
- / For individual movements at Orleans Boulevard and Navan Road, Brian Coburn Boulevard at Navan Road and Percifor Way / Joshua Street and Renaud Road

### **Development Generated Travel Demand**

- / The proposed development is forecasted produce 340 two-way people trips during the AM peak hour and 371 two-way people trips during the PM peak hour
- / Of the forecasted people trips, 136 two-way trips will be vehicle trips during the AM peak hour and 147 two-way trips will be vehicle trips during the PM peak hour based on a 40% auto modal share target
- / Of the forecasted trips, 15% are anticipated to travel north, 60% to the west, and 15% to the east, and 10% south

### **Background Conditions**

- / Given that road capacity is not an unconstrained value, the Existing-TRANS rates will be applied to the roadways, with the exception of Renaud Road with a conservative 1.0% growth and Navan Road south of Renaud Road at 0% growth. The AM growth rates will be reversed during the PM peak hour
- / The background developments explicitly considered in the background conditions include: 2983 & 3053 Navan Road, 3252 Navan Road, and 6429 Renaud Road
- / The study area intersections at all study area intersections are expected to operate similarly to the existing conditions at both future horizons

### **Development Design**

- / All development roads are 16.5 metre local roads
- / Sidewalks are proposed on one side of the local roads which provide access to Navan Road, Renaud Road and the mid-rise condominium block, as well as those which connect to the proposed pathway connections
- / Traffic calming measures are recommended to reduce pedestrian crossing distances where sidewalks are provided, reduce turning speeds at intersections, and maintain an operational speed of 30 km/h on the local roads

### **Boundary Street Design**

- / The boundary streets will not meet pedestrian MMLOS targets, due to combinations of a lack of boulevard, insufficient sidewalk widths, high operating speeds, and high curb lane volumes
- / Bicycle MMLOS will not be met due to mixed traffic conditions and high vehicle operating speeds
- / No resulting mitigation measures are recommended

### **Access Intersections Design**

- / A full-movement access on Renaud Road, approximately 215 metres west of Saddleridge Drive, and a full movement access on Navan Road, approximately 160 metres north of Page Road will be provided
- / The accesses are assumed to be stop controlled on the minor approach
- / An eastbound left-turn lane at the Renaud Road site access with a storage length of 15 metres and a taper length of 52.5 metres will be provided
- / Intersection operations surrounding the site accesses perform well

### **Transportation Demand Management (TDM)**

- / Supportive TDM measures for the overall plan of subdivision should include:
  - o Provide a multimodal travel option information package to new residents
  - o Inclusion of a 1-month Presto card for first time new townhome purchase and apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
- / Supportive TDM measures for the mid-rise condominium block should include:
  - o Display local area maps with walking/cycling access routes and key destination at major entrances
  - o Display relevant transit schedules and route maps at entrances
  - o Unbundle parking cost from purchase price
  - o Contract with provider to install on-site carshare vehicles and promote their use by residents
  - o Provide bike repair station for site use

### Transit

- / The proposed development is anticipated to generate an additional 119 two-way AM peak hour transit trips and 130 two-way PM peak hour transit trips and is expected to be accommodated by existing transit infrastructure
- / No specific transit priority measures were considered as part of this development

### Network Intersection Design

- / Generally, the network intersections at both future total horizons will operate similarly to the network intersections at the future background horizons
- / Multiple over capacity movements at various intersections in all future horizons have been identified and are a result of various surrounding proposed developments, and the lack of surrounding infrastructure to accommodate vehicle traffic in Orleans which in turn concentrates vehicle volumes towards the study area
- / The proposed development has been shown to have a minimal impact on the operational analysis at the study area intersections
- / The MMLOS targets will not be met for the pedestrian LOS, bicycle LOS, and transit LOS at some of the study area intersections due to road widths, mixed traffic conditions, left-turn and right-turn lane configurations, high vehicle operating speeds and intersection delays
- / No mitigation measures at the study area intersections are recommended

Following the circulation and review of the TIA, any outstanding comments will be documented within the context of the zoning bylaw amendment and draft plan of subdivision application in the Step 4 Strategy Report. Once remaining TIA Steps are completed and sign-off has been received from City Transportation Project Manager, a signed and stamped final report will be provided to City staff.

### Urban Design Brief, prepared by NAK Design Strategies, dated December 2020

The Renaud Lands Urban Design Brief is intended to provide vision and design direction for an innovative, unified, and rational approach for the development of Caivan's Renaud Lands. The directives outlined in this document will highlight the design intent of an integrated community, one centred on compatibility, connectivity, and accessibility, and reflect objectives set out in the City of Ottawa Official Plan, Urban Design Guidelines for Low-rise Infill Housing (Ottawa, 2009), and Building Better and Smarter Suburbs (Ottawa, 2015).

The Urban Design Brief notes that the subject lands will be a new neighbourhood development, offering a mix of low to medium density residential units within the existing community. This development will create opportunities to enhance the streetscape along Navan Road and feature a mid-rise built form at the intersection of Navan Road & Pagé Road. There will be two key gateways into the community, one from Navan Road and the other from Renaud Road. Walkways will provide pedestrian access to the site from Zeigler Street, Percifor Way as well as Navan Road. Compatibility with adjacent communities will also be a major design element, with the objective of seamlessly integrate the Renaud Lands with the existing neighbourhood.

The Urban Design Brief includes sections on the site context; site analysis; the proposed Community Master Plan; built form and edge conditions; and the public realm.

## Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities that have already been undertaken in preparation of this application submission, or will be undertaken in the following months after the application has been submitted, include:

- / Notification of Ward Councillor, Councillor Laura Dudas
  - o Caivan has corresponded with Councillor Dudas' office on several occasions regarding the proposed development and existing traffic problems in the area, including on September 30<sup>th</sup>, October 28<sup>th</sup>, and November 3<sup>rd</sup>, 2020.
  - o The Ward Councillor will also be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.
- / Notification to residents and local registered Community Associations
  - o Caivan has engaged with the Bradley Estates Community Association (BECA) regarding the proposed development, including on October 19<sup>th</sup> and October 26<sup>th</sup>, 2020.
  - o Caivan also sent a letter to all the existing dwellings backing onto the subject lands. As a result of the letter, the proponent has spoken with some of the abutting neighbours along Percifor Way to the west.
  - o Official notification of the development applications will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.
- / Public Meetings- Advertisement and Report Mail out to Public
  - o Notification for the statutory public meeting for the Plan of Subdivision application and the Planning Committee meeting for the Zoning By-law Amendment application will be undertaken by the City of Ottawa.



## Conclusion

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

- / The proposed development is consistent with the Provincial Policy Statement (2020) in developing an area that is located within the City of Ottawa's Urban Area, immediately adjacent to an existing built-up area, which allows for the logical and efficient extension of existing services and roads. The subject lands are also in proximity to future rapid transit and provides for a range of housing options.
- / The proposed development meets the policies set out in the City of Ottawa Official Plan (2003, as amended). In particular, the proposed detached dwellings and townhouse dwellings are permitted in the General Urban Area designation, as is the proposed low-rise building height. The proposed mid-rise condominium block conforms with Policy 4 of Section 3.6.1, which permits increased building heights in certain locations. The proposed development will increase the number of dwellings in proximity to planned rapid transit. The proposed development also meets the design objectives and criteria found in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development meets some of the Preliminary Policy Directions of the City's New Official Plan. In particular, the proposed development will increase the housing supply in the area, in proximity to planned rapid transit.
- / The proposed residential use and density meet the intent of the East Urban Community Community Design Plan for Phases 1 and 2. The proposed development also meets several landscape, architectural and community structure design guidelines of the CDPs.
- / The proposed development meets several of the City's Urban Design Guidelines for Greenfield Neighbourhoods (2007).
- / The proposed development meets several of the strategic directions of the City's Building Better and Smarter Suburbs initiative (2015).
- / The proposed Zoning By-law Amendment would apply a Residential Third Density, Subzone YY with Exceptions (R3YY[XXXX]) zoning to the majority of the subject lands, which ensures efficient development patterns of a suitable scale and density which are in keeping with the nearby zoning and neighbourhood context. A Residential Fifth Density (R5) zone is proposed for the mid-rise condominium block in order to permit the mid-rise building height and unit typology and density.
- / The proposed development and applications are supported by a range of technical studies.

Sincerely,



Nico Church, MCIP RPP  
Planner



Julie Carrara, MCIP RPP  
Senior Planner