



Engineers, Planners & Landscape Architects

Engineering

Land / Site
Development
Municipal
Infrastructure
Environmental /
Water Resources
Traffic /
Transportation
Structural
Recreational

Planning

Land / Site
Development
Planning Application
Management
Municipal Planning
Documents &
Studies
Expert Witness
(OMB)
Wireless Industry

Landscape Architecture

Urban Design &
Streetscapes
Open Space, Parks &
Recreation Planning
Community &
Residential
Developments
Commercial &
Institutional Sites
Environmental
Restoration

3740 Jockvale Road

Planning Rationale



Engineering excellence. Planning precision. Inspired landscapes.

**3740 Jockvale Road
City of Ottawa**

**Planning Rationale, Design Brief
& Integrated Environmental Review Statement**

Prepared By:

NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

April 22, 2016

Novatech File: 115094
Ref: R-2016-047

April 22, 2016

City of Ottawa
Planning & Growth Management Department
4th Floor
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Attention: Kathy Rygus, Planner II

Dear Ms. Rygus,

**Reference: 3740 Jockvale Road
Draft Plan of Subdivision and Zoning By-Law Amendment
Planning Rationale and Integrated Environmental Review Statement
Our File No.: 115094**

Novatech has prepared the attached Planning Rationale & Integrated Environmental Review Statement as part of applications for Draft Plan of Subdivision and Zoning By-law Amendment submitted on behalf of our client, Uniform Urban Developments for the property at 3740 Jockvale Road in Barrhaven.

Uniform Urban Developments intends to construct 90 residential units on the subject property comprised of 34 semi-detached bungalow dwellings and 56 low-rise condominium apartments distributed in four (4) 14-unit buildings. The Draft Plan of Subdivision provides for two road connections with Jockvale Road and a community parkette.

The attached Planning Rationale outlines the proposed development, summarizes the relevant studies, demonstrates that the proposal is consistent with relevant provincial and municipal policy documents and explains how principles of 'design with nature' were applied to the proposal's layout.

If you have any questions or comments, please do not hesitate to contact myself.

NOVATECH



Adam Thompson MCIP RPP
Planner

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	CONTEXTUAL ANALYSIS	1
2.1	LOCAL CONTEXT AND TRANSPORTATION	3
2.2	EXISTING SITE CONDITION	5
2.3	PLANNING CONTEXT	7
3.0	PROPOSAL	9
3.1	SUMMARY OF PROPOSED ZONING AMENDMENT.....	11
4.0	OVERVIEW OF TECHNICAL STUDIES / INTEGRATED ENVIROMENTAL REVIEW STATEMENT.....	12
4.1	ARCHAEOLOGICAL ASSESSMENT	12
4.2	ENVIRONMENTAL IMPACT & TREE CONSERVATION REPORT	12
4.3	ENVIRONMENTAL SITE ASSESSMENT	13
4.4	GEOTECHNICAL INVESTIGATION	13
4.5	SITE SERVICING, NOISE, EROSION AND SEDIMENT CONTROL BRIEF	14
4.6	TRANSPORTATION IMPACT STUDY	15
5.0	POLICY JUSTIFICATION	17
5.1	PROVINCIAL POLICY STATEMENT (2014).....	17
5.2	CITY OF OTTAWA OFFICIAL PLAN (2013).....	20
6.0	DESIGN BRIEF	27
6.1	DESIGNING OTTAWA	27
6.2	URBAN DESIGN AND COMPATIBLE DEVELOPMENT.....	29
6.3	URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS.....	30
7.0	CONCLUSION	35

APPENDIX A

Draft Plan of Subdivision

APPENDIX B

Proposed Zoning By-law Amendment Schedule

TABLES:

Table 1: Summary of proposed zoning changes.....	11
--	----

FIGURES:

Figure 1: Context map of Subject Property (Source: GeoOttawa).....	2
Figure 2: Aerial overview of subject property (Source: GeoOttawa).....	3
Figure 3: Excerpt from The Orchard Landscape Plan, across from Subject Property	4
Figure 4: Distance between subject site and existing residential properties.....	5
Figure 5: Aerial Image of Subject Property	6
Figure 6: Excerpt from Schedule B of the Official Plan	7
Figure 7: Excerpt of Zoning Map (By-law 2008-250)	8
Figure 8: Proposed Concept Plan (source: Barry J. Hobin & Associates).....	9
Figure 9: Proposed Draft Plan of Subdivision	10
Figure 10: Transition Demonstration Cross Section.....	28

1.0 INTRODUCTION

Novatech has been retained by Uniform Urban Developments to prepare a Planning Rationale and Integrated Environmental Review Statement (Rationale) in support of Plan of Subdivision and Zoning By-Law Amendment applications for the property known municipally at 3740 Jockvale Road (the 'Subject Property') in the Barrhaven community of Ottawa. The proposed development consists of a residential subdivision of 90 residential units comprised of 34 semi-detached bungalow dwellings and four (4) 14-unit low-rise condominium apartments and a community parkette (TBC).

This Rationale will outline the various aspects of the proposal and illustrate that the proposed development is consistent with relevant provincial and municipal policy.

Integrated Environmental Review portions of this Rationale have been prepared as required under Section 4.7 of the Official Plan and as a standard Draft Plan Condition. Section 4.7.1 of the 2008 Official Plan requires an Integrated Environmental Review to accompany applications for subdivision and changes in zoning. The purpose of an Integrated Environmental Review is to demonstrate how supporting studies influenced the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the Official Plan.

2.0 CONTEXTUAL ANALYSIS

The Subject Property is located in the southeast portion of Barrhaven within the developing Stonebridge community (see Figure 1). The Subject Property is a generally triangular-shaped 3.0 hectare (7.4 acre) parcel on the south side of Jockvale road, between Golflinks Drive and Prince of Wales Drive. The Subject Property is legally described as Part of Lot 8, Concession 2, Rideau Front, being Parts 1 and 3 on Plan 4R-14256.

The Subject Property contains an existing single detached dwelling in the south-east corner of the property. The existing dwelling is anticipated to be demolished or removed from the property to allow for the proposed development. The remainder of the property is vacant and contains a mix of young and mature trees ranging from 6 to 20 metres in height, with a few larger trees in the 30 to 40 metre height range toward the south of the site along the golf course edge. The grade of the Subject Property generally slopes from west to east with a grade difference of approximately 5.0 metres from the northwest corner to the southeast corner of the site.

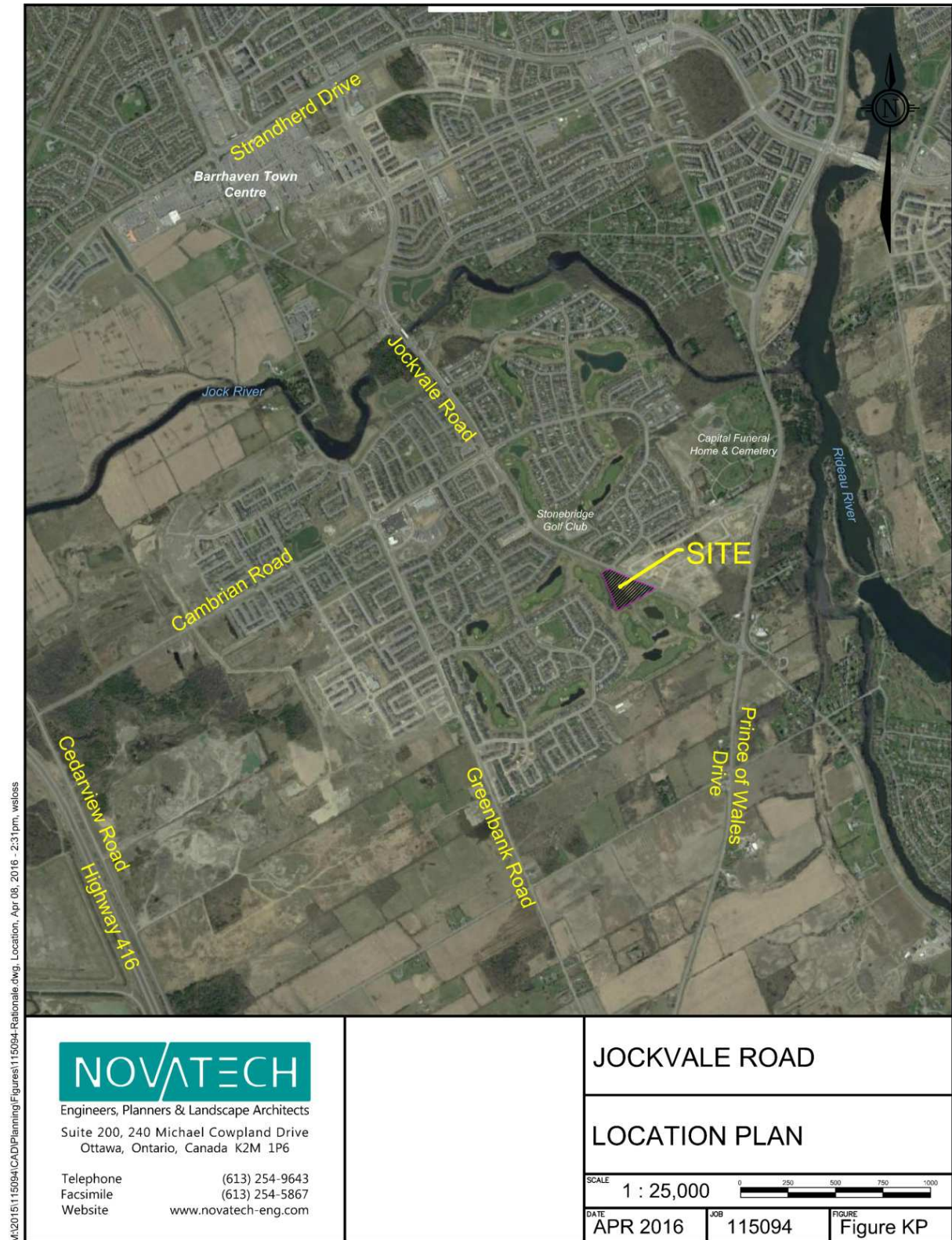


Figure 1: Context map of Subject Property

2.1 Local Context and Transportation

The general land uses in the vicinity of the Subject Property are residential and recreation (see Figure 2). Lands north and west of the Subject Property have been developed within the last decade and consist of two-storey single-detached and multiple-attached residential dwellings. A residential heritage property, known as the Denis Bergin House, is located at 3697 Jockvale Road, approximately 50 metres north of the Subject Property. Recreation uses surrounding the Subject Property consist of the Stonebridge Golf Club. The Stonebridge Golf Club was developed in conjunction with various subdivisions that make up the Stonebridge Community.

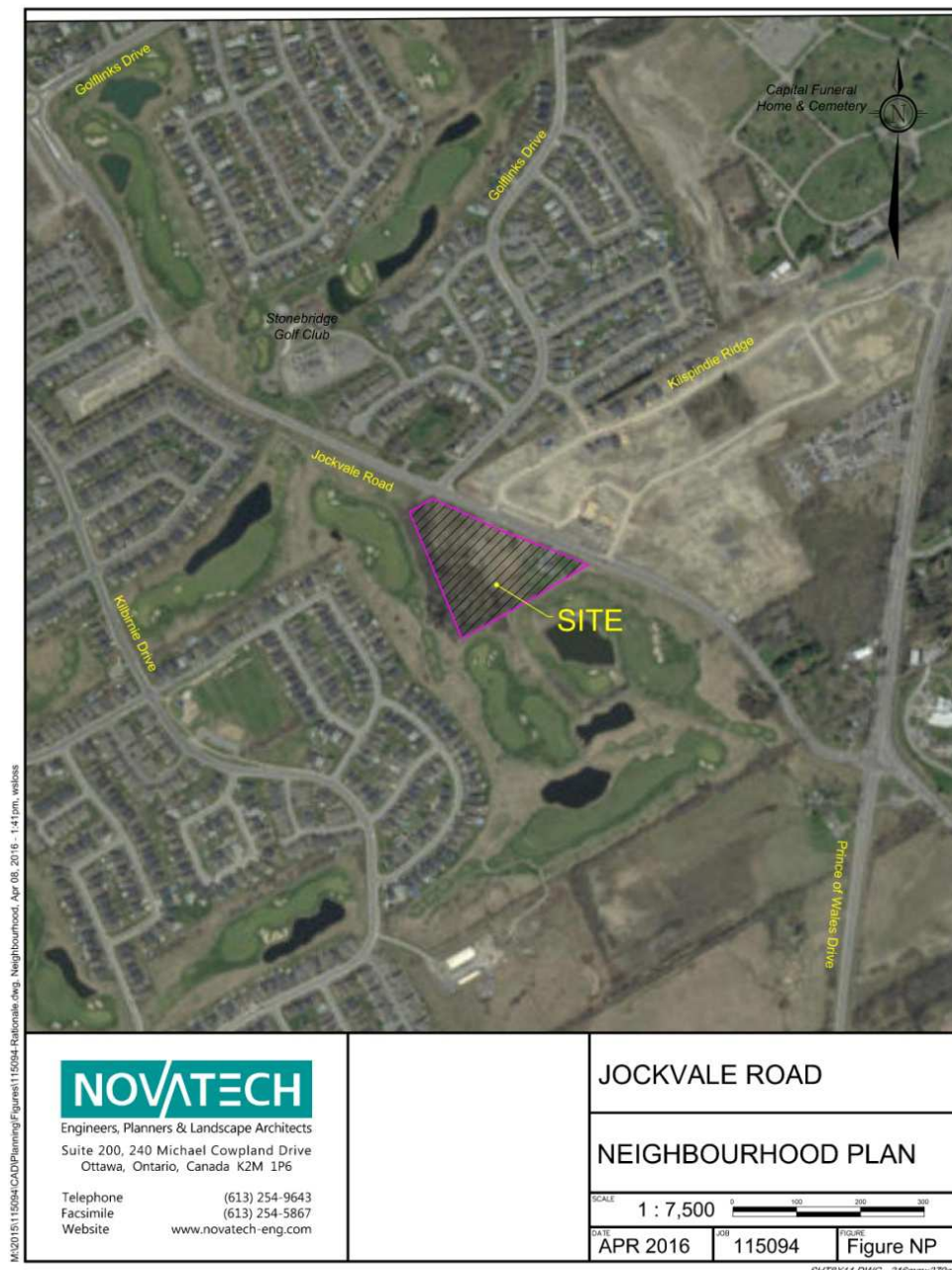


Figure 2: Aerial overview of subject property

The Subject Property is bordered by Jockvale Road to the north. Opposite of the Subject Property on Jockvale Road is a new residential subdivision, known as The Orchard. The Orchard subdivision is being developed by the proponent of 3740 Jockvale Road. As shown in Figure 3, directly across Jockvale Road from the subject site are two-storey townhouses fronting on a window street separated from Jockvale Road by a double row of landscaping and street trees.

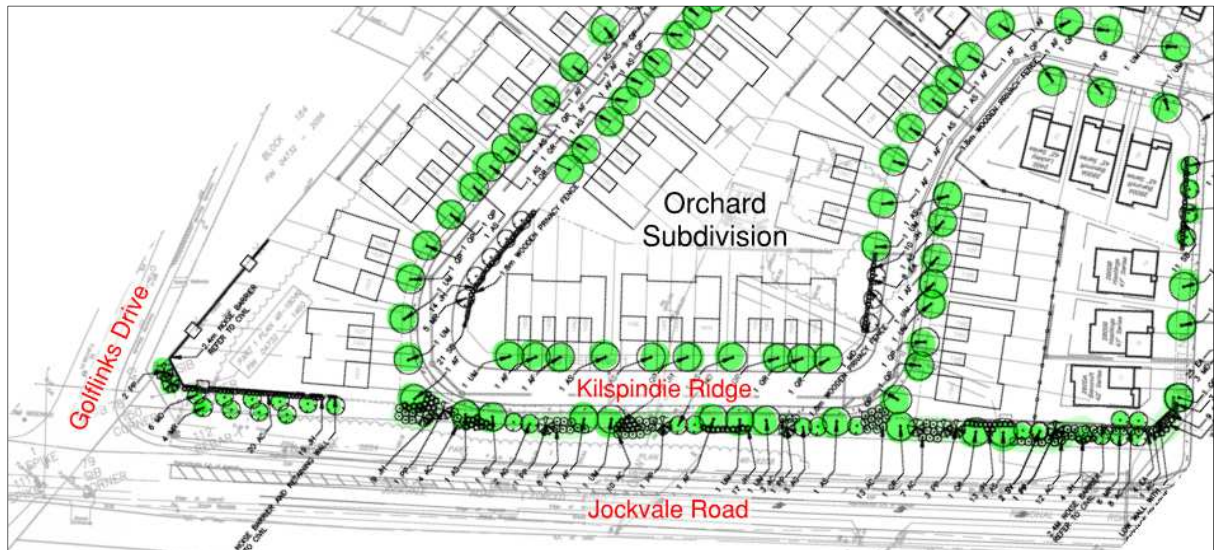


Figure 3: Excerpt from The Orchard Landscape Plan

To the south and west, the site is surrounded on two sides by the Stonebridge Golf Course. As shown on Figure 4, the golf course provides a minimum separation of approximately 95 m at the south end of the site and 130m at the north end between the Subject Property and the rear property line of the two-storey single detached dwellings across the golf course on Shadehill Crescent and Sandgate Ridge.

Jockvale Road, in the vicinity of the Subject Property, is currently a two-lane arterial road with paved shoulders. This portion of Jockvale Road is proposed to be upgraded and, south of the Subject Property, is anticipated to be realigned and reconstructed to reduce the existing tight bend and steep grade near its intersection with Prince of Wales Drive. This work is anticipated to occur between 2020 and 2025, in the Phase 2 cycle of the City's Transportation Master Plan.



Figure 4: Distances between Subject Property and Existing Residential

2.2 Existing Site Condition

The Subject Property has an area of 3.0 hectares (7.4 acres) and approximately 165 metres of frontage along the south side of Jockvale Road (see Figure 5). There is currently one existing built structure on the property, being a two-storey single detached residential dwelling located in the southeasterly corner. The remainder of the property is composed of cultural woodlot, cultural meadow and manicured lawn. The Subject Property has four (4) distinct property lines, but is generally triangular in shape. It is understood that the dwelling was constructed in or around 1996. Prior to 1996, the Subject Property was primarily vacant and may have been used for agricultural purposes.



Figure 5: Aerial Image of Subject Property

2.3 Planning Context

The Subject Property is designated as General Urban Area on Schedule B of the City of Ottawa's Official Plan (see Figure 6). All lands adjacent to the Subject Property are similarly designated General Urban Area on Schedule B of the Ottawa Official Plan. Schedule K of the Official Plan identifies various environmental constraints throughout the City. There are no identified environmental constraints that would impact the development of the Subject Property.

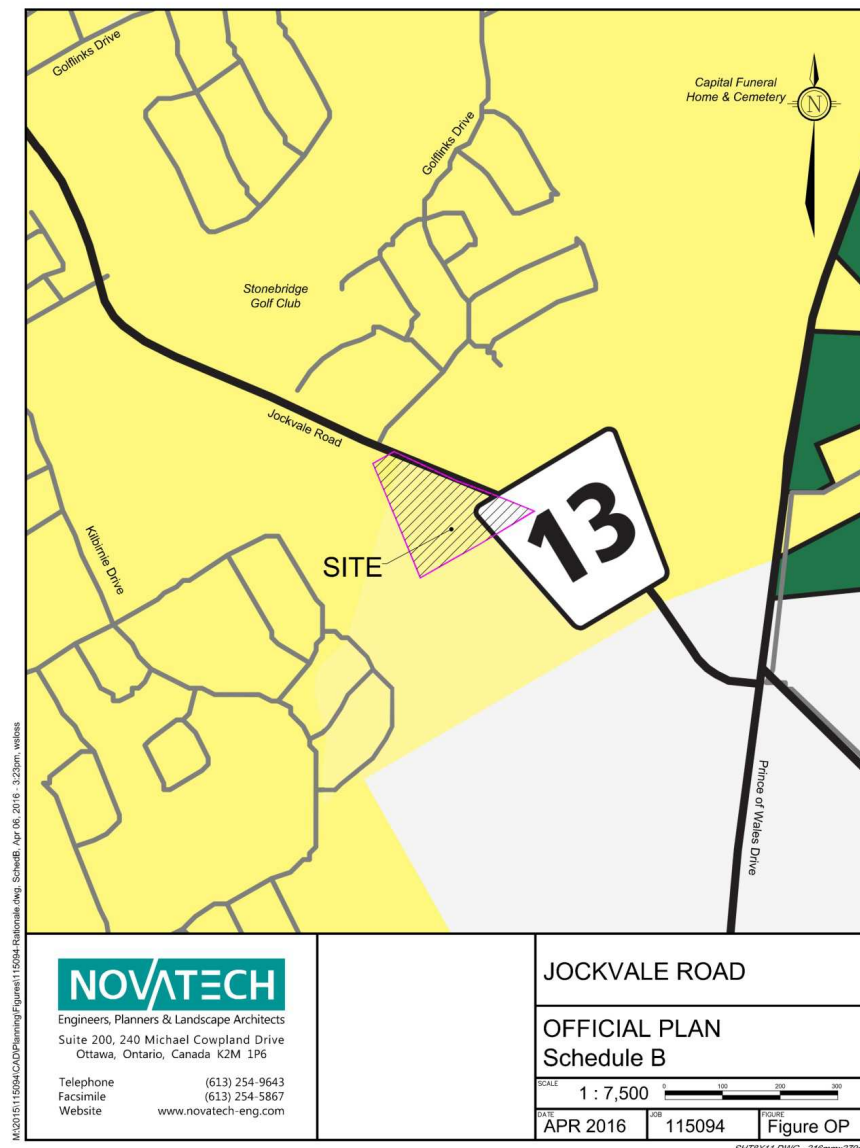


Figure 6: Excerpt from Schedule B of the Official Plan

There are no applicable Secondary Plans, Policy Plans, or Community Design Plans applicable to the Subject Property, although the Subject Property is adjacent to the South Nepean (Area 13) Secondary Plan.

The Subject Property is currently zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250 (see Figure 7). The Development Reserve zone is intended to recognize lands intended for future urban development in areas designated as General Urban Area. Lands north of the Subject Property (The Orchard Subdivision) are zoned Residential Third Density Zone, Exception 673 (R3Z[673]). All lands east, south and west of the Subject Property (the golf course) are zoned Parks and Open Space, Subzone A (O1A).

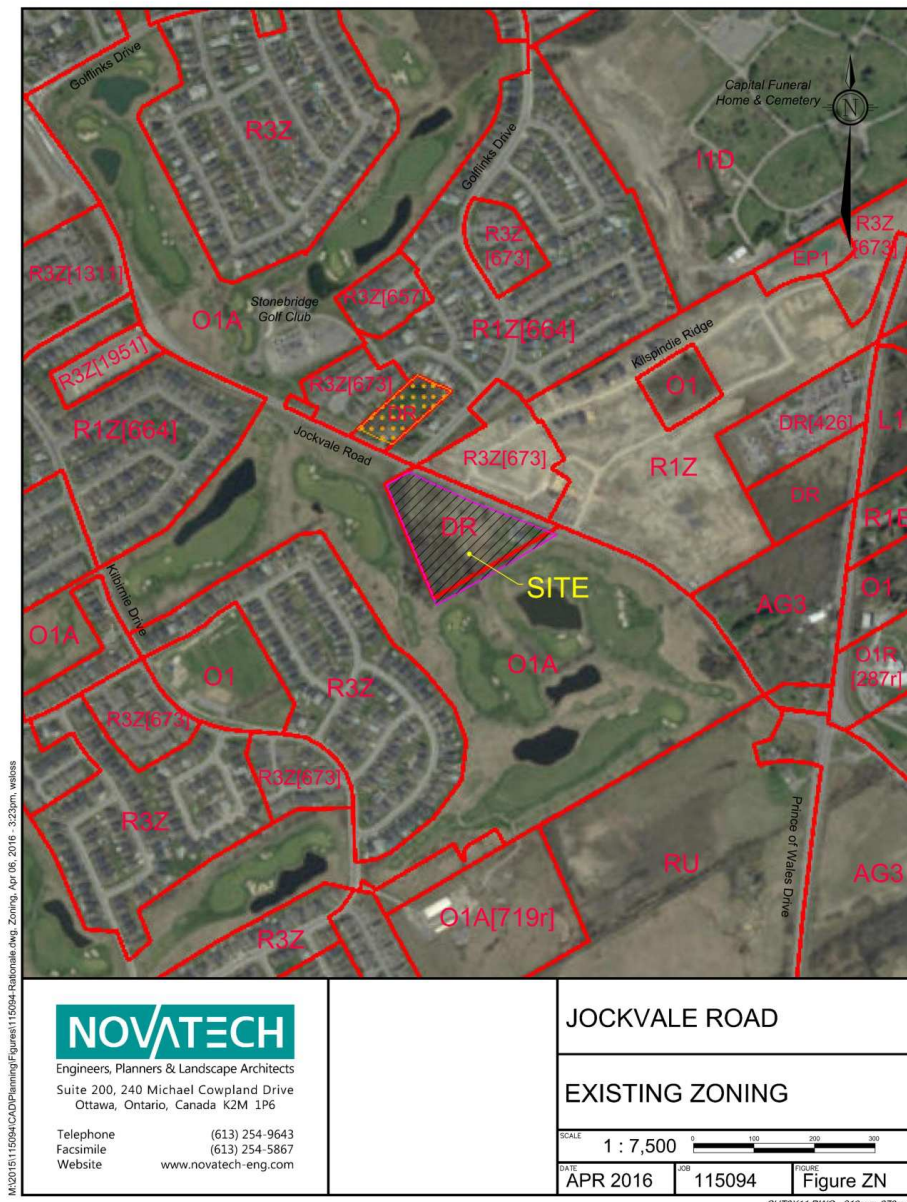


Figure 7: Excerpt of Zoning Map (By-law 2008-250)

3.0 PROPOSAL

The proponent of the proposed development, Uniform Urban Developments, has prepared a plan to redevelop the lands at 3740 Jockvale Road (the Subject Property) as an urban residential subdivision comprised of 34 semi-detached bungalow residential units and four 14-unit low-rise condominium apartment dwellings (see Figure 8).

The 34 semi-detached bungalow residential units are proposed to be located along perimeter of the Subject Property, backing onto the Stonebridge golf course. Units will be freehold ownership and will be accessed by a new public local street with a 16.5 metre right-of-way and 8.5 metre asphalt width. The semi-detached units are proposed to have various model types and will provide single-car garages and, where space permits, double-car garages. Dwelling entrances will be located on either the front or side walls of the units (depending on unit model).



Figure 8: Proposed Concept Plan

The four 14-unit low-rise condominium apartment dwellings are proposed to be located adjacent to Jockvale Road. The location of the condominium apartments has been designed in response to earlier comments from the community over the impact of three-storey dwellings adjacent to the golf course. Each condominium apartment building will include underground parking for 14 vehicles accessed by a ramp from the internal private driveways. A total of 56 parking spaces will be provided underground, being one space per dwelling unit. 35 surface parking spaces will also be provided to accommodate visitor and overflow parking.

The condominiums will be developed in a manner that would allow all buildings to function as a single entity. The ultimate ownership model is anticipated to consist of multiple condominium corporations with allocated sharing of site expenditures (such as garbage collection, snow clearing and landscape maintenance). The condominium apartments will be subject to a more detailed planning review through future Site Plan Control and Draft Plan of Condominium applications.

A proposed community parkette is proposed to be located approximately in the centre of the proposed development. Through consultation with the City of Ottawa, it was determined that a combination of both parkland dedication (in form of a parkette) as well as cash-in-lieu of parkland would be the preferred method for parkland contribution. The parkette component is desired as there are no existing or proposed parks within close proximity to the Subject Property. The parkette is proposed to be 1128.0 square metres (0.28 acres) in size, which represents a parkland contribution of 3.8%. Residual parkland contribution will be provided by means of cash-in-lieu of parkland.

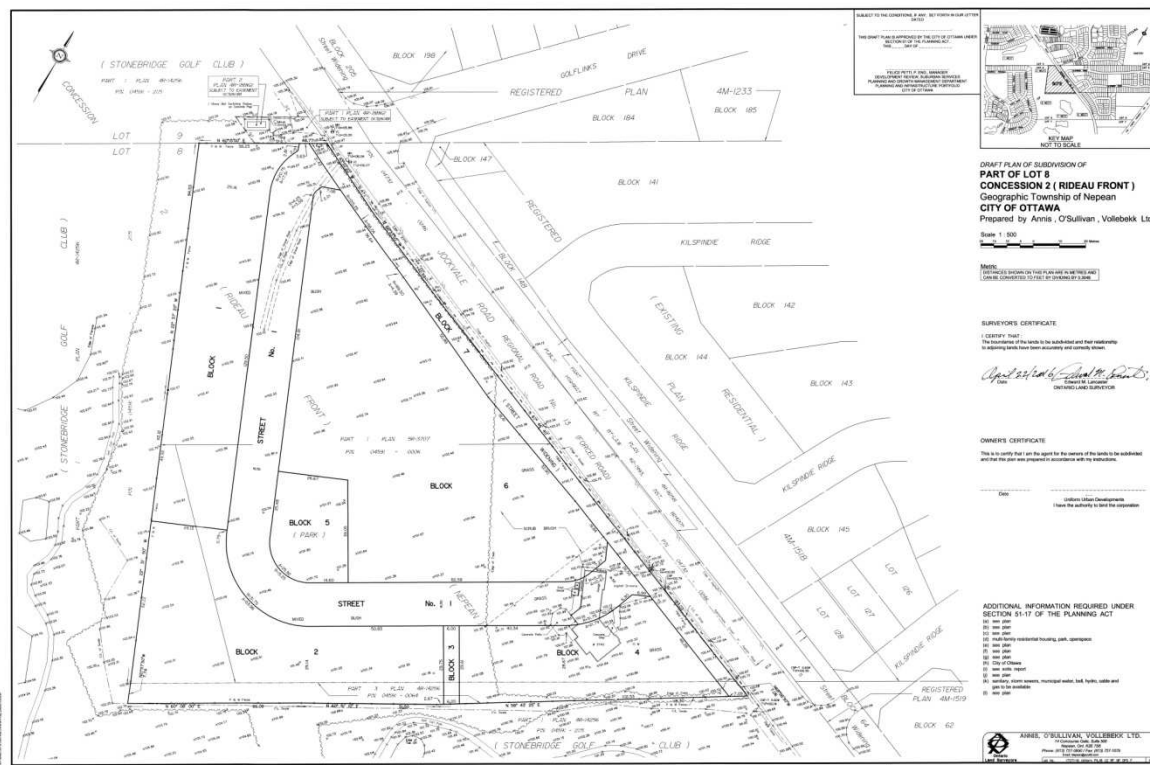


Figure 9: Proposed Draft Plan of Subdivision

The portion of Jockvale Road adjacent to the proposed development is currently built as a two-lane arterial road with gravel shoulders, reflective of its original function as a rural arterial road (formerly Ottawa-Carleton Regional Road 13). It is anticipated that between 2020 and 2025 the roadway will be reconstructed, widened and straightened to the City of Ottawa standard for a four-lane urban arterial road, in accordance with the approved Jockvale Road Widening Environmental Assessment.

To facilitate the proposed development, the proponent will undertake the submission of a Plan of Subdivision application and concurrent Zoning By-Law Amendment application for the Subject Property. Additional planning applications that will be required include a Site Plan application and Draft Plan of Condominium application for the low-rise condominium apartments.

Full build-out of the proposed development is anticipated in two to three years following construction start.

3.1 Summary of Proposed Zoning Amendment

In order to permit the proposed development, an amendment to the City of Ottawa Zoning By-law 2008-250 is required. The Subject Property is currently zoned Development Reserve (DR). The DR zone is intended to recognize lands intended for future urban development in areas designated as General Urban Area in the Official Plan. The following table summarizes the proposed zoning for the various blocks on the Draft Plan of Subdivision.

Table 1: Proposed changes to Zoning By-Law 2008-250 over the Subject Property

Proposed Land Use	Block/Lot on Draft Plan	Proposed New Zoning
Semi-Detached Bungalows	1, 2 and 4	R3Z
Low-Rise Condominium Apartment	6	R4Z
Parkette	5	R4Z
Road Widening	7	R4Z
Stormwater Outlet	3	R3Z

Through the application review process, and in advance of more detail with respect to the Site Plan process, the Zoning Bylaw amendment may be further refined to appropriately address site-specific zoning requirements.

4.0 OVERVIEW OF TECHNICAL STUDIES / INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

The following section provides a summary of each technical study prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective study.

4.1 Archaeological Assessment

Section 4.6.2 of the Official Plan states development proposed on lands that have been identified as having archaeological potential on the City's *Archaeological Resource Potential Mapping Study* will be required to prepare an archaeological assessment. The City of Ottawa online mapping tool indicates that the Subject Property has archaeological potential. Paterson Group conducted a Stage 1 Archaeological Assessment (PIF: P369-0039-2016), dated April, 2016 for the Subject Property. The Stage 1 Assessment concluded that, *"based on criteria outlined in the Ministry of Tourism, Culture and Sport's Standards and Guidelines for Consultant Archaeologists (Section 1.3, 2011), the study area has both pre-contact Aboriginal as well as historic Euro-Canadian archaeological potential."*

The assessment concluded that the site is located in an area that has the potential to have archaeological significance and that a Stage 2 Archaeological Assessment should be conducted on the whole Subject Property. Submission of a Stage 2 Archaeological Assessment should be included as a condition of Draft Plan Approval.

4.2 Environmental Impact & Tree Conservation Report

An Environmental Impact Statement & Tree Conservation Report (EIS/TCR) has been prepared by McKinley Environmental Solutions, dated March 2016. The EIS/TCR was prepared following the City of Ottawa Tree Conservation Report Guidelines and Section 4.7.8 of the Official Plan.

The EIS/TCR states that the existing vegetation on the Subject Property consists of highly disturbed habitats including a degraded cultural woodlot, a clearing within the woodlot with woodpiles and a small tin shed, a cultural meadow and an existing house and yard. The cultural woodlot on the Subject Property shows extensive evidence of infestation of Emerald Ash Borer. Existing trees and vegetation located on the golf course lands adjacent to the Subject Property is not anticipated to be impacted by the proposed development.

No butternuts or other Species at Risk were observed during the field survey. The EIS/TCR does not recommend retention of any vegetation and the proposed development is not anticipated to have a significant negative effect on the natural features and functions.

4.3 Environmental Site Assessment

Policy 2 of Section 4.8.4 of the Official Plan requires that all applications for plans of subdivision be supported by Phase 1 Environmental Site Assessment (Phase 1 ESA) completed in accordance with Ontario Regulation 153/04. In conformity with this policy, a Phase I Environmental Site Assessment was prepared by Paterson Group (dated December 10, 2015) to investigate the potential for site contamination by current or past uses. The Phase 1 ESA concluded that *"no potentially contaminating activities were identified with the historical use of the subject site or neighbouring properties"*. Based on the results of the Phase I ESA, further investigation (including the preparation of a Phase II Environmental Assessment) is not required.

4.4 Geotechnical Investigation

Policy 1 of Section 4.8.3 of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for development. In conformity with the policy, a Geotechnical Investigation (Report: PG3641-1) was undertaken by Paterson Group (dated January 11, 2016) for the Subject Property to determine the subsurface soil and groundwater conditions and provide geotechnical recommendations for the design of the proposed development.

The Geotechnical Investigation states that, *"based on available geological mapping (NR Can), the subject site is located in an area where the bedrock consists of dolostone of the Oxford formation. The overburden drift thickness is estimated to be between 15 to 25 metres."* The Geotechnical Investigation included putting down five (5) boreholes on the Subject Property.

The analysis of the five boreholes concluded that the subsurface profile of the generally consisted of, *"a thin layer of topsoil and/or fill material with roots overlying a compact to very dense glacial till. The glacial till deposit consisted of a brown silty sand with gravel, cobbles and boulders, trace clay."* Borehole No. 4 (BH4) encountered refusal at 3.3 metres below existing ground surface, inferring that the auger reached a boulder below the surface. Based on the groundwater depths encountered in the five boreholes, it is estimated that long-term groundwater levels are expected to be between 4 and 5 metres below the existing ground surface. Based on Paterson Group's observations, it is expected that there is adequate separation distance between the groundwater table and the proposed footing depth.

From a geotechnical perspective, the site was determined to be suitable for the proposed development and that building construction can utilize conventional-style footings.

4.5 Site Servicing, Noise, Erosion and Sediment Control Brief

The Official Plan contains policies that require development applications be supported by various engineering studies to demonstrate that the proposed development can be achieved in a responsible manner. Section 4.4.1, Policy 1 of the Official Plan requires that all development applications to be supported by an assessment of the adequacy of public services. Section 4.8.7 of the Official Plan requires that where proposed noise-sensitive uses are proposed within 100 metres of a designated Arterial Road, the development is to be supported by a Noise Assessment. As required by these policies, a Site Servicing, Noise, Erosion and Sediment Control Brief (dated April 15, 2016) was completed by Novatech for the Subject Property.

The proposed development is readily serviced by extending the existing water and sanitary sewer infrastructure located in Jockvale Road and to the north of Jockvale Road, through The Orchard subdivision. The following summary demonstrates that development of the Subject Property is feasible there are no apparent infrastructure constraints resulting from the proposed development.

Water services will be provided by way of a combination of 200mm and 250mm watermains. Connections to the municipal water system will be made to the existing 300mm watermain on Golflinks Drive and to the existing 400mm watermain on Jockvale Road. A detailed hydraulic network analysis of the proposed watermain layout would be completed at the detailed design stage. All watermains and appurtenances would be designed in accordance with the City of Ottawa Guidelines for Water Distribution.

A new 200mm diameter sanitary sewer will service the proposed development. The sewage flows from the site will be directed by gravity to an existing sanitary manhole on Kilspindie Ridge at the entrance of the Apple Orchard development. Sanitary flows will then following the existing system of 200mm and 250mm sanitary sewers through The Orchard subdivision to a maintenance hole near the northeast corner of the Uniform Lands. From there, a 450mm gravity sewer conveys the sanitary flows following the service road through Capital Memorial Gardens lands and ultimately outletting to a 600mm trunk sewer on Golflinks Drive. An analysis of the available capacity of the downstream sanitary system (including the 600mm located on Golflinks Drive) determined that the existing system has the available capacity to accommodate the proposed development for 3740 Jockvale Road without impacting available capacity for other developing and future development lands in the vicinity of the Subject Property.

Storm servicing for the proposed subdivision will be provided using a dual drainage system. Runoff from frequent events will be conveyed by storm sewers (minor system), while flows from large storm events which exceed the capacity of the minor system will be conveyed overland along defined overland flow routes (major system). All storm runoff (major and minor systems) from the proposed development will be directed to an existing pond on the adjacent golf course under post-development conditions. This pond represents the existing storm drainage outlet for the site and has sufficient capacity to accommodate the additional runoff associated with the proposed development. A stormwater easement in favour of the City of Ottawa will be provided over the stormwater outlet to the pond. There is an agreement in principle between proponent and the owner of the golf course pond for its use as the proposed stormwater management solution. Documentation regarding this agreement will be submitted in support of the application for draft plan approval.

The golf course pond does not have a surface outlet. Following a storm event, water levels in the pond are slowly drawn down to the normal water level as water is dispersed into the ground by a network of subdrains, which also connect this pond with two ponds to the south. For design purposes, a 24-hour storm event was used to calculate the required storage. While water levels in the pond will increase under post-development conditions, the pond provides more than twice the required storage to contain all the runoff from a 100-year event. In the event of a storm that exceeds the available storage in the golf course pond water will spill over the bank of the pond and flow overland into the two ponds to the south. These ponds would in turn spill into an existing drainage ditch that flows southwest to the Kilroe Municipal Drain at Barnsdale Road.

A Noise Control Brief was prepared as a preliminary assessment of the environmental impact of noise and to outline any possible noise attenuation requirements on the proposed residential development. As per Official Plan policy, both Jockvale Road (designated arterial) and Golflinks Drive (designated collector) are located within 100 metres of the Subject Property. The Noise Control Brief results indicate that dwelling units with rear frontage near Jockvale Road (southeast corner) and dwelling units near Jockvale Road in the northwest corner have predicted noise levels in excess of the allowable noise level criteria. To mitigate the noise levels in the predicted outdoor living area, the developer may utilize noise specific site planning methods and architectural design, upgraded building components, increased setbacks, noise barriers and/or central air conditioning. Warning clauses on title may also be required. Specifications for mitigation measures will be analyzed in detail as part of a Noise Control Study through the detailed design of the proposed subdivision. It is noted that earlier concepts for this property had private rear yards abutting Jockvale Road, which would have required a continuous noise attenuation wall. It is anticipated that the final development concept significantly reduces the quantity of noise attenuation barrier that may be required.

4.6 Transportation Impact Study

Transportation Impact Study (TIS) reports are required by Section 4.3 of the Official Plan when a subdivision or rezoning application are submitted and there may be an impact of the transportation network in the surrounding area. Novatech undertook a review of the potential impact of the proposed development on the surrounding transportation network. The results were concluded in a Transportation Impact Study (April 2016).

The proposed development will be served by two accesses onto Jockvale Road. Based on the transportation analysis, it is determined that the northern access is proposed to be a full movement access. The northern access will form the west leg of the existing Jockvale Road / Golflinks Drive South intersection. The southern access will be located approximately 195m south of Golflinks Drive and is proposed to be restricted to right-in-right-out movements.

The City of Ottawa Transportation Master Plan (TMP) identifies a need to widen Jockvale Road from two lanes to four lanes between Cambian Road and Prince of Wales Drive. It is understood that this work is currently being designed by Robinson Consultants Inc. and is scheduled for construction between 2020 and 2025.

Based on the existing traffic condition, intersection control modifications are required at the intersection of Jockvale Road and Blackleaf Drive. This recommendation was also made in a previous Transportation Impact Study (Ref. No. R-2011-112, dated July 2011), prepared by Novatech for the subdivisions at 3699 and 3701 Jockvale Road.

The proposed subdivision includes adequate provisions for non-auto travel modes, including access to local pedestrian, bicycle, and transit systems. The proposed public street will have a right-of-way width of 16.5m, a paved road width of 8.5m and a sidewalk on one side, in accordance with City of Ottawa standards. Sidewalk locations and intersection geometry will be addressed during the detailed design stage.

Based on the results of the Transportation Impact Study prepared by Novatech, the proposed subdivision will have minimal impact on the existing transportation network. The proposed widening and realignment of Jockvale Road will aid in the overall improvement of the transportation network through the Stonebridge community.

5.0 POLICY JUSTIFICATION

The following is a review of the existing planning policy framework and demonstrates that the proposed Plan of Subdivision and Zoning Amendment are consistent with the Provincial Policy Statement, conform to the policies of the Official Plan and respect the intent of any applicable urban design guidelines.

5.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. All decisions affecting planning matters “shall be consistent with” policies issued under the authority of Section 3 of the Planning Act.

The following will demonstrate how the proposed development is consistent with the PPS.

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

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

The proposed development proposes two forms of urban residential dwelling types that are not currently available in the immediate area, which promotes diversity in the range of residential units in the community while minimizing land consumption. The proposal includes recreational space and sidewalks to promote healthy lifestyles. The Subject Property does not contain any environmental features deemed significant and does not contain any natural, manmade or potential hazards.

The proposed development is located on lands designated by the City of Ottawa as settlement area.

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

- b) *“densities and a mix of land uses which:*
 - 1. *efficiently use land and resources;*
 - 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. *support active transportation;*
 - 5. *are transit-supportive, where transit is planned, exists or may be developed, and;*
 - 6. *are freight-supportive.”*

The proposed development utilizes a currently under-developed parcel of land that is capable of accommodating 90 residential units where only one exists today. The proposed development will not result in the loss of significant natural features and can be appropriately serviced utilizing available capacity in the adjacent municipal servicing network without the need to invest in an expansion of municipal infrastructure. The majority of semi-detached units are oriented to have the rear facades that face south and west to maximize exposure to sunlight. The Subject Property is adjacent to Jockvale Road, which is designed to accommodate public transit.

The PPS promotes appropriate forms of redevelopment and intensification as a means to encourage efficient development patterns. Section 1.1.3.4 of the PPS states,

“Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

The Subject Property currently contains a single-detached dwelling on a 3.0 hectare (7.4 acre) parcel of land. The proposed development represents an average density of 30 units per gross hectare. 30 units per gross hectare is a reasonable density for a new development within an existing neighbourhood. In comparison, the Barrhaven South Community Design Plan (which applies to approximately 190 hectares of land west of the Subject Property) proposes an overall residential density of 34.3 units per new hectare.

The PPS promotes efficient growth patterns by stating in Section 1.1.3.6 that new development should occur adjacent to the existing built-up area and allow for the efficient use of land. In this regard, the proposed development is consistent with the PPS. The proposed development is located opposite of an existing partially-constructed subdivision (known as The Orchard). While the proposed development is surrounded on the west, south and east by a golf course, the site has been designed to accommodate future connections should the golf course be repurposed at any point in the future.

Infrastructure and Public Service Facilities

Section 1.6 of the PPS states that infrastructure shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs. The Site Servicing, Noise, Erosion and Sediment Control Brief (dated April 15, 2016) prepared by Novatech demonstrates that there is adequate infrastructure to support the proposed subdivision. The proposed development will be constructed on municipal services (water, sanitary, and storm). Additional detail is provided in this Planning Rationale under Section 4.5.

The frontage of the Subject Property along Jockvale Road contains an above-ground utility line, consisting of electric transmission lines and telephone and cablevision lines. As this utility line will remain within the Jockvale Road right-of-way, the proposed development will not have an impact on these lines.

With respect to stormwater management, the PPS promotes *“stormwater management best practices, including stormwater attenuation and re-use, and low impact development”*. The proposed method of providing stormwater management consists of utilizing the existing man-made ponds located on the adjacent golf course lands. This design allows for the re-use of stormwater for irrigation purposes.

Transportation Systems

Section 1.6.5 of the PPS promotes safe, energy efficient transportation systems that facilitate the movement of people and goods. The Transportation Impact Study prepared in support of the proposed development addresses the required road, transit, pedestrian, and cycling facilities necessary to support the proposed subdivision, and also addresses impacts on the adjacent community. Additional detail is provided in this Planning Rationale under Section 4.6.

Wise Use and Management of Resources

Section 2.0 of the PPS provides policies related to the use and management of resources. The proposed development in this case is consistent with the policies of Section 2.0 as per the following:

- Related to 2.1 (Natural Heritage), the Subject Property does not contain significant wildlife habitats, wetlands woodlots or ecological functions. The Environmental Impact Statement & Tree Conservation Report (EIS/TCR) prepared by McKinley Environmental Solutions, dated March 2016 states that no Species at Risk were observed. Existing vegetation on the Subject Property consists of highly disturbed habitats including a degraded cultural woodlot that shows extensive evidence of infestation of Emerald Ash Borer. There is no anticipated impact to natural heritage as a result of the proposed development.
- Relating to Section 2.2 (Water), there are no ground water or surface water features on, or adjacent to the Subject Property. There is no anticipated impact to water features as a result of the proposed development.
- Relating to Section 2.3 (Agriculture), the subject site is located within the urban boundary of the City of Ottawa and has no identified agricultural potential.
- Relating to Section 2.4 (Minerals and Petroleum), the subject site has no known areas of mineral or petroleum potential; it will not impact areas of petroleum potential.
- Relating to Section 2.5 (Mineral Aggregate Resources), the subject site has no known mineral aggregate potential; it will not impact areas of mineral aggregate potential.
- Relating to Section 2.6 (Cultural Heritage and Archaeology), the subject site has been identified by the City of Ottawa Archaeological Potential mapping as having archaeological potential. An Archaeological Assessment prepared by Paterson (April 2016) concluded that the site is not archaeologically significant.

Protecting Health and Safety

Section 3.0 of the PPS provides policies related to reducing the potential public cost and protection of residents from natural or human-made hazards, such as areas prone to flooding, chemical hazards, contamination hazards and mine hazards.

Relating to Section 3.1 (Natural Hazards), the site is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, or large inland lakes. A Geotechnical Investigation report was prepared by Paterson Group (January 11, 2016) that concludes that, from a geotechnical perspective, the Subject Property can accommodate the proposed development utilizing conventional footings placed on dense glacial till or engineered fill. Additional detail is provided in this Planning Rationale under Section 4.4.

Regarding Section 3.2 (Human-Made Hazards), Paterson Group Inc. was retained to conduct a Phase 1 Environmental Site Assessment for the site. They reviewed the past and current use of the site and conducted a site visit. The assessment concluded that there were no signs environmental concern on the property and no environmental contamination or harmful fill observed in any of the soil samples. Paterson Group Inc. concluded that a Phase II Environmental Site Assessment was not required.

The proposed Draft Plan of Subdivision and Zoning By-law Amendment are consistent with the policy framework set out in the Provincial Policy Statement. The proposed development promotes efficient use of land within the urban area with no impact to natural environmental features, agricultural resources, mineral and aggregate resources or cultural heritage.

5.2 City of Ottawa Official Plan (2013)

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have since been numerous updates and amendments approved by City Council and the Ontario Municipal Board. For the purposes of this planning rationale, the City's Official Plan Consolidation up to and including Official Plan Amendment No. 150 (the 'Official Plan') was used for reference. It is noted that Official Plan Amendment No. 150 has no official status due to a recent Ontario Municipal Board decision (PL140495 et al). Relevant policies that have been modified by OPA 150 are identified and the rationale will address the most restrictive of the current policies or the proposed policy modifications from OPA 150.

The Subject Property is located within the urban boundary of the City of Ottawa and is designated as General Urban Area on Schedule B of the Official Plan (see Figure 3 on Page 7 of this report). Section 3.6.1 of the Official Plan states that the General Urban Area designation permits a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use. The proposed residential uses conform to the intent of the General Urban Area Designation.

The proposed development is considered a redevelopment, as it proposes to replace a single detached residential dwelling. Policy 5 of Section 3.6.1 states that for residential infill or redevelopment proposals in the General Urban Area designation, the City will:

- a) *“Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;*
- b) *Apply the policies of Section 2.5.1 and Section 4.11;*
- c) *Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.”*

The proposed development conforms to the above policy as the proposed residential uses are compatible with surrounding residential and recreation uses. The built-form differs from the existing built-form in that the primary form of development surrounding the Subject Property consists of two-storey single-detached and multiple-attached dwellings. The proposed built form, being bungalow semi-detached dwellings and three-storey low-rise apartment dwellings, is a compatible form of development. Compatibility is enhanced as the Subject Property is isolated from existing developments by Jockvale Road and the Stonebridge golf course.

Site-Specific Policies and Secondary Plan Policies

Section 4.1 of the Official Plan states that further site-specific policies may be applicable to certain parts of the City, and shall conform to policies of the Official Plan, while providing additional detail and guidance. The Subject Property is not within the boundaries of any existing Community Design Plans, Policy Plans, Secondary Plans, or Site-Specific Policies.

Adjacent to Land Use Designations

Section 4.2 of the Official Plan states that some policies may apply to proposed development that is adjacent to other land uses. The subject site is not located adjacent to any identified land use designation requiring specific studies.

The policies in Section 4.2 and 4.7.8 of the Official Plan require that an Environmental Impact Statement be prepared for any development proposed within 30 metres of the natural feature even if it is not designated in the Plan. An Environmental Impact Statement & Tree Conservation Report was prepared by McKinley Environmental Solutions in support of the proposed development and is summarized in Section 4.2 of this Rationale.

Walking, Cycling, Transit, Roads, and Parking Lots

Section 4.3 of the Official Plan outlines policies related to development and walking, cycling, transit, and roads.

Policy 1 of Section 4.3 requires that new plans of subdivision will provide direct transit routes and for all buildings to be within 400 metres walking distance of a transit stop. Jockvale Road, which is adjacent to the Subject Property, is currently serviced by OC Transpo Routes 186 and 205, as well as Route 175 which follows Jockvale Road and Golflinks Drive. All units proposed on the Subject Property will be located within 400 metres walking distance of available transit routes.

Policy 2 of Section 4.3 requires that the road network of new plans of subdivision accommodate the potential future extension of the road system to adjacent properties. With respect to the proposed development, the Subject Property is isolated from future development lands by Jockvale Road and the Stonebridge golf course. There are no future road extensions provided or required for the proposed development.

Policy 5 of Section 4.3 requires that a transportation impact assessment report be undertaken in accordance with the City of Ottawa Transportation Impact Assessment Guidelines. A Transportation Impact Study (April 2016) was prepared by Novatech that addresses the required road, transit, pedestrian, and cycling facilities necessary to support the proposed development. The Transportation Impact Study (summarized in Section 4.6) demonstrates that the proposed subdivision can be safely and adequately accommodated.

Policy 9 of Section 4.3 requires that a sidewalk be provided on at least one side of local roads that serve transit. It is noted that OPA 150 modifies this policy to require sidewalks *“within and between neighbourhoods, and from local roads to arterial and collector roads at sufficient intervals to create permeable walkable communities.”* The proposed development conforms to both the current and modified policy by accommodating a sidewalk on one side of the proposed street. The sidewalk is proposed to be located on the side of the street adjacent to the low-rise condominium apartments to avoid multiple conflicts with driveways which would occur if the sidewalk were to be located along the frontage of the bungalow semi-detached dwellings.

Policy 11 of Section 4.3 requires that new developments are linked to the existing or planned network of public sidewalks, multi-use pathways and on-road cycling routes, which connect parks and other open spaces, transit stations and transit stops, and community services and facilities. The proposed development anticipates sidewalk connections to Jockvale Road. Jockvale Road is expected to include sidewalks and/or multi-use pathways on both sides of the roadway at such time as Jockvale Road is widened and reconstructed between Golflinks Drive and Prince of Wales Drive.

Servicing in Public Service Areas

Policy 1 of Section 4.4.1 requires that development applications be supported by an assessment of the adequacy of public services. The Site Servicing, Noise, Erosion and Sediment Control Brief (dated April 15, 2016) prepared by Novatech assesses the adequacy of public services and demonstrates how services will be provided to support the proposed subdivision.

As mentioned in Section 4.5 of this Planning Rationale, the proposed development will be adequately serviced by proposed water, sanitary and stormwater infrastructure.

Heritage Buildings and Areas

Policy 3 of Section 4.6.1 identifies that development proposed adjacent to or within 35 metres of the boundary of a proposed containing an individually designated heritage building. A residential heritage property, known as the Denis Bergin House, is located at 3697 Jockvale Road, approximately 50 metres north of the Subject Property. As the proposed development is beyond 35 metres of 3697 Jockvale Road, no analysis or impact assessment is required.

Archaeological Resources

Policy 1 of Section 4.6.2 requires that an archaeological resource assessment be conducted where archaeological potential exists.

The City of Ottawa online mapping tool indicates that the Subject Property has archaeological potential. The Stage 1 Archaeological Assessment was prepared by Paterson Group and summarized in Section 4.1. The assessment concluded that the site is located in an area that has the potential to have archaeological significance and that a Stage 2 Archaeological Assessment should be conducted. Submission of a Stage 2 Archaeological Assessment should be included as a condition of Draft Plan Approval.

Protection of Vegetation Cover

Policy 1 of Section 4.7.2 of the Official Plan states that applications for subdivision will be supported by a Tree Conservation Report. Policy 2 of Section 4.7.2 lists the requirements to be met in the study, including the identification of endangered or threatened species.

The Environmental Impact Statement & Tree Conservation Report (EIS/TCR) prepared by McKinley Environmental Solutions, dated March 2016 states that the Subject Property contains no habitat for Species at Risk and no species were observed. Existing vegetation on the Subject Property consists of highly disturbed habitats including a degraded cultural woodlot that shows extensive evidence of infestation of Emerald Ash Borer. There is no anticipated impact to natural heritage as a result of the proposed development.

A requirement for a streetscape plan is anticipated as part of the detailed design process prior to final approval of the proposed development. The streetscape plan will be designed in accordance with City guidelines and the policies of the Official Plan that encourage the use of native species for proposed vegetation.

Erosion Prevention and Protection of Surface Water

Section 4.7.3 seeks to protect stream corridor and the surface water environment by ensuring appropriate setbacks are maintained between proposed land development and waterbodies. Policies also seek to protect new development from erosion hazards or unstable slopes. With respect to the Subject Property, there are no watercourses or unstable slopes identified on Schedule K of the Official Plan that could pose a hazard to the proposed development.

Protection of Endangered and Threatened Species

Policies 2 to 4 of Section 4.7.4 state that significant habitat of endangered and threatened species will be identified through an Environmental Impact Statement. Policy 5 and 6 of Section 4.7.4 state that no development or site alteration is permitted in significant habitat of endangered or threatened species and that no development or site alteration is permitted within 120 m of habitat unless an Environmental Impact Statement demonstrates that there will be no negative impact on the habitat of the species or their ecological function.

The Environmental Impact Statement & Tree Conservation Report (EIS/TCR) prepared by McKinley Environmental Solutions, dated March 2016 states that the Subject Property contains no habitat for Species at Risk and no species were observed.

Stormwater Management

Policy 1 of Section 4.7.6 of the Official Plan states that a stormwater site management plan will be required to support all subdivision and site plan applications. In conformity with this policy, a Serviceability and Conceptual Stormwater Management Report (April 2016) was prepared by Novatech which demonstrates that stormwater for the proposed subdivision can appropriately outlet to existing water features located on the adjacent Stonebridge golf course. There is an agreement in principle between proponent and the owner of the golf course pond for its use as the proposed stormwater management solution. Documentation regarding this agreement will be submitted in support of the application for draft plan approval. Further details have been provided in Section 4.5 of this rationale.

Environmental Impact Statement

Policy 1 of Section 4.7.8 of the Official Plan requires an Environmental Impact Statement for development and site alteration proposed within adjacent to elements of the natural heritage system, regardless of whether such features are designated in the Official Plan. Through a pre-consultation with City staff, it was determined that there was sufficient potential for natural heritage features that Environmental Impact Statement was warranted.

An Environmental Impact Statement & Tree Conservation Report (EIS/TCR) has been prepared by McKinley Environmental Solutions, dated March 2016. The EIS/TCR states that the existing vegetation on the Subject Property consists of highly disturbed habitats including a degraded cultural woodlot, a clearing within the woodlot with woodpiles and a small tin shed, a cultural meadow and an existing house and yard. The cultural woodlot on the Subject Property shows extensive evidence of infestation of Emerald Ash Borer. Existing trees and vegetation located on the golf course lands adjacent to the Subject Property is not anticipated to be impacted by the proposed development.

No butternuts or other Species at Risk were observed during the field survey. The EIS/TCR does not recommend retention of any vegetation and the proposed development is not anticipated to have a significant negative effect on the natural features and functions.

Unstable Soils or Bedrock

Policy 1 of Section 4.8.3 of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for

development. The Subject Property is not identified as containing unstable slopes or organic soils on Schedule K (Environmental Constraints) of the City of Ottawa Official Plan.

The Geotechnical Investigation prepared by Paterson Group (dated January 11, 2016) concluded that the soils on the Subject Property are found to consist of *a thin layer of topsoil and/or fill material with roots overlying a compact to very dense glacial till. The glacial till deposit consists of a brown silty sand with gravel, cobbles and boulders, trace clay.* From a geotechnical perspective, the site was determined to be suitable for the proposed development and that building construction can utilize conventional-style footings.

Contaminated Sites

Policy 2 of Section 4.8.4 of the Official Plan requires that all applications for plans of subdivision be supported by Phase 1 Environmental Site Assessment (ESA) completed in accordance with Ontario Regulation 153/04. In conformity with this policy, a Phase I Environmental Site Assessment was prepared by Paterson Group (dated December 10, 2015). The Phase 1 ESA concluded that *"no potentially contaminating activities were identified with the historical use of the subject site or neighbouring properties"*. Based on the results of the Phase I ESA, further investigation (including the preparation of a Phase II Environmental Assessment is not required.

Environmental Noise Control

Policy 4 of Section 4.8.7 of the Official Plan states that the City will require a noise study where new noise-sensitive development is proposed within 100 metres of an existing or proposed arterial or major collector roadway. The Subject Property is located adjacent to Jockvale Road, which is designated on Schedule E (Urban Road Network) as an Arterial road. In conformity with this policy, Novatech prepared a Noise Assessment as a component of the Site Servicing, Noise, Erosion and Sediment Control Brief.

The Noise Control Brief results indicate that dwelling units with rear frontage near Jockvale Road (southeast corner) and dwelling units near Jockvale Road in the northwest corner have predicted noise levels in excess of the allowable noise level criteria and will require mitigation. Mitigation may utilize noise specific site planning methods and architectural design, upgraded building components, increased setbacks, noise barriers and/or central air conditioning. Earlier concepts for this property proposed private rear yards abutting Jockvale Road, which would have required a continuous noise attenuation wall. The final development concept significantly reduces the quantity of noise attenuation barrier that may be required along Jockvale Road.

Specifications for mitigation measures will be analyzed in detail as part of a Noise Control Study through the detailed design of the proposed subdivision.

Parks and Greenspace Requirements

Policy 3 of Section 4.10 of the Official Plan states that parkland dedication, as required by Section 51.1 of the *Planning Act*, should be provided at a minimum rate of 1 hectare per 300 dwelling units where the proposed density of a residential development is greater than 18 units per net hectare. This alternative requirement applies in this case as the proposed development represents approximately 30 units per hectare. Based on the alternative requirement, the proposed development requires a parkland dedication of 0.3 hectares (0.74 acres).

The proposed development includes the provision for a future parkette. Block 5 on the proposed Draft Plan of Subdivision is a parkette of 1128.0 square metres (0.28 acres). The inclusion of a parkette was determined through consultation with the City of Ottawa. The preferred method for providing the required parkland contribution is a combination of both parkland dedication (in form of the parkette), as well as cash-in-lieu of parkland. The parkette component is desired as there are no existing or proposed parks within close proximity to the Subject Property. The residual parkland contribution required will be provided by means of cash-in-lieu of parkland.

The proposed Draft Plan of Subdivision and Zoning By-law Amendment are consistent with the policy framework set out in the City of Ottawa Official Plan. The proposed residential uses conform to the policies of the General Urban Area designation. The development promotes efficient use of land through the establishment of an appropriate net density without significant impacts to adjacent existing land uses. The proposed development does not result in a significant impact to natural environmental features or existing infrastructure.

6.0 DESIGN BRIEF

The Official Plan establishes a high priority on urban design as a general theme of promoting a liveable city. The following is a review of the relevant Official Plan policies relating to urban design and urban design guidelines applicable to the proposed development.

6.1 Designing Ottawa

The Official Plan establishes the general design objectives for the City in Section 2.5.1 (Designing Ottawa) of the Official Plan. Specifically, the following design objectives have been outlined:

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

The site is located on the edge of the existing Stonebridge community, adjacent to the Jockvale Road. The proposed development concept proposes locating the bungalow towns around the exterior of the Subject Property and the low-rise apartment condominiums toward the along the edge of the arterial road. The resulting development configuration will create a complete built form along both sides of Jockvale Road, while maintaining the function of a smaller residential enclave within the larger context of the Stonebridge community.

2. *To define quality public and private spaces through development*

The proposed development reflects the above objective by providing a mix of both private and public outdoor spaces that are appropriately scaled for the proposed development. Outdoor amenity spaces for the semi-detached bungalows are oriented to back onto the golf course, which provides privacy for these future residents. Public amenity space is provided by a public parkette (Block 5 on the Draft Plan of Subdivision) that is centrally located and open on two sides to the public street. Private amenity space for the condominium apartments is provided through the incorporation of outdoor terraces for each unit.

The layout of the proposed development minimises the need for sound attenuation walls by positioning outdoor amenity areas away from Jockvale Road. Landscaping and tree planting throughout the development and along the golf course boundaries will soften the transition between the proposed development and adjacent uses.

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

The configuration of the Subject Property provides the opportunity to incorporate a public street that connects to Jockvale Road in two locations. The north connection will align with Golfinks Drive and provides the opportunity to incorporate a signalized intersection. Signalization will improve vehicular and pedestrian movements through this area and allow for a safe pedestrian connection to existing uses on the north side of Jockvale Road.

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

The policies for lands designated General Urban Area limit building height generally to four (4) stories. The proposed development conforms with this policy direction as the condominium apartments are in the order of 3½ stories. The proposed development of 3740 Jockvale Road differentiates from these previous infill developments as there are no existing residential properties abutting the Subject Property. The proposed development is separated from surrounding residences either by Jockvale Road or by the Stonebridge golf course with a minimum separation distance of over 95 metres to the nearest rear lot line of the semi-detached bungalows, and approximately 165 metres between the existing properties and the proposed condominium apartment buildings. The distance and topographic context between existing development west and south of the Subject Property is demonstrated in Figure 8. Given the distance and the location of existing and proposed landscaping, the visual impact of the development will be minimal.

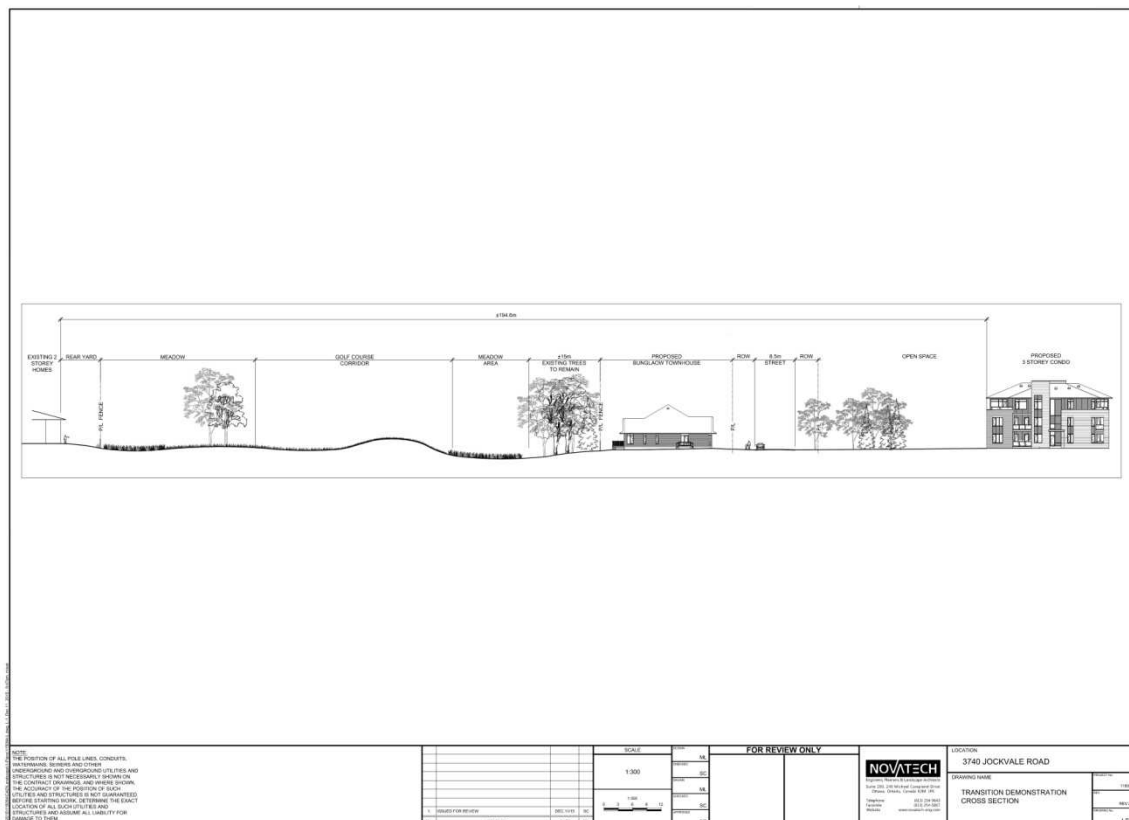


Figure 10: Transition Demonstration Cross Section

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 preliminary concept maintains the low-rise built form of the surrounding community while introducing alternative housing options in an area predominantly composed of single detached and two-storey townhouse dwellings. The proposed bungalow semis are architecturally similar to townhouses being built across Jockvale Road in the Orchard Subdivision and to those found elsewhere in the community. The single storey design will offer a unique housing product in the area and offer significant flexibility in form, as they offer the ability to augment living space through loft and basement development while maintaining a lower overall housing profile.

The 3½ storey condominium apartments will create housing diversity by providing smaller units for small families, singles and seniors. They also provide opportunities for existing community residents to downsize in place.

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

The Subject Property does not contain any significant natural features that warrant protection. The Environmental Impact Statement & Tree Conservation Report (EIS/TCR) prepared by McKinley Environmental Solutions (dated March 2016) states that the Subject Property contains no habitat for Species at Risk and no species were observed. Existing vegetation on the Subject Property consists of highly disturbed habitats including a degraded cultural woodlot that shows extensive evidence of infestation of Emerald Ash Borer. There is no anticipated impact to natural heritage as a result of the proposed development.

A requirement for a streetscape plan is anticipated as part of the detailed design process prior to final approval of the proposed development. The streetscape plan will be designed in accordance with the City's goal of encouraging the planting of native species in an effort to create an urban ecosystem that can be supporting by the local climate.

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

Higher density residential development will help to achieve density and intensification targets in the suburban area and reduce pressures on the urban boundary. The property at 3740 Jockvale Road is appropriate for higher density uses. It is located along an arterial road on the periphery of the community. Jockvale Road and Golflinks Drive are also served by transit. The majority of semi-detached units are oriented to have the rear facades that face south and west to maximize exposure to sunlight.

6.2 Urban Design and Compatible Development

The policies of Section 4.11 were substantially modified in OPA 150. For the purposes of addressing Urban Design, the modified policies from OPA 150 have been considered. The policies of Section 4.11 in the Official Plan are intended to provide a framework for promoting high-quality urban design in all parts of the City.

- Views: no significant viewsheds are identified for the Subject Property.
- Building Design: policies regarding building design focus on matters of particular importance in the design of larger buildings surrounded by existing urban fabric (i.e., infill and redevelopment). The proposed development is generally considered low density and has been designed to complement the existing surrounding community. The proposed semi-detached and low-rise condominium apartment dwellings will display strong architectural design elements similar to units being constructed in The Orchard development on the opposite side of Jockvale Road. Detailed design for the low-rise condominium apartments will be addressed through a subsequent Site Plan application.
- Massing and Scale: the proposed development is designed to centralize the greater densities adjacent to Jockvale Road, thereby minimizing any visual impact from existing dwellings within view of the Subject Property. The Subject Property itself is an ideal setting for a modest increase in density as it is physically separated from existing development by Jockvale Road and the Stonebridge golf course.
- High-Rise Buildings: no high-rise buildings are considered;
- Outdoor Amenity Areas: semi-detached bungalow dwellings will have access to private back yard amenity areas and all rear yards abut golf course lands. Amenity areas for the proposed low-rise apartment dwellings are to be provided by both private outdoor terraces and common greenspaces. A public parkette will contribute to the outdoor amenities available for future residents;
- Design Priority Area: the Subject Property is not located in a design priority area.

6.3 Urban Design Guidelines for Greenfield Neighbourhoods

City Council for the City of Ottawa has adopted a series of Urban Design Guidelines for various forms of new development. In the context of the proposed development, the City's *Urban Design Guidelines for Greenfield Neighbourhoods* are applicable for consideration. The Urban Design Guidelines for Greenfield Neighbourhoods (UDGGN) were adopted by City Council on September 26, 2007. The UDGGN states that a "greenfield neighbourhood" in the context of these design guidelines,

"refers to a large area of land within the Urban Area that has not been developed previously, or that has the potential to be extensively redeveloped. Generally planned from the outset as a separate entity to create many lots fronting onto one or more public roads, it could be a single subdivision with fewer than 50 residential dwellings within an existing urban neighbourhood, or it could be several neighbourhoods with over 1,000 dwellings that form part of a larger area of new development."

The following set of guidelines is applicable to and reflects the scale of the development proposed for the Subject Property.

Guideline 5

“Incorporate existing healthy trees within development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading.”

While the Subject Property is partially wooded, the Environmental Impact Statement & Tree Conservation Report (EIS/TCR) prepared by McKinley Environmental Solutions (dated March 2016) states that the Subject Property consists of highly disturbed habitats including a degraded cultural woodlot that shows extensive evidence of infestation of Emerald Ash Borer. There is no anticipated impact to natural heritage as a result of the proposed development. The design and implementation of a streetscape plan is anticipated as part of the detailed design process prior to final approval of the proposed development. The streetscape plan will be designed in accordance with the City's goal of encouraging the planting of native species that can be accommodated in an urban environment.

Guideline 7

“Locate stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood.”

The scale of the proposed development means that the use of a site-oriented stormwater management facility would be inefficient and uneconomical to maintain for the City. The proposed method of stormwater management is to utilize existing ponds located on the Stonebridge golf course. This method of stormwater management adheres to the above guideline by integrating stormwater management with existing features in the vicinity of the Subject Property.

Guideline 9

“Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.”

The proposed development fits with the above Guideline, as the higher density buildings are proposed to be located centrally in the development, adjacent to Jockvale Road. The condominium apartments will help frame the arterial nature of Jockvale Road and will be located closest to existing or proposed transit stops.

Guideline 11

“Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.”

The proposed development fits with the above Guideline through the design of the public street. The public street is proposed to connect directly with and opposite to Golflinks Drive. The Subject Property is adjacent to the Stonebridge golf course which suggests that road connections south and east of the Subject Property will not be required.

Guideline 15

“Create a transition in height from taller buildings to adjacent lower buildings, particularly when connecting to an adjacent development or neighbourhood.”

While the Subject Property is physically separated from adjacent development by Jockvale Road and the Stonebridge golf course, the proposed built form fits with the intent of the above Guideline. As demonstrated by Figure 10 on Page 28 of this report, proposing the bungalow semi-detached units adjacent to the golf course and the condominium apartments adjacent to Jockvale Road, a gradual transition is incorporated into the overall design of the subdivision.

Guideline 20

“Locate parks so that they front onto at least two streets, or have the longest edge front onto the street. Locate parks at ‘T’- intersections to terminate streetscape views.”

The parkette being proposed as a component of the overall development fits with this Guideline. The parkette is proposed to be situated central to the development and will have two road frontages, made possible by a 90-degree bend in the street at the southeast corner of the parkette.

Guideline 22

“Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties.”

The proposed development fits with the above Guideline through the structure of the proposed built form. Private amenity spaces are generally oriented to back onto the adjacent golf course. Limited use of noise attenuation will be required where the side lot line abuts Jockvale Road. The location and orientation of the condominium apartments are such that noise attenuation along Jockvale Road can be minimized.

Guideline 27

“Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.”

The planning applications currently being sought for the Subject Property do not warrant the preparation of a detailed streetscape plan. As a component of the detailed design phase of approvals (to occur later in the approvals process), a streetscape plan will be prepared that will identify the location and type of vegetation proposed for the development, based on various factors such as soil condition and drainage. The City of Ottawa streetscape standards will be considered to ensure that tree species proposed are compatible with the local climate conditions.

Guideline 42

“Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.”

The condominium apartment component of the proposed development is intended to fit with the Guideline 42. The majority of parking to be provided for the condominium apartments will be located below-grade. Above-ground parking facilities will be located behind the proposed buildings and will have limited visibility from the new local public street. As there are no rear yard amenity spaces adjacent to the condominium apartments, there will be no conflict in this regard.

Guideline 43

“Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.”

The condominium apartment component of the proposed development is intended to fit with the Guideline 43. Views from Jockvale Road of the above-ground parking areas will be complemented by implementing landscaping along the property line. The detailed design process for the condominium apartments will provide greater detail with respect to this guideline.

Guideline 44

“Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage.”

The proposed semi-detached bungalows are designed to have mainly single-car garages, although some double-car garages may be incorporated where possible. All proposed units will have garage doors that are even with or behind the front wall of the building. Driveways leading to garages will be designed to conform to the Zoning By-law provisions maintaining a minimum of 50% soft landscaping in front yards.

Guideline 45

“Provide shared driveways for ground-oriented attached dwellings to maximize area for trees, utilities, on-street parking, and snow storage, and to minimize the physical disruption of sidewalks along the street.”

The proposed semi-detached bungalows are exclusively designed to incorporate shared driveways. Conflicts with on-street parking and sidewalks are minimized as the new public street is proposed to have a sidewalk on the opposite side of the street from the semi-detached bungalows. The design concept for the condominium apartments fits with

Guideline 45 as the four proposed buildings will share a common driveway with only two entrances to the new public street.

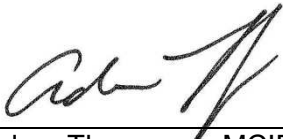
The proposed development of 3740 Jockvale Road conforms to the City's intent to encourage high quality urban design that is compatible with adjacent existing built form. The general development concept conforms to Official Plan policies related to urban design and fits with the intent of the applicable Urban Design Guidelines for Greenfield Developments.

7.0 CONCLUSION

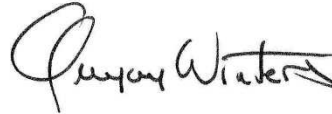
This planning rationale, as supported by the associated technical studies, demonstrates that the proposed development is consistent with the Provincial Policy Statement and conforms to the policies of the City of Ottawa Official Plan.

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

NOVATECH



Adam Thompson, MCIP RPP
Planner, Novatech



Gregory Winters, MCIP, RPP
Planner-Project Manager, Novatech

**APPENDIX A
DRAFT PLAN OF SUBDIVISION**

**APPENDIX B
PROPOSED ZONING BY-LAW AMENDMENT SCHEDULE**

