

**4660 BANK STREET  
PLAN OF SUBDIVISION**



**Submitted By:**  
**Submitted on behalf of:**

**Tartan Land Consultants Inc.**  
**Barrett Co-Tenancy**  
**August 26, 2016**

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**Appendix A: Proposed Subdivision Development**

# 1 Introduction

This Planning Rationale has been prepared in support of an application for Draft Plan of Subdivision for a new subdivision in the Leitrim Community. The subject site is situated south of Leitrim Road and the future draft approved Barrett Subdivision, west of Bank Street, east of the future extension of Kelly Farm Drive and north of existing residential development in the Findlay Creek Village community. The property is located at the western 6.05 hectare section of the Hope Cemetery located at 4660 Bank Street. The property is owned by the Barrett Co-tenancy under an agreement of purchase and sale with The Roman Catholic Episcopal Corporation of Ottawa.

## 1.1 Purpose

This Planning Rationale assesses and confirms the appropriateness of the Draft Plan of Subdivision proposed by the Barrett Co-Tenancy, in the context of the provincial and municipal policy and regulatory framework, the surrounding community, and the findings of the required technical studies that accompany the application.

A Planning Rationale is required by the City of Ottawa in support of a Draft Plan of Subdivision application.

## 1.2 Required Planning Approvals

An approved Plan of Subdivision and an amendment to the Leitrim Community Design Plan is required in order to proceed with the proposed development. The amendment to the Leitrim Community Design Plan does not require a formal process but can instead be accommodated through the accompanying plan of subdivision application and approvals process.

The following is a list of studies completed in support of the application:

- Phase 1 Environmental Site Assessment completed by Golder Associates (July 2016);
- Geotechnical Investigation completed by Golder Associates (August 2016);
- Tree Conservation Report and Environmental Impact Statement completed by Bernie Muncaster (August 26, 2016);
- Community Transportation Study completed by IBI Group (August 15 2016); and
- Conceptual Site Servicing Study completed by IBI Group (July 29, 2016).



# 2 Community and Site Context

## 2.1 Leitrim Community Context

The Leitrim Community Design Plan (LCDP) was initiated and approved by the City of Ottawa in July, 2005. The LCDP defined the Leitrim Community to be bounded generally between Bank Street to the east, Albion Road to the west, Leitrim Road to the north and the Leitrim Wetlands to the southwest. The LCDP includes the subject site (figure 1).

The total land area of the Leitrim Community is approximately 500 hectares. The Leitrim community is partially developed with residential, institutional, industrial and commercial uses and is rural in character in some areas. Once established, the new Leitrim community will house more than five thousand new dwellings; four thousand new jobs; numerous parks and an abundance of recreational and community services. The subject site is shown as institutional lands which is further identified as a cemetery on the approved Community Design Plan.

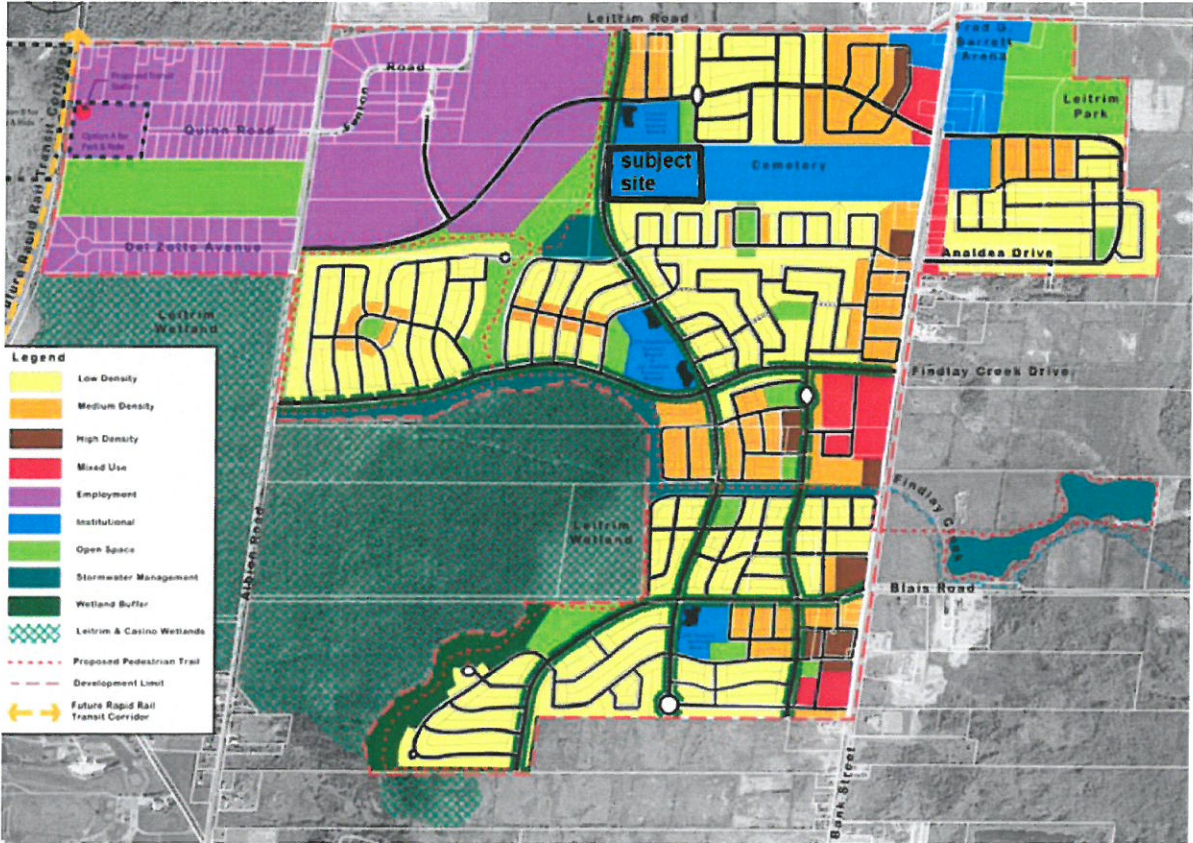


Figure 1 – Land Use Plan (Leitrim Community Design Plan)



## 2.2 Site Location

The subject site is legally described as Part of lot 17 Concession 4 (Rideau Front) Geographic Township of Gloucester, City of Ottawa. The municipal address is 4660 Bank Street. It stands at 60460.03 m<sup>2</sup> (6.05 hectares) in land area, and is situated at the rear of the property known as Hope Cemetery (figure 2). Once the subject site is severed from the Hope Cemetery lands, the lands will merge with 3100 Leitrim Road which is also owned by the Barrett Co-tenancy.

The site consists of former agricultural lands that now contains cultural woodlands, thickets and meadows and a willow thicket swamp. Overall, the terrain is relatively flat with a gentle slope to the south. There is a north-south agricultural ditch in the central portion of the site. No significant woodlands, rare communities, flora or fauna, species at risk, significant wetlands, steep slopes or valleys were observed on or adjacent to the site (Muncaster, August 26 2016).

Lands immediately to the west are planned for a stormwater management pond and community park. Lands to the east are planned to remain as cemetery lands. Lands to the north are part of the draft approved Barrett subdivision (City of Ottawa file number D07-16-13-0023). Directly north of the subject site, the draft approved Barrett subdivision plan shows a school block reserved for the Conseil des écoles publiques de l'Est de l'Ontario and freehold residential development. Lands to the south are existing freehold residential development in the form of single detached, semi-detached and townhouse units.



Figure 2 – Aerial Location Map. (2011 aerial, source, City of Ottawa e-Maps)

### 3 Proposed Development

The proposed development will accommodate approximately 150 units which includes 61 single detached family homes (41% of total units) and 89 townhouse units (59% of total units) (figure 3). Site density based on the aforementioned unit count is 32.89 units per net hectare.

The single family homes are generally located on the eastern section of the site while the townhouse units are focused along the western section of the site. The proposed single and multiple dwellings units will be traditional ground and street oriented homes. Lot depths are typically thirty (30.0) metres throughout the site. Lot widths for the single detached units will range from 11.58 metres to 13.75 metres; lot widths for the townhouses are typically 6.1 metres per unit or 27.85 metres for a 4 unit townhouse block and 33.95 metres for a 5 unit townhouse block. The streetscape will have a varied built form and façade options; various different tree species in the front yards; and varying setbacks and porch protrusions along the street.



Figure 3 – Concept Subdivision Plan.

The proposed internal road network has been designed to facilitate efficient vehicle movement towards two minor collector roads (Kelly Farm Drive and Street 1 on the Barrett draft approved subdivision plan). Streets 1 and 3 will be extensions of streets located in the draft approved Barrett subdivision. Streets 1, 2 and 3 are local roads with proposed Right-of-Way widths of eighteen (18.0) metres and fourteen (14.0) metres for the section of street 2 that is single loaded. Neighbourhood block lengths have been minimized where possible to break up the streetscape and promote efficient vehicle and pedestrian

movement. A single loaded road is located along the school site to provide additional street frontage for the school. A walkway block is planned to be added north of the site on lands owned by Barrett Co-tenancy to help facilitate pedestrian movement to and from the park.

Conventional site servicing and storm water management are proposed for the subject site which is in line with the phasing of new infrastructure throughout the Leitrim community. The proposed water plan indicates the site will be serviced by one connection to the existing 300 mm watermain on Kelly Farm Drive and two connections through the future Barrett subdivision. The proposed wastewater plan indicates the site will be serviced by extending the sub-trunk sewer north on Kelly Farm Drive. Wastewater from the site will drain via 200mm diameter sewers to the 375 mm sewer on Kelly Farm Drive. Minor storm water management will be addressed through the construction of Pond 2 on the City of Ottawa lands to which the storm water from the subject site will be conveyed via a storm sewer on Kelly Farm Drive.

There are no parks located on the subject site. A pre-consultation meeting with the City of Ottawa held May 17, 2016 confirmed that parkland on the subject site is not desired. Cash in lieu of parkland with parkland development funds being directed towards the future extension of Diamond Jubilee Park is proposed.

The land uses illustrated on the proposed subdivision plan can be broken down as follows:

<b>Land Use</b>	<b>Area (Ha)</b>	<b>% of Total Area</b>
<i>Single and Townhouse Residential Blocks (includes partial blocks 83 and 84)</i>	4.56	75
<i>Road widening and Roads</i>	1.48	25
<b>TOTAL</b>	<b>6.04</b>	<b>100.0</b>

## 4 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under Section 3 of the Planning Act (PA), in effect since April 30, 2014, identifies provincial interests in land use planning and development through policy direction. Under the PA, the PPS must be considered by approval authorities in the review of development applications. The proposed subdivision was reviewed in relation to the various policies and principles in the PPS.

Under section 1.0 - *Building Strong Healthy Communities*, policies encourage efficient land use and development patterns to support communities that are healthy, economically sustainable and environmentally sound. The policies encourage the provision of a mix of employment, residential, recreational and open space uses to meet long term needs and ensuring that necessary infrastructure and public service facilities will be available for both current and projected needs. The proposed subdivision meets the intent of the PPS policies that pertain to Urban Areas by:

- Developing the site as a healthy, liveable and safe community (Policy 1.1.1). The site is being developed with cost effective and efficient road patterns and densities. There is a mix of residential unit types that will help meet long term housing needs;
- Being located in a designated settlement area within the City of Ottawa urban boundary (Policy 1.1.3.1);
- Providing a mix of densities to ensure municipal infrastructure and services are expanded at an efficient rate (Policy 1.1.3.2);
- Implementing designated growth areas that are compact in form and contain a mix of uses and densities which allow for the efficient use of land, infrastructure and public service facilities (Policy 1.1.3.6). The development contains a mix of densities and is located adjacent to an existing built up area;
- Establishing a mix of unit types to meet the current and future needs of households, taking into consideration demography, income and lifestyle (Policy 1.4.1, Policy 1.4.3). Proposed single detached and townhouse units provide variety in unit type and housing price points;
- Providing sidewalks and pathway linkages to facilitate pedestrian movement throughout the site and which connect to parks and adjacent communities (Policy 1.5.1). Sidewalks will be provided on some local roads which will connect to adjacent residential areas and facilities; and
- Providing a land use pattern and density that supports current and future use of transit and active transportation (Policy 1.6.7.4). The proposed development will support transit in the community.



Under Section 2.0 *Wise Use and Management of Resources*, policies encourage the protection of natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environment and social benefits. The proposed development is consistent with these policies as it relates to:

- Section 2.1 Natural Heritage – The subject site does not contain any Natural Heritage features;
- Section 2.2 Water – The subject site does not contain any significant water features within the site
- Section 2.3 Agriculture – The subject site is located within the City of Ottawa Urban Area and is not subject to policies relating to Agriculture;
- Section 2.4 Minerals and Petroleum – The subject site is not located in an area with known Mineral and Petroleum resources;
- Section 2.5 Mineral Aggregate Resources – The subject site is not located in an area with known Mineral Aggregate resources;
- Section 2.6 Cultural Heritage and Archaeology – The subject site is not located within an area of archaeological resource potential.

Under Section 3.0 *Protecting Public Health and Safety*, policies encourage reduction of the potential for public cost or risk from natural or human-made hazards. The subject site is consistent with the policies under section 3.0 of the PPS as it is not located near natural or human-made hazards.

#### **4.2 City of Ottawa Official Plan**

The City of Ottawa Official Plan was approved November 10, 2003 and provides a vision and a policy framework to guide the future growth of the City of Ottawa. There have been a number of modifications and amendments to the official plan. This application has been assessed against the City of Ottawa Official Plan, as amended in its most current form.

The subject property is designated *General Urban Area*, as shown on Schedule B of the Urban Policy Plan in the City of Ottawa Official Plan (figure 4). The intent of this designation is to accommodate the housing and lifestyle needs of all ages, incomes, and life circumstances in order to create complete, sustainable communities. The General Urban Area designation permits the development of a wide range of uses, including residential development at all densities and employment, retail, service, cultural, leisure, entertainment and institutional uses.

*The proposed development meets the intent of the General Urban Area designation by providing different types and densities of housing within the subdivision. The types of housing proposed will help meet the needs of residents with different income levels, lifestyle and household types.*

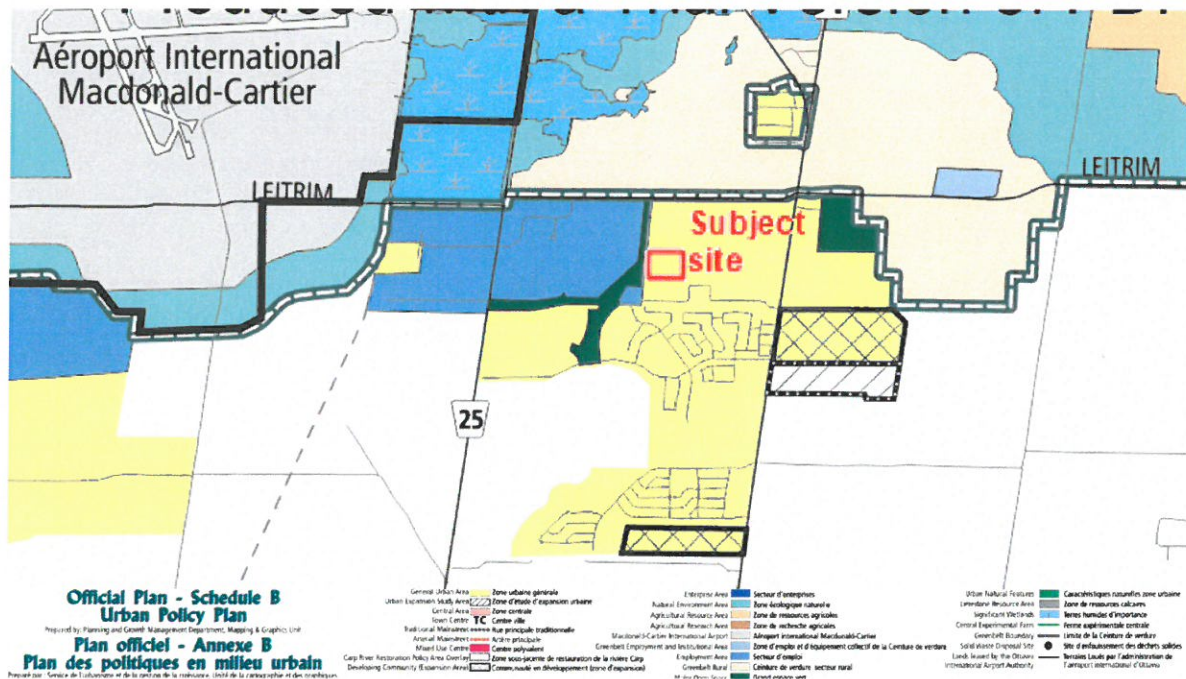


Figure 4 - Schedule B: Urban Policy Plan (Official Plan)

This proposal will be subject to the policies outlined in *Section 2.5.1 – Compatibility and Community Design* and *Section 4 Review of Development Applications*, along with additional policy considerations and other relevant policy documents discussed throughout this report.

*Section 2.5.1 Urban Design and compatibility* provides design objectives in development. Compatible development is identified as development that enhances established communities and does not cause adverse impacts on the surrounding area while urban design focuses on building quality spaces for people. This planning rationale gives consideration to the following design objectives:

- 1) To enhance the sense of community by creating and maintaining places with their own distinct identity;
- 2) To define quality public and private spaces through development;
- 3) To create places that are safe, accessible and are easy to get to, and move through;
- 4) To ensure that new development respects the character of existing 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;
- 6) To understand and respect natural processes and features in development design; and
- 7) To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

*The proposed development is consistent with the greater Leitrim Community thereby helping to create a distinct community. The relationship between the building and the street is addressed by placing units in close proximity to the right-of-way (ROW) and enhanced landscaping treatment within the ROW. A mix of building materials including stone, brick, wood and siding will contribute to an appealing streetscape. The proposed development will contain roads and sidewalks that link the development to adjacent areas while meeting the needs of the community internally. The proposed development compliments the existing area by developing at densities similar to those of the surrounding area in addition to providing a variety of ground oriented and traditional building footprint. The proposed development has varying housing types and densities that will help meet the needs of residents with different income levels, lifestyle and household types.*

This proposal will be subject to the policies outlined in *Section 4 Review of Development Applications*. Sections 4.1 to 4.11 are and discussed below:

#### 4.1 – Site-Specific Policies and Secondary Policy Plans

The proposed development is located within the Leitrim Community Design Plan (LCDP) which establishes development and design guidelines for the proposed development. The proposed development is evaluated according to the LCDP guidelines in detail below.

#### 4.2 Adjacent to Land-Use Designation

The site is not adjacent to any natural heritage feature, significant environmental area or habitat, quarry, or waste disposal facility.

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

A Community Transportation Study was prepared by IBI Group (August 15, 2016) and is submitted as part of the subdivision application. Specific to the proposed development, one new road access will be required at Kelly Farm Drive and this unsignalized intersection will operate at an acceptable level of service under future (2026) traffic conditions. The study concludes that improvements are required on the adjacent transportation network as a result of background traffic growth projections within and external to the study area but that these improvements are not triggered by the proposed development.

A walkway block is proposed to be added offsite on lands owned by the Barrett Co-Tenancy, approximately 41 meters north of lots 27 and 55 between the extension of streets 1 and 3. The proposed walkway block will add pedestrian connectivity to nearby services and facilities

A review of Schedules A through K and Annex 1 through 17 was completed. Relevant schedules and Annex's are discussed below:



*Schedule C – Primary Cycling Network* does not identify on road cycling routes directly adjacent to the site. The closest on road cycling route is located north of the site along Leitrim Road.

*Schedule D – Rapid Transit Network* identifies light rail transit west of Albion road with a light rail transit station located on Leitrim Road.

*Schedule E - Urban Road Network* identifies Kelly Farm Drive as a proposed collector road.

*Schedule I – Multi-use Pathways and Scenic-Entry Routes (Urban)* shows Kelly Farm Drive as a Multi-Use Pathways Off-Road community route.

*Annex 1- Road Classifications and Right-of-Width (ROWs)* does not identify any minimum ROW protections relevant to the site.

#### 4.4 Water and Wastewater Services

A Conceptual Site Servicing Study was prepared by IBI Group (July 29, 2016) and is submitted as part of the subdivision application. The study concludes that the development can be accommodated by conventional site servicing and storm water management. The proposed water plan indicates the site will be serviced by one connection to the existing 300 mm watermain on Kelly Farm Drive and two connections through the future Barrett subdivision. The proposed wastewater plan indicates the site will be serviced by extending the sub-trunk sewer north on Kelly Farm Drive. Wastewater from the site will drain via 200mm diameter sewers to the 375 mm sewer on Kelly Farm Drive. Minor storm water management will be addressed through the construction of Pond 2 on the City of Ottawa lands to which the storm water from the subject site will be conveyed via a storm sewer on Kelly Farm Drive.

#### 4.5 Housing

The site proposes to build 150 units which include a mix of single detached and townhouse units. The proposed residential development complies with the Official Plan policies.

#### 4.6 Cultural Heritage Resources

The site is not located within an area of cultural heritage resource potential.

#### 4.7 Environmental Protection

A Tree Conservation Report and Environmental Impact Statement was prepared by Muncaster Environmental Planning Inc. (August 26, 2016) and is submitted as part of the subdivision application. The site consists of former agricultural lands that now contains

cultural woodlands, thickets and meadows and a willow thicket swamp. There is a north-south agricultural ditch in the central portion of the site. No significant woodlands, rare communities, flora or fauna, species at risk, significant wetlands, steep slopes or valleys were observed on or adjacent to the site. No components of the City's Natural Heritage System Overlay are in the vicinity of the site.

#### 4.8 Protection of Health and Safety

*Schedule K – Environmental Constraints* identifies the proposed development as being within the Airport Vicinity Development Zone. The subject site is outside the Airport Operating Influence Zone, making it suitable for residential development.

A Geotechnical Investigation was prepared by Golder Associates (August, 2016) and is submitted as part of the subdivision application. The study indicates that residential development is suitable for this site.

#### 4.9 Energy Conservation Through Design

The road layout of the site was designed with consideration for energy conservation. East-West road layouts were provided where possible in order to maximize south facing windows.

#### 4.10 Greenspace Requirements

Parkland dedication requirements in the Official Plan and Parkland Dedication By-Law No. 2009-95, require 1 hectare of parkland per every 300 dwelling units for those developments with densities over 18 units per net hectare. The site proposes to build 150 units which equals to a parkland requirement of 0.5 hectares. A pre-consultation meeting with the City of Ottawa held May 17, 2016 confirmed that parkland on the subject site is not desired. Cash in lieu of parkland with parkland development funds being directed towards the future extension of Diamond Jubilee Park is proposed.

#### 4.11 Urban Design and Compatibility

*Section 4.11 – Urban Design and Compatibility*, as amended, includes a set of criteria on which all development applications will be evaluated under *Policy 2*. Specifically, Traffic; Vehicular Access; Parking Requirements; Outdoor Amenity Areas; Loading Areas; Lighting; Noise and Air Quality; Sunlight; Microclimate; and Supporting Neighbourhood Services. *Policy 3* references the design considerations set out in Annex 3 of the OP, while *Policy 4* goes on to outline how buildings, structures and landscaping will be used to clearly define public spaces such as streets and that new buildings must help to create a new building fabric in developing communities.

Compatible design will be achieved by providing a sufficient internal road system and connections to proposed collector roads to support the development. Street layouts have been arranged in a manner that will eliminate headlight glare into future homes. Sufficient onsite surface parking will be provided to reduce the potential for parking to spill over into adjacent areas. Pedestrian connections via sidewalks will be provided to connect to adjacent communities to promote walking.

Section 2.5.6 identifies Community Design Plans as a means of implementing the principles and policies of the OP at the community level.

The site is subject the Leitrim Community Design Plan (LCDP) which establishes development and design guidelines for the proposed development. The proposed development is evaluated according to the LCDP guidelines in detail below.

### 4.3 Leitrim Community Design Plan (CDP)

The purpose of the Community Design Plan is to establish a community-wide land use framework that reflects the principles, objectives and policies for community development as directed by the Official Plan. The Leitrim Community Design Plan (LCDP) Land Use Plan provide a conceptual distribution of land uses, the location of roadways, and community facilities including school sites, parks and drainage facilities (figure 5). The subject site is located in zone 2 of the LCDP. The land use designation outlined for the site is *Institutional* and is labelled as a cemetery. During the development of the LCDP, the cemetery was identified as an existing use that was to be integrated with the design of the community. The *Institutional* designation supports government, service and community facilities.

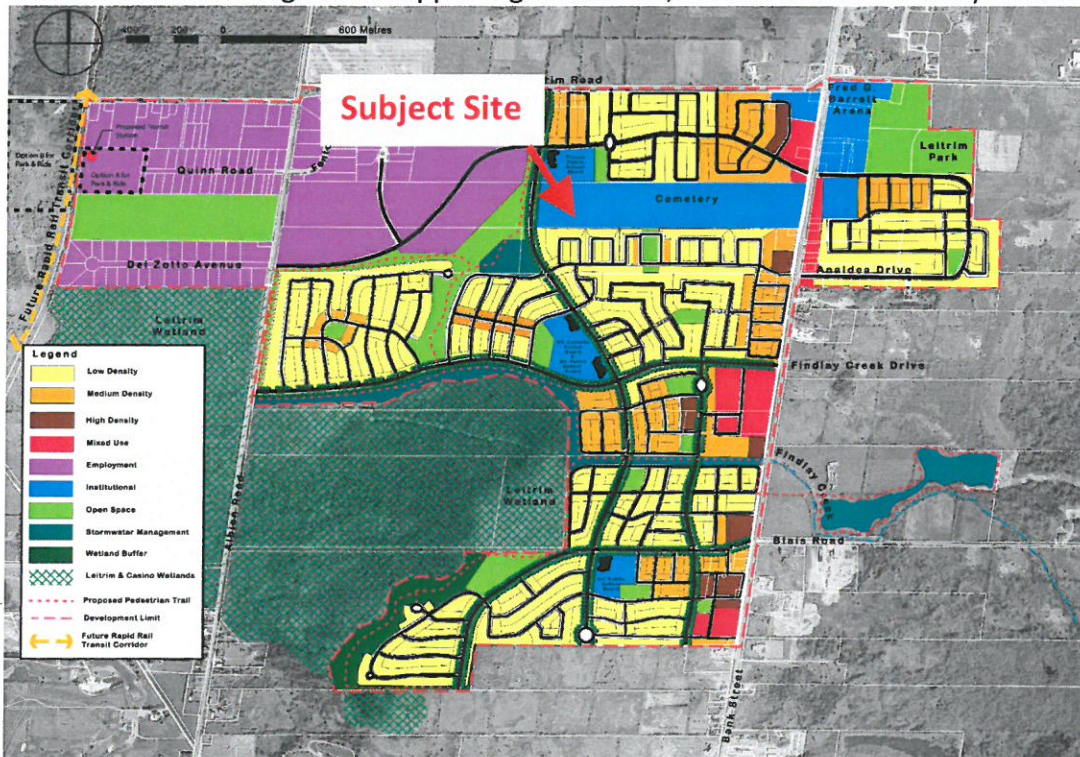


Figure 5– Land Use Plan (Leitrim Community Design Plan)



*Section 9.5 Process to Amend the CDP* notes that flexibility has been built into the policies and guidelines of the document in order to deal with changing circumstances in the community. In order for change to be accepted, the objectives in both the CDP and the Official Plan must be reflected. Major changes to the CDP require agreement through the approval of a zoning amendment, plan of subdivision or site plan control application.

*The proposed development is not consistent with the LCDP Land Use plan. An amendment to the CDP will be required to allow residential development in a location previously identified as institutional as a result of an existing use. It is proposed that the amendment to the CDP will be dealt with through the Plan of Subdivision approvals process.*

*Section 4.0 Land Use Plan* speaks to a variety of residential uses and densities throughout the community. *Low Density Residential* supports the development of various ground oriented housing forms, including: single detached, semi-detached and duplex dwellings. *Medium Density Residential* supports ground oriented multiple unit dwellings adjacent to focal areas such as commercial areas or parks. Small-scale, convenience shopping is encouraged to locate close to these residential uses at collector intersections and collector/arterial intersections. *High Density Residential* supports low and mid-rise apartments. High Density Residential is intended to locate close to commercial areas and transit routes in order to support these community services. The *Mixed Use* designation is meant to accommodate a range of uses such as retail, personal service business, institutional, and higher density residential to support these uses (low- and mid-rise apartments). *Section 5.7 Residential Neighbourhoods* provides general guidelines for all housing types which encourage recessed garages, dwellings to be located close to the street, shared or grouped driveways; and detailed entry features.

*The proposed development is consistent with low and medium density housing. Low density residential is generally located on the east portion of the site while the medium density residential is appropriately located closer to the collector road. The proposed densities are suitable for the area as they are not located near commercial areas and arterial roads.*

*Building setbacks for the low and medium density housing are a minimum 3.0 meters from the front property line with recessed garages. Front porches will maintain close proximity to the street to encourage a stronger relationship between the dwelling and street. The setbacks and detailed fronts will provide for a more interesting streetscape. Driveways will be grouped where possible to provide more green space and reduce asphalt on the lots.*

Section 5.2 discusses the Community Design Guidelines for streets. The LCDP directs streets to be designed with a modified grid pattern to accommodate various modes of transportation. Single loaded roads are to be provided at key locations throughout the

site. Design considerations for various rights-of way are also outlined, confirming local roads should maintain an 18.0 metre width.

*The subject site shows a modified grid pattern with local Right-of-Ways designed at 18.0 metres and 14.0 metres for the single loaded road.*

Section 5.3 Transit provides consideration for transit routes in the community.

*The LCDP provides consideration for a transit route adjacent to the subject site along the future extension of Kelly Farm Drive with the ultimate bus routing and services yet to be determined.*

Section 8.0 Servicing Plan provides a plan that efficiently uses existing services while maintaining flexibility to accommodate the changing needs of development.

*Infrastructure servicing for the proposed development can be accommodated with the servicing plan provided in the LCDP.*

Section 9.0 Implementation establishes density targets for the Leitrim Community overall of not less than 29 units per net hectare and further outlines a target of:

- No more than 60% single detached and semi-detached,
- at least 30% multiple dwellings; and
- 10% apartments.

*The proposed development has a net density of 32.89 units/net hectare which exceeds the required minimum of 29units/net hectare. The proposed development meets the density breakdown criteria by proposing 41% singles (61 units) and 59% townhouses (89 units). High density development is not planned at or near the subject site and will be accommodated elsewhere in zone 2.*

## 5 Conclusions

Based on the analysis presented in this report, it is concluded that the proposed development is appropriate for the lands, builds upon and enhances the existing assets of the community, and is compatible with its surroundings. Furthermore, the development is consistent with the intent of the applicable policy and regulatory documents, and is supported by the technical studies submitted as part of this application.

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# **Appendix A: Draft Plan of Subdivision**

