



## **Creekside Phase II**

Planning Rationale & Urban Design Brief - Update 2  
Zoning By-law Amendment + Plan of Subdivision  
September 20, 2024



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# 1.0 Introduction

Fotenn Planning + Design has been retained by Cardel Homes to prepare a Planning Rationale and Scoped Urban Design Brief in support of applications for Zoning By-law Amendment and Plan of Subdivision relating to the property municipally known as 2780 Eagleson Road (the “subject lands”).

The development represents Phase II of Cardel’s Creekside community, following the construction of Phase 1 to the west. Phase 1 contained 51 units, and Phase 2 is proposed to feature 464 units, including detached, semi-detached, and townhouse units.

## 1.1 Subject Lands

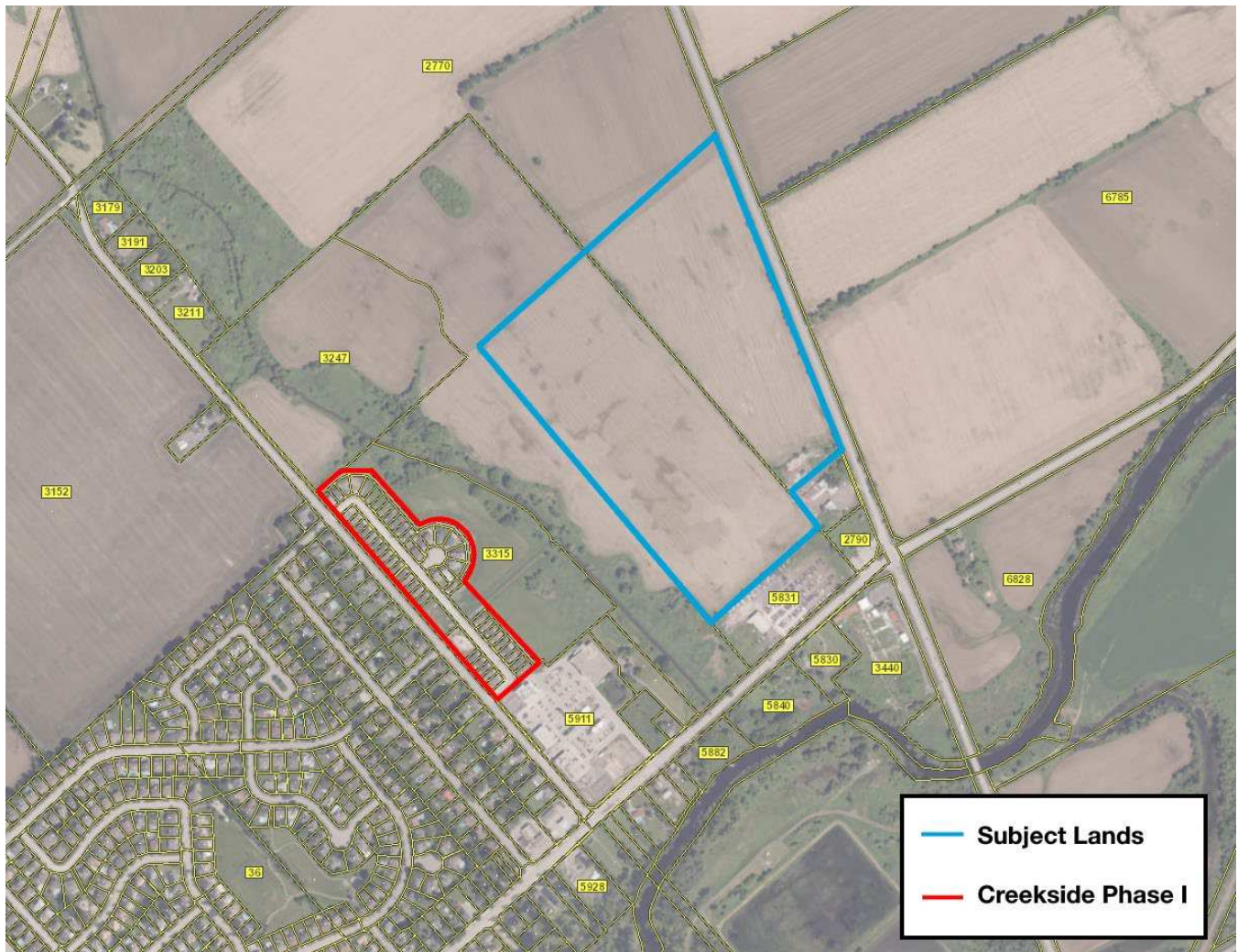


Figure 1: Subject lands in context

The lands are located on the west side of Eagleson Road, north of Perth Street, in the northeast corner of the Village of Richmond (Figure 1). The irregular-shaped property includes approximately 555 metres of frontage on Eagleson Road, and a total area of approximately 33.73 hectares (83.3 acres).

The lands are generally flat and grassed, with limited trees or other vegetation. Previous land uses were limited to agriculture uses, and there are currently no permanent structures on the site. A swale is located along the Eagleson Road frontage.



Figure 2: Area Photos. 1) Subject Lands from Eagleson Road; 2) Subject Lands looking northwest; 3) Nearby Drummond's Gas; 4) E-Block Auction Lot

## 1.2 Location and Context

The following land uses are located in the area surrounding the site:

**North:** Immediately north of the lands are rural areas outside the Richmond Village boundary. As they are designated Agricultural Resource Area, farming and related uses predominate in this area.

**East:** Directly to the east of the lands is Eagleson Road, a rural arterial road that represents the eastern boundary of the Village of Richmond. Beyond Eagleson Road are rural lands designated and used for agriculture.

**South:** South of the lands are numerous industrial and commercial uses inside Richmond Village. A property accommodating outdoor light industrial storage fronts onto Eagleson Road south of the lands. At the northwest corner of Eagleson Road and Perth Street is a gas bar. Southwest of the lands, fronting onto Perth Street, is an



outdoor storage yard associated with an online auction house and RV sales operation. On the south side of Perth Street are various commercial and residential uses.

**West:** West of the lands is the Flowing Creek Drain. This watercourse has corresponding floodplains to the east and west of the bed and connects to the Jock River south of Perth Street. Further west of the site is Creekside Phase I, which is centred on Kirkham Crescent. South of the Phase I development at Shea Road and Perth Street is a commercial shopping centre anchored by a grocery store. West of Shea Road features various typologies of residential development.

### 1.3 Transportation

Eagleson Road is classified as an “Arterial Road” on Schedule C9 – Rural Road Network of the Official Plan (Figure 3). Its nearest intersection is with Perth Street, which is also an Arterial Road.

Bus routes serving the Village of Richmond include Route 283, a Connexion bus that runs on weekdays to the Tunney’s Pasture station, and Route 301, a “No Charge” route which runs from Richmond to Carlingwood and back, through Kanata on Mondays only. Route 283 can be accessed from Perth Street, and Route 301 from Shea Road. Richmond Village also includes an OC Transpo Park & Ride.



Figure 3: Schedule C9 of the Official Plan - Rural Road Network

## 2.0

# Proposed Development

Cardel proposes to develop the lands with a range of residential housing types, as well as supporting infrastructure. The subdivision will be serviced through a municipal well water system, while connecting to the Village of Richmond municipal sanitary servicing network. A stormwater pond is proposed to be located adjacent to the park block. The proposed road network consists entirely of public roads, all designed to City standards.

A total of 464 units are proposed for the complete buildout of the subdivision. Of the total, 255 units (55%) will be detached, 139 units (30%) will be townhouses, and 70 units (15%) will be semi-detached units.

The subdivision will be supported by a community park of 0.79 hectares in area. The park is centrally-located within the subdivision, with frontage on two public streets. The location adjacent to the stormwater management pond allows for the co-location of utilities and a greater sense of space at the centre of the community. Block 275 is proposed as a landscaped block to allow the provision of gateway elements to Creekside II and the broader Village of Richmond, such as signage, or landscaping.

The subdivision will be accessed by two (2) road connections to Eagleson Road. The street network is designed to provide each street with at least two intersecting street connections, enhancing movement throughout the subdivision. Five (5) pathway blocks are proposed throughout the subdivision to accommodate pedestrian movements within and from the subdivision, including an access to Perth Street to the south. The majority of streets achieve a 20-metre cross-section to ensure that all utilities and landscaping elements can be accommodated, aside from two (2) 14.75m window streets proposed along Eagleson Road, which create passive surveillance on Eagleson Road, and provide visual interest. Larger detached dwellings are proposed to face Eagleson Road on Lots 1-6 and 228-233.

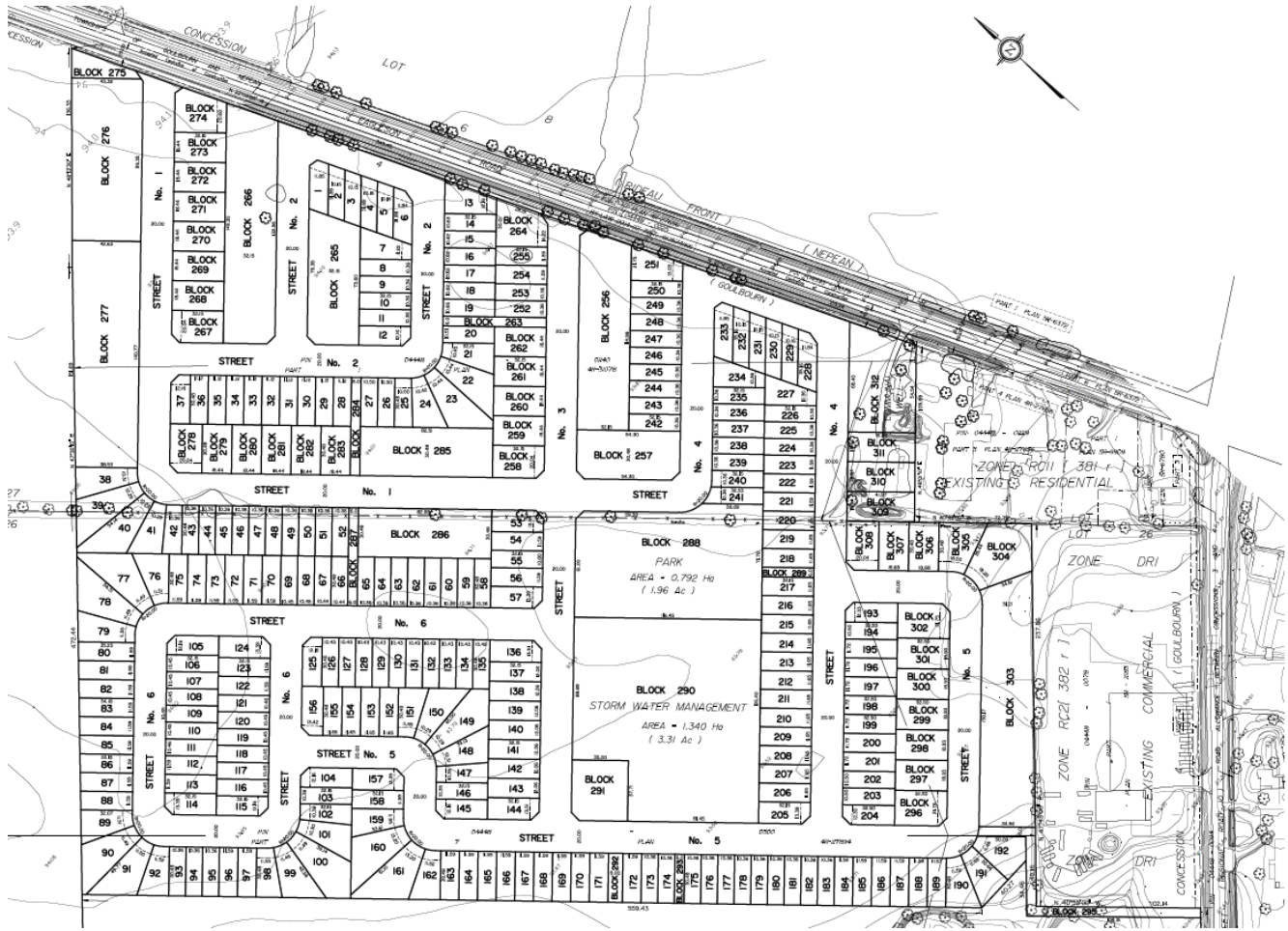


Figure 4: Proposed Plan of Subdivision



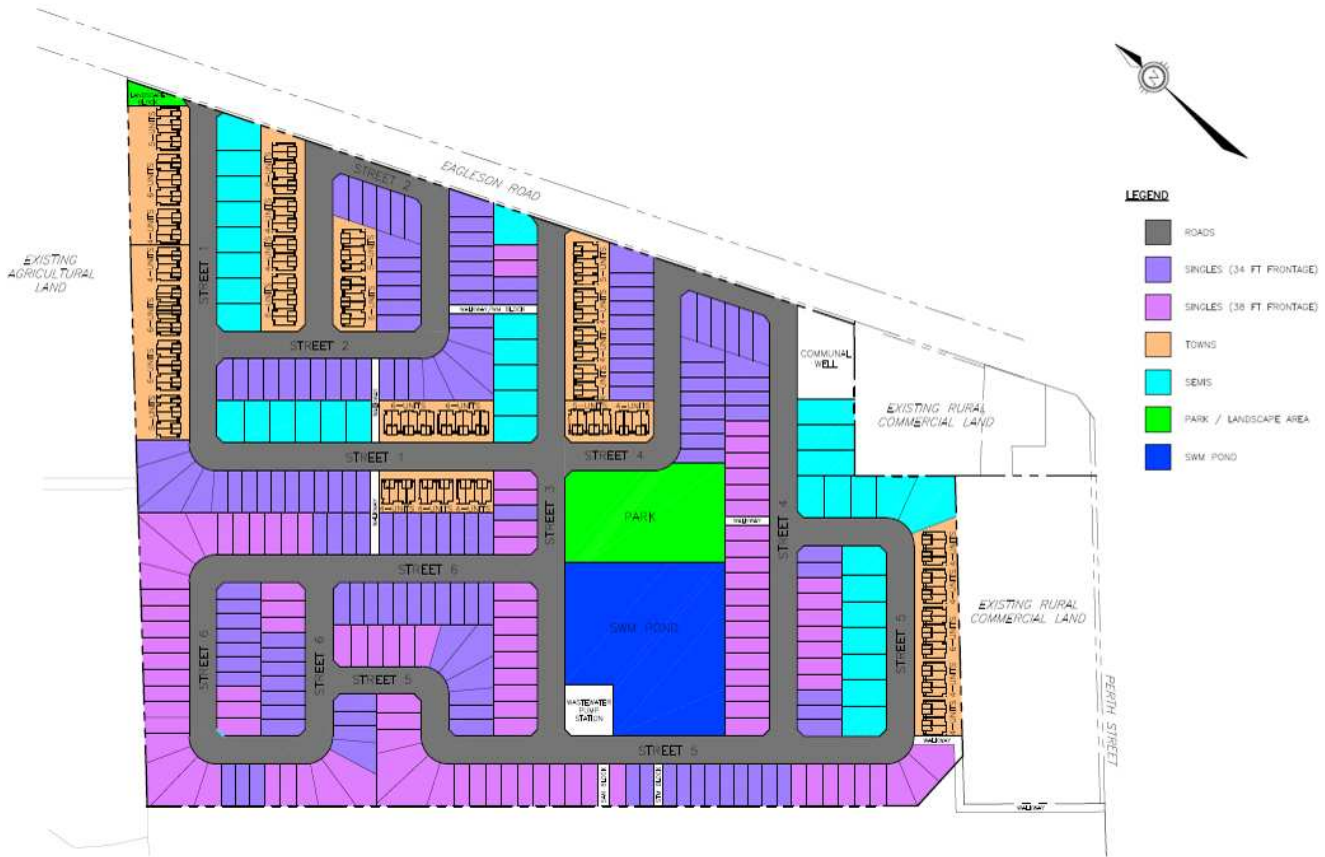


Figure 5: Concept Plan

The pedestrian pathways provided between streets and blocks enable convenient pedestrian movement between destinations. In particular, Block 289 facilitates a pedestrian connection between Street 4 and the park block. Block 295 provides a walkway connection to Perth Street. Blocks 292 and 293 provide sanitary and stormwater connections.

The water well infrastructure is proposed in Block 312, adjacent to Eagleston Road. The location of the well block is chosen to reduce noise and disruption to residential dwellings and users of the park. The proposed well block location is not anticipated to result in impacts on or from the gas station to the south, nor the agricultural uses to the north or east. The wellhead protection study anticipated to be required as a condition of approval for the subdivision will contain a detailed review to determine if any mitigation measures are required, consistent with the provisions of the Clean Water Act.

As the lands are located inside a floodplain overlay in the Zoning By-law, a cut-and-fill permit is required from the Rideau Valley Conservation Authority. The application will be submitted to the Conservation Authority separately from the Planning Act applications to the City of Ottawa.

The dwellings proposed to be constructed through this Plan of Subdivision will be composed of an array of distinctive models which incorporate classic, resilient construction materials, while maintaining an aesthetic diversity to provide variety and interest. The models will maintain the village character of Richmond through the use of pitched roofs, stone/brick masonry cladding, and colour tones which reflect the established development within the Village. The townhome models make use of articulation cuts into building walls and rooflines to provide definition at the streetscape level and break up the mass of the overall buildings.



Figure 6: Sample Single Detached Model Renderings



Figure 7: Sample Townhome Renderings

Allocation of land uses in the subdivision are summarized in Table 1 below:

Table 1: Land Use Allocations

| Land Use                | Unit Count | Total Area (ha) |
|-------------------------|------------|-----------------|
| <b>Single Detached</b>  | 255 (55%)  | 9.82            |
| <b>Townhomes</b>        | 139 (30%)  | 3.32            |
| <b>Semi-Detached</b>    | 70 (15%)   | 2.27            |
| <b>Streets</b>          | -          | 6.34            |
| <b>Park Land</b>        | -          | 0.79            |
| <b>Walkways</b>         | -          | 0.26            |
| <b>Stormwater Lands</b> | -          | 1.34            |
| <b>Pumping Station</b>  | -          | 0.13            |
| <b>Communal Well</b>    |            | 0.26            |
| <b>Other</b>            | -          | 0.07            |
| <b>Natural Area</b>     |            | 9.14            |
| <b>Total</b>            | <b>464</b> | <b>33.73</b>    |

## 2.1 Public Consultation Strategy

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

- / The Ward Councillor will be notified by the City of Ottawa’s “Heads Up” e-mail once the application is received.
- / The City will provide notification to residents and local registered Community Associations.
- / The City will hold a Statutory Public Meeting under the Planning Act, with attendance from the applicant team.
- / The City will hold a Statutory Public Meeting for the Zoning By-law Amendment at Planning Committee.



## 3.0 Policy & Regulatory Framework

### 3.1 Planning Act

Section 51(24) of the Planning Act establishes criteria for considering Plans of Subdivision with regards to the “health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality.” A response to each of the criteria from Section 51(24) is provided below.

- a) The effect of development of the proposed subdivision on matters of provincial interest (as referred to in section 2).

**The proposed subdivision advances matters of provincial interest in Section 2 of the Planning Act and the Provincial Policy Statement.**

- b) Whether the proposed subdivision is premature or in the public interest

**The proposed applications build on the policy intent established in the City of Ottawa Official Plan and the Richmond Secondary Plan. The applications are not premature and are in the public interest.**

- c) Whether the plan conforms to the official plan and adjacent plans of subdivision, if any

**The proposed plan of subdivision conforms to the policies of the Official Plan and Secondary Plan. It does not conflict with adjacent plans of subdivision.**

- d) The suitability of the land for the purposes for which it is to be subdivided

**The subject lands are suitable for development of residential uses and supporting infrastructure, as confirmed in the supporting technical studies submitted with the application. Submitted studies confirm that the proposed cut and fill approach is feasible and effective to reduce flood potential on the lands.**

- e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them

**The subject lands are accessed via Eagleson Road, which is identified as an arterial road on Schedule C9- Rural Road Network of the City of Ottawa’s Official Plan (2022). Arterial roads are intended to handle high levels of traffic and facilitate cross-town transit. The new public streets proposed in the subdivision are designed with sufficient rights-of-way to accommodate cross-sections that meet technical standards.**

- f) The dimensions and shapes of the proposed lots

**The proposed lot dimensions and shapes are typical of contemporary subdivisions, generally being rectilinear with accommodations made for corner lots. All lots are of sufficient size for the dwelling types proposed.**

- g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structure proposed to be erected on it and the restrictions, if any, on adjoining land

**A Zoning By-law Amendment application is proposed to request appropriate zoning provisions to permit the proposed development relative to applicable Official Plan and Secondary Plan**

**policies, and with consideration to the prevailing development currently ongoing in Richmond Village and similarly scaled Ottawa villages.**

- h) Conservation of natural resources and flood control

**The submitted technical plans and studies confirm that the proposed development appropriately addresses natural resources and flood control. A cut-and-fill application will be submitted to the Rideau Valley Conservation Authority, which submitted studies deem to be an appropriate response to reduce flooding potential on the lands, as coordinated and supported by a Rehabilitation Plan. Stormwater within the development will be captured in a stormwater management pond.**

- i) The adequacy of utilities and municipal services

**The enclosed engineering reports confirm that municipal services are adequate to service the proposed development. Connections to other utilities will be planned through detailed design.**

- j) The adequacy of school sites

**No new schools are proposed in the subdivision.**

- k) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes

**A total 0.79 hectares of parkland is proposed as part of the Plan of Subdivision application.**

- l) The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy

**The proposed Plan of Subdivision will be built out to the standards of the Ontario Building Code.**

**The proposed Plan of Subdivision satisfies the applicable requirements established in Section 51(24) for evaluating applications for Plan of Subdivision.**

## 3.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) establishes policy direction for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong, and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. The policies relevant to the subject application are as follows:

### 1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and

long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

**1.1.3.1** Settlement Areas shall be the focus of growth and development.

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

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate; and
- e) support active transportation.

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

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

**1.1.4** Healthy, integrated and viable rural areas should be supported by, among others;

- a) building upon rural character, and leveraging rural amenities and assets;
- b) accommodating an appropriate range and mix of housing in rural settlement areas; and
- c) using rural infrastructure and public service facilities efficiently.

**1.1.4.2** In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.

**1.1.4.3** When directing development in rural settlement areas, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels.

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

- b) permitting and facilitating:



1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

**1.5.1** Healthy, active communities should be promoted by, among others:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

**1.6.1** Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs

**1.6.6.1** Planning for sewage and water services shall, among others:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services;
- b) ensure that these systems are provided in a manner that:
  1. can be sustained by the water resources upon which such services rely;
  2. prepares for the impacts of a changing climate;
  3. is feasible and financially viable over their lifecycle; and
  4. protects human health and safety, and the natural environment;
- c) integrate servicing and land use considerations at all stages of the planning process; and
- d) be in accordance with the servicing hierarchy outlined through PPS policies.

**1.6.6.2** Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.

- 1.6.6.6** Subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5, planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services or private communal sewage services and private communal water services.
- 1.6.6.7** Planning for stormwater management shall:
- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
  - b) minimize or, where possible, prevent increases in contaminant loads;
  - c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
  - d) mitigate risks to human health, safety, property and the environment;
  - e) maximize the extent and function of vegetative and pervious surfaces; and
  - f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.
- 1.6.7.1** Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.4** A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- 1.6.8.1** Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.
- 3.1.1** Development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.

**The proposed development is consistent with the policies of the PPS. The proposal features development in a rural settlement area, where services are available and transportation trips can be minimized. The proposed mix of dwelling types contributes to a range of housing types in the area, creating housing opportunities for a variety of incomes and life stages.**

**Supporting studies confirm that the proposed infrastructure is appropriate, safe, and sustainable. In particular, the water well block will be assessed in a wellhead protection study through the detailed design process, in accordance with the Clean Water Act. A Cut-and-Fill application submitted to the Rideau Valley Conservation Authority will ensure flooding is controlled within the development, without compromising the long-term integrity and agricultural potential of the lands to be cut.**

**With consideration to the Cut-and-Fill application, Colville Consulting was retained by the owner to conduct a site assessment and develop a Rehabilitation Plan for the agricultural lands adjacent to the subdivision lands. The study assesses the soil resources of the lands and presents recommendations to restore agricultural capability following Cut-and-Fill activities. The adjacent lands, also owned by Cardel, are not subject to the subdivision application and will remain in agricultural production.**

**The goal of the Rehabilitation Plan is to create a landscape that blends in with the adjacent countryside and returns the lands to a productive agricultural condition similar to the surrounding area. The report concludes that the implementation of the recommended Rehabilitation Plan will ensure that the lands within the Cut Area may be returned to a productive agricultural state capable of producing good to moderate yields of common field crops.**

### 3.3 City of Ottawa Official Plan (2022)

The Official Plan provides guidance for development across the Ottawa region, outlining how planning over the next 25 years will accommodate the projected population growth. The plan highlights specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas.

#### 3.3.1 Growth Management

The growth management strategy in the Official Plan emphasizes intensification in existing settlement areas, including Villages, to limit urban expansion, protect surrounding rural resource lands, and create compact 15-minute communities. The urban area and villages shall be the focus of growth and development, with a total of 5 percent of the City's growth allocated for villages.

Section 3.4 further details that most of village growth shall be directed to where municipal services exist or are planned, including in Richmond (Policy 3.4.1). The Plan supports intensification within all villages, including smaller lot frontages and areas than those of adjacent development where public services exist, subject to the Urban Design section of the Plan (Policy 3.4.3).

**The proposed development conforms with the Growth Management policies of the Official Plan, representing an opportunity for intensification in a targeted village that features municipal servicing infrastructure. The proposed development includes residential densities that contribute to the creation of a 15-minute community.**

#### 3.3.2 City-Wide Policies

Mobility policies in the new Official Plan are intended to enable equitable and safe transportation by a variety of modes. Policy 4 of Section 4.1.1 classifies collector and local streets as "Access" streets, which bears a close relationship to its surrounding land uses, exhibits high vehicular friction and slow speeds, and prioritizes sustainable modes of transportation. Policy 5 states that new subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries.

Policy 3 of Section 4.1.2 requires all new streets in Villages to include pedestrian and cycling facilities appropriate for their context, as well as safe, direct and convenient pedestrian and cycling networks and crossings. New local residential streets shall be designed to low operating speed. New local streets shall include sidewalks on at least one side, and sidewalks on both sides of the street wherever needed to create continuous and direct connections to destinations on both sides of the street. New streets shall also include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.

Section 4.2.1 seeks to enable greater flexibility and diversity of housing options, including a diversity in unit sizes, densities and tenure options. Policy 2 specifically supports the production of "missing middle" housing, including a range of mid-density, low-rise multi-unit housing.

Section 4.4.1 addresses park provision in subdivisions, with an emphasis on in-kind parkland contributions, in accordance with the Parkland Dedication By-law. Policy 1 of Section 4.4.5 states that the City will encourage the location of new parks in Villages. Policy 1 of Section 4.4.6 adds that a minimum of 50 percent of the park perimeter as continuous frontage is preferred. New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible.

**The proposed development conforms with the City-Wide Policies of the Official Plan. The street and pathway networks are designed to enable safe and convenient travel by various modes of transportation, with right-of-way widths appropriate to accommodate a range of users. The**



development includes a range of housing types, as well as a park block located adjacent to a stormwater management pond.

### 3.3.3 Transect Policy Areas

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to context-appropriate built form and site design.

The subject property is located in the **Rural Transect**. The Rural Transect accounts for approximately 80 percent of the City's total land area. The use of land in this Transect varies in intensity from untouched natural areas and cultivated farmland to more intense development within villages and commercial-industrial areas. The policies for this Transect are intended to ensure environmental protection, economic enhancement, and liveability for those who choose rural life.

While the intended built form in Rural Transect areas is low-rise, mid-rise buildings may be permitted in Villages if identified in a secondary plan. Within Villages, development is intended to be context-sensitive and reflect the characteristics of the Rural area.

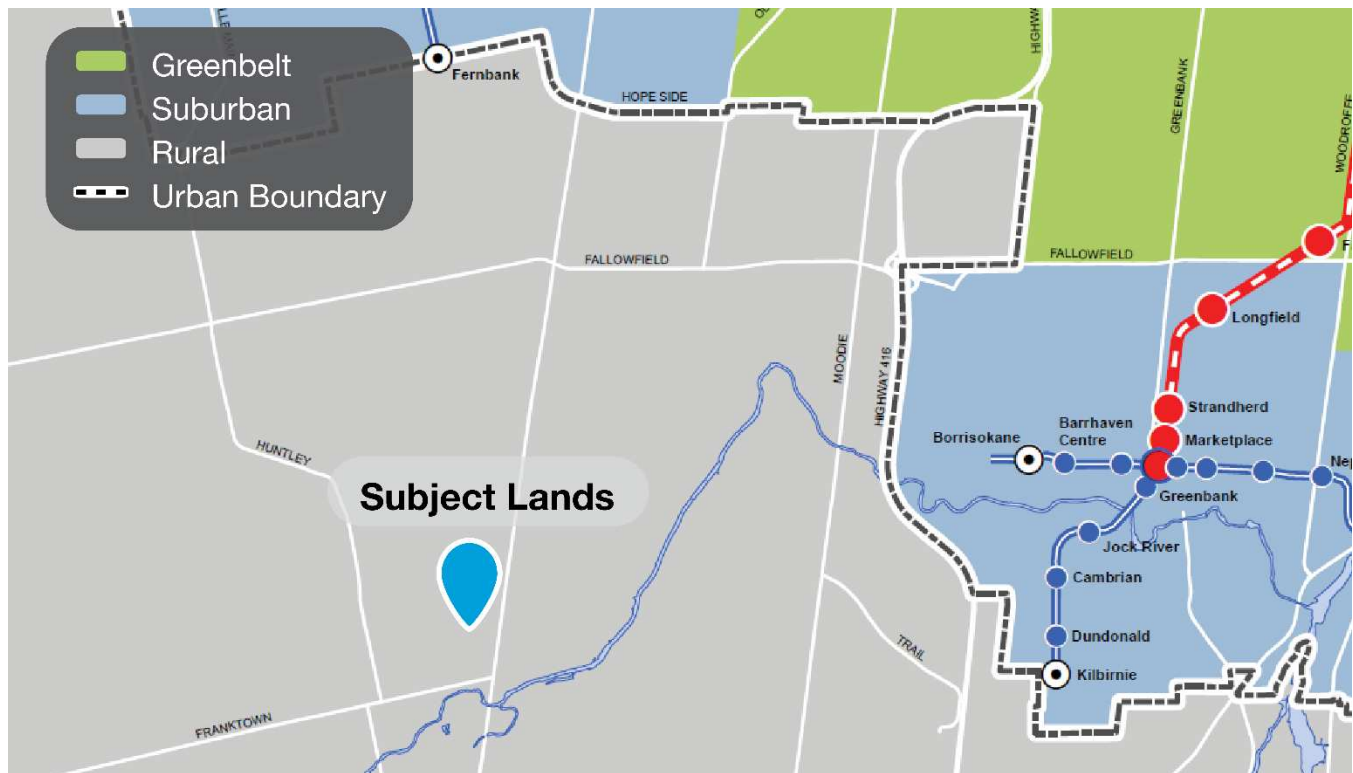


Figure 8: Schedule A – Transect Policy Areas (Official Plan, 2022)

Villages are intended to evolve with vibrant core areas and become 15-minute neighbourhoods, with development taking on an urban built form within the Village Core and a suburban built form in the rest of the Village. The majority of residential uses and commercial and institutional uses in the Rural Transect will be concentrated within Villages. Higher densities are permitted within serviced Villages and uses that integrate well with the natural environment and rural area are also permitted. Development should be adequately serviced and should not create any risk to groundwater that cannot be mitigated.

**The proposed development conforms with the policies of the Rural Transect, as it proposes low-rise residential development within a Village. Development will be adequately serviced, which is outlined in greater detail in Section 5.1 – Serviceability Report.**

The Official Plan contemplates Mobility throughout the Rural Transect, premised on a recognition of the necessity to cover long distances, and that the use of personal vehicles is the most prevalent means of transportation within, and to and from, the Rural Area. The Rural mobility network shall:

- a) Have arterial rural roads designed to a rural cross-section;
- b) Have a designated road network to provide for the efficient movement of goods;
- c) Include right-of-way designs within Villages that support walkability while also providing for the movement of goods in the surrounding agricultural area;
- d) Within villages that have transit service, and as opportunities arise, introduce pedestrian shortcuts from residential areas to street transit stops;
- e) Connect the rural neighbourhoods with pathways and trails to provide access to services and amenities where opportunities to do so are identified, including tourism and recreation; and
- f) Provide for cycling infrastructure, where feasible, to support rural tourism and sustainable modes of transportation.

**The proposed Plan of Subdivision creates a connected street network to facilitate mobility, while also limiting the number of accesses to Eagleson Road, the adjacent arterial road. Pedestrian pathways are provided between streets and blocks to enable convenient pedestrian movement between destinations.**

### 3.3.4 Designation

Within each Transect, designations further articulate land use and design direction. The subject lands are designated **Village**. Villages play an important role in the vitality and identity of the rural area. The majority of development within the Rural area occurs within Villages in order to reduce conflicts with other uses such as agriculture, mineral extraction, Rural Industrial and Logistics and areas of natural significance.

The Official Plan considers Villages as rural neighbourhoods that should evolve into 15-minute neighbourhoods. Policy 9.4.1(2) stipulates that the distribution of land uses and permitted development within a Village shall be identified by a secondary plan, and based on servicing capacity.

Uses permitted within Villages generally include:

- / Residential uses, the form and scale of which shall be limited by the available servicing methods and subject to the policies related to water and wastewater servicing;
- / Small-scale office, retail and commercial uses;
- / Institutional uses such as schools, care facilities, recreation and community facilities and places of worship;
- / Community gardens, indoor and outdoor crop production market gardens and farmers markets;
- / Small scale craft manufacturing of food, beverages and goods for sale; and
- / Parks, recreation and community facilities which may include fairgrounds but does not include large scale facilities.

**The proposed development proposes permitted residential, park, and infrastructure uses at a density that fosters the creation of a 15-minute neighbourhood. The development will be serviced by municipal well and sanitary infrastructure.**

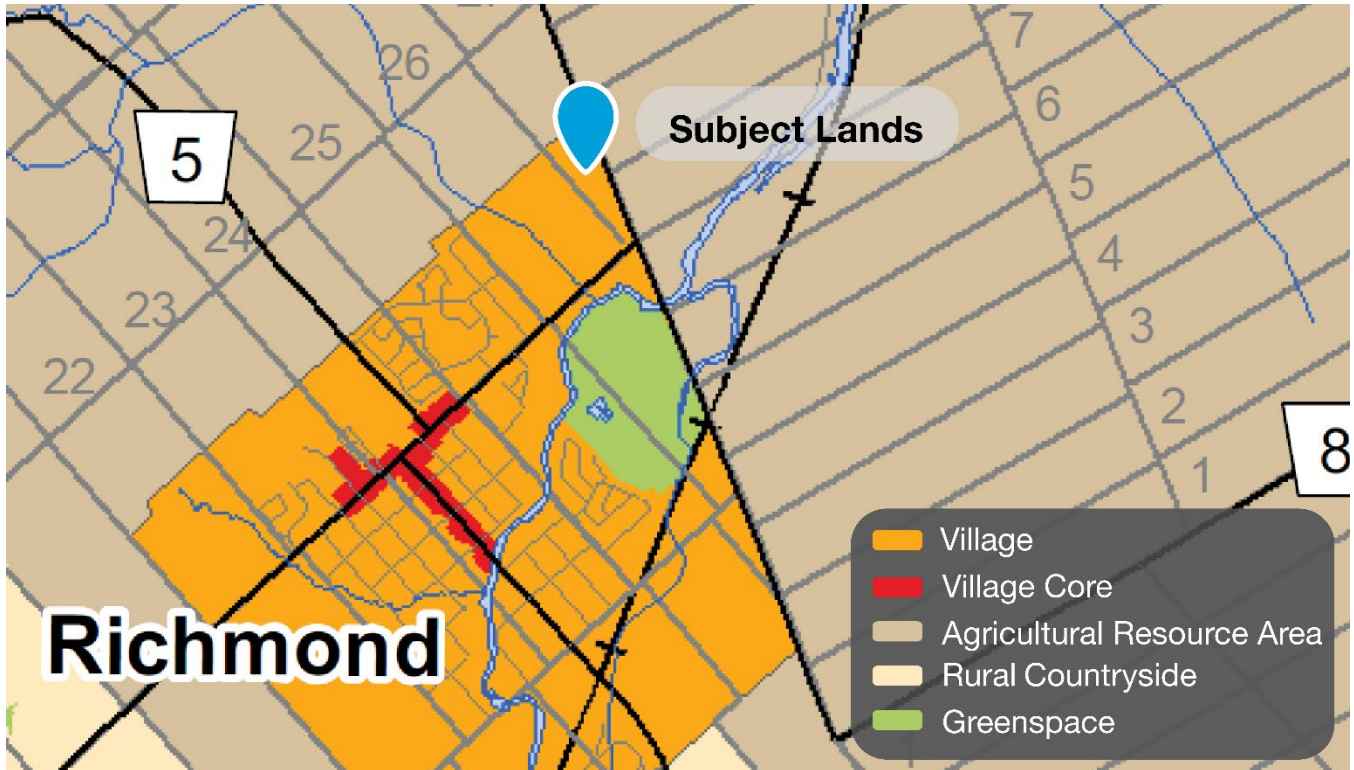


Figure 9: Schedule B9 – Rural Transect (City of Ottawa Official Plan, 2022)

### 3.3.5 Protection of Health and Safety

Policy 1 of Section 10.1.1 stipulates that development and site alteration shall not be permitted in the 1:100-year flood plain. Policy 4 states that revisions to the Flood Plain Overlay in the Zoning By-law, or regulation limits in secondary plans, with approval from the applicable Conservation Authority. Where applicable, servicing studies will be required to evaluate the approach to floodplain removal.

Section 10.2.1 contains policies for environmental noise control. Where development is proposed within 100 metres of an existing arterial road, a noise study is required. Where noise sensitive development exists adjacent to a public road, and where noise guidelines have been exceeded, the City may implement noise mitigation measures.

**The proposed development conforms with the policies related to the protection of health and safety. As confirmed in the submitted technical studies, the proposed Cut-and-Fill application and Rehabilitation Plan are reasonable and appropriate, and the Noise Study confirms that the development is supportable, with modest mitigation measures.**

**The proposed development conforms with policies in the Official Plan, proposing low-rise residential development at a density that fosters the creation of 15-minute neighbourhoods. The proposed development will be serviced by municipal well and sanitary infrastructure and features an integrated road network that facilitates mobility. The proposed development also includes designated parkland, a permitted use within the Village designation.**

### 3.4 Village of Richmond Secondary Plan (2022)

The Village of Richmond Secondary Plan provides guidance for land and infrastructure development in the Village. The Secondary Plan requires that development in the Western Development Lands, Northeast Development Lands and Industrial Lands shall be on the basis of public communal well services. As with the current Secondary Plan, development in the remainder of the village shall be based on private or communal wells, unless it is deemed necessary to convert the village to a communal well system.

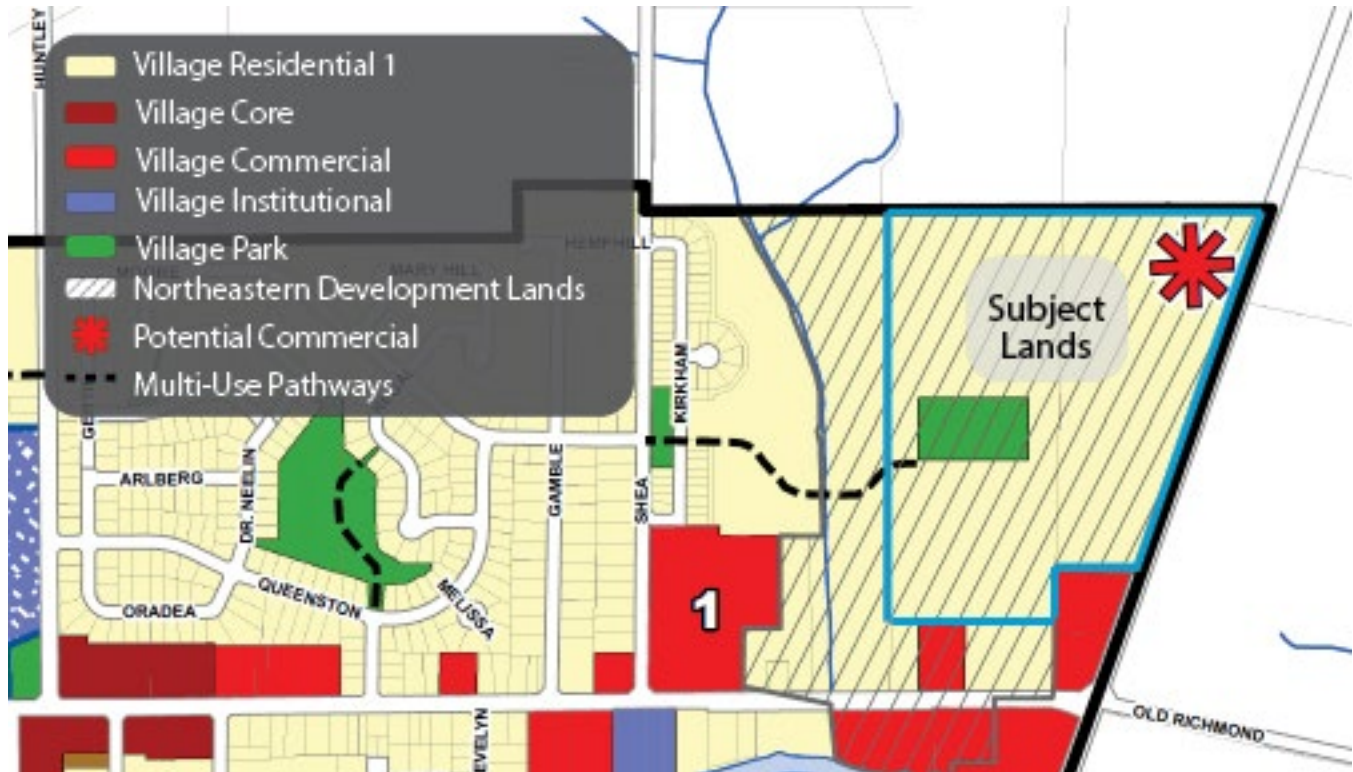


Figure 10: Extract from Schedule A – Designation Plan (New Village of Richmond Secondary Plan, 2021)

All new development in Richmond shall be connected to the central wastewater collection system. No new development shall be permitted until the wastewater system can provide the capacity in accordance with the Master Servicing Study. Existing wastewater infrastructure services shall be upgraded over time to provide the required capacity for the full development of the Village of Richmond.

The subject lands are predominantly designated as **Village Residential 1**, with a portion of lands designated as **Village Park**, and the entirety of the subject lands are identified as **Northeastern Development Lands**. There is also a **Potential Commercial** location identified in the northeast corner of the lands.

#### **Village Residential 1**

The Richmond Village Secondary Plan provides policy direction for residential areas. The Village Residential 1 and Village Residential 2 designations are the predominant residential designations in the village.

The Residential 1 designation provides for a range of ground-oriented, low-density residential uses and some supporting commercial uses. Permitted uses include: detached dwellings, semi-detached dwellings, duplexes, bed and breakfast, home-based businesses, and retirement homes. Subject to a Zoning By-law Amendment, a limited number of ground-oriented townhomes may be permitted provided that the lands are:



- / Surrounded by a mix of detached and semi-detached dwellings; and
- / On an arterial or collector street; or
- / Abutting a park or area designated green space; or
- / At the edge of a neighbourhood.

The maximum building height shall be approximately three-and-a-half storeys. New plans of subdivision will use the historical grid pattern for streets and will ensure that parks are provided per the Official Plan and at general locations shown on Schedule A - Designation Plan of the Secondary Plan.

**The proposed dwelling types conform with the prevailing Village Residential 1 designation, with townhouses generally distributed along edges of the community or near the park block. The proposed street pattern is designed to enhance connectivity in the subdivision, with all streets designed with connections to at least two other streets. A park is provided, as shown in the location on the Secondary Plan.**

### **Northeastern Development Lands**

The Secondary Plan provides additional policies for the Northeastern Development Lands. The maximum density for one and two units is 17 units per net hectare and a minimum unit mix of 2-7%, shall apply to all plans of subdivision on these lands. If greater densities or a wider range of unit mix are desired, the proponent shall be required to submit a concurrent Zoning By-law Amendment, to determine the appropriate density and housing mix, to the satisfaction of the City.

**The overall proposed density of the development is appropriate for the lands, as confirmed through submitted technical studies, and is generally consistent with proposed densities in other greenfield subdivisions in Richmond Village. The largest lots accommodating detached dwellings are oriented towards Eagleson Road, to maintain visibility from the arterial road leading to the village core.**

### **Parks**

The Richmond Village Secondary Plan provides policy direction for Parks, with Schedule A identifying land intended to be used for public parks and recreational uses that provide a range of publicly accessible activities and facilities. Policies include:

- / Permitted uses on lands designated Village Park are limited to parks and recreational and athletic facility
- / Parks will be developed in consultation with local residents and the City and include the following:
  - Pedestrian connections to sidewalks and pathways should be provided in consideration of connectivity;
  - The park should be exposed to local streets with a minimum of two street frontages and sidewalks along all street frontages; and
  - Parks may be associated with other community facilities or infrastructure.
- / New parks will be required in the Western Development Lands, Northeast and Southeast Development Lands, and in the Industrial Areas shown on Schedule A – Designation Plan. Their specific locations will be determined through the development review process.

**As noted earlier in this report, a 0.79 hectare park is proposed within the subdivision, which aligns in general location with Schedule A of the Secondary Plan, and will be accessible to residents within and beyond the subdivision. The park is exposed to two street frontages and will be connected to the subdivision by sidewalks. The park co-locates with the stormwater management facility and pumping station, as identified in the policy noted above.**

**A footbridge connecting Phases 1 and 2 is not proposed at this time due to engineering challenges and impacts to environmental features, however a pathway connection to Perth Street is being proposed to improve circulation within and beyond the proposed subdivision.**

**In conclusion, the proposed development conforms with the policies of the City of Ottawa Official Plan and the Village of Richmond Secondary Plan.**

## 4.0 Scoped Design Brief

### 4.1 Introduction

The following Scoped Design Brief is provided in line with the Terms of Reference issued by the City at the Pre-Application Consultation held for this proposal. The proposed development represents Phase 2 of Cardel's Creekside community, following the construction of Phase 1 to the southwest. Phase 1 contained 51 units, and Phase 2 is proposed to feature 464 units, including detached, semi-detached, and townhouse units.

The vision for the Creekside II Subdivision is to generate a gateway to Richmond Village that serves to delineate the community boundary, while improving continuity and ease of movement as Richmond Village continues to adopt 15-minute neighbourhood principles in line with the most recent Official Plan and Provincial direction. Creekside II is intended to efficiently use land within a settlement area while maintaining the important natural condition present within the Village of Richmond.

### 4.2 Policy and Regulatory Context – Urban Design

A fulsome policy analysis for the development proposal is provided in the preceding section. The intent of the analysis below is to address Urban Design considerations as they relate to the proposal.

#### 4.2.1 City of Ottawa Official Plan (2022)

Section 4.6 of the Official Plan provides direction with regard to Urban Design on a City-wide basis. In particular, Subsection 4.6.5 encourages effective site planning that supports design initiatives throughout the City, including villages.

Policy 4.6.5.1 requires that development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

**The appropriateness of the proposal in reference to the Official Plan, Village of Richmond Secondary Plan, Village of Richmond Community Design Plan, and Design Guidelines for Rural Villages is discussed through this document.**

Subsection 4.6.6 refers to the sensitive integration of new development to meet intensification targets while considering liveability. Policy 6 of this subsection states:

Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

**The proposed building models (Figure 6, Figure 7) reflect an appropriate scale relative to the Rural Transect and Village Designation. Soft landscaping, street-facing entrances, and public realm-engaging massing is contemplated. Pitched roofs and articulated bay windows provide variety and interest in keeping with established development in the area. Front and rear yard setbacks of 6m, and a maximum lot coverage of 55% contribute to the lot area available for soft landscaping, amenity, and tree planting.**

Section 5.5.1 provides policy direction within the Rural Transect, directing built form to recognize a rural pattern of built form to be low-rise. Within Villages, development is to be context sensitive and characteristic of the Rural area. Secondary plans will guide the evolution of Villages to become 15-minute neighbourhoods with vibrant core areas.

**The proposed development would establish housing which supports the evolution of Villages into 15-minute neighbourhoods while allowing an array of dwelling typologies that are ground-oriented in nature.**

#### **4.2.2 Village of Richmond Secondary Plan (2022)**

The Village of Richmond Secondary Plan provides limited direction on built form, but generally maintains that the maximum building height shall be approximately three-and-a-half storeys; and that new plans of subdivision will use the historical grid pattern for streets and will ensure that parks are provided per the Official Plan and at general locations shown on Schedule A - Designation Plan of the Secondary Plan.

**The proposed dwelling types conform with the intended scale for the area. The proposed street pattern is designed to enhance connectivity in the subdivision, with all streets designed with connections to at least two other streets. A park is provided, as shown in the general location identified on the Secondary Plan.**

#### **4.2.3 Village of Richmond Community Design Plan (2010)**

As the Village of Richmond Community Design Plan (CDP) provided preliminary input to the Secondary Plan, much of the same planning intent is reflected in both documents. The CDP, however, provides additional direction on subdivision design elements. This section addresses design direction that is referenced specifically in the CDP document.

#### **Parks**

Section 4.7 of the CDP discusses the policies relating to the establishment of Parks within the Richmond Village. The applicable policies are discussed below:

1. Uses permitted on lands designated parks include: a park, recreational and athletic facility, environmental preserve and an education area.  
**A park is proposed in the subdivision.**
2. Parks will be developed in consultation with local residents and parks planning staff and should be based on the following:
  - Pedestrian connections should be provided to sidewalks and pathways  
**The park will be accessible by pedestrian connections.**
  - The park should be exposed to local streets with a minimum of two street frontages  
**The proposed park has two local street frontages.**
  - Crime Prevention through Environmental Design (CPTED) should be considered in the design of the park  
**The park will be sufficiently covered by site lighting, and nearby housing will have windows which provide passive surveillance onto the park.**
  - The park should not be located immediately adjacent to school properties but may be associated with other community facilities or infrastructure  
**The park is not adjacent to a school block.**
  - The park will not be used as part of, or associated with, the function of the stormwater management system.  
**The park is not proposed to be used as part of a stormwater management system.**
3. The Parks, Open Space and Pathways Plan, as shown on Schedule B of the Community Design Plan, should be consulted to ensure a high degree of connectivity between parks and the rest of the village.



**Schedule B (Figure 13) identifies a park being envisioned on the subject lands in a comparable location to that which is proposed. Sidewalks and pathways will connect through the subdivision from Eagleson Road and Perth Street to the park block, providing access to residents from elsewhere in Richmond Village.**

4. New parks will be required in the Western and Northeast Development Lands and in the Industrial lands as shown on Schedule A. Their specific locations will be determined through the development review process.

**A park is proposed in the subdivision, which is located in the Northeast Development Lands.**

### **Neighbourhood Parks**

3. As a focal point, neighbourhood parks will provide a local gathering and recreational space for nearby residents. They are generally located in the centre of each neighbourhood within approximately a 5-minute walking distance for most residents. Each neighbourhood park will incorporate a variety of active recreational opportunities such as children's play areas, outdoor rinks, splash pads, pedestrian walkways, and seating areas or other facilities determined by the City of Ottawa.

- The size of a neighbourhood park is to be no less than 0.8 ha (2.0 acres).
- Parking areas are not required within a neighbourhood park.

**A neighbourhood park of 0.79 hectares is proposed, aligning with the general intent of the CDP.**

### **Guidelines for Residential Subdivision Design**

1. A modified grid pattern similar to the established military grid in the older part of the Village should be used, modified to today's operating requirements. Suburban-style road patterns, such as curvilinear streets, P-loops, and dead ends should be avoided.
5. Development should provide pathway connections and, where possible, these pathways should link with the village's pathway network.
6. Sustainability measures, such as solar orientation, energy conservation and the greening of the village, should be encouraged and supported in the design of subdivisions.
8. Large-lot, village-style detached dwellings should be mixed with other types of dwellings along targeted and highly visible streets. These village-style streetscapes may contain some or all of the following features:
  - a) Larger lots.
  - b) Wooden and rock fences and hedgerows
  - c) Garages as separate buildings either beside or behind the principal building.
  - d) Natural driveways where only the tire treads are hard-surfaced, or where the driveway is made of permeable material.
  - e) Small ornamental flower gardens similar in style to those in the older part of the village
9. Setbacks from the curb or sidewalk to the abutting building elevation should:
  - a) Be close enough to create a sense of intimacy along the streetscape.
  - b) Be set back further than suburban buildings
  - c) Provide enough space to park a vehicle
  - d) Provide enough space to plant a tree in the front yard

**A modified grid pattern is proposed. The Draft Plan does not incorporate "suburban-style road patterns", such as cul de sacs or curvilinear streets, nor does it propose dead ends. Walkways are proposed to further simplify movement for pedestrians throughout the subdivision. As directed, single-detached dwellings are mixed with other dwelling types and targeted along high-visibility streets, such as Eagleson Road.**

### **Variation in Design**

10. To avoid repetition, a variety of attached and detached building types that include a range of design features should be provided along each street or block.
11. For attached dwellings block lengths should be 5 units or less, with the maximum block length of 6 units used sparingly.
12. For detached dwellings,

- a. Use wide, short lots rather than narrow, deep lots because they feel more spacious and less dense
- b. Do not replicate the same design next door, across the street or on either side across the street
- c. Use wrap-around porches on corner lots

**A variety of dwelling types are generally proposed throughout the various blocks of the Plan of Subdivision. Attached dwelling unit forms are a mix of 4-unit (60 units), 5-unit (25-units) and 6-units (54 units).**

#### **Landscaping, Fencing and Parking**

14. Street trees, landscaping and pedestrian lights should be incorporated into development.
15. Sufficient screening, landscaping and wide side yards should be provided to minimize the impact of abutting non-residential uses.

**The proposed 20-metre road allowances and 6-metre front yard setbacks will allow adequate space to ensure landscaping and street trees to animate the public realm.**

#### **Streetscape Design Along Arterial and Collector Roads**

Rural Arterial (Eagleson Road):

- / Limited access permitted
- / No Sidewalks
- / Buildings to face the street
- / Paved shoulders and ditches
- / A sidewalk to be installed on the west side of Eagleson Road between the Industrial Lands and the Northeast Development Lands

**Only two (2) accesses are proposed to Eagleson Road. Development along window streets will face Eagleson Road to provide an additional interface.**

**The proposed development conforms with the policies of the Village of Richmond CDP, and meets several applicable guidelines.**



Figure 11: Richmond CDP - Demonstration Plan for Northeast Development Lands

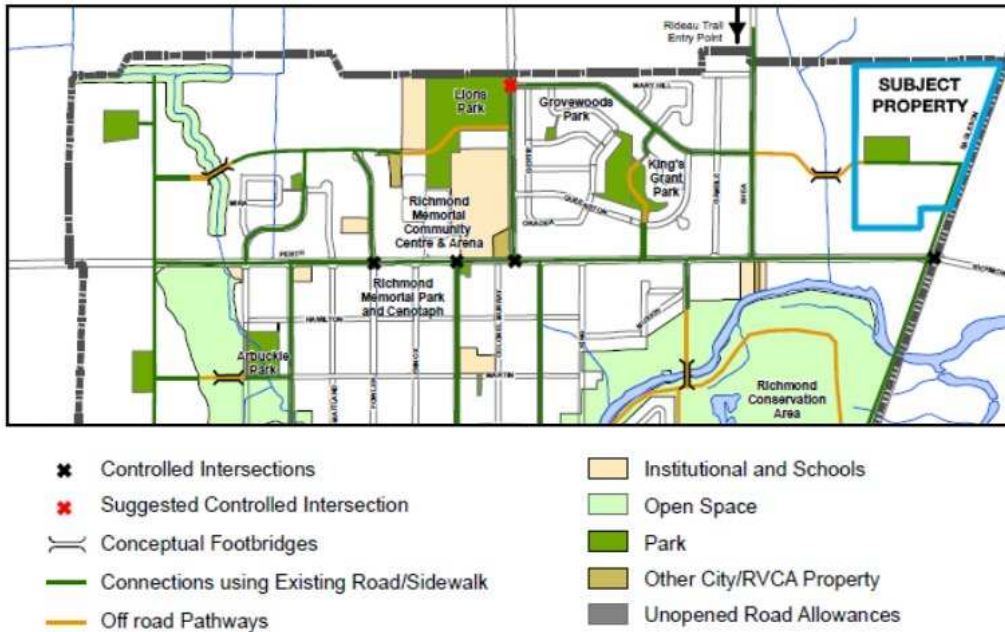


Figure 12: Schedule B of Richmond CDP - Parks, Open Space and Pathways Plan

#### 4.2.4 Design Guidelines for Rural Villages

The purpose of these guidelines is to provide design guidance to assess, promote and achieve appropriate development in Villages.

The following guidelines have been applied to the proposed subdivision design:

**Guideline 3:**

Avoid the development of looping, circuitous, suburban-style roadway patterns. New roadway patterns should be direct and reflect the traditional development pattern that exists in the village core. Patterns should also provide multiple pedestrian, bicycle and vehicular connections to adjacent and future development.

**Guideline 5:**

Establish a variety of lot sizes in residential developments. Creating a mix of lot sizes promotes a range in dwelling types and, in turn, creates housing options for residents. Explore innovative servicing methods where lot sizes may be restricted by servicing capabilities.

**Guideline 6:**

Develop a mix of housing designs along neighbourhood blocks to avoid a mass produced or “cookie cutter” appearance. Varied housing styles, colours and materials create a visually interesting streetscape and village atmosphere.

**Guideline 9:**

Provide direct pedestrian connections between adjacent uses within villages to ensure safe and convenient pedestrian movement.

**Guideline 19:**

Reduce the environmental footprint of buildings by meeting or exceeding environmental and energy efficiency rating standards, incorporating renewable or alternative energy systems, maximizing indoor water efficiency, retaining stormwater on site, reducing the use of potable water for irrigation, and reducing resource consumption.

**Guideline 20:**

Ensure new buildings are compatible with adjacent development by using a common scale, massing and height to complement the existing context. New buildings, including gas stations, should respond to the village context.

**Guideline 22:**

Avoid developing buildings with blank facades along public rights-of-way. New buildings should follow the existing architectural pattern and rhythm established by adjacent development. Visually divide large facades into smaller sections using a human-scale, windows, bays and articulation to reduce the perception of massing.

**Guideline 23:**

Orient buildings to frame the street. Primary façades should parallel the street and entries should be clearly visible and connect to the public sidewalk.

**Guideline 24:**

Unless the village core is historically characterized by a wide variety of setbacks, align new building facades to create a visually continuous streetscape.

**Guideline 27:**

Enhance gathering places by including design elements such as play areas, landscaping, street furniture, public art and/or other attractive features that reflect community character. Gathering places have activities and/or services that promote safe community interaction, exchange and congregation.



**By incorporating an array of the applicable Design Guidelines for Rural Villages, the proposal satisfies the City's direction for the establishment of compatible, functional and appealing Rural Villages.**

### 4.3 Context Discussion

The lands are located on the west side of Eagleson Road, north of Perth Street, in the northeast corner of the Village of Richmond. The irregular-shaped property includes approximately 555 metres of frontage on Eagleson Road, and a total area of approximately 24.5 hectares (61 acres) (Figure 15, POI 2).

The lands are generally flat and grassed, with limited trees or other vegetation. Previous land uses were limited to agriculture uses, and there are currently no permanent structures on the site. A swale is located along the Eagleson Road frontage.

Immediately north of the lands are rural areas outside the Richmond Village boundary. Directly to the east of the lands is Eagleson Road, a rural arterial road that represents the eastern boundary of the Village of Richmond. Beyond Eagleson Road are rural lands used for agriculture.

South of the lands are numerous industrial and commercial uses inside Richmond Village. A property accommodating outdoor light industrial storage fronts onto Eagleson Road south of the lands. At the northwest corner of Eagleson Road and Perth Street is a gas bar. Southwest of the lands, fronting onto Perth Street, is an outdoor storage yard associated with an online auction house and RV sales operation. On the south side of Perth Street are various commercial and residential uses (Figure 15, POI 1, 3, 5, 6).

West of the lands is the Flowing Creek Drain (Figure 15, POI 4). This watercourse has corresponding floodplains to the east and west of the bed and connects to the Jock River south of Perth Street. Further west of the site is Creekside Phase I, which is centred on Kirkham Crescent. South of the Phase I development at Shea Road and Perth Street is a commercial shopping centre anchored by a grocery store. The proposed pathway connection to Perth Street is intended to provide ease of movement to the retail plaza. West of Shea Road features various typologies of residential development.

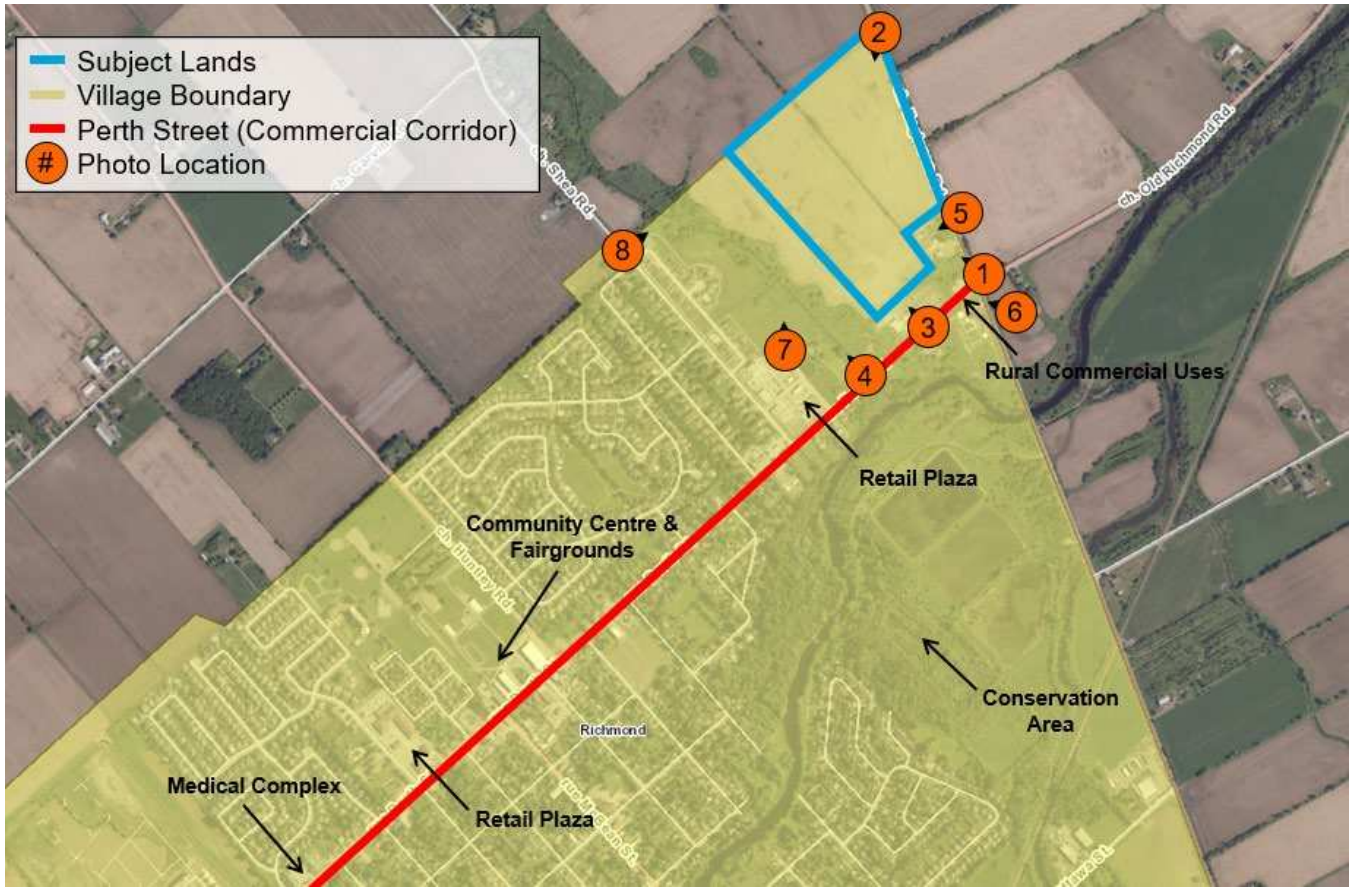


Figure 13: Context Map Identifying the Site and Surrounding Features



Figure 14: Context Photos, 1-4



Figure 15: Context Photos, 5-8



#### 4.4 Design Proposal

The proposed subdivision will result in a planned context that applies a classic, resilient built form in keeping with the character of Richmond Village. The proposed built form applies ground-oriented, pitched roof building typologies with a colour palette that responds to the established development and natural context.

Articulation cuts are proposed which incorporate definition and variety into the building frontages. Materiality balances masonry and metal cladding to provide visual interest and definition. The proposed townhome blocks provide variety in windowing, garage scale, roof profile, and entry location to offer relief in the overall massing. Front and rear yard setbacks of a minimum 6 metres are consistent across all dwelling types, in addition to a maximum lot coverage of 55%. These provisions ensure soft landscaping can be accommodated to soften the public realm, offer amenity, and maintain the established village characteristics.



Figure 16: Sample Single Detached Model Renderings





Figure 17: Sample Townhome Renderings

**4.4.1 Site Edge Conditions**

In designing the proposed subdivision, the grading approach has been reviewed in relation to the external boundaries of the lands. Cross-sections are enclosed with this submission which demonstrate the interface with the external lot lines. Key interfaces are summarized below. Please refer to the submitted sections for a comprehensive assessment.

**Abutting Eagleson Road - Window Streets**

The typical section for window streets (Figure 18) illustrates a 14.75m ROW with an 8.5m wide roadway and boulevards of 1.5m and 4.75m. A 3:1 grading transition to the swales abutting Eagleson Road is proposed. This approach allows for the window street to provide visual appeal to users of Eagleson Road while ensuring that drainage is accommodated relative to the grade levels.

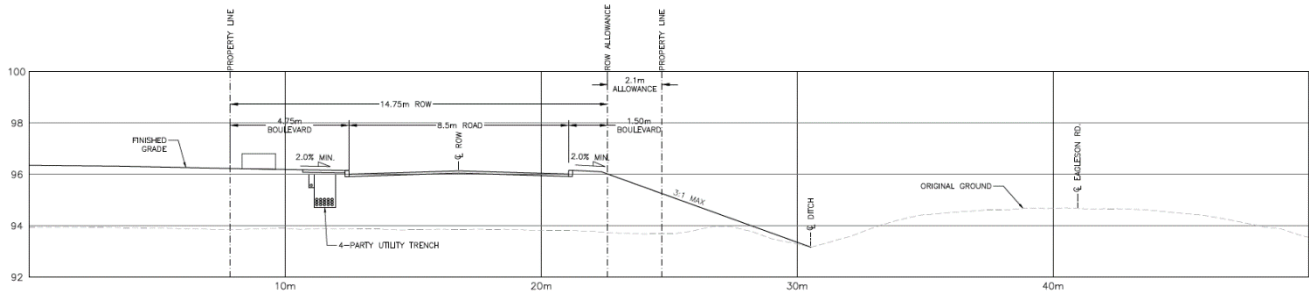


Figure 18: Window Street Cross Section

**Abutting Eagleson Road – Landscape Block and Townhome Units**

The entry-point to the subdivision and Richmond Village is proposed to be graded such that the landscaped block and abutting townhome units are visible from the street edge, while accommodating for the ditch within the Eagleson Road ROW.

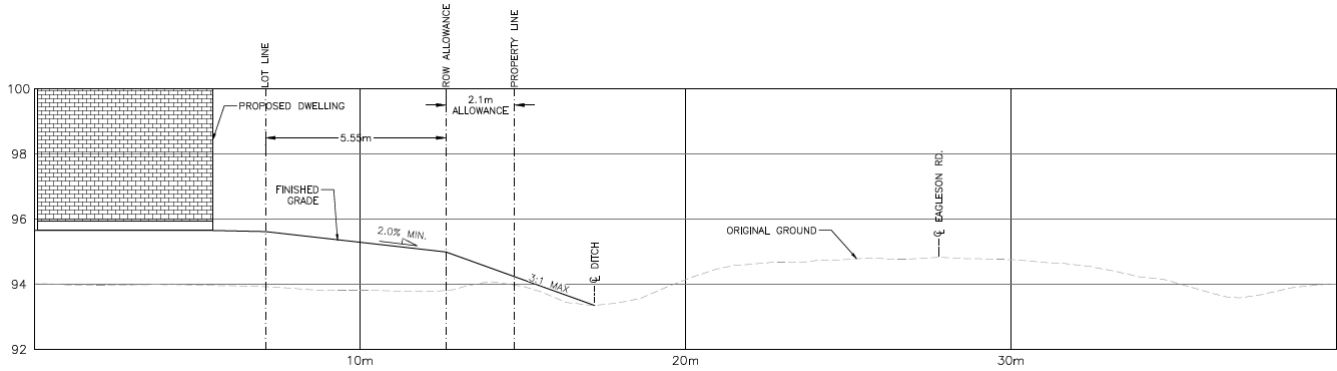


Figure 19: Townhome and Landscaped Block Cross Section

**Abutting Eagleson Road – Retaining Wall Portions**

With consideration to the anticipated grade difference, retaining walls are proposed for select non-window street interfaces with Eagleson Road. An estimated 1.5m retaining wall would separate these blocks from the ditch within the ROW.

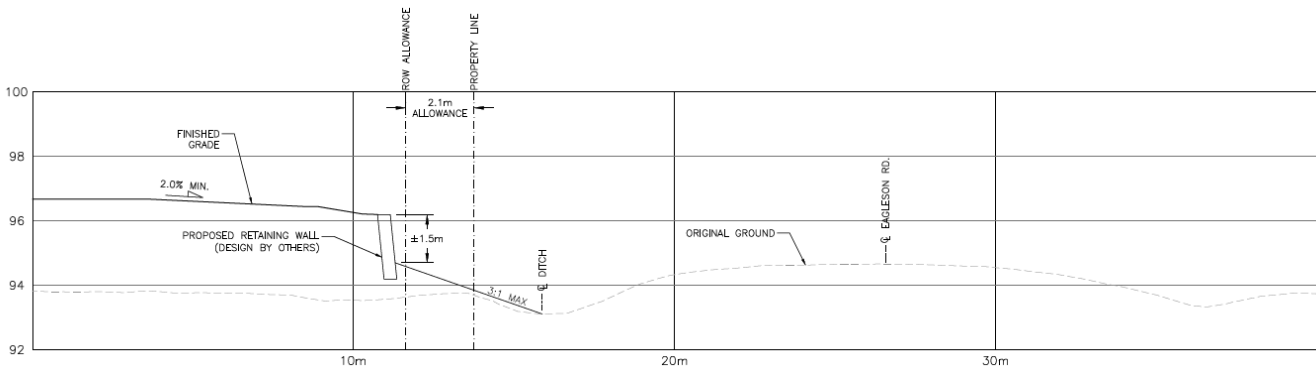


Figure 20: Sample Cross-Section, Eagleson Road Retaining Wall

**Abutting Commercial Uses to Southeast**

As noted in this report, commercial uses abut the lands to the southeast. The proposed dwellings which abut these uses are separated by a grade change that incorporates a 2.6m retaining wall and a privacy fence, in addition to a minimum 6m rear yard setback, ensuring substantial separation from these uses.

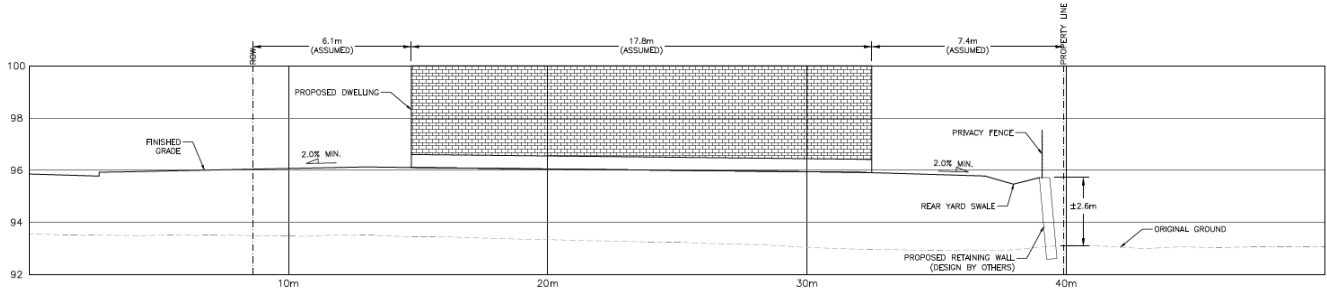


Figure 21: Abutting Commercial Uses, Typical Cross Section

**The proposed subdivision reflects strong urban design principles and is compatible with the established and planned context for the Village of Richmond and relative to the Community Design Plan, applicable guidelines, and Official Plan policy.**







**Section 58 - Flood Plain Overlay**

As shown in Figure 22, a Flood Plain Overlay is applied to the subject lands. The corresponding zoning by-law provisions in Section 58 take precedence over those of the underlying zone. The provisions apply to land uses within an area affected by a flood plain overlay, restricting development to minimize the threat of injury or loss of life and prohibit land uses where hazardous substances could contaminate potential flood waters; where flooding may compromise the ability to deliver essential services; or where flooding may cause unacceptable risk of property damage:

1. **General Provisions** - Despite the provisions of the underlying zone or other zoning provisions of the Zoning By-law, development is prohibited within any area subject to a floodplain overlay.

**A component of the Zoning By-law Amendment is to alter the Flood Plain Overlay to remove it from the proposed residential development area. In support of this process, a Cut-and-Fill permit has been submitted to the Rideau Valley Conservation Authority.**

**5.2 Proposed Amendment**

A Zoning By-law Amendment is requested to rezone the site from “Development Reserve, Subzone 1 (DR1)” to appropriate zones to accommodate the proposed uses. Proposed zones include:

- / Village Second Density Residential Zone, Subzone E, Urban Exception XXXX (V2E[XXXX]) for all residential uses; and
- / Parks and Open Space Zone (O1) for the park block, stormwater pond, and well block.

The purpose of the V2 - Village Residential Second Density Zone is to:

1. Permit detached and two-unit dwellings in areas designated as Village in the Official Plan, and historically zoned for such low density use;
2. Allow a limited range of compatible uses, and
3. Regulate development in a manner that adopts existing land use patterns so that the low density, low profile form of a neighbourhood is maintained.

The proposed development is evaluated against the V2E zone provisions in Table 1.

| Zoning Mechanism                   | V2E Provisions  | Proposed                                    | Compliance |
|------------------------------------|---|---|------------|
| Minimum Lot Width (m)              | 10 m per dwelling unit  | Detached dwellings: 10 m                    | ✓          |
|                                    |   | Semi-detached dwellings: 9 m                | ✗          |
|                                    |   | Townhouse dwellings: 6 m                    | ✗          |
| Minimum Lot Area (m <sup>2</sup> ) | Detached: 300 m <sup>2</sup><br>Semi-detached: 400 m <sup>2</sup> | Detached dwellings: 300 m <sup>2</sup>      | ✓          |
|                                    |   | Semi-detached dwellings: 280 m <sup>2</sup> | ✗          |
|                                    |   | Townhouse dwellings: 180 m <sup>2</sup>     | ✗          |

|  |       |  |            |
|--|-------|--|------------|
| Minimum Front Yard setback (m)         | 6 m   | 6.0 m  | ✓          |
| Minimum Rear Yard Setback (m)          | 7.5 m | 6.0 m  | ✗          |
| Minimum Interior Side Yard Setback (m) | 1.5 m | Detached dwellings: Total setback 1.8 m, with one minimum yard no less than 0.6 m<br><br>Semi-detached / townhouses: 1.2 m | ✗<br><br>✗ |
| Minimum Corner Side Yard Setback (m)   | 6 m   | 3.0 m  | ✗          |
| Maximum Height (m)                     | 11 m  | -Varies, but under 11 m-   | ✓          |
| Maximum Lot Coverage (%)               | 20%   | 55%  | ✗          |

### 5.3 Relief Requested

As indicated in Table 1, a site-specific zoning exception will be required to permit the proposed development. The following provisions are proposed for the site-specific exception:

#### Additional Permitted Uses

Consistent with the zoning approach elsewhere in Richmond Village, “townhouse dwelling” is proposed to be added as an additional permitted use in the site-specific exception. The proposed approach simplifies zoning in the subdivision, rather than applying a different zone to the townhouse units. As discussed in this report, the Village of Richmond Secondary Plan permits this use, and the Official Plan and Provincial Policy Statement further encourage a diversity and mix of housing typologies within settlement areas.

#### Minimum Lot Width

The proposed minimum lot widths for the semi-detached and townhouse dwellings are 9 metres and 6 metres, respectively. Both lot widths are consistent with lots accommodating these dwelling types elsewhere in Richmond Village, and are reasonable for the proposed dwelling design. The proposed lot widths are appropriate in establishing a human scaled, walkable built form which maintains a village scale while also anticipating the role of Richmond Village in contributing to the City’s broader growth targets and achievement of a varied housing stock.

#### Minimum Lot Area

The proposed minimum lot areas for the semi-detached and townhouse dwellings are 280 square metres and 180 square metres, respectively. Similar to the proposed lot widths, these areas are consistent with lots accommodating these dwelling types elsewhere in Richmond Village, and are reasonable for the proposed dwelling design. These lot sizes still allow for substantial landscaping in front and rear yards in keeping with what is characterized throughout Richmond Village.

#### Minimum Rear Yard Setback

The proposed rear yard setback is 6 metres for all dwelling types, aligning with standard setbacks in other greenfield subdivisions in Richmond Village. The proposed rear yard setbacks allow adequate area for outdoor amenity and privacy separation from neighbouring uses. Where rear yards interface with commercial uses, the incorporation of retaining walls and substantial fencing serve to ensure adequate privacy and separation is achieved.

**Minimum Interior Side Yard Setback**

The minimum interior side yard setback for detached dwellings is proposed to be a total of 1.8 metres, with one side no less than 0.6 metres. Minimum interior side yard setbacks are proposed at 1.2 metres for semi-detached dwellings and townhouse dwellings. As with the rear yard setbacks, these setback requirements are established elsewhere in Richmond Village, and are generally consistent with the 1.5-metre interior side yard setback requirement in the V2E subzone.

**Minimum Corner Side Yard Setback**

A minimum corner side yard setback of 3.0 metres is proposed for all dwelling types. The proposed setback is reasonable for these dwelling types, and generally aligns with the corner side yard setback requirements on other recent greenfield subdivisions in Richmond Village.

**Maximum Lot Coverage**

A maximum lot coverage of 55% is proposed for all dwelling types in the subdivision. The proposed rate of lot coverage is generally consistent with site-specific zoning for other greenfield subdivisions in Richmond Village, and is even more restrictive than many recently-approved zoning amendments for those developments. A maximum lot coverage of 55% ensures that adequate area for soft landscaping and tree canopy is allowed, thereby maintain the character of the Village and its natural attributes.

**The proposed relief requested is in keeping with the intent of the Official Plan and Richmond Village Secondary Plan and reflects the most recent approach to subdivision development in Richmond and other comparable Villages within Ottawa. The relief will facilitate the orderly development of a walkable, sustainable subdivision that contributes to the Village character by ensuring adequate area is protected for amenity, soft landscaping, and tree planting.**

## 6.0 Supporting Studies

### 6.1 Serviceability Report

Robinson Land Development was retained by the applicant to prepare a Serviceability Report for Phase 2 of the Creekside Subdivision. Their report confirms that the site can be adequately serviced with municipal infrastructure and can be designed to achieve the required stormwater management controls.

The grading for the Creekside 2 Subdivision will be designed to tie into existing elevations along the property boundaries and to minimize cut/fill volumes, where possible. Grades within the subject lands must be set above the 100-year floodplain of the adjacent Flowing Creek Municipal Drain, which ranges from an elevation of 93.87 metres to 94.08 metres adjacent to the site.

The Creekside 2 Subdivision is proposed to be serviced by a new municipal well system. The proposed municipal well and its appurtenances will be contained within Block 302 of the Draft Plan of Subdivision. The communal well block will abut the internal road network (Street No. 4), but will be accessed via a new driveway connection to Eagleson Road, as requested by the City during pre-consultation meetings.

Submitted reports confirm that the proposed well system is feasible to provide water supply for domestic use and fire protection for the proposed Creekside 2 Subdivision and can be designed in accordance with the current Ottawa Water Design Guidelines.

Similarly, the proposed subdivision can be adequately serviced by municipal sanitary sewer system with the provision of a proposed wastewater pumping station and sanitary forcemains, to be designed by JL Richards. The proposed sanitary sewer network, including the gravity sewers, pumping stations and forcemains, can be designed in accordance with the current Ottawa Sewer Guidelines. The peak sanitary design flow from the ultimate development has been calculated to be less than the peak flow allocated in the Parsons study for the Northeast Development Lands.

The review concludes that the proposed subdivision can be adequately serviced with municipal infrastructure and can be designed to meet stormwater management requirements.

### 6.2 Agricultural Rehabilitation Plan and Cut-Fill Analysis

Colville Consulting was retained by the owner to conduct a site assessment and develop a Rehabilitation Plan for the agricultural lands adjacent to the subdivision lands. The study assesses the soil resources of the lands and presents recommendations to restore agricultural capability following Cut-and-Fill activities. The Cut-and-Fill analysis was prepared to demonstrate that portions of the subject lands can be developed without the risk of flooding. The adjacent lands, also owned by Cardel, are not subject to the subdivision application will remain in agricultural production.

The 2020 report prepared by J.F. Sabourin and Associates Inc. and Robinson Land Development confirms that the Cut-and-Fill plan will remove the risk of flooding and create a developable area outside of the 1:100 year floodplain that can accommodate the proposed development.

The goal of the Rehabilitation Plan is to create a landscape that blends in with the adjacent countryside and returns the lands to a productive agricultural condition similar to the surrounding area. The recommended Agricultural Rehabilitation Procedures are based on proven techniques developed for the aggregate extraction industry and include:

- / Complete a site evaluation;
- / Create a plan for proposed elevations, soil storage, landforms, and soil sources;
- / Stripping of each layer of topsoil separately;



- / Retention of topsoil and subsoil for rehabilitation;
- / Control grading to control surface runoff and create a seamless transition with surrounding areas;
- / Minimize compaction and travel over soils;
- / Replace topsoil and subsoil separately;
- / Remove stones, debris and deleterious materials;
- / Establish grass-legume cover crop for up to five years;
- / Monitor and manage.

The report concludes that the implementation of the recommended Rehabilitation Plan will ensure that the lands within the Cut Area may be returned to a productive agricultural state capable of producing good to moderate yields of common field crops.



Figure 23: Excerpt from Colville Report showing Rehabilitation Plan

### 6.3 Environmental Impact Statement and Tree Conservation Report

An Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) were completed by Muncaster Environmental Planning in support of the applications. The report notes that the subject lands are disturbed from a natural environment perspective by a dominance of cultivated agricultural fields. No Species at Risk utilization was observed or is anticipated for the site other than butternuts, which were not noted. No significant natural heritage features were observed on the site, with the Flowing Creek Municipal Drain located west of the site. There will be no site alterations within 30 metres of the watercourse or its tributaries.

Planting of native trees and shrubs will add to the features and functions of the site and, over time, will replace the limited functions of the scattered trees to be removed. With the proper implementation of the mitigation measures outlined in the report, no negative impacts will be anticipated on the natural environment features of the general area, including the Flowing Creek Municipal Drain corridor to the west.

### 6.4 Geotechnical and Hydro-Geological Investigation

GEMTEC was retained by the applicant to prepare a Geotechnical and Hydro-Geological Investigation. The purpose of the investigation was to identify the general subsurface conditions at the site by means of a limited number of boreholes and, based on the factual information obtained, to provide engineering guidelines on the geotechnical design aspects of the project, including construction considerations that could influence design decisions. Based on the findings, the following recommendations are provided:

- / The development is underlain by deposits of sensitive silty clay, which has a limited capacity to support loads imposed by grade raise fill material, pavement structures and foundations for the houses. The placement of fill material on this site must therefore be carefully planned and controlled so that the stress imposed by the fill material does not result in excessive consolidation of the silty clay deposit. Concrete slabs, granular base materials, overall grade raise, and pavement structures are considered grade raise filling. Groundwater lowering also results in a stress increase on the underlying sensitive silty clay deposit.
- / The excavations for the foundations should be taken through topsoil to expose undisturbed native silty clay, and possibly into the glacial till. The sides of the excavations should be sloped in accordance with the requirements in Ontario Regulation 213/91 under the Occupational Health and Safety Act. According to the Act, the shallow native overburden deposits can be classified as Type 3 and, accordingly, allowance should be made for excavation side slopes of 1 horizontal to 1 vertical extending upwards from the base of the excavation.
- / The native silty clay deposits are considered suitable for the support of residential structures founded on conventional spread footing foundations.
- / In areas where proposed founding level is above the level of the native soil, or where subexcavation of disturbed material is required below proposed founding level, imported granular material (engineered fill) should be used.

The full report provides further guidelines for construction based on the observed subsurface conditions.

### 6.5 Water Supply Assessment

GEMTEC prepared a Water Supply Assessment for the proposed subdivision. The purpose of the study is to evaluate the potential for the use of a communal well(s) system to support the water requirements of the proposed Creekside 2 development, including groundwater quantity and quality. The report concludes the following:

- / The site is not considered to be hydrogeologically sensitive;
- / The water quality available from the test well is safe for consumption, however groundwater treatment for aesthetic parameters will be required;
- / The water quality determined in the course of the investigation is representative of long-term water quality and is consistent with water quality investigations of the Nepean Aquifer in the Ottawa area;
- / The quantity of groundwater available from the proposed water supply aquifer is sufficient for the proposed development and will sustain repeated pumping at the test rate and duration at 24-hour intervals over the long term; and
- / Interference between neighbouring private drinking water wells is expected to be minimal.

## 6.6 Roadway Traffic Noise Feasibility Assessment

Gradient Wind prepared a Roadway Traffic Noise Feasibility Assessment in support of this application. It was noted that the major sources of traffic noise impacting the residential subdivision are Eagleson Road and Perth Street.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) plan of subdivision drawings prepared by Annis, O'Sullivan, Vollebakk Ltd.

The results of the analysis indicate that noise levels will range between 56 and 68 dBA during the daytime period (07:00-23:00) and between 48 and 61 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the west blocks and lots of the proposed development, which are closest to Eagleson Road.

Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. Additionally, Warning Clauses will also be required to be placed on all Lease, Purchase and Sale Agreements.

## 6.7 Transportation Impact Assessment

A Transportation Impact Assessment was prepared by CGH for the purpose of this application. The reports makes the following observations:

### Development-Generated Travel Demand

- / The proposed development is forecasted produce 395 two-way people trips during the AM peak hour and 415 two-way people trips during the PM peak hour.
- / Of the forecasted people trips, 261 two-way trips will be vehicle trips during the AM peak hour and 295 two-way trips will be vehicle trips during the PM peak hour, based upon no bus service in the off-peak directions.
- / Of the forecasted trips, 40% are anticipated to travel north, 5% to the south, 25% to the east, and 30% to the west.

### Access Intersections Design

- / The internal road network will connect to the adjacent arterial road network of Eagleson Road via two local road connections (Street 1 and Street 3).
- / The site accesses are proposed to be stop-controlled on the minor approaches.
- / The 2027 and 2032 future total access intersections operate well.
- / Northbound left-turn lane volume warrants are met for both intersections at both study horizons with the exception of the 2027 AM horizon for the Street 1 intersection.
- / No operational improvements are noted by the implementation of these turn lanes.
- / The northbound left-turn lanes are not recommended along Eagleson Road at the site access intersections

### **Network Intersection Design**

- / Generally, the network intersections at the 2027 future total horizon will operate similarly to the 2027 background conditions.
- / Under the existing conditions, operations at the 2032 horizon are anticipated to further degrade in the PM peak hour with the addition of site traffic.
- / Assuming the City implements the Perth Street widening project, the operations at the intersection are forecasted to operate well, where the addition of site traffic may result in an increase in queueing on the eastbound approach during the PM peak hour.
- / The pedestrian LOS will not be met at the Eagleson Road and Perth Street/Old Richmond Road intersection in both existing and future conditions, which require crossing distances to be equal or less than three-lane widths.
- / The bicycle LOS will not be met at the Eagleson Road and Perth Street/Old Richmond Road intersection in existing condition, but will be met in future condition under the assumed conditions.
- / The storage lengths identified as being required within this study for the City's future design of the auxiliary turn lanes at the intersection of the Eagleson Road and Perth Street/Old Richmond Road are:
  - NBL: 65 metres
  - SBL: 38 metres
  - SBR: 55 metres
  - EBL: 45 metres
  - WBL: 38 metres

It is recommended by the report that, from a transportation perspective, the proposed development applications proceed.



## 7.0 Conclusions

It is our professional opinion that the applications for Plan of Subdivision and Zoning By-law Amendment are appropriate, represent good planning, and are in the public interest.

The proposed development satisfies the criteria established in the Planning Act for subdivision applications. The development is also consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within a rural settlement area, capitalizing on existing infrastructure. The range of proposed dwelling types contributes to the range of housing options available in the community.

The proposal conforms to the Official Plan's vision for managing growth and meets the policies of the Village designation. The proposed development also generally conforms to the policies of the Village of Richmond Secondary Plan.

The proposed Zoning By-law Amendment would apply a Village Second Density Residential [site-specific exception] zoning to the lands, which is consistent with the zoning in other greenfield subdivisions in Richmond. The proposed zoning relief is reasonable and appropriate for the lands.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,

A handwritten signature in black ink that reads "Scott Alain". The signature is written in a cursive, flowing style.

Scott Alain, MCIP RPP  
Senior Planner