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Community &  
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Commercial &  
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Restoration



## Cardinal Creek Village South 1296 & 1400 Old Montreal Road Ottawa, Ontario

### Planning Rationale & Integrated Environmental Review Statement

Prepared for: Tamarack (Cardinal Creek) Corporation

**CARDINAL CREEK VILLAGE SOUTH  
1296 & 1400 OLD MONTREAL ROAD  
OTTAWA, ONTARIO**

**PLANNING RATIONALE AND  
INTEGRATED ENVIRONMENTAL REVIEW STATEMENT  
IN SUPPORT OF APPLICATIONS FOR  
PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT**

Prepared For:



Prepared By:



Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
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December 14, 2022

Novatech File: 122113-07  
Ref: R-2022-176

December 14, 2022

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

**Attention: Lucy Ramirez – Planner I**

**Reference: Cardinal Creek Village South  
Planning Rationale and Integrated Environmental Review Statement In  
Support of Applications for Plan of Subdivision and Zoning By-law  
Amendment  
1296 & 1400 Old Montreal Road  
Our File No.: 122113-07**

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Tamarack is proposing to develop a residential subdivision consisting of seven hundred fifty-eight (758) dwelling units as part of the Cardinal Creek Village South subdivision. The proposed residential subdivision will feature three hundred four (304) single detached dwelling units, ten (10) semi-detached dwellings, two hundred seventy-six (276) townhouse dwelling units, one hundred sixty-eight (168) back-to-back townhouse dwelling units, one (1) park block, two (2) school blocks, and one (1) stormwater management block. The proposed residential subdivision will be served by a network of newly created streets and pathways organized in a modified grid format which provides for an efficient layout as well as convenient navigation throughout the future neighbourhood.

This proposed Cardinal Creek Village South subdivision is situated south of the existing Cardinal Creek Village Community which is at various stages of completion, construction, and municipal development review. An *Official Plan Amendment (City File No.: D01-01-11-0018)* application was approved in 2013 by City of Ottawa Council for the Cardinal Creek Village urban expansion area as part of *Official Plan Amendment 123*.

This Planning Rationale and Integrated Environmental Review Statement will demonstrate how the proposed development is consistent with the *2020 Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa Official Plan* and *Cardinal Creek Village Concept Plan (2013)*, and complies with the provisions of *Zoning By-law 2008-250*.

Yours truly,

**NOVATECH**



Robert Tran, M.PL.  
Planner, Planning & Development

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## 1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by Tamarack (Cardinal Creek) Corporation, 'Tamarack' to prepare this Planning Rationale and Integrated Environmental Review Statement in support of applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 1296 and 1400 Old Montreal Road in Ward 19 – Cumberland, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Tamarack is proposing to develop a residential subdivision consisting of seven hundred fifty-eight (758) dwelling units as part of the Cardinal Creek Village South subdivision. The proposed residential subdivision will feature three hundred four (304) single detached dwelling units, ten (10) semi-detached dwellings, two hundred seventy-six (276) townhouse dwelling units, one hundred sixty-eight (168) back-to-back townhouse dwelling units, one (1) park block, two (2) school blocks, and one (1) stormwater management block. The proposed residential subdivision will be served by a network of newly created streets and pathways organized in a modified grid format which provides for an efficient layout as well as convenient navigation throughout the future neighbourhood.

This proposed Cardinal Creek Village South subdivision is situated south of the existing Cardinal Creek Village Community which is at various stages of completion, construction, and municipal development review. An *Official Plan Amendment (City File No.: D01-01-11-0018)* application was approved in 2013 by City of Ottawa Council for the Cardinal Creek Village urban expansion area as part of *Official Plan Amendment 123*.

This Planning Rationale and Integrated Environmental Review Statement will demonstrate how the proposed development is consistent with the *2020 Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa Official Plan* and *Cardinal Creek Village Concept Plan (2013)*, and complies with the provisions of *Zoning By-law 2008-250*.

### 1.1 Site Description and Surrounding Uses

The Subject Site is an irregular shaped parcel of land situated south of Old Montreal Road and west of Cox Country Road in the community of Cardinal Creek as shown on **Figure 1**. The Subject Site has a total area of approximately 43.8 hectares based on the Draft Plan of Subdivision.

The Subject Site is located within the City of Ottawa's urban boundary in a community experiencing growth and development. The Subject Site has remained largely undeveloped with exception to a single detached dwelling demolished in 1999 based on aerial photography from GeoOttawa. Historically, the Subject Site has been used for agricultural related purposes based on aerial photography from GeoOttawa.

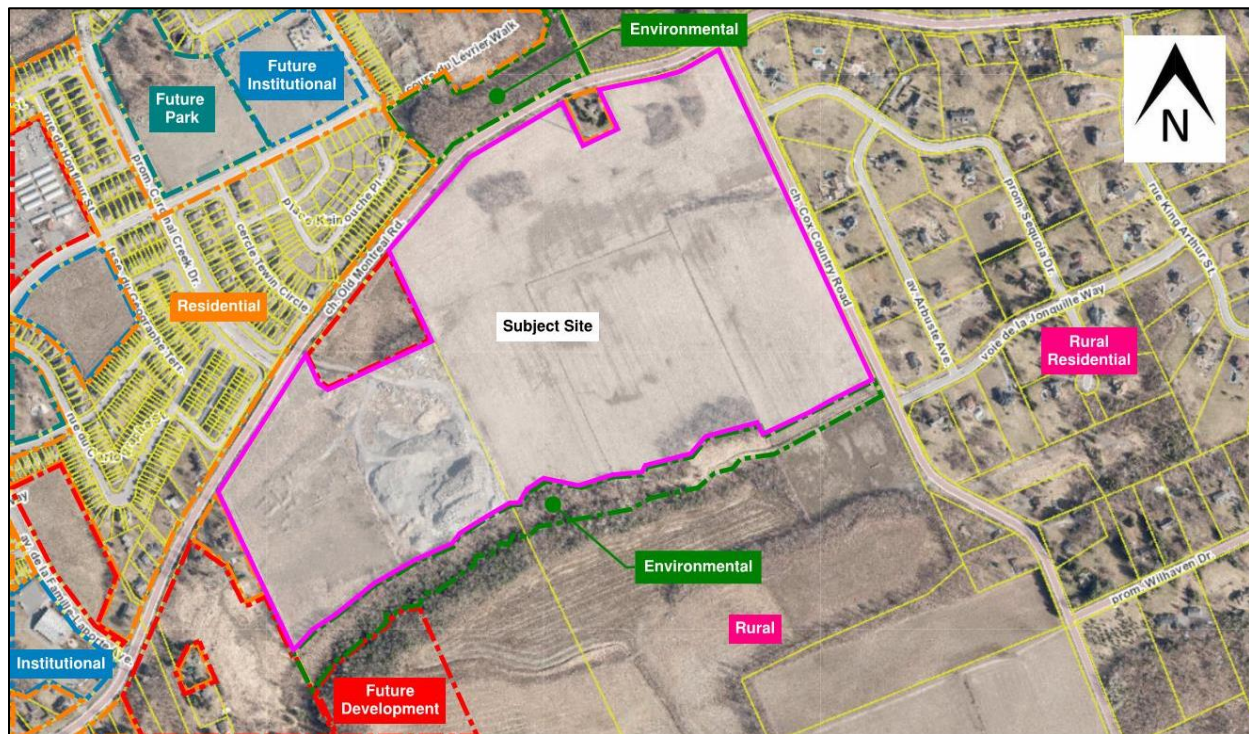


Figure 1: Subject Site and surrounding uses.

The following describes the land uses adjacent to the Subject Site as shown in **Figure 1**.

**North:** Existing residential with a recently installed telecommunications antenna, land anticipated for future development, and Old Montreal Road abuts the Subject Site to the north. Existing residential and planned residential development as part of the Cardinal Creek Village Community subdivision are located north of Old Montreal Road. Future parks and open space as well as schools are planned as part of the Cardinal Creek Village Community subdivision.

**East:** Cox Country Road abuts the Subject Site to the east. Existing residential within the rural area are located east of Cox Country Road.

**South:** The South Tributary of Cardinal Creek abuts the Subject Site to the south. Southwest of the Subject Site are lands designated within the urban boundary and anticipated for future development. Southeast of the Subject Site are lands within the rural area currently used for agricultural related purposes.

**West:** An existing residential dwelling and future planned residential development at 1154, 1172, 1176, 1180, and 1208 Old Montreal Road (*City File No.: D07-16-18-0001 and D02-02-18-0021*) abuts the Subject Site to the west. Existing institutional and residential are located further west of the Subject Site.

The Subject Site is legally described as follows:

1. **1296 Old Montreal Road:** PART LOT 26 AND 27, CONCESSION 1, (OLD SURVEY) CUMBERLAND, PARTS 1 AND 2, PLAN 4R31822 SUBJECT TO AN EASEMENT IN GROSS OVER PART 2, PLAN 4R31822 AS IN OC2055312 SUBJECT TO AN EASEMENT OVER PART 2, PLAN 4R31822 AS IN OC2063286 CITY OF OTTAWA
2. **1400 Old Montreal Road:** PART OF LOTS 25 AND 26, CONCESSION 1 (OLD SURVEY), TOWNSHIP OF CUMBERLAND, PARTS 1 AND 2 PLAN 3R31869 SUBJECT TO AN EASEMENT OVER PART 2 PLAN 4R31869 AS IN OC2088993 SUBJECT TO AN EASEMENT IN GROSS OVER PART 1 ON PLAN 4R-32644 AS IN OC2268169 CITY OF OTTAWA

## 1.2 Proposed Development

Tamarack is proposing to develop a residential subdivision consisting of seven hundred fifty-eight (758) dwelling units as part of the Cardinal Creek Village South subdivision. The proposed residential subdivision will feature three hundred four (304) single detached dwelling units, ten (10) semi-detached dwellings, two hundred seventy-six (276) townhouse dwelling units, one hundred sixty-eight (168) back-to-back townhouse dwelling units, one (1) park block, two (2) school blocks, and one (1) stormwater management block as shown on the Draft Plan of Subdivision in **Figure 2**. A full size of the Draft Plan of Subdivision is provided in **Appendix A** of this report.

The Draft Plan of Subdivision has been colourized and prepared by Novatech to illustrate the overall vision for the future Cardinal Creek Village South community as shown on **Figure 3**. A full size of this plan is provided in **Appendix B** of this report and will accompany the submission. The proposed land uses and layout of the future residential subdivision are generally consistent with the *Cardinal Creek Village Concept Plan – Land Use Plan (2013)*. Adjustments such as the consolidation of the two smaller neighbourhood parks into a single larger neighbourhood park is proposed to ensure that residents of the community will have equitable access to recreational programming and a centralized greenspace without the need to travel north of Old Montreal Road. The locations of the future elementary schools have been adjusted to provide for a more efficient layout but nonetheless still maintains the intent of the *Cardinal Creek Village Concept Plan* by accommodating schools at the request of area school boards. These adjustments are considered minor changes as per *Section 6 – Implementation and Interpretation of the Cardinal Creek Village Concept Plan (2013)*.

The proposed residential subdivision will include a series of sidewalks, cycle tracks, and pedestrian pathways to encourage active transportation within and around the Cardinal Creek Village South community as shown on **Figure 4**. Window streets located along Old Montreal Road, Cox County Road, and Street No. 1 provide an enhanced streetscape design when compared to rear yard privacy fences and minimize the use of noise barriers while also enabling passive surveillance onto these road corridors. A network of newly created local and collector roads organized in a modified grid format provide for an efficient layout throughout the community. The new road network will connect with existing roadways such as Old Montreal Road and Cox Country Road.



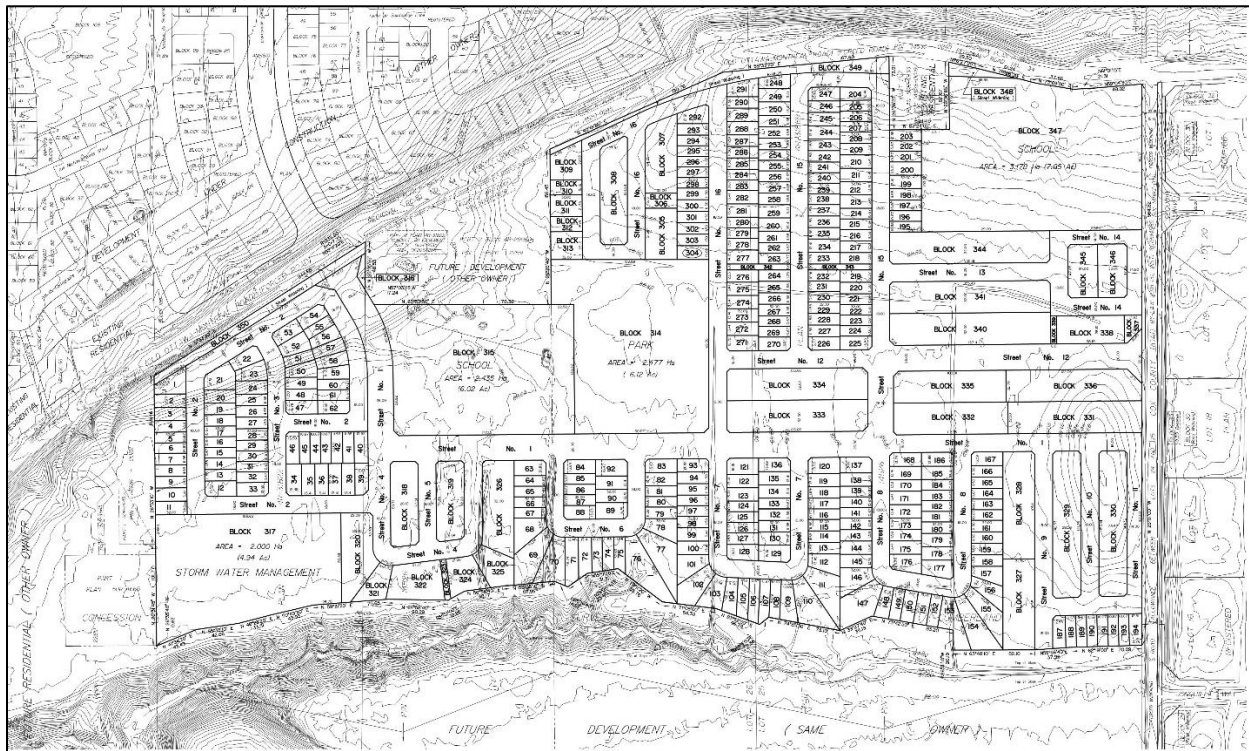


Figure 2: Excerpt from the Draft Plan of Subdivision prepared by Annis O'Sullivan Vollebakk Ltd.



Figure 3: Conceptual Land Use Plan prepared by Novatech dated November 2022.

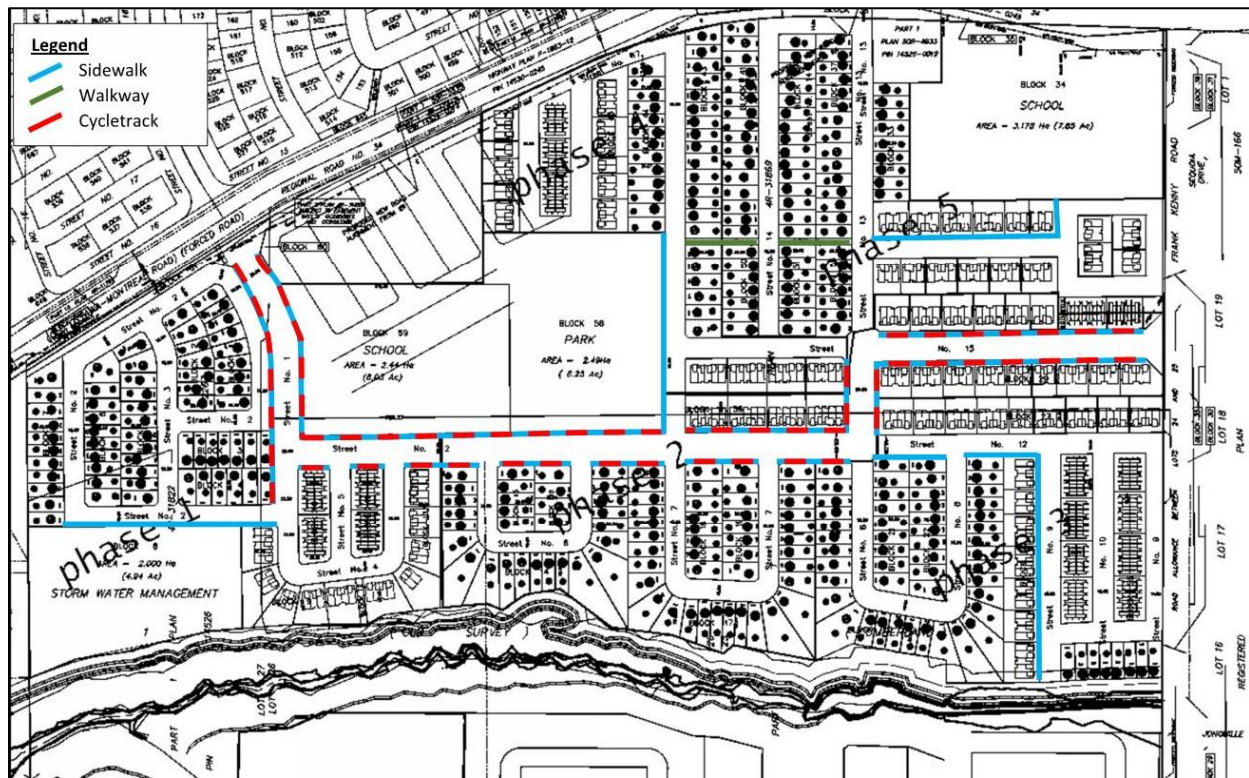


Figure 4: Concept Pedestrian and Cycling Network from the Transportation Impact Assessment prepared by CGH Transportation dated December 2021.

## 2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the plans and reports and prepared by Annis O’Sullivan Vollebakk Ltd., DSEL, J.F. Sabourin and Associates Inc., Gradient Wind, CGH Transportation, Muncaster Environmental Planning Inc., Bowfin Environmental Consulting Inc., Palmer Environmental Consulting Group Inc., and Paterson Group.

- Draft Plan of Subdivision prepared by Annis O’Sullivan Vollebakk Ltd.
- Functional Servicing Report, Project No.: 19-1153 prepared by DSEL dated June 2022.
- Preliminary Geotechnical Review – Proposed SWMP, File: PG5201-Memo.01 Revision 1 prepared by Paterson Group dated November 26, 2021.
- Cardinal Creek Village South – Preliminary Stormwater Management Plan and Stormwater Management Facility Design, Project Number: 959(03) prepared by J.F. Sabourin and Associates Inc. dated December 21, 2021.
- Transportation Impact Assessment, PN: 2019-68 prepared by CGH Transportation dated December 2021.
- Roadway Traffic Noise Feasibility Assessment, Report 21-428 prepared by Gradient Wind dated January 4, 2022.
- Site Specific Water Budget Report prepared by Palmer Environmental Consulting Group Inc. dated June 24, 2013.
- Environmental Impact Statement and Tree Conservation Report prepared by Muncaster Environmental Planning Inc. dated December 22, 2021.

- Headwater Drainage Feature Assessment prepared by Bowfin Environmental Consulting Inc. dated March 2021.
- Phase I – Environmental Site Assessment, Report: PE2392-4 prepared by Paterson Group dated August 16, 2021.
- Geotechnical Investigation, Report: PG5201-01 Revision 5 prepared by Paterson Group dated November 29, 2021.
- Landslide Risk Assessment, Report: PG5201-1 prepared by Paterson Group dated March 2, 2022.
- Stage 1 Archaeological Assessment, Report: PA1001 prepared by Paterson Group dated November 2012.
- Stage 2 Archaeological Assessment, Report: PA1001-4R prepared by Paterson Group dated November 2013.

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement (PPS)

The *Provincial Policy Statement (PPS) 2020* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in *Section 2* of the *Planning Act*. The decisions that affect all planning matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3* of the *Planning Act*. The following is an overall review of the applicable *PPS* policies.

##### ***Building Strong Healthy Communities***

*Section 1.1* of the *PPS* speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

*Policy 1.1.1* states that “*healthy, liveable, and safe communities are sustained by*”:

- a) promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent to or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

- **The proposed residential development will achieve an efficient land use pattern by maximizing the Subject Site's existing land resources for residential development.**
- **The future residential development will contribute to a greater range of housing typologies in the Cardinal Creek Village Community to meet the needs of future residents.**
- **A Functional Servicing Report was prepared by DSEL dated June 2022. The Subject Site will be served by future municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**

Section 1.1.3 speaks to settlement areas which are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development.

Policy 1.1.3.2 notes that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed.*

Section 1.5 addresses public spaces, recreation, parks, trails, and open space.

Policy 1.5.1 notes that healthy, active communities should be promoted by:

- 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;*
- **The Subject Site is located within the urban boundary adjacent to the rural area with the overall Cardinal Creek Village Community experiencing growth and development.**
  - **The proposed development will feature a neighbourhood park that will be accessible to future residents within short walking and cycling distances. It is anticipated that a range of recreational activities and programming will be offered as part of the neighbourhood park once it is fully built out.**
  - **Two future elementary school blocks will be provided as per the *Cardinal Creek Village Concept Plan (2013)* at the request of the school boards.**
  - **One stormwater management facility will provide for additional passive greenspace within the community.**

- **Pedestrian pathways, sidewalks, and cycle tracks will ensure that greenspace, schools, parks, and other community amenities are well connected and accessible by various modes of active transportation.**

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

- **The Subject Site is located within the urban boundary adjacent to the rural area with the overall Cardinal Creek Village Community experiencing growth and development.**
- **The Subject Site will be served by future municipal infrastructure including water, stormwater, and sanitary services.**

*Section 1.6.6* addresses sewage, water, and stormwater services.

*Policy 1.6.6.2* notes that *municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. 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 the services.

- **The Subject Site will be served by future municipal infrastructure including water, stormwater, and sanitary services.**

*Section 1.6.7* addresses transportation systems.

*Policy 1.6.7.1* notes that “*transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs*”.

*Policy 1.6.7.2* states that “*efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible*”.

*Policy 1.6.7.4* notes that “*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*”.

- **A Transportation Impact Assessment was prepared by CGH Transportation dated December 2021.**
- **Pedestrian pathways, sidewalks, and cycle tracks will ensure that greenspace, schools, parks, and other community amenities are well connected and accessible by various modes of active transportation.**
- **Collector roads have been designed with 22.0 metre and 26.0 metre right-of-ways whereas the majority of all local roads have been designed with 18.0 metre right-of-ways. All window streets except for Street No. 2 have been designed with 14.8 metre right-of-ways. Traffic calming measures such as intersection narrowing, bulb-outs, and speed humps will be implemented as part of the proposed development as per the Transportation Impact Assessment prepared by CGH Transportation dated December 2021. The subdivision is considered to be designed for 30 km/h roadways.**

## **Wise Use and Management of Resources**

Section 2.0 of the PPS speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

Policy 2.1.1 requires that natural features and areas shall be protected for the long term.

Policy 2.1.2 notes that the diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.

Policy 2.1.7 states that site alteration shall not be permitted in the habitat of endangered and threatened species, except in accordance with provincial and federal requirements.

- **The proposed development has been designed to respect the Subject Site's surrounding natural and environmental features to ensure their long-term protection and prosperity.**
- **A combined Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) was prepared by Muncaster Environmental Planning Inc. dated December 22, 2021 in support of the *Plan of Subdivision* and *Zoning By-law Amendment* applications. The report concludes that *"the construction and operation of the proposed residential development will not have a significant impact on the adjacent South Tributary corridor provided the proposed mitigation measures are properly implemented"*. The proposed development has been designed outside the limits of the South Tributary corridor and will implement the mitigation measures as outlined in the EIS and TCR.**
- **A Headwater Drainage Feature Assessment was prepared by Bowfin Environmental Consulting Inc. dated March 2021. The purpose of the Headwater Drainage Feature Assessment was to evaluate the Subject Site's headwater drainage features and provide management recommendations.**
- **Detailed information and findings can be found in the reports for Cardinal Creek Village South which will accompany this submission.**

Policy 2.6.2 notes that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

- **A Stage 1 Archaeological Assessment was prepared by Paterson Group dated November 2012.**
- **A Stage 2 Archaeological Assessment was prepared by Paterson Group dated November 2013.**
- **The Stage 1 and 2 Archaeological Assessments were reviewed and entered into the Ontario Public Register of Archaeological Reports per the Ministry of Tourism, Culture, and Sport letters dated April 11, 2013 and December 31, 2013.**

### ***Protecting Public Health and Safety***

*Section 3.0* considers the Province's long-term prosperity, environmental health and social wellbeing which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

- **A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated August 16, 2022. The report concludes that based on the results of the assessment, a Phase II Environmental Site Assessment was not required for the Subject Site.**
- **A Geotechnical Investigation was prepared by Paterson Group dated November 29, 2014. The report notes that the Subject Site from a geotechnical perspective is adequate for the proposed development. The limits of the proposed development have been designed to be outside of the constraints of the South Tributary corridor identified on Drawing No.: PG5201-2 – Test Hole Location Plan of the report.**
- **A Landslide Risk Assessment was prepared by Paterson Group dated March 2, 2022. Based on the findings from the report, the Subject Site is considered safe and suitable for the proposed development.**
- **Detailed information and findings can be found in the reports which will accompany this submission.**

### **3.2 City of Ottawa Official Plan**

The City of Ottawa's new *Official Plan* was approved by Planning Committee and the Agricultural and Rural Affairs Committee on October 14, 2021, and subsequently adopted by Ottawa City Council on November 24, 2021. The Province of Ontario's Ministry of Municipal Affairs and Housing modified and approved the new *Official Plan* on November 4, 2022.

Under the new *Official Plan*, the Subject Site is designated as *Neighbourhood*. The Subject Site is located within the *Suburban (East) Transect of Schedule B8* as shown on **Figure 5**. The applicable policies under the relevant sections of the new *Official Plan* are listed below. A description of how the proposal responds to the policies then follows.

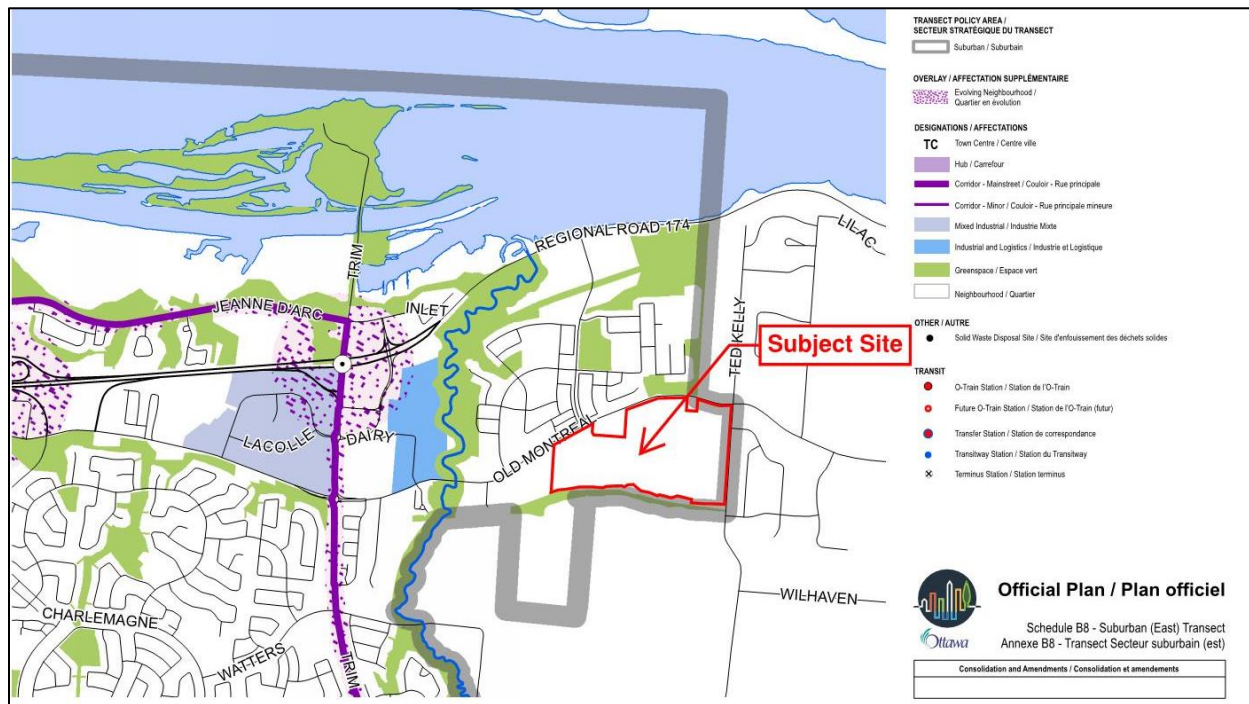


Figure 5: Excerpt from new City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect with Subject Site added by Novatech.

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

*Policy 5.4.1 – Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods:*

- 1) *The Suburban Transect’s established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8;*
  - 2) *The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*
    - a) *Low-rise within Neighbourhoods;*
  - 3) *In the Suburban Transect, this Plan shall support:*
    - a) *A range of dwelling unit sizes in:*
      - ii) *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes;*
- **The proposed development will feature residential buildings that are considered low-rise and not greater than 4-storeys in height which is consistent with the existing and planned residential for the Cardinal Creek Village Community to the north of Old Montreal Road.**



- **Given the Subject Site's location on the edge of the urban settlement area, the low-rise building height will ensure compatibility with the existing rural residential area located to the east.**
- **The future residential development will contribute to a greater range of housing typologies in the Cardinal Creek Village Community to meet the needs of future residents.**

*Policy 5.4.4 – Provide direction for new development in the Suburban Transect.*

- 1) *Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:*
    - a) *A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
    - b) *A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments...;*
    - c) *Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
    - d) *Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
    - h) *Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;*
- **Pedestrian pathways, sidewalks, and cycle tracks will ensure that greenspace, schools, parks, and other community amenities are well connected and accessible by various modes of active transportation.**
  - **A network of newly created local and collector roads organized in a modified grid format provide for an efficient layout throughout the community.**
  - **Window streets located along Old Montreal Road, Cox County Road, and Street No. 1 provide an enhanced streetscape design when compared to rear yard privacy fences and minimize the use of noise barriers while also enabling passive surveillance onto these road corridors.**

*Policy 5.4.5 – Provide direction to Neighbourhoods located within the Suburban Transect.*

- 1) *Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:*

- a) *Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
  - b) *Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development;*
- **The future residential development will contribute to a greater range of housing typologies in the Cardinal Creek Village Community to meet the needs of future residents.**
  - **The proposed development will feature a mixture of low and medium residential densities.**

The *Neighbourhood* designation applies to “contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities”. The objectives of the *Neighbourhood* designation as per Section 6.3 of the *Official Plan* include defining neighbourhoods and setting the stage for their function and change, guiding neighbourhoods towards 15-minute neighbourhoods, and ensuring neighbourhoods form the cornerstone of liveability.

*Policy 6.3.1 – Define neighbourhoods and set the stage for their function and change over the life of this Plan.*

- 1) *Neighbourhoods are designated on the B-series of schedules.*
  - 2) *Permitted building heights in Neighbourhoods shall be Low-rise, except:*
    - a) *Where existing zoning or secondary plans allow for greater building heights; or*
    - b) *In areas already characterized by taller buildings.*
  - 4) *The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:*
    - a) *Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*
- **The proposed development will feature residential buildings that are considered low-rise and not greater than 4-storeys in height which is consistent with the existing and planned residential for the Cardinal Creek Village Community to the north of Old Montreal Road.**
  - **Given the Subject Site’s location on the edge of the urban settlement area, the low-rise building height will ensure compatibility with the existing rural residential area located to the east.**
  - **The future residential development will contribute to a greater range of housing typologies in the Cardinal Creek Village Community to meet the needs of future residents.**

*Policy 6.3.2 – Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods.*

- 2) *The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-*

based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:

a) *Local context and character of existing development;*

- To facilitate the future proposed development, a **Zoning By-law Amendment** application will be required to change the existing zoning to permit residential, institutional, and parks/open space land uses.
- The suggested zones are consistent with the approved zoning provisions in force and effect for the overall Cardinal Creek Village Community north of Old Montreal Road.
- Further discussion on the suggested zones is provided further below.

Section 5.6.4 addresses the *Natural Heritage Overlays* with the objective of protecting the *Natural Heritage System* and *Natural Heritage Features*. As per *Policy 4.8.1(3)*, natural heritage features are defined by the City's Environmental Impact Study Guidelines include significant wetlands, habitat for endangered and threatened species, significant woodlands, significant valleylands, significant wildlife habitat, *Areas of Natural and Scientific Interest*, *Urban Natural Features*, *Natural Environment Areas*, natural linkage features and corridors, groundwater features, surface water features, including fish habitat, and landform features.

- An **Urban Natural Feature** is identified south of the Subject Site as per *Schedule C11-C – Natural Heritage System (East)* of the *Official Plan* as shown on Figure 6.
- A combined Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) was prepared by Muncaster Environmental Planning Inc. dated December 22, 2021 in support of the *Plan of Subdivision* and *Zoning By-law Amendment* applications.
- The findings from the EIS and TCR include:
  - The cultural woodlands in the north portion of the site are too small to represent significant woodlands although the trees and other components provide ecological functions.
  - The South Tributary corridor is considered significant woodlands given much of this corridor is forested and meets the City of Ottawa's criteria based on size or age at the time of evaluation.
  - The South Tributary corridor is considered significant valleylands given the well-defined South Tributary channel at the base of the ravine, forested ravine slopes, and steep slopes associated with much of ravine.
- The report concludes that *“the construction and operation of the proposed residential development will not have a significant impact on the adjacent South Tributary corridor provided the proposed mitigation measures are properly implemented”*.
- The cultural woodlands in the north portion of the Subject Site will be removed and developed as future residential as shown on the Draft Plan of Subdivision. The South Tributary will be preserved as a greenspace corridor given its classification as significant woodlands and valleylands to ensure no negative impacts for the environmental features and natural habitats. This greenspace corridor does not form part of the *Plan of Subdivision* or *Zoning By-law Amendment* applications but will be retained and protected.
- Detailed information including graphic illustrations and aerial photos can be found in the EIS and TCR which will accompany this submission.

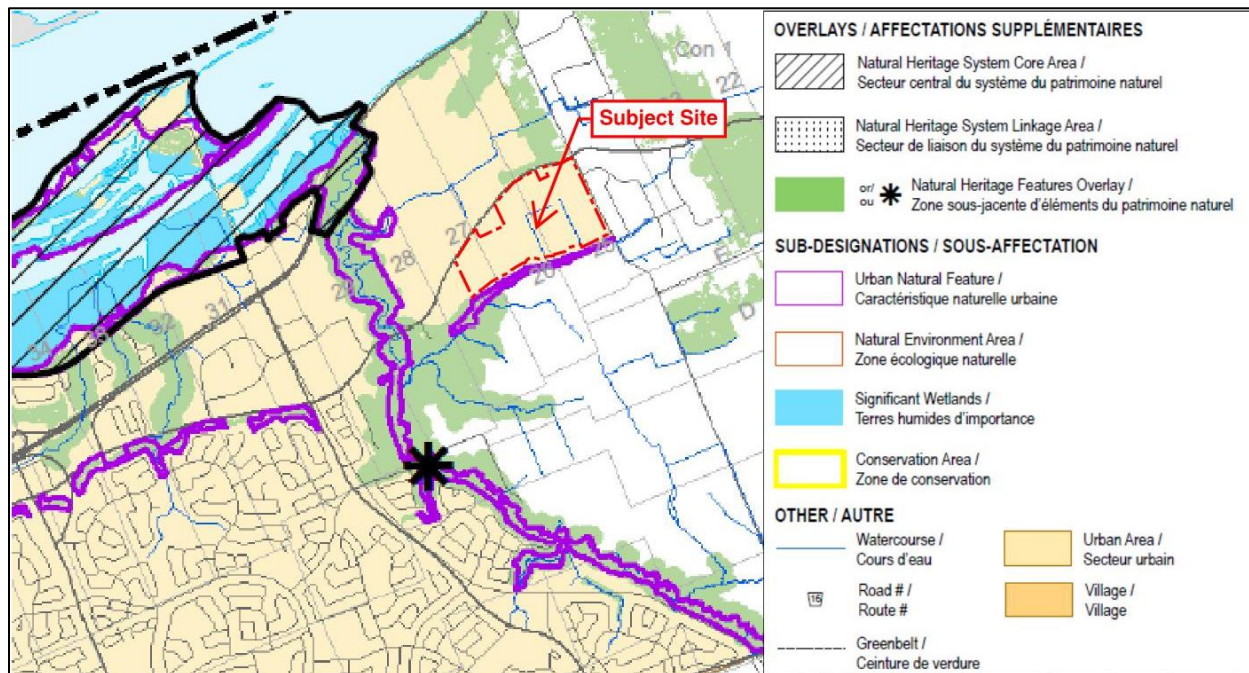


Figure 6: Excerpt from new City of Ottawa Official Plan Schedule C11-C – Natural Heritage System (East) with Subject Site added by Novatech.

Section 4.1 speaks to mobility with some objectives including providing mobility options that enable safe and equitable navigation, promoting healthy 15-minute neighbourhoods, supporting growth management and greener and more resilient city, supporting shifts towards sustainable modes of transportation, and protecting and investing in rights-of-ways.

- The City of Ottawa’s Conceptual Future Transit Corridor is shown bisecting the Subject Site as per the *Official Plan Schedule C2 – Transit Network Ultimate* as shown on Figure 7.
- It is understood that discussions were held with senior City transportation staff on alternative alignments, one of which would run in a separate transit facility in the middle of a reconstructed Old Montreal Road. It is anticipated that this will be addressed through the City’s new *Transportation Master Plan*. Accordingly, the future transit corridor does not bisect the Subject Site as shown on the Draft Plan of Subdivision.
- Pedestrian pathways, sidewalks, and cycle tracks will ensure that greenspace, schools, parks, and other community amenities are well connected and accessible by various modes of active transportation.
- A network of newly created local and collector roads organized in a modified grid format provides for an efficient use of land resources and layout throughout the community. The future collector roads will connect to existing roadways such as Old Montreal Road and Cox Country Road which are existing Arterial and Collector roads as per *Schedule C4 – Urban Road Network* of the *Official Plan* as shown on Figure 8.
- Traffic calming measures such as intersection narrowing, bulb-out, and speed humps will be implemented as part of the proposed development with the subdivision designed for 30 km/h roadways.
- Old Montreal Road is planned to be widened between Trim Road and Cox Country Road but is not included in the Affordable Network per the *Transportation Master Plan (2013)*.

The future widening will include bi-directional bus lanes, sidewalks, and cycle tracks within a 37.5 metre right-of-way.

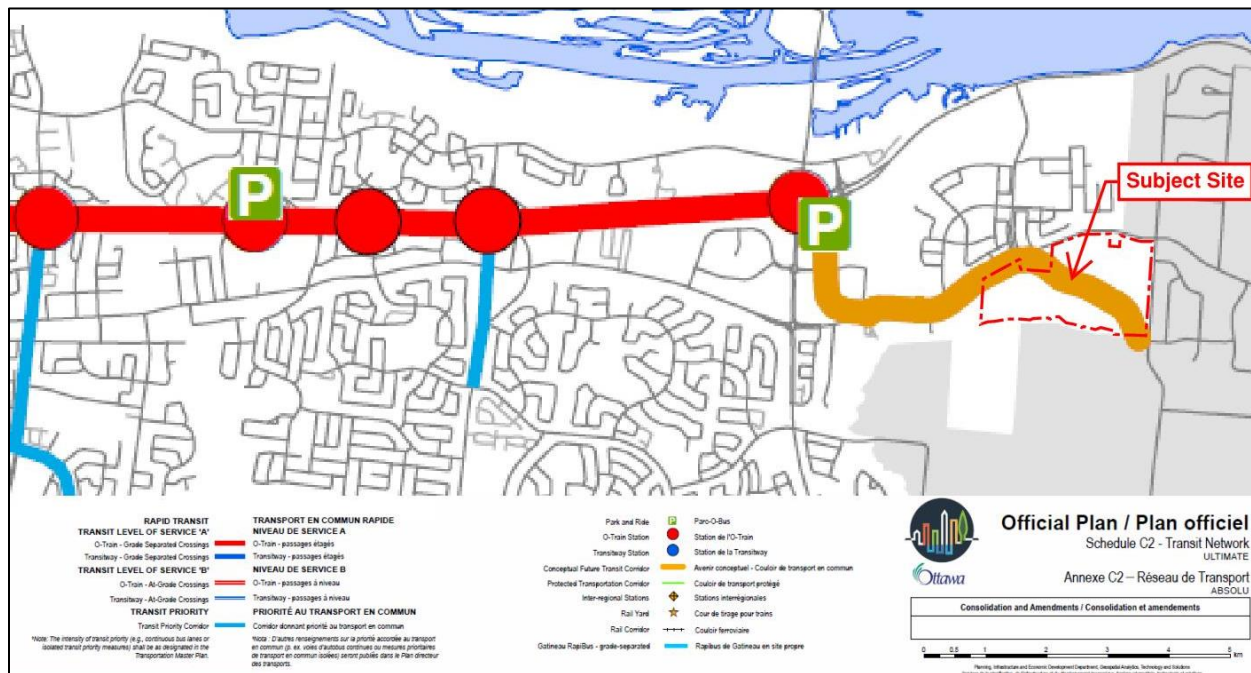


Figure 7: Excerpt from new City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate with Subject Site added by Novatech.



Figure 8: Excerpt from new City of Ottawa Official Plan Schedule C4 – Urban Road Network with Subject Site added by Novatech.

Section 10 speaks to the protection of health and safety. The objectives include preventing injury, loss of life, and property, minimizing incompatible land uses, building resiliency to the impacts of extreme heat, and enhancing personal security through design.

- **A Geotechnical Investigation was prepared by Paterson Group dated November 29, 2014. The report notes that the Subject Site from a geotechnical perspective is adequate for the proposed development. The limits of the proposed development have been designed to be outside of the constraints of the South Tributary corridor identified on Drawing No.: PG5201-2 – Test Hole Location Plan of the report.**
- **A Landslide Risk Assessment was prepared by Paterson Group dated March 2, 2022. Based on the findings from the report, the Subject Site is considered safe and suitable for the proposed development.**
- **A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated August 16, 2022. The report concludes that based on the results of the assessment, a Phase II Environmental Site Assessment was not required for the Subject Site.**
- **A Roadway Traffic Noise Feasibility Assessment was prepared by Gradient Wind dated January 4, 2022. The report concludes that some dwellings will require forced air heating with provisions for air conditioning, noise control measures, and warning clauses on the purchase, sale, and lease agreements.**
- **Detailed information and findings can be found in the reports which will accompany this submission.**

### **3.2.1 New Official Plan Volume 2C: Area-Specific Policies**

The Subject Site is situated within the *Cardinal Creek Village Boundary* as per the City of Ottawa's new *Official Plan Volume 2C: Area-Specific Policies Schedule 42.A – Designation Plan* as shown on **Figure 9**.

As per *Policy 42.1*, it is noted that “*the policy area shall be developed to be generally consistent with the Cardinal Creek Village Concept Plan as approved by City Council in 2013...In cases where more land-efficient development, infrastructure or stormwater management facilities are proposed, an Official Plan Amendment will not be required*”.

- **Further discussion on how the proposed development is generally consistent with the *Cardinal Creek Village Concept Plan (2013)* is provided below in the next section.**

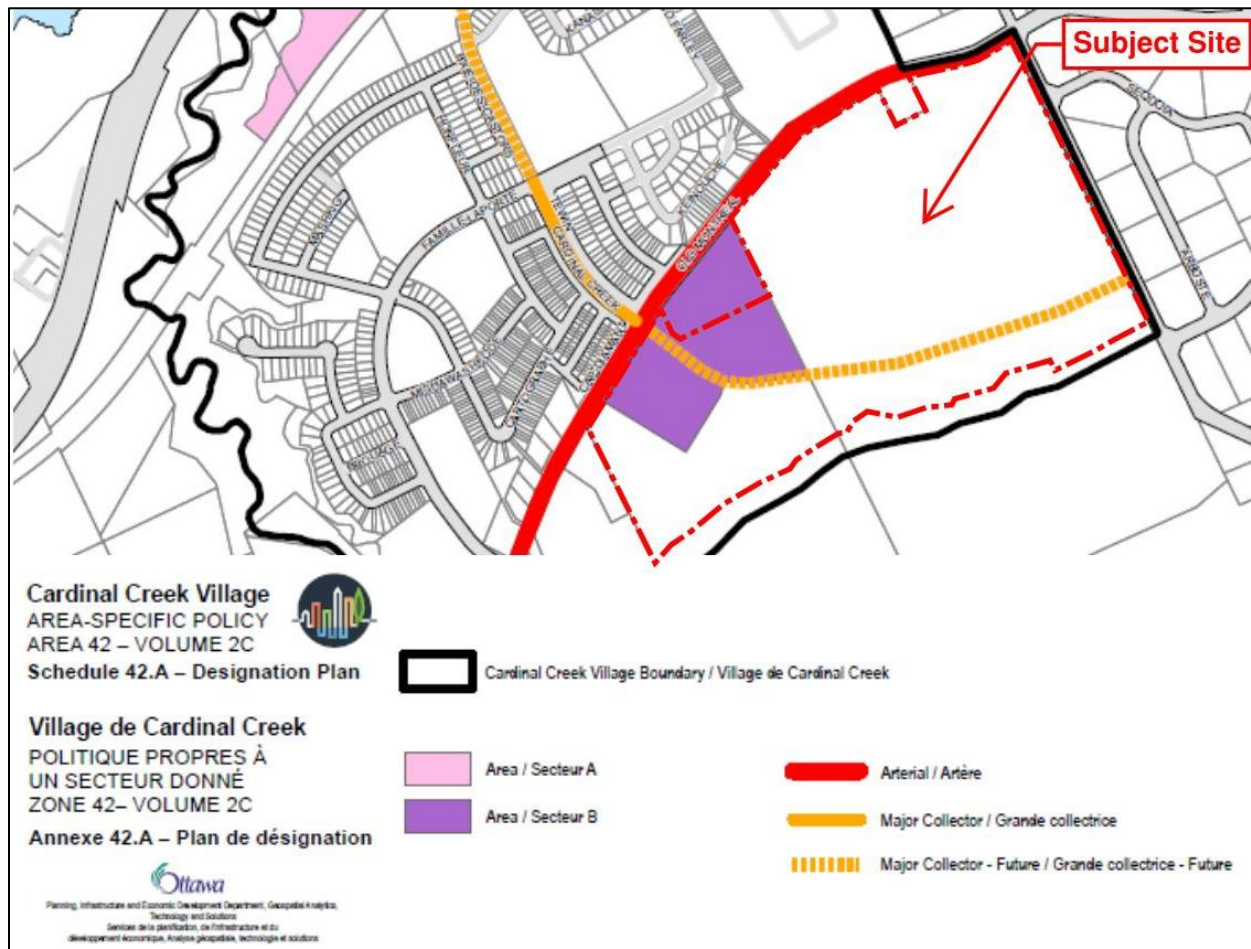


Figure 9: Excerpt from new City of Ottawa Official Plan Volume 2C: Area Specific Policies Schedule 42.A – Designation Plan with Subject Site added by Novatech.

### 3.2.2 Cardinal Creek Village Concept Plan

The Subject Site is situated within the area of the *Cardinal Creek Village Concept Plan (2013)*. The objective of the *Cardinal Creek Village Concept Plan* is to “provide a detailed land use plan to guide future development in the Concept Plan Area”. The Subject Site is designated by various land uses including *Residential, Arterial Mainstreet ‘B’ – ‘Village Core’, Neighbourhood Park, Elementary School, Stormwater Management Pond, and Urban Natural Features* for some small southern portions per the *Cardinal Creek Village Concept Plan – Land Use Plan* as shown in **Figure 10**.

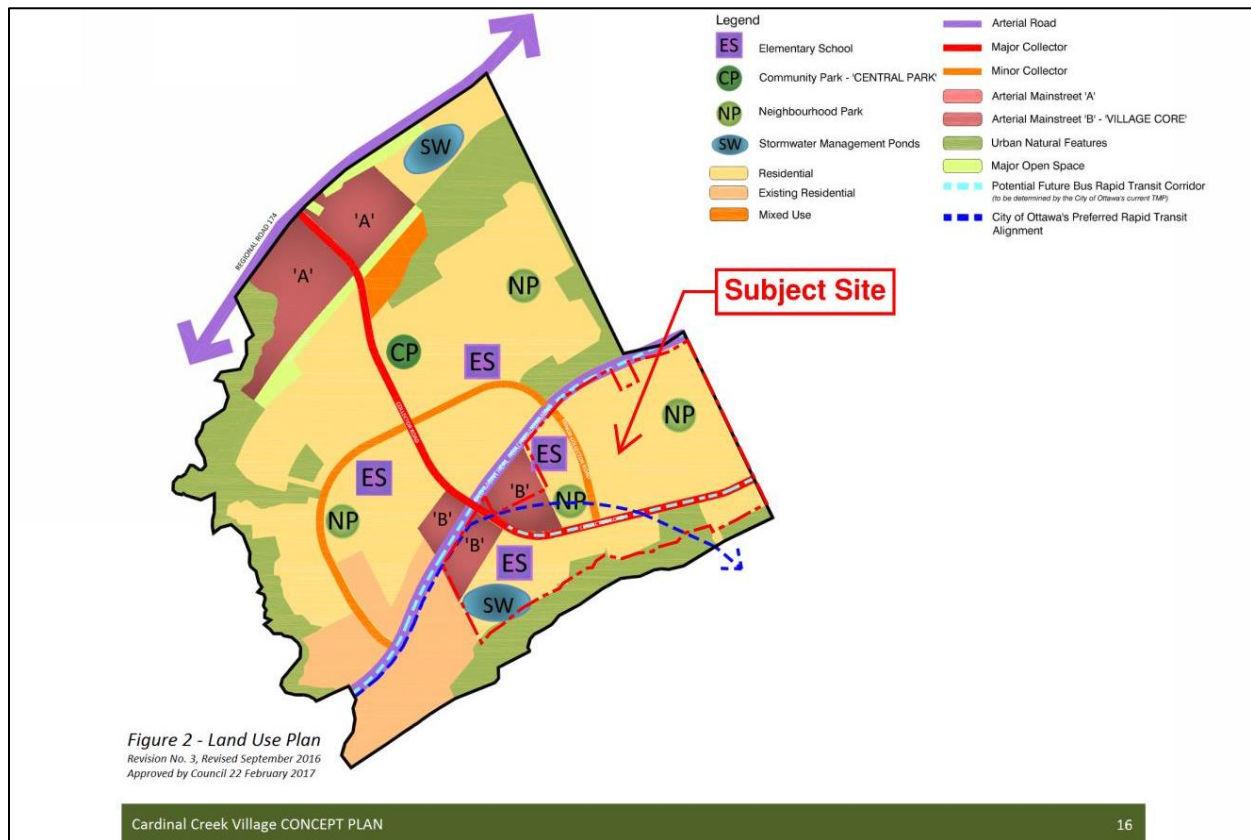


Figure 10: Cardinal Creek Village Concept Plan (2013) – Land Use Plan with Subject Site added by Novatech.

As per Section 3.5 – Residential Areas of the Cardinal Creek Village Concept Plan (2013), this designation permits various housing typologies such as detached dwellings, semi-detached dwellings, link detached dwellings, and grade-related multiple-attached dwellings (such as townhouses). Multiple-attached dwellings are to be situated throughout the Residential Areas to provide for a complete range of grade-related housing opportunities and create diverse neighbourhoods.

- The proposed development will feature a mixture of various housing typologies that provide for additional housing choices within the Cardinal Creek Village Community to meet the needs of individuals and families.
- Residential housing typologies will include single detached dwelling units, semi-detached dwellings, and townhouse dwelling units.

Section 3.6 – Arterial Mainstreet notes that these areas are “intended to accommodate a mix of residential and non-residential land uses to serve the personal and commercial needs of both the Cardinal Creek Village Community and adjoining communities”. The areas designated as Arterial Mainstreet ‘B’ along Old Montreal Road may be oriented to local servicing commercial and residential uses. This corridor is intended to advance a human-scale pedestrian friendly environment through the design, built-form, and streetscape. The uses permitted within this designation may focus primarily on residential uses either in freestanding buildings or in mixed-use buildings that contain commercial uses.



- Although the *Cardinal Creek Village Concept Plan* envisioned this area to be transformed into a ‘*Village Core*’ with commercial uses and higher density residential uses, residential uses consisting of a low to medium density have been considered instead. This is partially in recognition that the new *Official Plan* no longer envisions portions of the Subject Site along Old Montreal Road as an “*Arterial Mainstreet*” with the entire Subject Site now designated as *Neighbourhood*.
- The *Arterial Mainstreet ‘B’ – Village Core* permits a variety of land uses including higher density residential and neighbourhood park which are being provided as part of the proposed development and consistent with the *Cardinal Creek Village Concept Plan*.
- As per *Section 6 – Implementation and Interpretation*, this would constitute a minor change and may be made at the discretion of the General Manager, Planning, and Growth Management and incorporated into subdivision approvals.

*Section 3.8 – Greenspace Network* is comprised of lands designated as *Urban Natural Features* and *Major Open Space*, parks, stormwater management facilities, and pathways/active transportation linkages as shown on **Figure 8**. *Subsections 3.8.1 – 3.8.6* provide further policies on those lands designated as *Urban Natural Feature, Parks, Schools, Stormwater Management Facilities, and Pathway System*.

- The South Tributary of Cardinal Creek is identified as an *Urban Natural Feature* that abuts the Subject Site to the south. This will be preserved as a greenspace corridor to ensure no negative impacts for the environmental features and natural habitats. This greenspace corridor does not form part of the *Plan of Subdivision* or *Zoning By-law Amendment* applications but will be retained and protected.
- One centralized neighbourhood park shown as Block 314 on the Draft Plan of Subdivision will function similar to the community park north of Old Montreal Road. The consolidation of the two smaller neighbourhood parks will ensure that residents south of Old Montreal Road are provided with equitable access to a range of recreational activities within short walking and cycling distances. Recreational activities and programming will be determined as part of the Facility Fit Plan following Draft Plan Approval.
- The two areas shown as Blocks 315 and 347 on the Draft Plan of Subdivision are proposed and sized to accommodate future elementary schools. The locations of both elementary schools have been adjusted to better fit into the overall development scheme but constitute a minor change as previously discussed.
- Block 315 has been reserved for the Conseil des écoles catholiques du Centre-Est whereas Block 347 has been reserved for the Ottawa Catholic School Board.
- One stormwater management facility shown as Block 317 on the Draft Plan of Subdivision will provide for additional passive greenspace within the community.
- Four pedestrian pathways shown as Blocks 323, 339, 342, and 343 as well as a series of sidewalks and cycle tracks will ensure that greenspace, schools, parks, and other community amenities are well connected and accessible by various modes of active transportation.

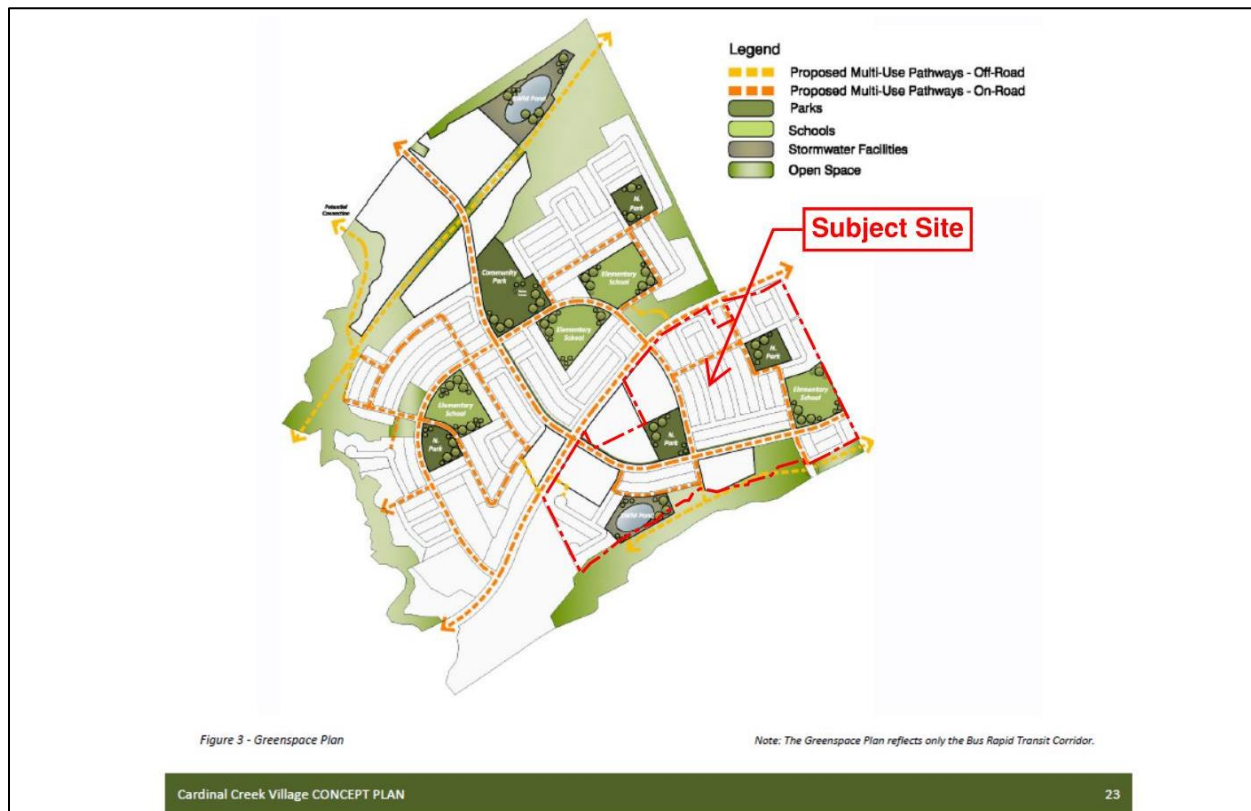


Figure 11: Cardinal Creek Village Concept Plan (2013) – Greenspace Plan with Subject Site added by Novatech.

Section 4.3 – *Community Streetscape Guidelines* speaks to design of *Community Edges, Road Network, Collector Roads, Local Roads, and Street Trees*.

- **Window streets located along Old Montreal Road, Cox County Road, and Street No. 1 provide an enhanced streetscape design when compared to rear yard privacy fences or noise barriers while also enabling passive surveillance onto these road corridors.**
- **A network of newly created local and collector roads organized in a modified grid format provide for an efficient layout throughout the community.**
- **Collector roads have been designed with 22.0 metre and 26.0 metre right-of-ways whereas the majority of all local roads have been designed with 18.0 metre right-of-ways. All window streets except for Street No. 2 have been designed with 14.8 metre right-of-ways. Traffic calming measures such as intersection narrowing, bulb-out, and speed humps will be implemented as part of the proposed development as per the Transportation Impact Assessment prepared by CGH Transportation dated December 2021.**

Section 4.4 – *Parks and Open Space* addresses the design guidelines of the *Community Park, Neighbourhood Parks, Natural Features and Open Space, Stormwater Management Ponds and Drainage Corridors, Linkages and Pathways, and Hydro Corridor*.

- **As previously discussed, one centralized neighbourhood park is proposed and will function similar to the community park north of Old Montreal Road. The consolidation of the two smaller neighbourhood parks will ensure that residents south of Old**

Montreal Road are provided with equitable access to a range of recreational activities within short walking and cycling distances.

- The South Tributary of Cardinal Creek is identified as an *Urban Natural Feature* that abuts the Subject Site to the south. This will be preserved outside of the Draft Plan of Subdivision as greenspace to ensure no negative impacts for the environmental features and natural habitats.
- The design details of the stormwater management facility including plantings, pedestrian walkways, and recreational pathways will be determined following Draft Plan Approval.
- Pedestrian pathways, sidewalks, and cycle tracks will ensure that greenspaces, schools, parks, and other community amenities are well connected and accessible by various modes of active transportation.

*Section 4.4 – Parks and Open Space* speaks to the design guidelines of the *Arterial Mainstreet 'A', Arterial Mainstreet 'B', Mixed Use Areas, Residential Dwellings, Apartment Buildings, Schools, and Street Tree Planting*.

- Various residential housing typologies and designs are proposed to enhance the streetscape. The design of the various housing typologies will be consistent with the Cardinal Creek Village Community north of Old Montreal Road.
- Window streets provide an enhanced streetscape design when compared to rear yard privacy fences or noise barriers while also enabling passive surveillance onto these road corridors.
- The design details for the elementary schools will be subject to future *Site Plan Control* applications when proposals are advanced for their development.
- Street tree planting will be determined as part of the Detailed Design process for the proposed development in accordance with the geotechnical recommendations.

*Section 5.0 – Infrastructure* notes that development within the Cardinal Creek Village Community will be supported by infrastructure including roads, transit, water and sanitary sewer services and stormwater management facilities.

- As previously discussed, a network of newly created local and collector roads organized in a modified grid format provides for an efficient use of land resources and layout throughout the community. The implementation of local transit service routes will be determined as part of the development review process by OC Transpo.
- Pedestrian pathways, sidewalks, and cycle tracks will ensure that greenspaces, schools, parks, and other community amenities are well connected and accessible by various modes of active transportation.
- The preferred transit alignment as part of the Rapid Transit Corridor as shown on the *Cardinal Creek Village Concept Plan – Land Use Plan* is conceptual with the actual location subject to further detailed planning.
- It is understood that discussions were held with senior City transportation staff on alternative alignments, one of which would run in a separate transit facility in the middle of a reconstructed Old Montreal Road. It is anticipated that this will be addressed through the City's new *Transportation Master Plan*. Accordingly, the future transit corridor does not bisect the Subject Site as shown on the Draft Plan of Subdivision.

Section 6.1 – *Development Approvals* speaks to how development approvals are to proceed for lands situated within the *Cardinal Creek Village Concept Plan*.

- The proposed development will be processed through ***Plan of Subdivision*** and ***Zoning By-law Amendment*** applications which will be filed concurrently.
- As illustrated on the Draft Plan of Subdivision, the proposed development will feature areas for future residential, a network of new local and collector roads organized in a modified grid format, a centralized neighbourhood park, future elementary school blocks, and a stormwater management facility.
- Detailed discussion on how the proposed development meets the general intent of the *Cardinal Creek Village Concept Plan* including the Guiding Principles and the Community Design Guidelines have been discussed previously.
- The suggested zoning provisions for the proposed development is discussed further below in this report.

### 3.2.3 Urban Design Guidelines For Greenfield Neighbourhoods

The purpose of the *Urban Design Guidelines For Greenfield Neighbourhoods (2007)* is to “illustrate the City’s expectations during the development review process for greenfield neighbourhoods within the Urban Area of the City of Ottawa. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes”. The proposed development has considered the *Community Design Guidelines* of the *Cardinal Creek Village Concept Plan (2013)* as well as the *Urban Design Guidelines For Greenfield Neighbourhoods*. The urban design guidelines include an extensive list which the following summarizes how the Cardinal Creek Village South subdivision addresses the applicable urban design guidelines:

- The South Tributary of Cardinal Creek is identified as an ***Urban Natural Feature*** that abuts the Subject Site to the south. This will be preserved as a greenspace corridor to ensure no negative impacts for the environmental features and natural habitats.
- Pedestrian pathways, sidewalks, and cycle tracks will ensure that greenspaces, schools, parks, and other community amenities are well connected and accessible by various modes of active transportation.
- One stormwater management facility shown will provide for additional passive greenspace within the community.
- Local street patterns include blocks that are between 150 and 250 metres in length with mid-block walkways to enable direct and convenient access to community amenities.
- The locations of the future elementary schools will have at least two road frontages.
- The neighbourhood park is centrally located along a future collector roadway and will be accessible to future residents within short walking and cycling distances. It is anticipated that a range of recreational activities and programming will be offered as part of the neighbourhood park once it is fully built out.
- Window streets provide an enhanced streetscape design when compared to rear yard privacy fences or noise barriers while also enabling passive surveillance onto these road corridors.
- Street tree planting will be determined as part of the Detailed Design process for the proposed development in accordance with the geotechnical recommendations.

### 3.3 Zoning By-law 2008-250

#### 3.3.1 Existing Zoning

The Subject Site is currently zoned as *Rural Countryside – RU*, *Rural Institutional, Subzone 5 – RI5*, and *Arterial Mainstreet, Urban Exception 2139 – AM[2139]* under the City of Ottawa’s *Zoning By-law 2008-250* as shown on **Figure 12**.

- To facilitate the future proposed development as shown on the Draft Plan of Subdivision for Cardinal Creek Village South, a *Zoning By-law Amendment* application will be required to change the existing zoning to permit residential, institutional, and parks/open space land uses.

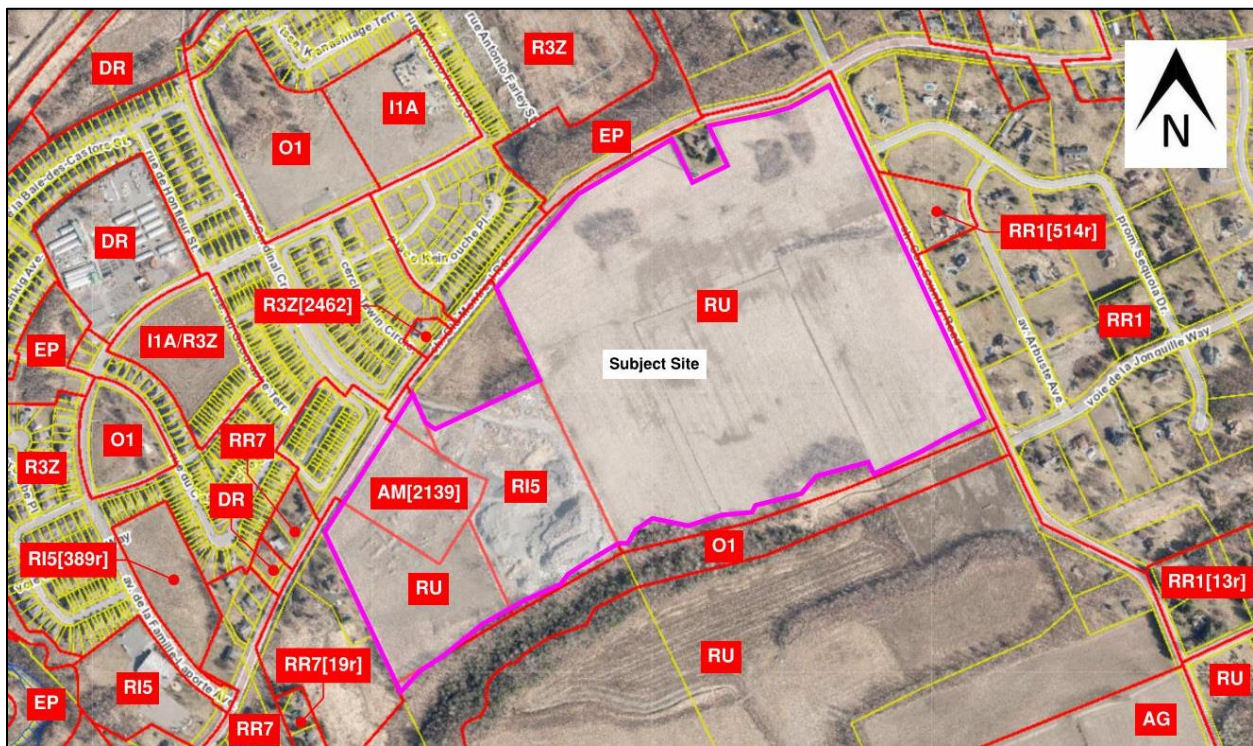


Figure 12: Excerpt of the Subject Site’s zoning from GeoOttawa.

#### 3.3.2 Suggested Zoning

It is suggested to rezone the residential portions of the Subject Site from *Rural Countryside – RU*, *Rural Institutional, Subzone 5 – RI5*, and *Arterial Mainstreet, Urban Exception 2139 – AM[2139]* zones to *Residential Third Density, Subzone Z – R3Z* as shown on **Figure 13**.

The purpose of the *Residential Third Density – R3* zone is to:

1. allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;

2. allow a number of other residential uses to provide additional housing choices within the third density residential areas;
  3. allow ancillary uses to the principal residential use to allow residents to work at home;
  4. regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
  5. permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.
- **The suggested Residential Third Density, Subzone Z – R3Z will provide the flexibility needed to achieve the type of density and neighbourhood design expected in new development. The proposed development will feature a mixture of housing typologies which are permitted under the suggested zone.**
  - **The suggested residential zone is consistent with the approved residential zoning provision in force and effect for the overall Cardinal Creek Village Community north of Old Montreal Road.**

The non-residential portions of the Subject Site which are the future neighbourhood park, elementary schools, and stormwater management facility are suggested to be rezoned from *Rural Countryside – RU, Rural Institutional, Subzone 5 – RI5, and Arterial Mainstreet, Urban Exception 2139 – AM[2139]* to *Parks and Open Space – O1* and split zoned *Minor Institutional, Subzone A – I1A/Residential Third Density, Subzone Z – R3Z*.

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

1. permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
  2. ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.
- **The suggested Parks and Open Space – O1 zone is consistent with the approved zoning provision in force and effect for future parks and open spaces within the Cardinal Creek Village subdivision north of Old Montreal Road.**
  - **The suggested zone will enable a range of recreational activities and additional passive greenspaces as envisioned by the Cardinal Creek Village Concept Plan (2013).**

The purpose of the *Minor Institutional – I1* zone is to:

1. permit a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and
2. minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character.

- The suggested *Minor Institutional, Subzone A – I1A* is consistent with the approved zoning provision in force and effect for future school blocks within the Cardinal Creek Village subdivision north of Old Montreal Road.
- As previously discussed, it is suggested to split zone the elementary school blocks as *Minor Institutional, Subzone A/Residential Third Density, Subzone Z* as per the *Cardinal Creek Village Concept Plan (2013)*.
- The purpose of the split zone is to permit future residential development should school boards no longer acquire those parcels. As a standard, the City of Ottawa typically requires a split zone, but it is anticipated that the institutional blocks will be purchased by the respected school boards.

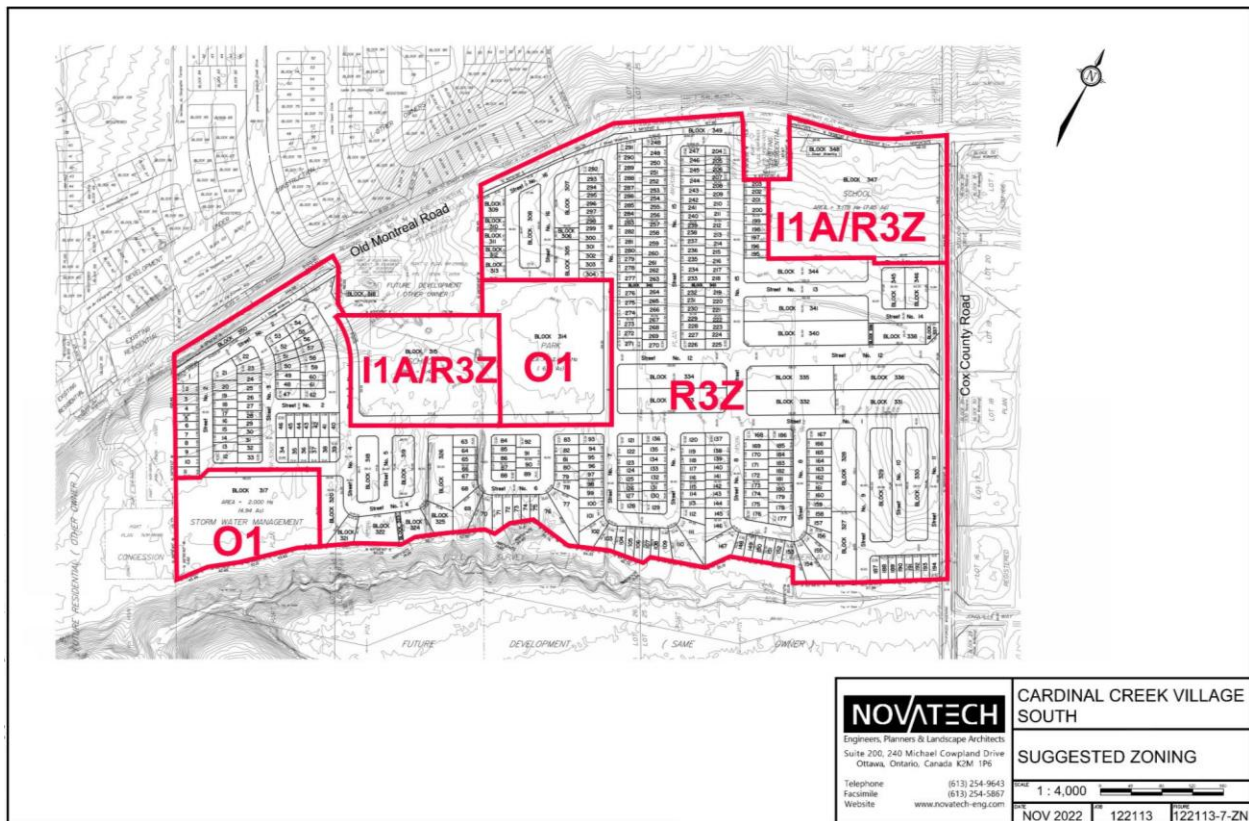


Figure 13: Excerpt from Suggested Zoning Key Plan prepared by Novatech.

#### 4.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

The following provides an overview of the technical studies that have been prepared to inform the design of the proposed development and support the proposed *Plan of Subdivision* and *Zoning By-law Amendment* applications. The following was prepared in consideration of the previous *Official Plan – Section 4.7.1* policies which provides guidance on how to prepare an Integrated Environmental Review Statement (IERS) as the new *Official Plan* does not contain policies pertaining to an IERS.

## Functional Servicing Report

A Functional Servicing Report was prepared by DSEL dated June 2022 to provide details on the planned municipal services for the study area, highlights proposed deviations from the *Cardinal Creek Village Master Servicing Study (MSS) (DSEL, July 2013)*, and demonstrates that adequate municipal infrastructure capacity is expected to be available for the planned development of the study area. The geotechnical setback limits outlined in the Geotechnical Investigation prepared by Paterson Group dated November 29, 2021 for the proposed development have been incorporated into the preliminary Storm Servicing Plan and Grading Plan prepared by DSEL. The report concludes that the proposed development will be serviced by municipal infrastructure including water, stormwater, and sanitary services which was contemplated as part of the *MSS*.

## Transportation Impact Assessment

A Transportation Impact Assessment was prepared by CGH Transportation dated December 2021 to support a *Plan of Subdivision* application. The Cardinal Creek Village Plan includes multi-use pathways, cycling facilities and sidewalks that will facilitate pedestrian movement throughout the immediate and surrounding community amenities such as neighbourhood parks and schools. The Cardinal Creek Village Plan is also planned to include major collector roads, minor collector roads, and local roads which will be designed in accordance with City of Ottawa guidelines.

## Roadway Traffic Noise Feasibility Assessment

A Roadway Traffic Noise Feasibility Assessment was prepared by Gradient Wind dated January 4, 2022 and describes the roadway traffic noise feasibility assessment for the proposed Cardinal Creek Village South subdivision. The report notes that major sources of roadway noise are Old Montreal Road, Cox Country Road, and some of the internal streets connecting to Old Montreal Road to Cox Country Road. Figure 3: Estimated Ventilation Requirements and Noise Barrier Locations of the report identifies locations of potential noise barriers, dwellings units that will require forced air heating with provision for air conditioning, and the installation of air conditioning. The report indicates that warning clauses for the proposed development will also be required on purchase, sale, and lease agreements with specific mitigations determined as part of detailed design.

## Site Specific Water Budget Report

A Site Specific Water Budget Report was prepared by Palmer Environmental Consulting Group Inc. dated June 24, 2013 to determine the relationship between infiltration and runoff on a site, and to ultimately understand groundwater recharge and discharge as it related to the protection of natural features and groundwater resources. The report studied the entirety of the Cardinal Creek Village (CCV) development including the Subject Site as shown on Figure 1 – Site Map: Cardinal Creek Village of the report. The report discusses the South Tributary including stream flow, characteristics of this natural feature, and baseflow. As previously discussed throughout the Planning Rationale, the South Tributary does not form part of the proposed development as it is intended to be preserved as a greenspace. The report notes that the CCV site including the Subject Site is located on an area dominated by marine clay and bedrock outcrops as per Figure 4 – Site Specific Surficial Geology for the CCV Site. The report concludes that the majority of high infiltration areas of Important Recharge Areas have been avoided in the Concept Plan shown on Figure A1 or through leaving the areas as undisturbed open space. The proposed development



as shown on the Draft Plan of Subdivision remains consistent with Concept Plan shown in the report.

### **Environmental Impact Statement and Tree Conservation Report**

An Environmental Impact Statement and Tree Conservation Report was prepared by Muncaster Environmental Planning Inc. dated December 22, 2021. The purpose of the EIS is to determine whether the proposed development will negatively affect the significant features and functions of the natural heritage features and if so, identify how the impacts can be mitigated. The report identifies the South Tributary corridor as representing the vast majority of ecological features and functions of the Subject Site with the remaining areas characterized by cultivated agricultural fields with limited natural heritage features. No Species at Risk were identified on or adjacent to the Subject Site other than butternut, none would be anticipated given the habitats present. The pockets of cultural woodland were identified as too small to be considered significant woodlands.

The limits of the proposed development were developed in conjunction with the findings from the Geotechnical Investigation prepared by Paterson Group dated November 29, 2021 which includes the limit of hazard lands, 15 metre setback from the top of valley slope or 30 metre setback from the normal high water mark from the South Tributary. No pathways are proposed in the South Tributary corridor and this area falls outside the limits of the proposed development. The report includes an extensive list of mitigation measures such as retaining on-site vegetation as per Map 2: Proposed Conserved Vegetation, maximizing tree and shrub retention where possible, developing and implementing wildlife protection plans during construction, recommending plantings of native tree and shrub species, implementing proper sediment and erosion control, and removing woody vegetation outside of the breeding bird period. As part of the proposed development, the Owner agrees that tree removal shall not occur without a tree permit issued under the City's *Tree Protection By-law (2020-340)*. A tree permit would also be required for any early servicing and will be restricted to only those trees affected by the early servicing. Based on the recommended tree planting setbacks identified in the Geotechnical Report prepared by Paterson Group and presence of clay soils, no trees that require higher water demands and grow faster are recommended such as poplars, willows, and Manitoba maples.

Based on the findings from the report, the proposed development will not have significant impact on the adjacent South Tributary corridor or natural environment provided the proposed mitigation measures are properly implemented as outlined in the report.

### **Headwater Drainage Feature Assessment**

A Headwater Drainage Feature Assessment was prepared by Bowfin Environmental Consulting Inc. dated March 2021. The report involves the evaluation of the site's headwater drainage features. Three drainage features and the North Channel were assessed on the Subject Site as being part of the Cardinal Creek Watershed that are agricultural ditches as shown on Figure 2: Location of Features and Watercourses of the report. All features were assessed to begin on the Subject Site and either connect to the South Tributary or have standing water. Table 7: Evaluation, Classification and Management Summary of the report categorizes the drainage features including management recommendations such as "mitigation" or "no management required". Based on the findings from the reports, no management is required for Features 1-3 and for the North Channel, only mitigation is required for the very downstream end where the valley is treed. This will be done through the retention of the South Tributary corridor which falls outside the

development limits of the proposed development. The drainage features will be addressed in accordance with the recommendations of the report to allow for the proposed development of the Subject Site. The report recommends that the stormwater management of the Subject Site be designed to ensure that the water reaching the South Tributary is not negatively impacted in terms of quantity or quality.

### **Phase I – Environmental Site Assessment**

A Phase I – Environmental Site Assessment was prepared by Paterson Group dated August 16, 2021. The purpose of this Phase I ESA was to research the past and current use of the Subject Site and study area as well as to identify any environmental concerns with the potential to have impacted the Subject Site. The report notes that the Subject Site has historically been vacant or used for agricultural purposes with a rock crushing operation associated with the construction of Cardinal Creek Community north of Old Montreal Road. The report found no environmental concerns identified with the historical or current use of the Subject Site. It was concluded that a Phase II ESA was not required and as such will not have any implications on the proposed development.

### **Geotechnical Investigation**

A Geotechnical Investigation was prepared by Paterson Group dated November 29, 2021. The report was prepared to determine the subsurface soil and groundwater conditions by means of boreholes and provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect its design. The report notes that from a geotechnical perspective, the Subject Site is adequate for the proposed development. The limits of the proposed development have been designed to be outside of the constraints of the South Tributary corridor identified on Drawing No.: PG5201-2 – Test Hole Location Plan of the report. The report recommends a 2 metre permissible grade raise restriction for areas of the Subject Site shown on Drawing No.: PG5201-3 – Permissible Grade Raise Restriction Area. Tree planting restrictions are discussed in the report and will be done in accordance with the City of Ottawa's Tree Planting in Sensitive Marine Clay Soils (2017 Guidelines). No unique characteristics were in the Geotechnical Investigation that would affect the rezoning.

### **Landslide Risk Assessment**

A Landslide Risk Assessment was prepared by Paterson Group dated March 2, 2022. The purpose of the report was to demonstrate that any landslide on the sloped areas including a large catastrophic landslide has an annual probability less than 1:10,000 and if it cannot be demonstrated, it must be demonstrated that the individual and group risk is within the "Acceptable" zone. The study was prepared in response to the requirement by the Rideau Valley Conservation Authority (RVCA) as part of the approval process for the Subject Site. The report notes that field investigations of the Subject Site did not indicate signs of movement or cause of concern with respect to landslide susceptibility. The Subject Site is considered safe and suitable for the proposed development.

## Archaeological Assessments

A Stage 1 Archaeological Assessment was prepared by Paterson Group dated November 2012 with a subsequent Stage 2 Archaeological Assessment prepared by Paterson Group dated November 2013 following the findings from the initial assessment. The objectives of the investigation were to assess the archaeological potential of the property. Both the Stage 1 and Stage 2 Archaeological Assessments were reviewed and entered into the Ontario Public Register of Archaeological Reports per the letters from the Ministry of Tourism, Culture, and Sport dated April 11, 2013 and December 31, 2013. Based on the findings, no further archaeological assessments are required as part of the proposed development.

## 5.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- A public meeting will be held when the application goes to the City of Ottawa's Planning Committee.
- A public meeting will be held in the community.
- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Public consultation will also be conducted with the local ward councillor.
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City staff.

## 6.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *2020 Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa Official Plan* and *Cardinal Creek Village Concept Plan (2013)*, and complies with the provisions of *Zoning By-law 2008-250*. This Planning Rationale and Integrated Environmental Review Statement along with the associated technical studies support the proposed development.

The proposed development is an appropriate and desirable addition to the Cardinal Creek Village Community and represents good planning.

Yours truly,

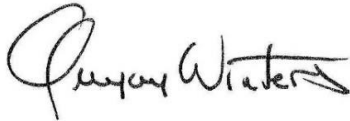
**NOVATECH**

Prepared by:



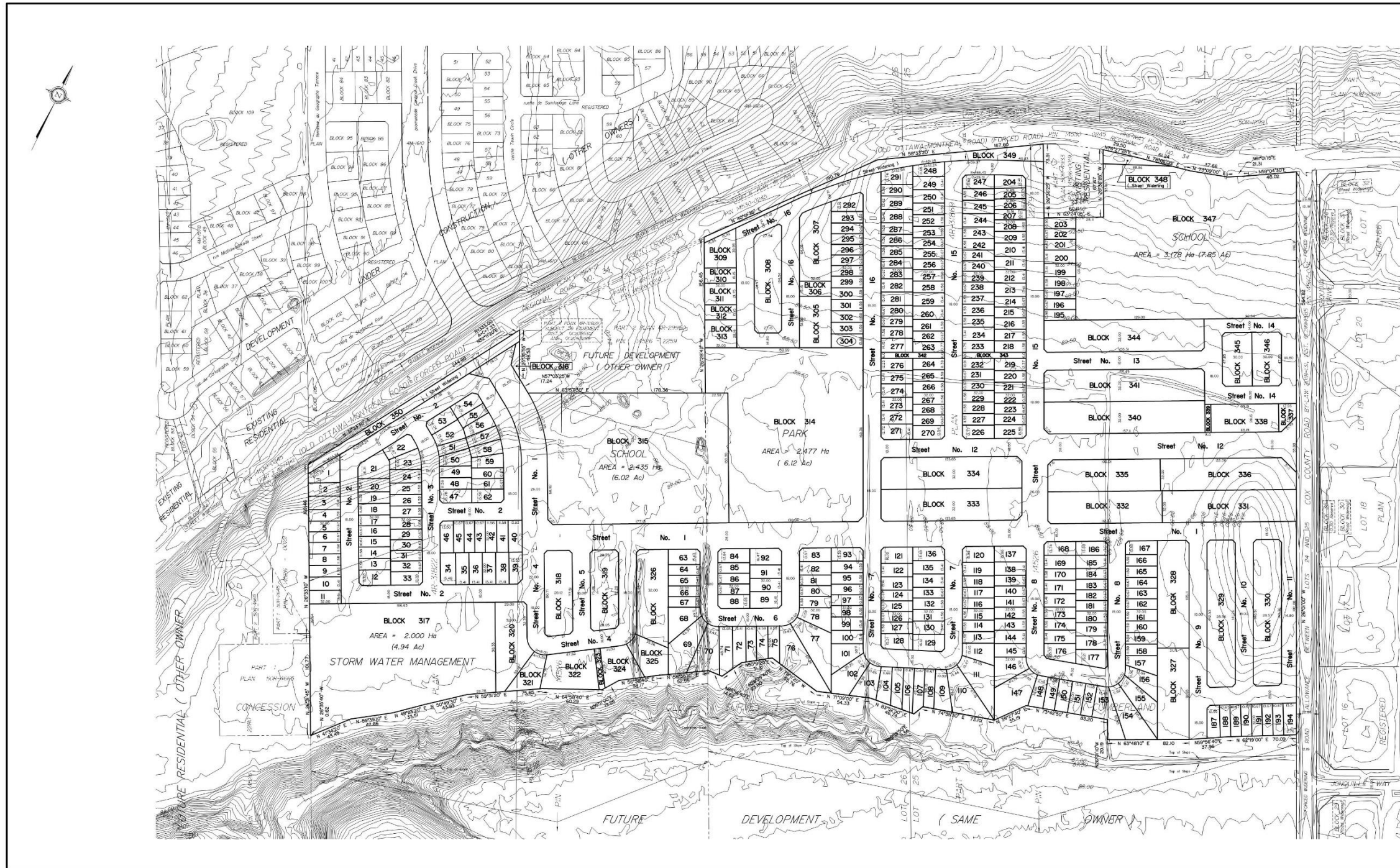
Robert Tran, M.PL.  
Planner, Planning & Development

Reviewed by:



Greg Winters, MCIP, RPP  
Director, Planning & Development

**Appendix A**  
**Draft Plan of Subdivision**  
**Prepared by Annis O'Sullivan Vollebekk Ltd.**



DRAFT PLAN OF SUBDIVISION OF  
**PART OF LOTS 25, 26 and 27  
 CONCESSION 1 ( OLD SURVEY )**  
 Geographic Township of Cumberland  
**CITY OF OTTAWA**  
 Prepared by Annis, O'Sullivan, Vollebek Ltd.

Scale 1:1500

Metric  
 DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND  
 CAN BE CONVERTED TO FEET BY DIVIDING BY 3.2808

**SURVEYOR'S CERTIFICATE**  
 I CERTIFY THAT:  
 The boundaries of the lands to be subdivided and their relationship to  
 adjoining lands have been accurately and correctly shown.  
 Date \_\_\_\_\_  
 T. Hartwick  
 Ontario Land Surveyor

**OWNER'S CERTIFICATE**  
 This is to certify that we are the owners of the lands to be subdivided and that  
 this plan was prepared in accordance with our instructions.  
 Date \_\_\_\_\_  
 Chris Taggart  
 Tamarack Homes  
 I have authority to bind the corporation.

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

**TABLE TO ILLUSTRATE PROPOSED LAND USE**

PROPOSED USE	LOTS/BLOCKS	NO. OF UNITS	AREA (sqm) (Ac.)
SINGLE FAMILY	1-304	304	130,311 (32.1)
TOWNHOMES	305, 307, 308, 311, 313, 320, 322, 324, 326, 327, 328, 331, 336, 340, 341, 344, 345 and 348	276	65,368 (16.2)
SEMI-DETACHED	306, 316, 318, 321 and 325	18	3,542 (0.8)
BACK 2 BACKS	309, 319, 323, 330 and 338	168	17,782 (4.4)
PARK	314		28,780 (6.1)
OPEN SPACE	337		388 (0.1)
WALKWAY	323, 339, 342 and 343		1,182 (0.3)
INSTITUTIONAL	315 and 347		60,130 (15.0)
STORM WATER MANAGEMENT	317		19,966 (4.9)
STREETS	1-16		113,239 (28.0)
WIDENINGS	348, 349 and 350		6,686 (1.4)
OTHER	318		150 (0.1)
<b>TOTAL</b>		<b>750</b>	<b>438,561 (108.4)</b>

**ANNIS, O'SULLIVAN, VOLLEBEK LTD.**  
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 Nepean, Ont. K2E 7S8  
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 Email: info@anniso.com  
 Ontario  
 Land Surveyors

**Appendix B**  
**Conceptual Land Use Plan**  
**Prepared by Novatech**  
**Dated November 2022**

