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1600 Stagecoach Road Subdivision Phases 3 and 4 Planning Rationale

Prepared for: **Sunset Lakes Developments**

1600 Stagecoach Road, Greely

**Planning Rationale
in support of
Draft Plan of Subdivision**

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Novatech File: 122208
Ref: R-2024-014

January 26, 2024

City of Ottawa
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Jeff Ostafichuk, Planner, Planning Services

**Reference: Draft Plan of Subdivision Application
1600 Stagecoach Road, Greely
Our File No.: 122208**

The following Planning Rationale has been prepared in support of a Draft Plan of Subdivision application to facilitate the development of the property at 1600 Stagecoach Road (the "Subject Property"). The Subject Property is legally described as Part of Lot 8 Concession 3, Osgoode, Blocks 42, 44, 45, 51, and 57 on Registered Plan 4M-1479, and Blocks 21 and 23 on Registered Plan 4M-1555.

The Subject Property is designated Village on Schedule B9 of the City of Ottawa Official Plan. Official Plan Amendment 5 added the Subject Property to the Secondary Plan for the Village of Greely and designated the property "Village Residential". The majority of the Subject Property is zoned Rural Countryside (RU) by the City of Ottawa's Zoning By-law 2008-250. Blocks 42, 44, and 45 on Registered Plan 4M-1479 are zoned Development Reserve, subzone 1 (DR1). Block 51 on Registered Plan 4M-1479 is dual zoned DR1 and Village Residential First Density, subzone E, Rural Exception 617 (V1E[617r]). Block 23 on Registered Plan 4M-1555 is zoned V1E[617r].

It is proposed to develop the Subject Property as a residential village subdivision. The proposed subdivision includes 71 residential lots. All residential lots will be serviced by a private wells and septic systems. Four roadway connections are proposed from adjacent subdivisions and Stagecoach Road to access the subdivision. Two new stormwater management ponds are proposed within the Subdivision. An existing stormwater management pond on the Subject property will be retained.

This Planning Rationale examines the location and context of the Subject Property, the proposed Draft Plan of Subdivision, the planning policy and regulatory framework of the site, and makes recommendations on the proposed development.

Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

NOVATECH



Ryan Poulton, M.PL., MCIP, RPP
Project Planner

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1.0 EXECUTIVE SUMMARY

The Owners of 1600 Stagecoach Road (the “Subject Property”) are proposing to develop the property to accommodate 71 residential lots. Four roadway connections are proposed to provide access to the subdivision, including a new access to Stagecoach Road. Two new stormwater management ponds are proposed along the southern boundary of the subdivision. Public trails will provide pedestrian access to a proposed park in the southwest corner of the subdivision.

A complete review of the planning policy framework of the Subject Property was completed. This included review of the subdivision criteria in Subsection 51(24) of the Planning Act, the policies of the Provincial Policy Statement, and the policies of the City of Ottawa’s Official Plan.

This Planning Rationale concludes the proposed Draft Plan of Subdivision has regard for the criteria outlined in Subsection 51(24) of the Planning Act, is consistent with the policies of the Provincial Policy Statement, and conforms to the policies of the City of Ottawa’s Official Plan.

It is demonstrated the proposed development is compatible with surrounding development, is appropriate for the development of the Subject Property, and represents good land use planning.

2.0 INTRODUCTION

The following Planning Rationale has been prepared in support of a Draft Plan of Subdivision application to facilitate the development of the property at 1600 Stagecoach Road. The Subject Property is designated Village on Schedule B9 of the Official Plan. Official Plan Amendment 5 updated the Village of Greely Secondary Plan to designate the property “Village Residential”. The majority of the property is zoned Rural Countryside (RU) by the City of Ottawa’s Zoning By-law 2008-250. The Draft Plan of Subdivision application will facilitate the development of 71 residential lots on the Subject Property.

This Planning Rationale will demonstrate the proposed development will:

- Have regard for the criteria outlined in Subsection 51(24) of the Planning Act;
- Be consistent with the policies of the 2020 Provincial Policy Statement;
- Conform to the policies of the City of Ottawa Official Plan; and
- Be compatible with surrounding uses.

2.1 Description of Subject Property

1600 Stagecoach Road is located in the Osgoode Ward (Ward 20) of the City of Ottawa. The Subject Property is legally described as Part of Lot 8 Concession 3, Osgoode, Blocks 42, 44, 45, 51, and 57 on Registered Plan 4M-1479, and Blocks 21 and 23 on Registered Plan 4M-1555. The Subject Property has an approximate area of 41.4 hectares, approximately 198 metres of frontage along Stagecoach Road, and approximately 50 metres of split frontage (20 metres and 30 metres) along Cedarlakes Way. The Subject Property is vacant.

Figure 1. Subject Property



2.2 Site Location and Community Context

North: Phases one and two of the Cedar Lake residential subdivision are immediately north of the Subject Property. Additional residential subdivisions are located further north. These subdivisions are within the boundary of the Village of Greely.

South: South of the Subject Property are generally rural vacant lands and forested areas. Several residential properties front onto Stagecoach Road. Lands south of the Subject Property are outside of the Village of Greely, and are designated Rural Countryside on Schedule B9 of the Official Plan.

East: East of the Subject Property is a residential subdivision and two stormwater management ponds. This subdivision is not within the Village of Greely, and is designated Rural Countryside on Schedule B9 of the Official Plan.

West: West of the Subject Property is a residential subdivision. This subdivision is also not within the Village of Greely, and is designated Rural Countryside on Schedule B9 of the Official Plan.

2.3 Planning Context

The requirements of the Planning Act and the policies of the Provincial Policy Statement are discussed in Sections 3.1 and 3.2 of this Rationale respectively.

1600 Stagecoach Road is within the Rural Transect of the City of Ottawa (see Figure 2). The Subject Property is designated Village on Schedule B9 of the City of Ottawa’s Official Plan (see Figure 3). The Village designation generally permits the development of residential uses. Village designation policies are addressed in Section 3.3.5 of this Rationale.

Figure 2. Official Plan Schedule A Excerpt

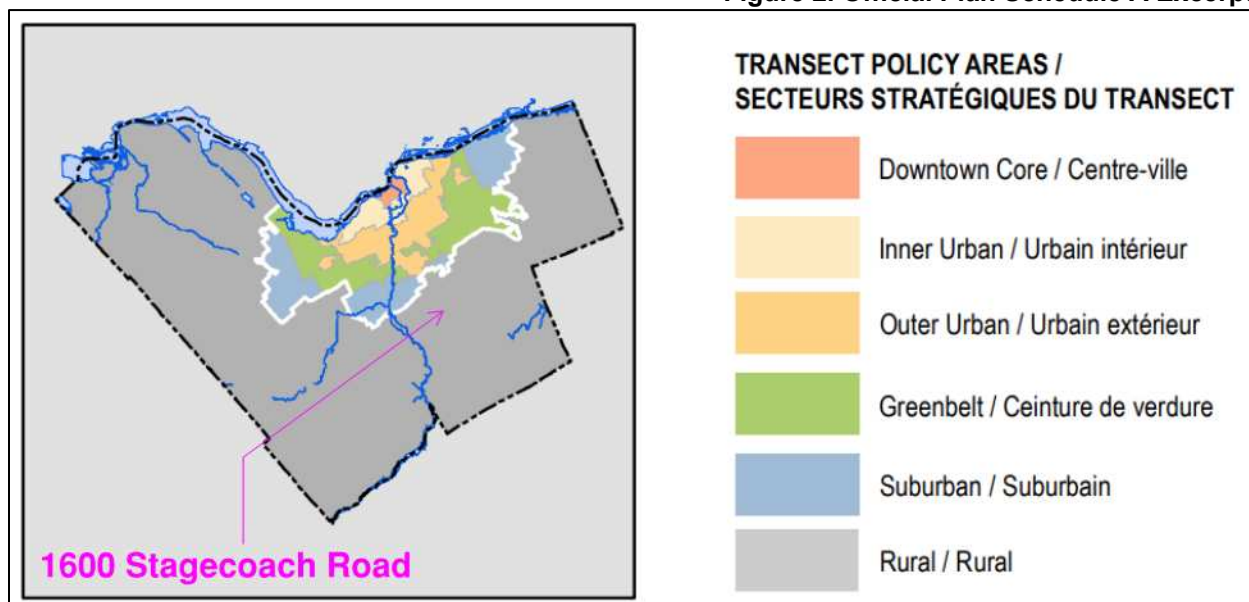
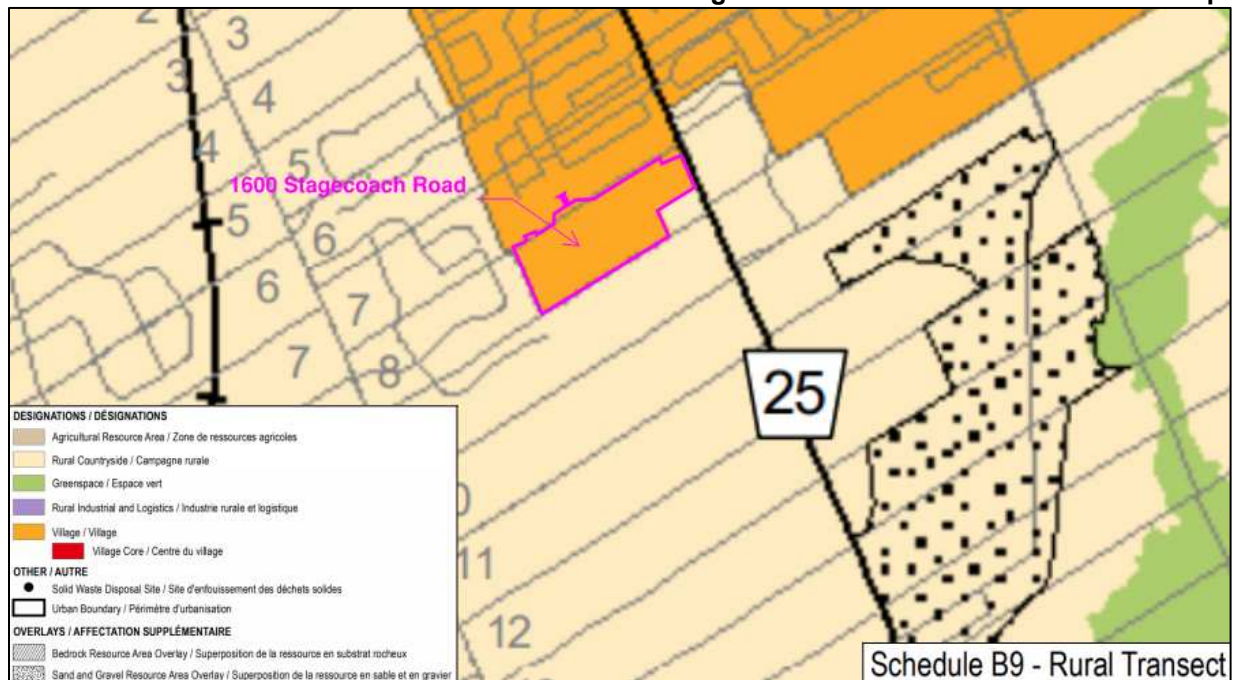


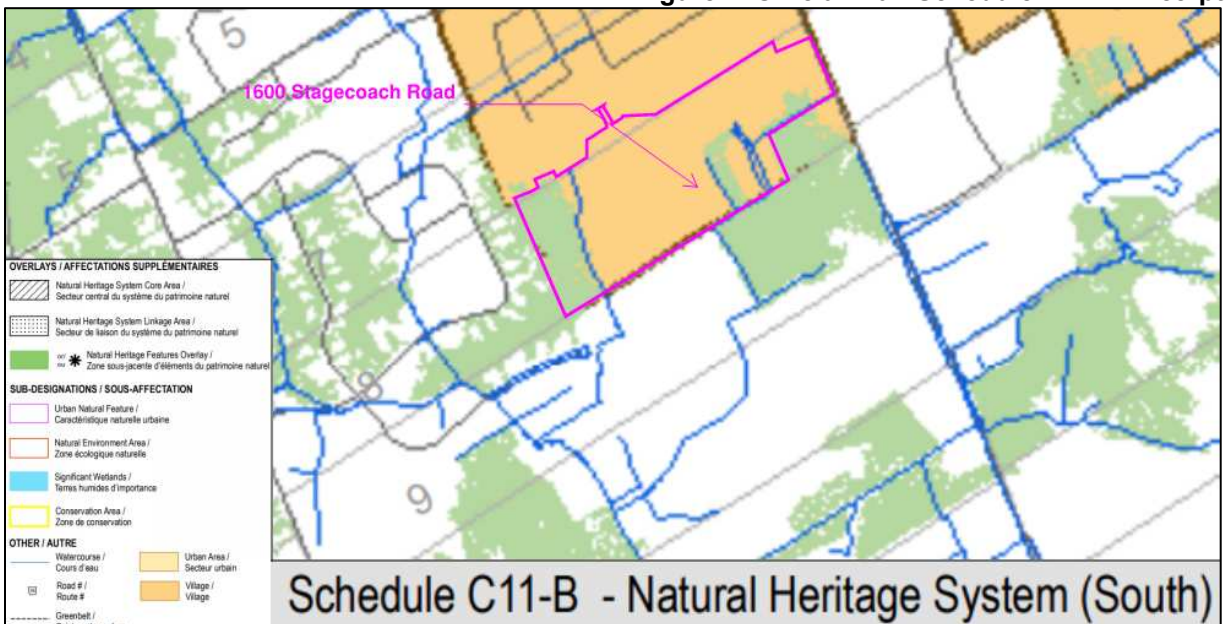
Figure 3. Official Plan Schedule B9 Excerpt



Official Plan Amendment 5 was adopted by City Council on September 13, 2023. Official Plan Amendment 5 revised the Village of Greely Secondary Plan to designate the Subject Property Village Residential. The policies of the Village of Greely Secondary Plan are addressed in Section 3.3.6 of this Rationale.

Schedule C11-B of the Official Plan identifies areas subject to the Natural Heritage Features Overlay on the Subject Property (see Figure 4).

Figure 4. Official Plan Schedule C11-B Excerpt



A formal pre-application consultation meeting was held with City staff on February 23, 2023. The following studies and plans were determined to be required at submission:

- Conceptual Grade Control and Drainage Plan;
- Geotechnical Study / Slope Stability Study;
- Groundwater Impact Study;
- Servicing Options Report;
- Transportation Impact Assessment;
- Erosion and Sediment Control Plan / Brief;
- Conceptual Storm Water Management Report;
- Hydro geological and Terrain Analysis;
- Noise Study;
- Draft Plan of Subdivision;
- Planning Rationale;
- Concept Plan;
- Archaeological Resource Assessment;
- Survey Plan;
- Phase 1 Environmental Site Assessment;
- Tree Conservation Report;
- Environmental Impact Assessment; and
- Integrated Environmental Review.

2.4 Draft Plan of Subdivision

The Owners of 1600 Stagecoach Road are proposing to develop the property to accommodate 71 residential lots. Four roadway connections are proposed to provide access to the subdivision, including a new connection to Stagecoach Road. Cedarlakes Way is proposed to be extended south into the subdivision. A new road is proposed off Cedarlakes Way where there is an existing privately-owned road allowance. A new road is proposed to provide access from Deermeadow Drive over an existing publicly-owned road allowance. Two new north-south roads will end in cul-de-sacs.

All residential lots will have a minimum lot area of 4,000 square metres, and a minimum lot width of 30 metres. Each residential lot will be serviced with private wells and septic systems. Two new stormwater management ponds are proposed near the southern boundary of the subdivision. An 11 x 17 copy of the Certified Draft Plan of Subdivision is included in this Rational as Appendix 1. An 11 x 17 copy of the Concept Plan is included in this Rational as Appendix 2.

3.0 PLANNING POLICY AND REGULATROY FRAMEWORK

3.1 Planning Act

Section 51 of the Planning Act sets out the process governing Plan of Subdivision approvals in Ontario. Subsection 51(24) of the Planning Act lists criteria to be considered when reviewing Plan of Subdivision applications. This Planning Rationale will speak to criteria in Subsection 51(24) as follows:

51 (24) *In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,*

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

1600 Stagecoach Road is located within the Village of Greely. The proposed Draft Plan of Subdivision has regard for the following matters of provincial interest:

- the protection of ecological systems, including natural areas, features and functions;
- the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing; and
- the appropriate location of growth and development.

(b) whether the proposed subdivision is premature or in the public interest;

The Subject Property includes undeveloped parcels within the Village of Greely. Four roadway connections to existing roads will provide access to the subdivision. The proposed 71 residential lots will be serviced by private wells and septic systems. **The proposed Draft Plan of Subdivision is not premature and is in the public's interest.**

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

The Subject Property is designated Village on Schedule B9 of the Official Plan. The Subject Property is also designated Village Residential by the Village of Greely Secondary Plan. The policies of these documents are discussed in Section 4.3 of this Rationale.

There are adjacent residential subdivisions north and west of the Subject Property. The proposed Draft Plan of Subdivision includes 71 lots for the development of detached dwellings. Roadway connections are proposed to link the proposed subdivision to the adjacent subdivisions. The proposed subdivision will permit residential development similar to existing residential properties within the adjacent subdivisions. **The proposed subdivision is compatible with existing adjacent subdivisions.**

(d) the suitability of the land for the purposes for which it is to be subdivided;

The Subject Property is within the Village of Greely. Greely is considered a rural settlement area within the City of Ottawa. The Subject Property is designated Village on Schedule B9 of the Official Plan. The Village designation generally permits the development of residential uses including detached dwellings. The Subject Property is also designated Village Residential by the Village of Greely Secondary Plan. The Village Residential designation also permits the development of

residential uses including detached dwellings. **The Subject Property is suitable for the proposed 71 residential lots.**

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

Not applicable.

(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;

Four roadway connections are proposed to connect the subdivision's road network to existing roads in the area. A new road connection is proposed to Stagecoach Road. Stagecoach Road is designated an Arterial Road on Schedule C10 of the City of Ottawa's Official Plan. Cedarlakes Way is proposed to be extended south into the subdivision. A new road is proposed off Cedarlakes Way where there is an existing privately-owned road allowance. A new road is proposed to provide access east from Deermeadow Drive over an existing publicly-owned road allowance. Two new north-south roads will end in cul-de-sacs. All proposed roads have a right-of-way width of 20 metres.

(f) the dimensions and shapes of the proposed lots;

Each residential lot within the proposed subdivision will have a minimum lot area of 4,000 square metres, and a minimum lot width of 30 metres. The residential lots will be serviced by private wells and septic systems. The Village of Greely Secondary Plan requires a minimum lot size for a residential use of 0.4 hectares (4000 square metres), and greater lot areas if hydrogeological conditions require larger lots. **The proposed lot sizes meet the minimum required lot size for the Village Residential designation of the Village of Greely Secondary Plan.**

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

Not applicable.

(h) conservation of natural resources and flood control;

An Environmental Impact Study and Tree Conservation Report has been prepared by BCH Environmental Consulting Inc. in support of the proposed subdivision. Provided the recommendations of the Environmental Impact Study and Tree Conservation Report are implemented, the proposed subdivision is not anticipated to have an impact on natural heritage features.

(i) the adequacy of utilities and municipal services;

A Serviceability Brief has been prepared by ARK Engineering and Development in support of the proposed subdivision. The Subject Property is not within nor adjacent to a floodplain.

(j) the adequacy of school sites;

There are four schools within the Village of Greely and surrounding rural area, including Greely Elementary School, St. Mary School, St. Mark High School, and Manotick Montessori. **The addition of 71 residential lots in the Village of Greely is not anticipated to have an impact on the adequacy of school sites in Greely or in the vicinity.**

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

It is anticipated that lands will be required to be provided to the city for parkland dedication. Blocks 72 in the southwest corner of the subdivision, and Block 78 along Stagecoach Road are proposed to be provided as parks. Blocks 73 and 74 along the southern boundary of the subdivision are proposed to be provided as trails.

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

Approval of the proposed subdivision will result in the creation of 71 new residential lots on vacant lands within the Village of Greely. Policies of the Provincial Policy Statement identify rural settlement areas shall be the focus of growth and development. Policies of the City of Ottawa's Official Plan direct growth within the rural area to Villages. The proposed subdivision contributes to the conservation of energy by accommodating growth on vacant lands within an existing village. **The proposed subdivision will support the efficient use and conservation of energy.**

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The Draft Plan of Subdivision proposes 71 new residential properties to accommodate detached dwellings. Development of each residential property will not be subject to site plan control.

The Draft Plan of Subdivision has regard for the criteria outlined in subsection 51(24) of the Planning Act.

3.2 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters "shall be consistent with" policy statements issued under the Planning Act.

The Village of Greely is considered a rural settlement area as defined by the PPS. The Subject Property is within a rural settlement area in Ottawa. Section 1.1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.1 states: "Settlement areas shall be the focus of growth and development." The proposed Draft Plan of Subdivision directs residential growth to a rural settlement area in Ottawa.

Policy 1.1.3.2 states:

“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.”*

The Draft Plan of Subdivision proposes to develop vacant lands within the Village of Greely for residential uses. A road network is proposed to connect the new subdivision to existing adjacent roads and subdivisions. A sidewalk will be provided along Village Collector Roads. There are no transit services planned nor provided near the Subject Property. The Draft Plan of Subdivision proposes a land use pattern that is desirable for the Village of Greely.

Section 1.1.4 of the PPS sets out policies for rural areas in municipalities, including rural settlement areas. Policy 1.1.4.1 states:

“Healthy, integrated and viable rural areas should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;*
- c) accommodating an appropriate range and mix of housing in rural settlement areas;*
- e) using rural infrastructure and public service facilities efficiently;*
- h) conserving biodiversity and considering the ecological benefits provided by nature;”*

It is proposed to develop the Subject Property to accommodate 71 residential lots. Each lot will have a minimum lot area of 4,000 square metres and a minimum lot width of 30 metres. All residential lots will be serviced with private services. The proposed development is in keeping with the rural character of the area, and proposes new housing on vacant lands within a rural settlement area. The proposed subdivision will connect to existing roads in the area.

Policy 1.1.4.2 states: *“In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.”* The proposed subdivision directs new residential development onto vacant lands within a rural settlement area of Ottawa.

Policy 1.1.4.3 states:

“When directing development in rural settlement areas in accordance with policy 1.1.3, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels.”

The proposed residential lots will be serviced by private wells and septic systems. The proposed subdivision will accommodate 71 detached dwellings. The proposed lots and residential uses are appropriate for the rural character of the area, the Village of Greely, and will be serviced by private services.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

“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:

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;”

1600 Stagecoach Road is within the Village of Greely and is adjacent to two residential subdivisions. The Subject Property is also adjacent to Stagecoach Road, which is designated an arterial road. The Subject Property is an appropriate location for new residential development where existing rural infrastructure and public service facilities are available.

Section 1.5 of the PPS sets out policies for public spaces, recreation, parks, trails and open space. Policy 1.5.1 states:

“Healthy, active communities should be promoted by:

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;”

Parkland dedication is anticipated as a requirement of approval of the Draft Plan of Subdivision. Blocks 72 in the southwest corner of the subdivision, and Block 78 along Stagecoach Road are proposed to be provided as parks. Blocks 73 and 74 along the southern boundary of the subdivision are proposed to be provided as trails.

Section 2.0 of the PPS sets out policies related to the use and management of resources. The proposed application adheres to the policies in Section 2.0 of the PPS as follows:

- Relating to Section 2.1 (Natural Heritage), an Environmental Impact Study and Tree Conservation Report has been prepared by BCH Environmental Consulting Inc. in support of the proposed subdivision.
- Relating to Section 2.2 (Water), a Hydrogeological Investigation & Terrain Analysis, including a Groundwater Impact Study, has been prepared by GEMTEC in support of the proposed subdivision.
- Relating to Section 2.3 (Agriculture), there are no lands designated Agricultural Resource Area on or adjacent to the Subject Property.
- Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of mineral or petroleum potential.

- Relating to Section 2.5 (Mineral Aggregate Resources), the Subject Property has no known mineral aggregate potential.
- Relating to Section 2.6 (Cultural Heritage and Archaeology), the Subject Property is identified as having possible archaeological potential as shown on the City of Ottawa Archaeological Potential mapping on GeoOttawa. A Stage 2 Archaeological Assessment has been prepared by LHC Heritage Planning & Archaeology in support of the proposed subdivision.

Approval of the Draft Plan of Subdivision will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources.

The Draft Plan of Subdivision is consistent with the policies of the Provincial Policy Statement.

3.3 City of Ottawa Official Plan

The City of Ottawa Official Plan was adopted by City Council on November 24, 2021, and was approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022.

Official Plan Amendment 5 was adopted by City Council on September 13, 2023. Official Plan Amendment 5 includes amendments to the Official Plan as detailed in Documents 1 and 2. Document 2 sets out rural amendments to the Official Plan.

Row 66 of 'Appendix B – Rural Amendments' (Document 2) updates the designation of lands added to the Village of Greely by the Minister of Municipal Affairs and Housing, including the Subject Property. The designation of the Subject Property on Schedule B9 of the Official Plan was updated to "Village". The designation of the Subject Property on the Village of Greely Secondary Plan schedule was updated to "Village Residential".

In December 2023 the Province introduced legislation (Bill 150) to retract the modifications made by the Minister of Municipal Affairs and Housing to the City's Official Plan on November 4, 2022.

Notwithstanding Bill 150, City Council redesignated the Subject Property on September 13, 2023. Bill 150 does not retract the Official Plan Amendments adopted by City Council on September 13, 2023. As set out in Official Plan Amendment 5, the designation of the Subject Property is Village on Schedule B9 of the Official Plan, and Village Residential on Schedule A of the Village of Greely Secondary Plan.

For the purposes of this Planning rationale, the City's online version of the Official Plan, together with Official Plan Amendment 5 were used for reference.

3.3.1 Strategic Directions

Section 2.1 of the Official Plan sets out five broad policy directions:

- *Achieve, by the end of the planning period, more growth by intensification than by greenfield development.*

- *By 2046, the majority of trips in the city will be made by sustainable transportation.*
- *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
- *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
- *Embed economic development into the framework of our planning policies.*

These “big policy moves” are general statements on the intended direction of the development of the City and planning practices over the planning horizon of the Official Plan. The Draft Plan of Subdivision proposes to develop vacant lands within the Village of Greely for residential uses. The proposed subdivision supports the development of the Village of Greely without adding lands to the Village. The proposed subdivision connects the new subdivision to existing adjacent subdivisions and to Stagecoach Road. The proposed subdivision has been designed to be compatible with the rural character of the area. Embedding environmental, climate and health resiliency and energy, and economic development into the framework of our planning policies is the responsibility of the municipality, and is outside the scope of the proposed Draft Plan of Subdivision. No new public policies are proposed by the Draft Plan of Subdivision.

Section 2.2 of the Official Plan sets out Cross Cutting Issues. These issues include: Intensification, Economic Development, Energy and Climate Change, Healthy and Inclusive Communities, Gender and Racial Equality, and Culture.

Section 2.2 states: *“the Official Plan policies that give effect to the policy intent of each cross-cutting issue are embedded throughout many sections of this Plan.”* Policies regarding the growth management framework for villages, the rural transect, and village designation quoted in this Rationale are identified in the Official Plan as connected to Economic Development and Healthy and Inclusive Communities. Policies regarding Natural Heritage Overlays quoted in this Rationale are identified in the Official Plan as connected to Energy and Climate Change, and Healthy and Inclusive Communities. City-wide policies quoted in this Rationale are identified in the Official Plan as connected to Economic Development, Energy and Climate Change, Healthy and Inclusive Communities, Gender and Racial Equality, and Culture.

3.3.2 Growth Management Framework

Section 3 of the Official Plan sets out policies for growth management framework of the City. Section 3 states:

“Villages are concentrations of residential and commercial uses within the rural area and are also settlement areas within the Provincial Policy Statement. ... Most of the remaining rural growth will be directed to villages with some rural highway interchanges reserved as strategic locations for future Industrial and Logistics uses.”

The Official Plan recognizes villages as settlement areas within the City of Ottawa. The Official Plan’s growth management framework directs rural growth to villages. Section 3 of the Official Plan states the City of Ottawa’s population is anticipated to reach 1.4 million people by the year 2046. Section 3 states: *“The rural area is expected to account for about seven per cent of the new housing, mostly in the form of single-detached dwellings.”* The Draft Plan of Subdivision proposed to develop the vacant Subject Property will accommodate 71 new residential lots for the development of single-detached dwellings.

Section 3.1 of the Official Plan sets out policies to designate sufficient land for growth of the City. Policy 3 of Section 3.1 states: *“The urban area and villages shall be the focus of growth and development.”*

Policy 4 of Section 3.1 of the Official Plan states:

“The City will allocate household growth targets as follows:

- b) 7 per cent within the rural area where:*
 - i) 5 per cent is within the villages; and*
 - ii) 2 per cent is outside of villages.*

The boundaries establishing the urban areas and the villages are designated on Schedule A and Schedules B1 through B9.”

The proposed subdivision will contribute to meeting the Official Plan’s target of providing 5% of growth within villages. Schedule B9 of the Official Plan, and Schedule A of the Village of Greely Secondary Plan confirm the Subject Property is within the boundary of the Village of Greely.

Section 3.4 of the Official Plan sets out policies to focus rural growth in villages. Section 3.4 states: *“Villages are to be the focus areas for rural growth.”* The Subject Property is within the Village of Greely. The Subject Property is a location in the rural area identified as the focus for rural growth. The proposed subdivision will add 71 new residential properties to the Village of Greely.

Policy 5 of Section 3.4 states: *“Where a change to a village boundary is made, an update to the relevant secondary plan is required”*. Official Plan Amendment 5 made the required changes to the designation of the Subject Property within the Village of Greely. Schedule A of the online version of Village of Greely Secondary Plan has not been updated to reflect the changes included in Official Plan Amendment 5. The Village of Greely Secondary Plan is reviewed in Section 3.3.6 of this Rationale.

3.3.3 Rural Transect

1600 Stagecoach Road is located within the Rural Transect on Schedule A of the Official Plan. Section 5.5 of the Official Plan sets out policies for Rural Transect Areas.

Policy 1 of Section 5.5.1 states:

“Built form in the Greenbelt and Rural Transect areas, where development is permitted shall be low-rise. Mid-Rise buildings may be permitted with the Greenbelt Transect area identified by the Zoning By-law and within Villages as identified in a secondary plan.

- a) Within Villages, development will 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. Within Villages, secondary plans will generally support urban built form development within the Village Cores, as described in Table 6, and both urban and sustainable suburban forms elsewhere, in accordance with context;”*

The Draft Plan of Subdivision proposes 71 residential lots to be serviced with private services. The residential lots will be developed with low-rise detached dwellings. Each lot is a minimum of

4,000 square metres, and has a minimum lot width of 30 metres. Surrounding areas are also developed as residential subdivisions. The proposed development is context sensitive and characteristic of the rural area. The policies of the Village of Greely Secondary Plan are discussed in Section 3.3.6 of this Rationale.

Policy 2 of Section 5.5.1 states:

“Development in the Greenbelt and Rural Transect areas shall:

- a) Be of low density throughout, with the majority of residential uses and commercial and institutional uses concentrated within Villages;*
- b) Allow for higher densities within serviced Villages;*
- c) Allow for uses that integrate well with the natural environment and rural area;*
- d) Direct high-intensity rural industrial uses to locations near highway interchanges;*
- e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area; and*
- f) Within the Greenbelt, allow for higher institutional or employment uses where the use can be supported by the available transportation network, including consideration for the availability of public transit service.”*

The Draft Plan of Subdivision proposes low density residential development within the Village of Greely. The residential development will be serviced by private wells and septic systems. The proposed subdivision integrates well with adjacent residential subdivisions are rural areas.

Policy 1 of Section 5.5.2 of the Official Plan states:

“Mobility in the Rural area shall be 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:

- 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;*
- 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;*

The subdivision has been designed to provide efficient movement of goods, and access to adjacent subdivisions and Stagecoach Road. All roads within the subdivision are proposed to have a right-of-way of 20 metres. Public trails are proposed to provide access to parkland.

The proposed Draft Plan of Subdivision conforms to the Rural Transect policies of the Official Plan.

3.3.4 Natural Heritage Overlay

Schedule C11-B of the Official Plan identified areas of 1600 Stagecoach Road as subject to the Natural Heritage Features Overlay. Section 5.6.4 of the Official Plan sets out policies for Natural Heritage Overlays.

Policy 4 of Section 5.6.4.1 states:

“Development or site alteration proposed in or adjacent to natural heritage features shall be supported by an environmental impact study prepared in accordance with the City’s guidelines.”

Policy 5 of Section 5.6.4.1 states:

“Development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features. Development and site alteration shall be consistent with the conclusions and recommendations of an approved environmental impact study.”

The proposed subdivision is considered development. An Environmental Impact Study and Tree Conservation Report has been prepared by BCH Environmental Consulting Inc. in support of the proposed subdivision. Provided the recommendations of the Environmental Impact Study and Tree Conservation Report are implemented, the proposed subdivision is anticipated to have no negative impact on natural heritage features.

3.3.5 Village

1600 Stagecoach Road is designated Village on Schedule B9 of the Official Plan. Section 9.4 of the Official Plan sets out policies for lands designated Village. Section 9.4 of the Official Plan states:

“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 proposed residential subdivision is within the Village of Greely. The Draft Plan of Subdivision will accommodate new residential development of vacant lands within a village. The Subject Property is not adjacent to lands used for agriculture, mineral extraction, rural industrial and logistics, nor areas of natural significance.

Policy 2 of Section 9.4.1 of the Official Plan states:

“The distribution of land uses and permitted development within a Village shall be identified by:

- a) A secondary plan in Volume 2; and*
- b) Based on the ability to support development on private water and wastewater services or on municipal services where such services exist.”*

The policies of the Village of Greely Secondary Plan are discussed in Section 4.3.3 of this Rationale. The proposed 71 lot residential subdivision will be serviced by private wells and septic systems. A Hydrogeological Investigation and Terrain Analysis has been prepared by GEMTEC in support of the proposed subdivision.

Policy 1 of Section 9.4.2 states:

“The following are generally permitted uses within Villages unless otherwise prescribed by a secondary plan:

- a) 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;*
- f) Parks, recreation and community facilities which may include fairgrounds but does not include large scale facilities.”*

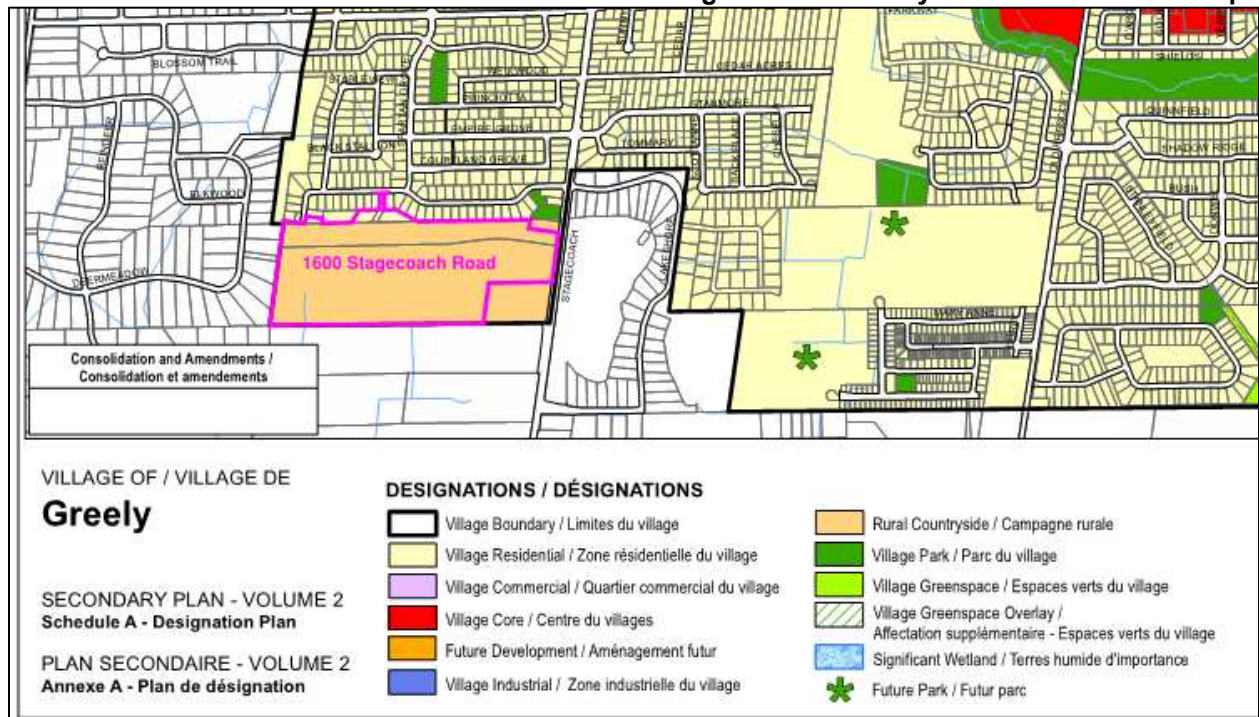
Seventy-one residential lots are proposed to be serviced by private wells and septic systems. A public park is proposed in the southwest corner of the subdivision. The proposed subdivision includes uses permitted within the Village designation.

The proposed Draft Plan of Subdivision conforms to the Village policies of the Official Plan.

3.3.6 Village of Greely Secondary Plan

1600 Stagecoach Road is within the Village of Greely and is subject to the policies of the Village of Greely Secondary Plan (the “Secondary Plan”). Schedule A of the Secondary Plan identifies land use designations within the village. The City’s online version of Schedule A of the Village of Greely Secondary Plan is shown in Figure 5.

Figure 5. Secondary Plan Schedule A Excerpt



1600 Stagecoach Road is within the Village Boundary of Greely. The Subject Property is identified as “Rural Countryside” on Schedule A of the Village of Greely Secondary Plan. Designating lands Rural Countryside within a village is inconsistent with the policies of the Official Plan. There are no policies in the Secondary Plan for the Village of Greely that speak to lands designated Rural Countryside. Official Plan Amendment 5, as adopted by City Council on September 13, 2023, designates the Subject Property Village Residential. The online version of Schedule A of the Secondary Plan has not been updated to reflect the decision of City Council.

Section 1.1 of the Secondary Plan sets out four goals that guide the policies of the Secondary Plan:

1. *“Provide for active and passive recreation activities in village parks and greenspaces, while also protecting the natural environment.”*
2. *“Provide linkages through an interconnected system of public sidewalks and trails that connect neighbourhoods, natural areas, parks and the outlying rural areas with the core area for easily accessible services.”*
3. *“Ensure health and sustainability by protecting the village’s surface and groundwater resources and ensuring that new development can be adequately serviced.”*
4. *“Support diversity by providing for a range of housing types and commercial opportunities, to accommodate people as they move through life stages, while maintaining the rural village character.”*

A public park is proposed in the southwest corner of the subdivision. Public trails will provide access from local roads to the park and to new stormwater management ponds. Four road connections are proposed to adjacent subdivisions and Stagecoach Road. A sidewalk will be provided along new Collector Roads. Public trails are proposed along the south and west boundary of the subdivision. These trails will provide pedestrian access to the proposed public park.

Two new stormwater management ponds are proposed along the southern boundary of the subdivision. One existing stormwater management pond within the subdivision, and one stormwater management pond adjacent to the subdivision, will continue to provide stormwater management for the area. The proposed subdivision will be serviced by private wells and septic systems. A Hydrogeological Investigation and Terrain Analysis has been prepared by GEMTEC in support of the proposed subdivision. The proposed subdivision will add 71 residential lots to the Village of Greely. The proposed lots will maintain the rural village character of the area.

Section 2.1 of the Secondary Plan sets out policies for water and wastewater servicing. Policy 1 of Section 2.1 states: *“All development in the village will be on the basis of private, individual water supply and sanitary sewage systems.”* The proposed subdivision will be developed on the basis of private wells and septic systems.

Policy 3 of Section 2.1 states:

“The type and intensity of proposed development will be determined by a hydrogeological and terrain analysis prepared according to the Official Plan and must conform to the requirements of the hydrogeology and terrain analysis approved as part of any planning application.”

A Hydrogeological Investigation and Terrain Analysis has been prepared by GEMTEC in support of the proposed subdivision.

Section 2.2 of the Secondary Plan sets out policies for roads, connectivity, and gateway features.

Policy 7 of Section 2.2 states:

“New local streets will be designed as a modified grid pattern and according to the policies of the Official Plan and the Transportation Master Plan.”

The proposed road network within the subdivision extends an existing road, and proposes two new roads that connect to adjacent subdivisions. The road layout provides a road pattern suitable for residential development on private services.

Policy 8 of Section 2.2 states:

“New development located at the edge of the village boundary will be designed with consideration for the potential of future village expansion. All development must be contained within the village boundary.”

Two proposed roads end in cul-de-sacs near the southern boundary of the Village of Greely. These cul-de-sacs provide an opportunity for the lands to the south to connect to the proposed subdivision should these lands be added to the village in the future.

Policy 9 of Section 2.2 states:

“Where the opportunity exists, development shall provide for active transportation such as multi-use pathways as identified on Schedule A – Designation Plan. Subdivisions shall be designed to accommodate pedestrian and cycling connections.”

Public trails are proposed to connect pedestrians to a proposed public park. Schedule A of the Secondary Plan does not identify any active transportation including multi-use pathways on the Subject Property.

Section 3.2 of the Secondary Plan sets out policies for lands designated Village Residential. Policy 9 of Section 3.2 states: *“On lands designated Village Residential, only detached dwellings are permitted.”* The proposed subdivision includes 71 residential lots to be developed to accommodate detached dwellings. The proposed subdivision includes residential uses permitted by the Secondary Plan.

Policy 12 of Section 3.2 states: *“The minimum lot size for a residential use is 0.4 hectares although it will be greater if hydrogeological conditions require larger lots.”* The minimum lot area within the subdivision is 4,000 square metres. A Hydrogeological Investigation and Terrain Analysis has been prepared by GEMTEC in support of the proposed subdivision. The proposed subdivision conforms to the minimum lot area required by the Secondary Plan.

Policy 13 of Section 3.2 states:

“The preferred method for residential lot creation is through a plan of subdivision, however, infill severances, where such severances would not restrict access to lands designated for residential development, are permitted.”

The proposed subdivision is the preferred method of residential development of the Subject Property.

Section 4 of the Secondary Plan sets out policies natural heritage and environmental protection. Policy 1 of Section 4 states:

“Any development within the village will have consideration for the recommendations of the Shields Creek Subwatershed Study and adhere to the natural heritage system policies in the Official Plan.”

An Environmental Impact Study and Tree Conservation Report has been prepared by BCH Environmental Consulting Inc. in support of the proposed subdivision.

The proposed Draft Plan of Subdivision conforms to the policies of the Village of Greely Secondary Plan.

3.3.7 City-Wide Policies

Section 4 of the Official Plan sets out City-Wide Policies. Section 4.1 sets out policies for mobility. Policy 1 in Section 4.1.1 states: *“In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement.”*

There are no Major Pathways identified on Schedule C8 of the Official Plan on or near the Subject Property. The closest bus stops to the Subject Property are located at the intersection of Stagecoach Road and Parkway Road. These bus stops are approximately 950 metres north of the Subject Property. No OCTranspo bus routes currently stop at these bus stops. No public transportation is available in proximity to the Subject Property. A sidewalk will be required to be provided on one side of every new Collector Road in the proposed subdivision.

Policy 5 in Section 4.1.1 states:

“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, including those lands beyond an existing Urban boundary or Village boundary.”

The proposed road network connects to and extends Cedarlakes Way south. The proposed road network also connects to Cedarlakes Way using an existing privately-owned right-of-way. A roadway connection is proposed to Deermeadow Drive by extending an undeveloped right-of-way in the adjacent subdivision. A new roadway connection is also proposed to Stagecoach Road. Two new north-south roads will end in cul-de-sacs near the southern property line. The proposed road network does not preclude extension of the road network to the south should adjacent lands south of the Subject Property be added to the Village of Greely.

Policy 3 of Section 4.1.2 states:

“The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLOS), the Safe Systems Approach and all the following:

- a) All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans;”*

Maps 8 and 9 of the Transportation Master Plan have not been updated to show the road network of the subdivision north of the Subject Property. Map 2 of the Transportation Master Plan shows the road network of the subdivision north of the Subject Property, but does not identify the Subject Property within the Village of Greely. Map 2 does not identify any spine routes, major pathways, nor scenic entry routes on or near the Subject Property. A sidewalk will be required to be provided on one side of every new Collector Road in the proposed subdivision.

Policy 6 in Section 4.1.2 states: *“New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.”* There are no existing nor planned pathway and cycling facilities near the Subject Property. A sidewalk will be required to be provided on one side of every new Collector Road in the proposed subdivision.

Policy 11 in Section 4.1.2 states:

“The City shall require the provision of pedestrian and cycling facilities through new development, road construction, road reconstruction, and in transportation infrastructure renewal projects, as outlined in the following table:

New Local Streets (Outer Urban, Suburban Transects, & Villages):

At least one side, both sides when required for direct connections to destinations such as transit stops or stations, schools, parks, pathways, public buildings, public institutions and commercial areas.”

A sidewalk will be required to be provided on one side of every new Collector Road in the proposed subdivision.

Section 4.2 of the Official Plan sets out policies for housing. Section 4.2 states:

“The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority, and consider new policies or development application requirements through a housing- and mobility- affordability lens.”

The Draft Plan of Subdivision proposes to create 71 residential lots on vacant lands within the Village of Greely. The proposed development will provide market-based housing to the rural area.

Section 4.4 of the Official Plan sets out policies for parks and recreation facilities. Policy 2 in Section 4.4.1 states:

“All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:

- a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and*
- b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
 - i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;*
 - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;*
 - iii) Be of a usable shape, topography and size that reflects its intended use*
 - iv) Meet applicable provincial soil regulations; and*
 - v) Meet the minimum standards for drainage, grading and general condition.”**

Block 72 on the Draft Plan of Subdivision is identified as Park. Block 72 is 9,277 square metres and is not identified on the Draft Plan of Subdivision as subject to an easement.

Policy 1 in Section 4.4.5 states: *“In the Rural Transect, the City will encourage the location of new parks and recreation amenities in the Villages.”* Blocks 72 in the southwest corner of the subdivision, and Block 78 along Stagecoach Road are proposed to be provided as parks. Blocks 73 and 74 along the southern boundary of the subdivision are proposed to be provided as trails.

Section 4.5.4 of the Official Plan sets out policies to conserve sites of and archaeological value. Policy 1 in Section 4.5.4 states:

“The City shall conserve sites of archaeological value where the City’s Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards.”

The Subject Property is identified as having possible archaeological potential as shown on the City of Ottawa Archaeological Potential mapping on GeoOttawa. A Stage 2 Archaeological Assessment has been prepared by LHC Heritage Planning & Archaeology in support of the proposed subdivision.

Section 4.6 of the Official Plan sets out policies for urban design. The Subject Property is not within the Village Core designation on Schedule A of the Village of Greely Secondary Plan. The Subject Property is not within a design priority area. The Subject Property is not within a view

protection area of the City, and is not abutting a scenic entry route identified on Schedule C13 of the Official Plan.

Section 4.7 sets out policies for drinking water, wastewater, and stormwater infrastructure.

Policy 5 of Section 4.7.1 states:

“Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:

a) The requirements of approved subwatershed studies, environmental management plans and master servicing study;”

A Serviceability Brief has been prepared by ARK Engineering and Development in support of the proposed subdivision. Roadside drainage ditches are proposed to service the subdivision.

Policy 7 of Section 4.7.1 states:

“As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.”

A Serviceability Brief has been prepared by ARK Engineering and Development in support of the proposed subdivision.

The Subject Property is not within a Public Service Area of the City. Policy 5 of Section 4.7.2 states: *“All development outside of Public Service Areas shall be on the basis of private services (private well and private sewage system).”* The proposed subdivision will be serviced by private wells and septic systems.

Policy 8 of Section 4.7.2 states:

“Where new lots are proposed for residential purposes that rely upon private sewage systems, including areas of partial servicing, the minimum lot size shall be 0.4 hectares in villages and private service areas identified on Annex 9.”

The proposed subdivision within the Village of Greely will be serviced by private septic systems. All proposed residential lots will have a minimum lot area of 4,000 square metres (0.4 hectares).

Policy 9 of Section 4.7.2 states:

“Where new development is proposed that relies upon private sewage systems, including areas of partial servicing, a minimum area of 800 square metres of undeveloped area must be maintained for the sewage system.”

Septic system design will be required to be approved by the Ottawa Septic System Office.

Policy 15 of Section 4.7.2 states:

“As part of a complete application where development is proposed on the basis of private individual services, the City will require sufficient information with the application to assess the likelihood that:

- a) Sufficient quantity of groundwater exists on site to service the development;*
- b) A water well can be constructed on the proposed lot(s) that will not be impacted by identified potential sources of groundwater contamination in the area;*
- c) The quality of the groundwater meets or exceeds the Ontario Drinking Water Standards, Objectives and Guidelines;*
- d) The operation of the on-site wastewater system on the new lot(s) will not adversely impact on a well to be constructed on the proposed lot(s) and on the wells of neighbouring properties; and*
- e) The development is within the reserve capacity of the municipal sewage system for hauled sewage.”*

A Hydrogeological Investigation and Terrain Analysis has been prepared by GEMTEC in support of the proposed subdivision.

Section 4.8 sets out policies for natural heritage, greenspace, and the urban forest. Areas of the Subject Property are identified as subject to the Natural Heritage Features Overlay on Official Plan Schedule C11-B. The Subject Property is not subject to the Natural Heritage Systems Overlays on Schedule C11-B. The policies of the Natural Heritage Overlays are discussed in Section 3.3.4 of this Rationale.

Section 4.9 sets out policies for water resources. Watercourses are located on the Subject Property. Policy 1 of Section 4.9.2 of the Official Plan states:

“Natural watercourses shall be kept in a natural condition. Where an alteration is assessed as being environmentally appropriate and consistent with a Council-approved study, watercourse alterations shall follow natural channel design.”

An Environmental Impact Study and Tree Conservation Report has been prepared by BCH Environmental Consulting Inc. in support of the proposed subdivision. The Environmental Impact Assessment states:

“The proponent is currently proposing the removal of all drains with the exception of the main channels of Reach 1 and 2. The removal of these drains is supported by this EIS, the headwater study and the Shields Creek Subwatershed Study.”

Policy 2 of Section 4.9.4 of the Official Plan states:

“The protection of groundwater features and their hydrologic functions will occur in the following ways:

- c) Development and site alteration shall be consistent with the conclusions and recommendations of an approved hydrogeological and terrain analysis report.”*

A Hydrogeological Investigation and Terrain Analysis has been prepared by GEMTEC in support of the proposed subdivision.

The Subject Property is not within a Wellhead Protection Zone or Intake Protection Zone on Schedule C15 of the Official Plan.

The proposed Draft Plan of Subdivision conforms to the City-Wide policies of the Official Plan.

3.3.8 Protection of Health and Safety

Section 10 of the Official Plan sets out policies for the protection of health and safety. 1600 Stagecoach Road is not within a flood plain, nor within the regulation limit of the South Nation Conservation Authority. The Subject Property is not within the 350 Year Event Flood Extent as identified on GeoOttawa. The Subject Property is not identified as Orgain Soils or Unstable Slopes on Schedule C15 of the Official Plan.

A Phase 1 Environmental Site Assessment was prepared by Paterson Group in support of the proposed subdivision. The Phase 1 Environmental Site Assessment concludes: *"it is our opinion that a Phase II- Environmental Site Assessment is not required for the subject property."* There are no lands in proximity to the Subject property used nor zoned for mineral extraction.

The Subject Property is within 100 metres of a designated arterial road (Stagecoach Road). A Noise Control Study was prepared by ATREL Engineering in support of the proposed subdivision. The Subject Property is not within the Airport Vicinity Development Zone on Schedule C14 of the Official Plan.

The proposed Draft Plan of Subdivision conforms to the protection of health and safety policies of the Official Plan.

The Draft Plan of Subdivision conforms to the policies of the Official Plan.

4.0 VILLAGE OF GREELY COMMUNITY DESIGN PLAN

The Village of Greely Community Design Plan was prepared by the City's Planning and Growth Management Department. The Community Design Plan was last updated in 2012 as part of a review of all village plans older than 5 years. The Village of Greely Secondary Plan does not make reference to the Village of Greely Community Design Plan. The Community Design Plan schedules are out of date (dated April 2012), and do not include the Subject Property within the boundaries of the Village. The Village Community Design Plan guidelines are not relevant to the Draft Plan of Subdivision application.

5.0 INTEGRATED ENVIRONMENTAL REVIEW

An Integrated Environmental Review has been prepared by BCH Environmental Consulting Inc. in support of the proposed residential subdivision. The Integrated Environmental Review is dated December 15, 2023, and includes a summary of technical studies provided in support of the residential subdivision, and a summary of potential environmental concerns.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of Draft Plan of Subdivision application to facilitate the development of 1600 Stagecoach Road. The proposed village residential subdivision includes 71 residential lots, a road network with connections to existing roads north, east, and west of the Subject Property, one existing stormwater management pond, and two new stormwater management ponds. Two north-south roads are proposed to end in new cul-de-sac's.

The proposed Draft Plan of Subdivision has regard for the criteria outlined in subsection 51(24) of the Planning Act and is consistent with the policies of the Provincial Policy Statement. The proposed Draft Plan of Subdivision conforms to the policies of the City of Ottawa's Official Plan. This Planning Rationale demonstrates the proposed subdivision conforms with the policies of the Village designation on Schedule B9, and the policies of the Village of Greely Secondary Plan. The proposed development is compatible with surrounding development.

The Draft Plan of Subdivision is appropriate for the development of the Subject Property and represents good land use planning.

NOVATECH

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Appendix A
Certified Draft Plan of Subdivision

Appendix B
Concept Plan

CONCEPT PLAN



-  POTENTIAL RETAINED VEGETATION AREA
-  30% TREE CANOPY PLANTING COVENANT
-  VILLAGE ROAD STANDARD (7.0m)
-  WATER RETENTION AND INFILTRATION AREAS
-  STONEDUST TRAIL

