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Residential
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Institutional
Environmental
Restoration



Planning Rationale

Navan Road (Block 64 on Draft 4M Plan)

Prepared for: Broadstreet Properties Inc.

Planning Rationale
In support of a Site Plan Control Application
Navan Road (Block 64 on Draft 4M Plan)

Prepared By:

NOVATECH
240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

April 26, 2023

Novatech File: 122180
Ref: R-2022-194

April 26, 2023

City of Ottawa
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1
By email only: lucy.ramirez@ottawa.ca

Attention: Lucy Ramirez, Planner

**Reference: Navan Road (Block 64 on Draft 4M Plan)
Planning Rationale
Our File No.: 122180**

Novatech has been retained by Broadstreet Properties Inc. to prepare this Planning Rationale in support of an application for Site Plan Control for their property located at the southwest corner of Navan Road and Pagé Road in Orleans. Part of the Subject Site currently has the municipal address of 3080 Navan Road, but the full parcel is more accurately described as Block 64 on a draft 4M Plan.

Broadstreet Properties Inc. is proposing to develop 119 apartment units in a mid-rise (six storey) building.

This Planning Rationale outlines the proposed development and demonstrates that the proposal is consistent with the applicable provincial and municipal policies and guidelines.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Planner – Planning & Development

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1.0 INTRODUCTION

Novatech was retained by Broadstreet Properties Inc. to prepare this Planning Rationale in support of a Site Plan Control application for their property located at the southwest corner of Navan Road and Pagé Road in Orléans. Part of the Subject Site currently has the municipal address of 3080 Navan Road, but the full parcel is more accurately described as Block 64 on a draft 4M Plan (excerpted at Figure 2).

It is proposed to construct a mid-rise rental apartment building containing a total of 119 units, with a combination of surface and underground parking. The proposed development will have vehicle access from a future street named Falsetto Street within the draft-approved Plan of Subdivision.

This report describes the Subject Site and surrounding context, details the proposed development, and demonstrates that it is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and the East Urban Community Phase 1 Community Design Plan, and complies with the City of Ottawa Zoning By-law 2008-250.

Note that this Planning Rationale should be read together with the Design Brief to fully comply with the Terms of Reference for the Design Brief.

1.1 Site Description and Surrounding Uses

The Subject Site is in Ward 19 – Orléans South-Navan within the Chapel Hill South Neighbourhood. More specifically, it is on the west side of Pagé Road between Navan Road to the north and Renaud Road to the South, as shown in **Figure 1**.



Figure 1: Subject Site (Image Base: GeoOttawa, 2021)

The Subject Site is irregularly shaped with an area of 0.66 hectares and is currently vacant. The single-detached dwelling on the aerial view of the Subject Site in Figure 1 above has since been demolished. The Subject Site was created as Block 64 within Caivan Communities' draft-approved Plan of Subdivision (City File No. D07-16-20-0031). The Subject Site is located at the east end of the subdivision abutting Pagé Road and Navan Road. Development reserve blocks were added along these road frontages to direct internal access to the Subject Site from within the subdivision. The Subject Site has 99.22 metres of frontage along a future local street municipally named Falsetto Street and will be accessed via this street, as shown in **Figure 2**.

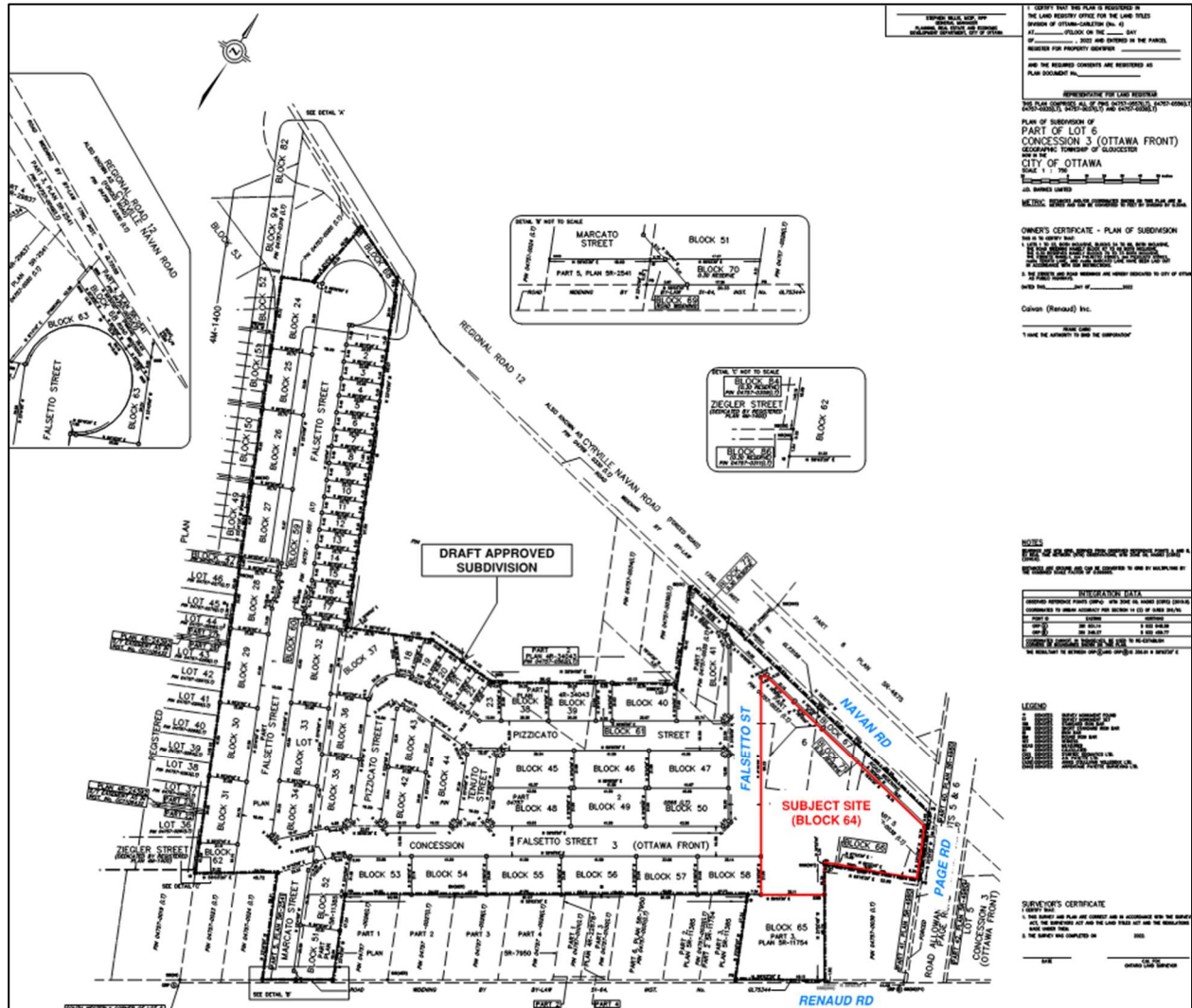


Figure 2: Excerpt of Draft 4M Plan with Subject Site outlined in red

The following is a description of the existing and planned surrounding land uses, and as shown in **Figure 3**.

North:

Two vacant parcels are located on the north side of Navan Road opposite the Subject Site followed by a woodlot which extends northwest to Brian Coburn Boulevard. These parcels are subject to active applications for a Plan of Subdivision and Zoning by-law Amendment (City File Nos. D07-16-21-0027 and D02-02-21-0090) to permit a mix of uses including low-rise apartment buildings, townhouses, and commercial uses. Two of the apartment buildings are planned on the vacant parcels across Navan Road from the Subject Site.

The Chapel Hill South Park and Ride is located approximately 415 metres northwest of the Subject Site on the north side of Brian Coburn Boulevard, along which a Bus Rapid Transit (BRT) Corridor is planned to be constructed.

East:

Pagé Road abuts the east side of the Subject Site. A triangular parcel containing a single-detached dwelling is located on the east side of Pagé opposite the Subject Site. Further east on the north side of Renaud Road is a predominantly low-rise residential neighbourhood known as "Trailsedge". One parcel on the north side of Renaud Road (6173 Renaud Road), approximately 230 metres east of the Subject Site, is subject to Zoning By-law Amendment and Site Plan Control applications (City File Nos. D02-02-20-0054 and D07-12-20-0094) for the proposed construction of two back-to-back stacked townhouse buildings containing a total of 32 units.

South:

Two detached dwellings abut the south side of the Subject Site. The parcel located at the intersection of Renaud Road and Pagé Road (2824 Renaud Road) contains a single detached residential dwelling and garage. The second parcel fronting Renaud Road does not have a municipal address but is described as Block 65 on the Draft 4M Plan. The existing single-detached dwelling on this parcel is to remain. The lands south of Renaud Road consist primarily of a low-rise residential neighbourhood. The parcel located at the southeast corner of Renaud Road and Saddleridge Drive (6102 Renaud Road) is subject to a Plan of Subdivision application (City File No. D07-16-21-0038) to create development blocks for 16 stacked townhouses and 28 back-to-back townhouse units. The Mer Bleue Bog, a Provincially Significant Wetland, is located approximately 1 kilometre south of the Subject Site beyond of the residential neighbourhood and offers a network of recreational trails as part of the National Capital Commission Greenbelt.

West:

As previously mentioned, the Subject is a Block within Caivan's draft-approved Plan of Subdivision (City File No. D07-16-20-0031), which occupies the vacant land extending west from the Subject Site and will consist of a mix of townhouse and single-detached dwellings on a network of local streets with pedestrian connections to the existing low-rise residential neighbourhood located further west (Bradley Estates). Agricultural fields are located further west beyond this existing residential neighbourhood. Two parcels located west of the Subject Site along the north side of Renaud Road (6001 and 6005 Renaud Road) are subject to Zoning By-law Amendment and Site Plan Control applications (D02-02-21-0164 and D07-12-21-0239) to permit the development of two three-storey stacked townhouse buildings containing a total of 36 dwelling units.



Figure 3: Subject Site and Surrounding Land Uses (Image Base: GeoOttawa, 2021)

The following photos of the Subject Site and surrounding lands were taken on November 28, 2022 from the corresponding numbered location on the map in **Figure 4** below:



Figure 4: Aerial image of Subject Site indicating location and direction of photos taken (Image Base: GeoOttawa, 2021)



2.0 DEVELOPMENT PROPOSAL

Broadstreet Properties Inc. is proposing to develop a mid-rise (six-storey) building containing 119 rental apartment units, as shown in **Figure 5**. The apartment units include a mix of one-, two- and two bedroom plus den units. The units above ground floor level have a balcony and the ground floor units are walkouts with a terrace as private amenity space, which provides ground floor activation. Two dedicated amenity areas are provided – a 500 square metre amenity area is provided on the west side of the Subject Site along the future Falsetto Street frontage and a 400 square metre amenity area is provided on the east side of the Subject Site, including a community garden and pet area.

The proposed building is oriented to frame Navan Road and Pagé Road. Vehicular access is proposed from a single driveway connection to Falsetto Street within the future subdivision, which has street connections to Navan Road and Renaud Road. A total of 132 parking spaces are provided for residents and visitors, underground and surface. A total of 60 bicycle parking spaces are provided. An enclosed waste storage area is located in the south-central portion of the Subject Site to screen it from the surrounding public realm.

Proposed pedestrian pathways provide circulation throughout the Subject Site and to the surrounding public realm. Internal connections are provided from building entrances to on-site parking and communal amenity space and multiple pathway connections are provided to the future sidewalk along Falsetto Street in the planned subdivision, as well as direct connections to Navan Road. Caivan Homes was conditioned as part of draft subdivision approval, to pave the shoulder of Navan Road. Until Navan Road is reconstructed with a sidewalk, the proposed development will have a temporary asphalt sidewalk to connect the entrance pathways to the rest of the site and to Page Road. Parkland dedication was provided for the Subject Site at subdivision stage. No additional parkland dedication is required as part of this application.

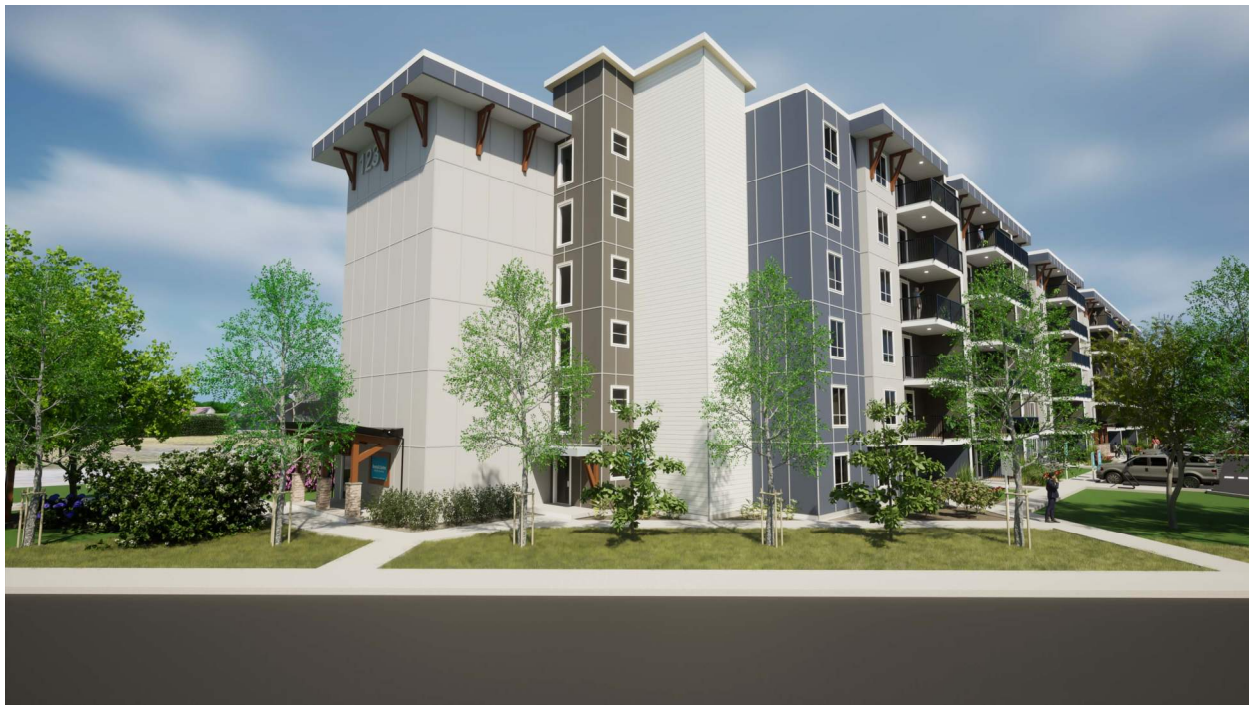


Figure 5: Render of the proposal looking north



Figure 6: Site Plan by Abele Architecture dated March 2023

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must “be consistent with” policies of the PPS.

The proposed development is consistent with the following applicable policies of the PPS:

Building Strong Healthy Communities

Policy 1.1.1

Healthy, liveable, and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *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.*

Policy 1.1.3.1

Settlement area shall be the focus of growth and development.

Policy 1.1.3.2

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*
- f) *are freight-supportive.*

Policy 1.1.3.3

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.1.3.6

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

Policy 1.4.3

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

- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
 - c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
 - d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
 - e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
 - f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*
- **The proposed development is located within a settlement area of the City of Ottawa that has existing and planned infrastructure and public service facilities. The proposed mid-rise building and underground parking represents an efficient use of vacant land that will increase residential density within proximity to the Chapel Hill Bus Rapid Transit (BRT) station. The proposed apartment units contribute to the availability of housing choice and tenure in the community.**

Wise Use and Management of Resources

Policy 2.1.1

Natural features and areas shall be protected for the long term.

- **Per Schedule C11-C – Natural Heritage System (East) of the Official Plan, the Subject Site is not located within or adjacent to natural features.**

Policy 2.2.2

Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

- **Per Schedules C11-C and C15 of the Official Plan, the Subject Site is not located in proximity to sensitive surface or ground water features.**

Policy 2.3.1

Prime agricultural areas shall be protected for long-term use for agriculture.

- **The Subject Site is located within the urban boundary and will not affect prime agricultural areas.**

Policy 2.4.1

Minerals and petroleum resources shall be protected for long-term use.

- **The proposed development will not impact mineral and petroleum resources.**

Policy 2.5.1

Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

- **The proposed development will not impact mineral aggregate resources.**

Policy 2.6.2

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.

- **Paterson Group conducted a Stage 1 Archaeological Assessment (dated September 2020) and a Stage 2 Archaeological Assessment (dated October 2020) for the subdivision lands, including the Subject Site, which concluded that there is no indication of archaeological remains with cultural or heritage value or interest within the development area.**

Protecting Public Health and Safety

Section 3.1 Natural Hazards

The policies of Section 3.1 direct that development and site alteration shall not be permitted within hazardous lands. The PPS defines “hazardous lands” as: *property or lands that could be unsafe for development due to naturally occurring processes.*

- **A Geotechnical Investigation was prepared by Paterson Group (dated, January 30, 2023) and determined that the Subject Site is suitable for the proposed development.**

Section 3.2 Human-Made Hazards

Policy 3.2.1

Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

- **Phase I and II Environmental Site Assessments were prepared by Paterson Group (dated June 30, 2020 and July 13, 2020) for the overall Draft Plan of Subdivision and concluded that remediation would be required to remove contaminated soil. A remediation program, monitored by Paterson Group, was undertaken between November 2020 and March 2021 to remove the contaminated soil. Per their Environmental Site Remediation Program report (dated June 16, 2021), Paterson Group concluded that all previously identified contaminated soil was removed from the site and no further remedial work was recommended.**

Based on the foregoing, the proposed development is consistent with the Provincial Policy Statement, 2020.

3.2 City of Ottawa Official Plan

The Official Plan was adopted by City Council on November 24, 2021 (By-law 2021-386) and approved by the Minister of Municipal Affairs and Housing on November 4, 2022. The Official Plan is a guiding document that contains the goals, objectives, and policies to manage and direct growth and development in the City to 2046.

The Subject Site is designated as “Neighbourhood” on *Schedule B8 – Suburban East Transect* of the Official Plan, as shown in **Figure 6** below. Section 6.3 of the Official Plan contains policies for the Neighbourhood designation.

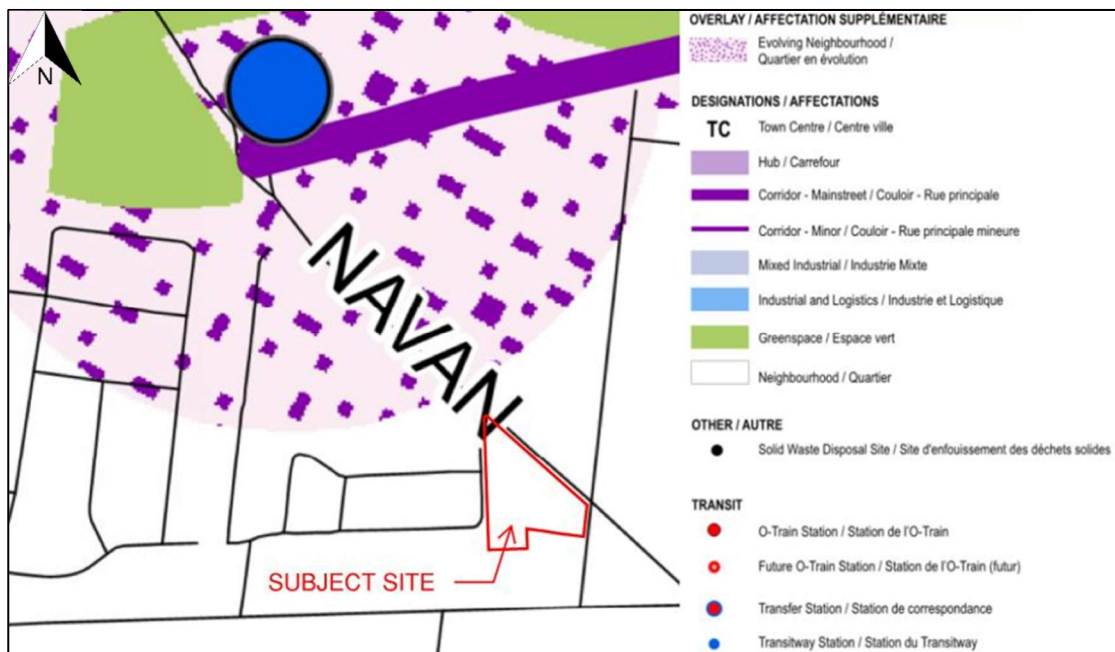


Figure 7: Schedule B8

Neighbourhood Policies

The proposed development conforms to the following applicable Neighbourhood policies of Section 6.3 of the Official Plan:

Policy 6.3.1(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.

- The Subject Site is zoned to permit building heights of up to 20 metres (approximately six-storeys). The proposed building has a height of 18.5 metres.

Policy 6.3.1(5)

The Zoning By-law will distribute permitted densities in the Neighbourhood by:

- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities

- The Subject Site is located within a 600-metre radius of the Chapel Hill Bus Rapid Transit (BRT) Station Park and Ride, per *Schedule C2 – Transit Network Ultimate* of the Official Plan, as shown below. The proposed mid-rise apartment buildings will increase residential density in proximity to this transit station to support transit ridership.

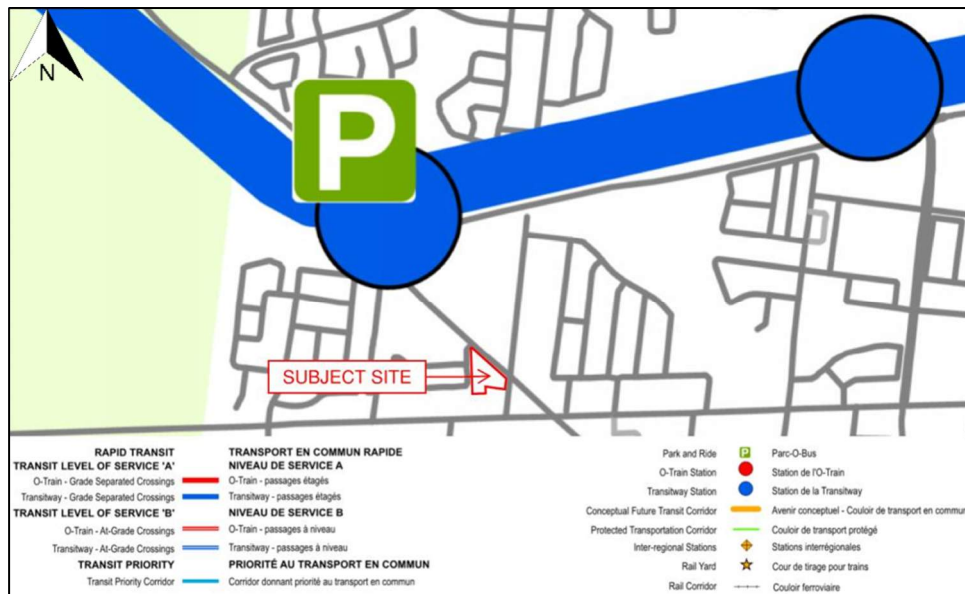


Figure 8: Schedule C2 - Transit Network Ultimate

City-Wide Policies

The proposed development conforms to the following applicable city-wide policies of Section 4.0 of the Official Plan:

Mobility

Policy 4.1.2(4)

Development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.

- The City of Ottawa Transportation Master Plan, 2013 (TMP) designates Navan Road and Pagé Road as “Spine Routes” on *Map 1 - Cycling Network – Primary Urban*, as shown below. Vehicular access to the Subject Site is from an internal street within the draft-approved Plan of Subdivision to avoid conflict points between cyclists and vehicles. The City is currently undertaking an update to the TMP.

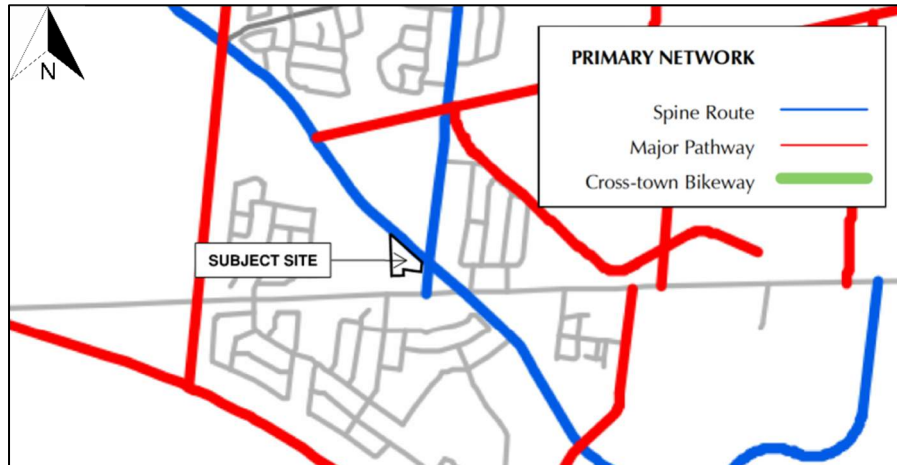


Figure 9: TMP Map 1 - Cycling Network - Primary Urban

Policy 4.1.2(6)

New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

- Multiple pathway connections are provided to the future sidewalk along Falsetto Street in the planned subdivision, as well as direct connections to Navan Road.
- Caivan Homes was conditioned as part of draft subdivision approval, to pave the shoulder of Navan Road. Until Navan Road is reconstructed with a sidewalk, the proposed development will have a temporary asphalt sidewalk to connect the entrance pathways to the rest of the site and to Page Road.

Policy 4.1.2(9)

Proponents of development shall provide an adequate number of bicycle parking facilities as follows:

- Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and*
 - Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.*
- Bicycle parking is provided in accordance with the Zoning By-law 2008-250 and includes a combination of at-grade and underground secured bicycle parking.

Policy 4.1.4(11)

Surface parking lots should be designed to meet all of the following:

- a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and
- b) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and
- c) Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible; and
- d) Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and
- e) Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.

- The proposed surface parking area is accessed via one entrance from the adjacent subdivision with the majority of parking provided underground. Landscaping is provided in accordance with the Zoning By-law.

Policy 4.1.7(2)

The City shall protect rights of way for the street and road network shown on Schedules C4, C5, C9 and C10 and as listed in detail in Schedule C16.

- Navan Road is designated as an “Arterial – Existing” and Pagé Road is designated as a “Collector- Existing” on Schedule C4 – Urban Road Network of the Official Plan, as shown below:



Figure 10: Schedule C4 - Urban Road Network

- Navan Road has a right of way protection of 37.5 metres per Schedule C16 - Road Classification and Rights-of-Way Protection of the Official Plan. Required road widening blocks were established along the Navan Road frontage, abutting the Subject Site, as Block 67 on the Draft 4M Plan.

Housing

Policy 4.2.1(1)

A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
 - c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure*
- **The proposed mid-rise apartment building contributes to the diversity of housing types, densities, and tenure options within the neighbourhood, including the range of bedroom count availability with 1-, 2-, and 3-bedroom unit options.**

Urban Design

Per *Schedule C7A – Design Priority Areas - Urban* of the Official Plan, the Subject Site is not located within a Design Priority Area (DPA). As such, policies associated to DPAs are not applicable and the proposed development is not subject to review by the Urban Design Review Panel.

Per *Schedule C13 – Scenic Routes* of the Official Plan, none of the streets abutting or in proximity to the Subject Site are designated as “Scenic Routes”. As such, policies associated with designated Scenic Routes are not applicable to the proposed development.

Policy 4.6.5(3)

Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

- **Vehicular access to the Subject Site is limited to one entrance from a local road within the draft-approved subdivision to limit conflicts between pedestrians and vehicles.**
- **All servicing, utilities, and mechanical equipment is internalized to the proposed building and the majority of parking is provided underground to maximize opportunities for tree planting.**

Policy 4.6.6(2)

Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

- **The proposed development achieves an appropriate transition in building height and massing by locating the proposed building closest to and oriented towards Navan Road (an arterial road) to increase the setback distance to the existing low-rise dwellings along Renaud Road to the south. Four-storey apartment buildings are**

proposed on the vacant parcels located across from the Subject Site on the north side of Navan Road (City File No. D07-16-21-0027).

Policy 4.6.6(4)

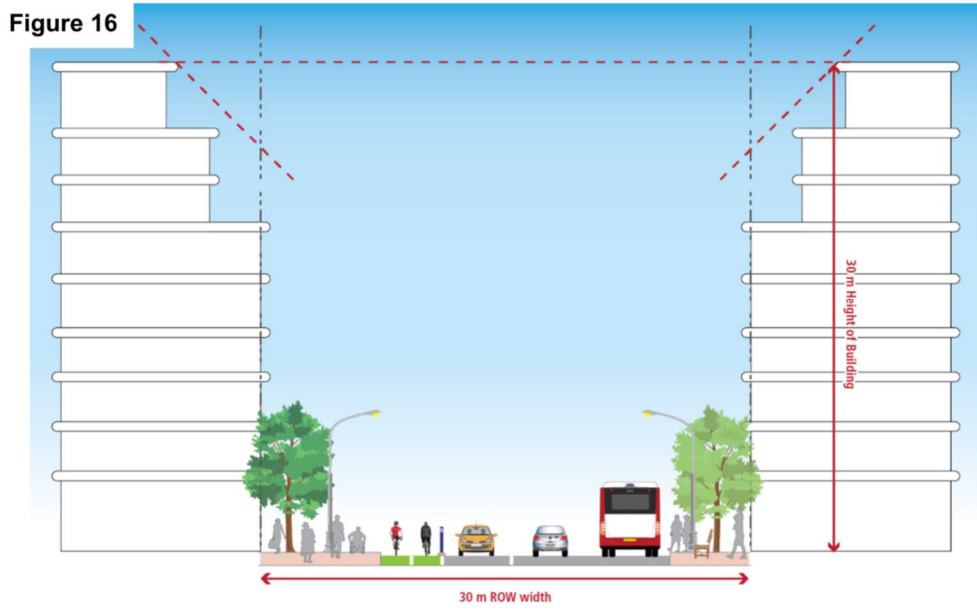
Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
 - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.
- **Amenity area is provided in accordance with the Zoning By-law and includes a 500 square metre amenity area on the west side of the Subject Site along the future Falsetto Street frontage and a 400 square metre amenity area on the east side of the Subject Site.**

Policy 4.6.6(7)

Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.



- **The proposed building frames Navan Road and the intersection with Pagé Road and its height is generally proportionate to the width of the Navan Road right-of-way (protected 37.5m per Schedule C16 of the Official Plan), while maintaining sufficient setbacks to allow for landscaping.**

Drinking Water, Wastewater and Stormwater Infrastructure

Policy 4.7.1(23)

Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal:

- a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development*

- **A Servicing and Stormwater Management Report prepared by Novatech confirms that the proposed development can be adequately serviced by municipal services.**

Natural Heritage, Green Space and the Urban Forest

Per Schedule C11C – Natural Heritage System (East) of the Official Plan, the Subject Site is not located within or in proximity to the Natural Heritage System or features. As such, policies associated with the Natural Heritage System are not applicable to the proposed development.

Policy 4.8.2(3)

Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:

- a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil;*
- b) On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices*

Policy 4.8.2(6)

When considering impacts on the urban forest and trees, approvals and Tree Permits shall not be denied for development that conforms to the Zoning By-law or for Zoning By-law amendments, variances and consents that conform to the Official Plan. Council or the Committee of Adjustment may refuse a planning application if it fails to provide space and adequate volume of soil for existing and/or new tree(s). Approvals granted by Council or Committee of Adjustment may include conditions to support tree protection, removal and replanting. The City and the Committee of Adjustment may refuse a development application where it deems the loss of a tree(s) avoidable. This policy shall also apply to a community planning permit approved through delegated authority or Council.

- **The proposed development locates the majority of its parking areas underground and provides generous landscape buffers to maximize the space available for tree planting. Please refer to the Landscape Plan prepared by Studio Red Landscape Architecture for information about the proposed landscaping.**

Protection of Health and Safety Policies

The proposed development conforms to the applicable health and safety policies of Section 10.0 of the Official Plan:

Per Schedule C15- Environmental Constraints of the Official Plan, the Subject Site is located in an area identified as having unstable slopes:

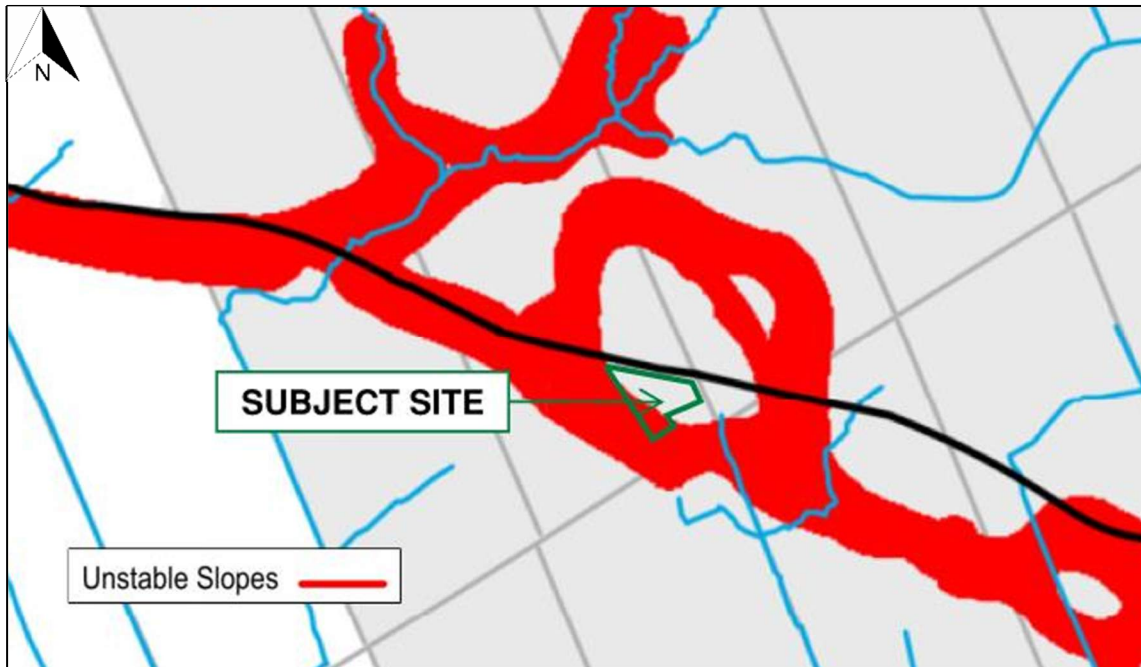


Figure 11: Schedule C15 - Environmental Constraints

Policy 10.1.4(1)

Development shall generally be directed to areas outside of unstable soils or bedrock as defined as a Hazardous Site in the Provincial Policy Statement.

Policy 10.1.4(3)

Notwithstanding Policies 1 and 2) above, for uses other than those listed in Policy 2), the City shall review all development using the following criteria:

- a) *There is sufficient soils and engineering information (obtained using established standards and procedures) to confirm that the site is suitable or can be made suitable for development;*
- b) *Alterations to the site shall not cause adverse environmental effects, create a new hazard or aggravate an existing hazard elsewhere; and*
- c) *People and vehicles have a way of safely entering and exiting the area during emergencies or following an erosion event.*

- **A Geotechnical Investigation was prepared by Paterson Group (dated, January 30, 2023) and determined that the Subject Site is suitable for the proposed development.**

3.3 East Urban Community Phase 1 Community Design Plan

The East Urban Community (EUC) Community Design Plan (CDP) for the Phase 1 Area was approved by City Council in 2005 to guide the long-term growth and development of the EUC.

The Subject Site is designated as “Residential” in the CDP’s Land Use Structure Plan, as shown in **Figure 11**, and as “Existing Residential” in the CDP’s Demonstration Plan, as shown in **Figure 12**. The Land Use Structure Plan estimates unit counts for the entire EUC to ensure that servicing requirements can be met and illustrates a development pattern that could occur through land assembly of smaller parcels and through the redevelopment of existing lots. The Demonstration Plan more specifically illustrates possibilities for severing larger existing residential lots to encourage intensification through infilling.

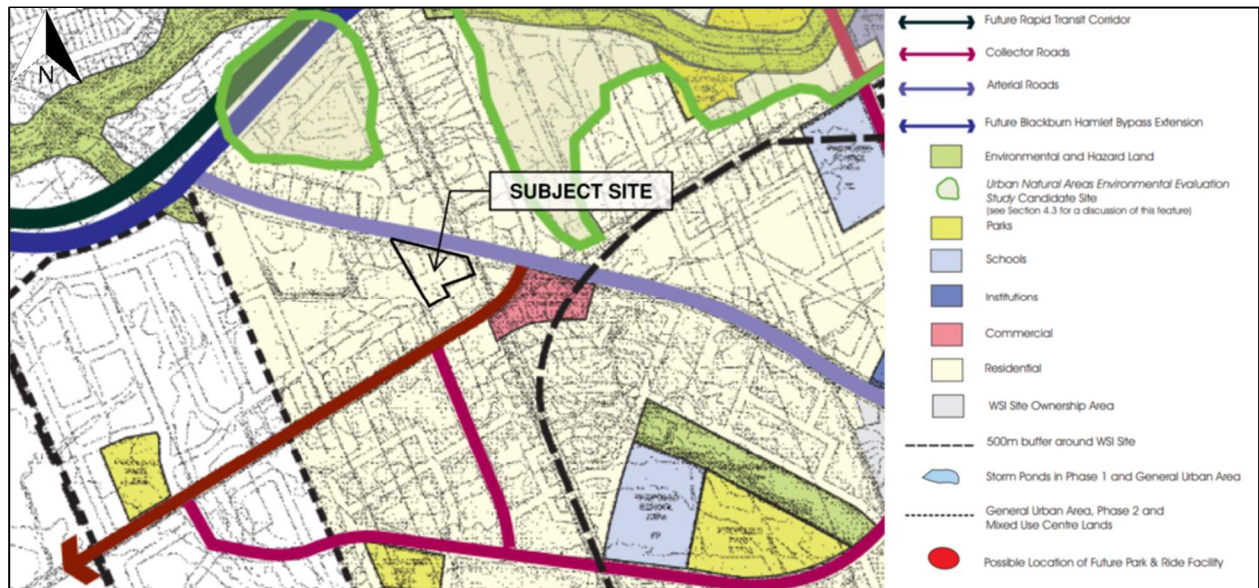


Figure 12: Excerpt of EUC Phase 1 CDP Land Use Structure Plan

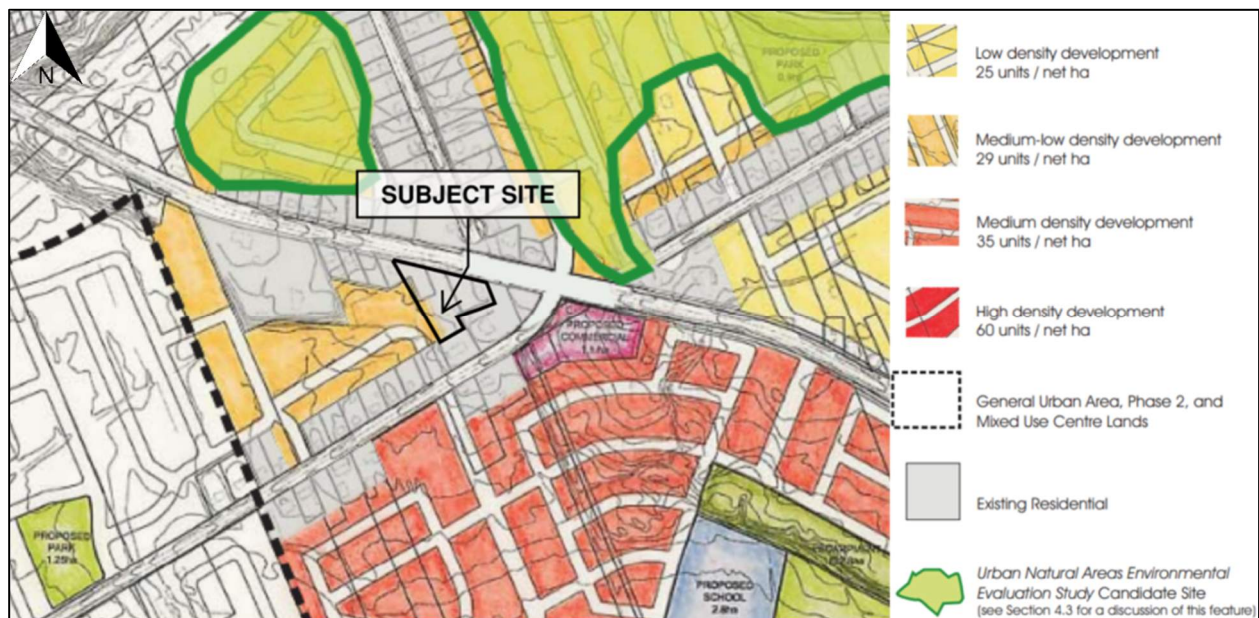


Figure 13: Excerpt of EUC Phase 1 CDP Demonstration Plan

The proposed development meets the following applicable CDP principles and guidelines:

Landscape Principles and Guidelines

- / Maintain and enhance the existing natural infrastructure / landscape patterns*
 - / Foster biodiversity and establish planting guidelines that promote ecological integrity*
 - / Establish features areas that contribute to the green space network created by parks and natural areas*
- **The Subject Site does not contain existing natural features. The proposed development includes landscaped amenity areas and buffers and provides adequate space for tree planting as shown on the Landscape Plan prepared by Studio Red Landscape Architecture submitted with this application.**

Architectural Guidelines

Orientation and Setbacks

- / Orient buildings to front onto public streets and ensure that principal entries are clearly identifiable, visible from the street and universally accessible*
 - / Reduce front yard setbacks in order to create a more intimate street environment. Front yard setbacks should range from 3.0 – 6.0m. Where blocks are long and straight, variation within the range will add interest to the streetscape. Front yard setbacks should also be varied where this can be used to preserve and integrate existing natural features (e.g. mature trees) into the development.*
 - / Ensure that reduced setbacks achieve satisfactory privacy for residential units and permit adequate front yard landscaping.*
 - / Orient residential dwellings located along arterials or collectors to face the street. Parallel local streets, side-lotting, and front lotting with rear access can all be used to avoid rear lotting.*
 - / Ensure that the facing distance between buildings provides appropriate access light, views, and privacy*
- **The proposed building is oriented towards the public streets (Navan Road and Pagé Road) with entrances to the building clearly visible along these frontages.**
 - **Building setbacks from the public streets are minimized as much as possible while maintaining the required setbacks of the Zoning By-law and providing sufficient space for landscaping and privacy to the residential units.**

Facades

- / Ensure that facades, which face and flank streets, parks, and open spaces add interest through their architectural detail.*
- / Ensure that the orientation and placement of windows does not disruption the privacy of residents in adjacent buildings.*
- / Design buildings of three storeys or greater with careful articulation of the lower levels as these have the greatest impact on the pedestrian zones*
- / Avoid large blank walls on side and rear facades, particularly if they are visible from the street, other public spaces and adjacent properties.*

Please refer to the Design Brief submitted with this application for images of the proposed building facades. Note that the proposed development is not subject to review by the Urban Design Review Panel.

Corner Lots / Flankage Conditions

- / *Orient buildings on corner lots to both street fronts. Address both streets equally through consistent architectural character and level of design.*
 - / *Ensure that the architecture and landscape design of higher density dwellings on corner lots also creates a focal point and addresses both street fronts.*
 - / *Incorporate generous side fenestration where a side wall flanks a road, lane or open space.*
- **The proposed building is primarily oriented towards Navan Road, but also addresses the frontage along Pagé Road and the future Falsetto Street within the draft-approved subdivision with an equal level of design and architectural detail. The ground level units are walkouts with a terrace as private amenity space, which provides ground floor activation.**

Parking and Garages

- / *Ensure that garages and parking areas do not dominate street fronts or building facades by designing to reduce the visual impact of garages.*
 - / *Set back surface parking areas from the front façade of buildings. Provide a minimum 3m landscape setback from the property line of any parking area facing the street, open spaces or residential buildings.*
 - / *Where there is joint parking (e.g. surface parking lot), limit the access driveway to one location per frontage in order to minimize pedestrian / vehicular conflicts on the sidewalk and to maximize room for landscaping and on street parking.*
 - / *Break up parking lots into smaller areas with landscaped islands no less than 2m in width. Place the islands such that there are no more than 25 parking spaces in a continuous row.*
- **A significant portion of the proposed parking is provided underground to minimize the visual impact of surface parking. Further visual mitigation is provided by the proposed layout which breaks up the surface parking lots into two smaller areas. These parking areas are screened from Navan Road and Pagé Road by the proposed building and are setback and screened from Falsetto Street within the draft-approved subdivision by the proposed amenity areas and landscaping.**

Mix of Building Types and Architectural Character

- / *Provide a range of housing types and tenures in order to accommodate different types of family structures over time.*
 - / *Ensure that each neighbourhood includes a mixture of building types and a variety of architectural design.*
- **The proposed rental apartment building increases the range of housing types and tenures available in the neighbourhood.**

Service Equipment

- / *Locate loading, garbage, and other services (transformers, utility meters, heating, ventilation and air conditioning equipment) in non-prominent locations that do not detract from the*
 - / *aesthetic appeal of the street and homes and that minimize the impact on the street.*
- **Mechanical equipment is located within the proposed building.**

- **The proposed garbage storage area is situated in the south-central portion of the Subject Site, which is the least prominent location in terms of visibility from the surrounding public streets.**

3.4 Transit-Oriented Development Guidelines

The City of Ottawa's Transit-Oriented Development (TOD) Guidelines were approved by City Council in 2007. They are intended to assess, promote, and achieve appropriate TOD within the City. TOD is defined in the Guidelines as: *a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use.*

The TOD Guidelines apply to all development within a 600-metre walking distance of rapid transit stop or station. The Subject Site is within 600-metres of the Chapel Hill BRT Park and Ride Station and as such, the TOD Guidelines apply.

The proposed development represents appropriate TOD and meets the following applicable Guidelines:

Land Use

- / *Guideline 1: Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station.*

Transit-supportive land uses encourage transit use and transportation network efficiency as they:

- *Establish high residential and/or employee densities*
- *Create travel outside of the am/pm peak periods*
- *Promote reverse-flow travel*
- *Attract and generate pedestrian and cycling traffic*
- *Provide extended hours of activity, throughout the day and week.*

Examples of transit-supportive land uses include: townhouses; apartments; child care facilities; hotels; medical clinics; restaurants; affordable housing; libraries; recreational and cultural facilities; fitness clubs; movie theatres; call centres; offices; high schools and post secondary institutions.

- **The proposed apartment building meets the definition of a transit-supportive land use as described in Guideline 1.**

Layout

- / *Guideline 8: Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station.*

- **The proposed development supports transit ridership by locating an apartment building within walking distance to the Chapel Hill BRT Park and Ride.**

Built Form

- / *Guideline 11: Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.*

- / *Guideline 13: Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping.*
- / *Guideline 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.*
- **The proposed building is oriented to frame the abutting streets and to reduce shadowing effects on the surrounding existing and proposed residential development, while maintaining setbacks that allow for landscaping and amenity space. Refer to the Landscape Plan, Shadow Study, and Design Brief submitted with this application for further detail.**

Pedestrians & Cyclists

- / *Guideline 28: Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences*
- / *Guideline 29: Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.*
- **The proposed development addresses the pedestrian realm with ground floor residential units and amenity spaces including a community garden and a pet area. See the Design Brief for further detail. Bicycle parking is distributed throughout the site in convenient locations that do not impede the movement of pedestrians.**

Vehicles & Parking

- / *Guideline 35: Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.*
- / *Guideline 38: Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes.*
- / *Guideline 39: Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non transparent windows or soft and hard landscaping.*
- / *Guideline 41: Design parking lots to include direct and safe pedestrian linkages while maintaining pedestrian comfort and access. This includes dividing large surface parking lots into smaller areas through landscaping and walkways.*
- **The majority of the proposed parking is provided underground. The proposed surface parking lot is broken into two smaller areas that are screened from the surrounding public realm by the proposed building orientation and landscaping. Pedestrian walkways and linkages are provided throughout the parking area to provide safe pedestrian circulation through the Subject Site.**

Streetscape & Environment

- / *Guideline 51: Design lighting so that there is no glare or light spilling onto surrounding uses.*
- / *Guideline 52: Plant shade trees and shrubs and use permeable surfaces and light coloured hard surfaces where possible to help reduce urban heat and to create a more*

comfortable microclimate. When using special pavers, be mindful of maintenance issues such as frost heaves and plowing issues with paving stones.

/ Guideline 54: Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view.

- **Lighting will be designed to avoid glare or spilling onto surrounding uses.**
- **Mechanical equipment is located within the proposed building and the waste storage area is in a non-prominent, well-screened area of the proposed development.**
- **Please refer to the Landscape Plan submitted with this application for detail about the proposed tree planting and landscaping.**

3.5 City of Ottawa Zoning By-law 2008-250

The Subject Site is zoned Residential Fifth Density, Subzone N and is subject to the provisions of Urban Exception 2744 and a height limit of 20 metres (R5N [2744] H(20)).

The purpose of the Residential Fifth Density zone is to:

1. *allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;*
2. *allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;*
3. *permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size ;*
4. *ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;*
5. *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and (By-law 2009-392)*
6. *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 only applicable section of Exception 2744 limits ancillary uses as stated below:

Despite endnote 19, ancillary uses are limited to convenience store and daycare and the convenience store has a maximum GFA of 100 m2 and is only permitted on the ground floor and/or basement.

The Exception also includes provisions applicable to townhouse dwellings, including back-to-back and rear lane townhouse dwellings, none of which are part of this proposal.

Per Section 163 of the Zoning By-law, the proposed mid-rise apartment dwellings are a permitted use in the R5 zone.

The proposed development complies with the provisions of the R5N zone and other applicable sections of the Zoning By-law, as shown on the Site Plan.

4.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. The public consultation strategy will involve a variety of methods as follows:

- Signage posting on the Subject Site which provides 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/>).
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City of Ottawa staff.

5.0 CONCLUSION

It is our assessment that the proposed residential development is consistent with the Provincial Policy Statement, conforms to the current and new City of Ottawa Official Plans and complies with Zoning By-Law 2008-250. This Planning Rationale along with the associated technical studies supports the development of the residential development.

The proposed development is compatible in scale with the existing development and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

NOVATECH

Prepared by :



James Ireland, MCIP, RPP
Project Planner – Planning & Development