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0 Innes Road, Ottawa

Planning Rationale & Integrated Environmental Review Statement

0 Innes Road

PLANNING RATIONALE AND INTEGRATED ENVIRONMENTAL REVIEW STATEMENT IN SUPPORT OF A DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT

Prepared for:



Glenview Homes (Innes) Ltd.

Prepared by:



Novatech

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October 4, 2019

Novatech File No.: 118224

Ref: R-2019-173

October 4, 2019

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

Attention: Steve Belan – Planner II, Development Review East

Dear Mr. Belan:

Reference: 0 Innes Road (PIN: 044041912)
Draft Plan of Subdivision and Zoning By-law Amendment Applications
Planning Rationale and Integrated Environmental Review Statement

Novatech File No.: 118224

Novatech is pleased to submit this Planning Rationale and Integrated Environmental Review Statement on behalf of Glenview Homes (Innes) Ltd. (Glenview) in support of a Draft Plan of Subdivision application and a Zoning By-law Amendment application for 0 Innes Road in the City of Ottawa.

Glenview intends to develop a residential subdivision with a total of approximately 180 single-detached dwellings, 109 townhouse dwellings, and two future development blocks for multi-family dwellings. The proposed subdivision is in the Phase 3 Area of the East Urban Community except for the majority of the proposed medium density blocks at the northern end of the Subject Site. Extensive consultation has occurred with City Staff to establish a concept plan for the Subject Site in coordination with the development of the East Urban Community Phase 3 Area Community Design Plan (EUC Phase 3 CDP). The proposed subdivision is generally consistent with this conceptual layout. Although the CDP is still in draft form, the planning rationale will demonstrate that the proposed development aligns with the CDP's vision for the EUC.

The attached Planning Rationale and Integrated Environmental Review Statement outlines the proposed development, summarizes the required technical studies and demonstrates that the proposal is consistent with relevant provincial and municipal policy documents.

Should you have any questions or comments, please do not hesitate to contact the undersigned.

Sincerely,

NOVATECH



Ellen Potts, BES (PI)
Planner

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1.0 INTRODUCTION

Novatech was retained by Glenview Homes (Innes) Ltd. (Glenview) to prepare a Planning Rationale in support of a Draft Plan of Subdivision and Zoning By-law Amendment to permit the development of 0 Innes Road (the Subject Site), legally described as Part of Lot 4, Concession 3, Ottawa Front in the Geographic Township of Gloucester, former Carleton County, City of Ottawa.

An Integrated Environmental Review Statement (IERS) has been prepared, as required under Section 4.7 of the City of Ottawa *Official Plan*. The purpose of an IERS is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the *Official Plan*.

1.1 Site Description and Context

The vacant Subject Site is irregularly shaped with an area of 156,750.85m² (15.68 ha). It is in the northwest corner of the Phase 3 area of the East Urban Community (EUC). Specifically, the Subject Site is located south of Innes Road, north of Brian Coburn Boulevard and east of Pagé Road, as shown in Figure 1.

The following describes the surrounding land uses:

North: A 24-metre wide portion of the Subject Site extends north to Innes Road with commercial properties abutting either side. The commercial property to the west of the 24-metre wide portion was severed from the Subject Property (D08-01-18/B-00165 & D08-01-18/B-00205) and currently remains vacant. Concurrent Zoning By-law Amendment and Site Plan Control applications were filed in August 2018 to permit a carwash on the severed property (D02-02-18-0083 & D07-12-18-0132). The commercial property to the east of the 24-metre wide portion of the Subject Site is owned and occupied by U-Haul. A small retail plaza is located on the north side of Innes Road and surrounded by low-rise residential dwellings.

East: The property abutting the Subject Site to the east is owned by Richcraft Homes Ltd. and is currently vacant. It is intended for future residential development per the draft EUC Phase 3 CDP.

South: Richcraft Homes' land ownership extends to the south side of the Subject Site and is also intended for future residential development and a stormwater management facility. Further south is Brian Coburn Boulevard which will contain a future Bus Rapid Transit (BRT) line.

West: The property abutting the Subject Site to the west – 3490 Innes Road – is outside of the EUC Phase 3 CDP. It is being developed for a residential development by Caivan Communities and has been drafted approved by the City (City File No. D07-16-16-0022). The proposed layout of Glenview's subdivision has been coordinated with Caivan's subdivision to maintain east-west road connections through the area.

A Community Design Plan (CDP) and associated guiding documents (i.e. Master Servicing Study, Master Transportation Study and Area Parks Plan) are being developed for the Phase 3 Area of the EUC. Although these documents are still in draft form, the proposed development has been coordinated with the CDP studies and plans.

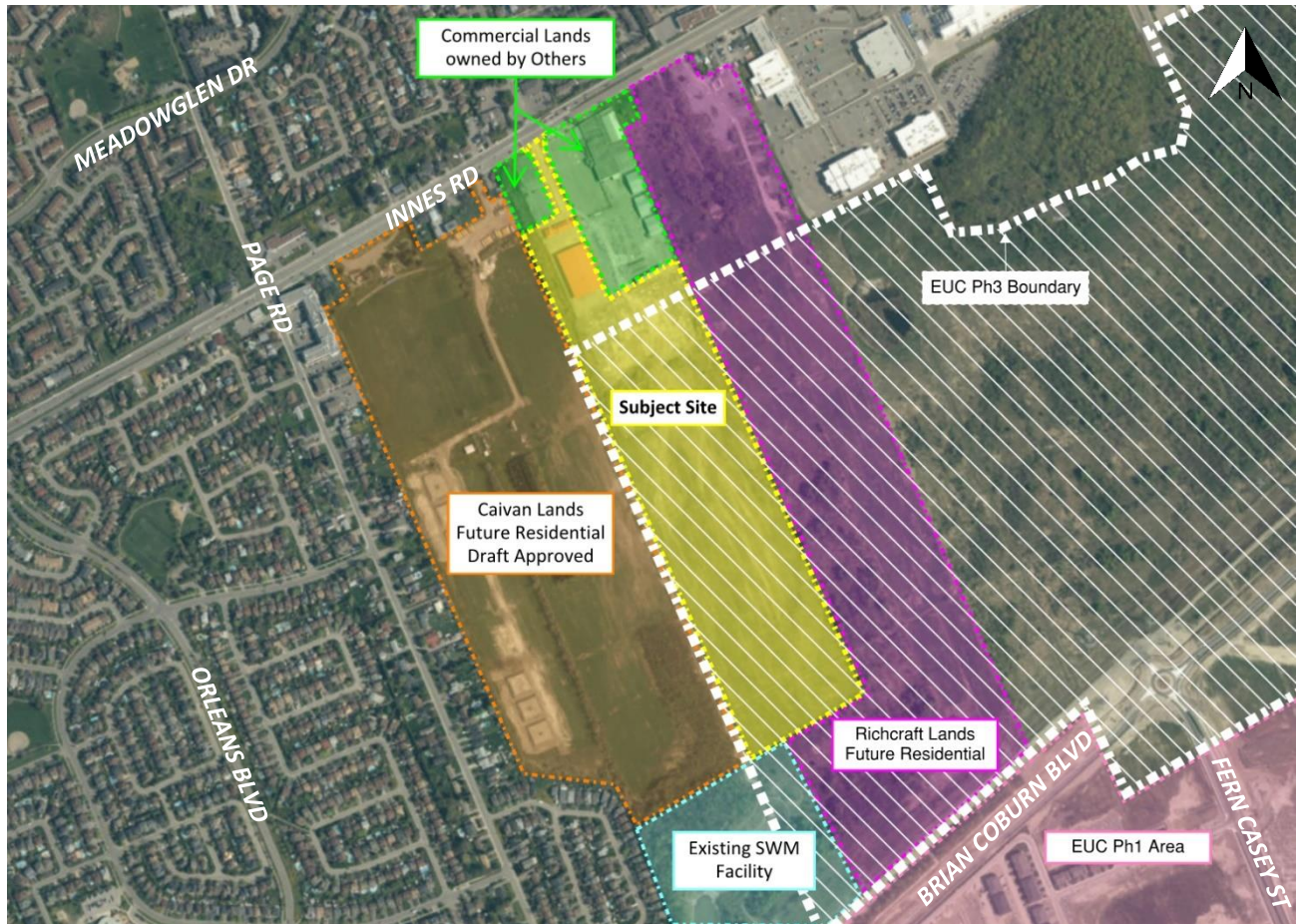


Figure 1: Subject Site Location and Surrounding Land Uses

2.0 THE PROPOSAL

2.1 Draft Plan of Subdivision

The proposed development consists of approximately 180 single-detached dwellings, 109 townhouse dwellings, a park block, nine streets, four pathway blocks and two blocks for future development, as shown in Figure 2 and Appendix A.

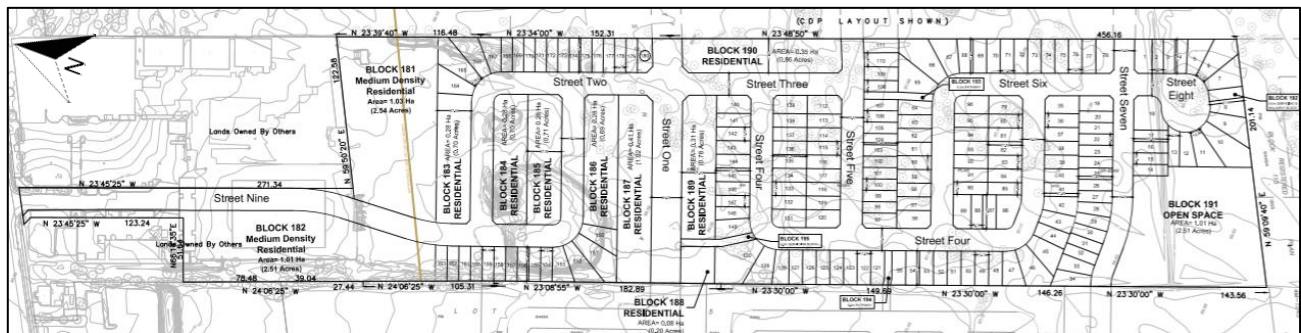


Figure 2: Proposed Draft Plan of Subdivision

Colour has been added to the Draft Plan in Appendix B, as requested by City Staff, to illustrate the proposed arrangement of land uses. Table 1 lists the types and distribution of land uses within the proposed development.

Table 1: Proposed Land Uses

Land Use Type	Block/Lot #	Total Areas
Singles	1 to 180	5.96 ha
Towns	183 to 190	2.31 ha
Parkland	191	1.01 ha
Roads	N/A	4.19 ha
Pathways	192 to 195	0.11ha
Future Development	181 and 182	2.04 ha

Street Network, Cycling, and Pedestrian Connections

Access to the internal local roads and residential dwellings is provided via two east-west connections through the Site from Caivan's lands to the west and Richcraft's lands to the east, and east-west connection to Richcraft's lands to the east and a north-south connection to Innes Road:

- Street 1 (the future extension of Vanguard Drive) is designated in the CDP as a collector road and provides a 24-metre right-of-way (ROW) connection through the Subject Site from Caivan's and Richcraft's lands;
- Street 5 is an 18 metre ROW and provides a local connection to Richcraft's lands; and
- Street 7 is an 18-metre ROW and provides a local connection through the Subject Site from Caivan's and Richcraft's lands; and
- And Street 9 is an 18m ROW and provides a local connection to the Subject Site from Innes Road.

Three 6-metre wide pathway blocks are proposed for pedestrian circulation. Pathway Block 193 provides a north-south connection between Street 3 and Street 6 and Pathway Block 184 provides an east-west connection between Street 4 and Caivan's abutting subdivision to the west.

A multi-use pathway is proposed in accordance with CDP along the north side of Street 1 and sidewalks are proposed on the south sides of Street 1 and Street 7.

Parkland

A 1.01 ha park block is proposed in the southwest corner of the Subject Site abutting the park block in Caivan's draft approved subdivision, consistent with the CDP Demonstration Plan. Based on Section 4.10 of the Official Plan which states that the City will acquire parkland at a rate of 1 hectare for every 300 dwelling units, the proposed parkland represents an over-dedication. The subdivision proposes approximately 289 single-detached and townhouse dwellings which equates to 0.96 ha of parkland.

The Area Parks Plan (APP) identifies the shared parkland between Caivan and Glenview's subdivisions as "Neighbourhood Park #1" with a total area of 1.82 ha. Caivan's draft plan reserves 0.66 ha of land for Neighbourhood Park #1 leaving a balance of 1.16 ha. The 1.82 ha park size identified in the APP was proposed based on larger unit yields than are currently proposed. The proposed 1.01ha park is an over-dedication and

permits the proposed amenities for the park outlined in the APP. The additional 0.15 ha of parkland to meet the 1.82 ha identified in the APP could be incorporated into the design of the subsequent Site Plan applications for the proposed medium density blocks at the northern end of the Subject Site to ensure that future residents have easy access to open space.

2.2 Zoning By-law Amendment

The Subject Site is currently zoned Light Industrial – IL2 H(14). A holding symbol also applies to most of the Subject Site except for the narrow portion between Innes Rd and the south property line of the abutting U-Haul property. A zoning by-law amendment is required to replace the existing zones with zoning to permit the development as described above, thereby implementing the land uses contemplated in the *Official Plan* and the EUC Phase 3 CDP. Glenview is proposing to rezone the lands to Residential – R3YY[1909] for the proposed single-detached and townhouse dwellings, Open Space – O1 for the proposed park block, and Arterial Mainstreet – AM for the proposed medium density blocks.

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

- 1. allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)*
- 2. allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
- 3. allow ancillary uses to the principal residential use to allow residents to work at home;*
- 4. regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and*
- 5. permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.*

The R3YY[1909] zone is the same zone that has been applied to the low-density residential lands in Caivan's abutting subdivision (D02-02-16-0110).

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

- 1. permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and*
- 2. ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.*

The purpose of the AM – Arterial Mainstreet Zone is to:

- 1. accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and*

2. *impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.*

The medium density development blocks will be subject to future Site Plan Control processes. The proposed AM zone recognizes the Arterial Mainstreet designation for Innes Road in the Official Plan and is consistent with the zoning proposed for the abutting development to the west at 3484 Innes Road (D02-02-19-0060) and the existing AM zoning eastward along Innes Road. Site specific exceptions may be required to address height and setback considerations.

These zones will implement the proposed subdivision in accordance with the land use direction provided in the CDP and the Official Plan.

3.0 POLICY REVIEW

The following subsections outline how the proposed development is consistent with the relevant provincial and municipal policies.

3.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides policy directions on land use planning and development matters of provincial interest, as set out in Section 2 of the Planning Act. All decisions affecting planning matters are required to “be consistent with” policies of the PPS.

The policies in the PPS are divided into three sections (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following demonstrates how the proposed development satisfies the applicable policies from these sections.

Building Strong Healthy Communities

Section 1.0 of the PPS – Building Strong Healthy Communities provides policies which focus on achieving sustainability *by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.*

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

Policy 1.1.3.2 requires land use patterns within settlement areas to be based on:

b) densities and a mix of land uses which:

1. *efficiently use land and resources;*
2. *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;*
3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
4. *support active transportation;*
5. *are transit-supportive, where transit is planned, exists or may be developed, and;*
6. *are freight-supportive.*

The proposed development is generally consistent with the Land Use Plan and Demonstration Plan in the EUC Phase 3 CDP which envisions a mix of residential dwelling types, including single-detached and townhouses, and two blocks reserved for future medium density development, and parkland. Infrastructure and public service facilities including stormwater management, road pattern and parkland have been coordinated with adjacent development and with the larger EUC area.

Policy 1.1.3.6 states that *new development should occur adjacent to the existing built-up area and allow for the efficient use of land.*

The proposed development is located within the EUC which is adjacent to existing developed and developing urban areas.

Subsection 1.4 of the PPS speaks to the provision of adequate housing for existing and future residents.

Policy 1.4.3 states that *Planning Authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

b) permitting and facilitating:

1. all forms of housing required to meet social, health and well-being requirements of current and future residents, including special needs requirements

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 project 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

The proposed development provides a mix of single-detached and townhouse dwellings and reserves two blocks for future medium density development, consistent with the designations identified for the land in the EUC Phase 3 CDP. The proposed residential development will support the existing and proposed public service facilities in the EUC and is located just north of the future Bus rapid Transit (BRT) route along Brian Coburn Boulevard.

Subsection 1.5 of the PPS speaks to public spaces, recreation, parks, trails and open space.

Policy 1.5.1 states that *healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.*

The proposed street layout is generally consistent with the Demonstration Plan for the Subject Site developed through the EUC Phase 3 CDP process and provides connections to future adjacent developments and parkland to create a continuous network of pedestrian connections.

Subsection 1.6 of the PPS speaks to infrastructure and public service facilities.

Policy 1.6.1 states that *Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient, and cost-effective manner that considers impacts from climate change while accommodating projected needs.*

The proposed development will be wholly on municipal services, designed in keeping with the Master Servicing Study (MSS) for the EUC Phase 3 CDP. The Site Serviceability and Stormwater Management Report, discussed under Section 4.3 of this report, demonstrates that there is adequate infrastructure to support the proposed subdivision.

Policy 1.6.5 of the PPS promotes safe, energy efficient transportation systems that facilitate the movement of people and goods.

The Transportation Impact Assessment discussed under Section 4.6 of this report confirms that the proposed subdivision can be safely and adequately accommodated within the surrounding road network.

Wise Use and Management of Resources

Section 2.0 of the PPS - Wise Use and Management of Resources speaks to protecting natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources.

Subsection 2.1 speaks to protecting natural heritage.

Policy 2.1.1 states that *Natural features and areas shall be protected for the long term*; and Policy 2.1.2 states that *the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

An Environmental Impact Statement (EIS) report was prepared by Muncaster Environmental Planning Inc. (dated August 16, 2019). The report states that *"The site is isolated from natural areas by existing and increasing urban development. There are no significant natural heritage features, as defined in the 2014 Provincial Policy Statement on or adjacent to the site"*.

Policy 2.1.6 states that *development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*

The Subject Site does not contain fish habitat.

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

The EIS (Muncaster, 2019) concludes that *"no significant habitat for the potential Species at Risk and other species of special interest is present on or adjacent to the site"*.

Policy 2.1.8 states that *development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

The EIS (Muncaster, 2019) concludes that *“the site and adjacent lands do not represent any other significant natural heritage features, as identified in the Provincial Policy Statement”*. The report includes mitigation measures to protect the natural environment in general.

Subsection 2.2 speaks to protecting and improving water resources.

Policy 2.2.1 states that *Planning Authorities shall protect, improve or restore the quality and quantity of water;* and Policy 2.2.2 states that *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.*

The Subject Site does not contain sensitive surface water or sensitive ground water features.

Subsection 2.3 speaks to protecting Prime Agricultural Areas.

Policy 2.3.1 states that *Prime agricultural areas shall be protected for long-term use for agriculture.*

The Subject Site is not identified as prime agricultural lands.

Policy 2.4.1 states that *Minerals and petroleum resources shall be protected for long-term use.*

The Subject Site does not contain mineral or petroleum resources.

Policy 2.5.1 states that *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 Subject Site does not contain mineral aggregate resources.

Policy 2.6.1 states that *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

The Subject Site does not contain significant built heritage resources or significant cultural heritage landscapes, as confirmed through the Stage 1 and 2 Archaeological Assessment, prepared by prepared by Golder, dated January 12, 2018.

Protecting Public Health and Safety

Section 3.0 of the PPS – Protecting Public Health and Safety provides policies which serve to reduce *the potential for public cost or risk to Ontario’s residents from natural or human-made hazards.*

Subsection 3.1 speaks to natural hazards.

Policy 3.1.1 states that *development shall generally be directed to areas outside of:*

- a) *hazardous lands adjacent to the shorelines of the Great lakes – St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) *hazardous lands adjacent to river, stream and small in-land lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) *hazardous sites.*

There are no natural hazards affecting the Subject Site, as shown on Schedule K – Environmental Constraints in the Official Plan.

Subsection 3.2 speaks to human-made hazards.

Policy 3.2.1 states that *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.*

Policy 3.2.2 states that *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

A Phase One Environmental Site Assessment was prepared by WSP in May 2016 to assess the Subject Site and lands with a 250-metre radius for potentially contaminating activities (PCAs) and to identify areas of potential environmental concern (APECs). Three APECs were identified: (1) possible soil contamination due to a former ‘overstock yard’ for the former BMR warehouse, (2) possible soil and groundwater contamination due to snow storage south of the former ‘overstock yard’ and (3) possible contamination at 3637, 3682 and 3689 Innes Road (located 70m east of the site) from large commercial vehicle storage/maintenance. Based on these results, a Phase Two ESA was recommended.

Since the preparation of the Phase One ESA in 2016 (included in this submission), remediation has been conducted to remove identified soil contamination; verification sampling is being conducted for the balance of 2019, to confirm acceptable groundwater quality for residential. The remediation work addressed areas of potential environmental concern identified at the site, and this will be documented in a revised Phase Two ESA report that will be prepared in 2020, to support the filing of a Record of Site Condition (RSC) with the Ministry of Environment, Conservation and Parks (MECP). This report will be submitted as a condition of approval prior to registration.

3.2 City of Ottawa Official Plan – 2003, as amended

Ottawa’s Official Plan was adopted by City Council under By-law 2003-203. The City of Ottawa undertook an Official Plan review in 2013, resulting in changes to several policies and land use designations. Official Plan Amendment (OPA) 150 was adopted by Council in December 2013 to implement the proposed changes and was approved by the Ministry of Municipal Affairs and Housing in 2014, with appeals. Some of the policy appeals have now been settled and incorporated into the Official Plan while others remain under appeal. For the purposes of this report, the current Official Plan policies in full force and effect have been reviewed.

The following outlines the *Official Plan* designations that apply to the Subject Site. Please see Appendix C for excerpts of the Official Plan schedules.

Schedule B – Urban Policy Plan: The Subject Site is designated as General Urban Area.

Schedule C – Primary Urban Cycling Network: Innes Road is designated as Cross-town Bikeway and Brian Coburn Boulevard is designated as a Multi-Use Pathway.

Schedule D – Rapid Transit and Transit Priority Network: Innes Road is designated as Transit Priority Corridor (Isolated Measures) and Brian Coburn Boulevard is designated as Bus Rapid transit (BRT) – Grade Separated Crossings.

Schedule E – Urban Road Network: Innes Road is designated as Existing Arterial and Brian Coburn Boulevard is designated as Proposed Arterial.

Schedule K – Environmental Constraints: There are no environmental constraints affecting the Subject Site.

Schedule L1 – Natural Heritage System Overlay (East): No portion of the Natural Heritage System is located on the Subject Site.

The Subject Site is designated as General Urban Area per “Schedule B – Urban Policy Plan” in the City’s *Official Plan*. The proposed residential and open space uses are permitted within the General Urban Area.

According to Section 3.6.1 of the Official Plan, the *General Urban Area permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.*

The proposed residential and open space uses are consistent with the general intent and complies with the provisions of Section 3.6.1 – General Urban Area.

As stated in Section 2.5.1 – Urban Design and Compatibility, the proposed development will be reviewed based on the evaluation criteria and design objectives under Section 2.5.1 and Section 4.11 of the Official Plan:

Section 2.5.1 Design Objectives:

To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed subdivision will support the development of the EUC Phase 3 area as vibrant centre in Orléans.

To define quality public and private spaces through development.

The proposed street-oriented single-detached and townhouse dwellings frame the public streets, creating a consistent setback to define public and private amenity spaces. The proposed medium density blocks have long frontages on Street 9, which presents and opportunity through the future design of the blocks to frame the public street while creating quality private amenity spaces within the development.

To create places that are safe, accessible and are easy to get to and move through.

The proposed subdivision accommodates all modes of transportation with several vehicular, and pedestrian connections to the surrounding community and amenities, including the proposed multi-use pathway along Street 1. The modified grid pattern of the roads prevents excessive vehicular speeds and the orientation the proposed residential units towards the public streets creates a safer environment.

To ensure the new development respects the character of existing area.

The proposed low-density residential development is consistent with the land use plan in the EUC Phase 3 CDP and the recently approved Caivan development to the west and respects the character of the existing residential communities both north and west of the Subject Site.

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed development provides both single-detached and townhouse dwellings, and reserves blocks for future medium-density residential dwellings. The range of dwelling types meets a variety of housing needs and allows the community to evolve and adapt over time.

To understand and respect natural processes and features in development design.

An Environmental Impact Statement (Muncaster, 2019) was prepared to analyze the Subject Site for potential Species at Risk and potential natural heritage features. The report concludes that the site is isolated from natural area by existing and proposed urban development and that there are no natural heritage features on or adjacent to the Subject Site. The proposed development will be constructed in accordance with the report's recommended mitigation measures.

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint to the built environment.

The proposed development is designed in accordance with the EUC Phase 3 CDP demonstration plan.

Section 4.11 Urban Design Compatible Development Policies:

View

The proposed development does not impact any public view points.

Building Design

The proposed two-storey single-detached and townhouse dwellings are consistent with the low-density residential designation applied to the majority of the Subject Site. The design of the medium density blocks will be addressed through separate Site Plan Control applications.

Massing and Scale

The massing and scale of the proposed residential dwellings is consistent with the existing surrounding and proposed residential dwellings.

High-Rise Building

No high-rise buildings, as defined in the City of Ottawa Official Plan are proposed as part of the development.

Outdoor Amenity

The proposed development does not impact any existing private amenity areas. Each proposed single-detached and townhouse will have a rear yard private amenity area.

The proposed subdivision conforms to the Policies of the Official Plan for development in the General Urban Area, and with regard to design and compatibility. Further discussion of the requirements for technical studies set out in the *Official Plan* are in Section 4.0 of this Rationale, through the IERS.

3.3 Building Better and Smarter Suburbs (2015)

“Building Better and Smarter Suburbs: Strategic Directions and Action Plan” was approved by Planning Committee in March 2015. The document is part of a larger initiative and action group working to address the challenge of supporting land efficiency and functionality in new suburban subdivisions, while at the same time improving urban design and long-term cost effectiveness. The document sets out four principles for suburban neighbourhoods: Suburban neighbourhoods will be (1) land efficient and integrated; (2) easy to walk, bike, bus or drive; (3) well designed and (4) financially sustainable. The BBSS report further defines nine core topic areas, each of which contains a set of objectives, strategic directions and an action plan for implementation.

The directives for suburban developments included in the BBSS report were considered during the development of the EUC Phase 3 CDP, which is discussed in section 3.5 of this rationale.

3.4 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The “Urban Design Guidelines for Greenfield Neighbourhoods” were approved by City Council in 2007. The objectives of this document are to: protect and integrate the site’s topographic, and cultural features; create a comfortable pedestrian and cycling environment and attractive streetscapes; ensure compatibility and links between different land uses in the neighbourhood, and with adjacent neighbourhoods; encourage transit-oriented development; and establish a system of parks and greenspaces that are plentiful, accessible and connected to each other. The guidelines provide direction on a number of subdivision elements including the structure and layout of a neighbourhood, the design of streets and streetscapes, residential and non-residential building and site design, greenspaces and utilities and amenities.

The guidelines in this document were considered and incorporated into the EUC Phase 3 CDP, which is discussed in the following section of this rationale.

3.5 East Urban Community Phase 3 Area Community Design Plan

The EUC Phase 3 CDP provides a land use planning framework to guide development in the Phase 3 Area of the EUC in a coordinated and efficient manner. As previously stated, most of the development is situated in the northwest corner of the CDP area, except for the northernmost portion of the Subject Site which is outside of the CDP area, as shown in Figure 3.

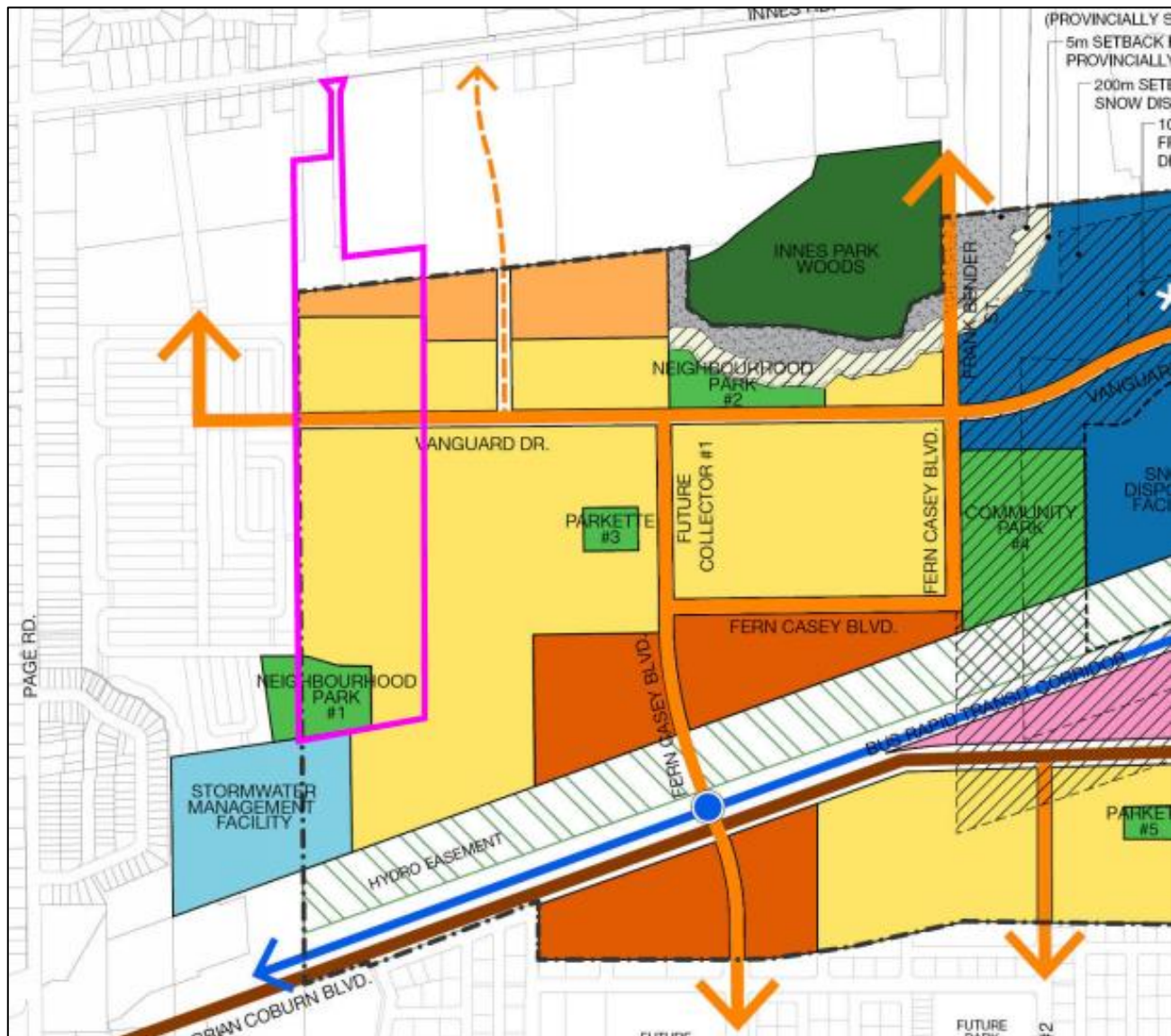


Figure 3: Excerpt of Land Use Plan from the EUC Phase 3 CDP outlining the Subject Site in purple.

The CDP states at Section 8.4 – Development Approvals that *“All development applications shall include a description and / or illustration as to how the development proposal meets the intent of the EUC Phase 3 Area CDP and related design guidelines. All residential development applications shall also address how the proposed residential uses and density contribute to the projected housing mix established in the EUC Phase 3 Area CDP and the Official Plan of the City of Ottawa.”*

Community Design Guidelines

The proposed development has been designed in accordance with the following applicable community design guidelines found in Section 7 of the CDP:

Collector Street Guidelines

1. *Collector streets accommodating transit routes should be designed within a 24.0m right-of-way.*
2. *New collector street rights-of-way should include a paved road surface with one driving lane in each direction, a boulevard on both sides of the road, a sidewalk on at least one side of the road and a MUP(s) on at least one side of the road. Where feasible, one parking lane protected by bulb-outs and intersection narrowings will be provided.*
3. *On collector streets identified for transit service, on-street parking may only be permitted along one side of the collector street, and the sides may alternate to produce traffic calming.*
4. *Where MUP or cycle tracks cross the collector streets, traffic calming measures will be provided, such as standard pedestrian crossovers, where appropriate, to provide safe and comfortable road crossings. Speed bumps / humps should not be installed on collector streets to maintain efficiency of transit operations.*
5. *Collector streets will generally be designed to have an effective operating speed of 40-50km/h. Collector streets abutting school site will generally be designed and signed to have a maximum speed of 30 km/h.*
6. *Cycle tracks are strongly encouraged, and should be designed, within the street right-of-way with the appropriate facilities to ensure cycling is safe for all ages.*
7. *Where most effective, traffic calming measures, such as landscape boulevards, parking lanes, narrowed intersections, or elevated crosswalks, will be provided on collector streets abutting school sites.*

Street 1 is a proposed east-west collector street with a 24m right-of-way (ROW), which has been designed with a multi-use pathway (MUP) on its north side and a sidewalk on its southside consistent with the cross-section used on Caivan's abutting development for this east-west collector.

Local Street Guidelines

1. *The local street pattern will be designed as a fully-connected, offset grid.*
2. *Single-loaded window streets may be designed with a minimum 14.0m right-of-way.*
3. *Primary consideration will be given for the provision of safe crossing points for pedestrians.*
4. *Local streets may be designed within an 18.0m right-of-way and shall include a paved road surface with one driving lane in each direction, a boulevard on both sides of the street, and a sidewalk on one side of select local streets, in accordance with the TMP and Pedestrian Master Plan and street tree planting. Local soil conditions may require a larger road right-of-way.*
5. *A row of trees shall be planted on each side of the street with regular spacing between trees (in accordance with City of Ottawa standards).*
6. *Local streets will be designed to have an effective operating speed of 30 km/h or less.*

The proposed local street pattern is consistent with CDP demonstration plan (see Appendix D for the Demonstration Plan). All local streets are designed with an 18m ROW, except for proposed Street 7, which is a 16.5m ROW to tie into the 16.5m ROW in Caivan's abutting development. Street trees will be planted in accordance with City standards.

Guidelines for Low- and Medium-Density Residential Site Design and Building

1. *To avoid the impacts of long, straight streets, minor variation in the siting of residential dwellings within the streetscape will be encouraged.*
2. *Flankage elevations of corner lots should be consistent in the quality and detail of the front elevation.*
3. *Driveways should be paired, wherever possible, to maximize on-street parking capacity, provide for ample space for trees within the boulevard, and allow for the locating of bus stops along streets identified for transit service.*
4. *There should be enough space between driveways for a full parking spot, where possible.*
5. *Where possible, residential dwellings on streets that intersect with collector streets on which transit will operate, should be oriented to face the local street to provide the opportunity for the placement of transit stops on the collector street.*
6. *Residential dwellings located on elbowed, 'T'-intersections, and cul-de-sac streets should be sited to minimize the visual impact of the garage and increase the opportunity for special landscaping treatments. Architectural elements (such as porches, turret/bay windows) are encouraged to provide visual interest.*
7. *Additionally, for townhouse blocks:*
 - a. *A variety in the elevation and massing within each block is encouraged;*
 - b. *Sufficient articulation should be provided to avoid large unbroken expanses of roof or wall planes (such as the stepping of units and / or the use of bay windows or other architectural features);*
 - c. *The end units should be designed with the same architectural features (such as turrets, bay windows or other suitable architectural features) as the other units on the block;*
 - d. *Where possible, blocks of even numbers of units are encouraged to allow for paired driveway locations and improvements to the streetscape.*

The layout of the proposed development is consistent with the Land Use Plan and Demonstration Plan in the CDP. Glenview worked with City Staff through the CDP process to develop a street pattern that avoided long straight sections of roads and that is Driveways will be paired, where possible, to maximize on-street parking capacity and tree planting in boulevards. Driveways will also be long enough to accommodate a full parking space. Flanking unit elevations are consistent with the quality and detail of front façades.

Density

Section 5.2.1 – Residential Areas in the CDP outlines the estimated densities for the various residential designations intended for the CDP area. Table 2 in this section of the CDP assumes a low-density residential unit-type split of 30% single-detached homes and 70% townhomes for a density of 43 units per net hectare, but acknowledges that this is the highest anticipated density in this designation and was used as a conservative approach for infrastructure analyses in the Master Servicing Study (MSS) and Master Transportation Study (MTS). The CDP text further states that the actual unit-type split in this designation may be as low as 60% single-detached and 40% townhouse units which equates to a density of 34 units per net hectare. The proposed development consists of approximately 289 single-detached and townhouse dwellings over a net area of 8.32 hectares, which equates to a density of 35 units per net hectare. While this is at the lower-end of the target low-density residential density in the CDP, the proposed medium density blocks,

although not technically included in the CDP boundary, contribute additional density to the development and community.

4.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

4.1 Archaeological Assessment

A Stage 1 and 2 archaeological assessments were conducted by Golder Associates to assess whether any archaeological resources existed in the Subject Site that would be impacted by the proposed development and to determine if further archaeological investigation was required. The Stage 1 and 2 report prepared by Golder, dated January 12, 2018 states that the Stage 1 portion of the assessment determined that the Subject Site had some archaeological potential due to proximity to two secondary watercourses, previous historic occupation in the 1800s by a family, and proximity to Innes Road, which is a historic transportation route. Consequently, a Stage 2 assessment was undertaken, which determined that no further archaeological assessment of the Subject Site was warranted. The Stage 1 and 2 report was accepted by the Ministry of Tourism, Culture and Sport on January 26, 2018.

4.2 Environmental Impact Statement

A scoped Environmental Impact Statement (EIS) report was prepared by Muncaster Environmental Planning Inc., dated August 16, 2019, to provide information on potential Species at Risk (SAR) and other species of special interest and potential natural heritage features, and to recommend mitigation measures to protect the natural environment. The report finds that although five SAR are identified within a 10km square that includes the Subject Site, the Subject Site does not contain any habitat to support the potential SAR or any species of special interest. The report further concludes that the Subject Site and adjacent lands do not contain any significant natural heritage features. Several mitigation measures are recommended to mitigate any impacts to the natural environment during construction of the development.

4.3 Environmental Site Assessments

As discussed in Section 3.1 of this rationale, WSP has been involved in the preparation of Phase 1 and Phase 2 Environmental Site Assessments to evaluate the environmental conditions of the Subject Site. WSP prepared a Phase 1 ESA, dated June 27, 2016, which identified areas of potential environmental concerns (APECs) at the Subject Site. The APECs were investigated, and contaminants were found. WSP then prepared a Phase 2 ESA, dated July 27, 2016, to document the areas of contamination. WSP undertook remedial works on the contamination areas and additional soil and groundwater sampling in November 2016. A Phase 2 Update dated November 28, 2016 was prepared by WSP to document the remediation work and supplemental soil and groundwater sampling. Since preparation of the Phase Two ESA update, a remediation program was conducted to remove identified soil contamination at the Site. WSP is conducting verification sampling for the rest of 2019 to confirm groundwater quality on the Site following remediation. Following the sampling and confirmation that the remediation program was successful, the Phase 2 ESA will be finalized. A Record of Site Condition (RSC) is then expected to be filed for the Subject Site in early 2020.

4.3 Site Serviceability and Stormwater Management Report

A Conceptual Site Servicing and Stormwater Management Report was prepared by Novatech, dated October 4, 2019, to describe the approach for site servicing and stormwater management for the proposed

development. The report demonstrates that the development can be adequately serviced with storm and sanitary sewers and watermains. Please see the full report for details.

4.4 Geotechnical Investigation

A Geotechnical Investigation report was prepared by Paterson group Inc., dated August 14, 2019 to detail the subsurface and groundwater conditions of the Subject Site and to provide geotechnical recommendations regarding the design and construction of the proposed development. The report concludes that the Subject Site is adequate from a geotechnical perspective for the residential proposed development. Please see the report for details on the geotechnical assessment and design and construction precautions.

4.5 Noise Study

A Noise Control Feasibility Study was prepared by Novatech, dated October 3, 2019, to evaluate the environmental impact of noise to the proposed residential development and to recommend appropriate noise attenuation measures. The study concludes that predicted outdoor noise levels for the proposed residential dwellings from Street 1 exceed the City's required criteria but are below the maximum tolerance permitted by the Environmental Noise Control Guidelines. To avoid the need for noise barriers and to mitigate noise levels and inform potential buyers/tenants, several measures are proposed through the subsequent detailed noise study. These include an assessment of proposed building components and appropriate warning clauses to be placed on Title with certain lots. Please see the full report for details.

4.6 Transportation Impact Assessment

A Traffic Impact Assessment (TIA) was prepared by Novatech, dated October 4, 2019, in support of the proposed development. The TIA included a review of the development design in terms of the road network, roadway cross-sections, and pedestrian crossing locations, as well as a boundary street review of Innes Road; the *Multi-Modal Level of Service* (MMLOS) guidelines and the Transportation Demand Management Guidelines (TDM), and a review of the study area intersections using complete street principles. The report concludes that the development is recommended from a transportation perspective. Please see the full report for details.

5.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement, 2014* and generally conforms to the City of Ottawa *Official Plan*, East Urban Community Phase 3 Community Design Plan and other relevant guidelines.

This planning rationale, along with the associated technical studies, supports the development of the proposed subdivision. The mix of single-detached and townhouse dwellings, and the future medium density blocks, is compatible with existing and planned surrounding uses and functions well within the surrounding context.

The proposed Zoning By-Law Amendment will implement the development as described in this rationale and ensure it is compatible with surrounding development. The proposed development is an appropriate and desirable addition to the community and represents good planning.

Sincerely,

NOVATECH



Prepared By:

Ellen Potts, BES(PI)

Planner




Reviewed By:

Greg Winters, MCIP RPP

Senior Project Manager

APPENDIX A: Draft Plan of Subdivision

SCALE
1 : 1250 
DATE: SEPTEMBER, 2019

A) The boundaries of the land proposed to be subdivided, certified by an Ontario land Surveyor;
As shown on Draft Plan

B) The locations, widths and names of the proposed highways and of the proposed subdivisions; and of existing highways along which the proposed subdivision abuts;

As shown on Draft Plan

C) The location, width and names of the proposed highways to be added to the proposed subdivision (all of the land adjacent to the proposed subdivision that is owned by the applicant or to which this applicant has an interest, every subdivision adjacent to the proposed subdivision & the relationship of the proposed subdivision to the land to be added to the boundaries of the township (all of the original gridded land which the land forms the whole part of the township);

As shown on Draft Plan

D) The purpose to which the proposed lands are to be used;

Residential, Mixed Use and Open Space shown on Draft Plan

E) The existing uses of all adjoining lands;

Residential and Mixed Use shown on Draft Plan

F) The approximate dimensions & layout of the proposed tract;
As shown on Draft Plan

G) Natural & artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands & wooded areas within or adjacent to the land proposed to be subdivided;

As shown on Draft Plan

H) The availability and nature of domestic water supplies;
Development will be supplied with full municipal piped water service

I) The nature & porosity of the soil;

J) Existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided;

Contours shown at 0.25 metre intervals on Draft Plan

K) The municipal services available to or to be available to the land proposed to be subdivided;
Development will be supplied with full sanitary and storm water sewer services.

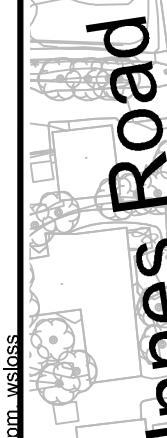
L) The nature & extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements, 1964, O.S. & 30, 1966, c.s. & 30, 1971, c.s. & 30;
As shown on Draft Plan

DATED _____ owner name _____

JEFF MCEWEN, P.ENG , MANAGER
DEVELOPMENT REVIEW EAST ,
PLANNING, INFRASTRUCTURE AND ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA

LOT/BLOCK #s	LOT SIZE	UNITS	%
1-35, 85, 88, 90, 97-108, 147, 148, 150-180	30' (9.15m)	82	17.94
36-84, 86, 86, 89, 91-96, 109-146, 149	36' (11.0m)	98	21.44
BLK 183 - 190	21' (6.6m)	109	23.85
BLK 181, 182	Medium Density	168	36.76
Total		457	100.0


METRIC : MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



ROAD LENGTH:
Total - 2329.25m

PROJECT No. 118224

APPENDIX B: Land Use Distribution

SCALE
1 : 1250 
DATE: SEPTEMBER, 2019

A) The boundaries of the proposed subdivision to be subdivided, certified by an Ontario land Surveyor;
As shown on **Drain Plan**

B) The locations, widths and names of the proposed highways along the proposed subdivision and of existing highways on which the proposed subdivision abuts;
As shown on Drain Plan

C) The locations, widths and names of all proposed subdivisions of the proposed subdivision & of existing highways on which the proposed subdivision abuts;
As shown on Drain Plan

D) The purpose for which the proposed lots are to be used;
Residential, Mixed Use and Open Space shown on Drain Plan

E) The existing uses of all adjoining lands;
Residential and Mixed Use shown on Drain Plan

F) The approximate dimensions & layout of the proposed lots;
As shown on Drain Plan

G) Natural & artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, ditches & wooded areas within or adjacent to the proposed to be subdivided;
As shown on Drain Plan

H) The availability and nature of domestic water supplies;
Development will be supplied with full municipal piped water service

I) The nature & priority of the soils;
As shown on **Drain Plan**

J) Existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided;
Contours shown at 0.25 metre intervals on Drain Plan

K) The municipal services available & to be available to the land proposed to be subdivided;
Development will be supplied with full sanitary and storm water sewer services.

L) The nature & extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements, 1904, c. 28, s. 30, 1996, c. 3, s. 27 (3.1);
As shown on Drain Plan

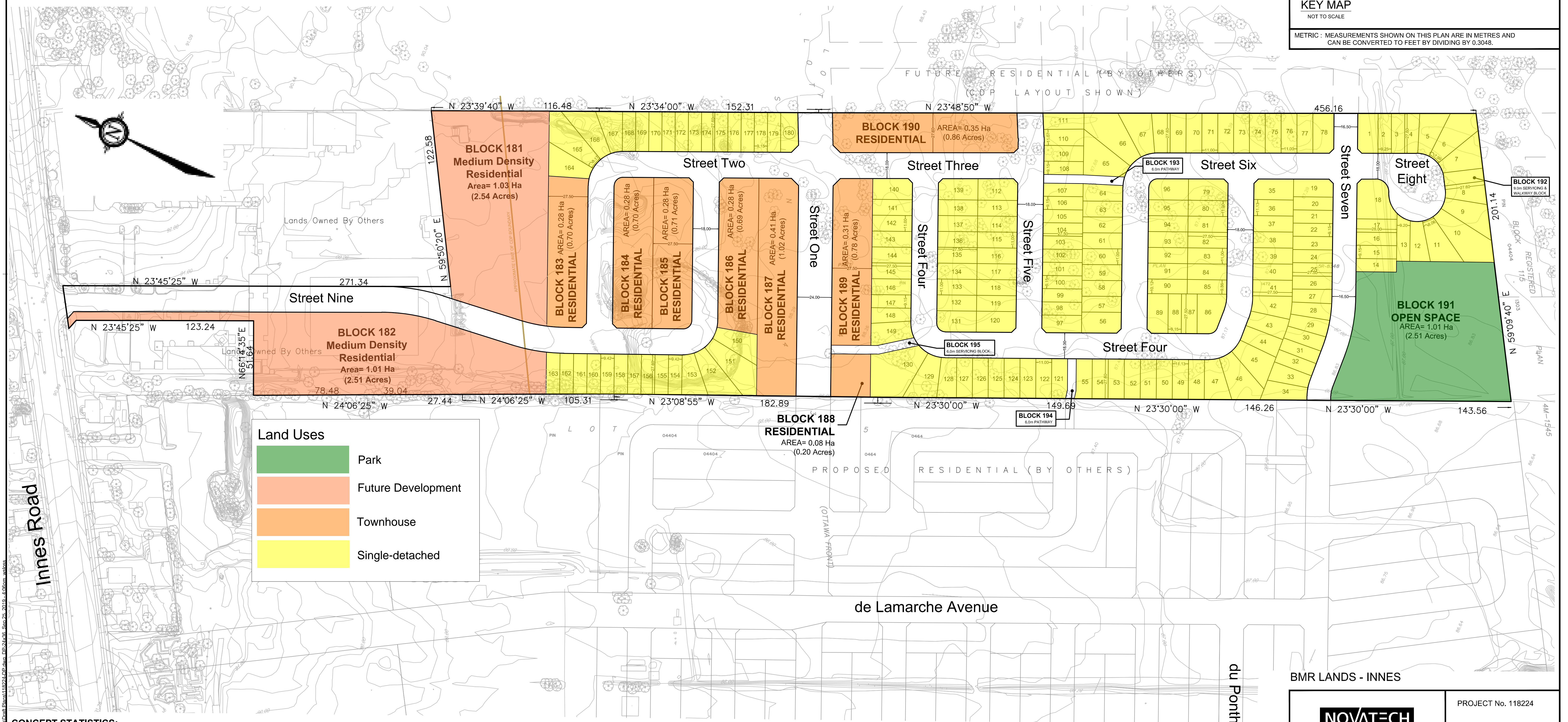
DATED _____ owner name

JEFF MCEWEN, P.ENG , MANAGER
DEVELOPMENT REVIEW EAST ,
PLANNING, INFRASTRUCTURE AND ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA

LOT/BLOCK #s	LOT SIZE	UNITS	%
1-35, 85, 88, 90, 97-108, 147, 148, 155-180	30' (9.15m)	82	17.94
38-64, 66, 86, 89, 91-96, 109-146, 149	36' (11.0m)	98	21.44
BLK 183 - 190	21' (6.6m)	109	23.85
BLK 181, 182	Medium Density	168	36.76
Total		457	100.0

NOT TO SCALE

METRIC : MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



RESIDENTIAL FRONTAGE:
Singles - 1876.23m
Towns - 826.32m
Total - 2702.55m

ROAD LENGTH:
Total - 2329.25m

BMR LANDS - INNES

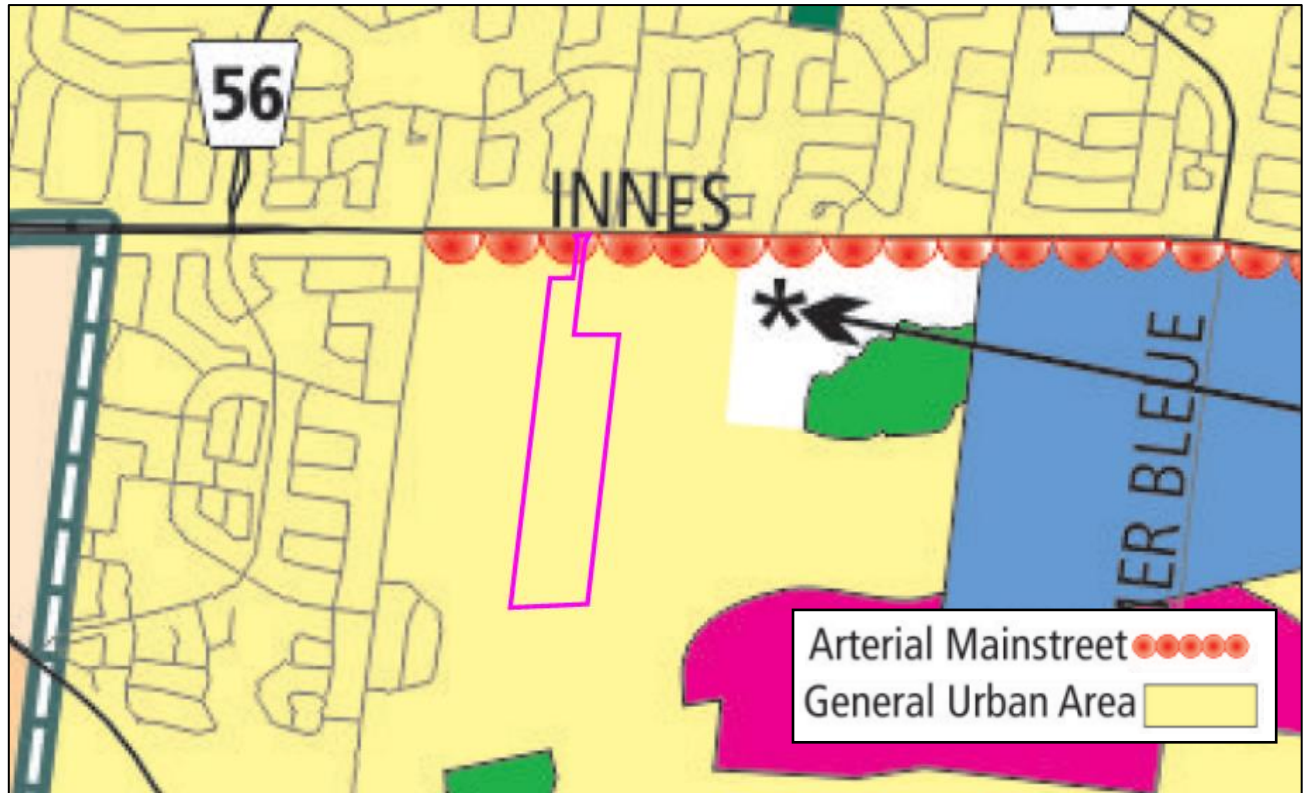
Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

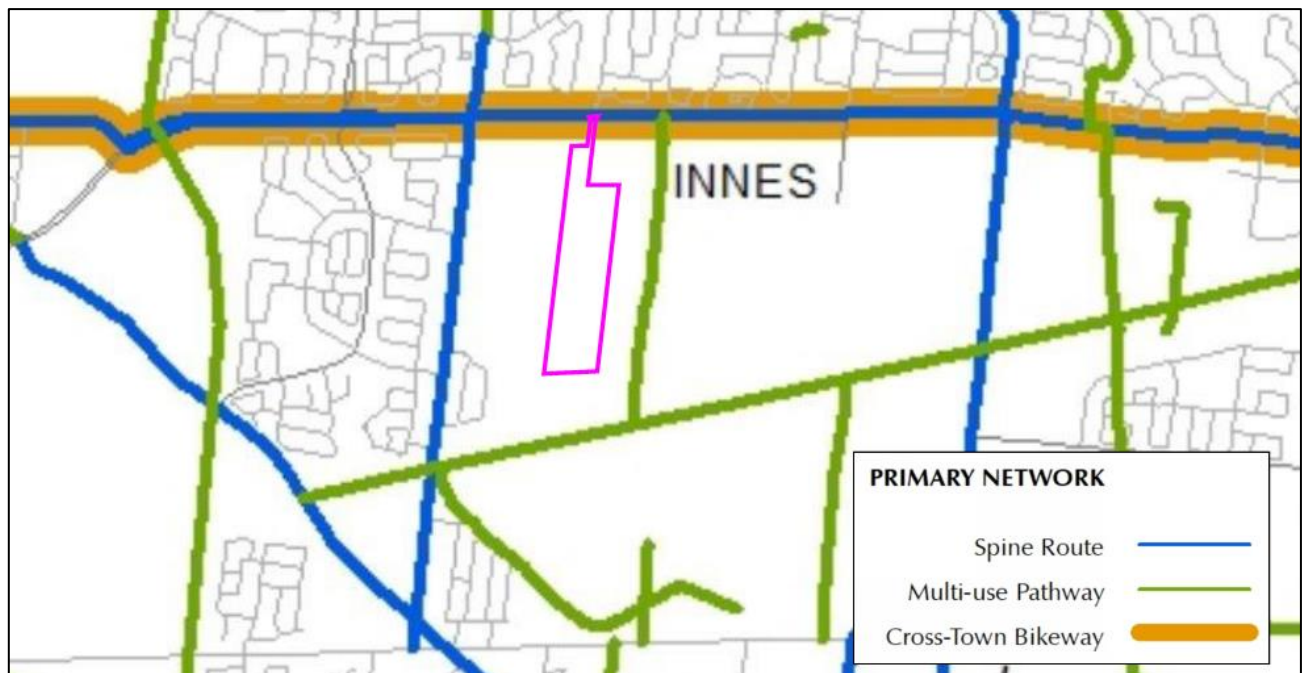
PROJECT No. 118224

APPENDIX C: Official Plan Designations

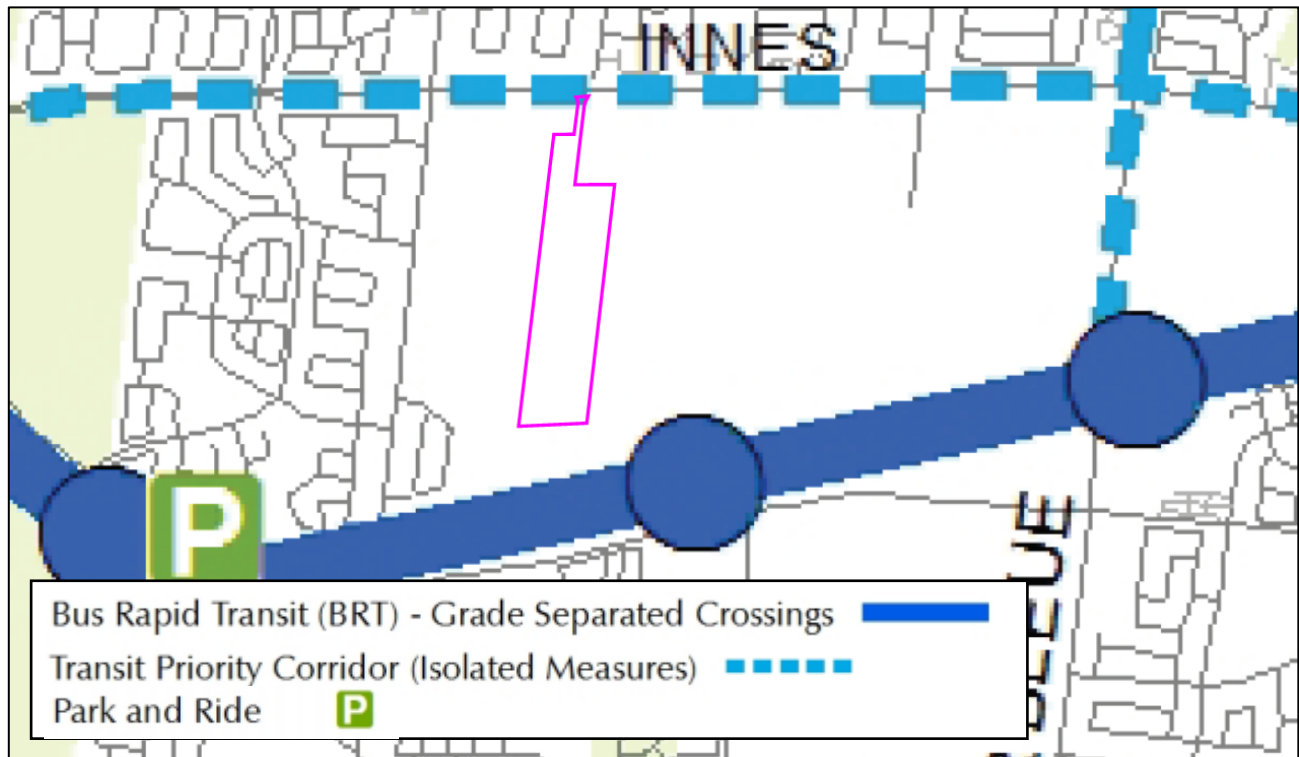
Schedule B – Urban Policy Plan



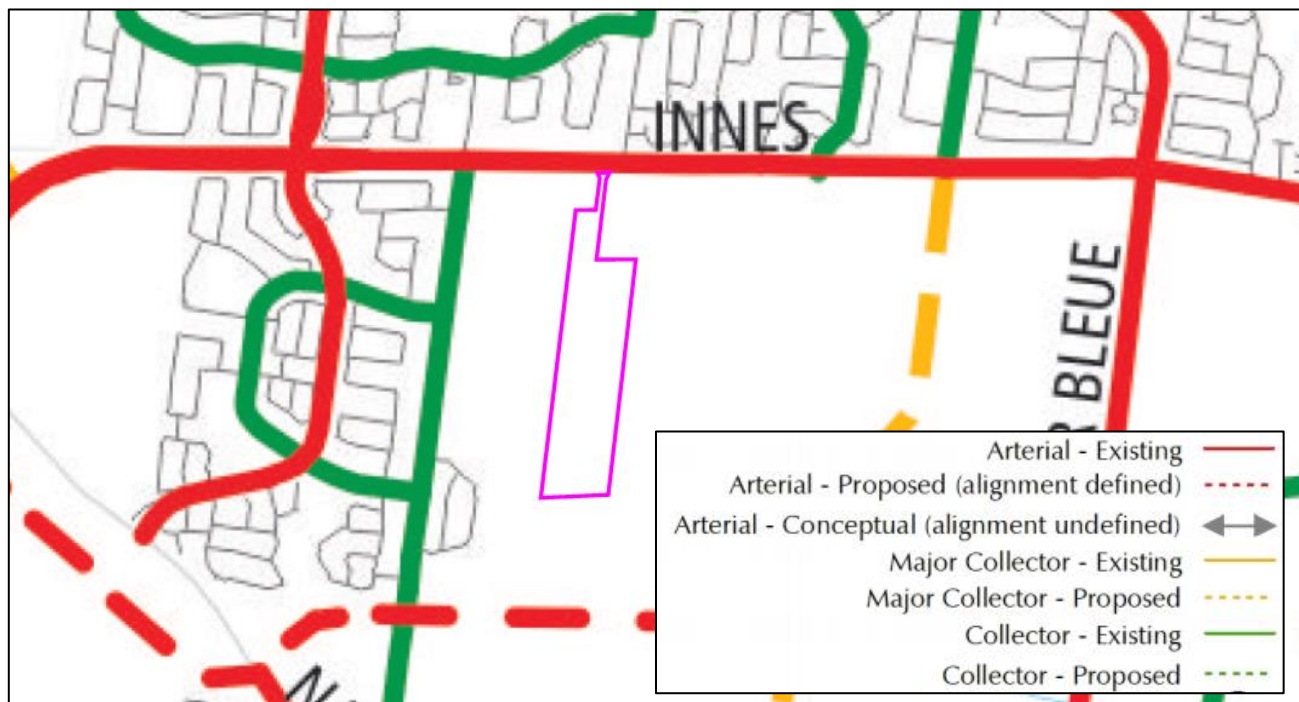
Schedule C – Primary Urban Cycling Network



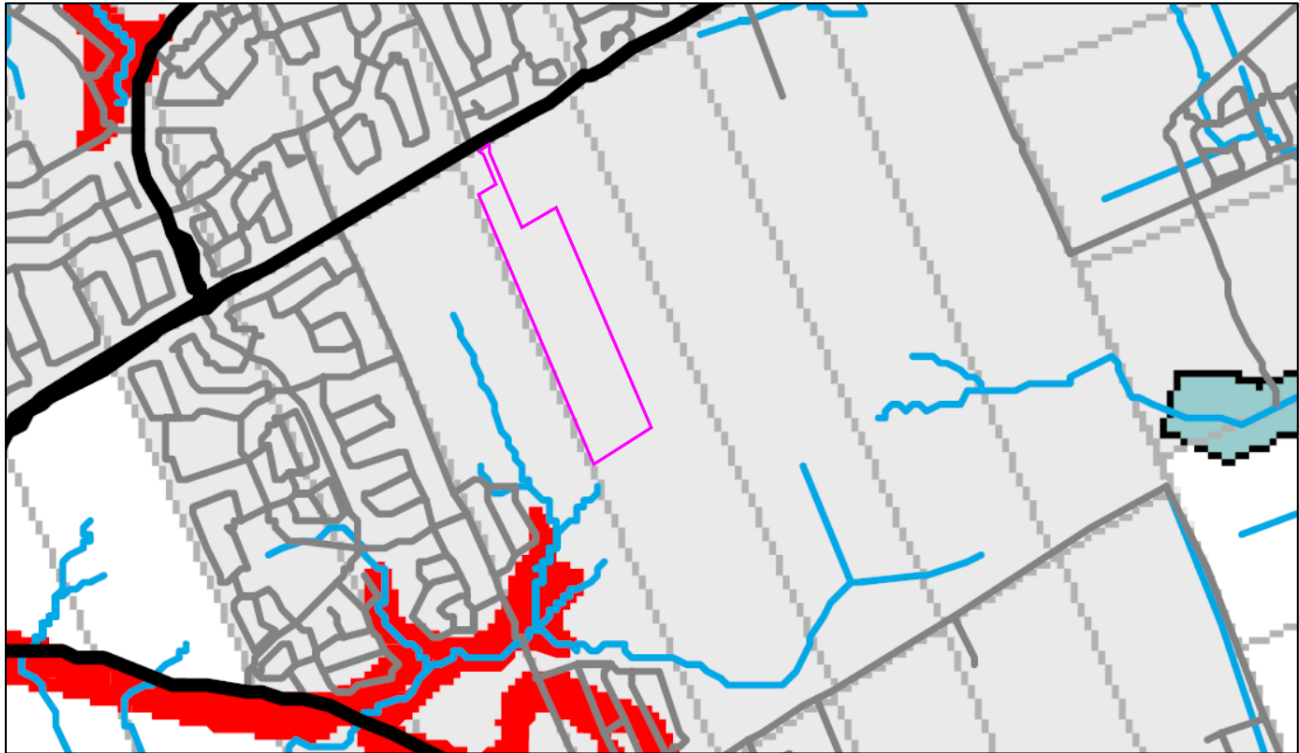
Schedule D – Rapid Transit and Transit Priority Network



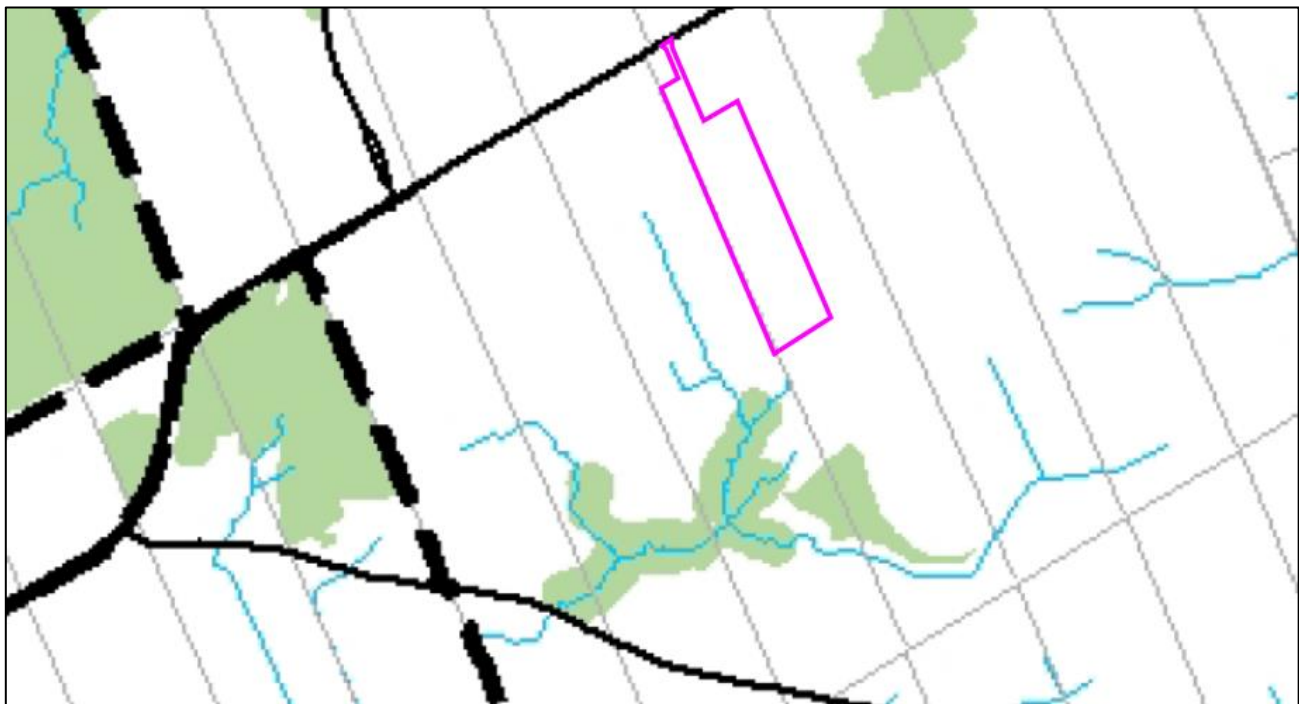
Schedule E – Urban Road Network



Schedule K– Environmental Constraints



Schedule L1 – Natural Heritage System Overlay (East)



APPENDIX D: EUC Phase 3 CDP Demonstration Plan

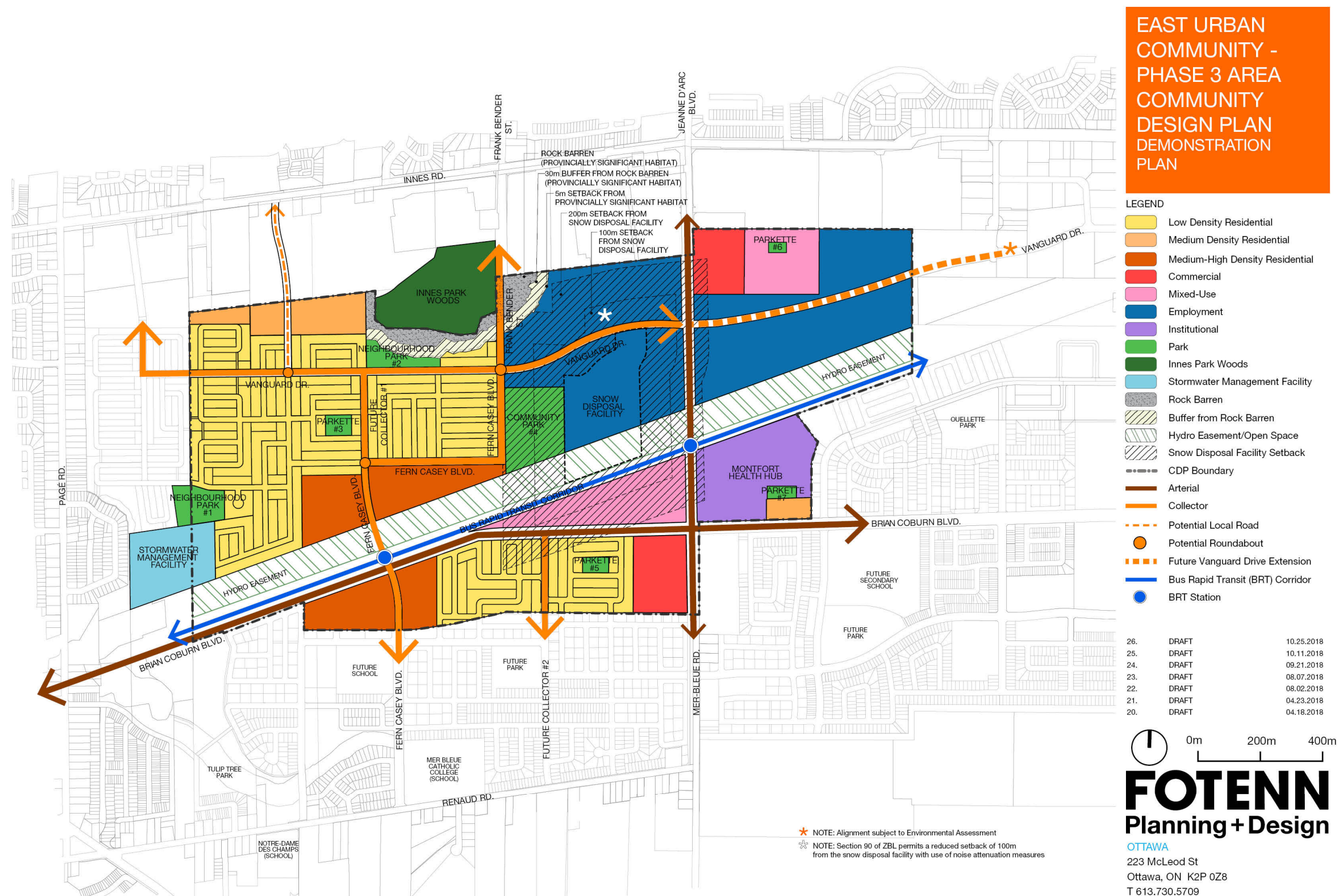


Figure 13: Demonstration Plan