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36 Years

Provence Orleans Subdivision
Phase 6
2065 Portobello Boulevard
Ottawa, Ontario

Planning Rationale

PLANNING RATIONALE & INTEGRATED ENVIRONMENTAL REVIEW STATEMENT (IERS) IN SUPPORT OF APPLICATIONS FOR DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT

PROVENCE ORLEANS SUBDIVISION PHASE 6
2065 PORTOBELLO BOULEVARD

Prepared By:
NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

On behalf of:
Provence Orleans Realty Investments Inc.
c/o Regional Group of Companies

June 4, 2020
Novatech File: 117155
Ref: R-2019-153
Revision 2

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June 4, 2020

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Attention: **Julie Lebrun, Planner II**

Reference: **Provence Orleans Subdivision Phase 6 (formerly Notting Hill)**
Planning Rationale & IERS for Draft Plan of Subdivision & Zoning By-law Amendment
2065 Portobello Boulevard
Our File No.: 117155
City File No.: D07-16-19-0030 and D02-02-19-0133

Novatech has been retained by Provence Orleans Realty Investments Inc. c/o The Regional Group of Companies to prepare this revised Planning Rationale in support of applications for *Draft Plan of Subdivision* and *Zoning By-law Amendment* for its property municipally known as 2065 Portobello Boulevard, herein called the 'Subject Site'.

The revised concept plan features an increase of one residential unit for a total of one-hundred ten (110) residential units proposed for the Subject Site and includes a mix of detached dwellings and street townhouses. The previous *Official Plan Amendment* application to permit an increase in building height from four to six-storeys has been withdrawn by the applicant. As such, the proposal to develop four (4) six-storey apartment buildings on the western vacant parcel of land is no longer being proposed. The parcel of land will be registered and zoned for future multi-residential development that will not exceed four-storeys. The majority of the woodlot on the Subject Site will be preserved at 2.12 ha as a future woodland park and will expand on the existing Lalande Conservation Park owned by the City. The Subject Site will be accessible from a newly created local street and the extension of Plainridge Crescent.

This proposed residential subdivision ensues applications for a five hundred thirty-five (535) residential subdivision development formally known as "Provence Orleans Subdivision at 2128 Trim Road Phases 1-5", *#D02-02-18-0067* and *#D07-16-18-0021*. The application for *Draft Plan of Subdivision* received draft approval by the City of Ottawa on July 5, 2019. An implementing *Zoning By-law Amendment* was adopted by Council on September 11, 2019. The Subject Site is situated in Ward 19 – Cumberland.

This Planning Rationale and Integrated Environmental Review Statement (IERS) demonstrates that the proposed development is consistent with the *Provincial Policy Statement (2014)*, conforms to the *City of Ottawa's Official Plan,* and complies with the provisions of *Zoning By-law 2008-250*.

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Yours truly,

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1.0 INTRODUCTION

Novatech has been retained by Provence Orleans Realty Investments Inc. c/o The Regional Group of Companies (the owner) to prepare this revised Planning Rationale in support of applications for *Draft Plan of Subdivision* and *Zoning By-law Amendment* for the land municipally known as 2065 Portobello Boulevard.

The Subject Site is comprised of an undeveloped and treed parcel of land within an existing community as shown on **Figure 1**. As previously mentioned, this proposed development ensues applications for a five hundred thirty-five (535) residential subdivision development formally known as "Provence Orleans Subdivision at 2128 Trim Road Phases 1-5", *#D02-02-18-0067* and *#D07-16-18-0021*. The application for *Draft Plan of Subdivision* received draft approval by the City of Ottawa on July 5, 2019. An implementing *Zoning By-law Amendment* was adopted by Council on September 11, 2019. The Subject Site is situated in Ward 19 – Cumberland.

This Planning Rationale and Integrated Environmental Review Statement (IERS) demonstrates that the proposed development is consistent with the *Provincial Policy Statement (2014)*, conforms to the *City of Ottawa's Official Plan,* and complies with the provisions of *Zoning By-law 2008-250*.

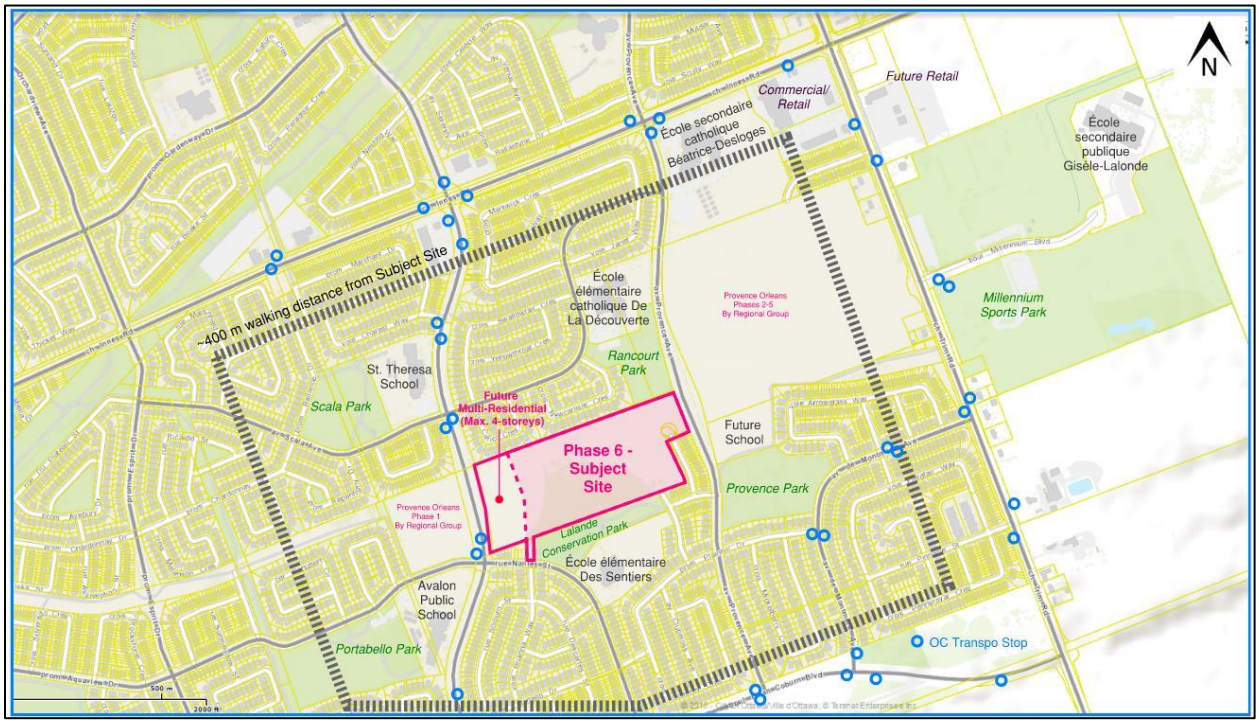


Figure 1: Location of Subject Site and Surrounding Land Uses within a 400m Radius.

The revised concept plan features an increase of one residential unit for a total of one-hundred ten (110) residential units proposed for the Subject Site that include a mix of detached dwellings and street townhouses. The majority of the woodlot at 2.12 ha on the Subject Site will be preserved and dedicated as a future woodland park and will expand on the existing Lalande Conservation Park owned by the City. A newly created local street and extension of the existing Plainridge Crescent will serve the proposed subdivision and connect to the greater road network within the community.

The previous development proposal for the Subject Site featured four (4) six-storey residential apartment buildings for the vacant parcel of land fronting Portobello Boulevard. Following the initial application submission, and through ongoing consultation with local community members, it was determined the proposal to develop the multiple residential parcel with six-storey apartment buildings was not fully supported by local community members and therefore has been removed from the current application. As such, the previous *Official Plan Amendment* application to permit an increase in building height from four to six-storeys has been withdrawn. Future multi-unit residential development not exceeding four-storeys is intended for the vacant parcel of land and will be dealt with through a separate *Site Plan Control* application to be filed at a future date following the finalization of development plans. The unit count of the multiple residential development will be confirmed at that time.

The requirement for parkland will be addressed through the dedication of the woodlot on the Subject Site as a future woodland park. It should be noted that the dedication of the woodlot as a future woodland park on the Subject Site as well as previous parkland dedications in the area have resulted in the over-dedication of total parkland required for the development. The amount to be compensated by the City of Ottawa for the parkland over-dedication will determined prior to the registration of the subdivision.

1.1 Site Description and Surrounding Uses

The Subject Site has an area of 10.7 ha with 2.07 ha to be registered for the future Bus Rapid Transit (BRT) corridor. The Subject Site is legally described as:

> PART OF LOT 2 CONCESSION 9 CUMBERLAND BEING THAT PORTION OF PART 1 50R7121 LYING WEST OF THE LANDS LAID OUT BY PLAN 4M1313 SAVE AND EXCEPT PLAN 4R16710.

The Subject Site is comprised of an undeveloped and treed parcel of land within an existing community comprised of similar built forms and densities. The Subject Site is bound by Portobello Boulevard to the west; residential development along Plainridge Crescent and Provence Avenue to the east; the future BRT corridor and existing residential development to the north; residential development along Nantes Street and Grapefern Terrace as well as Lalande Conservation Park to the south.

The subject site is designated and zoned in the following planning documents as:

Official Plan, Schedule B:	*General Urban Area*
	Urban Natural Feature
Zoning By-law 2008-250:	*Development Reserve (DR)*
	Environmental Protection Zone (EP)

For more information on the planning policy and regulation context see Section 2.0 of this report.

1.2 Proposed Development and Supporting Studies

The proposed units, lots and blocks are identified on the Draft Plan in **Figure 2** and in **Table 1**. A larger copy of the Draft Plan of Subdivision is found in **Appendix A**: Draft Plan of Subdivision.

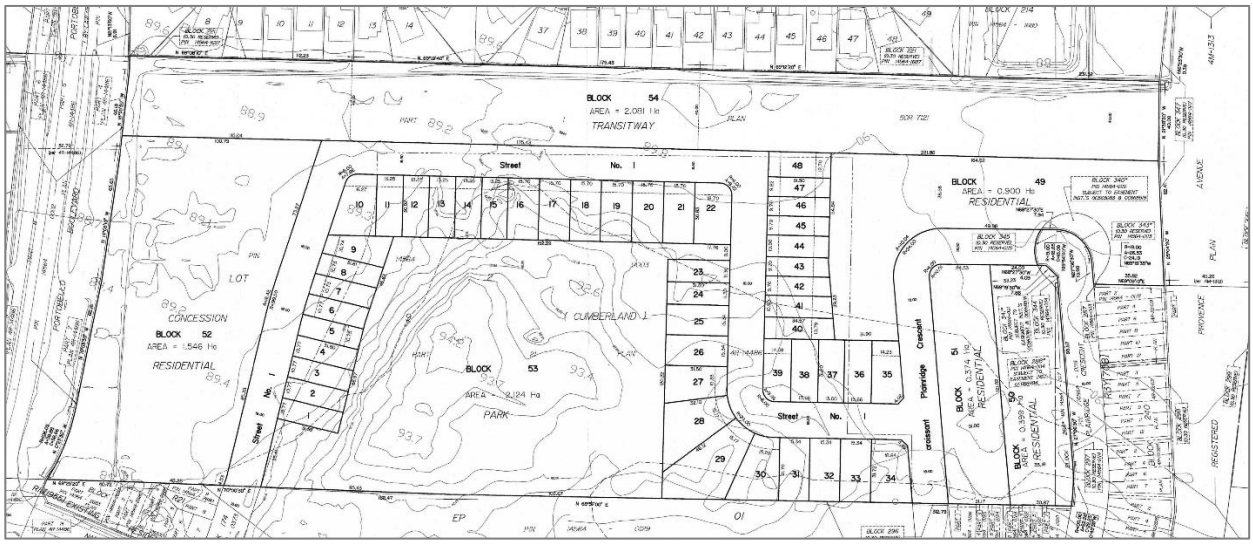


Figure 2: Excerpt from Draft Plan prepared by Annis, O'Sullivan, Vollebekk Ltd.

Table 1: Proposed Units, Lots and Blocks

Unit Type	Detached Dwellings	Street Townhouses	Land Dedication
# Units	48	62	-
Lots	48	-	-
Blocks	-	3	2

1.2.1 Proposed Subdivision

The Draft Plan of Subdivision has been prepared by Novatech and includes: forty-eight (48) single detached lots; three (3) residential blocks; one (1) transitway block; and one (1) park block as shown on **Figure 2**. The proposed development will feature a modified crescent pattern layout with a window street that will front onto the future transitway and connect to existing local streets, Plainridge Crescent and Brianna Way. One new local street (labelled Street 11 on the Draft Plan) is proposed to be developed for the residential subdivision. An 18 m Right-of-Way cross-section is proposed for all newly created local streets, whereas the window street will feature a 16.5 m Right-of-Way. Some of the residential lots will back onto the existing Lalande Conservation Park, future transitway, and woodland park.

As previously discussed, the initial development proposal for the Subject Site featured four (4) six-storey residential apartment buildings for the vacant parcel of land fronting Portobello Boulevard. Following the initial application submission, and through ongoing consultation with local community members, it was determined the proposal to develop the multiple residential parcel with six-storey apartment buildings was not fully supported by local community members and therefore has been removed from the current application. As such, the previous *Official Plan Amendment* application to permit an increase in building height from four to six-storeys has been withdrawn. Future multi-unit residential development not exceeding four-storeys is intended for the vacant parcel of land and will be dealt with through a separate *Site Plan Control* application to be filed at a future date following the finalization of development plans.

A variety of detached dwellings and townhouse types units are proposed for the subdivision, which will total one hundred ten (110) units as shown in **Table 2**. As previously mentioned, the proposed residential subdivision ensues the *Draft Plan of Subdivision* application formally known as "Provence Orleans Subdivision at 2128 Trim Road Phases 1-5", with Phase 6 shown on the Concept Plan in **Figure 3**.

Table 2: Proposed Residential Unit Breakdown

Residential Unit Breakdown						
	50' singles	42' singles	35' singles	31' singles	Street Townhouses	Total Units In Phase
Phase 6	17	9	18	4	62	110

Figure 3: Excerpt from Concept Plan prepared by Novatech.

As part of the proposed development, the majority of the existing woodlot will be preserved and dedicated the City of Ottawa as a future woodland park with some tree removal to the east and along the peripheries of the current woodlot. As noted in the City of Ottawa's *Park Development Manual 2nd Edition*, woodland parks are "unique classification where an established woodland is preserved within a development area and integrated into the park network as a recreational amenity". The woodland park will provide for future opportunities to create pathway or nature trails, small seating areas with fitness stations, signage, rehabilitation planting and fencing where appropriate as noted in the manual guidelines.

In 2002, the City of Ottawa undertook the *Urban Natural Areas Environmental Evaluation Study (UNAEES)* to identify and assess the environmental value of natural areas across the City's urban area. The woodlot portion on the Subject Site was identified in the study as '*Site #95 – Nantes Street Woods*' as shown in **Appendix B** and received an overall rating of "Low Ecological Rating – an average rating of less than two". The revised Environmental Impact Statement and Tree Conservation Report prepared by Muncaster Environmental Planning dated April 20, 2020 describes the natural area as a "small, isolated, very dry woodland fragment with minimal potential to support significant natural environment values".

As previously mentioned, the majority of the existing woodlot will be preserved and dedicated to the City as a future woodland park which will build on the existing Lalande Conservation Park. The dedication of the woodlot as a future woodland park on the Subject Site as well as previous parkland dedications in the area have resulted in the over-dedication of total parkland required for the development. The amount to be compensated by the City of Ottawa for the parkland over-dedication will determined prior to the registration of the subdivision.

Construction of the subdivision is anticipated to commence in 2020, pending future market conditions and build out of the Provence Orleans Subdivision – Phase 1.

The design details are described in the Section 2.2 of this report.

Details of applicable policies and regulations and proposed regulation changes are found in Section 2.0 of this report.

1.2.2 Supporting Plans and Studies

The following plans and studies are provided as part of the applications described above. Three (3) copies of the plans and reports are required.

Plans:

1. Draft Plan of Subdivision (complete with the topographic survey)

Studies/Reports:

2. Planning Rationale and IERS
3. Site Servicing and Stormwater Management Design Brief
4. Traffic Impact Assessment (TIA)
5. Noise Feasibility Study
6. Geotechnical Study
7. Phase 1 Environmental Site Assessment
8. Environmental Impact Statement/Tree Conservation Report (EIS/TCR)
9. Archaeological Site Assessment Stage 1
10. Archaeological Site Assessment Stage 2

2.0 POLICY AND REGULATORY FRAMEWORK

The following section will demonstrate how the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications are consistent with relevant *Provincial Planning Statement (PPS)* policies, conform to the *City of Ottawa Official Plan* and comply with Ottawa's *Zoning By-law 2008-250* provisions.

Other relevant planning guidelines include the City of *Ottawa's Building Better and Smarter Suburbs* plan and the *Urban Design Guidelines for Greenfield Neighbourhoods.*

2.1 Provincial Policy Statement (PPS)

The *Provincial Policy Statement (PPS)* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in Section 2 of the *Planning Act*. The decisions that affect all planning matters "shall be consistent with" relevant policy issues under the authority of Section 3 of the *Planning Act*. The bulleted text describes how the suggested zoning amendment and subdivision are consistent with the preceding PPS policy.

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

Settlement Areas

Policy 1.1.3.1 states, "Settlement areas shall be the focus of growth and development".

- The suggested zoning and subdivision is situated on land designated by the City of Ottawa as settlement area (*General Urban Area*) and *Urban Natural Features*. The majority of the woodlot will be preserved and dedicated as a woodland park to the City of Ottawa as part of the proposed development.

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

- The suggested zoning and proposed subdivision consists of single detached lots and townhouse blocks. These residential dwellings will be supported by a variety of amenities within walking distance, such as new and existing neighbourhood parks, schools and school parks as shown on **Figure 1**.

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

- The suggested zoning and proposed subdivision is located within the City of Ottawa's *General Urban Area*. The proposed development will occur adjacent to existing built-up lands. The proposed development is largely comprised of compact built form and varying densities. Numerous Institutional Uses surround the Subject Site as shown on **Figure 1**.

Housing

Policy 1.4.3 states,

> Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
> …
> 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; and
> 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 offers a range of lot sizes and housing options which include detached dwellings and townhouses in close proximity to the future transit corridor.
- The location of the proposed development will offer future residents access to several local schools and parks within walking distance.

Public Spaces, Recreation, Parks, Trails, and Open Space

Policy 1.5.1 states,

> Healthy, active communities should be promoted by:
>
> a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
> b. planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
> c. providing opportunities for public access to shorelines; and
> d. recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

- The street pattern and sidewalk locations provide pedestrians with safe access to major destinations, including parks, other pathways, and schools.
- A variety of park types surround the proposed development including: one (1) future *woodland park*; four (4) *neighbourhood parks* (Rancourt, Scala, Portobello and Provence Parks); four (4) *school parks* (École Élémentaire Catholique de la Découverte, St. Theresa School, Avalon Public School, and École Élémentaire des Sentiers); one (1) *conservation park* (Lalande Conservation Park); as well as a cycling lane on Portobello Boulevard.

Sewage, Water and Stormwater

Section 1.6.6 of the PPS guides development with regards to sewage, water and stormwater.

Policy 1.6.6.2 states, “Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.”

- The proposed development will exclusively utilize municipal sewage, water and stormwater services as noted in the revised Site Servicing and Stormwater Management Report prepared by Novatech dated June 4, 2020.

Transportation Systems

Policy 1.6.7.4 of the PPS states, "A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation".

- Future residents of the proposed development will have access to existing and/or proposed future transit stops within a 400 m walking distance.
- It is anticipated that as surrounding areas continue to develop and grow, the future BRT and additional transit routes will be provided by OC Transpo to serve the needs of the growing community as well as the proposed development.

Wise Use and Management of Resources

Section 2.0 of the PPS speaks to the conservation of biodiversity, protecting waterbodies as well as natural heritage, water, agriculture, mineral and cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Policy 2.1.1 of the PPS states that natural features and areas shall be protected for the long term.

- The majority of the existing woodlot feature on the Subject Site will be preserved and dedicated to the City as a future woodland park. As noted in the revised Environmental Impact Statement and Tree Conservation Report (EIS/TCR) prepared by Muncaster Environmental Planning dated April 20, 2020, significant natural heritage features as well as potential wildlife habitat on the Phase 6 lands are limited to the significant woodlands to be retained.

Policy 2.1.2 states, "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...".

- As noted previously, the majority of the existing woodlot feature on the Subject Site will be preserved and dedicated to the City while some tree removal will occur along the peripheries of the current forest and to the east. Significant natural heritage features on the Phase 6 lands are limited to the significant woodlands to be retained and potential significant wildlife habitat within the significant woodlands as discussed in the revised EIS/TCR.

2.2 Official Plan

The relevant sections and policies of the *Official Plan* are listed below. The bulleted text describes how the suggested zoning amendment and subdivision are consistent with the preceding OP policy.

Land Use Designation

OP Section 3.6.1 - Land Use Designations

The current *City of Ottawa Official Plan Schedule B* designates the majority of the Subject Site as *General Urban Area* as well as *Urban Natural Features* as shown in **Appendix B**: Site #95 Nantes Street Woods.

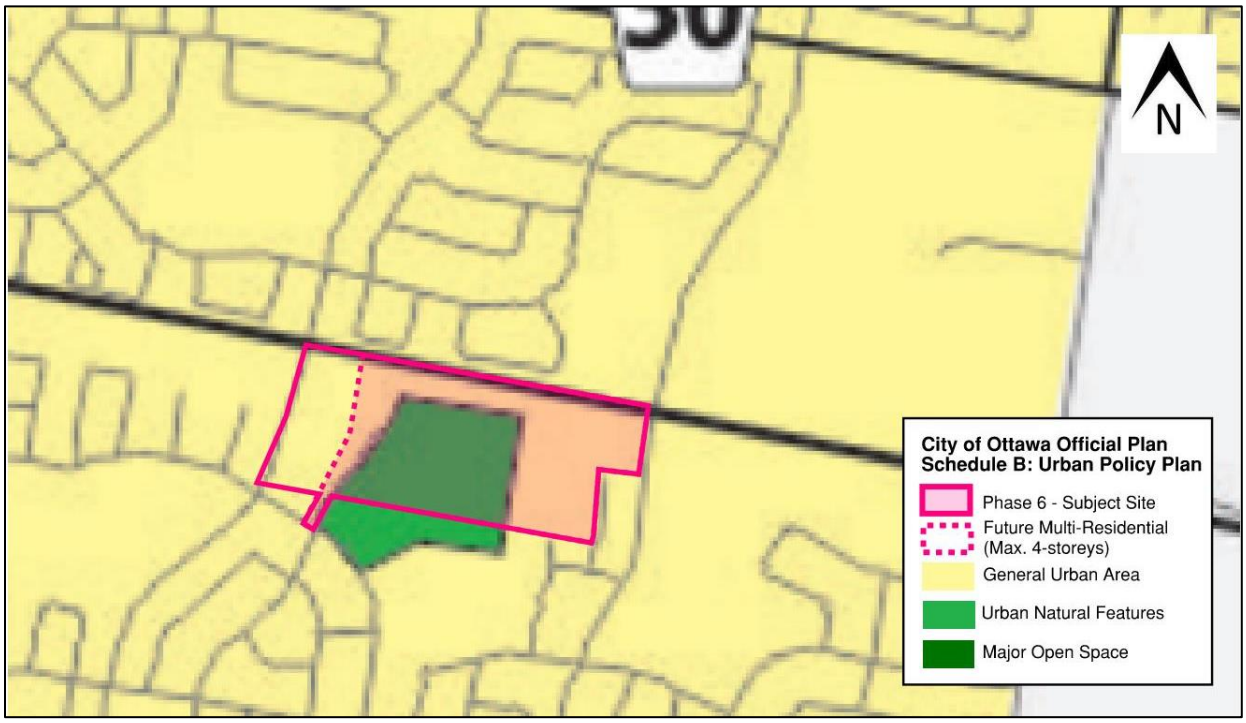


Figure 4: Excerpt from Official Plan Schedule B: Urban Policy Plan.

Section 3.2.3 of the *Official Plan* notes that the Urban Natural Features "provides a valuable contribution to biodiversity and wildlife habitat in the urban area and are enjoyed by residents". These areas are shown on Schedule B of the *Official Plan* with the purpose of this designation to "preserve natural features that are currently managed for conservation or passive leisure uses". The Council-approved *Urban Natural Areas Environmental Evaluation Study* (March 2005) and Addendum Report (March 2006) identified features such as woodlands, wetlands, and vegetated ravines throughout the urban area, and established their relative environmental values.

Policy 4 of the *City of Ottawa Official Plan* states that the boundaries of land designated Urban Natural Area are subject to further adjustments to reflect more up-to-date information such as environmental studies. Adjustments to the interpretation of the boundary as well as the features and functions may be warranted to reflect the more up-to-date information. As noted in the revised Environmental Impact Statement and Tree Conservation Report prepared by Muncaster Environmental Planning dated April 20, 2020, significant natural heritage features as well as potential wildlife habitat on the Phase 6 lands are limited to the significant woodlands to be retained as part of the proposed development. The adjusted boundary will be shown on a finalized zoning schedule to reflect the conclusions of the environmental study.

Section 3.6.1 of the *Official Plan* states that 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". Applicable policies under Section 3.6.1 are listed below:

Policy 1 states, "General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses".

- The proposed detached dwellings and townhouses are permitted at the density proposed. The development is situated amidst a variety of parks, greenspaces, schools, and City operated recreation facilities.

Policy 2 states, "The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11".

- These sections are addressed further below in *Urban Design and Compatibility* section of this report.

Transportation

OP Section 4.3: Walking, Cycling, Transit, Roads, and Parking Lots

Policy 1 states, "The road network in new plans of subdivision will provide the opportunity for direct transit routes through the community and for all buildings to be within 400 metres walking distance of a transit stop".

- The proposed development is currently within 400m of transit stops on Portobello Blvd. that offers OC Transpo routes 233 and 33.
- It is anticipated that as surrounding areas continue to develop and grow, additional and frequent transit routes will be provided by OC Transpo to serve the needs of the growing community.

Policy 6 states, "The City will require a transportation impact assessment report, which may be a community transportation study, transportation impact study, or transportation brief to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area".

- A revised Transportation Impact Assessment was prepared by Novatech dated June 4, 2020 for the applications noted in this report. See Section 2.4.1 of this report for more information.

Site Servicing

OP Section 4.4.1: Servicing in Public Service Areas

Policy 1 states, "The City will require development applications in Public Service Areas to be supported by an assessment of the adequacy of public services".

- A revised Site Servicing and Stormwater Management Design Brief dated June 4, 2020 was prepared by Novatech to assess the serviceability of the subject site. This report also discusses how run-off from the proposed development will be managed. See Section 2.4.1 of this report for more information.

Heritage and Archaeological Resources

OP Section 4.6.1 – Heritage Buildings and Areas

- No heritage buildings or areas are located on or adjacent to the Subject Site.

OP Section 4.6.2: Archaeological Resources

Policy 1 states, "Where development is proposed on land where archaeological potential exists, as identified on the City of Ottawa map *Areas of Archaeological Potential*, the City will require an archaeological resource assessment to be conducted by an archaeologist licensed under the Ontario Heritage Act, as a condition of development approval".

- A Stage Two Archaeological Assessment dated June 20, 2018 was completed by Paterson Group following the recommendations of the Stage 1 report. Based on the Stage 2 report, further archaeological studies are not required. For more information see Section 2.4.1 of this report.

Environmental Protection

OP Section 4.7.2 – Protection of Vegetation Cover

Policy 1 states, "…applications for subdivision, condominium and site plan approval, affecting vegetation cover on site, will be supported by a Tree Conservation Report and a Landscape Plan."

- A revised Tree Conservation Report (TCR) dated April 20, 2020 was prepared by Muncaster Environmental Planning Inc. and submitted in combination with the Environmental Impact Statement (EIS) prepared by the same company. The majority of the woodlot will be preserved and dedicated as a future woodland park. Some tree removal will occur along the peripheries of the current forest and to the east. For more information about the TCR (and EIS) see Section 2.4.1 of this report.

OP Section 4.7.4 – Protection of Endangered and Threatened Species

Policy 2 states, "...Significant habitat of endangered and threatened species will be identified by: … An Environmental Impact Statement in areas where there is potential for significant habitat to exist…".

- A revised Environmental Impact Statement (EIS) dated April 20, 2020 was prepared by Muncaster Environmental Planning Inc. to study the natural environment features, including the potential for specimen trees and Species at Risk. See Section 2.4.1 of this report for more information on the EIS. As previously mentioned, significant natural heritage features as well as potential wildlife habitat on the Phase 6 lands are limited to the significant woodlands to be retained. For more information about the TCR (and EIS) see Section 2.5.1 of this report.

OP Section 4.7.6 – Stormwater Management

Policy 1 states, "A stormwater site management plan will be required to support subdivision and site-plan applications".

- A revised Site Servicing and Stormwater Management Brief that includes a stormwater management review was prepared by Novatech an dated June 4, 2020. The brief addresses any relevant policies of the Official Plan and other City of Ottawa engineering requirements. See Section 2.4.1 of this report for more information.

Noise

OP Section 4.8.7 – Environmental Noise Control

Policy 3 states, "Development proposals for new noise sensitive land uses will require a noise feasibility study and/or detailed noise study in the following locations: … (b) 100 metres from the right-of-way of: (i) an existing or proposed Arterial, Collector or Major Collector Road identified on Schedules E and F…".

- A revised Noise Feasibility Study for traffic noise from Provence Avenue and Portobello Boulevard was prepared by Novatech and dated June 4, 2020. See Section 2.4.1 of this report for more information.

Greenspace

OP Section 4.10 - Greenspace Requirements

Policy 1 states, "As a condition of development or redevelopment, the City will acquire land for park purposes through the provisions of the *Planning Act*, in a way that best meets park and recreation needs of the community".

- The requirement for parkland will be addressed through the dedication of the woodlot as a future woodland park which builds on the existing Lalande Conservation Park. The retention of the woodlot ensures that the urban natural feature is preserved while allowing for future opportunities to create recreational pathways and trails throughout this area by the City. The dedication of the woodlot as a future woodland park on the Subject Site as well as previous parkland dedications in the area have resulted in the over-dedication of total parkland required for the development.

Urban Design and Compatibility

Section 2.5.1 outlines the Official Plan's Design Objectives and speaks to achieving development that "enhances the established community" and "coexists with existing development". The following is a review of the seven stated design objectives and summary of how the proposal is consistent with these objectives:

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

- The suggested draft zoning enables the flexibility with easy access to various local institutional and recreational uses. The proposed subdivision will maintain a continuous residential development character and is compatible in scale with the existing developed neighbourhood.

2. *To define quality public and private spaces through development*.

- The majority of the existing woodlot will be preserved and dedicated to the City which will build on the existing Lalande Conservation Park. All new lots as part of the subdivision will have access to rear yard amenity spaces with some lots backing directly onto the woodland park and Lalande Conservation Park.

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

- A series of pedestrian sidewalks are located throughout the subdivision to facilitate safe movement to and from the neighbourhood as shown in **Figure 5**.

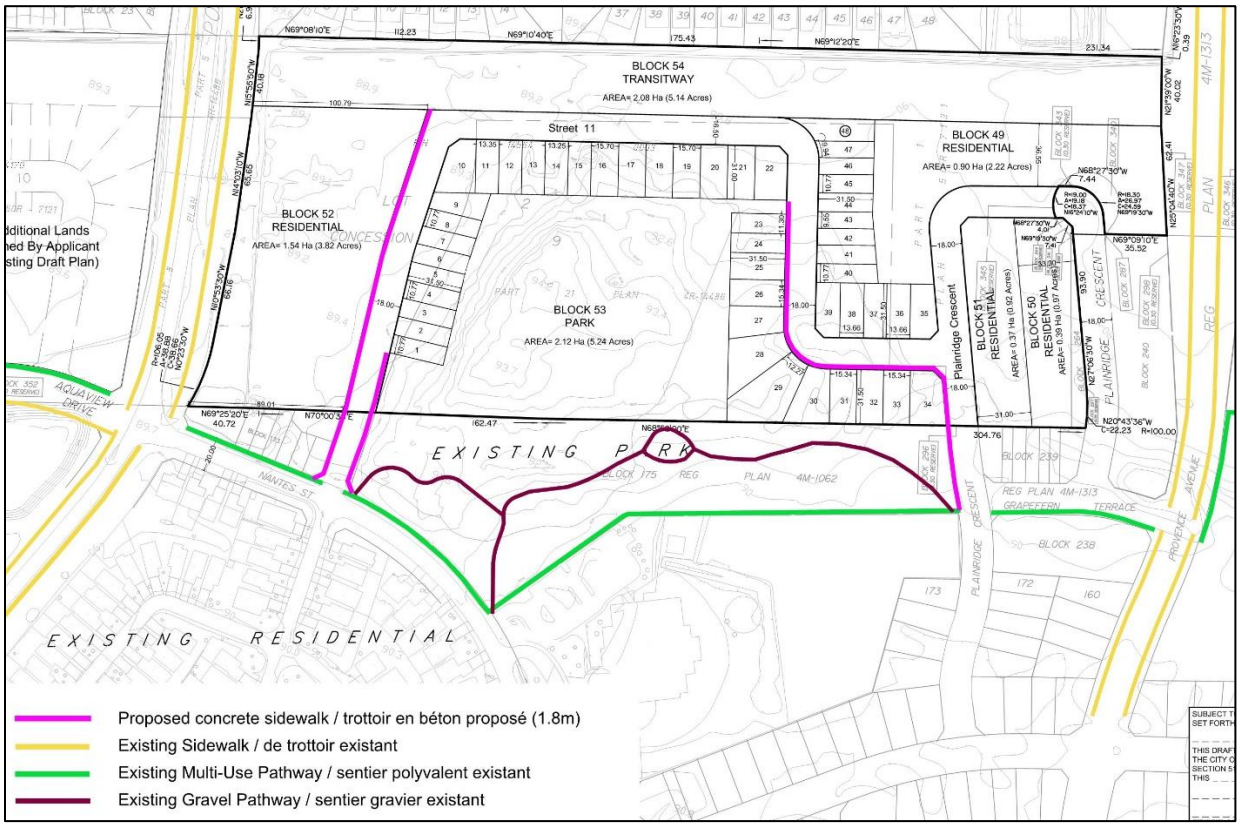


Figure 5: Excerpt from the Proposed Pathways Plan prepared by Novatech.

4. *To ensure that new development respects the character of existing areas*.

- The suggested zoning allows for detached dwellings and townhouses, which maintains a continuous residential development character that is compatible in scale with the existing developed neighbourhood. The suggested zoning for Phase 6 will utilize the same zoning provisions for the Provence Orleans Subdivision Phases 1-5.

5. *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 suggested zoning is not intended to evolve in the near or longer-range future. It is generally consistent with the Plans for the area. The suggested zoning allows for the proposed buildings, which offers housing choices in a variety of sizes.

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

- The suggested zoning has been informed by the recommendations of a range of studies examining the natural landscape and topographic constraints of the site as well as the Integrated Environmental Review Statement (IERS).

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

- The suggested zoning enables smaller lot widths and building types to be permitted.

Section 4.11: Urban Design and Compatible Development speaks to neighbourhood or site-scale issues such as noise, light spillover, parking and access, shadowing, and microclimate on proposed and existing development. Policies of Section 4.11 are divided into several broad categories. Discussion of how the proposed development satisfies these policies follows.

Views. According to the *Official Plan* no significant view sheds were identified within the Subject Site. Several residents will have views onto the existing forest, future transitway corridor, and Lalande Conservation Park. The crescent street layout provides for views down each street to enable intuitive navigation through the neighbourhood whether by foot or vehicle.

Building Design. The proposed subdivision will feature building designs that are identical to the residential units in the Provence Orleans Subdivision Phases 1 – 5. The building designs are compatible with the existing character of surrounding residential development with respect to building setbacks, heights, colours, materials, as well as architectural elements.

Massing and Scale. The suggested zoning enables a variety of residential building forms. The proposed subdivision includes single detached dwellings and street townhouses. The subdivision has been designed with consideration of the size and form of residential blocks and lots with respect to achieving an intuitive internal street layout.

Outdoor Amenity Areas. In addition to the abundance of nearby parks, school parks, and trails, the proposed residences will have private access to rear yard amenity area that complies with the *Zoning By-law* provisions. Each unit will have access to a private rear yard amenity space.

Guidelines: Building Better and Smarter Suburbs (BBSS)

The BBSS Guidelines, while not policy nor regulation, outlines some of the expectations Ottawans have for the development of new suburbs. Strategic Directions that have been met in the suggested zoning amendment (and subdivision) are noted in parentheses in the following notes. These notes are sorted by the nine (9) topics in the Guidelines.

Note: Unaddressed Guidelines do not apply to this application. ***A full list of the Strategic Directions is provided in Appendix C: Urban Design Strategic Directions and Guidelines.***

Strategic Direction (SD) Topics	Proposed Development
1. Street Network and Land Use (SD: 1-12)	The proposed street layout will tie into the existing municipal grid network and is based on a modified crescent pattern (SD: 1 and 2). The street layout ensures direct pedestrian and cycling connectivity to key destinations in the community such as schools, parks, and the future transitway (SD: 3). There are no arterial roads that abut the Subject Site (SD: 4). Proposed roadways must be designed to City design standards (SD: 5) and any traffic calming design will be included if in City design standards (SD: 6). No roundabouts are proposed within the development (SD: 7). Cycling facilities will be accommodated in the future Transitway abutting the subdivision (SD: 8). No reverse frontage lots are proposed (SD: 9). Transit planning will occur as required under normal planning process (SD: 10). Home-based businesses are permitted in all residential zones (SD: 11). It is not currently possible to require builders to include utilities in basements through the planning process (SD:12).

2. Parks and Open Space (SD: 1-4)	The majority of the woodlot will be preserved and dedicated to the City as a future woodland park and will build onto the existing Lalande Conservation Park (SD: 3). Where possible, at least one tree will be planted on every new lot subject to the *Tree Planting on Sensitive Marine Clay Soils 2017 Guidelines* (SD: 4)
3. Stormwater Management (SD: 1-6)	*(No response required. Strategic Directions in this section are all City-oriented.)*
4. School Sites (SD: 1-9)	*(No schools are proposed as part this proposed subdivision.)*
5. Parking (SD: 1-7)	Residential buildings have been designed to minimize the visual prominence of garages on the streetscapes (SD: 2). On-street parking will be available on local streets as part of the proposed subdivision (SD: 6).
6. Road Right-of-way (SD: 1-10)	Roads must be designed to City requirements (SD: 1-5, 10) and any traffic calming design and transit will be included if in City design standards (SD: 6, 7). City of Ottawa Cross Sections ROW-16.5 and ROW-18 are proposed.
7. Rear Lanes (SD: 1-4)	*(No rear lanes are proposed.)*
8. Trees (SD: 1-4)	A streetscaping plan (Landscape Plan) will be submitted prior to draft plan approval that must meet City standards (SD 1,2). The majority of the woodlot will be preserved and dedicated to the City as a future woodland park (SD: 3). Where possible, at least one tree will be planted on every new lot and two trees on corner lots subject to the City's *Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines*. As part of this proposed development, the majority of the existing trees in the woodlot will be kept to the greatest extent possible. (SD: 4).
9. Utility Placement (SD: 1-6)	Utilities will be underground (SD: 1, 5-6). The design of utilities underground will not impact trees on private property to the greatest extent possible. The placement of utilities and trees are subject to the City's *Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines* and it is not possible to determine their final locations until detailed engineering stage (following Draft Plan Approval) (SD: 2-3).

Guidelines: Urban Design Guidelines for Greenfield Neighbourhoods

Note: Unaddressed Guidelines do not apply to this application. ***A full list of the Guidelines is provided in Appendix C: Urban Design Strategic Directions and Guidelines.***

Guideline (GL) Topic	Proposed Development
When structuring the layout of the neighbourhood… (GL: 1-20)	The suggested zoning and subdivision design are subject to geotechnical and soils studies, as well as environmental reviews such as a Phase 1 Environmental Site Assessment, Tree Conservation Report and an Environmental Impact Statement. (GL: 1). The Subject Site is on fallow farm fields with the majority of the woodlot dedicated as a future woodland park. (GL: 2-4, 6). The majority of the existing trees in the woodlot will be preserved to the greatest extent possible with new trees planted on private property and within the streetscape (approximately one tree per lot) subject to the City's *Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines* (GL: 3-5). Green spaces and public ROWs are connected to draw residents to parks and institutions. No stormwater pond is proposed and therefore will not need to be integrated into the greenspace network (GL: 7). The street pattern facilitates ease of access for residents to existing schools and parks (GL: 10). A new local street is proposed, which will connect to existing Nantes Street and is within 400m of collector roads or major collector (Portobello Boulevard, Nantes Street, or Provence Avenue). Plainridge Crescent will also be extended as part of the proposed residential subdivision development (GL: 11-12). Sidewalk locations are provided throughout the subdivision to allow for the ease of movement throughout the neighbourhood and greater community (GL: 13). The residential units of the proposed development are oriented in various directions as shown on the Draft Plan and in Table 1: Proposed Units, Lots, and Blocks (GL: 14). The woodland park will build onto the existing Lalande Conservation Park which has frontage onto Nantes Street and Street No.: 11 (GL: 20).
When designing streets and streetscapes… (GL:21-33)	City of Ottawa Cross Sections with minor modifications are proposed for the new local street, which can accommodate a variety of elements as required by the City (GL: 21, 26). Most rear yards (outdoor living areas) will not be affected by noise from collector streets, however a handful of properties in will be affected, as detailed further in the Noise Feasibility Study (GL: 22). A streetscaping plan will be required following draft plan approval and entrances to neighbourhoods will be addressed at that stage (GL: 25, 27).
When designing residential buildings and sites… (GL: 34-46)	In the suggested R3YY[2582] zone, the minimum front yard setback is 6 metres, which will allow for a number of tree varieties. The lot fabric as seen in the Concept Plan dictates that building types and forms will vary significantly to provide visual interest. Detached dwellings of various sizes and townhouses each street block (GL: 34-35). All buildings front onto a street (GL: 37). Residential buildings have been designed to minimize the visual prominence of garages that do not dominate the streetscape (GL: 44). Shared driveways are desirable given that they enable enough space for on-street parking, in addition to

	the benefits listed. Shared driveways for townhouses will be accommodated to the greatest extent possible (GL: 45).
When designing non-residential buildings and sites… (GL: 47-53)	*(No non-residential building nor sites are proposed).*
When designing greenspaces… (GL: 54-59)	A Facility Fit Plan for the woodland park will be provided to the City prior to Draft Plan approval.
When designing and locating utilities and amenities… (GL: 60-65)	It is anticipated that as surrounding areas continue to develop and grow, additional transit routes will be provided by OC Transpo to serve the needs of the growing community. (GL: 61). A streetscape plan will be submitted following draft plan approval that use City of Ottawa Cross Sections (GL: 62).

2.3 Zoning By-law 2008-250

Residential uses are permitted on the Subject Site subject to a *Zoning By-law Amendment*.

The majority of Subject Site is currently zoned *Development Reserve (DR)* with exception of the woodlot portion zoned *Environmental Protection (EP)* and the Lalande Conservation Park zoned *Parks and Open Space (O1)* south of the subject property under *Zoning By-law 2008-250*. As mentioned previously, a significant majority of the woodlot will be preserved and dedicated to the City of Ottawa as a future woodland park.

The purpose of the DR Zone is to recognize lands intended for future urban development in areas designated as General Urban Area and Developing Community in the *Official Plan*. The DR zone serves as a placeholder to limit the range of permitted uses to those which will not preclude future development options as well as impose regulations which ensures a low scale and intensity of development to reflect the characteristics of existing land uses. The proposed development will respect the character of existing residential development and is compatible in scale with built forms for the community.

The purpose of the EP Zone is to recognize lands which are designated in the *Official Plan* as Significant Wetlands, Natural Environment Areas and Urban Natural Features that contain important environmental resources which must be protected for ecological, educational and recreational reasons. The EP Zone ensures that any development will be compatible with the protection of environmental attributes of these lands, while also minimizing the impact of any buildings or structures within these environmental areas. As previously discussed, Section 3.2.2, Policy 4 of the *City of Ottawa Official Plan*, the boundaries of land designated Urban Natural Area are subject to further adjustments to reflect more up-to-date information such as environmental studies. Adjustments to the interpretation of the boundary as well as the features and functions may be warranted. The majority of the existing forest will remain and be transferred the City of Ottawa with some tree removal along the peripheries of the current forest and to the east as part of the Phase 6 development.

2.4 Suggested Zoning

It is suggested to rezone the residential portions of the Subject Site from DR – Development Reserve to a R3YY – Residential Third Density, Subzone YY, Urban Exception 2582 and R4Z – Residential Fourth Density, Subzone Z, Urban Exception [XXXX]. The suggested R3YY[2582] rezoning was guided by the results of the tree planting setbacks in the Geotechnical Investigation Report prepared by Paterson Group titled "*Proposed Residential Development Legault Lands Trim Road – Ottawa*" dated July 5, 2018 Report: PG4278-1. Given the sensitive marine soils, a tree setback of 7.5 metres must apply to any part of the foundation as per the *City of Ottawa's Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines*. The suggested residential zones will provide the flexibility needed to achieve the type of neighbourhood design expected in new developments and around major transit corridors. A variety of building forms and building designs are permitted under these zones, such as a mixture of detached, street, stacked townhouses, retirement homes, and apartment dwellings.

Further, the proposed building foundations for some of the residential units this site will include a projection for porches of up to 1.5 metres into the front and corner side yards similar to Provence Orleans Phases 1 – 5. The City's standard projection for porches found in *Table 65 – Permitted Projections into Required Yards* of the *Zoning By-law 2008-250* permits a maximum of up to 2 metres or 50 percent of the required front and corner side yard. The projection for porches of up to a maximum of 1.5 metres will also ensure compliance with the City's *Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines*. An implementing *Zoning By-law Amendment*, was adopted by Council on September 11, 2019 for the "Provence Orleans Subdivision at 2128 Trim Road Phases 1-5", *#D02-02-18-0067* and *#D07-16-18-0021*.

The applicant is suggesting that the majority of the DR-zoned land be rezoned to R3YY[2582] with the exception of the westerly lots, which will be rezoned to R4Z[XXXX] as shown on **Figure 8**. The EP-zoned woodlot portion will remain as such as this will be a future woodland park dedicated to the City.

The suggested rezoning ensures that the zoning by-law provisions for Residential Third Density, Subzone YY and Residential Fourth Density, Subzone Z are satisfied and are subject to review by the City of Ottawa.

A draft zoning schedule is in **Table 3**. The suggested zoning key plan is shown on **Figure 8**.

It should be noted that Section 87(1) of the *Zoning By-law* states, "*A rapid-transit network and related construction, staging and repair works to support a rapid transit network are permitted in all zones*". Considering transitways are permitted in all zones, a separate zone is not required for the transitway. The adjacent residential and institutional zones follow the centreline of the transitway, which is keeping with standard practice for road ROW.

Table 3: Draft Zoning Schedule

Zone	Draft Zone Exception Text	Lot(s) and/or Block(s) on Draft Plan
R3YY	**[2582]**	Lots 1-48 Blocks 49-51, 54
R4Z	**[XXXX]**	Block 52
EP		Block 53

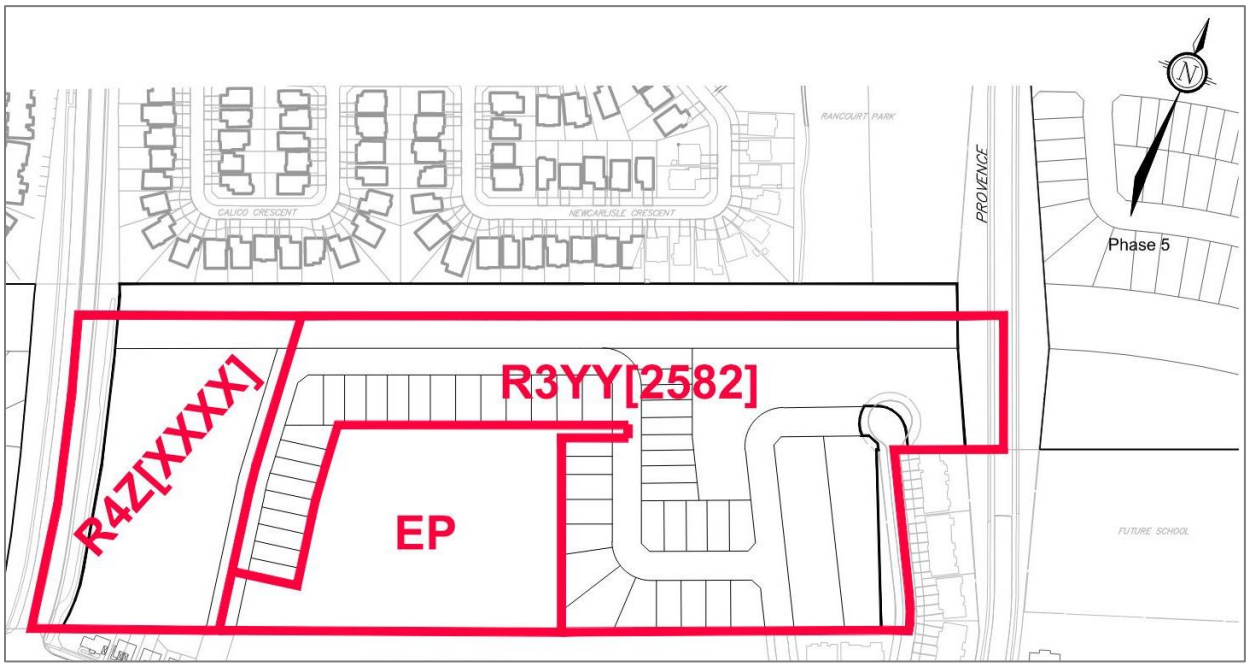


Figure 6: Excerpt from Suggested Zoning Key Plan prepared by Novatech.

2.4.1 Integrated Environmental Review Statement

Recommendations from the required studies are listed below. They have informed the design of the Subject Site in terms of grading, drainage, site services, fire protection, transportation, building structure material requirements, and any mitigative measure needed to address contamination (if any) or Species at Risk.

The site as proposed meets all regulatory requirements described in each plan and study. Some standard items requiring further information (e.g. prior to Draft Plan Approval, following Draft Plan Approval or upon Site Plan Control approval) include and are not limited to:

1. Detailed engineering servicing, grading and stormwater plans
2. Streetscape Plan (following detailed engineering)
3. Detailed Noise Impact Assessment
4. Facility Fit Plan for the woodland park.

The result of the combined recommendations is that, technically, development could occur as proposed on the Draft Plan of Subdivision. Development would be subject to the recommendations of each report as guided by government regulation and best practices.

Site Servicing and Stormwater Management Design Brief

A revised Site Servicing and Stormwater Management Design Brief consistent with the Master Servicing Study (*Gloucester and Cumberland East Urban Community Expansion Area and Bilberry Creek Industrial Park Master Servicing Update* by Stantec dated July 2006) was prepared by Novatech and dated June 4, 2020. The report concludes:

1. The watermain flows will be supplied by the on-site looping of watermain connecting to the 300mm diameter watermain on Nantes Street and the 200mm diameter watermains on Plainridge Crescent.
2. The sanitary flows will be collected by the on-site sanitary sewer system and directed to the 375mm diameter sewer on Nantes Street. For the east side of the site the sanitary will connect to the 200mm diameter sanitary sewers on Plainridge Crescent. All sewers will ultimately outlet to the sanitary sewer in Portobello.
3. The stormwater flows will be collected by the on-site sewers system and directed to the existing sewers on Nantes (1050mm diameter), or Plainridge Crescent (450mm diameter and 525mm diameter). All sewers will ultimately outlet to the trunk storm sewer in Provence Avenue.
4. All existing water, sanitary and storm systems were designed with this development in mind and have sufficient capacity for the proposed development.

Geotechnical Study

A Geotechnical Study dated July 5, 2018 was prepared by Paterson Group to determine the subsoil and groundwater conditions (by means of boreholes and test holes) and to provide geotechnical recommendations for the design of the proposed development (based on the results of the boreholes and other soil information available). Some of the conclusions are:

1. Generally, the soil conditions encountered at the test hole locations consists of a thin layer of topsoil/organic layer followed by a sensitive silty clay deposit.
2. A medium- to high-sensitivity clay soil was encountered between design underside of footing elevations and 3.5 m below finished grade as per City Guidelines (*Tree Planting in Sensitive Marine Clay Soils 2017*). Based on our Atterberg Limits test results, the modified plasticity limit generally exceeds 40%.
3. Large trees (mature height over 14 m) can be planted within the sensitive soils provided a tree to foundation setback equal to the full mature height of the tree can be provided (e.g. in a park or other green space).
4. Tree planting setback limits is 7.5m for small (mature tree height up to 7.5m) and medium size trees (mature tree height 7.5 m to 14 m) provided that the conditions set out in Section 6.8 of the report are met.
5. Recommendations for the detailed engineering design stage (following Draft Plan Approval) are listed in Section 7.0 of the report.

Environmental Impact Statement (EIS)

A revised EIS report dated April 20, 2020 was prepared by Muncaster Environmental Planning Inc. to study the natural environment features, including the potential for specimen trees and Species at Risk. The EIS concludes:

1. No Species at Risk were observed and none are anticipated to have the potential to utilize the Phase 6 lands other than butternut. No pure butternuts were observed on or within 50 metres of the Phase 6 lands, with one hybrid detected to the south of the south-central edge.

2. Significant natural heritage features as well as potential wildlife habitat on the Phase 6 lands are limited to the significant woodlands to be retained and potential significant habitat within the significant woodlands.

Tree Conservation Report (TCR)

A revised TCR dated April 20, 2020 was prepared by Muncaster Environmental Planning Inc. and is combined with the EIS report. The TCR notes:

1. Due to grading and other urban servicing requirements no tree retention is anticipated for the site outside of the central forest.
2. In terms of planting sensitivities, where clay soils are present, tree and shrub species that have a high water demand are not recommended for the site.
3. A Tree Cut Permit will be required for all trees greater than 10cm dbh.
4. Implementation of the mitigation measures listed under the report subheading 'Impact Analysis and Recommendations' is required.

Phase 1 Environmental Site Assessment (ESA)

A Phase I ESA dated January 20, 2018 was completed by Paterson to research the past and current use of the site and study area and to identify any environmental concerns with the potential to have impacted the subject property. The report concludes:

1. A Phase II Environmental Site Assessment is not required for the property.
2. Two (2) potentially contaminating activities (PCAs) were identified at the City of Ottawa Trim Road Garage Depot, located within the Phase I-ESA study area, however, these PCAs are not considered to represent areas of potential environmental concern on the subject site.
3. The forested portion of the site, located east of Portobello Boulevard and north of Lalande Conservation Park, is listed as an Environmental Protected Zone (EP).

Traffic Impact Assessment (TIA)

A revised Transportation Impact Assessment (TIA) was prepared by Novatech dated June 4, 2020 in support of the proposed development. The proposed roadways are shown on the Draft Plan tie into the existing surrounding network of roads and will be designed to support the proposed development. The report conclusions include:

1. Street No. 11 and the remainder of Plainridge Crescent have a proposed ROW width of 18m and a proposed roadway width of 8.5m, which is sufficient for a travel lane in each direction and parking on one side of the roadway. This is adequate given the context of the proposed development, a low-speed residential neighbourhood with limited opportunity for cut-through traffic.

2. 1.8m concrete sidewalks are proposed on the east side of Street No. 11 between Nantes Street and the first residential lot, on the west side of Street No. 11 between Nantes Street and the future transitway, and on the inside of Street No. 11 and Plainridge Crescent between Grapefern Terrace and the northeast corner of the Lalande parkland.

3. Phase 6 of the proposed subdivision will be served by three accesses. The two sections of Plainridge Crescent will be connected in a loop as part of the Phase 6 development. A

full-movement access on Street No. 11 will tie-in to the intersection of Nantes Street/Brianna Way, making it a four-legged intersection.

4. Phase 6 of the proposed subdivision is projected to generate 66 transit trips during the AM peak hour and 80 transit trips during the PM peak hour.

5. Based on the projected passenger volumes and correspondence with OC Transpo confirming new bus routes on Provence Avenue as the proposed subdivision develops, no capacity problems are anticipated on the bus routes 33 and 233, which serve the stops adjacent to the proposed Phase 6 development.

Noise Feasibility Study

A revised Noise Feasibility Study was prepared by Novatech dated June 4, 2020 to assess the environmental impact of noise to the outdoor, review the feasibility of various noise mitigation methods, and confirm the noise levels can be reduced to the City of Ottawa approved levels.

The report confirms the predicted outdoor noise levels for the proposed Provence Orleans Subdivision Phase 6 from traffic is in excess of the City of Ottawa's guidelines for the lots represented by OLA 10, OLA 13, and OLA 14. Novatech recommends the following:

1. The excessive noise for the lots represented by OLA 10 be permitted because the City's ENCG permits exceedances up to 5dBA, the predicted traffic volumes are likely greater than what will be experienced, and a noise barrier does not match the existing neighborhood aesthetics; and

2. The inclusion of a noise warning clause registered on title and incorporated into the sales/rental agreements, to inform potential buyers/tenants, for the units represented by OLA 10, OLA 13, and OLA 14, subject to review during detailed design.

Archeological Assessment Stages 1 and 2

A Stage 1 Archaeological Assessment was completed by Paterson and dated March 15, 2018. The result of the Stage 1 assessment is that a Stage 2 assessment is required as the report concludes:

1. There is archaeological potential for pre-contact and historic period sites in the study area. As such, a Stage 2 archaeological assessment will be required.

A Stage 2 report dated June 20, 2018 was completed by Paterson. The conclusions of Stage 2 include:

1. No archaeological remains, artifacts, or culturally significant soil profiles were encountered during the Stage 2 investigations.
2. No further archaeological study is required for the study property.

3.0 CONCLUSION

The proposed applications are consistent with the *Provincial Policy Statement*, conform to the *City of Ottawa Official Plan*, comply with the proposed *2008-250 Zoning By-law* provisions and respects the applicable urban design guidelines found in the *Official Plan*.

It is Novatech's professional opinion that the proposed development is an appropriate and desirable addition to Provence Orléans community and represents good planning.

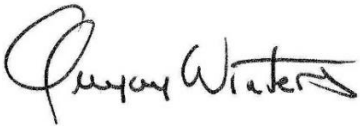
Yours truly,

NOVATECH

Prepared by:

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

Reviewed by:



Greg Winters, MCIP, RPP
Senior Project Manager, Planning & Development

4.0 APPENDIX A: DRAFT PLAN OF SUBDIVISION

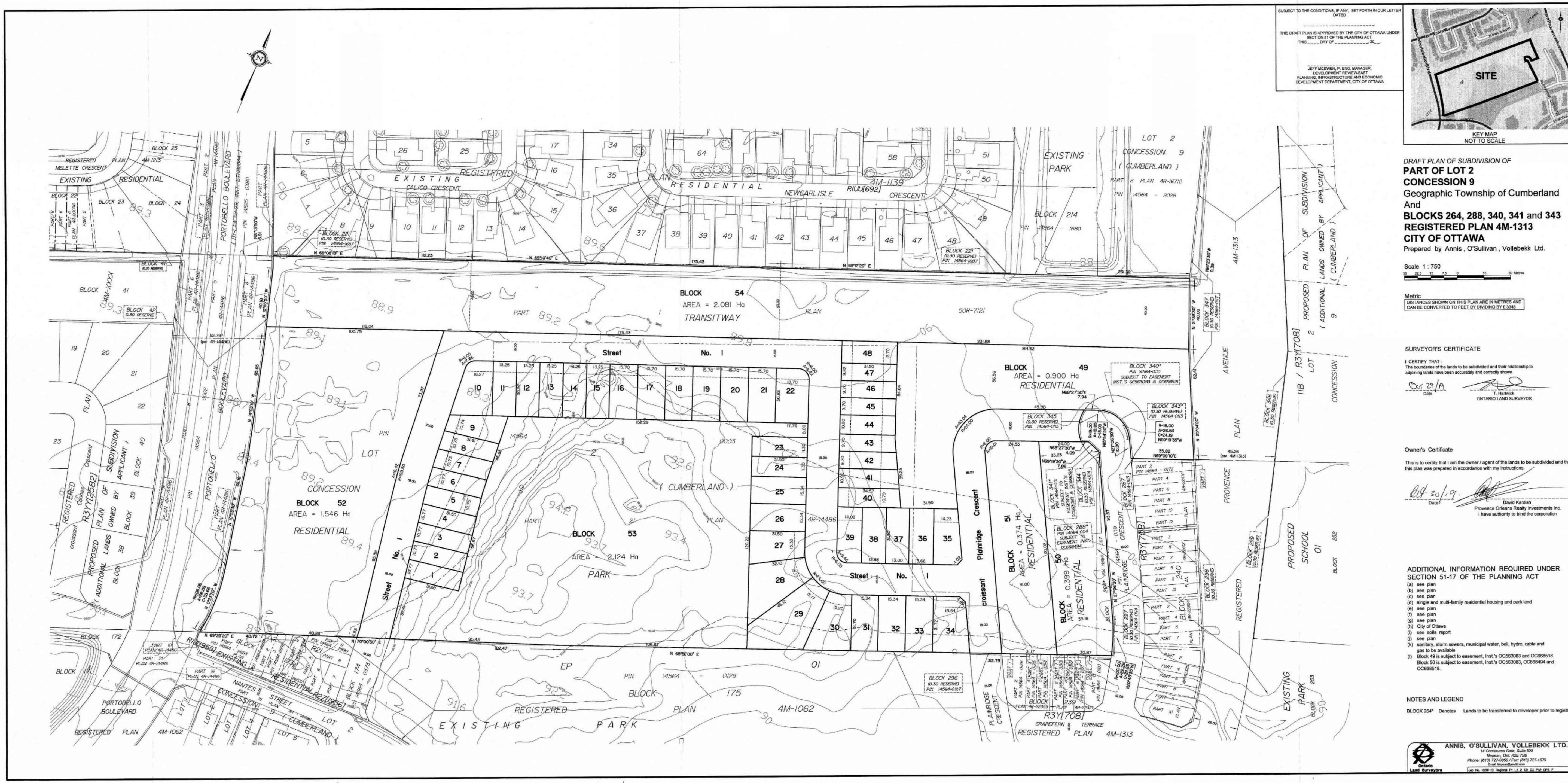


Figure 7: Draft Plan of Subdivision prepared by Annis, O'Sullivan, Vollebekk Ltd.

5.0 APPENDIX B: SITE #95 NANTES STREET WOODS


Site # 95
Nantes Street Woods
Newcastle Cr.
Portobello Blvd.
Nantes St.
Descartes St.
Phase 6 Subject Site
Subdivision Development Area
Future Multi-Residential
(Max. 4-storeys)
Urban Natural Features Strategy
Environmental Rating = Low
Priority Area
Ottawa
N

6.0 APPENDIX C: URBAN DESIGN STRATEGIC DIRECTIONS AND GUIDELINES

6.1 BBSS Strategic Directions

.1 Street network and land use

1. Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.
2. Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.
3. Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc).
4. Examine opportunities to design the street network with more closely spaced arterial roads in order to minimize the need for very wide ROWs that can be perceived as community dividers and barriers to active transportation.
5. Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area.
6. Implement traffic calming measures at the outset of road design for local and collector streets.
7. Use roundabouts that prioritize pedestrian and cyclist safety in appropriate functional locations.
8. Implement prescribed facilities from the 2013 Ottawa Pedestrian Plan (Section 4.1) and 2013 Ottawa Cycling Plan with development.
9. Avoid reverse frontage lots (rear yards abutting public streets) within a community.
10. Encourage representation from OC Transpo at pre-consultation meetings for plans of subdivision in order to incorporate transit planning into initial subdivision design.
11. Provide flexibility in zoning to accommodate a mix of land uses within a community, such as areas that allow live-work units or local commercial land uses.
12. To support housing affordability, encourage developers to “rough-in” utilities in basements in order to facilitate their future conversion to second dwelling units in single, semi-detached, and townhouse units.

.2 Parks and Open Space

1. Investigate the conditions and criteria around adding new smaller park typologies to the Park and Pathway Development Manual.
2. Review existing metrics for accessibility/walking distance to all parks and open spaces that take into consideration health and age of residents.
3. Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size.
4. Identify opportunities to connect separate features of the open space network (e.g. a park to a nearby woodlot) with streets that support canopy trees.

.3 Stormwater Management

1. Investigate ways of minimizing space attributed to SWM facilities.
2. Provide street frontage for sites that contain stormwater management ponds.

3. Ensure that land attributed to large SWM facilities can serve additional functions, such as recreation trails or multi-use paths as part of the open space system and support the connection of trails in SWM facilities to parks and open spaces, and to pedestrian and cycling facilities.
4. Examine opportunities to reduce 'end of pipe' water volume discharge.
5. Examine opportunities for innovative stormwater management in new road ROW cross-sections, such as bioswales and integrated systems that support tree hydration.
6. Review best practices from former municipalities to deter-mine improved stormwater management practices, and ex-amine opportunities for emergency stormwater management in public open spaces and parks, where available.

.4 School Sites

1. Encourage the planning and design of school and park blocks as one comprehensive site and part of a neighbourhood's grid of streets and blocks.
2. Examine opportunities and best practices for incorporating existing trees or woodlots into functional spaces (e.g. natural play areas or outdoor classrooms) on school sites.
3. Work with school boards to minimize land requirements for school sites, including: Promote adjoining school and park sites where possible.
4. Proactively seek out partners for facility partnerships and combined use agreements between the City and school boards (e.g. playgrounds, libraries, sports fields).
5. Consider the requirement for multi-storey school buildings (mini-mum 2 storeys).
6. Investigate options for more efficient bus lay-bys and student pick up / drop off areas.
7. Prioritize pedestrian and cycling safety by including traffic calming measures on streets abutting school sites at the outset of school and street design.
8. Review best practices for bicycle parking on school sites.
9. Consider ways to make temporary use of optioned school sites that will benefit the community while these sites are vacant.

.5 Parking

1. Develop criteria to determine where street-accessed parking and rear-accessed parking are appropriate.
2. Where street-accessed parking is appropriate, establish set-backs that will allow a vehicle to be parked in front of the garage or carport, while preventing the visual prominence of garages on the streetscape.
3. Determine appropriate driveway width based on lot width; provide range of options.
4. Consider minimum parking space dimensions inside garages to ensure they can function as intended, to park vehicles.
5. Consider options for multi-car households through the on-street residential parking permit program, and seek to provide adequate curbside parking supply by ensuring sufficient space between driveways (single or paired), or the use of rear lanes or buildings with parking at rear, where appropriate.
6. Encourage on-street parking on all local and collector streets, including 24 hour on-street parking with permits.

7. Consider alternating on-street parking on each side of the street during winter, to assist in snow removal.

.6 Road ROW

1. Add a series of new ROW cross-sections that respond to built form context, better accommodate street trees, and ad-dress items 2 to 9 below.
2. Consider adding an extra narrow ROW for a one-way street design.
3. ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.
4. Ensure new cross-sections consider offset geometry and differences between ROW width versus paved road width.
5. Reduce width of vehicle travel lanes in new ROW cross-sections.
6. Accommodate public transit and related amenities in the design of streets with existing or anticipated transit service.
7. Implement traffic calming measures (such as those in the Canadian Guide to Neighbourhood Traffic Calming) at the outset of road design for local and collector streets.
8. Allow for increased storage of stormwater volumes within the ROW, taking into consideration opportunities to use bio-swales for tree hydration.
9. Determine preferred sizes and locations for combined mail boxes in the right-of-way that support active transportation and safety and reduce the creation of short vehicular trips.
10. Ensure components of a 'complete street' are provided in the ROW, such as: Pedestrian facilities; Cycling facilities; On-street parking; Traffic calming features; Trees on both sides of the street, including canopy trees; Utility placement and operational considerations that do not interfere with the attributes of complete streets.

.7 Rear Lanes

1. Determine locations where rear lanes or development with rear-access parking (e.g. townhouse or stacked townhouse blocks with limited curb-cuts and driveway access, and parking at the rear of each dwelling unit) are appropriate. For example, locations may include lots facing schools, parks, community centres, and on major collector and arterial roads.
2. Analyze budgetary implications and community design benefits of City ownership of lanes; evaluate model of private lane ownership with public pedestrian easement.
3. Determine which utilities can and should be located in rear lanes.
4. Revisit design for rear lane blocks in order to improve snow and stormwater storage and conveyance issues.

.8 Trees

1. In new ROW cross-sections, ensure conditions to support healthy street trees, including canopy trees, in the ROW.
2. Implement tree planting strategies identified in the Street Tree Manual for Greenfield Neighbourhoods (to be approved in early 2015).
3. Where appropriate, incorporate retained tree stands or wood-lots in parks and open spaces.
4. Improve retention of healthy trees and treed areas in new neighbourhoods.

.9 Utility Placement

1. Favour design solutions that make all utilities and infrastructure (except traffic signals and fire hydrants) as invisible as possible.
2. Find design solutions that accommodate all utilities using less space in the ROW (e.g. joint utility trench) while ensuring sufficient space for street trees.
3. Minimize the numbers of utilities crossing soil trenches for trees.
4. Ensure utility placement and network design can accommodate increasing densities without compromising service quality and safety standards.
5. Combine above-ground utilities to reduce their visual impact on the streetscape.
6. Continue to support the burial of overhead wires on new roads.

6.2 Urban Design Guidelines for Greenfield Development

When structuring the layout of the neighbourhood…

Guideline 1:

Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time. Consider soils, landforms, natural and cultural features, habitats, watercourses and climate.

Guideline 2:

Create a connected network of parks, greenspaces and public lands that is structured by existing natural features and connected by pathways and sidewalks. Make this network easily accessible on foot or bike from homes throughout the neighbourhood.

Guideline 3:

Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals. When they are connected to other greenspaces, ensure that public use does not detract from the ecological functions and characteristics.

Guideline 4:

Preserve existing green corridors such as along watercourses, as connections for wildlife and for pedestrians and cyclists. Maintain the natural character of these features and limit the number of encroachments. Ensure that public use does not detract from the environmental quality.

Guideline 5:
Incorporate existing healthy trees within development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading.

Guideline 6:
Incorporate landform features and topography in the design of road and block patterns to maximize vistas and visual interest and reduce extensive earth movement requirements.

Guideline 7:
Locate stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood.

Guideline 8:
Incorporate existing cultural heritage features, such as hedgerows, bridges, stone walls, ruins, archaeological sites and buildings when establishing the location of roads, parks, and public and institutional lands.

Guideline 9:
Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.

Guideline 10:
Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.

Guideline 11:
Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.

Guideline 12:
Layout collector streets to be direct and continuous through the neighbourhood so homes are within 400 metres of transit and other destinations along them.

Guideline 13:
Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.

Guideline 14:
Maximize opportunities for passive energy conservation and south facing exposure through street orientation, block pattern, building location and heights. Use vegetation and architectural detailing for shading and wind protection.

Guideline 15:
Create a transition in height from taller buildings to adjacent lower buildings, particularly when connecting to an adjacent development or neighbourhood.

Guideline 16:
Locate elementary school sites on sites of approximately 2.5 hectares that have at least two road frontages, one of which faces a collector street, and are near a neighbourhood park or greenspace. Consult with school boards.

Guideline 17:
Locate intermediate and secondary school sites on sites of approximately 5.0 to 8.0 hectares that have at least two road frontages, one of which faces a collector street, and are near parks or greenspaces. Consult with school boards.

Guideline 18:
Locate community parks along arterial or collector streets; connect to other greenspaces, and ensure that they are approximately 3.25 hectares in size and that the shape accommodates fields and facilities.

Guideline 19:
Locate neighbourhood parks along collector or local streets, and ensure that they are generally square or rectangular, depending on features within the park, and are approximately 0.8 hectares in size.

Guideline 20:
Locate parks so that they front onto at least two streets, or have the longest edge front onto the street. Locate parks at 'T'-intersections to terminate streetscape views.

When designing streets and streetscapes…

Guideline 21:
Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes.

Guideline 22:
Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties.

Guideline 23:
Include a landscaped buffer between the arterial right-of-way and the local right-of-way for single-loaded streets fronting onto arterial roads.

Guideline 24:
Plan development based on rear lanes or rear parking areas at important neighbourhood focal points such as mixed-use activity areas, surrounding parks, greenspaces and entrances to the community.

Guideline 25:
Design roads at the entrances to neighbourhoods to create a sense of arrival with such elements as enhanced landscape treatment in the boulevard and the median.

Guideline 26:

Construct sidewalks on both sides of streets that serve key destinations, such as transit stops, greenspaces, or to community facilities like schools. Select the correct road right-of-way standard to allow for sufficient space for sidewalks and all streetscape elements.

Guideline 27:
Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.

Guideline 28:
Design crosswalks in areas with higher pedestrian and vehicular traffic volumes to be visually different from the street surface. Ensure that they are universally accessible.

Guideline 29:
When sound attenuation walls cannot be avoided, diminish their visual impact on the streetscape by using quality materials and design elements in walls and by including landscaping. Refer to City of Ottawa policies for sound attenuation.

Guideline 30:
Connect major greenspace elements, like community parks, stormwater management ponds, and natural features with 'green streets' to create enhanced walking and cycling environments, and to improve ground water recharge.

Guideline 31:
Create a cycling-supportive neighbourhood with bicycle routes that serve local destinations, and that are linked to the citywide network of bicycle routes. Routes include wide shared-use curb lanes, designated on-road bicycle lanes or multi-use pathways,

Guideline 32:
Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection.

Guideline 33:
Construct streets, sidewalks, crosswalks and access to buildings that are universally accessible to a wide range of residents and abilities. Refer to accessibility standards such as the CSA (B651-04) "Accessible design for the built environment".

When designing residential buildings and sites…

Guideline 34:
Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.

Guideline 35:
Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.

Guideline 36:
Design buildings at key intersections as “landmark buildings”, with enhanced height, massing, building projections, architectural elements, and public space.

Guideline 37:
Design building façades so that windows and doors are prominent features that address the streets they front.

Guideline 38:
Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.

Guideline 39:
Incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building. Wrap porches around the building façade on corner units.

Guideline 40:
Design the lower floors of taller residential buildings to be in scale with the pedestrian environment and include individual at-grade doors for ground floor units.

Guideline 41:
Screen at-grade structured parking or service areas located within a residential building from the public street through such treatments as tinted windows and soft and hard landscaping.

Guideline 42:
Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.

Guideline 43:
Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

Guideline 44:
Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage.

Guideline 45:
Provide shared driveways for ground–oriented attached dwellings to maximize area for trees, utilities, on-street parking, and snow storage, and to minimize the physical disruption of sidewalks along the street.

Guideline 46:
Incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support a safe and attractive environment.

When designing non-residential buildings and sites…

Guideline 47:
Locate community buildings and other non-residential buildings close to the street edge, with their primary face oriented to the street, and the front door directly accessible from the public sidewalk. Vary setbacks and projections, to provide visual interest along the streetscape.

Guideline 48:
Locate on-site surface parking areas to the side or rear and not between the public right-of-way and the front of the building. Landscape these parking areas to screen views of cars while maintaining view for natural surveillance.

Guideline 49:
Locate garbage and loading areas so that they are not visible from the public street. Screen or enclose them with similar materials as the main building.

Guideline 50:
Provide a landscaped buffer between residential areas and the service areas or rear lot areas of abutting non-residential development. Plant buffer to create a dense year-round screen.

Guideline 51:
Reduce and delay stormwater runoff from a property by using techniques such as stormwater retention gardens, green roofs, permeable paving and surfaces, and stormwater re-use.

Guideline 52:
Provide a landscape buffer along the edge of parking areas in situations where they are along the public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

Guideline 53:
Provide pathways between residential areas and non-residential sites that directly and clearly connect these areas.

When designing greenspaces…

Guideline 54:
Design stormwater management areas, and other greenspaces with majority of their frontage onto public roads to make a visible contribution to the neighbourhood.

Guideline 55:
Naturalize the edges of stormwater management areas to deter public access and to create wildlife habitats. Use decorative fencing that complements the natural character of the area when fencing is needed for safety.

Guideline 56:

Design streetscapes with open accessible frontages along greenspaces, such as woodlots and stormwater management ponds. Provide fencing along greenspaces only to prevent direct access to sensitive environmental areas or unsafe conditions.

Guideline 57:

Provide landscape buffer areas around natural features, such as woodlots or watercourses, to protect the ecological functions. Plant these buffers with native tree and shrub species to prevent invasive plant species from becoming established.

Guideline 58:

Provide trees and sidewalks along the edge of parks and greenspaces to complement the treatment across the street.

Guideline 59:

Design pathways to enhance the function and character of the type of open space they occupy, keeping in mind user safety, lighting and intended operational hours.

When designing and locating utilities and amenities….

Guideline 60:

Select street furniture and related streetscape amenities with a consistent character and style. Ensure they do not obstruct pedestrians on sidewalks, vehicular access to properties, or maintenance of the street.

Guideline 61:

Identify locations for transit stops and shelters early in the planning of the development. Integrate them with surrounding land uses such as parks, walkways, community facilities, but away from residential front doors.

Guideline 62:

Concentrate streetscape amenities at locations with higher levels of activity, such as adjacent to parks, walkways, commercial areas, and transit stops. Ensure that amenities do not impede pedestrian and transit vehicle movements, and are linked to near-by parking.

Guideline 63:

Place mailboxes at locations with higher levels of activity, such as adjacent to parks, walkways, commercial areas, and transit stops, and link to near-by parking.

Guideline 64:

Locate above-grade utilities away from key public view lines such as intersections, day lighting triangles and parking lot entrances. Screen the utilities through design or landscaping. For taller buildings, incorporate rooftop mechanical equipment as an integral part of the building design and screen using materials complementary to the building.

Guidelines 65:

Cluster or group utilities to minimize the visual impact on the streetscape. Coordinate utility trenching, street lighting and tree locations as per City servicing guidelines to ensure sufficient room for all elements in the road corridor.