

JLR No. 29899-000.1

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PLANNING RATIONALE

**12714001 CANADA INC. (2983-3053-3079
Navan Road and 2690 Pagé Road), Orléans,
Draft Plan of Subdivision and Zoning By-
Law Amendment**



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2983-3053-3079 Navan Road – Subdivision and Zoning Amendment

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1.0 Introduction and Overview

1.1 Introduction

J.L. Richards & Associates Limited (JLR) has been retained by 12714001 Canada Inc. to provide a Planning Rationale in support of a proposed Plan of Subdivision and Zoning By-Law Amendment for vacant lands known as 2983-3053-3079 Navan Road and 2690 Pagé Road in Chapel Hill South, Orléans, Ottawa. These lands are situated immediately southeast of Brian Coburn Boulevard and the Chapel Hill south Park and Ride, south of the Orléans Village – Chateauneuf neighbourhood and west of Mer Bleue Road. The site is adjacent to existing low-density residential development along both Pagé and Navan Roads. The Subject Lands are located in the former City of Gloucester and within the Phase 1 Area of the East Urban Community, Community Design Plan (CDP).

The majority of the site has been zoned as General Mixed-Use, which permits the development as proposed. One small parcel at the intersection of Pagé and Brian Coburn is being considered for purchase from the City to allow for a townhouse development on a corner of the site that would ensure a separation for the existing neighbourhood from the balance of the development (refer to Figure 2). This property is currently zoned Development Reserve (DR) Zone in the City of Ottawa Zoning By-law No. 2008-250. The 3079 Navan Road property is also currently zoned Development Reserve (DR) Zone and, like the aforementioned parcel, will require a zoning amendment to allow for residential development.

This development proposal is for approximately 5.5 hectares, proposing the creation of:

- 69 townhouse units;
- 6 low-rise apartment buildings with up to 263 apartment units;
- Approximately 1,858 square metres of at-grade commercial and office space within two of the proposed apartment buildings at the north of the site; and,
- A gas station accompanied by a convenience store and drive-through restaurant.

To permit the proposed development, the following approvals are being sought:

- To approve a plan of subdivision for 18 blocks;
- To rezone a small portion of the Subject Lands (2690 Pagé Road and 3079 Navan Road) from Development Reserve (DR) Zone to General Mixed Use Zone, Exception 2546 GM[2546] H(14.5), to match the existing zoning of the remaining Subject Lands.

In support of these applications and in accordance with the direction from the pre-application consultation and City of Ottawa study preparation guidelines, the following reports, studies and plans have been submitted along with this Planning Rationale:

- Geotechnical Investigation, prepared by EXP
- Phase I Environmental Site Assessment (2983 Navan Road), prepared by EXP
- Phase I Environmental Site Assessment (3053 and 3079 Navan Road), prepared by EXP
- Draft Plan of Subdivision, prepared by Stantec
- Stage 1 and 2 Archaeological Assessment, prepared by Matrix Heritage
- Tree Conservation Report and Environmental Impact Statement, Prepared by Muncaster Environmental Planning Inc.

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- Functional Servicing Report and associated drawings, prepared by J.L. Richards & Associates
- Roadway Traffic Noise Feasibility Assessment, prepared by J.L Richards & Associates Limited
- Transportation Impact Assessment (TIA) Strategy Report, prepared by J.L Richards & Associates

1.2 Purpose

This Rationale will demonstrate how the proposed development is consistent with the 2020 Provincial Policy Statement (PPS) and is in conformity with the City of Ottawa Official Plan, Official Plan Amendment 150, the City's Urban Design Guidelines for Greenfield Neighbourhoods and the Phase 1 Area of the East Urban Community, Community Design Plan (CDP).

This Planning Rationale has been prepared for our client to assist with the City's review of a Draft Plan of Subdivision Approval and Zoning By-law Amendment application involving the development of 333 residential units, 69 townhouse and 263 apartment units, including approximately 1,858 square metres of at-grade commercial and office space within two of the proposed apartment buildings, and a gas bar including a convenience store and drive-through restaurant.

1.3 Subject Lands

1.3.1 Location and Site Description

The Subject Lands are located within the Chapel Hill South Neighbourhood of Orléans, Ottawa. Additionally, these lands are within the broader Phase 1 Area of the (CDP). These lands are located south of the Orléans Village – Châteauneuf neighborhood and west of Mer Bleue Road (refer to Figure 1). In total, the Subject Lands are approximately 5.5 hectares (~13.6 acres) in size and are known municipally as 2983-3053-3079 Navan Road and 2690 Pagé Road. The property is legally described as being part of Part of Lot 6, Concession 3, Ottawa Front, Geographic Township of Gloucester, now City of Ottawa. As shown in Figures 2 and 3 below, the site currently consists of undeveloped lands.

Land uses adjacent to the Subject Lands are primarily existing residential development or vacant lands slated for residential development with some open space uses to accommodate hydro lines and the Chapel Hill South Park and Ride. Figure 3 provides a satellite imagery map demarcating land uses surrounding the Subject Lands.

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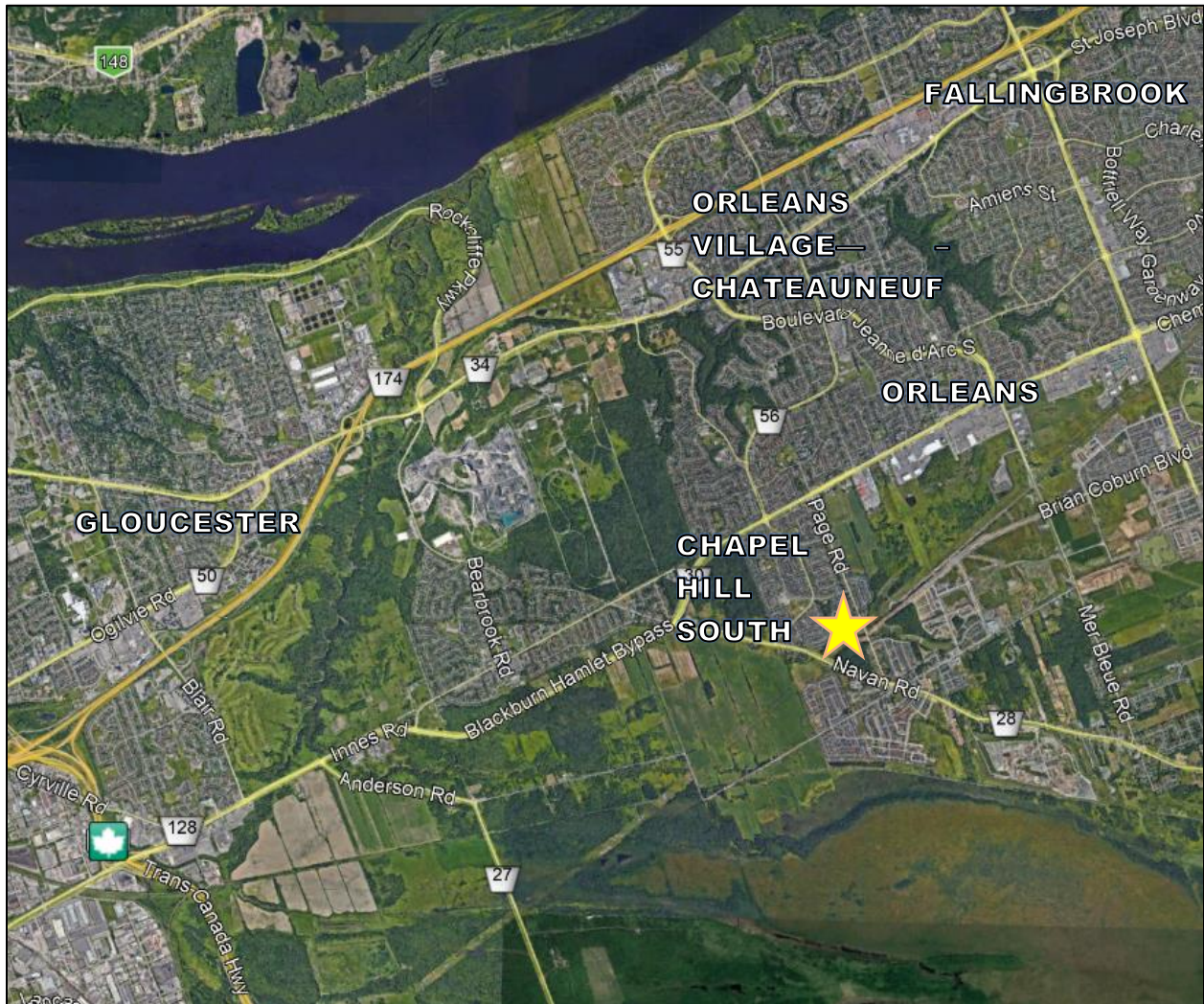


Figure 1. General location of proposed development, with star indicating location of Subject Lands.

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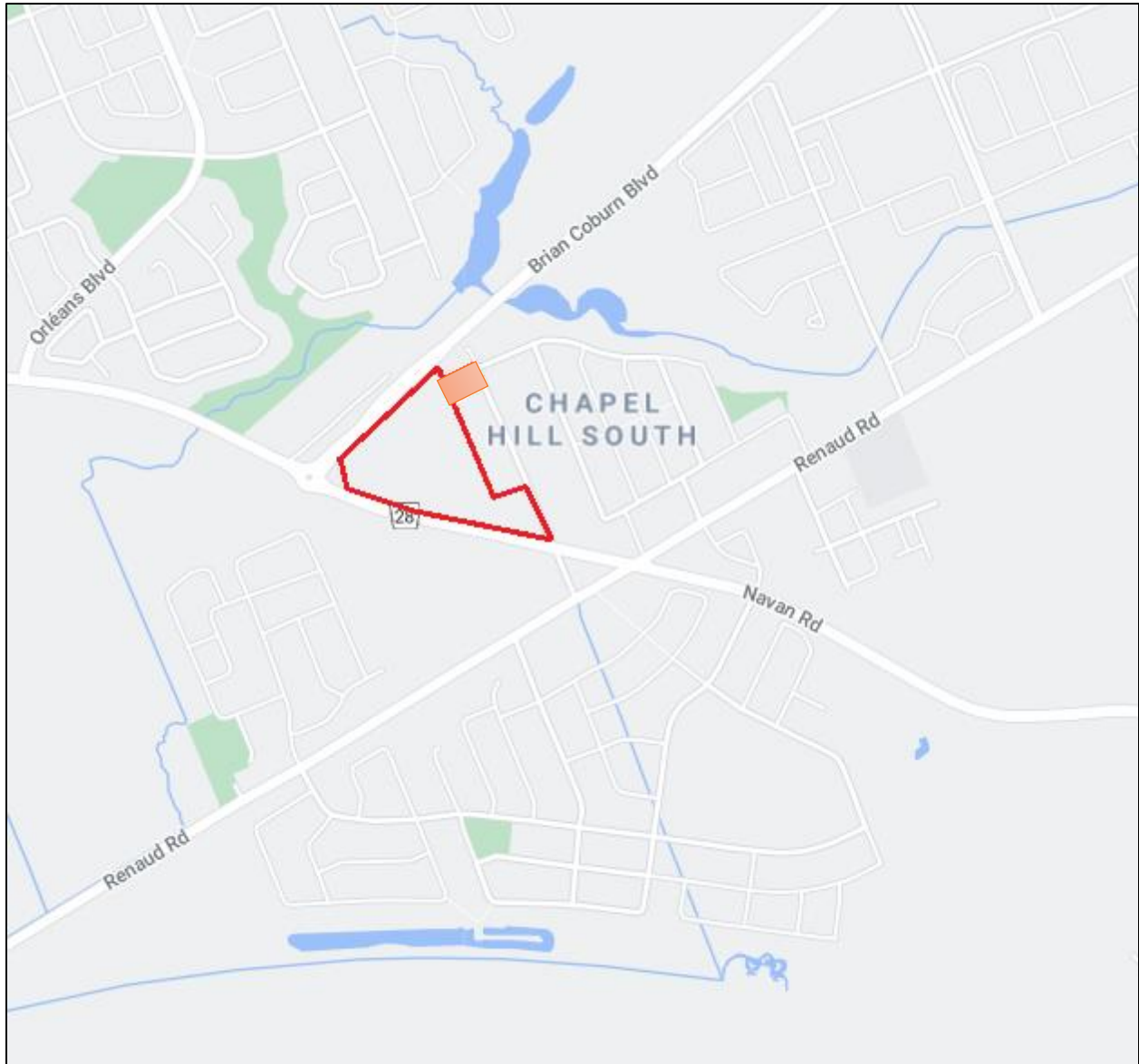


Figure 2. Approximate footprint of vacant Subject Lands with orange parcel indicating approximate area considered for purchase from City.

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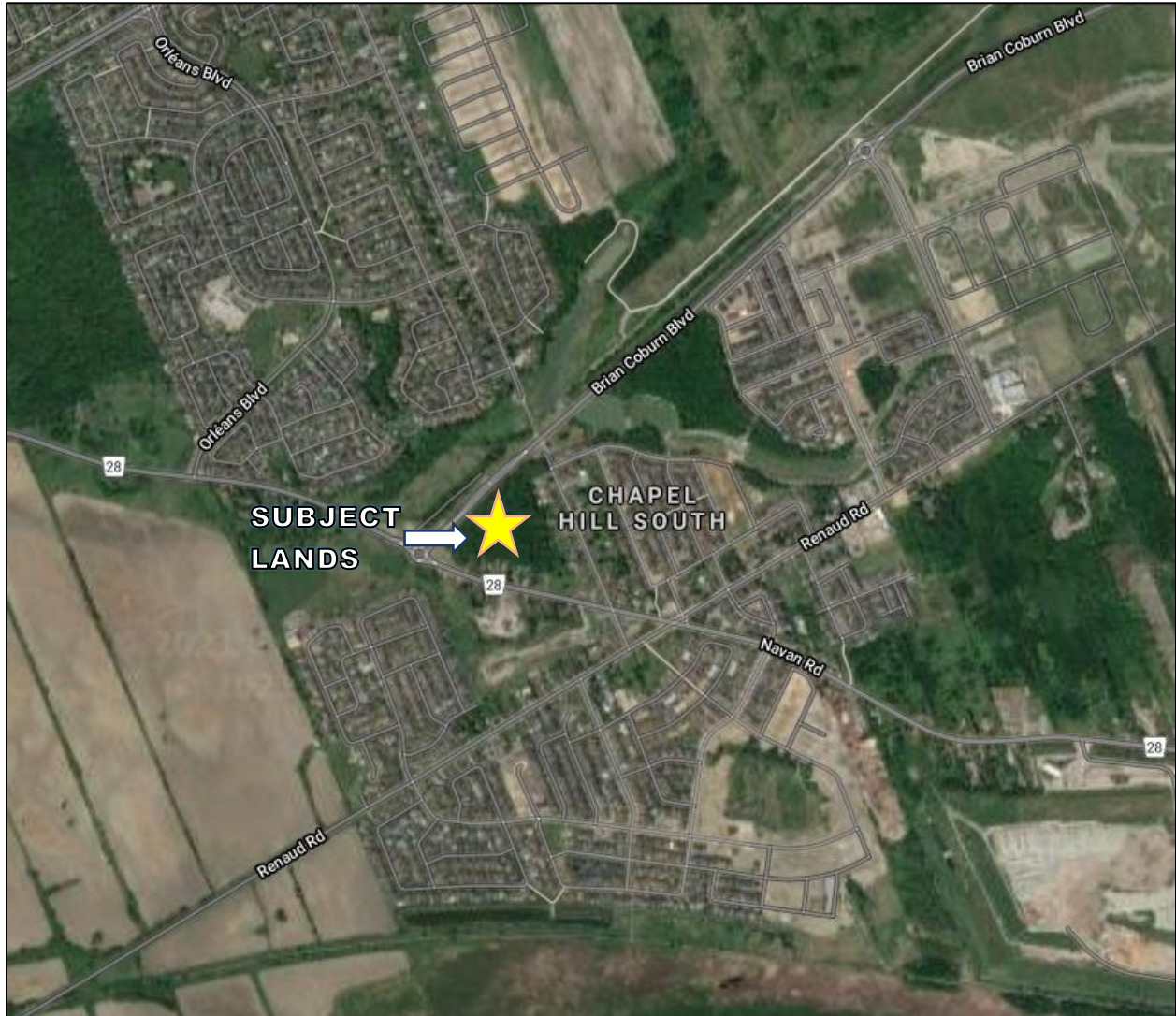


Figure 3. Land uses surrounding Subject Lands.

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Figure 4. East Urban Community, Community Design Plan (CDP) Land Use Structure Plan showing the proposed road network and land uses with an inset of the Subject Lands.



Figure 5. East Urban Community, Community Design Plan (CDP) figure showing proposed pathways and gateways with an inset of the Subject Lands.

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Figure 6. East Urban Community, Community Design Plan (CDP) Demonstration Plan showing planned land use of Subject Lands and existing and planned roadway connections, with an inset of the Subject Lands.

The Subject Lands are designated General Urban Area as per the City of Ottawa Official Plan, Schedule 'B' – Urban Policy Plan. With exception to the 2690 Pagé Road and 3079 Navan Road parcels which are zoned Development Reserve (DR) Zone, the Subject Lands are zoned General Mixed Use Zone, Exception 2546 (GM[2546] H(14.5)) under the City of Ottawa Zoning By-law (No. 2008-250).

Under the 2005 Phase 1 Area of the East Urban Community, Community Design Plan (CDP), the Subject Lands are identified in the Land Use Structure Plan as Residential and, overlapping this, a portion of the site is identified as a potential Urban Natural Areas Environmental Evaluation Study Candidate Site (Figures 4 to 6). The CDP's Land Use Structure Plan also identifies Brian Coburn Boulevard and Navan Road as the Future Blackburn Hamlet Bypass Extension and an Arterial Road, respectively. Lastly, the CDP identifies the Park and Ride Facility.

Figure 5 shows that the CDP does not propose any pathways within the Subject Lands but does propose a road abutting existing single-detached houses along Pagé Road. The CDP also created a Demonstration Plan (refer to Figure 6). Like Figure 5, this plan also shows the Subject Lands as residential (medium-low density development) and as being served by a new public road that would have been abutting the existing lots on Pagé Road and having accesses to both Navan and Pagé Roads. The proposed residential development is seeking to develop townhouses in the location of this proposed road, with the backyards abutting these existing houses on Pagé Road. This is being proposed to minimize the impact of this development on the existing houses on Pagé Road and create a transition in built form, from low-density residential to 4-storey apartments and commercial development.

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2.0 The Proposal

2.1 Concept Plan of Subdivision

Figure 7 shows the proposed conceptual Subdivision Plan for the proposed development, in relation to the abutting parcels. In its entirety, the proposed development is bound by Brian Coburn Boulevard, Pagé and Navan Roads to the northwest, east and south, respectively. The proposed development is divided into 18 blocks in which residential, office/commercial and open space uses are planned. The proposed uses by block and corresponding areas in square metres and hectares can be summarized as follows:

Land Use	Block(s)	Approx. Area (sq. m)	Approx. Area (ha)
Proposed Residential – Townhouse	1 to 11	16,322.1	1.63
Proposed Residential – 4-Storey Apartment	18	6,087.0	0.61
Proposed Residential – 4-Storey Apartment with Commercial and Office Space at Grade	14 & 15	11,157.1	1.12
Gas station with car wash, convenience store and drive-through restaurant (McDonald's)	16	7483.9	0.75
Open Space – Park	13	1,406.9	0.14
Open Space – Stormwater Management Pond	17	732.1	0.07
Servicing Easement	12	240.0	0.02
Total		43,429.1	4.34

A total of 332 residential units (11 townhouse blocks and three 4-storey apartment blocks) are being proposed for development within the Subject Lands. As shown in Figure 7, the development includes two accesses to the proposed townhouse and apartment blocks: one located on Navan Road and the other on Brian Coburn Boulevard. The Brian Coburn access will be aligned with the entrance to the Park and Ride facility. Townhouses are being proposed for development in Blocks 1 to 11. The proposed townhouse blocks are to accommodate a range of townhouse models; ranging from 5 to 8-door townhouse rows. All streets proposed within the Subject Lands are to be 18-metre public roads. The parcel addressed as 2690 Pagé Road, identified as Block 1 in Figure 8, has been deemed as surplus by the City of Ottawa Real Estate Group and it is the intent of our client to purchase this City-Owned parcel.

A total of 6, 4-storey apartment buildings are being proposed for development in Blocks 14, 15 and 18. A total of 10,000 square feet (approx. 929 square metres) of office and commercial space is being proposed on the ground floors of both apartment buildings B and C. The proposed apartment buildings will contain a total of 263 units. The two apartment buildings accommodating commercial and office space at grade will contain 36 units each (12 units on the remaining 3 floors) and the other four apartment buildings will contain either 47 or 48 units each. Overall, the proposed development achieves a maximum residential density of 85.3 units per net hectare.

A gas station with a car wash, convenience store and drive-through restaurant is being proposed for development in Block 16. The proposed layout of this development, including accesses landscaped areas and parking spaces, is provided in Figure 7. Our client is in discussion with City staff about parking and signage for this development.

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The proposed development will provide adequate parking to satisfy parking requirements as per the City of Ottawa Official Plan.

The proposed developments will be on municipal services.

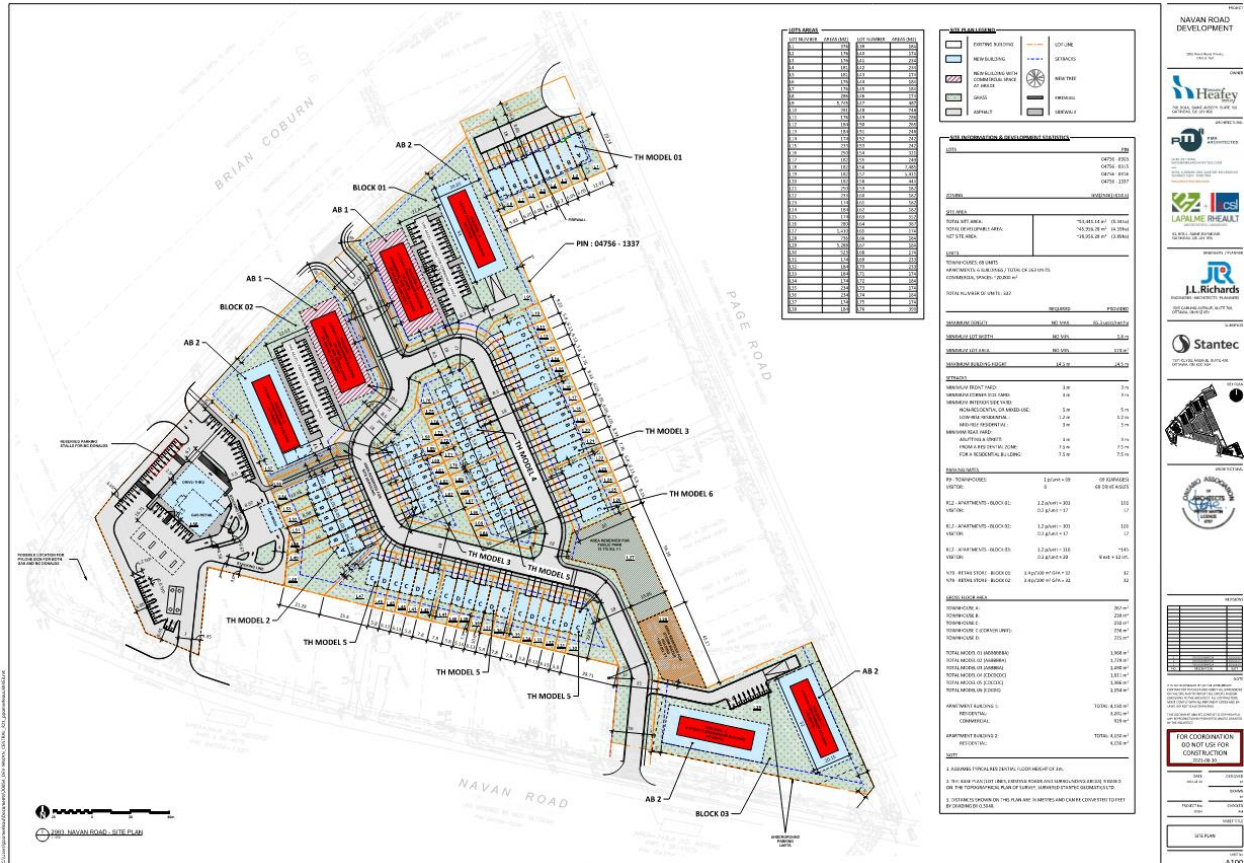


Figure 7. Concept Plan of the proposed development, prepared by PMA Architects, dated July 5, 2021.

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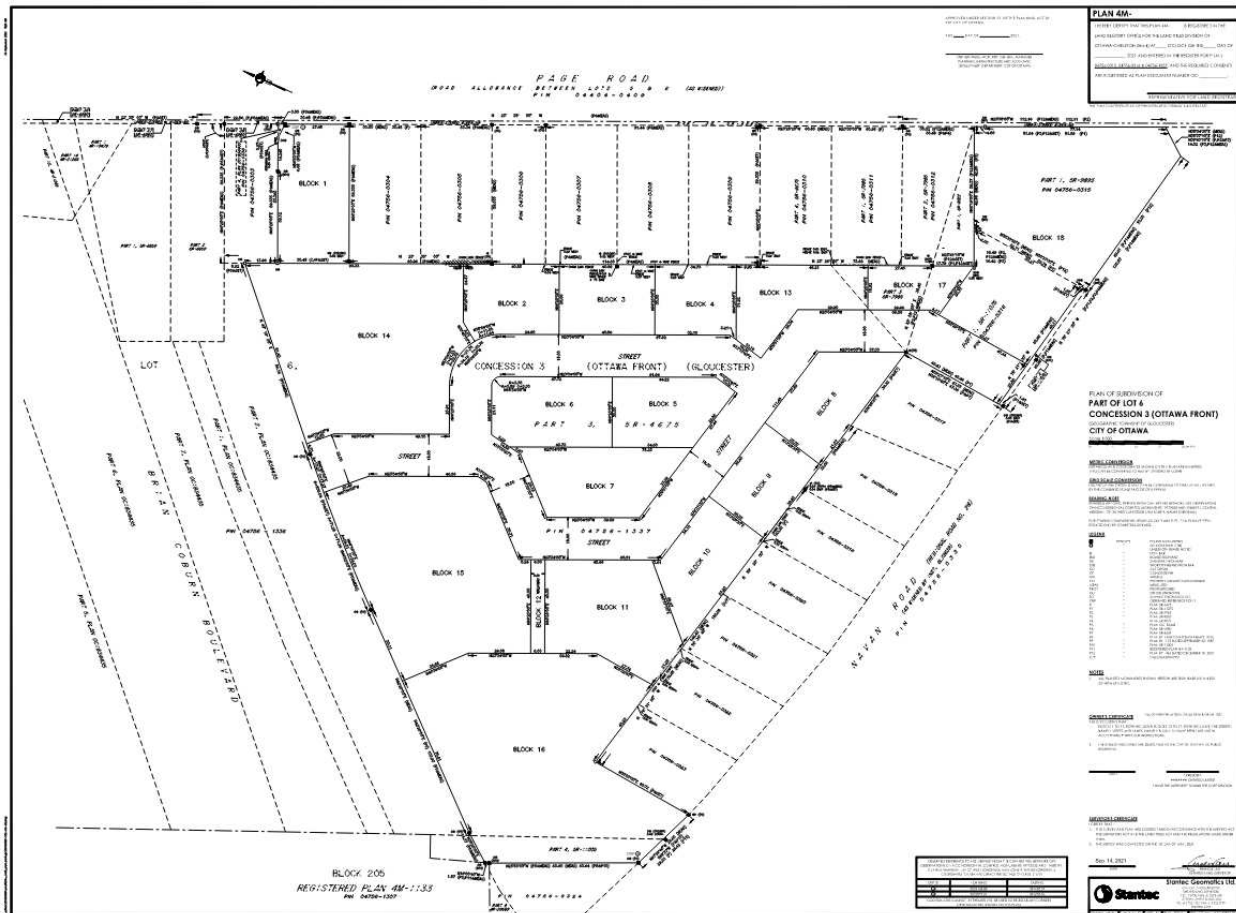


Figure 8. Draft Plan of the proposed development showing Blocks 1 to 18, prepared by Stantec, dated September 14, 2021.

Site plan applications will be prepared for the proposed developments at a later date. The following will accompany this application submission including:

- Landscape Plan
- Detailed Grading Plan
- Building Elevation Drawings

2.2 The Proposed Zoning By-law Amendment

Blocks 1 (2690 Pagé Road) and 18 (3079 Navan Road) of the Subject Lands require Zoning By-Law Amendments to permit the proposed residential townhouse and apartment developments. These two properties were not a part of the 2018 application for changes to the Zoning By-law. Currently, these portions of the Subject Lands are zoned Development Reserve (DR) Zone in the City of Ottawa Zoning By-law No. 2008-250.

The proposed rezoning is appropriate given its consistency with the intent of Schedule 'B' of the City of Ottawa Official Plan (i.e., Urban Policy Plan) (refer to Figure 9). Though the proposed rezoning seeks to rezone these two parcels to a General Mixed-Use Zone, which permits

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residential, commercial and retail uses. It is also consistent with the intent of the CDP in that residential uses will be developed on the properties in which this rezoning is requested.

The requested zoning by-law amendment also aligns with the previous Zoning By-law Amendment (Application D02-02-18-0065) which re-designated the current Subject Lands, 2983 and 3053 Navan Road, from Development Reserve (DR) to the requested General Mixed Use (GM) Special Exception Zone (GM[2546] H(14.5)). The exception included a specific provision for minimum setbacks from existing residential uses which will be carried forward. This previous amendment application was submitted to permit the development of a retail shopping centre including multiple retail and restaurant pads, as well as a gas bar and associated car wash. This amendment was adopted on June 29, 2018 and updated on February 27, 2019. In keeping with the intent of Zoning By-Law Amendment no. D02-02-18-0065, the following rezoning is being requested:

- Block 1 / 2690 Pagé Road (Proposed townhouse development): DR to GM[2546] H(14.5); and,
- Block 18 / 3079 Navan Road (Proposed 4-storey apartment development) DR to GM[2546] H(14.5).

The table below summarizes the permitted uses and provisions for the GM special exception zones being requested for Blocks 1 and 18 of the Subject Lands.

Zone	Permitted Uses	Provisions
GM[2546] H(14.5)	<ul style="list-style-type: none">- Car wash- Gas bar	<ul style="list-style-type: none">- Minimum required setback for all yards abutting a lot containing a residential use: 7.5m- Maximum building height of 14.5m

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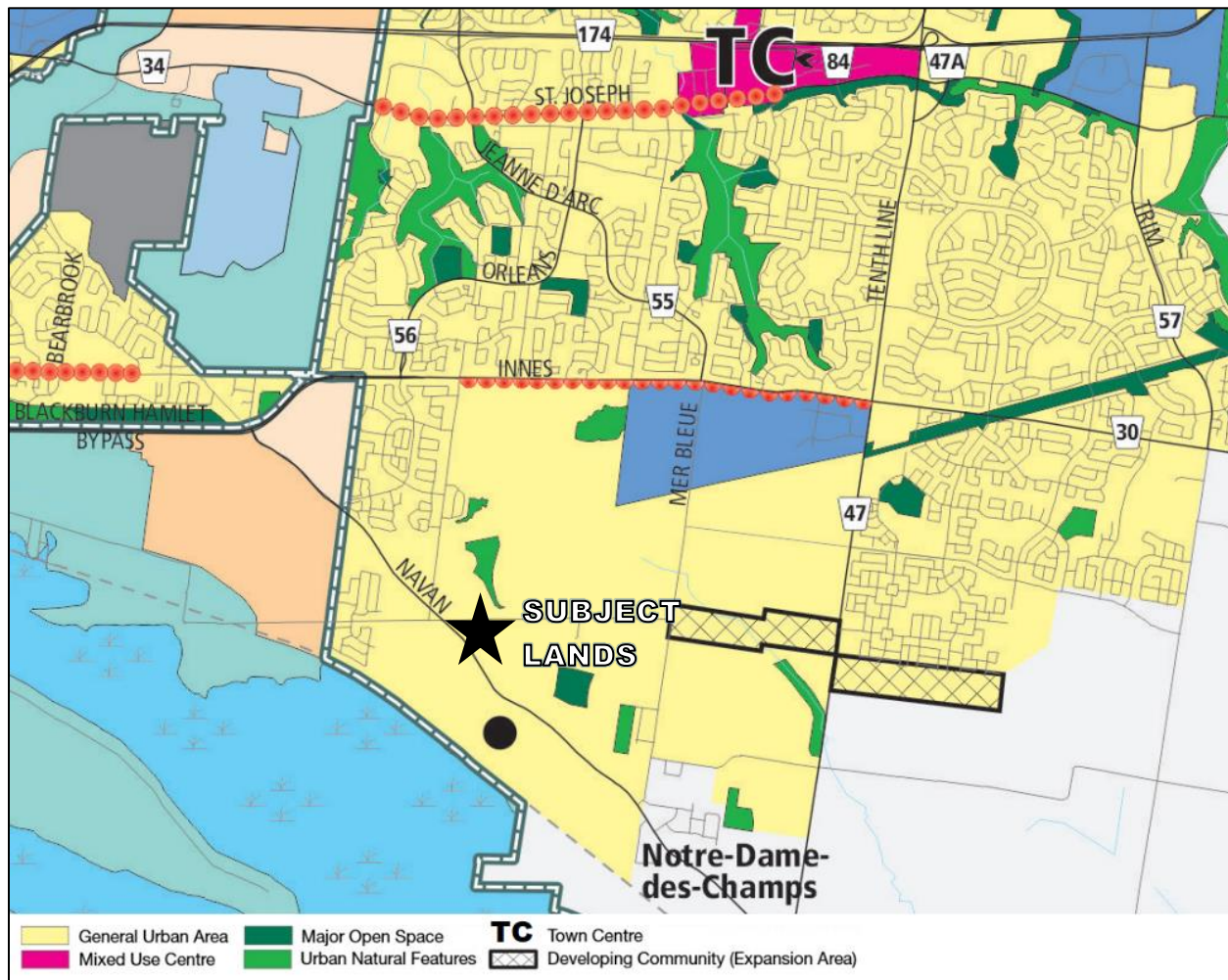


Figure 9. Subject Lands identified in Schedule 'B' – 'Urban Policy Plan' of the City of Ottawa Official Plan

3.0 Policy Context

Section 3.0 will review relevant policies from the City of Ottawa Official Plan, the City's Urban Design Guidelines for Greenfield Neighbourhoods, the 2020 Provincial Policy Statement (PPS) and The Planning Act which support the proposed mixed-use development. Review of these policies will demonstrate the appropriateness of the proposed Plan of Subdivision and justify the proposed Zoning By-law Amendments (ZBA). This section also reviews the Phase 1 Area East Urban Community CDP and confirms the conformity to these site-specific policy requirements.

3.1 City of Ottawa Official Plan (2003, as amended)

3.1.1 Official Plan Designation

As shown in Figure 9, the Subject Lands are designated "General Urban Area" as per the City of Ottawa Official Plan Schedule 'B', Urban Policy Plan. All lands abutting the Subject Lands are also designated "General Urban Area".

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In support of the proposed ZBAs, the following section will review City of Ottawa Official Plan policies that were considered as part of this planning justification.

Section 2.5.1— Designing Ottawa

As outlined in Section 3.6.1.2 of the Official Plan, development applications must be evaluated in accordance with be in accordance with Section 2.5.1. Section 2.5.1 provides broad design objectives that apply to plans and development in all land use designations, and from a city-wide to a site-specific basis. These objectives include:

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.*
- 2. To define quality public and private spaces through development.*
- 3. To create places that are safe, accessible and are easy to get to, and move through.*
- 4. To ensure that new development respects the character of existing areas.*
- 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.*
- 6. To understand and respect natural processes and features in development design.*
- 7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

The following policy states:

- 1. In the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives. [Amendment #150, LPAT July 18, 2019]*

The proposed residential, mixed-use and commercial developments satisfy the Design Objectives listed above. This will be further demonstrated in the review of relevant Phase 1 Area East Urban Community CDP policies and in the design brief, which will be included in the forthcoming submission of the site plan application for this development.

Section 3.6.1 – General Urban Area

- 1. 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. [Amendment #150, October 19, 2018]*
- 2. 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.***

As outlined above, the General Urban Area designation permits a broad range of uses. The uses being proposed within the Subject Lands conform to the permitted uses within the General Urban Area designation.

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Section 4.11 – Urban Design and Compatibility

1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:

- a. The provisions of this Plan that affect the design of a site or building;
- b. Design Guideline(s) approved by Council that apply to the area or type of development; and
- c. The design provisions of a community design plan or secondary plan. [Amendment #150, LPAT July 19, 2019]

A design brief that satisfies Policy 4.11.1 of the City's Official Plan will be included in the forthcoming submission of the site plan application for this development. This design brief will consider the relevant design provisions outlined in the City's Official Plan and the Phase 1 Area East Urban Community CDP.

3.1.2 Official Plan Amendment 150

Updates to various parts of the City of Ottawa Official Plan were made in 2013, as required by the Planning Act. The Ministry of Municipal Affairs and Housing issued approval of this amendment (OPA 150) in stages as a result of various hearings into the OPA.

The proposed Plan of Subdivision conforms to those parts of OPA 150 that apply to these lands.

3.2 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

Ottawa City Council approved the Urban Design Guidelines for Greenfield Neighbourhoods in Fall 2007. These Guidelines outline key expectations for new neighbourhoods being developed within the Urban Area of the City of Ottawa. Key elements of these guidelines include direction on:

- Subdivision design, including structuring layout;
- Street design;
- Residential building and site design;
- Non-residential building and site design; and,
- Design of greenspaces, and utilities and amenities.

The proposed subdivision takes the following objectives of the Guidelines into account:

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. The Brian Coburn access will be aligned with the entrance to the Park and Ride facility.

The proposed development situates higher-density development and commercial and office space near transit and the proposed neighborhood park. Specifically, the applicant is seeking to develop four of the 4-storey apartment buildings and the proposed commercial and office space across the street from the Chapel Hill South Park and Ride. A vehicular entrance off Brian Coburn into the development aligns with the entrance to the Park and Ride facility across the street, serving as a key connection to the Park and Ride entrance. The location of these apartments and

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commercial/office space will encourage both pedestrian and vehicular access to a major transit hub. The two other apartment buildings that are located at the Pagé Road and Navan Road intersection are situated beside the proposed community park.

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.

The proposed development seeks to establish pedestrian connections within the neighbourhood, including to the proposed park, commercial and office space and the gas station/restaurant/convenience complex, and to the neighbouring Chapel Hill South Park and Ride.

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

The site is being developed with only low-rise residential to avoid the height transition issue. The existing back yards are being matched with rear yards to provide a large offset for new homes.

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.

Setbacks utilized in the proposed development will conform to those established in the GM[2546] H(14.5) Zone. These setbacks are suitable as they were previously given City approval by way of Zoning By-law Amendment (Application D02-02-18-0065). Additionally, the proposed development follows City direction on required road right-of-way widths.

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

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.

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.

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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.

The subdivision will provide a local park adjacent to the dry pond to provide the new residents with a local park. Block 13 is the proposed park, it is at the intersection of the 2 local streets within the development with significant frontage along the street (refer to Figure 7). The stormwater facilities will also front onto the street and the detailed design will take this approach into account.

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.

As shown in Figure 7, the proposed development at 2690 Pagé Road (Block 1) and the proposed park (Block 13) utilizes the design concept expressed in Guideline 22.

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.

The subdivision proposes shared driveways for the townhouses.

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.

The mixed-use building at the north can be sited to provide this type of accessibility. The apartment on the opposite side of the new street can be designed to provide a similar treatment.

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 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.

The proposal for the northern blocks is to have a combination of underground parking and surface parking that will be between the two buildings maximizing the sharing of these spaces and to limit the visibility of these areas through landscaping.

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.

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

The civil engineers will collaborate with the Landscape Architect and Environmental Consultant to protect where appropriate, and to develop a tree planting program as a part of the conditions for the draft approval of the subdivision.

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 16: Locate elementary schools 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 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.

The proposal has not utilized Guideline 11 as it is the last development in the area and direct vehicular connection to an existing neighbourhood would not be appropriate. Similarly, the proposal has not utilized Guidelines 16 and 17 as, being the last development in the area, neighbourhood schools have already been developed to meet community needs and additional schools have not been planned for development within the Subject Lands.

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.

The Functional Servicing Report prepared for the proposed development demonstrates that it can be adequately serviced and proposes an appropriate and feasible servicing strategy using some of the approaches outlined in Guideline 51.

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

As shown in the Concept Plan provided in Figure 7, the proposed development includes a pathway providing a direct connection between the proposed residences and the proposed gas bar, convenience store and restaurant establishment.

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.

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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.

Guidelines 34 to 45 will be closely reviewed and considered for utilization at the Site Plan stage of the proposed development. Should these guidelines be utilized, this will be reflected in the site plan application submission for this development.

In conclusion, the proposed Plan of Subdivision is consistent with the direction provided in the Urban Design Guidelines for Greenfield Neighbourhoods, as evidenced in this review of the guidelines.

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3.3 East Urban Community, Community Design Plan (CDP) for the Phase 1 Area

The Subject Lands are located within the Phase 1 Area of the East Urban Community CDP (referred to in this report as 'This CDP' or 'The CDP' in this report). Community Design Plans (CDPs) are developed for the purpose of guiding change and providing specific policy direction and/or future development at the community level. This CDP was originally prepared by the City of Gloucester in 1993 in the form of a General Concept Plan. In this General Concept Plan, the area was referred to as the East Urban Community Orléans Expansion. Since then, a number of amendments were made to land uses within this study area, including amendments required to ensure the CDP's conformity to the City of Ottawa Official Plan, which received Provincial Approval in 2003. The City adopted a new version of this guiding document in 2005 in the form of a Community Design Plan (CDP). The purpose of this CDP is to guide development within the CDP area by providing revised and updated plans for the study area that conform to the general policies of the City of Ottawa Official Plan policies as well as those specifically pertaining to Community Design Plan requirements. Development within the CDP area is guided by the following:

- Land Use Structure Plan;
- Demonstration Plan;
- Pathways and Gateways Plan;
- Road Network Plans;
- Servicing and transportation infrastructure plans; and,
- Architectural / Design guidelines.

This section of the report will review relevant CDP policies to demonstrate how the requested Plan of Subdivision and Zoning By-law Amendment conform to the CDP's intent and appropriateness of the proposed development.

3.4 Valued Environmental Components: Natural

This CDP assesses the local and provincial significance of natural features by applying Urban Natural Areas Environmental Evaluation Study (UNAEES) evaluation criteria to those located within the Phase 1 Area of the East Urban Community area. Section 3.4 of this CDP reviews study findings and identifies areas where additional research is required to determine the environmental value of identified natural features.

This section of the CDP identifies the Subject Lands as one of two candidate urban natural areas within the CDP study area. This candidate urban natural area is known as Candidate Area #97 (Figure 10). The following conclusion was made about Candidate Area #97 under this section of the CDP:

This candidate urban natural area was not evaluated as part of the UNAEES as fieldwork was not completed for the area. Therefore, its environmental value as an urban feature is unknown at this time and detailed evaluation is required.

Following the release of this CDP, the City decided not to pursue purchase of the Subject Lands for the purpose of maintaining it as an urban natural area. As such, the proposed development of these lands as mixed-use development was considered as appropriate as it aligns with the underlying principles of the CDP which has shown the site as residential with a potential street with access to Navan and Pagé Roads.

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Figure 10. CDP map identifying candidate urban natural area identified as 'Candidate Area No. #97, Navan Road at Pagé Road'.

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4.1 Land Use Mix, Density Targets and Development Yields

Residential Land

The Subject Lands were designated medium-low residential as per the Land Use Structure Plan and Demonstration Plan of this CDP (refer to Figures 4 and 6). The CDP states that areas designated medium-low density are to achieve a density of 29 units / net hectare by:

building a combination of singles, semis and townhouse units (including ground-oriented stacked townhouses). In order to achieve the OP target of 10% apartments in the Phase 1 and 2 areas, it is expected that...

The proposed development conforms to this section of the CDP as the applicant is seeking to develop townhouse and apartment units and the density of the proposed development exceeds the target density of 29 units / net hectare. Within the CDP study area, there is a limited supply of apartment units that have been developed. As such, the apartment units proposed within the Subject Lands will contribute to the 10% apartment OP requirement in Phase 1 and 2 areas. The proposed 4-storey apartment buildings are permitted where proposed within the Subject Lands given a previously approved City of Ottawa Zoning By-law amendment, which permits a maximum building height of 14.5 metres.

Under this CDP, the commercial and mixed-use development are not explicitly prohibited in residential areas. However, previous adopted amendments to this CDP and the City of Ottawa Zoning By-law 2008-250 (City of Ottawa File No. D02-02-18-0065) at the Subject Lands location were approved in 2019 to permit the retail development of the General Mixed Use Zone as well as gas bar and car wash uses. As noted in the corresponding staff report, permitting the development of these uses within the Subject Lands will contribute to the development of a complete community as per the Official Plan General Urban Area policies and will align with the overall intent of the CDP design guidelines. The previous plan was approved by the City and this approval was deemed to be consistent with the CDP and no formal amendment was required. The proposed development aligns with the parameters of these approved CDP and Zoning By-Law amendments.

4.2 Stormwater Management

Section 4.2 of this CDP provides a stormwater management strategy for this community. This section concludes with:

Further detailed review will be required at the Plan of Subdivision stage in order to ensure that applicable regulatory concerns are addressed and integrated into the subdivision design.

A Functional Servicing Report has been prepared by J.L Richards & Associates and is summarized in Section 5.4 of this rationale. This report provides a stormwater management strategy for the Subject Lands; fulfilling the requirements of Section 4.2—Stormwater Management of this CDP. The proposed servicing approach has received support from the City as indicated in appendices to the servicing report.

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4.3 Greenspace Network – Parks and Open Space System

This section of the CDP provides parkland dedication requirements for residential development within the CDP area. This section states:

Detailed design for all parks will be completed as the neighbourhoods are developed. It is expected that that parks will provide a range of outdoor recreational facilities such as soccer fields, ball diamonds, football and ultimate fields in addition to play structures / areas for children. The potential also exists for the development of a water play area / splash park and skateboard park in the community.

We have been working closely with City parks planners to ensure that the park provided within the proposed development meets City standards and Parkland Dedication requirements. The City advised that a park of approximately 0.4 hectares (4,000 square metres) or cash-in-lieu would be required as per Parkland Dedication requirements. As shown in Figure 7, the client is proposing to develop a park of 1,406.09 square metres and provide cash-in-lieu for the remaining approximate 0.26-hectare (2,590 square metres) area required for dedication. City staff have provided approval of this proposed park strategy via email (refer to Appendix A for email). A Parks Charter and a subsequent fit plan will be required as a condition of the draft approval. The layout has been reviewed with a Landscape Architect familiar with the City requirements and he has confirmed that the block would be suitable for a typical local park.

3.4 Planning Act (R.S.O. 1990, c. P.13)

Section 51 (24) of the *Planning Act* provides details regarding the criteria to be considered with a Draft Plan of Subdivision application. Ontario Regulation 545/06 of the *Planning Act* outlines the requirements associated with zoning by-laws, holding by-laws and interim control by-laws that are applicable to a Draft Plan of Subdivision application. When considering a draft plan of subdivision regard shall be had for the following items:

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

Section 3.5 of this rationale summarizes how the proposed development is consistent with the 2020 Provincial Policy Statement.

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

The proposed subdivision is located within the City of Ottawa's urban boundary in an area designated for urban development by the Official Plan and Residential by the CDP. There are several concurrent subdivision applications that have been approved in proximity to the proposed subdivision. The proposed subdivision will facilitate the development of a range of housing to accommodate projected population growth in Ottawa and to introduce the low-rise apartments in proximity to the Transit station and Park and Ride Facility.

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

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Section 3.1 of this rationale demonstrated how the proposed subdivision conforms to the policies of the Official Plan. The arrangement of streets and blocks within the proposed subdivision has been developed to respect the existing residential development and to tie into the existing intersection on Brian Coburn.

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

As noted above, the property is within Ottawa's urban boundary, designated for urban development by the Official Plan and designated Residential by the CDP. Other technical studies, summarized in Section 5 of this rationale, were completed to ensure that the property is suitable for the proposed subdivision.

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

The proposed subdivision will accommodate stacked townhome and other medium density forms of dwellings to accommodate residents from a variety of life stages and economic means.

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them

All existing and proposed public streets have been shown on the draft plan of subdivision. The development blocks will front on to the proposed road roads.

(f) the dimensions and shapes of the proposed lots

The townhome dwellings will be located on blocks 1 to 11 and the low-rise apartments will be on Blocks 14, 15 and 18. The dimensions of the proposed blocks are indicated on the Draft Plan of Subdivision and are appropriate for the proposed uses.

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

The only restrictions on the land will be implemented through the Zoning By-law. The property will primarily retain the current GM zone while the small portions that remain will be rezoned from Development reserve (DR) to the same GM zone as the balance of the lands and all proposed development will be subject to the zone's provisions.

(h) conservation of natural resources and flood control

The property does not contain natural resources which warrant conservation as identified in the Environmental Impact Statement, nor is it impacted by floodplains. Stormwater management will be discussed in Section 5.4 of this rationale.

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(i) the adequacy of utilities and municipal services

A Functional Servicing Report has been prepared by J.L. Richards & Associates Limited and is summarized in Section 5.4 of this rationale.

(j) the adequacy of school sites

The size and location of school sites within the EUC have been determined with the various CDPs. No school sites are located within the proposed subdivision.

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

The proposed roads required for this plan of subdivision are shown on the Draft Plan and are in accordance with the City of Ottawa standards for local streets.

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

The development within the proposed subdivision has been laid out in a modified grid pattern to efficiently use land resources and allow densities that will support local transit use. Buildings will be constructed to Ontario Building Code standards for energy efficiency.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act

The proposed dwellings will be subject to site plan control. There will be subsequent applications for site plan approval in accordance with the City of Ottawa requirements.

The proposed Draft Plan of Subdivision of this development have addressed each of the criteria and requirements identified in *the Act* and it is our opinion that it is appropriate.

3.5 Provincial Policy Statement, 2020

This Planning Rationale in support of a proposed Plan of Subdivision application is consistent with the vision and intent of the 2020 Provincial Policy Statement (PPS) as issued under Section 3 of the Planning Act. Section 1.1 of the PPS focuses on promoting efficient land use and development patterns that occur adjacent to built-up areas and which provide opportunities for intensification. The following policies have been considered as a part of our planning justification in support of the proposed OPA and zoning by-law amendments:

Policy 1.1.1:

Healthy, liveable and safe communities are sustained by:

- (a) promoting efficient development and land use patterns...;
- (b) accommodating an appropriate affordable and market-based range and mix of residential types...

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(e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and,

(g) ensuring that necessary infrastructure and public service facilities are or will be available....

Policy 1.1.3.2:

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

(a) efficiently use land and resources;

(b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;

(e) support active transportation; and

(f) are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.3:

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

Policy 1.4.3:

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

(b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

(c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

(d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

(e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

(f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.5.1:

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;

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Policy 1.7.1:

Long-term economic prosperity should be supported by:

(b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

Policy 1.8:

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

(a) promote compact form and a structure of nodes and corridors;

(b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and

(e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies of the PPS 2020, in the following ways:

- The proposed residential and mixed-use developments represent an appropriate and efficient land use pattern and form of development.
- The proposed residential development contributes to the provision of diverse housing options by providing compact and thus more attainable residential units. As the surrounding developments primarily offer larger units (i.e., conventional townhouses and single-detached dwellings), the proposed townhouses and low-rise apartments contribute to the provision of diverse housing options that vary in type, size and density and ensuring that current and future housing needs are met.
- The proposed residential and mixed-use developments are transit-supportive and can be supported by existing municipal services, as evidenced in the Functional Servicing Report prepared for this development.
- Proximity to proposed public transit and park and ride facility will meet the needs of residents of the proposed residential development. The proposed mixed-use development will provide future residents with proximate access to shops and services and additional housing options.
- The proximity of the proposed residential and mixed-use developments support active transit between uses and community connectivity.
- There are appropriate levels of infrastructure and public service facilities to support the needs of future residents of the proposed residential development.
- The proposed residential development prioritizes more intense development in proximity to transit, including corridors and stations.
- Given the compact nature of townhouse units, the proposed development supports energy conservation and efficiency thus mitigating impacts of a changing climate.
- The proposed mixed-use development will provide jobs and entertainment opportunities for future residents; promoting a strong local economy.
- The proposed residential and mixed-use development are part of a greater planned community where land use patterns support alternative and/or active modes of transportation. The proposed residential development supports this objective by providing pedestrian connections to the park and ride facility and the proposed mixed-use development.

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4.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following table summarizes the proposed public consultation strategy by task.

- Pre-consultation meeting with City of Ottawa Planner;
- Pre-application consultation with the Ward Councillor;
- Email notifications to Councillor Dudas' office;
- Email notifications to Community Association(s) in advance of application submission;
- Posting of public signage, to be completed by City staff;
- Online submission of comments through the City's Development Applications Portal;
- Public Meeting, co-ordinated with Councillor Dudas for the subdivision approval; and,
- Statutory public meeting at Planning Committee for the Zoning Amendment.

5.0 Supporting Studies

The following studies have been completed to support these applications. The list of studies was developed during the pre-application process with the City of Ottawa. Each of the studies was developed using the City of Ottawa Guidelines for the preparation of studies.

5.1 Geotechnical Investigation

A Geotechnical was completed by EXP to address the geotechnical design requirements for the subsoil and groundwater conditions at the site to support the planned structures, private roadways, utilities, or other infrastructure.

5.2 Roadway Traffic Noise Feasibility Assessment

This report was prepared by J.L Richards & Associates Limited to generate noise calculations based on the development's Draft Plan drawings and projected future traffic volumes, corresponding to the City of Ottawa's Official Plan (OP) roadway classifications. The study concludes that residential units near the new Greenbank Road will require updated building components and internal ventilation such as central air conditioning. Furthermore, the study indicates that a traffic noise study will be required at the time of subdivision registration to determine specific noise control measures for the development.

5.3 Transportation Impact Assessment (TIA) Strategy Report

A Transportation Impact Assessment (TIA) has been prepared by J.L. Richards & Associates Limited to understand the impact and required mitigation for traffic on the surrounding neighbourhood.

5.4 Functional Servicing Report

A Functional Servicing Report was completed by J.L. Richards & Associates Limited to demonstrate that the proposed development can be serviced and to propose an appropriate and feasible servicing strategy.

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5.5 Phase I Environmental Site Assessments (3053 and 3079 Navan Road & 2983 Navan Road)

The City of Ottawa requested an ESA to ensure that the proposed development is being undertaken where the environmental conditions are suitable for the proposed use of the site. EXP's Phase 1 ESA recommended that additional works be completed (i.e., review of detailed grading plans(s) and various additional sampling and testing and periodic observations) at later stages of this development.

5.6 Tree Conservation Report and Environmental Impact Statement

A Tree Conservation Report and Environmental Impact Statement was completed by Muncaster Environmental to demonstrate that the proposed development can be developed appropriately and that a strategy for both tree retention and replacement will be conditions of approval.

5.7 Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by Matrix Heritage to demonstrate that there are no archaeological resources with cultural heritage value or interest identified within the Subject Lands.

6.0 Conclusion

The proposed Plan of Subdivision and Official Plan and Zoning By-law Amendments are supported by the following:

- The proposed residential and mixed-use developments are appropriate uses for the site as they are consistent with the land use policy direction provided by the City's Official Plan and the East Urban Community CDP.
- The proposed development will contribute to the City of Ottawa's housing supply and the diversification of available housing options.
- The proposed development supports Provincial policies relating to energy conservation and efficiency, transit-supportive development, intensification and availability of public services and infrastructure.
- The proposed development respects the applicable guidelines of the CDP guidelines and the City's Urban Design Guidelines for Greenfield Neighbourhoods.
- The rezoning will increase density; encouraging increased use of and access to proximate public facilities, Bus Rapid Transit and commercial uses.

Based upon the above, it is our opinion that the proposed development is representative of good land use planning and will respect the intent and character of this planned community and does conform to PPS 2020, City of Ottawa Official Plan and East Urban Community CDP policies.

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This report has been prepared for the exclusive use of 12714001 Canada Inc., for the development proposed at the Subject Lands, 2983-3053-3079 Navan Road and 2690 Pagé Road. The contents and conclusions of this report and cannot be properly used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report was prepared for the sole benefit and use of 12714001 Canada Inc. and may not be used or relied on by any other party without the express written consent of J.L. Richards & Associates Limited.

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APPENDIX A

City Approval of Proposed Park Location

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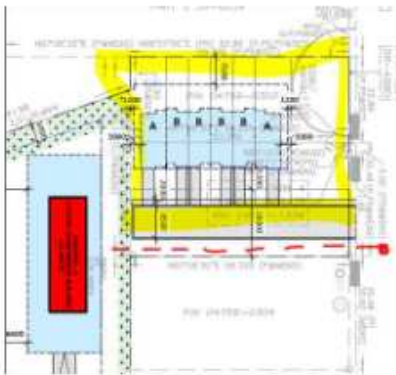
From: [Castro, Phil](#)
To: [Gabrielle Sidor](#)
Cc: [Curry, William](#); [Belan, Steve](#); [DobKingham, Ryan](#); [Tim F. Chadder](#); [Kerla Finney](#); [Lucie D'Amore](#)
Subject: RE: 3079 Navan: SWM Management and Parkland Requirement
Date: Wednesday, July 7, 2021 10:38:15 AM
Attachments: [jma0005.png](#)

Gabrielle,

The area highlighted in yellow is, in general, an **acceptable** Park location. This is assuming public roads are shown and pending the balancing of the unit count with the required Park land dedication according to the by-law.



The **preferred** Park site is still here:



Thank you,

Phil Castro, MCIP, RPP
Planner 2, Parks and Facilities Planning
Recreation, Cultural and Facility Services Dept.,
City of Ottawa
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