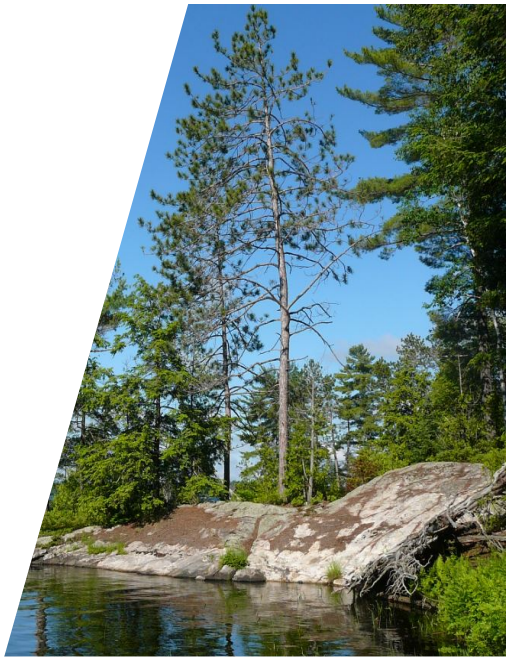
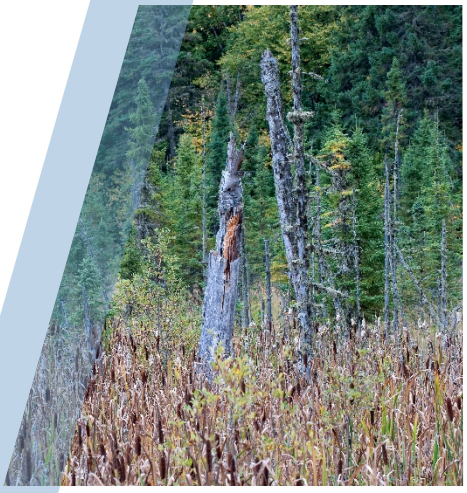


Integrated Environmental Review Statement

Trailsedge East Development:
Phase 4
Part Lots 1 & 2, Concession 3
City of Ottawa

Richcraft Group of Companies



March 15, 2021 Reference No. 11217236

Ms. Fairouz Wahab, P. Eng.
Manager Land Development
Richcraft Group of Companies
2280 St. Laurent Blvd., Suite 201
Ottawa, ON K1G 4K1

Dear Ms. Wahab:

Re: Integrated Environmental Review Statement
Trailsedge East Development (Phase 4)
Part Lots 1 & 2, Concession 3
City of Ottawa, Ontario

We are pleased to submit the updated Integrated Environmental Review (IERS) statement for Phase 4 of the proposed Trailsedge East development. The proposed development is located south of the hydro corridor and is bounded by Mer Bleue Road to the east. This document is required as part of the planning approvals, in accordance with the requirements of the City of Ottawa Official Plan for development application.

Sincerely,

GHD

Chris Ellingwood
Sr. Terrestrial/Wetland Biologist

CE/lm/1

Encl.

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1. Introduction

GHD (formerly Niblett Environmental Associates Inc. (NEA)) was retained by Richcraft Group of Companies to complete an Integrated Environmental Review Statement (IERS) to fulfill the City of Ottawa's requirements for the draft plan of subdivision application. The submission requirements were outlined in a pre-application consultation session in January 2018. An initial summary of the meeting was sent February 27, 2018, with updated comments provided February 22, 2020. (M. Broughton, City of Ottawa (personal communication to F. Wahab, Richcraft Homes)).

As per the City of Ottawa OP, an Integrated Environmental Review provides, "*a comprehensive understanding of the relationship between the natural environment and the built environment* [and is] *the foundation of site design and subdivision planning, as well as planning for larger areas subject to community design plans. The integrated environmental review considers as a whole the significant findings from individual support studies (i.e., tree preservation and protection plans, environmental impact statements, stormwater site management plans, Phase 1 Environmental Site Assessments). It also ensures that development proceeds in keeping with the analysis and recommendations of any watershed and subwatershed studies and federal or provincial environmental policies contained in Section 4, and that the principles of design with nature have been applied. [Amendment #13, September 8, 2004].*

The Integrated Environmental Review Statement will provide:

- *A brief overview of the results of individual technical studies and other relevant environmental background material;*
- *A graphic illustration, such as an air photo, summarizing the spatial features and functions (e.g. natural vegetation, watercourses, significant slopes or landform features, recharge/infiltration areas) as identified in the individual studies;*
- *A summary of the potential environmental concerns raised, the scope of the environmental interactions between studies, and the total package of mitigation measures, including and required development conditions and monitoring, as recommended in individual studies;*
- *A statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development;*
- *An indication that the statement has been reviewed and concurred with by the individual sub consultants involved in the design team and technical studies;*
- *A description of how the principles of Design Objective 7 (Section 2.5.1) to maximize the energy-efficiency of development and to promote sustainable design that reduces consumption, energy use and carbon footprint of the built environment have been considered. A sustainable design checklist will be prepared to assist in this description [Amendment #150 December 21, 2017].*

The following technical study reports were provided by Richcraft Group of Companies in the preparation of this report. It should be noted that all drafts received were reviewed, however only the final or most recent copies of individual studies were summarized in this report. Some updates have been added to the IERS, based on final versions of some of the technical reports in February 2021.

1. **Environmental Impact Statement Trails Edge East Development: Phase 4 Part Lots 1 & 2, Concession 3, City of Ottawa.** Dated: August 26, 2020, Project 11217236, Report No.1, prepared by GHD.
2. **Stage 1 Archaeological Assessment East Urban Community Center (EUC) Project Community Design Plan (CDP) Lots 1-4, Concession 3, Geographic Township of Gloucester and Lots 1-2, Concession 11, Geographic Township of Cumberland, City of Ottawa, Ontario.** Dated: September 2, 2016. PIF# P366-0040-2013, Report 13-1125-0095, prepared by Golder Associates Ltd.
3. 3a. **Stage 2 Archaeological Assessment Trailsedge Phase 4 South Part Lots 1, 2 & 3, Concession 3 OF, Part 1 Plan 4R30034 PIN 04404-1417, Part 4 Plan 4R19340 PIN04404-1344, Part 2 Plan 4R30034 PIN 04404-1418 and Part 55 Plan 4R29086 PIN 04404-1353 Geographic Township of Gloucester City of Ottawa Ontario Final Report.** Dated: January 2021. PIF: P378-0038-2020, Report: PA1192-REP.01, prepared by Paterson Group Inc.

   3b. **Supplementary Documentation Stage 2 Archaeological Assessment Trailsedge Phase 4 South Part Lots 1, 2 & 3, Concession 3 OF, Part 1 Plan 4R30034 PIN 04404-1417, Part 4 Plan 4R19340 PIN04404-1344, Part 2 Plan 4R30034 PIN 04404-1418 and Part 55 Plan 4R29086 PIN 04404-1353 Geographic Township of Gloucester City of Ottawa Ontario.** Dated: January 2021. PIF: P378-0038-2020, Report: PA1192-REP.01, prepared by Paterson Group Inc.
4. **Stage 3 Archaeological Assessment Trailsedge Phase 4 South Part Lots 1, 2 & 3, Concession 3 OF, Part 1 Plan 4R30034 PIN 04404-1417, Part 4 Plan 4R19340 PIN04404-1344, Part 2 Plan 4R30034 PIN 04404-1418 and Part 55 Plan 4R29086 PIN 04404-1353 Geographic Township of Gloucester City of Ottawa Ontario Final Report.** Dated: January 2021. PIF: P378-0049-2020, Report: PA1206-REP.01, prepared by Paterson Group Inc.
5. 5a. **Phase I Environmental Site Assessment – East Urban Mixed Use Community, Mer Bleue Road, Ottawa, Ontario.** Dated February 27, 2015. Report: PE3331-1, prepared by Paterson Group Inc.

   5b**. Phase I - Environmental Site Assessment Trails Edge Update – Phase 4 (South) Ottawa, Ontario.** Dated: August 26, 2020. File: PE4999-LET.01, prepared by Paterson Group Inc.
6. **Phase II - Environmental Site Assessment Trails Edge – Phase 4 (South) Southern Parcel (Commercial Zone) Part of 2284 Mer Bleue Road Ottawa, Ontario.** Dated: January 8, 2021. Report: PE4999-1, prepared by Paterson Group Inc.
7. **Phase II - Environmental Site Assessment Trails Edge – Phase 4 (South) Northern Parcel (Mixed-Use Zone) Ottawa, Ontario.** Dated: January 18, 2021. Report: PE4999-2, prepared by Paterson Group Inc.
8. **Geotechnical – Existing Conditions Report East Urban Community Mixed Use CDP Mer Bleue Road Ottawa - Ontario.** Dated: July 7, 2019. Report: PG3130-2 Revision 2, prepared by Paterson Group Inc**.**
9. **Environmental Noise Feasibility Assessment Trailsedge Phase 4, Ottawa, Ontario. Report 20-171 – Environmental Noise Noise.** Dated September 14, 2020 by Gradient Wind Engineers and Scientists.

10. **Trailsedge Phase 4 Subdivision Planning Rationale: Draft Plan of Subdivision and Zoning By-law Amendment Application**. Dated March 4, 2021, prepared by Fotenn Planning and Design Consultants Inc.
11. **Trailsedge Phase 4 Block Concept Plan.** Dated: August 10, 2020, prepared by Fotenn Planning and Design Consultants Inc.
12. **Trailsedge Phase 4 Phasing Plan,** prepared by Richcraft Homes Ltd.
13. **Trailsedge East Plan of Subdivision**. Dated September 28, 2020, prepared by Stantec Geomatics Ltd.
14. **Proposed TrailsEdge Phase 4 Orleans, Ottawa Richcraft Homes Transportation Impact Assessment.** Dated: January 20, 2021, prepared by Castleglenn Consultants. Project 7224.
15. **Trailsedge East Phase 4 Functional Servicing Report.** Dated: February 1, 2021, prepared by Stantec Consulting Ltd. Stantec Project No. 160401250.

2. Development Plan

Richcraft Group of Companies has proposed a commercial and residential community development that would be located on the East side of the City of Ottawa, Ontario within Orléans. The proposed development is known as Trail's Edge Phase 4. The property is legally described as Part of Lots 1, 2, Concession 3, City of Ottawa. The lands are bordered to the north by a hydro corridor, to the east by Mer Bleue Road, to the south by Phases 1-3 of the Trailsedge East Subdivision and to the west by Fern Casey Street. The subject lands are designated as Development Reserve (DR).

The development proposal includes the creation of 136 single family dwelling units, 144 townhomes, 116 back-to-back townhomes and 292 mixed-use residential units. In addition, commercial development and a light industrial development has been proposed within the mixed-use area for Block 198 and 195. A 0.43 ha park is also proposed as part of the Phase 4 development. The development encompasses approximately 26.3 ha (65 acres).

3. Summary of Technical Studies

All of the studies and resulting reports for the proposed project were in support of development and provided recommendations and mitigation measures targeted to achieve development goals while minimizing impacts to the natural environment. Key reports providing environmental context have been presented in this section and discussed in the context of the IERS objectives.

3.1 Environmental Impact Statement (GHD, August, 2020, Project 11217236, Report No. 1)

The Environmental Impact Statement was completed by GHD in August, 2020. The submission of the development applications included this Environmental Impact Statement as per the Consolidated City of Ottawa Official Plan (s. 4.7.8). The components of the EIS include detailed inventories of the flora and fauna, a description of the natural features, description of the environmental values and mitigation measures and recommendations.

The City of Ottawa OP (2003) does not designate any portion of the subject lands as Urban Natural Feature (UNF), ANSI or Provincially Significant Wetlands.

The EIS was completed to address the natural features and functions associated with the development of the subject property. The site conditions during field investigations identified a large portion of the property as disturbed with large amounts of fill placed in it. The site contained little habitat for wildlife and plant diversity was quite low.

One small linear woodland was identified on the northern limits of the property, north of Brian Coburn Boulevard. The feature was much like a fencerow and would not provide the diversity or wildlife support that a larger woodland would. No significant vegetation communities (Bakowsky, 1997) were identified on the study property. As limited vegetation occurs on site currently, no negative impacts on the overall diversity of the area are anticipated as a result of the proposed development.

One unevaluated wetland was identified on the northern portion of the study area. Previous surveys in 2014 and 2016 did not identify this area as wetland. However, recent field inventories in 2020 showed almost the entire area would be classified as wetland based on the vegetation. This could be in part by previous disturbance done in the area (i.e. construction of Brian Coburn Blvd.) since the surveys completed in 2016. The wetland was in an early successional stage and contained little diversity, as it was mostly dominated by reed canary grass. The construction of the road may be allowing water to pool in dense clay soils, creating conditions suitable for wetland species. The boundary of the wetland was confirmed in the field based on OWES guidelines. The current status for this block of land is for mixed use. Due to the low diversity and early successional stages GHD does not recommend its retention. GHD recommends discussions with the Conservation Authority to provide compensation or other options for this wetland area.

No fish habitat was identified on the subject property.

Three provincially significant bird species were identified during GHD field surveys, barn swallows, bank swallows and bobolink. Potential for nesting was identified in the May 2016 for barn swallow, bank swallow and bobolink. A site visit in August 2020 visit confirmed the use of the property by barn swallows only.

In 2016 surveys the barn swallows were observed flying over the property but none were observed nesting on site. Several buildings were located within the study area. NEA examined all accessible buildings for nests (i.e. garage, sheds) during our May and June site visits. No active nests were identified during GHD's initial field surveys. Surveys in August 2020 identified 6 nests within the barn on the subject property, 2 active and 4 inactive. As barn swallows are protected as a threatened species under the Endangered Species act, if the removal of the barn is to occur a permit from MECP will be required. This entails preparing the Notice of Activity and proposing compensation for the nests.

Bobolinks had been identified in field surveys in 2016 (within Community 1) and four immature bobolinks identified just west of the barn (using a portion of Community 1) in 2020. During the 2016 surveys, the area was identified as hayfields. During the August 2020 field surveys, the habitat was identified as being primarily regenerating field with low vegetation, except on the soil piles. It is unclear if the young birds detected in 2020 had fledged nearby and were feeding on the weed seeds or if they had been nesting on this property. The area would not be considered suitable bobolink habitat due to the lack of high grasses and the sparse coverage of vegetation.

Stock piles were checked specifically for bank swallows. An old storage pile of soil on the southern part of Community 2 had bank swallow nests and activity during the May 26 2016 site visit. By June the pile was being used by the contractors and no bank swallows were identified in the area. In 2020, bank swallows were not identified on site and no habitat existed since the removal of those piles.

The Environmental Impact Study concluded that the proposed development would result in negative impacts on the identified natural features or their functions, provided the recommendations of the report are implemented.

3.2 Stage 1 Archaeological Assessment East Urban Community Center (EUC) Project Community Design Plan (CDP) Lots 1-4, Concession 3, Geographic Township of Gloucester and Lots 1-2, Concession 11, Geographic Township of Cumberland, City of Ottawa, Ontario. (Golder Associates Ltd., September 2, 2016, Report 13-1125-0095)

The following statements were taken directly from the archaeology report.

The stage 1 Assessment seeks to fulfill the objectives and requirements of the Ministry of Tourism, Culture and Sports' (MTCS) Standards and Guidelines for Consultant Archaeologist (2011). The objective of the assessment was to determine the presence of archaeological resources in the area that may be affected by the proposed development, and; if encountered recommend appropriate strategies for further assessment.

The investigation included consultation with the MTCS's updated archaeological site database and previous archaeological assessments, review of relevant historical, archaeological and environmental literature, examination of primary historical documentation including land registry records, assessment roles, census records and aerial photographs.

A property inspection was conducted on November 15, 2013. Over half of the study area consisted of abandoned agricultural fields, some of which were overgrown by trees and brush. The remaining areas included disturbance caused by recent development of the property, such as a Hydro Transmission Corridor, the City of Ottawa's Snow Removal Facility, commercial and residential properties as well as soil stripping and fill deposits. Drainage within the study area is provided by Billberry Creek to the north, McKinnon's Creek to the south and Mud Creek to the west located within the study area and most appear to have been channelled through drainage ditches.

Although no archaeological sites are registered in the study area it is considered to have moderate aboriginal archaeological potential based on the City of Ottawa's Archaeological Master Plan and the MTCS' Standards and Guidelines for Consultant Archaeologists (2011). The study area is within 300 m of Billberry, McKinnon's and Mud Creeks which is considered a potential transportation corridor for aboriginal navigation as well as settlement. Historical site potential is associated with the location of eight known nineteenth century buildings within 300 m of the study area. Further potential is added by the proximity of Mer Bleue Road, a pre-1879 historic transportation corridor which runs north-south through the study area. Archaeological potential has been removed in certain locations by the development of the Hydro Transmission Corridor, the City of Ottawa's Snow Removal Facility, the various commercial and residential properties as well as roadside development, soil stripping and fill and areas of previous Stage 2 archaeological assessments. These areas were found to be unsuitable for further archaeological assessment.

Based on the site assessment and features of archaeological interest within the study area, a Stage 2 assessment is required for the undisturbed areas of the property. *The Stage 2 investigation is to consist of a test pit survey at 5m intervals in areas which cannot be ploughed and feature woodlot or brush. All remaining areas of archaeological potential will require ploughing according to the MTCS Standards and Guidelines (2011) and surface surveyed at 5 m intervals. Some poorly drained areas were noted during the field inspection particularly in the areas immediately north and south of the Hydro Transmission Corridor. Inspection for these areas prior to*

construction activity may be necessary to determine whether Stage 2 testing will have to be conducted during an appropriate time of year or whether some areas may not be suitable for Stage 2 testing because the area remains wet year-round.

3.3 Stage 2 Archaeological Assessment Trailsedge Phase 4 South Part (Paterson Group Inc., January 2021, Report: PA1192-REP.01)

The following excerpt was taken directly from the archaeology report.

The Stage 2 archaeological assessment involved a pedestrian survey at 5 m intervals of the area where ploughing was possible. Subsurface testing occurred in areas that could not be ploughed, such as woodlots, which consisted of hand excavated test pits at 5 m intervals. The field portion was undertaken on August 20, 31 and September 1 and 3, 2020. Weather conditions were overcast to sunny and temperatures ranged between 15 and 20° Celsius. Permission to access the property was provided by Richcraft.

The Stage 2 assessment yielded 70 historical period artifacts. The artifacts relate to a domestic Euro-Canadian occupation, and most likely represent the remnants of the Proulx homestead. This site was registered with the MHSTCI as the Proulx Site (BiFv-25) (Supp. Doc. Map 1 and 2). Analysis of this historical Euro-Canadian assemblage shows that the recovered material dates to the mid to late 19th century, with no material suggesting a post 1900 date. ***As more than 20 artifacts date the period of use to before 1900 as per Standard 1.c. of Section 2.2 (MHSTCI 2011) this site is considered culturally significant and therefore requires Stage 3 site specific archaeological assessment (MHSTCI 2011).***

3.4 Stage 3 Archaeological Assessment Trailsedge Phase 4 South Part (Paterson Group Inc., January 2021, Report: PA1206-REP.01)

The following excerpt was taken directly from the archaeology report.

The Stage 3 assessment of the Proulx site (BiFv-25) involved the excavation of 14 1 x 1m units across a 5 m grid (Map 4) (Section 3.2.3, Table 3.1 Standard 1) (MHSTCI 2011). An additional three units (21% of the total) were excavated to examine on areas of interest within the site with the goal of documenting artifact concentration drop-offs, increasing the sample size to better determine the nature and chronology of the site, and to delineate the extent of the site (Section 3.2.3, Table 3, Standard 2) (MHSTCI 2011). A total of 138 artifacts were recovered from the Proulx Site during the Stage 3 assessment. Fieldwork was undertaken on November 4-5, 2020.

The Proulx Site (BiFv-25) is not considered culturally significant as 80% or more the archaeologically documented occupation of the property does not predate 1870 as per Section 3.4.2, Standard 1.a (MHSTCI 2011). Furthermore, the site is not associated with the first generation of settlement in the area as per Section 3.4.3, Standard 1 (MHSTCI 2011).

3.5 Phase I - Environmental Site Assessment, East Urban Mixed-Use Community, Mer Bleue Road, Ottawa, Ontario (Paterson Group Inc., February 27, 2015, Report PE3331-1)

The purpose of the environmental site assessment was to research the past and current use of the subject site and neighbouring properties and identify any environmental concerns with the potential to have impacted the subject property.

According to the historical research, the subject site and adjacent properties were vacant or used for agricultural purposes with farmsteads along Mer Bleue Road at least as early as 1945. Some properties along Mer Bleue Road have been used for commercial purposes since the 1980's.

The majority of the subject site has never been developed with the exception of the properties located along Mer Bleue Road. The review of City directories identified two (2) businesses, an excavation contractor (2220 Mer Bleue Road) and a former welding shop (2284 Mer Bleue Road), which are considered to be potentially contaminating activities (PCAs) and therefore areas of potential environmental concern (APECs).

Following the historical research, a site inspection was conducted of the subject site and Phase I ESA study area. The subject site is primarily vacant with residential and commercial properties along Mer Bleue Road. There are five (5) locations on the subject site with identified PCAs (areas of fill placement, a snow disposal area, a former welding shop and an excavation contractor) that are considered to be APECs.

Neighbouring properties were a combination of vacant, residential and commercial properties. There were seven (7) existing PCAs (retail fuel outlets, automotive garages, City of Ottawa snow disposal facility, electrical substation) and one (1) former PCA (storage of waste crankcase oils and lubricants) identified in the Phase I – ESA study area; none of which were considered to be APECs.

3.6 Phase I - Environmental Site Assessment Update Trails Edge – Phase 4 (South), Ottawa, Ontario (Paterson Group Inc., August 26, 2020 File: PE4999-LET.01)

The following statements were taken directly from the environmental site assessment report.

This report updates a previous Phase I ESA report, completed by Paterson in February 2015. This letter report is intended to meet the requirements for an updated Phase I ESA, as per Ontario Regulation 153/04, and is to be read in conjunction with the previous 2017 Phase I ESA report.

A review of more recent historical information, in combination with personal interviews and a site inspection, generally confirmed the findings presented in the previous 2015 Phase I ESA. The subject site has not changed significantly since the time of the previous 2015 Phase I ESA and no new environmental concerns were identified as part of this assessment. It is our opinion that ***a Phase II ESA will be required for the subject site.***

Based on the age of the subject building (c.1970's-1980's), asbestos containing building materials may be potentially present within the structure. The potential ACMs identified at the time of the site inspection include the linoleum flooring on the second floor, the suspended ceiling tiles in the ground floor bathroom, and the drywall joint compound throughout the building. These building materials

were generally observed to be in good condition at the time of the site inspection and do not pose an immediate concern. An asbestos survey of the building should be conducted in accordance with O.Reg. 278/05, under the Occupational Health and Safety Act, prior to any renovation or demolition activities, if one has not already been conducted.

Based on the age of the subject building (c.1970's/1980's), lead-based paints may be present on any original or older painted surfaces. Painted surfaces were generally observed to be in good condition at the time of the site inspection and do not represent an immediate concern. Major work involving lead-based paint or other lead containing products must be done in accordance with O.Reg. 843, under the Occupational Health and Safety Act.

3.7 Phase II - Environmental Site Assessment Trails Edge – Phase 4 (South) Southern Parcel (Commercial Zone), Ottawa, Ontario (Paterson Group Inc., January 8, 2021 Report: PE4999-1)

The following paragraphs were taken directly from the environmental site assessment report.

A Phase II ESA was conducted for a parcel of land (part of 2284 Mer Bleue Road) situated within the proposed Trail's Edge: Phase 4 (South) residential subdivision development, in the City of Ottawa, Ontario. The purpose of the Phase II ESA was to address the potentially contaminating activities (PCAs) that were identified during the Phase I ESA and were considered to result in areas of potential environmental concern (APECs) on the subject site.

The subsurface investigation for this assessment was conducted on September 29, October 19, and November 6, 2020. The field program consisted of drilling three (3) boreholes (BH4-20, BH5-20, and BH6-20), all of which were instrumented with groundwater monitoring wells, as well as excavating five (5) test pits (TP10-TP14). The boreholes were advanced to depths ranging from approximately 4.42 m to 5.94 m below ground surface and terminated within a layer of saturated native silty clay. The test pits were advanced to depths ranging from approximately 1.28 m to 2.61 m below ground surface and terminated within the underlying native soils.

Site soils generally consist of fill material (brown silty sand with crushed stone), underlain by stiff brown silty clay over top of soft grey silty clay. Bedrock was not encountered in any of the borehole or test pit locations.

Three (3) soil samples, recovered from BH4-20, BH5-20, and BH6-20, were submitted for laboratory analysis of: BTEX and PHCs (F1-F4). An additional five (5) soil samples, recovered from test pits TP10-TP14, were submitted for laboratory analysis of either: PHCs (F2-F4), PAHs, and/or metals. According to the analytical test results, the concentration of benzo[a]pyrene in soil sample TP14-G1 is in excess of the MECP Table 2 commercial standards.

Three (3) groundwater samples were recovered from the monitoring wells installed in BH4-20, BH5-20, and BH6-20 and submitted for laboratory analysis of VOCs and PHCs (F1-F4). According to the analytical test results, all detected parameter concentrations in the groundwater samples analyzed are in compliance with the selected MECP Table 2 commercial standards.

3.8 Phase II - Environmental Site Assessment Trails Edge: Phase 4 (South) Northern Parcel (Mixed-Use Zone), Ottawa, Ontario (Paterson Group Inc., January 18, 2021 Report: PE4999-2)

The following paragraphs were taken directly from the environmental site assessment report.

A Phase II ESA was conducted for a parcel of land situated within the north eastern portion of the proposed Trail's Edge: Phase 4 (South) residential subdivision development, in the City of Ottawa, Ontario. The purpose of the Phase II ESA was to address the potentially contaminating activities (PCAs) that were identified during the Phase I ESA and are considered to result in areas of potential environmental concern (APECs) on the subject site.

The subsurface investigation for this assessment was conducted on September 29, October 19, and November 6, 2020. The field program consisted of drilling five (5) boreholes (BH1-20, BH1B-20, BH2-20, BH2B-20, and BH7-20), of which three (3) were equipped with groundwater monitoring wells (BH1B-20, BH2-20, and BH7-20) as well as excavating nine (9) test pits (TP1-TP9). The boreholes were advanced to depths ranging from approximately 2.90 m to 5.94 m below ground surface and terminated within a layer of native silty clay. The test pits were advanced to depths ranging from approximately 1.28 m to 2.61 m below ground surface and terminated within the underlying native soils.

Site soils generally consist of fill material (brown silty sand and/or brown silty clay with crushed stone), underlain by stiff brown silty clay over top of soft grey silty clay. Bedrock was not encountered in any of the borehole or test pit locations at the time of the field program.

Seven (7) soil samples, recovered from the boreholes, were submitted for laboratory analysis of either: BTEX, PHCs (F1-F4), PAHs, and/or metals parameters. An additional six (6) soil samples, recovered from the test pits, were submitted for laboratory analysis of either: PHCs (F2-F4), PAHs, and metals parameters. Based on the analytical test results, the concentration of several PAHs and metals, in soil samples BH2-20-AU1 and TP4-G2 respectively, are in excess of the selected MECP Table 2 residential standards.

Three (3) groundwater samples were recovered from the monitoring wells installed in BH1B-20, BH2-20, and BH7-20 and submitted for laboratory analysis of BTEX, PHCs (F1-F4), and/or PAHs. Based on the analytical test results, none of the aforementioned parameter concentrations were detected in the groundwater samples analyzed, thus the results are in compliance with the selected MECP Table 2 residential standards.

3.9 Geotechnical – Existing Conditions Report – East Urban Community Mixed Use CDP Mer Bleue Road, Ottawa Ontario. (Dated July 7, 2019, prepared by Paterson Group Inc. Report: PG3130-2 Revision 2)

The following excerpt was taken directly from the geotechnical report.

Paterson Group (Paterson) was commissioned by Richcraft Homes (Richcraft) to complete an existing conditions report from a geotechnical perspective for the proposed East Urban Community (EUC) development to be located along Mer Bleue Road, in the City of Ottawa (refer to Figure 1-Key

Plan presented in Appendix 2). The objective of the study was: to determine the subsurface soil and groundwater conditions based on available subsoil information and supplemental borehole investigation; to provide preliminary geotechnical recommendations for the design of the proposed development including construction considerations which may affect the design.

Conditions investigated for this study included surface conditions and subsurface profiles (i.e., overburden profile and groundwater). The geotechnical assessment of the site included discussions on foundation design (e.g., bearing resistance values, settlement/grade raise), design for earthquakes, groundwater control and a stormwater management facility. Field investigations occurred on September 12 and 15, 2014. Previous geotechnical investigations had also occurred in the study area, both by Paterson Group Inc. and others. These results are discussed in the report.

3.10 Environmental Noise Feasibility Assessment -Trailsedge Phase 4, Ottawa, Ontario. Report 20-171-Environmental Noise. Dated September 14, 2020 by Gradient Wind Engineers and Scientists

The following excerpt was taken directly from the environmental noise feasibility assessment report.

The major sources of traffic noise impacting the residential subdivision are the Cumberland Transitway, Brian Coburn Boulevard, and Mer-Bleue Road. Also, an internal major collector road, Fern Casey Boulevard, and a collector Ascender Boulevard, are considered to have a noise impact on the development area.

The focus of the stationary noise study is the existing snow disposal facility located to the north of the Cumberland Transitway and Brian Coburn Boulevard corridor.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; (iv) the sound power levels of snow disposal facility activities based on the Innes Road Snow Disposal Facility Environmental Study and Design Report; and (v) site plan drawings prepared by Stantec.

The results of the roadway traffic noise calculations are summarized in Table 4 below. The results of the current analysis indicate that noise levels will range between 63 and 72 dBA during the daytime period (07:00-23:00) and between 55 and 64 dBA during the nighttime period (23:00-07:00). The highest noise level (72 dBA) occurs at the north of the development, which is directly exposed to the noise generated by Brian Coburn Boulevard and the Cumberland Transitway. Figures 5 and 6 illustrate daytime and nighttime noise contours throughout the site at a height of 1.5 m above grade.

Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. The results of the calculations indicate that the buildings that are directly exposed to major collector roadways will require STC rated building components as well as central air conditioning. For the other blocks, forced air heating with provision for the installation of central air conditioning will be required except for those outside the 55 dBA contour (Please refer to Figure 5 in the Environmental Noise Feasibility Assessment report). Additionally, Warning Clauses will also be required to be placed on all Lease, Purchase and Sale Agreements.

Results of the roadway traffic noise calculations also indicate that outdoor living areas bordering and having direct exposure to traffic noise may require noise control measures. Mitigation measures are described in Section 5.1.1, with the aim to reduce the Leq to as close to 55 dBA as technically, economically and administratively feasible. A detailed roadway traffic noise study will be required to determine specific noise control measures for the development.

A stationary noise assessment was conducted to assess the noise impact from the Innes (Mer Bleue) Snow Disposal Facility on the proposed subdivision. The results indicate that the noise levels produced byactivities associated with the SDF are within the noise level limits of the ENCG of the City of Ottawa.

3.11 Trailsedge Phase 4 Subdivision Planning Rationale: Draft Plan of Subdivision and Zoning By-Law Amendment Application (Dated March 4, 2021, prepared by Fotenn)

The zoning by-law amendment was required to, "rezone the property from a Development Reserve (DR) zone to zones commensurate with the proposed uses, including:

- *"Residential Third Density Zone, Subzone YY, (R3YY[XXXX])";*
- *"General Mixed Use Zone (GM[XXXX])";*
- *"General Mixed Use Zone, with an 85 metre height max 9GM[XXXX], H85)"; and*
- *"Parks and Open Space Zone (O1)" for the proposed municipal parkette.*

This report examines the policy and regulatory framework applicable to the proposed development and provided a response to these policies outlining the Provincial Policy Statement (2020), City of Ottawa Official Plan (2003, as amended), East Urban Community Phase 3 Area Community Design Plan (2020), East Urban Community Secondary Plan, Urban Design Guidelines for Greenfield Neighbourhoods (2007), Building Better and Smarter Suburbs Strategic Framework (2015) and Zoning Framework.

The report concludes as follows:

It is Fotenn's professional opinion that the proposed subdivision represents good planning and is in the public interest for the following reasons:

- *The proposed development is consistent with the Provincial Policy Statement (2020) in developing an area that is located within the City of Ottawa's Urban Area, immediately adjacent to an existing built-up area, which allows for the logical and efficient extension of existing services and roads. The proposal provides for a range of housing options interspersed with commercial areas, and parkland.*
- *The proposal conforms to the Official Plan (2003, as amended). The subject lands are designated General Urban Area, which permits a range of uses including the proposed detached home, townhome, mixed-use, and commercial uses. Per the direction of the Official Plan, the development of the site builds on the direction of and requirements for the EUC Phase 3 Area CDP (2020).*

- *The proposed subdivision meets a number of the Urban Design Guidelines for Greenfield Neighbourhoods (2007) and Building Better and Smarter Suburbs Strategic Directions (2015);*
- *The proposed development meets some of the Preliminary Policy Directions of the City's New Official Plan (December 2019);*
- *The proposed Zoning By-law Amendment would apply a Residential Third Density, Subzone YY with Exceptions (R3YY[XXXX]), General Mixed Use (GM[XXX]), and General Mixed Use, Height Max85 Metres (GM[XXXX], H85) zoning to the proposed residential units and mixed use areas, which ensures efficient development patterns of a suitable scale and density which are in keeping with the nearby zoning and neighbourhood context. The proposed Zoning By-law Amendment would also apply a Parks and Open Space (O1) zoning to the proposed municipal park; and*
- *The proposed development is supported by a range of technical studies, including geotechnical, civil engineering, transportation, environmental, and noise-related reports.*

3.12 Proposed TrailsEdge Phase 4 Orleans, Ottawa Transportation Impact Assessment (Dated January 20, 2021, prepared by Castleglenn Consultants. Project 7224)

The report provided a multi-modal analysis of the impacts of the Trailsedge Phase 4 community on the surrounding transportation network. The subject lands are located within the future East Urban Community (EUC) Phase 3 lands and are part of the Richcraft Trailsedge development initiatives. The proposed development is anticipated to provide for residential, commercial and mixed-area uses.

The proposed development is located in the General Urban Area. A review of the existing zoning by-law indicates a "DR – Development Reserve Zone" designation. The site is currently greenfield. The Traffic Study is in support of a Major Zoning By-Law Amendment application and an application for Draft Plan of Subdivision Approval.

The transportation impact assessment report described the existing traffic conditions in the area (e.g., study area roadways, area traffic management, study area intersections, cycling facilities, pedestrian facilities, transit provisions and traffic volumes). It also identified the planned conditions (i.e., planned transportation network changes and other adjacent development initiatives).

The study area is proposed to include Fern Casey Street, Couloir Road, Street No. 23 and Brian Cobourn Blvd as boundary streets for analysis. Eight intersections are addressed in the analysis. The traffic study analyses morning and afternoon peak hours of travel demand (i.e., "worst case" scenarios in terms of traffic volumes). *For analysis purposes, the traffic study proposes to analyze two horizon years: A 2031 horizon that corresponds with the City of Ottawa TMP planning horizon and the estimated build-out of Phase 4-1; and A 2036 horizon that corresponds with the full build-out of the Trailsedge Phase 4 lands.*

The forecasting methodology presented in the report involved the addition of development-generated travel demand (i.e., by automobile drivers, passengers, transit and non-motorized methods) and considered the origin of the trips by component (e.g., residential, commercial, office)

in each horizon. Historical background network traffic was considered along with adjacent development traffic volumes and site generated traffic volumes.

Future infrastructure network constraints were then discussed along with recommendations for improvements within the vicinity of the proposed development to ensure surrounding roadways would remain capable of, "*providing safe, efficient and effective access to/from the development and impacts to the traffic operations will be mitigated."* Among the aspects of development design outlined were sustainable modes and new street networks. Boundary street design was also described as was access intersection design, transit and intersection design.

The transportation impact assessment recommended a number of transportation infrastructure improvements including the consideration of a lower speed limit along Fern Casey Street subject to appropriate traffic calming measures, future traffic signal control improvements at four study area intersections (i.e., Renaud Road/Fern Casey Street, Fern Casey Street/Coloir Road, Mer Bleue Road/Renaud Road and Mer Bleue Road/Copperhead Road), traffic signal establishment at one intersection (Fern Casey/Couloir Road), the four-lane widening of Brian Coburn Boulevard within the next 10-to-15 years and improvement to the Navan Road corridor and the Navan Road/Renaud Road intersection.

The report concluded as follows:

The Trailsedge Phase 4 development is anticipated to develop:

- *142 singles, 167 townhouses and 116 back-to-back townhouses located south of Brian Coburn Boulevard (Excludes blocks 193 and 194) during Phases 4-1 and 4-2;*
- *A commercial area located in Block 198, located in the southwest quadrant of the Brian Coburn Boulevard/Mer Bleue Road intersection which would provide for approximately 181 jobs during Phase 4-2; and*
- *A mixed-use use development composed of 352 apartment units and 296 commercial/office jobs situated between the Hydro corridor and Brian Coburn Boulevard, which is considered Phase 4-3.*

It is recommended that the City of Ottawa be encouraged to assemble the appropriate conditions that would permit the development application for the development to proceed.

3.13 Trailsedge East Phase 4, Functional Servicing Report. Dated February 1, 2021, Stantec Consulting Ltd.

The intent of this report is to build on the servicing principles outlined in the Master Servicing Study (MSS) for East Urban Community Phase 3 Area Community Design Plan (DSEL June 2020) to create a servicing strategy specific to the subject property. The report will establish criteria for future detailed design of the subdivision, in accordance with the associated background studies, City of Ottawa Guidelines, and all other relevant regulations.

3.13.1 Potable Water

The proposed piping alignment and sizing can achieve the required level of service within Phase 4 of Richcraft's Trails Edge East subdivision. Based on the hydraulic analysis created at the Master Servicing level, the following conclusions were made:

- *The proposed water distribution system is recommended to include a combination of 305mm and 203mm diameter pipes;*
- *During peak hour conditions, the proposed system is capable of operating above the minimum pressure objective of 275kPa (40psi);*
- *During fire conditions, the proposed system can provide sufficient fire flows (15,000L/min and above) while maintaining a residual pressure of 138kPa (20 psi) in Phase 4 of the Trailsedge East development. Sizing of internal mains on local streets will be coordinated to ensure a minimum fire flow of 10,000 L/min may be achieved.*

3.13.2 Wastewater Servicing

The Trailsedge East subdivision will be serviced by a network of gravity sewers which will direct wastewater flows westerly through the Fern Casey Street sewer, and ultimately to Renaud Road and the Forest Valley Pumping Station. Mixed use lands to the north of Brian Coburn Boulevard will also be conveyed through the subject property as directed in the MSS. The proposed sanitary sewer design for Phase 4 indicates two (2) connection points to the existing sewer network within Trailsedge East Phase 1. The connection points generate a total estimated peak outflow of 36.3L/s. The preferred cover requirement of 2.5 m for the sanitary sewer system has been satisfied in all locations, and requirements for slope and velocities have been met within the local internal sewers. Downstream sewers have been adequately sized to receive peak sanitary discharge from the proposed subdivision.

3.13.3 Stormwater Management

The proposed stormwater management plan is in compliance with the goals specified in the background reports and the 2012 City of Ottawa Sewer Guidelines:

- *Inlet control devices are proposed to limit inflow from the site area into the minor system to the 2-year storm event (5-year event for collector roads) based on City of Ottawa IDF curves;*
- *The storm sewer hydraulic grade line will be maintained at least 0.30 m below the underside of footing in the subdivision and downstream properties during design storm events;*
- *All dynamic surface water depths are to be less than or equal to 0.35 m during all design storm events up to the 100-year event;*
- *The downstream SWM Pond 1 has sufficient volume capacity to receive runoff volumes from the proposed site and provide the required water quantity and quality control as outlined in the SWM facility design report submitted by others.*
- *Mixed use properties north of Brian Coburn Boulevard will be required to provide on-site storage to contain the 100-year event within their respective areas while restricting minor system inflows to the 2-year/5-year design event as appropriate. Major system flow from the climate change event can be accommodated through rights-of-way within Phase 1.*

3.13.4 Grading

The grading for this site has been designed to allow for an emergency overland flow outlet to downstream rights-of-way as per City standards and to minimize the grade raise per restrictions as recommended by the Geotechnical Investigation by Paterson Group (July 2019).

3.13.5 Approvals/Permits

An MECP Environmental Compliance Approval (ECA) is required for the installation of the proposed storm and sanitary sewers within the site under the MECP's transfer of review program. A Permit to Take Water or registration on the EASR may be required for dewatering works during sewer/watermain installation pending confirmation by the geotechnical consultant. The Rideau Valley Conservation Authority and South Nation Conservation Authority will need to be consulted in order to obtain municipal approval for site development. No other approval requirements from other regulatory agencies are anticipated.

4. Summary of Environmental Recommendations, Mitigation Measures and Monitoring Commitments

All studies were identified in the section below outlining environmental recommendations, mitigation measures and monitoring commitments, if any.

4.1 Environmental Impact Statement (GHD, August, 2020, Project 11217236, Report No. 1)

General Recommendations

1. *The construction envelopes must be clearly defined and delineated and a line staked and clearly marked in the field prior to any construction activities occurring on the site.*
2. *Conservation Authority be consulted in order to determine the best option for the removal of the wetland on the future mixed use development lands.*
3. *Prior to any site preparation activities (e.g., grading, placement of fill) erosion and sediment control measures should be installed along all sides of construction envelope to ensure sediment laden runoff does not leave the site and interfere with adjacent natural features. The silt fence should be inspected and maintained throughout the construction phase and remain in place until the soils are stabilized and re-vegetated.*
4. *Any vegetation clearing required for site access prior to construction shall be completed outside the Breeding Bird timing window of April 15th to August 15th.*
5. *Obtain relevant permits from Conservation Authority.*
6. *MECP must be contacted in order to pursue an Endangered Species Act permit for the removal of habitat for barn swallow.*

4.2 Stage 1 Archaeological Assessment East Urban Community Center (EUC) Project Community Design Plan (CDP) Lots 1-4,

Concession 3, Geographic Township of Gloucester and Lots 1-2, Concession 11, Geographic Township of Cumberland, City of Ottawa, Ontario. (Golder Associates Ltd., September 2, 2016, Report 13-1125-0095)

Based on the historic background documentation, the property inspection and the results of previous archaeological investigations, portions of the subject property have archaeological potential and will require further archaeological assessment and possible mitigation should archaeological sites be found. A Stage 2 assessment in the form of shovel testing at 5 m intervals is recommended in areas with tree cover which inhibits the possibility of ploughing. All other open grassed areas require ploughing according to MTCS standards and surface surveyed at 5 m intervals. No further work is recommended in the areas that feature recent disturbance or previously archaeology assessed areas as outlined in Maps 11-12, pp. 40-41.

This report and with MTCS consultation has formed the basis for the following recommendations:

1. *That all areas indicated as possessing archaeological potential as outlined in Map 13 (p. 42) be subject to Stage 2 archaeological assessment by a licenced archaeologist prior to any future disturbance. The assessment should involve shovel testing at 5 m intervals in treed/overgrown areas and surface survey in ploughable open grassed areas at 5 m intervals; and,*
2. *That no further archaeological assessment is required for areas indicated as possessing no/low archaeological potential or previously assessed areas (Map 13, p. 42).*

4.3 Stage 2 Archaeological Assessment Trailsedge Phase 4 South Part (Paterson Group Inc., January 2021, Report: PA1192-REP.01)

Three recommendations were provided within this report and appear below.

1. A Stage 3 archaeological assessment be conducted by a licensed archaeologist in the archaeological site area as indicated in Supp. Doc. Map 1.
2. As it is not clearly evident that the site should go to Stage 4, the Stage 3 grid should be laid out in the form of 1 m2 excavation units on the full 5 m grid as per Standard 1, Section 3.2.3 (MHSTCI 2011).
3. Furthermore, as per Standard 1, Section 3.2.3, as (MHSTCI 2011), an additional 20% infill of the initial grid unit total should be excavated in areas of interest.

4.4 Stage 3 Archaeological Assessment Trailsedge Phase 4 South Part (Paterson Group Inc., January 2021, Report: PA1206-REP.01)

Based on the results of this investigation it is recommended:

1. *No further archaeological study is required for the subject property as delineated in Map 1.*

4.5 Phase I - Environmental Site Assessment, East Urban Mixed-Use Community, Mer Bleue Road, Ottawa, Ontario (Paterson Group Inc., February 27, 2015, Report PE3331-1)

Two recommendations were made in the Phase 1 ESA. These are described below.

Any potable water wells encountered during redevelopment of the subject lands, that are no longer going to be used, should be abandoned in accordance with Ontario Regulation 903.

The results of the historical research, personal interviews, and the site inspection identified potential environmental concerns with respect to specific areas on the subject site. ***In our opinion, a Phase II Environmental Site Assessment is required for these select portions of the subject property.***

4.6 Phase I - Environmental Site Assessment Update Trails Edge – Phase 4 (South), Ottawa, Ontario (Paterson Group Inc., August 26, 2020 File: PE4999-LET.01)

Based on the findings of the Phase I ESA, Paterson stated the opinion that a Phase II ESA would be required for the subject site.

4.7 Phase II - Environmental Site Assessment Trails Edge – Phase 4 (South) Southern Parcel (Commercial Zone), Ottawa, Ontario (Paterson Group Inc., January 8, 2021 File: PE4999-1)

Recommendations

PAH impacted soil/fill material was identified within the vicinity of TP14, located in the southwestern portion of the Phase II study area, requiring some remedial work. It is our understanding that the subject site is to be developed for commercial purposes in conjunction with the neighbouring residential subdivision. Therefore, it is our recommendation that an environmental site remediation program be completed in conjunction with site redevelopment. This will require the segregation of clean soils from impacted soils, the latter of which will require disposal at an approved waste disposal facility.

While in compliance with the site-specific standards, it should be noted that the concentration of PHCs and PAHs within the vicinity of TP12 are in excess of the MECP Table 1 standards. These exceedances are not considered to pose an environmental concern to the subject site, however, if the soil is ever to be removed from the property, it should be classified as contaminated and disposed of at an approved waste disposal site.

Prior to off-site disposal at a licenced landfill site, a leachate analysis of a representative sample of this soil must be conducted in accordance with Ontario Regulation 347/558.

If the groundwater monitoring wells installed in BH4-20, BH5-20, and BH6-20 are not going to be used in the future, or will be destroyed during future redevelopment activities, then they must be decommissioned according to Ontario Regulation Reg. 903 (Ontario Water Resources Act). The monitoring wells will be registered with the MECP under this regulation. Further information can be provided upon request in this regard.

4.8 Phase II - Environmental Site Assessment Trails Edge: Phase 4 (South) Northern Parcel (Mixed-Use Zone), Ottawa, Ontario (Paterson Group Inc., January 18, 2021 File: PE4999-2)

Recommendations

PAH and metal impacted soil/fill material was identified within the vicinity of BH2-20 and TP4, located in the northern and eastern portions of the subject site respectively, requiring some remedial work. Therefore, it is our recommendation that an environmental site remediation program be completed, which will require the segregation of clean soils from impacted soils, the latter of which will require disposal at an approved waste disposal facility.

It is recommended that Paterson personnel be present on-site during remediation activities to direct the excavation and segregation of impacted soil, as well as to conduct confirmatory sampling as required.

Prior to off-site disposal at a licenced landfill site, a leachate analysis of a representative sample of this soil must be conducted in accordance with Ontario Regulation 347/558.

While in compliance with the site-specific standards, it should be noted that the concentration of chromium in soil sample TP7-G1 is in excess of the MECP Table 1 standards. This exceedance is not considered to pose an environmental concern to the subject site, however, if the soil is ever to be removed from the subject site, it may be classified as contaminated and may have to be disposed of at an approved waste disposal facility.

It is recommended that the groundwater monitoring wells installed in BH1B-20, BH2-20 and BH7-20 be maintained for future resampling if required. If the wells are not going to be used in the future, or will be destroyed during development activities, then they must be decommissioned according to Ontario Regulation 903 (Ontario Water Resources Act). The monitoring wells will be registered with the MECP under this regulation. Further information can be provided upon request in this regard.

4.9 Geotechnical – Existing Conditions Report – East Urban Community Mixed Use CDP Mer Bleue Road, Ottawa Ontario. (Dated July 7, 2019, prepared by Paterson Group Inc. Report: PG3130-2 Revision 2)

The existing conditions report provides preliminary design information only. A detailed geotechnical investigation is required once the proposed design is finalized. Once the design plans and site development are determined, the following measures were recommended:

- *Carry out a detailed geotechnical investigation for the final detailed design which will include boreholes at strategic locations to recover undisturbed soil samples of the sensitive underlying silty clay deposit for consolidation testing.*
- *Review detailed grading plan(s) from a geotechnical perspective.*
- *Review detailed foundation plan(s) from a geotechnical perspective.*

A MOE Permit to Take Water (PTTW) will be required for the subject site and should be applied for well in advance of building construction (4 to 5 months)

4.10 Environmental Noise Feasibility Assessment -Trailsedge Phase 4, Ottawa, Ontario. Report 20-171-Environmental Noise. Dated September 14, 2020 by Gradient Wind Engineers and Scientists

The results of the current analysis indicate that noise levels will range between 63 and 72 dBA during the daytime period (07:00-23:00) and between 55 and 64 dBA during the nighttime period (23:00-07:00). The highest noise level (72 dBA) occurs at the north of the development, which is directly exposed to the noise generated by Brian Coburn Boulevard and the Cumberland Transitway.

1. *Building components with a high Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA.*
2. *The buildings that are directly exposed to major collector roadways will require STC rated building components as well as central air conditioning.*
3. *For other blocks, forced air heating with provision for the installation of central air conditioning will be required except for those outside the 55 dBA contour.*
4. *Warning Clauses will also be required to be placed on all lease, purchase and sale agreements.*
5. *Outdoor living areas bordering and having direct exposure to traffic noise may require noise control measures. Among those listed (in order of preference are):*
    - *Distance setback with soft ground*
    - *Insertion of noise insensitive land uses between the source and sensitive points of reception*
    - *Orientation of buildings to provide sheltered zones in rear yards*
    - *Shared outdoor amenity areas*
    - *Earth berms (sound barriers)*
    - *Acoustic barriers.*
6. *A detailed roadway traffic noise study will be required to determine specific noise control measures for development.*

4.11 Trailsedge Phase 4 Subdivision Planning Rationale: Draft Plan of Subdivision and Zoning By-Law Amendment Application (Dated March 4, 2021, prepared by Fotenn)

There were no recommendations or mitigation measures presented in this report.

4.12 Proposed TrailsEdge Phase 4 Orleans, Ottawa Transportation Impact Assessment (Dated January 20, 2021, prepared by Castleglenn Consultants. Project 7224)

The following transportation infrastructure improvements are recommended:

- *A lower speed limit along Fern Casey Street of 40 km/hr remains worthy of consideration as it is consistent with the school zone nearest the Renaud Road corridor and the desire to achieve elevated PLOS and BLOS targets surrounding the future rapid transit corridor. This would serve to meet both the pedestrian and cyclist multi-modal level of service targets for the study area. To accomplish this design speed, traffic calming measures would likely be required along the corridor. It is recommended that information signage, speed display messages, pedestrian markings and additional landscaping features be identified as potential preliminary traffic calming measures;*
- *The Renaud Road/Fern Casey Street intersection is anticipated to require traffic signal control improvements at the time when the south leg opens to traffic. This improvement is directly related to the EUC Phase II lands south of the Renaud Road corridor;*
- *The Fern Casey Street/Couloir Road intersection is anticipated to require traffic signals which was anticipated as part of the Belcourt Preliminary Design effort. The trigger for this improvement was determined to be by the time of completion of the Phase 4-1 residential component of the proposed development which has been estimated to correspond with a 2031 horizon year;*
- *The Mer Bleue Road/Renaud Road intersection is anticipated to require traffic signal control improvements within the next 5-to-10 years. This is thought likely to occur in advance of any Mer Bleue widening that would take place in the area;*
- *Intersection improvements to the Mer Bleue Road/Copperhead Street-Decoeur Drive intersection are anticipated to be required given the advent of the west leg of the intersection into the proposed development. A roundabout configuration would be suitable at this intersection provided sufficient right-of-way exists to accommodate such a design proposal;*
- *The four-lane widening of the Brian Coburn Boulevard corridor was found to be required within the next 10-to-15-years to meet the demands of the existing and proposed developments within, and external to, the study area; and*
- *Improvement to the Navan Road corridor and the Navan Road/Renaud Road intersection (realignment and roundabout configuration) are currently warranted in terms of current levels of service deficiencies.*

4.13 Trailsedge East Phase 4, Functional Servicing Report. Dated February 1, 2021, Stantec Consulting Ltd.

4.13.1 Potable Water Servicing

- A final hydraulic analysis of the proposed system is to be completed at the time of detailed design;
- Depending on the results of the detailed hydraulic analysis for the current phase of the development, it may become necessary to connect to the 600mm diameter trunk watermain.

4.13.2 Wastewater Servicing

No specific recommendations or mitigation measures are presented in this portion of the report.

4.13.3 Stormwater Management

- Inlet control devices are proposed to limit inflow from the site area into the minor system to the 2-year storm event (5-year event for collector roads) based on City of Ottawa IDF curves;
- The storm sewer hydraulic grade line will be maintained at least 0.30 m below the underside of footing in the subdivision and downstream properties during design storm events;
- All dynamic surface water depths are to be less than or equal to 0.35 m during all design storm events up to the 100-year event;
- Mixed use properties north of Brian Coburn Boulevard will be required to provide on-site storage to contain the 100-year event within their respective areas while restricting minor system inflows to the 2-year/5-year design event as appropriate. Major system flow from the climate change event can be accommodated through rights-of-way within Phase 1.

4.13.4 Grading

No specific recommendations or mitigation measures are presented in this portion of the report.

4.13.5 Approvals/Permits

- *An MECP Environmental Compliance Approval (ECA) is required for the installation of the proposed storm and sanitary sewers within the site under the MECP's transfer of review program.*
- *A Permit to Take Water or registration on the EASR may be required for dewatering works during sewer/watermain installation pending confirmation by the geotechnical consultant.*
- *The Rideau Valley Conservation Authority and South Nation Conservation Authority will need to be consulted in order to obtain municipal approval for site development.*

Table 4.1 Scope of Potential Environmental Interactions within each Study Report

Studies	Potential Environmental Interactions								
	Air Quality and Noise	Geology and Soil	Groundwater	Surface water	Terrestrial Ecology	Aquatic Ecology	Human Disturbance	Land Use Sustainability	Other
Draft Environmental Impact Statement (GHD, 2020)		x		x	x	x	x	x	
Stage 1 Archaeological Assessment (Golder Associates, September 2016)		x					x	x	x
Stage 2 Archaeological Assessment (Paterson Group, January 2021)		x					x	x	x
Stage 3 Archaeological Assessment (Paterson Group, January 2021)		x					x	x	x
Phase I - Environmental Site Assessment (Paterson Group, February 2015)		x	x	x			x	x	
Phase I - ESA Update (Paterson Group, August 26, 2020)		x	x	x			x	x	x
Phase II – Environmental Site Assessment Southern Parcel (January 8, 2021)		x	x				x	x	
Phase II – Environmental Site Assessment Northern Parcel (January 18, 2021)		x	x				x	x	
Geotechnical Existing Conditions Report (Paterson Group, July 7, 2019)		x	x					x	
Environmental Noise Feasibility Assessment (GWE, September 14, 2020)	x								
Trailsedge Phase 4 Subdivision Planning Rationale: Draft Plan of Subdivision and Zoning By-Law Amendment Application (Fotenn Inc., March 4, 2021)								x	x
Proposed Trails Edge Phase 4 Transportation Impact Assessment (Castleglenn Consultants, January 20, 2021)									x
Trailsedge East Phase 4, Functional Servicing Report. (Stantec Consulting Ltd., February 1, 2021)		x	x	x				x	

5. Design with Nature Principles and Subdivision Design

"Design with Nature" is identified within Section 8 of the City of Ottawa OP (2003) as:

An approach that utilizes natural methods during site design to work with the terrestrial, aquatic, and biological characteristics of the site and the relationship between them. These measures may serve to reduce the reliance on technological solutions, which may be expensive, energy- or management-intensive, and less environmentally sensitive. This may include:

- *Retention of natural vegetation on slopes to reduce erosion;*
- *Conservation of as many existing trees as feasible;*
- *Use of appropriate natural infiltration techniques on site to reduce the need for stormwater management ponds;*
- *Orientation of streets to maximize opportunities for passive solar heating and reflection of natural contours;*
- *Protection of natural stream corridors and incorporation of natural features onto open spaces.*

The residential and commercial development proposed on the subject lands meets the above mentioned as outlined below:

- Erosion: The Environmental Impact Statement (GHD, August 2020) recommends that prior to any site preparation activities, erosion and sediment control measures should be installed on all sides of the construction envelope, which should be inspected and maintained throughout the construction phase and remain in place until soils are stabilized. Stantec's Functional Servicing Report (February 2021) also discusses erosion control measures to be utilized during construction. The Paterson Group's Geotechnical Existing Conditions Report (July 2019) reports on areas of existing erosion in the study area and recommends both an "erosion allowance" and an "erosion access allowance" based on MNR guidelines.
- Tree Conservation: No forests or large woodland areas were identified in the study area, though one small linear woodland was identified on the northern limits of the property, north of Brian Cobourn Boulevard (GHD, August 2020). The feature was likened to a fencerow, therefore a Tree Conservation Report was not required. Instead, GHD recommends that a landscape plan be developed that includes a variety of native trees, shrubs and seeds that would be incorporated into the subdivision plan.
- Natural Infiltration: The Environmental Impact Statement (GHD, August 2020) recommends sediment and erosion control measures and a landscape plan be developed and implemented. The Planning Rationale (Fotenn, March 2021) states, "*the proposal includes landscaped front, rear and side yards on most lots and the proposed municipal park. These pervious landscaped areas serve to minimize microclimate impacts and allow for water infiltration."* It also recommends using infiltration trenches in the backyards of singles and townhomes where feasible (Fotenn, March 2021).

- Street Orientation: *The planned network street design is consistent with the principles and objectives defined within the City of Ottawa's Urban Design Guidelines for Greenfield Neighbourhoods and within the East Urban Community (EUC) Community Design Plan (CDP) Master Transportation Study (MTS)* (Fotenn Inc., March 2021). *The Trailsedge Phase 4 development design accomplishes the following objectives*:
  - Locating highest density developments nearest future transit stations;
  - Connecting to future developments such as Trailsedge North (by way of Fern Casey Street) and the Minto Avalon development to the east (through the Copperhead Street/Mer-Bleue Road intersection); and
  - Connecting the development to boundary collector streets such as Fern Casey Street and Ascender Boulevard, which are continuous and serve as primary corridors to the development.

  Section 4.9-*Energy Conservation Through Design* of the Official Plan and Guideline 14 of the City of Ottawa's *Urban Design Guidelines for Greenfield Neighbourhoods* (2007) encourages south facing buildings and windows to reduce summer thermal gain and maximize opportunities for passive energy conservation.
- Environmental Protection: There were no natural stream corridors on the property as identified within the Environmental Impact Statement (GHD, August 2020). A park block is proposed in the south-eastern quadrant of the subdivision (Block 196, 0.43ha).

6. Energy Efficiency and Sustainable Design

Section 2.5.1 Urban Design and Compatibility of the Official Plan outlines design objectives and principles for new development within the City of Ottawa.

Section 4.7.1-Integrated Environmental Review to Assess Development Applications of the Official Plan, an Integrated Environmental Review Statement is required to consider Objective 7 of Section 2.5.1 and the associated principles.

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

Principles

Design should:

- *Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.*
- *Consider use of renewable energy and alternative energy systems.*
- *Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).*
- *Reduce hard surfaces and maximize landscaping and site permeability on site*
- *Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect*
- *Maximize re-use and recycling of resources and materials.*
- *Utilize green building technologies and rating systems such as Leadership in Energy and Environmental Design (LEED).*
- *Utilize advanced water conservation and efficiency measures.*

The Trailsedge Phase 4 – Planning Rationale (Fotenn, March 2021) states the following about the proposed subdivision's efforts to maximize energy efficiency and promote sustainable design.

> *The proposed subdivision is considered infill development, which will add more residents within an existing urban serviced area in close proximity to future active and rapid transportation options. More specifically, the proposed density (41.8 units/net hectare) well exceeds the minimum density of 34 units/net hectare that is required in the Official Plan for new Greenfield development outside of the Greenbelt. As such, the proposed subdivision will result in more efficient use of existing urban land and existing infrastructure, such as pipes, roads, transit, schools, and parkland. The proposed development is proposed to benefit from the future BRT corridor further reducing reliance of personal vehicle trips for visitors and residents alike.*
>
> *The proposal includes landscaped front, rear, and side yards on most lots, and the proposed municipal park. These pervious, landscaped areas serve to minimize microclimate impacts and allow for water infiltration (Fotenn, March 2021).*

As noted in the Plan of subdivision and zoning by-law amendment (Fotenn, 2021). The development promotes sustainable transportation through:

- A multi-use pathway located to the north of the subject lands along Brian Coburn Boulevard extending from Fern Casey Street in the east to Mer-Bleue Road in the west;
- Existing and planned cycling infrastructure and multi-use pathways along Mer-Bleue Road – Spine Route, Innes Road – Spine Route and Crosstown Bikeway, Brian Cobourn and BRT Corridor: Multi-Use Pathway, Ascender Avenue Between Brian Cobourn and Renaud Road: Multi-Use Pathway – mid block.
- *Furthermore, a review of the City of Ottawa's "Map 1 – Cycling Network – Primary Urban" from the Transportation Master Plan indicates:*
    - *Brian Coburn Boulevard accommodates a "Major Pathway" in the form of an east-west multi-use pathway along the south side of the corridor*
    - *Navan Road and Mer-Blue Road are both designated as cycling "Spine Routes" that provide on-street cycling lanes; and*
    - *Page Road is designated as a north-south "Spine Route" that intersects Brian Coburn Boulevard at a pedestrian crossing to the west of the proposed site* (Fotenn Inc., March 2021).
- *Pedestrian facilities are provided on boundary streets in proximity to the subject property. A sidewalk with boulevard is present along the entire length of both sides of Fern Casey Street while a Multi-use Pathway is provided on the on the south side of Brian Coburn Boulevard. Further, a signalized pedestrian crossover connecting to Page Road is provided along Brian Coburn Boulevard east of Navan Road* (Fotenn Inc., March 2021).
- The local street cross-section will be determined at the detailed design stage and will include sidewalks on key local roadways to provide connections to the major collector pathways and local transit routes (Fotenn Inc., March 2021)

The remainder of the Objective 7 principals will be addressed at the Site Plan and design stage.

7. Concurrence of Project Team

The final Integrated Environmental Review Statement will be reviewed and concurred with all consultants involved in the design team and technical studies, listed in Section 1 of this report. Refer to Appendix A for signed documentation.

8. Conclusion

This Integrated Environmental Review Statement (IERS) outlines how the requirements in Section 4.7.1-*Integrated Environmental Review* of the Official Plan will be addressed. A thorough review of the various reports completed as part of this development application concludes that the design complies with the environmental policies contained in Section 4 of the City of Ottawa OP and that the principles of design with nature have been applied.

9. References

Castleglenn Consultants. January 20, 2021. Proposed Trailsedge Phase 4 Orleans, Ottawa, Richcraft Homes Transportation Impact Assessment. Project 7224.

Fotenn Planning and Design Consultants Inc. March 4, 2021. Trailsedge Phase 4 Subdivision – Planning Rationale: Draft Plan of Subdivision and Zoning By-law Amendment Applications.

GHD, August 28, 2020. Environmental Impact Statement Trails Edge East Development: Phase 4 Part Lots 1 & 2, Concession 3, City of Ottawa. Project 11217236, Report No 1.

Golder Associates Ltd. September 2, 2016. Stage 1 Archaeological Assessment East Urban Community Center (EUC) Project Community Design Plan (CDP) Lots 1-4, Concession 3, Geographic Township of Gloucester and Lots 1-2, Concession 11, Geographic Township of Cumberland, City of Ottawa, Ontario. PIF# P366-0040-2013, Report 13-1125-0095.

February 22, 2020 (Michael Broughton, City of Ottawa pers. comms. to Fairouz Wahab, Richcraft Homes).

Gradient Wind Engineers and Scientists. September 14, 2020. Environmental Noise Feasibilitiy Assessment Trailsedge Phase 4 Ottawa, Ontario. Report: 20-171-Environmental Noise.

Paterson Group Inc. July 7, 2019. Geotechnical – Existing Conditions Report East Urban Community Mixed Use CDP Mer Bleue Road, Ottawa, Ontario. Report: PG3130-2 Revision 2.

Paterson Group Inc. February 27, 2015. Phase I Environmental Site Assessment – East Urban Mixed Use Community, Mer Bleue Road, Ottawa, Ontario. Report: PE3331-1, prepared by Paterson Group Inc.

Paterson Group Inc. August 26, 2020. Phase 1 – Environmental Site Assessment Update Trails Edge - Phase 4 (South) Ottawa, Ontario. File: PE4999-LET.01

Paterson Group Inc. January 18, 2021. Phase II – Environmental Site Assessment Trail's Edge: Phase 4 (South) Northern Parcel (Mixed-Use Zone) Ottawa, Ontario. Report: PE4999-2.

Paterson Group Inc. January 8, 2021. Phase II – Environmental Site Assessment Trail's Edge: Phase 4 (South) Southern Parcel (Commercial Zone) Part of 2284 Mer Bleue Road, Ottawa, Ontario. Report: PE4999-1.

Paterson Group Inc. January 26, 2021. Stage 2 Archaeological Assessment: Trailsedge Phase 4 South Part Lots 1, 2 & 3, Concession 3 OF, Part 1 Plan 4R30034 PIN 04404-1417, Part 4 Plan 4R19340 PIN 04404-1344, Part 2 Plan 4R30034 PIN04404-1418, and Part 55 Plan 4R29086 PIN 04404-1353, Geographic Township of Gloucester, City of Ottawa, Ontario. PIF: P378-0038-2020. Report: PA1192-REP.01

Paterson Group Inc. January 26, 2021. Supplementary Documentation Stage 2 Archaeological Assessment Trailsedge Phase 4 South Part Lots 1, 2 & 3, Concession 3 OF, Part 1 Plan 4R30034 PIN 04404-1417, Part 4 Plan 4R19340 PIN04404-1344, Part 2 Plan 4R30034 PIN 04404-1418 and Part 55 Plan 4R29086 PIN 04404-1353, Geographic Township of Gloucester, City of Ottawa, Ontario. PIF: P378-0038-2020, Report: PA1192-REP.01

Paterson Group Inc. January 26, 2021b. Stage 3 Archaeological Assessment: Proulx Site (BiFv-25), Trailsedge Phase 4 South Part Lots 1, 2 & 3, Concession 3 OF, Part 1 Plan 4R30034 PIN 04404-1417, Part 4 Plan 4R19340 PIN04404-1344, Part 2 Plan 4R30034 PIN 04404-1418 and Part 55 Plan 4R29086 PIN 04404-1353, Geographic Township of Gloucester, City of Ottawa, Ontario. PIF: P378-0049-2020. Report: PA1206-REP.01.

Stantec Consulting Limited. February 1, 2021. Trailsedge East Phase 4 Functional Servicing Report. Stantec Project No. 160401250.

about GHD

GHD is one of the world's leading professional services companies operating in the global markets of water, energy and resources, environment, property and buildings, and transportation. We provide engineering, environmental, and construction services to private and public sector clients.

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Chris.Ellingwood@ghd.com
705.931-3929 Ext.

Kari Van Allen
Kari.VanAllen@ghd.com
705-931-3929

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Appendices

Appendix A
Concurrence of Study Team Members

Appendix A Concurrence of Study Team Members

GHD

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with GHD's Environmental Impact Statement (August 26, 2020) and concur with the related content and recommendations taken from our report.

Name: Chris Ellingwood

Position: Senior Biologist

Company Name: GHD Limited

Signature: _____

Date: March 5, 2021

Appendix A Concurrence of Study Team Members

Paterson Group Inc.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Stage 2 Archaeological Assessment Trailsedge Phase 4 South Part Lots 1, 2 & 3, Concession 3 OF, Part 1 Plan 4R30034 PIN 04404-1417, Part 4 Plan 4R19340 PIN04404-1344, Part 2 Plan 4R30034 PIN 04404-1418 and Part 55 Plan 4R29086 PIN 04404-1353 Geographic Township of Gloucester City of Ottawa Ontario Final Report** (January 2021) and **Supplementary Documentation Stage 2 Archaeological Assessment Trailsedge Phase 4 South Part Lots 1, 2 & 3, Concession 3 OF, Part 1 Plan 4R30034 PIN 04404-1417, Part 4 Plan 4R19340 PIN04404-1344, Part 2 Plan 4R30034 PIN 04404-1418 and Part 55 Plan 4R29086 PIN 04404-1353 Geographic Township of Gloucester City of Ottawa Ontario** (January 2021). I concur with the related content and recommendations taken from our report.

Name: Nadine Kopp

Position: Project Archaeologist

Company Name: Paterson Group

Signature: 

Date: March 5, 2021

Appendix A Concurrence of Study Team Members

Paterson Group Inc.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Stage 3 Archaeological Assessment Trailsedge Phase 4 South Part Lots 1, 2 & 3, Concession 3 OF, Part 1 Plan 4R30034 PIN 04404-1417, Part 4 Plan 4R19340 PIN04404-1344, Part 2 Plan 4R30034 PIN 04404-1418 and Part 55 Plan 4R29086 PIN 04404-1353 Geographic Township of Gloucester City of Ottawa Ontario Final Report.** (January 2021). I concur with the related content and recommendations taken from our report.

Name: Nadine Kopp

Position: Project Archaeologist

Company Name: Paterson Group

Signature: 

Date: March 5, 2021

Paterson Group Inc.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Phase I Environmental Site Assessment – East Urban Mixed Use Community, Mer Bleue Road, Ottawa, Ontario** (February 27, 2015). I concur with the related content and recommendations taken from our report.

Name: Nick Sullivan

Position: Environmental Engineer

Company Name: Paterson Group

Signature: N. Sullivan

Date: March 10 / 2021

Paterson Group Inc.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Phase I - Environmental Site Assessment Trails Edge Update – Phase 4 (South) Ottawa, Ontario** (August 26, 2020). I concur with the related content and recommendations taken from our report.

Name: Nick Sullivan

Position: Environmental Engineer

Company Name: Paterson Group

Signature:

Date: March 10 / 2021

Paterson Group Inc.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Phase II - Environmental Site Assessment Trails Edge – Phase 4 (South) Southern Parcel (Commercial Zone) Part of 2284 Mer Bleue Road Ottawa, Ontario** (January 8, 2021). I concur with the related content and recommendations taken from our report.

Name: Nick Sullivan

Position: Environmental Engineer

Company Name: Paterson Group

Signature: N. Sullivan

Date: March 10 / 2021

Paterson Group Inc.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Phase II - Environmental Site Assessment Trails Edge – Phase 4 (South) Northern Parcel (Mixed-Use Zone) Ottawa, Ontario** (January 18, 2021). I concur with the related content and recommendations taken from our report.

Name: Nick Sullivan

Position: Environmental Engineer

Company Name: Paterson Group

Signature: N. Sullivan

Date: March 10 / 2021

Paterson Group Inc.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Geotechnical – Existing Conditions Report East Urban Community Mixed Use CDP Mer Bleue Road Ottawa – Ontario** (July 7, 2019). I concur with the related content and recommendations taken from our report.

Name: Scott S. Dennis, P.Eng.

Position: Geotechnical Engineer

Company Name: Paterson Group Inc.

Signature: 

Date: March 9, 2021

Appendix A Concurrence of Study Team Members

Gradient Wind Engineers and Scientists.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge Fotenn Planning and Design Consultants Inc.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Trailsedge Phase 4 Subdivision Planning Rationale: Draft Plan of Subdivision and Zoning By-law Amendment Application** (March 4, 2021) and **Trailsedge Phase 4 Block Concept Plan** (August 10, 2020). I concur with the related content and recommendations taken from our report.

Name: Tim Beed

Position: Planner

Company Name: Fotenn

Signature: Tim Beed

Date: March 10th, 2021

Gradient Wind Engineers and Scientists.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Environmental Noise Feasibility Assessment Trailsedge Phase 4, Ottawa, Ontario. Report 20-171 – Environmental Noise Noise** (September 14, 2020). I concur with the related content and recommendations taken from our report.

Name: Joshua Foster, P. Eng._____

Position: Principal_____

Company Name: Gradient Wind Engineers & Scientists_____

Signature: 

Date: March 5, 2021_____

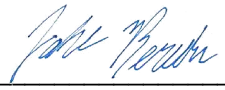
Castleglenn Consultants.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Proposed TrailsEdge Phase 4 Orleans, Ottawa Richcraft Homes Transportation Impact Assessment** (January 20, 2021). I concur with the related content and recommendations taken from our report.

Name: Jake Berube

Position: Transportation Engineer

Company Name: Castleglenn Consultants Inc.

Signature: 

Date: March 11, 2021

Stantec Consulting Ltd.

I have reviewed the sections of this Integrated Environmental Review Statement for the Trails Edge development that are associated with the **Trailsedge East Phase 4 Functional Servicing Report** (February 1, 2021). I concur with the related content and recommendations taken from our report.

Name: ___Dustin Thiffault_____

Position: ___Project Engineer_____

Company Name: __Stantec Consulting Ltd._____

Signature: 

Date: ___March 10, 2021_____

Appendix B
Trailsedge East Phase 4 – Concept Plan (Fotenn Planning and Design Inc.)

TRAILSEDGE PHASE 4
BLOCK CONCEPT PLAN

LEGEND

- Low Density Residential - Detached Units
- Low Density Residential - Townhome Units
- Low Density Residential - Back-to-back Townhome Units
- Mixed-Use
- Park
- Commercial
- Lands Owned by Applicant

0 25m 50m 75m 125m

No.	REVISION	DATE	BY
4	ADDED BLOCK 199	2020.11.13	EL
3	BOUNDARY REVISION	2020.09.24	EL
2	REVISIONS	2020.08.17	EL
1	BLOCK PLAN	2020.08.14	RP

CLIENT
RICHCRAFT

RICHCRAFT Group of Companies

FOTENN
Planning + Design
396 Cooper Street, Suite 300, Ottawa ON K2P 2H7
613.730.5709 www.fotenn.com

DESIGNED	RP
REVIEWED	RP
DATE	2020.08.10

P1

Appendix C
Trailsedge East Phase 4 – Phasing Plan (Richcraft Homes)

PARK

PARK

HYDRO CORRIDOR

5-1 SITE PLAN

PHASE 5-3 SITE PLAN

HYDRO CORRIDOR

PHASE 4-3 MIXED-USED

PHASE 4 - 3

MER BLEUE ROAD

BRIAN COBURN BLVD

BRIAN COBURN BLVD

PARK

PHASE 4 - 2

PHASE 4-2 COMMERCIAL

BLOCK 193 / 194

PHASE 4 - 1

RICHCRAFT / MINTO

FERN CASEY STREET

PHASE 3 - 1

PARK

PHASE 3 - 3

MER BLEUE ROAD

RICHCRAFT

TRAILSEDGE PHASE 4

PHASING PLAN

LEGEND

- Low Density Residential - Detached Units
- Low Density Residential - Townhome Units
- Low Density Residential - Back-to-Back Units
- Medium Density Residential
- Highest Density Residential
- Future Employment
- Park
- Commercial
- Mixed-Use
- Stormwater Management Facility
- Existing Municipal Snow Disposal Facility
- Rock Barren
- Land Adjacent to Rock Barren
- TRAILSEDGE EAST - PHASE 4
- TRAILSEDGE NORTH - PHASE 5
- BLOCK 193 & 194 - Rentals
- PHASE LIMIT

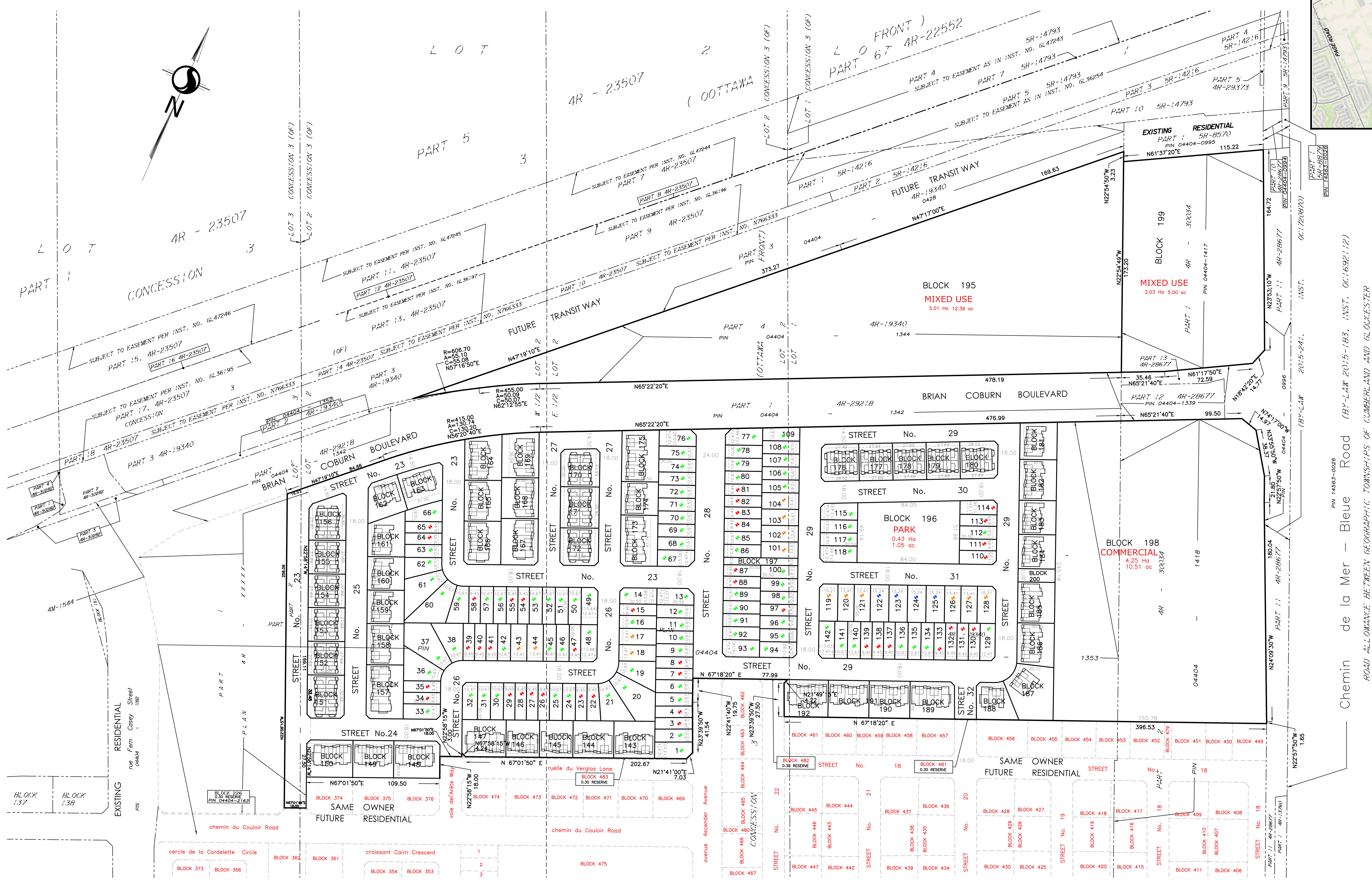
22" X 34" SCALE - 1:2000

11" X 17" SCALE - 1:4000

Appendix D
Trailsedge East Phase 4 – Draft Plan of Subdivision (Stantec Geomatics Ltd.)

SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED ______________________20____ THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT. THIS____DAY OF______________,2017.

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



DRAFT PLAN OF SUBDIVISION

PART OF LOTS 1, 2 AND 3 CONCESSION 3 (OTTAWA FRONT)

(GEOGRAPHIC TOWNSHIP OF GLOUCESTER)

CITY OF OTTAWA

Scale 1:1500

20 0 20 40 60 80 100 METRES

METRIC CONVERSION

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SCHEDULE OF LAND USE (south of hydro)

TYPE	NUMBER OF UNITS	UNITS	AREA (Ha/AC)
31' - 9.45	40	28%	5.13/12.678
35' - 10.67	84	59%	
44' - 13.41	14	10%	
50' - 15.24	4	3%	
SUB TOTAL	142	100%	
TOWNS (3X3 UNITS)	9		3.75/9.268
TOWNS (10X4 UNITS)	40		
TOWNS (20X5 UNITS)	100		
TOWNS (3X6 UNITS)	18		
B2B	116		1.29/3.195
STREETS			5.06/12.502
PARKS			0.43/1.049
WALKWAY			0.07/0.173
COMMERICALS	1		4.25/10.51
MIXED - USE	1		7.04/17.390
TOTAL	427		27.02/66.765

INFORMATION: REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT R.S.O. 1990

a. SEE PLAN
b. SEE PLAN
c. SEE PLAN
d. SEE PROPOSED LAND USE SCHEDULE (ABOVE)
e. SEE PLAN
f. SEE PLAN
g. SEE PLAN
h. CITY WATER AVAILABLE \ WELL
i. SEE SOIL REPORT
j. SEE TOPOGRAPHICAL INFORMATION
k. ALL CITY SERVICES AVAILABLE
l. NO EASEMENTS REGISTERED ON TITLE \ SUBJECT TO

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE SUBJECT LANDS AND THEIR RELATIONSHIP TO ADJOINING LANDS HAVE BEEN ACCURATELY AND CORRECTLY SHOWN.

DATE

BRIAN J. WEBSTER
ONTARIO LAND SURVEYOR

Stantec Geomatics Ltd.
CANADA LANDS SURVEYORS
ONTARIO LAND SURVEYORS
1331 CLYDE AVENUE, SUITE 400
OTTAWA, ONTARIO, K2C 3G4
TEL. 613.722.4420 FAX. 613.722.2799
stantec.com

DRAWN: CEC	CHECKED: FP	PM: FP	FIELD: *	PROJECT No.: 161613796-131