FOTENN

Trailsedge Phase 4 Subdivision

Planning Rationale
Draft Plan of Subdivision + Zoning By-law Amendment Applications
March 16, 2021

FOTENN

Prepared for Richcraft Group of Companies

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396 Cooper Street
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1.0 Introduction

Fotenn Consultants Inc. ("Fotenn") was retained by Richcraft Group of Companies ("Richcraft") to prepare this Planning Rationale in support of concurrent Draft Plan of Subdivision and Zoning By-law Amendment (ZBLA) applications for a portion of the lands municipally known as 6429 Renaud Road, 2284 Mer-Bleue Road, and lands with no municipal address in South Orléans ("subject lands"). Richcraft intends to establish a mixed-use subdivision on the subject lands which incorporates municipal parkland and rights-of-way. The plan of subdivision represents Phase 4 of Richcraft's Trailsedge community.

1.1 Application History

The proposed development is part of Richcraft's Trailsedge community, which is located south of Innes Road, north of Renaud Road, east of Navan Road, and west of Mer-Bleue Road in Ottawa's eastern community of Orléans (Figure 1). Phases 1 and 2 of Trailsedge have been constructed to the west of Fern Casey Street. The first sub-phase of Trailsedge Phase 3, located to the immediate south of the subject lands, has been zoned (D02-02-16-0098), draft plan approved (D07-16-16-0021), registered, and is currently under construction.

Future phases of Trailsedge are located:

- Phase 3 sub-phases 2 and 3, located southeast of the subject lands, which have been zoned (D02-02-16-0098) and draft approved (D07-16-16-0021), and

- Immediately west of the subject lands, for which concurrent Zoning By-law Amendment (D02-02-20-0136) and Site Plan Control (D07-12-20-0184) applications are being reviewed and are expected to be approved later in 2021. This proposal, which is bound by Fern Casey Street to the west, Brian Coburn Boulevard to the north, the subject lands to the east, and Couloir Street to the south, would provide a total of 90 back-to-back townhouse and 96 stacked townhouse rental units.

The subject lands are located within the East Urban Community (EUC) Phase 3 Area Community Design Plan (CDP) study area, which was approved by Council in February 2021 (Official Plan Amendment 251).

1.2 Application Summary

To establish the desired urban residential, commercial, and mixed-use development, the following applications are required:

- **Draft Plan of Subdivision:** To subdivide the subject lands with a residential and mixed-use lot layout, a municipal park, and municipal streets; and

- **Zoning By-law Amendment (ZBLA):** To re-zone 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 maximum (GM[XXXX], H85)"; and
    - "Parks and Open Space Zone (O1)" for the proposed municipal Parkette.

The following studies and plans have been prepared in support of the concurrent Plan of Subdivision and Zoning By-law Amendment applications:

- Topographic Survey, Prepared by Stantec;
- Concept Plan; Prepared by Fotenn, dated November 13th, 2020;

- Draft Plan of Subdivision; Prepared by Stantec Geomatics, Project No.: 161613796-131, dated September 9th, 2020;
- East Urban Community- Phase 3 Area- Area Parks Plan prepared by Fotenn, dated February 2019;
- Functional Servicing Report, prepared by Stantec Consulting Ltd., Report No. 160401250, dated February 1st, 2021;
- Geotechnical Investigation, prepared by Paterson Group, Report No. PG3130-2 Revision 2, dated July 7th, 2019;
- Environmental Noise Feasibility Assessment prepared by Gradient Wind Engineers & Scientists, Report No. 20-171, dated September 14, 2020;
- Phase I Environmental Site Assessment, prepared by Paterson Group, Report PE4999-LET.01, dated August 26th, 2020;
- Phase II Environmental Site Assessment (Northern parcel – Mixed-Use Area) prepared by Paterson Group, Report PE4999-2, dated January 18th, 2021;
- Phase II Environmental Site Assessment (Southern parcel – Commercial Area) prepared by Paterson Group, Report PE4999-2, dated January 8th, 2021;
- Transportation Impact Assessment, prepared by Castleglenn Consultants, Report 7224, dated January 20th, 2021;
- Environmental Impact Statement, prepared by GHD Limited, dated August 26th, 2020;
- Stage 1 Archeological Assessments, prepared by Golder Associates, Report No. PA1206-REP.01, dated March 15th, 2015; and
- Stage 2, and 3 Archeological Assessments, prepared by Paterson Group, Report No. PA1206-REP.01, dated January 2021.

1.3 Overview of Subject Lands

The subject lands are legally described as Part of Lots 1, 2 And 3 Concession 3 (Ottawa Front) (Geographic Township of Gloucester) in the City of Ottawa and are known municipally as 6429 Renaud Road and 2284 Mer-Bleue Road (the lands on the north side of Brian Coburn Boulevard have no municipal address). The subject lands are located in the southwest quadrant of the EUC Phase 3 Area CDP (2021).

The subject lands are bordered by a planned Bus Rapid Transit (BRT) Corridor (Cumberland Transitway) to the north, Mer Bleu Road to the west, a planned rental development block with frontage on Fern Casey Street to the east, and the previously approved Phase 1 to 3 of the Trailsedge subdivision to the south.

The subject lands have an area of 27.02 hectares (66.72 acres) with approximately 260 metres of frontage along Mer Bleue Road south of Brian Coburn Boulevard and approximately 180 metres of frontage along Mer Bleue Road north of Brian Coburn Boulevard. Brian Coburn Boulevard, a relatively new Arterial Road, cuts east-west across the subject lands for approximately 790 metres.

Figure 1: Location of Subject Lands.

1.4 Area Context

North

- To the north, the subject lands abut the planned Cumberland Transitway, with future Transit Stations planned at the intersection of the BRT corridor and Mer-Bleue Road to the northeast and at Fern Casey Street (Belcourt Station) to the southwest. Running parallel along the north side of the Transitway is a 91 metre (300 feet)-wide hydro corridor that is managed by Hydro One Networks Inc. via an easement over privately-owned lands.

- Further north of the hydro corridor are lands located with the EUC Phase 3 Area CDP, which will be developed with future phases of the Trailsedge community as well as subdivisions by other developers. The Innes Arterial Mainstreet, a commercial corridor with numerous amenities and services, is located approximately 800 metres to the north.

- The EUC Phase 3 Area CDP envisions four new municipal parks north of the hydro corridor and west of Mer Bleue Road, including a Parkette, two Neighbourhood Parks (one abutting Innes Park Woods, a designated Urban Natural Feature with walking trails), and a Community Park.

- An Employment Area, which includes an existing municipal snow disposal facility, is located to the north of the subject lands, on either side of Mer Bleue Road, within the EUC Phase 3 Area CDP.

East

- Mer Bleue Road is located immediately east of the subject lands. Further east are developing residential communities with contain existing or planned schools, parks, and recreational facilities. The future Mer-Bleue BRT Station along the Cumberland Transitway is located northeast of the subject lands. Directly west of the subject lands, at the northeast corner of the intersection of Mer-Bleue Road and Brian Coburn Boulevard, is the new Orléans Health Hub by the Montfort Hospital, which is scheduled to open in the near future.

West

- Immediately west of the subject lands are lands with the EUC Phase 3 Area CDP that are planned for higher-density residential uses abutting Fern Casey Street. A rental community comprised of 90 back-to-back townhouse and 96 stacked townhouse units is proposed by Richcraft on these lands.

- Previous Phases of the Richcraft Trailsedge community, with existing and planned schools and parks and are also west of the subject lands. As mentioned previously, the future BRT Station at the intersection of Brian Coburn Boulevard and Fern Casey Street (Belcourt Station) is located southwest of the subject lands.

South

- Immediately south of the subject lands are previous phases of the Trailsedge residential community, which contains the Mer-Bleue Catholic College, as well as parks and woodlands. South of Renaud Road are the EUC Phase 2 CDP area lands, which are under development and include Notre-Dame des Champs Public Elementary School.

1.5 Road Network

Primary access to the subject lands will be via Brian Coborn Boulevard and Mer Bleu Road, which are both Arterial Roads on Schedule E- *Urban Road Network* of the City of Ottawa's Official Plan (Figure 2). Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances.

The subject lands will also have access and egress form the proposed northern extension of Ascender Avenue and from Couloir Road (which commences at Fern Casey Street), both of which are Collectors. Collectors are streets that serve neighborhood travel to and from major collector or arterial roads and usually provide direct access to adjacent lands.

Figure 2: Schedules E - *Urban Road Network* of the Official Plan.

The proposed street network (as per the submitted Draft Plan of Subdivision) aligns with the EUC Phase 3 Area CDP Demonstration Plan, which proposes northern extensions of four existing/planned collector and local streets on Schedule E, including:

- Ascender Avenue (Collector);
- del Arête Way (Local);
- Street Number 20 (Street 32 on the plan of subdivision) (Local);
- Street Number 22 (Local); and
- Street Number 23 (Randkluft Terrace).

The commercial (Block 198) and mixed-use (Blocks 195 and 199) blocks benefit from frontage on both Mer-Bleue Road and Brian Coburn Boulevard, with the access and egress points to be determined and refined at the time of future Site Plan Control submissions.

Note: Ascender Avenue is not currently shown on Schedule E of the Official Plan, but it formed part of the Official Plan Amendment in support of the adoption of the EUC Phase 3 Area CDP and Secondary Plan and therefore is planned to be added.

1.6 Transit Network

A BRT corridor through South Orléans is shown on Schedule D- *Rapid Transit Network* of the Official Plan (Figure 3). As per Schedule D, Transit Stations are planned at Mer Bleue Road and Fern Casey Street (formerly known as Belcourt Boulevard), which are both located within 200 metres of the subject lands. Bus routes servicing the area include #225 and # 30, which can be accessed from a bus stops on Fern Casey Street, Brian Coburn Boulevard, and Mer Bleu Road, all directly bordering the subject lands and within a short walking distance.

A review of the City of Ottawa's Transportation Master Plan (TMP) indicates that the proposed Cumberland Transitway is planned north of the proposed development, parallel to the Hydro corridor. It is proposed that the Transitway will not be developed until after the 2031 horizon of the current Official Plan.

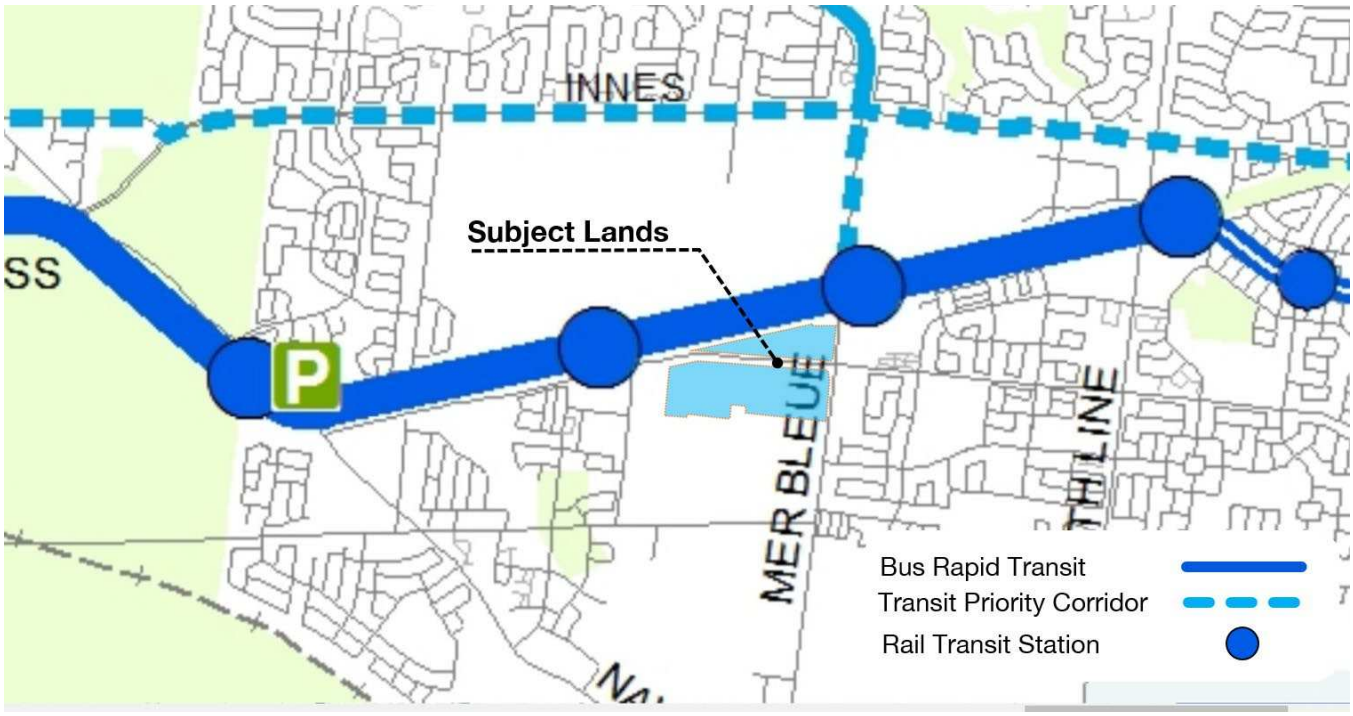

Figure 3: Schedule D - *Rapid Transit Network* of the Official Plan.

1.7 Cycling and Pedestrian Infrastructure

A multi-use pathway (MUP) is located to the north of the subject lands, along the south side of Brian Coburn Boulevard, extending from Navan Road in the west to Trim Road in the east. Further, an on-street cycling lane is located along the north side of Brian Coburn Boulevard. To the west, a signalized pedestrian crossover across Brian Coburn Boulevard connects pedestrians and cyclists to Pagé Road, which connects to Innes Road to the north. Existing sidewalks and on-street cycling lanes are also provided along Mer Bleue Road to the east and Fern Casey street to the west.

As illustrated on the Pedestrian and Cyclist Facilities Plan in the EUC Phase 3 Area CDP, a MUP is planned along Ascender Boulevard, which is planned to connect to a future MUP within the hydro corridor to the north as well as future MUPs within the northern portion of the EUC Phase 3 Area CDP (Figure 4).

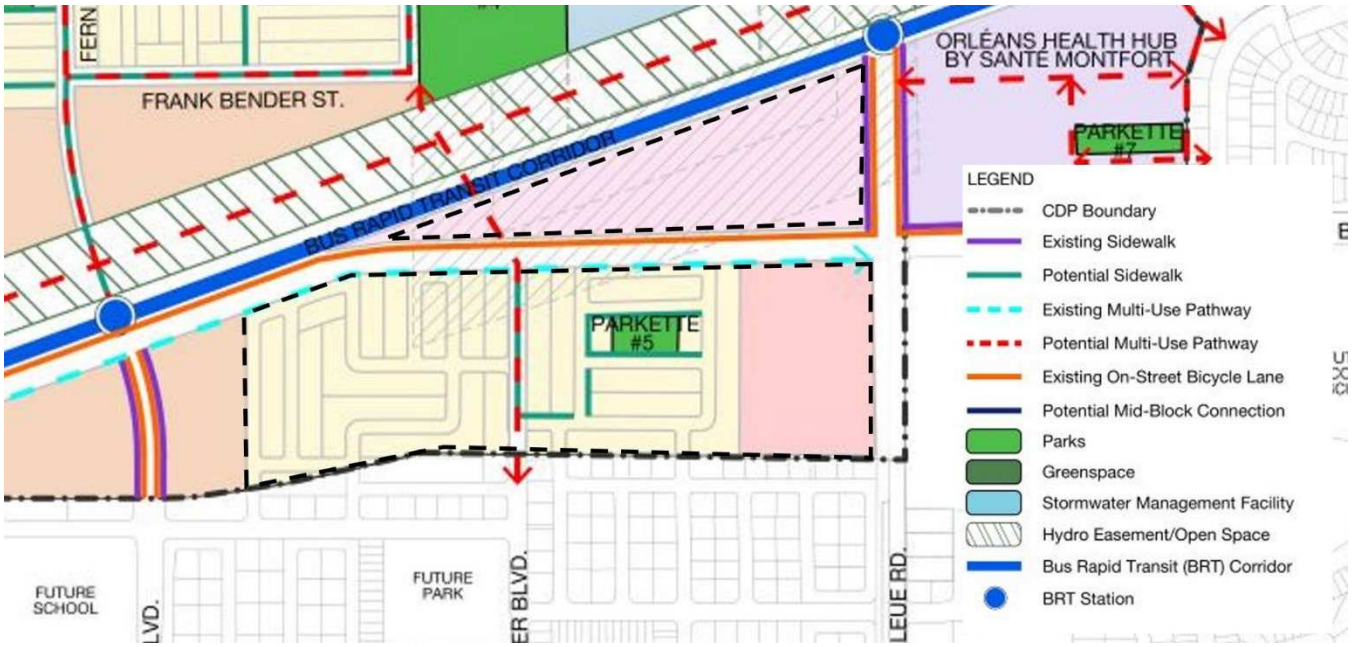

Figure 4: Pedestrian and Cyclist Facilities Plan of the EUC Phase 3 Area CDP

Schedule C - *Primary Urban Cycling Network* of the Official Plan (Figure 5) demonstrates existing and planned cycling infrastructure and MUPs. The road network in the area is earmarked for the following bicycle improvements as follows on Schedule C:

- Mer-Bleue Road – Spine Route
- Innes Road – Spine Route and Crosstown Bikeway
- Brian Coburn and BRT Corridor: Multi-Use Pathway
- Ascender Avenue Between Brian Coburn 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 MUP along the south side of the corridor;
- Navan Road and Mer-Bleue Road are both designated as cycling "Spine Routes" that provide on-street cycling lanes; and
- Pagé Road is designated as a north-south "Spine Route" that intersects Brian Coburn Boulevard at a pedestrian crossing to the west of the subject lands.

Figure 5: Schedule C - *Primary Urban Cycling Network* of the Official Plan.

1.8 Planned Improvements to the Nearby Transportation Network

A review of the City of Ottawa's policy documents suggests that the following future transportation projects could impact the proposed development:

- Mer Bleue Road is scheduled for widening from Brian Coburn Boulevard to Renaud Road by 2024. This is assumed to include intersection improvements at Deceour Drive and Renaud Road.
- The Mer Bleue/Renaud intersection is to receive traffic signal control improvements within the next 10-years, with the design to-be-determined;
- The realignment of Mer-Bleue Road between Renaud Road and Navan Road has been included in the 2031 TMP Network Concept;
- The extension of Brian Coburn Boulevard west of Navan Road towards downtown Ottawa has been delayed due to the need to identify a new alignment as the originally planned alignment could not be accommodated due to soil conditions;
- Brian Coburn Boulevard will be upgraded with transit signal priority (Isolated Measures) between Navan Road and Tenth Line Road in order to improve transit service between Orléans South and the Inner Area in lieu of other BRT measures such as the Cumberland Transitway; and
- Innes Road would receive transit priority measures (queue jumps and transit signal priority) between the Brian Coburn Boulevard and Trim Road. Some improvements have already taken place.

2.0
Proposed Development

2.1 Development Concept

Phase 4 of the Trailsedge community is proposed to consist of 142 detached units, 167 townhouse units, 116 back-to-back townhouses, and up to approximately 250 future residential units in two mixed use blocks (Blocks 195 and 199). With 425 ground-oriented residential units and a net area of 10.17 hectares, a density of 41.8 units per net hectare is proposed for the residential blocks.

In line with the EUC Phase 3 Area CDP, lands for future commercial development (Block 198) and mixed used development (Blocks 195 and 199) are planned along the eastern and northern edges of the subdivision, closest to arterial roads and the planned BRT station along Mer Bleue Road. Similarly, a 0.43 - hectare Parkette is proposed in the approximate centre of the subdivision, as planned in the EUC Phase 3 Area CDP.

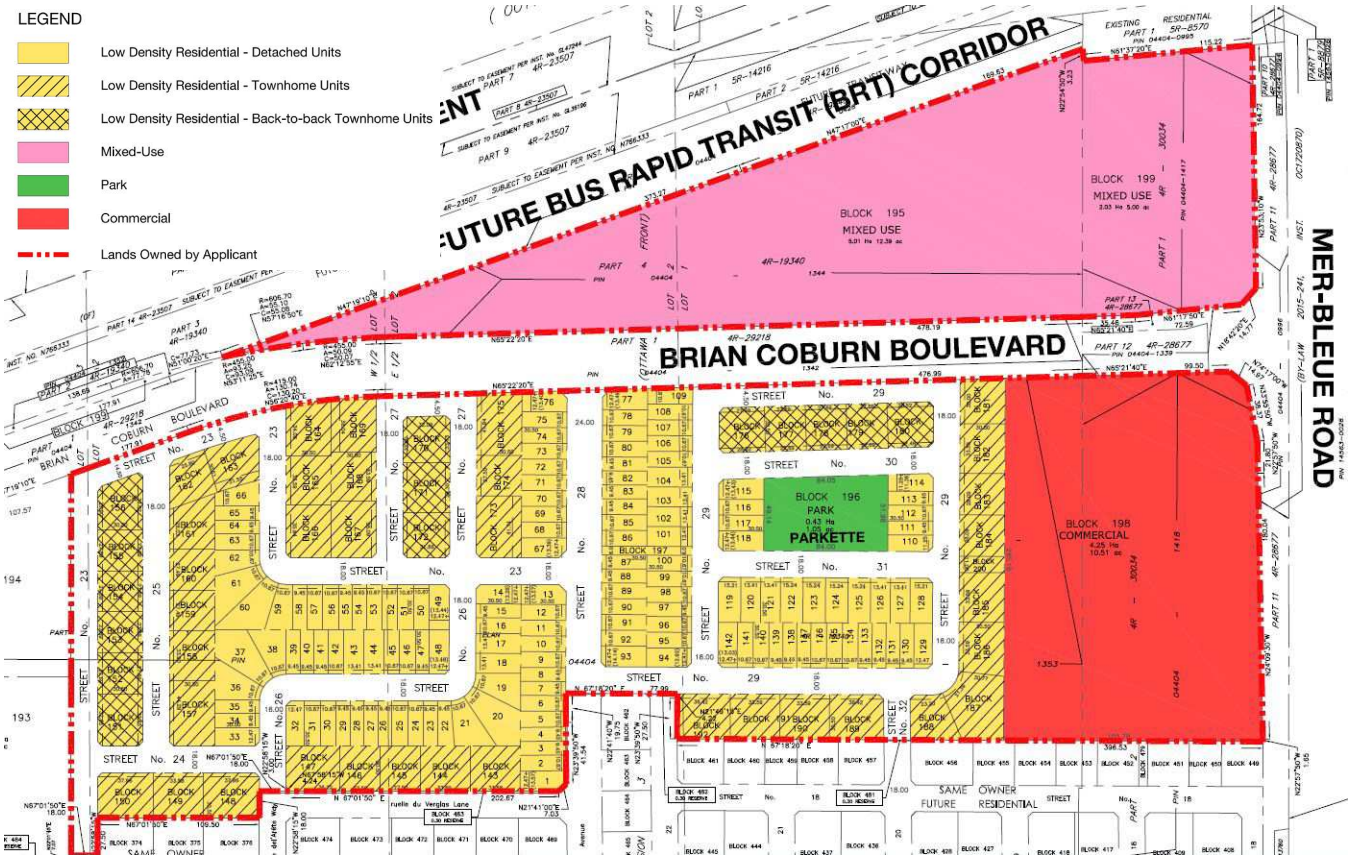

Figure 6: Concept Plan for the Proposed Subdivision.

2.2 Residential

The low-density residential component of the subdivision is comprised of approximately 425 units, roughly 34% of which are planned to be detached units and 66% are planned to be townhouse units, including both street (39%) and back-to-back (27%) townhomes. The proposed detached lots have widths of 9.45 metres, 10.67 metres, 13.41 metres, and 15.2 metres while the street and back-to-back townhouse lots have widths of approximately 6 to 8 metres. The three proposed housing typologies will support a diversity of housing needs in the area while respecting the existing form and

character of the immediately abutting residential communities. The detached and street townhouse lots have depths of approximately 30.5 metres while the back-to-back townhouse lots have a depth of approximately 15 metres.

A mix of unit types is proposed across the subdivision, however, given their respective net densities, townhouses and back-to-back townhouses are generally proposed more towards the eastern and western ends of the subdivision, closest to the future BRT Stations. Detached homes are generally more central and towards the southern half of the subject lands, however, some detached units extend north to Brian Coburn Boulevard in the approximate centre of the subdivision.

2.3 Commercial and Mixed Use Development

As planned in the EUC Phase 3 Area CDP, Richcraft is also proposing a 4.25-hectare commercial block (Block 198) at the eastern edge of the subject lands, southwest of the intersection of Brian Coburn Boulevard and Mer Bleue Road. Further, two blocks (Blocks 195 and 199) comprising 7 hectares are planned for mixed-use development abutting the proposed BRT corridor to the north, Mer Bleue Road to the east, and Brian Coburn Boulevard to the south.

The commercial portion of the proposed development will provide lands to allow for commercial activity that meets the needs of nearby residents. As indicated in the CDP for the area, due to the large amount of commercial activity on the Innes Road Arterial Mainstreet, it is anticipated that small scale stores, restaurants and grocery providers will locate in the proposed commercial area. As per the proposed zoning which is discussed further throughout this report, buildings heights in the commercial area will be low to medium-rise.

The goals of mixed-use lands are to allow for the development of a range of commercial and service-oriented land uses, office uses, and medium and highest density residential uses served by public transit in proximity to residential areas. The proposed zoning for the Mixed-Use area of the development would permit a range of both residential and non-residential uses.

Table 1. Proposed Land Uses

Land Use	**Block(s)**	**Number of Units**	**Area (square metres)**
Detached lots	1-142,	142 units	5.13 hectares
Street townhouse blocks	143-150, 157-169, 173-192	167 units	3.75 hectares
Back-to-Back townhouse blocks	151-156, 170-172, 176-180	116 units	1.29 hectares
Commercial	198	N/A	4.25 hectares
Mixed-Use	195 and 199	Up to 250 units	7.04 hectares
Park	196	N/A	0.43 hectares
Walkway	197, 200	N/A	0.07 hectares
Reserves	N/A	N/A	N/A
Streets		N/A	5.06 hectares
Lanes	N/A	N/A	N/A
Total		**425 to 675 units**	**27.02 hectares**

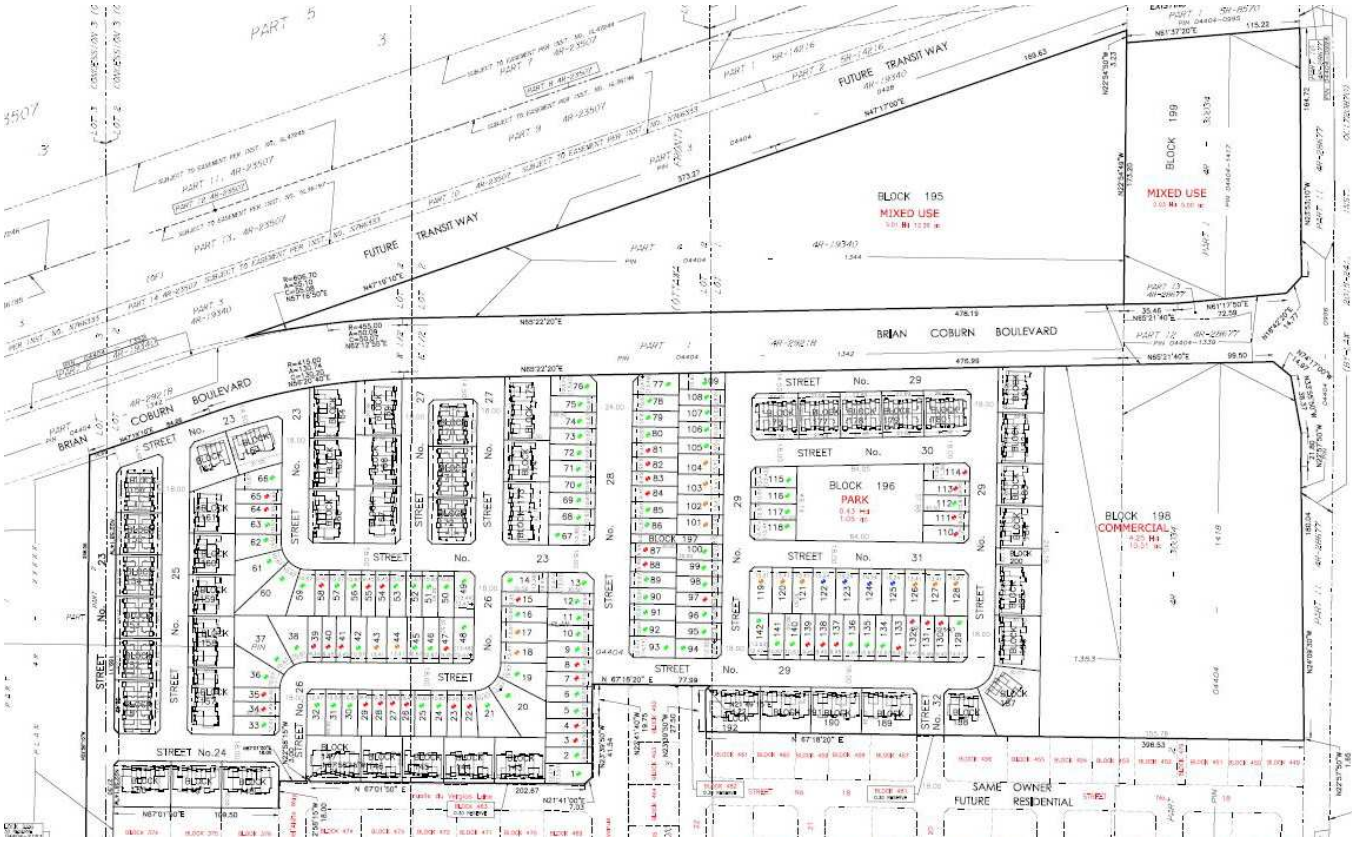

Figure 7: Draft Plan of Subdivision.

2.4 Street Network

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 (2007) and within the Master Transportation Study (MTS) for the EUC Phase 3 Area CDP. The Trailsedge Phase 4 development design accomplishes the following design objectives:

- Locating highest density developments nearest future transit stations;
- Connecting to future developments such as future phases of Trailsedge to the north (by way of Fern Casey Street) and the developing community to the east of Mer Bleue Road (through the Copperhead Street (part of Trailsedge Phase 3 to the south)/Mer-Bleue Road intersection); and
- Connecting the development to boundary collector streets, such as Fern Casey Street to the west.

The proposed street network is designed to integrate with the surrounding transportation network. As planned on the recently revised Schedule E- *Urban Road Network* of the Official Plan, the proposed subdivision incorporates a northward extension of Ascender Avenue (a new collector street with a 24 metre ROW width) providing access and egress to Brian Coburn Boulevard. Ascender Avenue will provide 2-lanes of vehicle travel, a MUP on one side and a sidewalk on the opposite side. The MUP arrangement will be suitable to connect cyclists to Brian Coburn Boulevard to the north and to Trailsedge Phase 3 to the south of the development.

The proposed subdivision also proposes northward extensions of Street 20 (Street 32 on the plan of subdivision), Street 22, and del Arête Way (planned local streets). The local streets within the subdivision are proposed to have a ROW width of 18 metres, save for the window street proposed in the northeast corner, which will have a ROW width of 14.5 metres. Two mid-block connector pathways are proposed providing more direct access to the Parkette (Block 197, 6 metres wide) and the future commercial block along Mer-Bleue respectively (Block 200, 11 metres wide).

As mentioned, the proposed development is planned to be accessed via three locations.

- A full movement access at the Fern Casey Street/Couloir Road intersection located to the west of the proposed subdivision. This access is currently in place to serve Trailsedge Phase 3 and the proposed 6429 Renaud Road development. This intersection is located approximately 210 metres south of the Brian Coburn Blvd corridor;

- A full movement access at the Mer-Bleue Road / Copperhead Street intersection located near the eastern boundary of the proposed subdivision and approximately 440 metres south of the Brian Coburn Boulevard corridor. This intersection is anticipated to be in place at the completion of Trailsedge Phase 3; and

- A full movement access at the Brian Coburn Boulevard/Ascender Avenue intersection, located approximately 475 metres west of the existing Brian Coburn Boulevard / Mer-Bleue Road intersection. This intersection is anticipated to be in place after the full build-out of the Phase 4 residential dwelling units south of Brian Coburn Boulevard.

During detailed subdivision design, it is recommended that local roadways be designed to a 30 km/hr design/posted speed as per the new Strategic Road Safety Action Plan.

2.4.1 Transit Connectivity

In the long term, transit plans indicate future BRT Stations located at the Brian Coburn Boulevard at Fern Casey Street and Brian Coburn Boulevard at Mer-Bleue intersections. In the short-term, before the implementation of the Cumberland Transitway, the following transit stops are recommended for consideration to serve the Trailsedge Phase 4 development:

- A transit stop located at the Brian Coburn Boulevard/ Fern Casey Street intersection. This would also serve the future rental development to the immediate west of the subject lands and future phases of Trailsedge to the north of the hydro corridor;

- Transit stops within the Trailsedge Phase 3 subdivision to the south of the development:
  - Nearest the intersection of Couloir Road and Ascender Avenue;
  - Nearest the intersection of Ascender Avenue and Copperhead Street; and
  - West of the Mer-Bleue Road / Copperhead Street intersection, likely east of the intersection of Copperhead Street and Alpenstock Avenue.

However, these proposed transit stops remain to be determined through the detailed subdivision design of Trailsedge Phase 3. The Trailsedge Phase 4 development offers sidewalks along Streets 29 and 32 to connect to the future local transit routes along Couloir Road, Ascender Avenue and Copperhead Street.

2.5 Parks and Open Space

The subdivision will be supported by a centrally located Parkette which has an area of 0.43 hectares and has frontage along two municipal streets (Street 30 and Street 31), which are both local streets which are planned to have sidewalks (in accordance with the EUC Phase 3 Area CDP).

Back-to-Back townhouses, which will have minimal at-grade amenity space, are strategically located to the north of the Parkette so that future residents are located in proximity to greenspace. The back-to-back townhouses proposed towards the western end of the subdivision are located within proximity of a municipal park that is zoned in the southwest corner of Ascender Avenue and Couloir Road, within Trailsedge Phase 3 to the south.

With windows and rear yards oriented towards the park, the abutting detached lots will serve to frame and activate both the eastern and western edge of the proposed Parkette. Further, to the north and south, units are proposed to face the park, providing “eyes” on the park, providing natural surveillance.

2.6 Parkland Dedication By-law (2009-95)

As previously noted, a centrally located municipal Parkette is proposed as part of the plan of subdivision. The preliminary Facility Fit Plan (Figure 8) that forms part of the Area Parks Plan that was prepared in support of the EUC Phase 3 Area CDP indicates that this Parkette could feature an asphalt walking loop, a junior play area, a senior play area, swings, and a shade structure. Low berms are used to create visual interest, provide casual seating, and to add variation in grades for the walking loop. Benches are provided beneath the shade structure and deciduous trees, which are also scattered across the site along with coniferous trees. A small open space area is provided for casual active play.

The City's Parkland Dedication By-law (2009-95) requires 1 hectare of parkland per 300 units, either through land dedication and/or cash-in-lieu of parkland. Table 2 identifies the required parkland contribution and how it will be provided. As noted in Section 7.5- *Development Agreements* of the EUC Phase 3 Area CDP, there will be a Master Parkland Agreement for the CDP area which will allow for compensation of parkland dedication in the event that parkland is inequitably distributed amongst landowners.

Table 2. Parkland Dedication and Cash-in-Lieu

			Comments
Proposed Units	425 units		This number is approximate.
Parkland Required	1.42 ha		The Parkland Dedication By-law requires 1 hectare of parkland for every 300 units.
Parkland Provided	Dedication	0.46ha	One 0.46-hectare Parkette is proposed for this Phase of the community. The remaining 0.96 hectare of parkland generated by the proposed detached, townhouse, and back-to-back townhouse units, as well as the parkland generated by any residential proposed in the planned Mixed Use blocks in the future, will be dealt with through the Master Parkland Agreement for the CDP area.
	Remainder	0.96 ha	

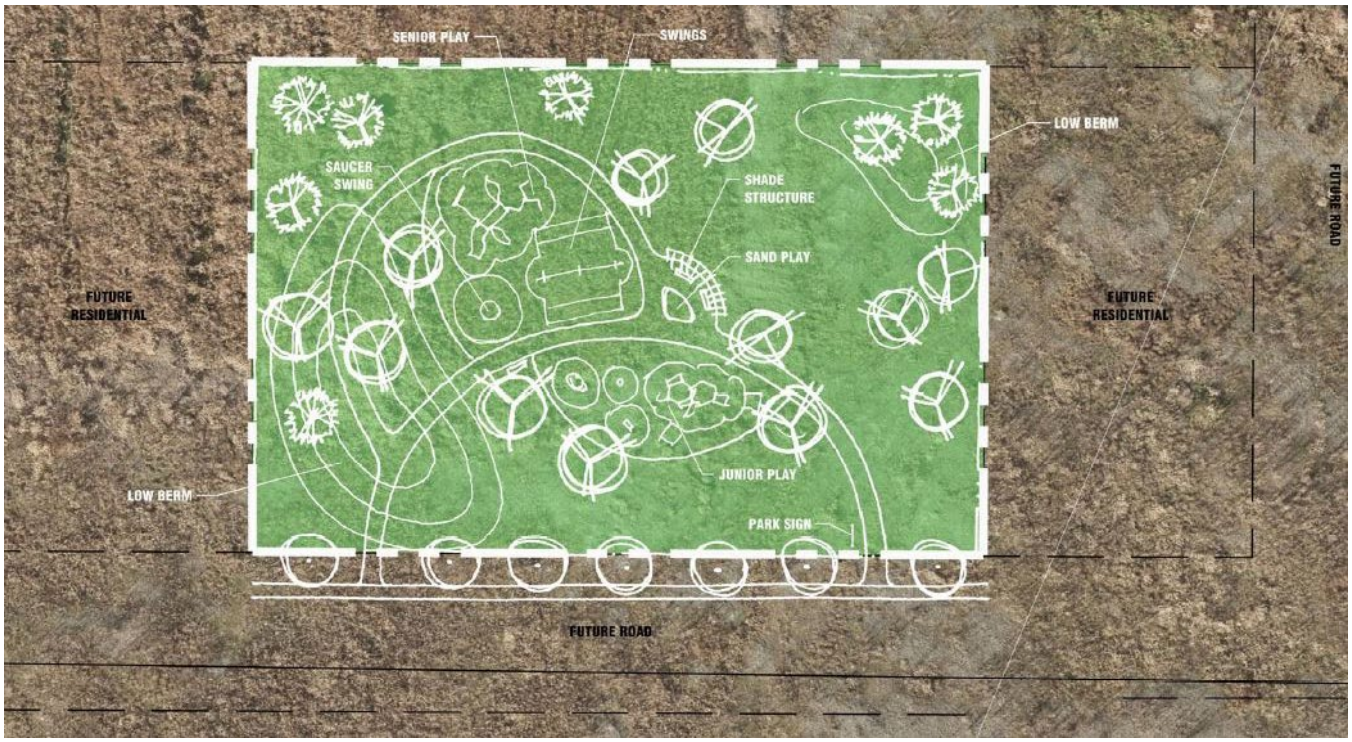

Figure 8: Preliminary Facility Fit Plan for the Proposed Parkette.

2.7 Nearby Schools

Several existing and planned schools and educational institutions are located within proximately of the subject lands, including Notre-Dame-des-Champs Elementary School, Mer-Bleue Catholic College, Our Place Catholic Elementary School, Alain Fortin Catholic Elementary School, Orléans Montessori Pre-school and Child Care centre, Le Prelude Public Elementary School, and an undeveloped school block southwest of the intersection of Fern Casey Street and Axis Way. Additional school sites are planned in the subdivisions currently under development to the southwest of the subject lands.

2.8 Phasing

As illustrated in Figure 9, the lands located at the western end of the plan of subdivision are planned to be developed first, followed by the lands located at the eastern end (south of Brian Coburn Boulevard), and finally the mixed use blocks located north of Brian Coburn Boulevard would form the last phase of development.

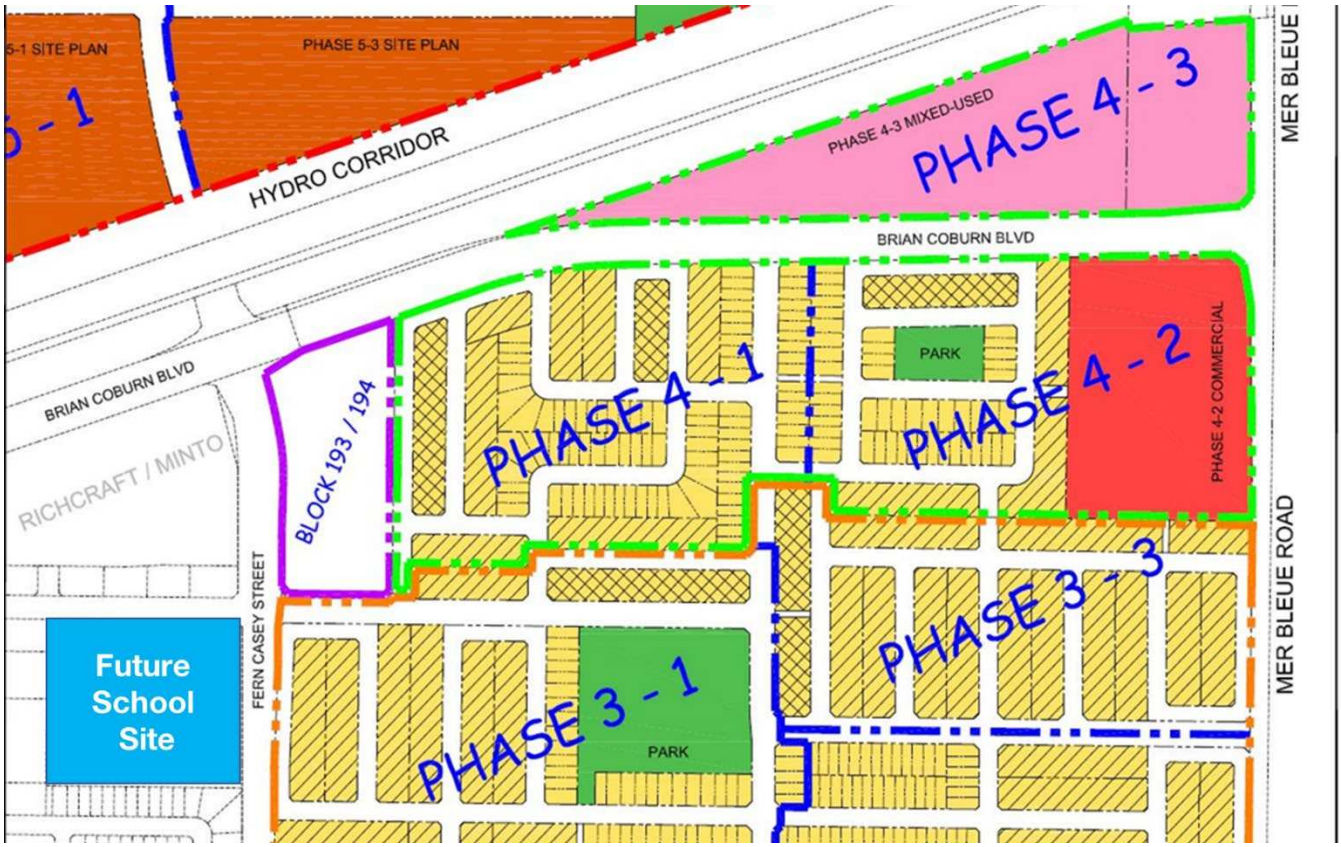

Figure 9: Proposed Phasing Plan.

Policy and Regulatory Framework

2.9 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect May 1, 2020, replacing the PPS issued April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The policies of the PPS that are of relevance to the proposed development are analyzed below.

Efficient and resilient development and land use patterns

- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- Accommodates an appropriate range and mix of residential, recreational and open space uses to meet long-term needs;
- Promotes cost-effective development standards to minimize land consumption and servicing costs; and
- Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Settlement Areas

- Land use patterns within Settlement Areas shall be based on densities and a mix of land uses which:
  a) Efficiently use land and resources; and
  b) Are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion.
- New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Housing

- Maintains ability to accommodate residential growth within a Settlement Area in accordance with the PPS;
- Provides for an appropriate range of housing types and densities; and
- Directs the development of new housing towards locations where appropriate levels of infrastructure and public service facilities will be available to support current needs.

Public Spaces, Recreation, Parks, Trails and Open Space

- Plans public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity; and
- Plans and provides for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Infrastructure

- Policy 1.1.5.5 the PPS states that development shall be appropriate to the infrastructure, which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.

The proposed subdivision is consistent with the above noted policies of the PPS. More specifically, the proposal seeks to develop an area that is located within the City of Ottawa's urban area, immediately adjacent to an existing built-up area and in proximity to planned future rapid transit stations, which allows for the logical and efficient extension of

existing services and roads. The proposal provides for a range of housing options and is supported by a municipal park. The provision of commercial and mixed-use lands assists in providing for a complete and well served community. As described in the supporting reports, the proposal is appropriate for the infrastructure available.

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

Through the development of this East Urban Community Phase 3 CDP, it was proposed that the South Orléans "Mixed Use Centre" designation be removed and replaced with the "General Urban Area" designation. The General Urban Area designation was determined to be more suitable for the subject lands for a number of reasons, including:

- The lands are far removed from 400-series and City highways (namely Highways 417 and 174) and the City's Trillium and Confederation Light Rapid Transit (LRT) lines.
- Given the distance from major roads and LRT, development on the lands located adjacent to the two BRT stations are expected to mainly serve the Orléans community as opposed to the City as a whole.
- The achievement of 5,000 jobs in the Mixed Use Centre, combined with the expected minimum of 2,000 jobs in the Employment Area designation, is unrealistic given that the east end of the City has historically struggled to achieve significant employment growth.

As such, the subject lands are anticipated to be designated General Urban Area on Schedule B- *Urban Policy Plan* of the Official Plan (Figure 10). The Official Plan Amendment was approved by City Council in February 2021 and is currently in the appeal period.

2.10.1 General Urban Area

The General Urban Area designation permits a full range and choice of housing options combined with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses to facilitate the development of complete and sustainable communities.

Specifically, relevant policies of the General Urban Area designation are listed below:

- **Policy 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 discussed in greater detail below, the proposal complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The low-rise built form, community layout, and building typologies of the residential portion of the development reflect the character of the existing community and will contribute positively to the area. The provision of commercial and mixed-use lands at the northern and eastern boundaries of the lands, in proximity to existing and future transit infrastructure, as well as future employment and public service hubs (Orléans Health Hub) ensures a logical transition in use and built form.

- **Policy 3:** Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.

  The proposed residential portion of the subdivision contains predominantly low-rise detached and townhouse building typologies which provide a built-form and density that is compatible with the existing context and the planned function of the area.

- **Policy 4:** Notwithstanding Policy 3, new taller buildings may be considered for sites that:
  - front an Arterial Road on Schedules E or F of this Plan and which are:

- within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
- on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the "Transit Street" defined in the Riverside South Community Design Plan is considered an Arterial Road;

o are in an area already characterised by taller buildings or sites zoned to permit taller buildings. [Amendment #150, LPAT October 22, 2018]

Additional height and density are proposed for the mixed use and commercial portions of the subject lands on the northeastern blocks of the proposed subdivision. These blocks front two arterial roads (Brian Coburn Boulevard and Mer Bleue Road) and are located within less than 100 metres walking distance from the planned BRT Station on Mer Bleue Road as well as approximately 200 metres from the station planned at Fern Casey Street.

/ **Policy 5:** The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;

Through proposing predominantly low-rise building typologies (townhouse and detached units), with increased heights and density transitioning towards existing Arterial Roads and planned rapid transit infrastructure, the proposed subdivision will complement and respect the existing pattern and scale of development and planned function of the area. The proposal represents a logical extension of the existing residential communities which are in proximity to the subject lands to the south, east, and west. The street network, location of the Parkette, and network of proposed and existing active transportation routes builds upon the established and planned patterns for the area.

Through proposing housing typologies, including detached, townhouse, and medium and high-rise buildings, the planned subdivision promotes of a balance of housing typologies and tenures to provide a full range of housing for a variety of future residents leading to a more complete community. Including a commercial block in will also ensure that future residents of the community will benefit from convenient access to daily services and retail options.

/ **Policy 8:** Throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service use that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:

- Are compatible and complement surrounding land uses; [Amendment #150, October 19, 2018]
- Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
- Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
- Are situated to take advantage of pedestrian and cycling patterns;
- Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The proposed commercial and mixed-use blocks will provide for opportunities for increased density and a range of non-residential uses to serve the growing residential communities in the area. The commercial and mixed-use areas are conveniently located in proximity to existing and proposed concentrations of residential development and will

offer direct access for pedestrians and cyclists from adjacent residential areas. These blocks are located to take advantage of access to a full suite of transportation options including two Arterial Roadways and the future Cumberland Bus Rapid Transit Corridor, leading to a balanced modal split for residents accessing the amenities and services provided.

Overall, the proposed development meets the policies of the General Urban Area designation as it proposes a mix of permitted residential and recreational uses in proximity to a variety of existing and planned services. The proposed two-storey building height is in keeping with the predominantly low-rise nature of the General Urban Area.

The proposed rezoning from DR to R3YY[XXXX] for the residential portion of the subject lands and GM[XXXX] for the commercial and mixed-use portions of the lands are aligned with the anticipated General Urban Area designation.

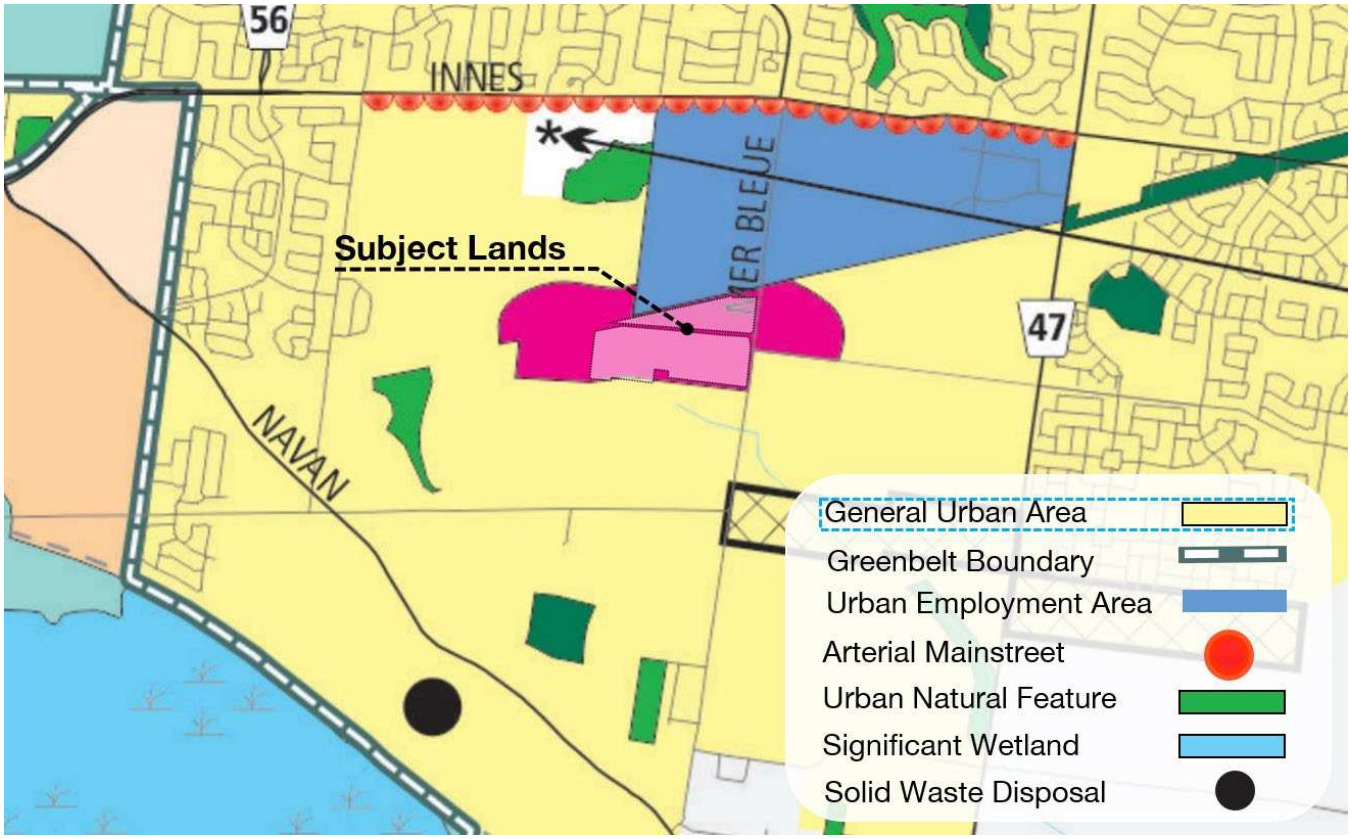

Figure 10: Schedule B – *Urban Policy Plan* of the Official Plan.

2.10.2 Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The design objectives of Section 2.5.1 are met by the proposed plan of subdivision in the following ways:

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

The proposed mixed-use subdivision makes more efficient use of an underutilized area in an existing and growing suburban neighbourhood. The subdivision will contribute to the sense of community through the provision of new opportunities for recreation through the development of a new municipal Parkette. The window streets (Streets 23, 27 and 29) proposed along Brian Coburn Boulevard will fulfill several urban design objectives, including avoiding the need for continuous noise walls and defining the edge of this multi-modal transportation corridor, while providing a window into the community. The higher density, mix-use blocks proposed at the intersection of Mer-Bleue Road and Brian Coburn Boulevard will provide a prominent and defined gateway into the community from the north.

Define quality public and private spaces through development

The proposed public spaces, including the extension of municipal streets through the proposed subdivision and two pathway blocks to the Parkette and commercial block, will serve to connect the proposed private dwellings to the broader community.

The proposed subdivision makes more efficient use of underutilized lands in an existing suburban neighbourhood. The subdivision will contribute to the sense of community through the provision of new opportunities for residential growth in proximity to existing commercial/retail, recreation, and mobility opportunities. The proposed building typologies will have peaked roofs, articulated front facades, and active entrances, reflecting architectural features in the larger Trailsedge community.

It is important to note that only four detached homes (Lot # 115 – 118 inclusively) within all of Phase 4 would not have a tree in front in the boulevard due to the sidewalks proposed through the EUC Phase 3 Area CDP Pedestrian and Cyclist Facility Plan. Due to the sensitive marine clay soils that are present, there is insufficient space for both a tree and sidewalk on one side in an 18.0 metre ROW.

Create places that are safe, accessible and are easy to get to, and move through

The proposed ground-oriented, street-fronting units will contribute to a pleasant public realm and will also provide "eyes" on the street, increasing actual and perceived safety. Two east-west pathway blocks are proposed (Blocks 197 and 200), which will allow for an accessible route between the proposed units at the western end of the subdivision and the Parkette and commercial block planned towards the eastern edge of the subdivision. The window streets proposed along Brian Coburn Boulevard (Streets 23, 27, and 29) will provide for a more open and accessible atmosphere and will reduce the need for continuous noise walls.

Ensure that new development respects the character of existing areas

The proposed built form (detached, townhouses, and back-to-back townhouses) is compatible with the existing building form and planned function of the area. The mixed use blocks proposed on the eastern and northern periphery of the subject lands, which may accommodate higher density developed in the future, are located at the edge of the community and in proximity to Arterial Roads, a rapid transit corridor, and multi-use pathways and therefore are suitable to accommodate increased activity and would not disrupt the interior low-rise residential portions of the proposed subdivision. The strategic location of increased height and diversity of uses will ensure adequate transition and separation from the existing low-rise residential neighbourhoods to the south.

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

The proposed subdivision is representative of evolution that can occur over time in communities. The proposed range of residential opportunities and commercial areas will allow existing residents within the broader area to continue to live within the community as they move through their lifecycle. The proposal also promotes a more complete community by including a wide range of residential and non-residential uses that can be accessed via multiple transportation modes. The proposal accommodates a wide range of mobility options from personal vehicle, bicycle, and rapid transit to allow residents and visitors options depending on specific needs.

Understand and respect natural processes and features in development design

There are no significant natural heritage areas (Significant Woodlands, Valley Lands or Wetlands, no watercourses other than roadside ditches, Areas of Natural or Scientific Interest (ANSI)s, Urban Natural Areas) or areas indicated as having potential natural heritage significance located within 120 metres of the subject lands.

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

The proposed subdivision is considered infill development, which will add more residents within an existing urban serviced area in proximity to future active and rapid transportation options. More specifically, the proposed density of the low-density residential (41.8 units/net hectare) well exceeds the minimum density of 34 units/net hectare that is required in the current 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.

2.10.3 Section 4.11 – Urban Design and Compatibility

Section 4.11 addresses issues of urban design and compatibility. The following policies are applicable to the subject lands and have been evaluated with respect to the proposed subdivision.

Table 2: Urban Design and Compatibility Criteria of Section 4.11 of the Official Plan

Policies	Proposed Subdivision
Views	The Official Plan does not designate any protected views in proximity to the subject lands. Given the low-rise nature of the majority of the proposed subdivision, the subdivision will not impact the existing skyline. Development on the mixed-use blocks, which may include high-rise development, will be subject to a future Site Plan Control application.
Building Design	All units are proposed to front directly onto an existing or planned municipal street, which maintains the character of the existing community. As per the sample of designs available from Richcraft, the proposed detached and townhouse elevations exhibit similar materials and design to the existing built form in the immediate area. This consistency and compatibility is further ensured considering that Richcraft played an important role in formulating the CDP for the area and designing the existing and planned residential neighbourhoods directly abutting the subject lands (earlier phases of Trailsedge). The elevations proposed by Richcraft promote an attractive and positive interface with the public realm and build upon the existing streetscape character in the area by accentuating the front entrance and windows facing the street. The proposed townhouse elevations exhibit a gable roof, similar to the existing townhouses in the immediate area. The elevations proposed by Richcraft improve upon the existing streetscape by accentuating the front entrances. More specifically, the prominent front entrances are distinguishable from the garages, making the front entrances the prominent features on the front facades. The proposed cladding materials are a variety of high-quality siding, masonry, and wood shingles which are in keeping with the design aesthetic of the immediate area.
Massing and Scale	The proposed lot widths for the detached lots and the townhouse lots is similar to the lot widths of the existing zoning of similar building typologies in the immediate proximity of the subject lands, which were also developed by Richcraft. The proposed residential portion of the subdivision is to be zoned for a maximum height of 12 metres, which is compatible with the zoning of the existing low-rise neighbourhoods to the immediate south. Given that the proposed development will consist predominantly of low-rise dwellings, no concerns related to massing and scale, such as privacy, overlook, or shadowing, are expected within the established residential areas. Increased height and density is proposed on the portion of the subject lands bordered by Brian Coburn Boulevard an Arterial Roadway and the planned Cumberland Transitway BRT Corridor. Mid- and high-rise development (up to 85 metres in height) is suited for this location and an adequate transition will be provided towards the low-rise residential areas to the south.

Policies	Proposed Subdivision
Outdoor Amenity Areas	Similar to the existing townhouses in the area, the majority of the proposed townhouses will have a rear yard. A minimum rear yard setback of 6 metres is proposed, which is appropriate and compatible with the zoning of the existing townhomes in the area (6 and 6.5 metres). The proposed residential portions of the subdivision will have access to the Parkette with is centrally located with the subject lands. The Parkette has an area of 0.43 hectares and frontage along two municipal streets, including Street 30 and Street 31 (local streets). Further south and within convenient walking distance is a 2.25-hectare municipal park which will also provide access and amenity space for residents.

2.10.4 Official Plan Review

The City of Ottawa is currently in the process of developing a new Official Plan (OP) that will replace the existing Official Plan from 2003 (as amended). The new OP will have a 25-year time horizon (from 2021 to 2046) to allow the City to make sounder long-term decisions related to the planning of major infrastructure and to better manage the required supply of developable land until the next OP review.

In December 2019, the City released Preliminary Policy Directions for the OP review. The following directions are of relevance to the proposed subdivision:

- Increase the minimum required density for urban expansion areas from 34 to 36 units per net hectare.
- Remove the minimum percentage of detached units in urban expansion areas (currently 30%), but keep the requirement for a minimum of 10% apartments.
- Gradually increase the intensification target over the 25-year planning horizon, servicing capacity will be addressed.
- Enable evolution to denser, walkable, 15-minute neighbourhoods.
- Require a minimum percentage of residential units with 3+ bedrooms for certain types of development.
- Encourage the “missing middle” (mid-density, ground-oriented, low-rise) near high-level transit service such as rapid transit stations and high-frequency street buses and near commercial mainstreets.

In total, the proposal includes 425 ground oriented residential units for a total density of 41.8 units per net hectare. Approximately 250 additional high-density residential units could be accommodated in the mixed-use area in the future. The proposed densities well exceed the existing and proposed minimum densities for new communities outside of the Greenbelt. The flexibility in unit type breakdown allows for a greater number of attached units, such as the proposed street and back-to-back townhomes, which generate higher densities. The majority of the proposed units (detached and street townhouses) have three and four bedrooms, making them suitable for families. Further, the some of the back-to-back townhouse units have 3 bedrooms (the remainder have two bedrooms).

The draft Official Plan was released in November 2020 and it proposes that the subject lands, as well as the remainder of the EUC Phase 3 Area CDP (2021), be designated “Neighbourhood” within the Suburban Transect, which is the equivalent of the current General Urban Area designation. Portions of the lands with frontage along Brian Coburn Boulevard and Mer Bleue Road are designated as “Minor Corridors”. The draft policies speak to properties in the Neighbourhood designation as having a full range and choice of housing (up to four storeys) and complementary small-scale non-residential land uses to meet the needs of all ages, incomes and life circumstances and to support the development of 15-minute neighbourhoods and healthy communities.

The proposed rezoning from DR to R3YY[XXXX] for the residential portion of the subject lands and to GM[XXXX] for the mixed-use and commercial portions is aligned with the draft Official Plan designation policies.

The final Official Plan is expected to be approved by City Council in Fall 2021.

2.11 East Urban Community Phase 3 Area Community Design Plan and Secondary Plan (2021)

The subject lands are located within the East Urban Community (EUC) Phase 3 Area Community Design Plan (CDP) and Secondary Plan Area (2021), which establishes development and design policies for the study area, including permitted land uses and design guidelines. The CDP features a Land Use Plan (Figure 11) which illustrates the location of planned land uses, parks, arterial and collector streets, and stormwater management infrastructure. The CDP also contains a Demonstration Plan (Figure 12) which illustrates the intent for development, including the preferred local street layout.

The proposed subdivision and rezoning align with the policies for the "Low Density Residential", "Commercial", and "Mixed Use" CDP designation (Section 5.2.1 - *Residential Areas,* 5.2.2- *Commercial Designation*, and 5.2.3- *Mixed Use Designation* of the CDP).

2.11.1 Low Density Residential Designation

The majority of the subject lands are designated "Low Density Residential" on the CDP Land Use Plan. These lands are located central to the subject lands and are comprised of 10.17 hectares of land. The designation permits low-rise, ground-oriented dwellings, including detached dwellings, semi-detached dwellings, linked-detached dwellings, and townhouses.

- Policy of the Low-Density Residential designation states that ground-oriented multiple-attached dwellings will be distributed throughout the Low Density Residential areas in order to provide a complete range of ground-oriented housing opportunities, including affordable housing, and to create more diverse and attractive neighbourhoods.

- The goal of the Low-Density Residential designation is to provide for ground-oriented dwellings with a minimum density of 34 units per ha at a maximum four storey building height (low-rise).

The proposed subdivision complies with the intent of the Low Density Residential designation through providing low-rise, ground-oriented dwellings, including detached dwellings and two forms of townhouses. A mix of low-rise detached, street townhouse, and back-to-back townhouse units are proposed.

At approximately 41.8 units/net hectare for the low-rise residential area, the proposed subdivision well exceeds the expected density within the CDP study area, serving to make more efficient use of land and planned infrastructure.

As illustrated in the proposed elevations (Figure 13), the front entrances of the proposed units face the street and the garages are flush with the façade of the buildings, with the front porches projecting slightly.

2.11.2 Commercial Designation

The commercial block (Block 198) within the subject lands is a 4.25-hectare area located at the eastern boundary of the lands, on the west side of Mer-Bleue Road and south of Brian Coburn Boulevard.

The goal of the Commercial designation is to provide lands to allow for commercial activity that meets the needs of residents. Due to the large amount of commercial activity on the Innes Road Arterial Mainstreet, it is anticipated that small scale stores, restaurants and grocery will locate in the commercial area.

- Policy 1 of Section 5.2.2 of the CDP states that buildings in the commercial area will be low-rise, with a maximum height of four storeys. The buildings will be sited along the Mer Bleue Road frontage to define the street edge and create an active streetscape.

The proposed commercial area abuts Brian Coburn Boulevard to the north and Mer Bleue Road to the east, allowing for convenient access for existing and future area residents using various modes of transportation. Future development, which will be subject to a Site Plan Control application, will define the street edge and create an active streetscape. The proposed GM zoning will respect and promote the intent of the CDP policy for this area.

2.11.3 Mixed Use Designation

The portion of the subject lands designated Mixed Use is a 7.04-hectare, triangular-shaped parcel of land located southwest of the planned Mer Bleue BRT station (Blocks 195 and 199). These blocks are bound by Mer-Bleue Road to the east, Brian Coburn Boulevard to the south, and the BRT Cumberland Transitway to the north.

The goals of Mixed-Use designation are to allow for the development of a range of commercial and service-oriented land uses served by public transit in proximity to residential areas, office uses, and medium and high-density residential uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. High density residential land uses are encouraged to provide non-residential uses.

As indicated on the EUC CDP Land Use Plan (Figure 11), the majority of the Mixed-Use Lands are within the Snow Disposal Setback overlay. In this area, the CDP states:

- **Section 2.5.3.2** - The development of any sensitive land uses (including residential) within 200 metres of the snow disposal facility is dependent on the use of noise attenuation measures to mitigate the noise level and a warning clause relating to the operations of the snow disposal facility (concerning noise and fugitive light). Notwithstanding the above, no sensitive land uses are permitted within 100 metres of the snow disposal facility.

The proposal meets the general intent of the Mixed Use designation. The proposed Mixed Use area is situated to allow for the development of a range of commercial and service-oriented land uses served by public transit in proximity to residential areas, and medium and high-density residential uses.

- Section 5.2.3, Policies 2 and 3 states that the maximum height permitted in the Mixed Use designation is 12 storeys for high-rise apartments and retirement homes. However, the CDP goes on to state that subject to an application to amend the Comprehensive Zoning By-law, high-rise apartments greater than 12 storeys may also be permitted.

The proposed Zoning By-law Amendment to General Mixed Use Zone with a height maximum of 85 metres for the Mixed Use blocks will provide for increased opportunities to provide for a vibrant area in close proximity to planned and future city infrastructure and transportation options.

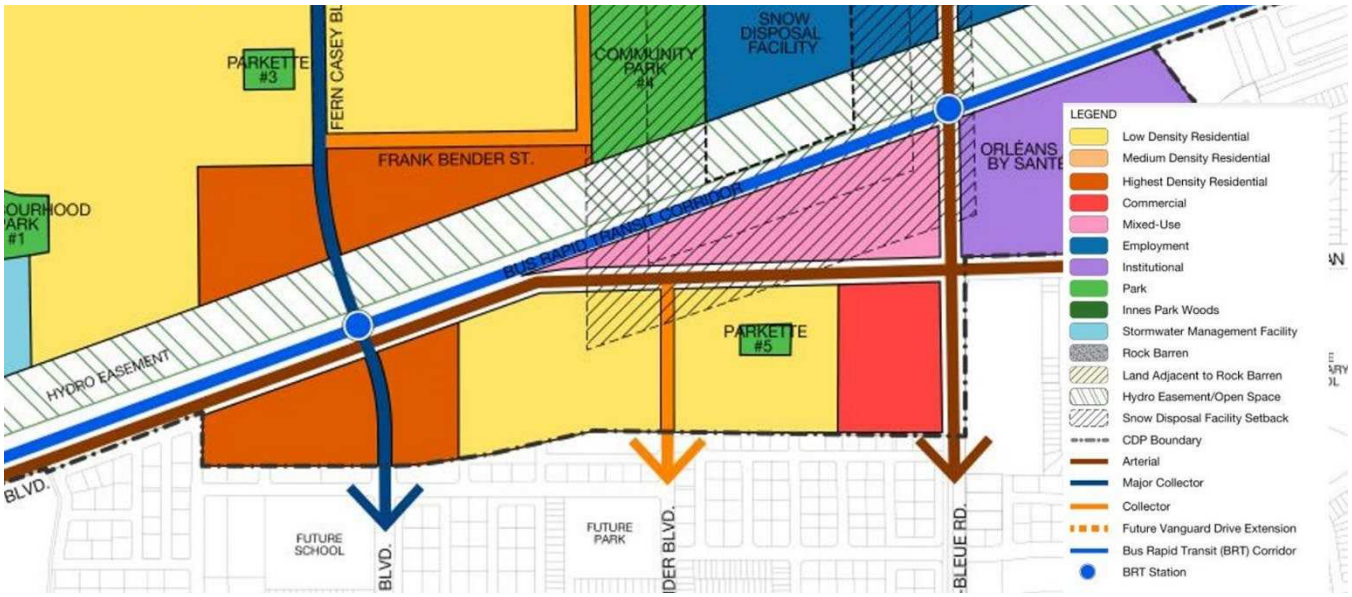

Figure 11: EUC Phase 3 Area CDP Land Use Plan.

2.11.4 Demonstration Plan

The CDP contains a Demonstration Plan (Figure 12), which is intended to illustrate the intent for development, including a preferred local road layout and active transportation network, locations of community facilities, stormwater infrastructure, and public transit. The Demonstration Plan contains a greater level of detail than the Land Use Plan. The CDP's Land Use and Demonstration Plans identify both residential, employment and mixed-use areas along the Mer-Bleue and Brian Coburn arterial corridors.

The proposed subdivision conforms substantially to the Demonstration Plan, including the road network, land use allocation, and block configuration. Minor deviations are proposed, principally the size or configuration of certain development blocks were adjusted slightly to account for precise road widths and lot dimensions, as required.

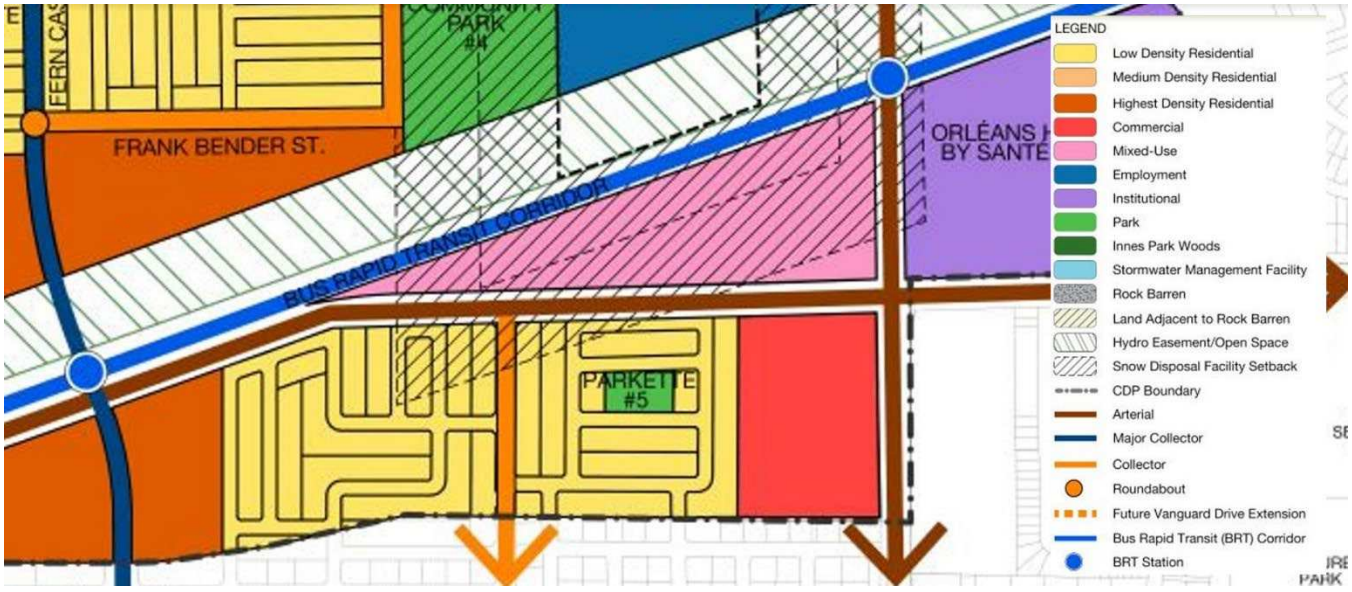

Figure 12: EUC Phase 3 Area Demonstration Plan.

2.11.5 Community Design Policies and Guidelines

The proposed Plan of Subdivision meets the following policies and guidelines from the Section 6 of the EUC Phase 3 Area CDP:

2.11.5.1 Streetscape Policies

1. Along arterials, access from local streets will be limited, except as an offset grid street pattern that does not allow for full directional access.

   The proposed draft plan of subdivision provides a single access and egress point along Brian Coburn Boulevard via Street 28 which is a collector road with a ROW width of 24 metres and represents the northern extension of Ascender Avenue from the south.

2. Streets shall be lined with trees. Sufficient soil volume will be provided in or adjacent to the right of way to support the growth of such trees to maturity.

   In accordance with City of Ottawa standards, streets will be lined with street trees on both sides of the proposed street cross-sections, with regular spacing between trees. Only four detached homes within all phase 4 (Lot # 115 – 118 inclusively) would not have a tree in front in the boulevard as there is a sidewalk proposed on the EUC Phase 3 CDP Pedestrian and Cyclist Facility Plan and due to the presence of sensitive marine clay soils, the 18.0 metre-wide ROW does not have sufficient space to have both a tree and sidewalk on one side.

3. Along all streets, the majority of residential dwellings will face the street.
   The residential dwellings are all oriented to face the public ROW.

4. Acoustic Fencing (noise walls) will be discouraged on collector streets.

   No acoustic fencing (noise walls) are proposed along collector streets.

5. Window Streets will not be permitted along collector streets.

   No window streets are proposed along collector streets, only along Brian Coburn Boulevard, which is an Arterial Road.

6. Collector streets accommodating transit routes should be designed with a 24.0m right-of-way.

   The proposed subdivision provides one collector street (Street 28), which is the northern extension of Ascender Avenue, which has a 24.0 metre ROW.

7. Local streets will generally be designed with an 18.0m right-of-way and should include a paved road surface with one driving lane in each direction, a boulevard on both sides of the street, and a sidewalk on one side of select local streets, in accordance with the TMP, Multi-modal Level of service guidelines, Pedestrian Master Plan and in coordination with street tree planting. Local soil conditions may require a larger road right-of-way.

   All of the proposed local streets within the proposed subdivision provide an 18.0 metre ROW save for the window streets, which will have a ROW width of 14.5 metres.

2.11.5.2 Streetscape Guidelines:

- **Arterial Guidelines**

  1. The use of acoustic fencing (noise walls) along arterials should be avoided except where no other design options are available.

No units are proposed to back onto Brian Coburn Boulevard (an Arterial Road), avoiding the need for continuous acoustic fencing. However, noise walls are required where a limited number of units side onto Brian Coburn Boulevard. Strategic placement of noise barriers has been illustrated in the Environmental Noise Feasibility Assessment conducted by Gradient Wind. The report indicates potential utilization of noise barriers in the following locations:

- **Along the entire rear lot line interface between the proposed commercial area with frontage along Mer-Bleue Road (Block 198) and the residential properties to the west (Blocks 181 – 187) but excluding Block 200 which is intended as a mid-block connection route to the commercial development;**

- **The western side-yard interface (leading to rear-yard) for Blocks 150 and 374 (from the Trailsedge Phase 3 subdivision) abutting Street 23 and with exposure to the rental development block to the west; and**

- **Three noise barrier wall locations are indicated along Brian Coburn Boulevard where side-yards directly abut that ROW (to reduce exposure to the adjacent rear yards). The proposed locations are Blocks 164 & 169, Block 175 & Lot 76, and Lots 77 & 109.**

Collector Street Guidelines

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

Only one collector street is proposed (Ascender Avenue), which will be designed in accordance with City of Ottawa standards and to adhere to the objectives of the CDP. More specifically, a sidewalk will be provided along one side and a MUP and boulevard will be provided along the other side.

Local Street Guidelines

1. The local street pattern will be designed as a fully-connected, offset grid.

The local street pattern has been designed with multiple connections to the broader roadway network, including connections to Brian Coburn Boulevard to the north, Couloir Road to the south, and Ascender Avenue to the south.

2. Single-loaded window streets may be designed with a minimum 14.0m right-of-way.

Three window streets are proposed along Brian Coburn Boulevard, which all have a proposed ROW width of 14.5 metres.

3. Primary consideration will be given for the provision of safe crossing points for pedestrians.
4. A row of trees shall be planted on each side of the street with regular spacing between trees (in accordance with City of Ottawa standards).
5. Local streets will be designed to have a target operating speed of 30 km/h or less.

Streets will be designed in accordance with City of Ottawa standards and to adhere to the objectives of the CDP. The local street cross-section to be determined at the detailed design stage will include sidewalks on key local roadways to provide connections to the major collector pathways and local transit routes. Lastly, the detailed design of the local street network will accommodate a 30 km/hr operating/design speed according to the new Strategic Road Safety Action Plan Update.

2.11.5.3 Street Trees and Boulevard Design Guidelines

In addition to their environmental benefits, street trees contribute a range of health benefits for residents, ranging from more comfortable environments for physical activity, more engaging public spaces, and improved mental health outcomes.

1. Trees and other plant materials, lights, directional signage, transit amenities and street furniture should be provided.
2. Coordinate the location of trees, street fixtures, telecommunications equipment, utility and light poles, transit amenities and signs.
3. A row of trees should be planted in the boulevard on both sides of the street with regular spacing between trees (in accordance with City standards).
4. Landscape features and planting, in accordance with City standards, should be integrated into any traffic circles, and require minimal maintenance by the City.
5. The number, type and location of street trees to be planted with any street right-of-way shall be in conformity with the City's standards and where necessary, address any constraints presented by the underlying soil conditions.
6. The planting of trees and the installation of distribution poles along public roadways will require planning and coordination with the utilities.
7. Where soil conditions permit, consistent street tree planting will be encouraged in order to create neighbourhood character among many other benefits, along all street frontages, at the developer's cost.
8. Opportunities to accommodate tree planting and landscaping will be encouraged, such as locations along noise fences, window streets, bio-swales, or other remnant pieces of land.

Street trees are an important aspect of the proposed development and it is important to note that only four detached homes within all Phase 4 (Lot # 115 – 118 inclusively) would not have a tree in front in the boulevard. This is due to

sidewalk locations proposed on the EUC Phase 3 CDP Pedestrian and Cyclist Facility plan and the ROW width of 18 metres, there is insufficient space to have both a tree and sidewalk on one side.

2.11.6 Parks Policies and Guidelines:

1. The size of the Parkettes are to generally be 0.4 to 0.8 hectares in size but may be reduced as approved by Parks and Facilities Planning.
2. Sidewalks and street trees will be provided within the right-of-way of all streets that abut parks. The sidewalks will extend beyond the park in either direction.
3. Parks will have a minimum of 50% street frontage, or a percentage approved by Parks and Facilities Planning.
4. Intersection narrowings shall be provided around all park edges to facilitate safer pedestrian crossings.

A 0.43-hectare Parkette is proposed central to subdivision, as per the EUC Phase 3 Area CDP. The purpose of the Parkette designation in the CDP is to identify lands that accommodate a full range of recreational opportunities, ranging from active spaces such as sports fields and organized play areas, to more passive leisure areas including pathways, trails, and seating areas. As per direction within the CDP, the Parkette will provide a common green space within the residential neighbourhoods and key social gathering places for local residents.

As illustrated in the Pedestrian and Cyclists Facilities Plan of the Phase 3 EUC CDP, sidewalks are proposed along both street frontages of the proposed Parkette.

- **Park Guidelines:**
    1. Pedestrian connections should be provided through the park to the sidewalks in the abutting rights-of-way and other pedestrian access points.
    2. Consider the placement of facilities such as playing fields and parking lots to facilitate sharing of facilities.
    3. View corridors terminating at the parks should be highlighted through landscape treatment.
    4. Where possible, amenities such as shade structures and trees should be incorporated into the design of the parks.
    5. Exploring opportunities for better integration between parks and other City facilities is a priority of the BBSS initiative.

The proposed Parkette is located central to the development with frontage on two local streets. As illustrated on the Preliminary Facility Fit Plan (Figure 8), attractive landscaping, tree planting, pathway circuit with seating, play structures with swings, and multipurpose open space could be accommodated in the proposed park.

2.11.7 Policies for Linkages and Pathways:

1. Pathway connections will be included mid-block along residential streets to enhance permeability and encourage pedestrian and cycling activity between neighbourhoods.
2. Bicycle routes should be permitted within the street right-of-way.

Two mid-block connector pathways (Block 197 and Block 200) are proposed to provide more direct east-west access to the Parkette and the future commercial block along Mer-Bleue respectively. The Trailsedge Phase 4 development is designed to have excellent pedestrian linkages throughout the subdivision's road system and is supported by a MUP along Brian Coburn Boulevard and a MUP and a sidewalk along Ascender Avenue.

- **Guidelines for Linkages and Pathways:**
    1. Where possible, pedestrian pathways should be provided from residential neighbourhoods to adjacent uses such as commercial and institutional uses and transit.

2. Amenities, such as seating, lighting, signage, and garbage and recycling containers should be provided along pathways.
3. Design pathways to reduce the negative impacts on open space and natural features and habitats.
4. Crime Prevention through Environmental Design (CPTED) should be considered in the design of pathways and their linkages.
5. All pathways and cycling facilities should be clearly signed / identified and any street crossings should be marked.
6. Where possible, connections should be provided between residential neighbourhoods.
7. Where practical, some selected pathways should be developed to accommodate year-round use.

With multiple connections proposed to local and arterial roadways, as well as active transportation options, the proposed street network and mid-block pedestrian connections ensure the proposed subdivision is well connected and integrated into the broader community. The proposed sidewalks will connect residential units to the centrally located Parkette as well as the commercial and mixed-use areas to the east and north. They will also provide access to Brian Coburn Boulevard and Mer-Bleue Road (multi-modal transportation corridors, providing access to additional parks and schools), and the future urban residential to the south.

The existing condition on Brian Coburn Boulevard includes a newly constructed MUP on the south side of the ROW and an on-street bicycle lane on the north side of the ROW to accommodate west-bound travel. The urbanized portion of Mer Bleue Road (north of Brian Coburn Boulevard) currently includes existing sidewalks and on-street bicycle lanes on both sides of the ROW.

The proposed blocks are within 150 to 250 metres in length, which is the length recommended by the Urban Design Guidelines for Greenfield Neighbourhoods (2007). As such, the residential blocks provide sufficient porosity and only require one mid-block pathway connection (Block 197), with a second pathway connection (Block 200) leading from the proposed residential to the commercial block planned along Mer Bleue Road.

Figure 13: Sample Richcraft Product Elevations – Detached Units.

Figure 14: Sample of Richcraft Product Elevations – Street Townhouse units.

Figure 15: Sample of Richcraft Product Elevations - Back-To-Back Townhouse Units.

2.12 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject property is a Greenfield Neighbourhood as defined by the guidelines.

The proposal meets several of the guidelines, including:

- Concentrates higher-density residential uses in strategic locations;
- Selects the most suitable zoning setbacks and road right-of-way widths for the land use context and the road function;
- Incorporates sidewalks that provide connectivity to parkland;
- Connects new streets to existing streets in adjacent developments and plans for future connections to land that has yet to be developed;
- Limits the length of many development blocks to be between 150 and 250 metres;
- Locates a park of sufficient size with substantial frontage onto local streets;
- Avoids rear yards backing onto an Arterial Road.

The proposed Plan of Subdivision and Zoning By-law Amendment applications advance several of the Urban Design Guidelines for Greenfield Neighbourhoods, including:

- **Locating higher density development closest to Brian Coburn Boulevard and Mer Bleue Road (Arterial Roads) and the future Cumberland BRT Corridor;**
- **Proposing a centrally located Parkette with two street frontages (which will both have sidewalks);**
- **Extending existing and planned roads from the south (Ascender Avenue) and east (Couloir Road), into the proposed subdivision;**
- **Limiting block lengths to 150 to 250 metres; and**
- **Locating back-to-back townhomes and window streets adjacent to Brian Coburn Boulevard to avoid rear lotting onto this Arterial Road.**

2.13 Building Better and Smarter Suburbs

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the Fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Completed BBSS Initiatives include the following:

- Arterial Road Cross-Sections and Collector Road Cross-Section guidelines.
- Traffic Calming and Pedestrian Priority Measures: The proposed plan of subdivision facilitates active transportation through neighbourhood connections.
- Updated Park Development Manual (2017): The manual has been applied to the Preliminary Facility Fit Plan for the proposed Parkette.
- Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
  Pedestrian Crossovers information for new subdivisions: Bulb-outs and intersection narrowings are address in the Traffic Calming Plan for the subdivision.
- Tree Planting in Sensitive Marine Clay Soils: The guidelines are currently being reviewed by the City of Ottawa, a draft version of the 2020 guidelines are not available. As such, the 2017 guidelines are currently in use. While clay is present on the subject lands, it is not sensitive marine clay.

On March 10, 2015, Planning Committee approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- Street Network and Land Use
- Parks and Open Space
- Stormwater Management
- School Sites
- Parking
- Road Rights-of-Way
- Rear Lanes
- Trees
- Utility Placement

Table 3 identifies the BBSS Strategic Directions that are met in the proposed subdivision.

2.13.1 Designing Neighborhood Collector Streets

In 2019, the City of Ottawa issued directives to guide the development of Neighbourhood Collector Streets. The objective of this document is to support the above-noted BBSS Strategic Direction by elaborating on the preferred ROW cross-sections as pre-vetted by City of Ottawa Transportation Planning. The document outlines seven primary principles for Neighborhood Collector Street design. They are summarized and compared to the subdivision proposal as follows:

Compact: The ROW width and distance between opposing building faces are minimized to help foster a sense of safety and community and allow the City to deliver compact neighbourhoods and cost-effective infrastructure.
The distance between opposing building faces are minimized by proposing 4.5m setbacks, which provide a sense of street framing without overwhelming the public realm. At 24 metres, the proposed ROW width for the northern extension of Ascender Avenue conforms to City Standards and with the EUC Phase 3 Area CDP and associated Master Transportation Study.

Complete: Streets are accessible and accommodate for all modes and users of all ages and abilities.
The proposed collector street incorporates a MUP on one side and a sidewalk on the opposite side, allowing for multiple forms of active transportation including walking and cycling.

Calm: Streets encourage traffic speeds in keeping with community context and road safety objectives.
Street speeds will be managed through low posted speed limits as well as passive forms of speed management such as, bulb-outs, and reduced front yard setbacks.

Green: Streets provide space and conditions for healthy trees and opportunities to showcase low environmental impact design.
Trees are proposed to line the ROW providing shade, greenery, and a sense of framing. There are only four properties within the residential portion of the proposed development which cannot accommodate street tree plantings.

Serviceable: Streets include spaces for services and utilities in locations that are both manageable and protected.
Utilities are proposed in logical locations that can be accessed and protected.

Resilient: Streets that contribute to resilience to future climate conditions.

The ROW proposes forms of soft landscaping and trees to combat the urban heat island effect.

Maintainable: Streets have relative ease of maintenance and provide space for snow management.
The ROW proposes inner boulevards to facilitate snow management. To be further detailed and refined during the detailed design stage and subdivision registration. Utilities will be sited so that maintenance minimizes impacts on circulation.

Table 3: BBSS Strategic Directions

BBSS Core Topic Area	Strategic Direction	Proposed Drummond Subdivision
Street Network and Land Use	Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution. and Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area.	**The subdivision accommodates the extension of existing and planned roads, such as the northern extension of Ascender Avenue (a collector) to Brian Coburn Boulevard, and the internal extension of local streets such as de l'Arête Way (which continues as Street 26 on the subject lands), Street 20 (Street 32 on the subject lands) and Street 22 (connects with Street 29 on the subject lands) from the Phase 3 portion of the Trailsedge subdivision to the south.**
	Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections. and Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cyclist connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).	**The streets in the proposed subdivision are generally laid out in an off-set grid pattern, which offers pedestrians and cyclists direct connections to community features such as the parks and schools in the area.** **As per the CDP Master Transportation Study, the proposed ROW cross-sections for the collectors includes a sidewalk on one side of the street and a MUP on the opposite side of the street.** **Sidewalks will be provided on one side of select local roads, as identified on the CDP Pedestrian and Cyclist Facilities Plan. Sidewalks are strategically located along the two street frontages of the proposed park.** **The local and collector road cross-sections are preliminary and the details of the road arrangement (i.e. sidewalks, cycling facilities, MUPs, on-street parking, transit, etc.), servicing, utilities, street lighting and landscaping will be worked through with the City of Ottawa staff as part of the detailed subdivision design process.**

BBSS Core Topic Area	Strategic Direction	Proposed Drummond Subdivision
	Avoid reverse frontage lots (rear yards abutting public streets) within the community	**No rear lotting is proposed in the subdivision. This has been achieved through the use of window streets and back-to-back townhouses abutting Brian Coburn Boulevard. This reduces the need for continuous noise walls and achieves urban design objectives by orienting units towards the arterial road.**
Parks and Open Space	Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size. and Identify opportunities to connect separate features of the open space network (e.g., a park to a nearby woodlot) with streets that support canopy trees.	**The detached homes proposed on the western and eastern edges of the Parkette frame this community amenity. The southern and northern edges of the Parkette are street frontages (providing views into the greenspace), with back-to-back townhouse and detached units proposed to face the Parkette from the opposite sides of the streets, providing "eyes" on the park.**
Stormwater Management	Provide street frontage for sites that contain stormwater management ponds and and Ensure that land attributed to large SWM facilities can serve additional functions, such as recreation trails or multi-use paths as part of the open space system, and support the connection of trails in SWM facilities to parks and open spaces, and to pedestrian and cycling facilities.	**No stormwater management facilities are located within the proposed subdivision.**
Road Right-of-Way	ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.	**The collector street (Ascender Avenue) has a ROW width of 24 metres while local roads have been designed with an 18-metre right-of-way (14.5 metres for window streets).** **The local and collector road cross-sections are preliminary and the details of the road arrangement (i.e. sidewalks, cycling facilities, MUPs, on-street parking, transit, etc.), servicing,** **utilities, street lighting and landscaping will be worked through with the City of Ottawa staff as part of the detailed subdivision design process.**
	Ensure components of a `complete street` are provided in the ROW, such as: -Pedestrian facilities -Cycling facilities -On-street parking;	**The ROW cross-section for the single collector street includes a sidewalk on one side of the street and a MUP on the opposite side of the street.**

BBSS Core Topic Area	Strategic Direction	Proposed Drummond Subdivision
	-Traffic calming features; -Trees on both sides of the street, including canopy trees; -Utility placement and operational considerations that do not interfere with the attributes of complete streets.	**Sidewalks will be provided on one side of select local roads, as identified on the Pedestrian and Cyclist Facilities Plan of the CDP (Figure 4). Sidewalks are strategically located along both street frontages of the proposed Parkette.** **The inclusion of ample quantities of street trees has been an important aspect of consideration for this project with only four properties throughout the residential portion of the lands not able to accommodate street tree plantings due to ROW width limitations and soil types.**

2.14 Zoning Framework

2.14.1 Existing Zoning

The subject lands are currently zoned “Development Reserve (DR)” (Figure 16). The purpose of the DR zone is to recognize lands intended for future urban development in designations such as General Urban Area.

Permitted uses are limited to:
/ agricultural use
/ emergency service
/ environmental preserve and education area
/ forestry operation
/ group home
/ home-based business
/ marine facility
/ one detached dwelling accessory to a permitted use
/ park
/ secondary dwelling unit
/ urban agriculture

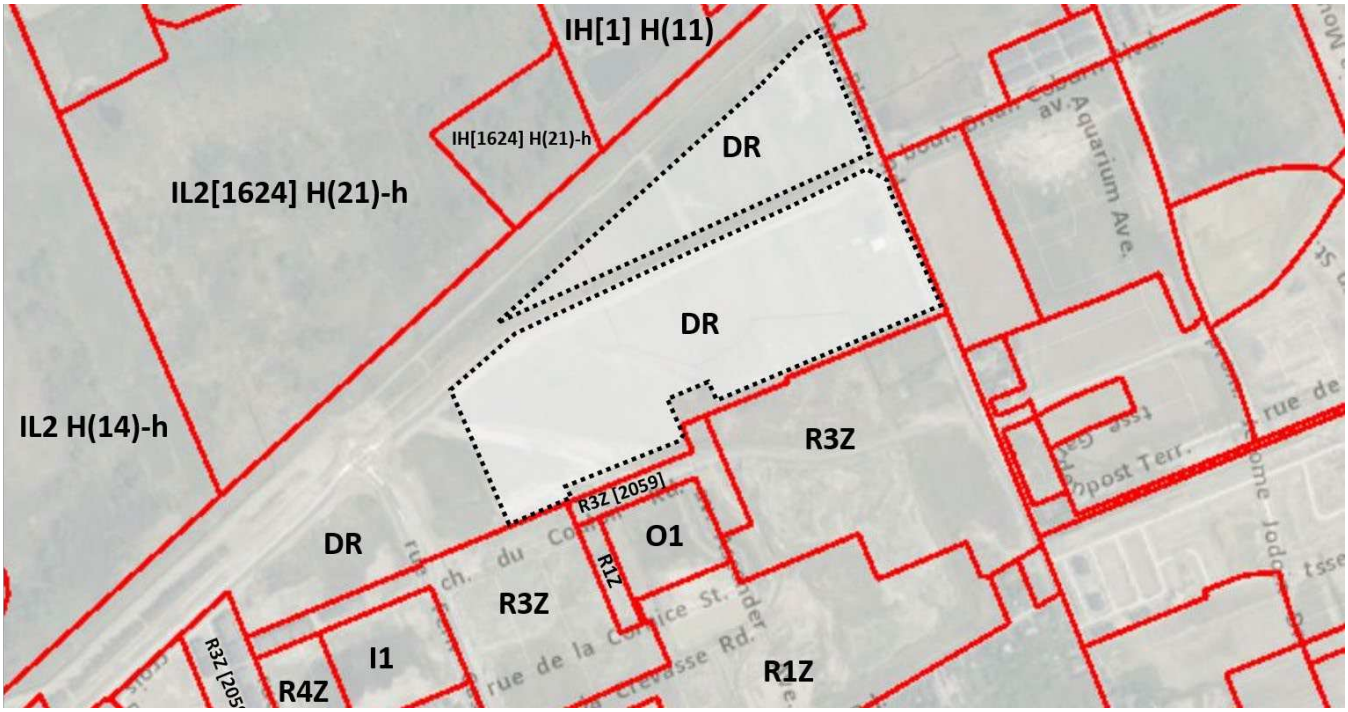

Figure 16: Existing Zoning Map.

2.14.2 Proposed Zoning By-law Amendment

The Zoning By-law Amendment application proposes to rezone the subject lands from DR to the following zones:

- Residential Third Density Zone, Subzone YY, with Exceptions (R3YY[XXXX]);
- General Mixed Use Zone, with Exceptions [GMXXXX];
- General Mixed Use Zone, Height Maximum 85 Metres, with Exceptions (GM H(85)[XXXX]); and
- Parks and Open Space Zone (O1).

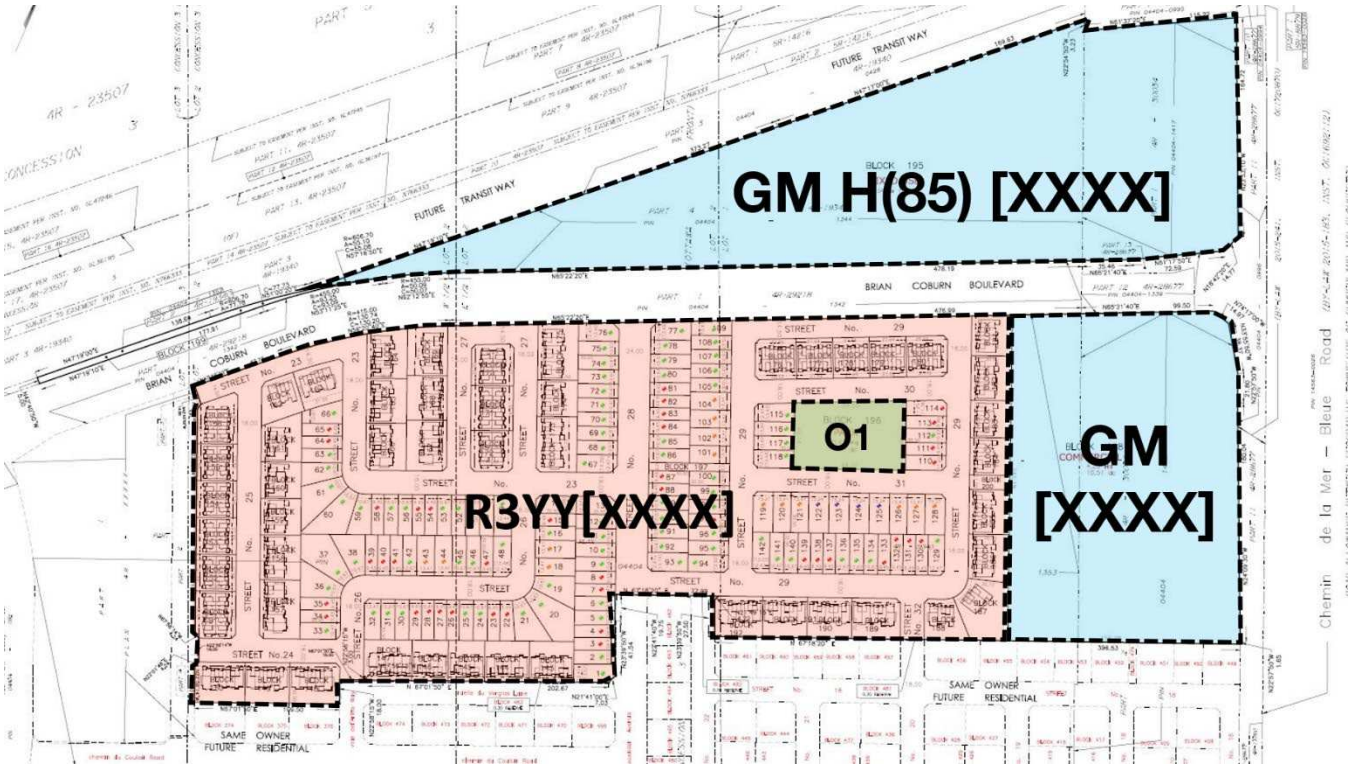

Figure 17: Proposed Zoning.

A “Residential Third Density Zone, Subzone YY, with Exceptions (R3YY[XXXX])” zoning is proposed for the residential component of the proposed plan of subdivision (Table 4). The Exception would vary the minimum required front and corner side yard setbacks to reflect the provisions of the zoning that is applicable to Richcraft’s earlier Trailsedge phases, which will allow for a similar built form and density for the area.

The purpose of the Residential, Third Density – R3 zone is as follows:

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

Table 4: Proposed Residential Zoning

R3YY[XXXX] Proposed Zoning Provisions							
Unit Type	**Min. lot width (m)**	**Min. lot area (m^2)**	**Max. building height (m)**	**Min. Front Yard Setback (m)**	**Min. Corner Yard Setback (m)**	**Min. Rear Yard Setback (m)**	**Min. Interior Yard Setback (m)**
Detached	9 m	240m^2	12	**4.5 m**	**3 m**	6 metres	Varies[1]
Townhouse	6 m	150m^2	12 m	**4.5 m**	**3 m**	6 metres	1.2 m
Back-to-back townhouse	6 m	150m^2	12 m	**4.5 m**	**3 m**	6 metres	1.2 m
Townhouse with rear lane access	6 m	150	12 m	**4.5 m**	**3 m**	6 metres	1.2 m
Endnote							
1	Minimum total interior side yard setback is 1.8 m, with one minimum yard, no less than 0.6 m. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.						

The commercial block (Block 198) proposed at the eastern extent of the subject lands, with frontage along Brian Coburn Boulevard and Mer-Bleue Road, and the mixed-use bocks (Block 195 and 199) to the north are proposed to be zoned General Mixed Use (GM) and General Mixed Use, height maximum 85 (GM H(85)) with Exceptions GM [XXXX] and GMH(85)[XXXX] respectively (Table 5).

The purpose of the GM Zone is to:

1. Allow residential, commercial and institutional uses, or mixed use development in the **General Urban Area** and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
2. Limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
3. Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
4. Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The proposed Exception for the commercial block (Block 198) would add the following additional uses:

- amusement centre;
- amusement park;
- automobile rental establishment;

- automobile service station;
- bar;
- car wash;
- cinema;
- gas bar;
- hotel;
- park;
- parking garage; and
- theatre.

The proposed Exception for the mixed use blocks (Blocks 95 and 199) would add the following uses:

- apartment dwelling, high-rise;
- amusement centre;
- amusement park;
- automobile rental establishment;
- bar;
- cinema;
- hotel;
- park;
- parking garage; and
- theatre.

Further, a site-specific maximum height of 85 metres would be applied to the mixed use blocks.

GM[XXXX] (Block 198) and GM(H85) [XXXX] (Blocks 195 & 199)- Proposed Zoning Provisions			
Minimum lot area			No Minimum
Minimum lot width			No Minimum
Minimum front yard and corner side yard setbacks			3 metres
Minimum interior side yard setbacks	(i) for a non-residential or mixed-use building, from any portion of a lot line abutting a residential zone		5 metres
	(ii) For a residential building:	(1) For a building equal or lower than 11 metres in height	1.2 metres 3 metres

		(2) For a building higher than 11 metres in height	
	(iii) All other cases		No Minimum
Minimum rear yard setback	(i) abutting a street		3 m
	(ii) from any portion of a rear lot line abutting a residential zone		7.5 m
	(iii) for a residential use building		7.5 m
	(iv) all other cases		No minimum
Maximum building height			Block 198: 18 m Blocks 195 and 199: **85 m**
Maximum floor space index			2.0, unless otherwise shown.
Minimum width of landscaped area	(i) abutting a street		3 m
	(ii) abutting a residential or institutional zone		3 m
	(iii)other cases		No minimum

The proposed subdivision can meet the above purposes. The requested zoning provisions align with the purpose of the parent R3 and GM zones.

The new municipal Parkette within the subdivision is proposed to be rezoned to “Parks and Open Space Zone (O1)”.

The purpose of the O1 zone is to:

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

Permitted uses in the O1 zone include park, environmental preserve and education area, and urban agriculture.

The proposed R3YY[XXXX], GM[XXXX], GM(85) [XXXX], and O1 zoning will allow for the subdivision to be developed in a manner that meets the intentions of Zoning By-law (2008-250), and the policies of the EUC Phase 3 Area CDP and Secondary Plan, and the Official Plan.

3.0
Summary of Supporting Reports

Fotenn has reviewed the reports prepared in support of the Plan of Subdivision and Zoning By-law Amendment applications for the subject lands. A summary of the documents is provided below for convenience, however, is not intended to represent the original documents themselves.

3.1 Functional Servicing Report

Prepared by Stantec Consulting Ltd., Report No. 160401250, dated February 1st, 2021

Stantec prepared the Functional Servicing Report (FSR) dated February 1st, 2021 in support of the applications. The objective of the FSR report is to provide sufficient detail to demonstrate that the proposed development area can be supported by municipal services. The Master Servicing Study (MSS) prepared in support of the EUC Phase 3 Area CDP provided an overview of the existing and planned infrastructure in the area. The report concludes that water supply, sanitary service, and stormwater service can be provided to the site, therefore demonstrating that adequate municipal infrastructure capacity is available. The following services are proposed:

- **Water Supply**: the anticipated watermain servicing connections points include:
  - Potable water supply for Phase 4 of the Trailsedge East Subdivision is to be provided via existing mains located on Couloir Road, d'Arête Way, Ascender Avenue. Additionally, connections to future mains located on the north end of Crux Road, and the north end of Alpenstock Avenue have been proposed to service the development.
  - The proposed watermain alignment and sizing for the development is proposed as 203mm diameter and 305mm diameter watermains following the alignment of the road network within the subject property.
  - Similar to the assumptions made in the EUC Phase 3 Area MSS (DSEL, 2020), the proposed network considers existing connections to the watermains within Fern Casey Street and Mer Bleue Road from Phases 1-3 of the Trailsedge East development continuing to a 300mm watermain loop from Alpenstock Avenue and Ascender Avenue extending to the mixed-use area north of Brian Coburn.
  - Water Supply demand Phase 4 of the Trailsedge East Development contains a total of 136 single family units, 144 townhome units, 116 Back-to-Back townhome units, and 292 apartment style units providing an estimated population of 1,620 persons. Phase 4 will include parcels for commercial development and mixed-use development. The future Mixed-Use development is expected to contribute both commercial and residential flows to overall demands.
  - The proposed piping alignment and sizing is anticipated to be capable of achieving the level of service in the proposed development:
    - During peak hour (PKHR) conditions, the Phase 4 proposed watermain network is expected to operate above the minimum pressure objective of 276 kPa (40 psi);
    - The proposed system is capable of providing sufficient fire flow while maintaining a residual pressure of 138kPa (20 psi) in all areas based on hydraulic analysis done at the Master Servicing level. A final hydraulic analysis is to be completed at time of detailed design;
    - As the Richcraft development proceeds eastwards, additional water transmission and available fire flows may necessitate connection to the 600mm diameter trunk watermain within the HEPC, as determined by detailed hydraulic analysis for the current phase of development.

In summary, the Functional Servicing Report prepared by Stantec Consulting Ltd. concludes that the proposed piping alignment and sizing can achieve the required level of service within Phase 4 of Richcraft's Trailsedge subdivision.

- **Wastewater Servicing**: The report states that:
  - As indicated in the MSS for EUC Phase 3 Area CDP, wastewater servicing for the Trailsedge East development is conveyed to the Forest Valley Trunk Sewer (FVT) via a free flow gravity trunk running along Renaud Road to the Forest Valley Pumping Station. Phase 1 of the Trailsedge East Subdivision is currently serviced by a network of gravity sewers which direct wastewater flows westerly to the trunk sewer within Fern Casey Street within the adjacent Minto development.

  - Sanitary sewers within Phase 4 of the Trailsedge East Subdivision are to flow westerly and connect to the sanitary sewer network established in Phase 1.

  - Flows from mixed use lands to the north will be conveyed through Phase 4 sewers crossing Brian Coburn Boulevard under direction of the MSS.

  - The proposed sanitary sewer design indicates two connection points to the recently constructed sanitary sewers within Phase 1.

  - The report concludes that based on sanitary sewer design sheets for downstream areas as provided in the Trailsedge East Phase 1 Servicing Report (Stantec, 2019), peak flows from the proposed development and upstream contributing areas can be accommodated within the downstream sewer network.

- **Stormwater Management**:
  - The objective of this stormwater management plan is to determine the measures necessary to control the quantity/quality of stormwater released from the proposed development to criteria established in the MSS for EUC Phase 3 Area CDP and the earlier Trailsedge East Functional Servicing Report (Stantec, August 2017).

    The General criteria are as follows:
    - Use of the dual drainage principle (City of Ottawa).
    - Wherever feasible and practical, site-level measures should be used to reduce and control the volume and rate of runoff. (City of Ottawa).
    - Assess impact of 100-year event and climate change event outlined in the City of Ottawa Sewer Design Guidelines on major & minor drainage system (City of Ottawa).

The stormwater management design will consist of:

- The site is to be designed using the “dual drainage” principle, whereby the minor (pipe) system is designed to convey the peak rate of runoff from the 2-year design storm and runoff from larger events is conveyed by both minor (pipe) and major (overland) channels, such as roadways and walkways, safely off site without impacting proposed or existing downstream properties.

- The major system flows generated from larger events will be safely conveyed to Belcourt Boulevard via Couloir Road and ultimately SWM Pond 1 by engineered (overland) channels such as roadways and walkways.

- The report notes that it is intended to convey major system flows to the boundary of Phase 1 lands and provide additional minor system inlets to limit major system spillage to Couloir Road, and to ensure a maximum depth of flow of 0.35m (including static storage depths) as necessary to meet current City of Ottawa SWM criteria.

Low Impact Development:

- The report indicates that the potential effectiveness of at-source (low impact development ‘LID’) measures in reducing volume of runoff from the proposed development area is limited.

- The EUC Phase 3 MSS notes that the Mud Creek Cumulative impact study has determined requirement for LIDs in the EUC MUC CDP study area including the following:
  - A tree planting program in parkland;
  - Using infiltration trenches in backyards of singles and townhomes where feasible;
  - Setting right-of-way widths for the majority of local roadways at 18m (not 16.5m) to ensure healthy street trees that will be effective in providing evapotranspiration in post-development conditions.

- **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).

- **Deviations from Previous Studies:**
  - The current draft plan indicates the rental block to the immediate west of the plan of subdivision to have an increased size of approximately 2.60ha, and minor system capture rates have been reduced to that previously assumed in the Trailsedge East Phase 1 Servicing and Stormwater Management Report of the 2-year event at an identical runoff C of 0.80.
  - Location of the trunk storm sewer connection to the mixed-use block to the north of the development has been realigned to suit larger proposed rights-of-way on Street 28 to ease conflicts with local sewers and easement requirements at pathway connections adjacent to proposed unit side yards.
  - Major overland flow paths have also been realigned to suit the proposed road configuration and optimize grading with respect to anticipated grade raises across the development.

3.2 Geotechnical Investigation

Prepared by Paterson Group, Report No. PG3130-2 Revision 2, dated July 7th, 2019

A Geotechnical Investigation for the development was completed by Paterson Group on July 7, 2019, which expanded on the previously prepared geotechnical investigation reports for Eden Park – East Portion – Renaud Road and Trailsedge East – Renaud Road, which were prepared on December 29, 2008 and July 26, 2018 (Paterson Group), respectively. The Geotechnical Investigation notes:

- Field testing throughout the subject site of the Trailsedge development was completed in October 2008. Excerpts from the geotechnical existing conditions report are included in Appendix D.

- The subsurface profile within the Trailsedge East Phase 4 lands consists of a shallow bedrock and deep silty clay deposits. More specifically, the shallow bedrock was found beneath a cultivated organic zone/topsoil overlain by a silty sand, and/or a clayey silt layer within the north portion of the site. The remainder of the subject site was underlain by a sensitive silty clay deposit.

- Groundwater levels, determined via piezometers, varied in depths ranging from 0.2 to 6.3m below original ground surface (elevations of 86.8 to 87.62 m) based on monitoring in October 2008. These groundwater levels can be influenced by surface water perched within the borehole backfill material and are subject to seasonal fluctuations.

- A 0.5 to 1.5m permissible grade raise restriction (above original ground surface) is recommended within the Trailsedge East Phase 4 development, per the Paterson Group's permissible Grade Raise Plan (Drawing PG3130-7) in Appendix 2 of the Geotechnical – Existing Conditions Report (Paterson Group).

- Recommendations: The existing conditions report provides preliminary design information. A detailed geotechnical investigation will be required once the proposed design is finalized. It is recommended that the following be carried out once the design plans and site development are determined:

- 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 Ministry of the Environment 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).

3.3 Environmental Noise Feasibility Assessment

Prepared by Gradient Wind, Report No. 20-171, dated September 14th, 2020

The Environmental Noise Feasibility Assessment prepared by Gradient Wind states that the major sources of traffic noise that could impact the residential subdivision are the future Cumberland Transitway, Brian Coburn Boulevard, and Mer Bleue Road. Also, a major collector road (Fern Casey Boulevard) and the proposed collector in the plan of subdivision (Ascender Boulevard) are considered to have a noise impact on the development area.

The results of the roadway traffic noise calculations 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 future Cumberland Transitway.

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. 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. 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 (located to the north of the future Cumberland Transitway and Brian Coburn Boulevard corridor) on the proposed subdivision. The results indicate that the noise levels produced by activities associated with the SDF are within the noise level limits of the City of Ottawa.

3.4 Phase I Environmental Site Assessment

Prepared by Paterson Group, Report PE4999-LET.01, dated August 26th, 2020

The Phase 1 ESA prepared by Paterson Group reviewed findings of the previous 2015 Phase I ESA, this report concluded that three potentially contaminating activities (PCAs), resulting in areas of potential environmental concern (APECs), were identified on the subject site.

These APECs include:

- A former metal workshop building situated at 2284 Mer-Bleue Road, located in the eastern portion of the subject site;
- The placement of fill material in the area surrounding the former metal workshop, located in the eastern portion of the subject site;
- The placement of fill material in the northeastern portion of the subject site, adjacent to a neighbouring excavation contractor’s storage yard.

Several other off-site PCAs were also identified by the Phase I ESA, however, based on their significant distances or their cross-gradient or down-gradient orientation, the uses of these properties were not considered to pose an environmental concern to the subject site.

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.

Based on the findings of the Phase I ESA, Paterson recommended that a Phase II ESA be completed for the subject site to investigate the above noted APECs.

3.5 Phase II Environmental Site Assessments

Prepared by Paterson Group, Report PE4999-1 and PE4999-2, dated January 8th and 18th, 2021

A Phase II ESA was conducted for a parcel of land situated within the northeastern portion of the proposed Trailsedge Phase 4 subdivision. 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.

Mixed-Use Zone

The report found that PAH and metal impacted soil/fill material was identified in the northern and eastern portions of the subject site respectively, requiring some remedial work. Therefore, the report recommended 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.

The report further recommends 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, the report also noted that the concentration of chromium is in excess of the Ministry of the Environment, Conservation and Parks (MECP) 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 be maintained for future resampling if required.

Commercial Zone

A Phase II ESA was also conducted for a parcel of land (part of 2284 Mer Bleue Road) subject to future commercial land uses. The subsurface investigation for this assessment was conducted on September 29, October 19, and November 6, 2020. According to the analytical test results, the concentration of benzo[a]pyrene in soil samples was in excess of the MECP Table 2 commercial standards. Three groundwater samples were recovered from monitoring wells installed. 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.

The report recommends 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.

Further, the report finds that while in compliance with the site-specific standards, it should be noted that the concentration of PHCs and PAHs in certain areas are in excess of 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.

3.6 Transportation Impact Assessment

Prepared by Castleglenn Consultants, Report 7224, dated January 20th, 2021

Castleglenn Consultants prepared a transportation Impact Assessment (TIA) in January 2021, which fulfills the required steps of the City of Ottawa's TIA Guidelines. The report recommends that the City of Ottawa be encouraged to assemble the appropriate conditions that would permit the development application for the development to proceed.

The following transportation infrastructure improvements are recommended within the report:

- 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 Pedestrian Level of Service (PLOS) and Bicycle Level of Service (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 2 lands located 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.

3.7 Environmental Impact Statement

Prepared by GHD Limited, dated August 26th, 2020

The Environmental Impact Statement (EIS) indicates that a Natural Environment Existing Conditions Report was prepared by GHD Limited for the EUC Phase 3 Area lands that fall within an area requiring a CDP prior to development. Natural environmental surveys and background research were conducted by GHD Limited over multiple site assessments to inventory vegetation, birds, mammals, amphibians, fish and their habitat in 2012 and 2013. Additional surveys were conducted in 2020 on vegetation, wetlands, birds and Species at Risk.

The study area was generally flat with mostly former agricultural fields that have regenerated in early successional species. The site is dominated by piles of clay soils. The majority of the site was used for stockpiling soils and therefore had minimal vegetation on it except pioneer plants. This includes herbaceous species and some patches of regenerating poplar and green ash. An abandoned barn structure was identified on the eastern study limits with two ditches running north-south, just west of it. The northern triangle, north of Brian Coburn Boulevard contained meadow marsh with some upland pockets of woodland and cultural field meadow.

Surveys in August 2020 identified six nests within the barn on the subject property, two active and four inactive. The barns have been abandoned and doors left open, allowing for access to these structures. The presence of these nests deems the western barn as nesting habitat. 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.

The following section summarizes GHD's recommendations on how the proposed development can occur in compliance with applicable federal, provincial and other regulatory pieces of legislation, policies, official plans (OPs) and OP amendments.

- General Recommendations:
  - 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.
  - Conservation Authority be consulted in order to determine the best option for the removal of the wetland on the future mixed use development lands.
  - 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.
  - 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.
  - Obtain relevant permits from Conservation Authority.
  - MECP must be contacted in order to pursue an Endangered Species Act permit for the removal of habitat for barn swallow.
  - GHD's recommendations have been made to address potential impacts to natural heritage features and/or their functions during site preparation, construction and post-construction periods. Additional dialogue with the MECP is required to ensure Endangered Species Act permits are obtained for barn swallows.

- Cumulative Impacts
  - Cumulative effects are changes to the environment that are caused by this project, in combination with other past, present and future initiatives. There is potential for future construction and maintenance works to occur within the same area. Potential adverse environmental effects associated with these types of projects are localized, short term and have a low likelihood of occurring provided mitigation measures are properly implemented. Given that each project is subject to its own specific EIS, and applicable environmental Guidelines, the possibility of cumulative effects is low and therefore not significant.

3.8 Archeological Assessment

Stage 1 (Prepared by Golder, dated October 15th, 2014), Stage 2 (Prepared by Paterson Group, Report No. PA1192-REP.01, dated January 26th, 2021), and Stage 3 (Prepared by Paterson Group, Report No. PA1206-REP.01, dated January 26th, 2021)

Paterson Group, on behalf of Richcraft, undertook a Stage 3 archaeological assessment of the subject lands. The final assessment considered the Stage 1 and Stage 2 assessments. The Stage 1 assessment, undertaken by Golder Associates

(Golder Associates Inc. 2013), found that portions of the study area exhibited archaeological potential and recommended a Stage 2 Archaeological Assessment.

As such a Stage 2 Archaeological Assessment was undertaken on the areas with recommended archaeological potential. The Stage 2 archaeological assessment resulted in a small collection of historic material that represent the remains of historic farmsteads occupied in the mid-late 19th century.

The Stage 3 assessment of the site 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 Family Site during the Stage 3 assessment.

The Proulx site 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 (MH STCI 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). Based on the results of this investigation it is recommended no further archaeological study is required for the subject property as delineated in Map 1.

4.0
Public Engagement Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, the Province of Ontario is in a state of emergency due to the global COVID-19 pandemic, and in-person meetings and open houses are not in keeping with public health recommendations. Accordingly, some components of the consultation will be held in a virtual format.

The following steps in the consultation strategy are proposed:

- Email notification to Councillor Dudas's office and the Chapel Hill South Community Association in advance of application submission;
- Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- Statutory public meeting for the Plan of Subdivision application; and
- Statutory public meeting for the Zoning By-law Amendment application (Planning Committee).

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.

5.0
Conclusion

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 along with commercial areas, and municipal 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, townhouse, mixed-use, and commercial uses. As 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 (2021).

- 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) and the draft policies (November 2020);

- The proposed Zoning By-law Amendment would apply a Residential Third Density, Subzone YY with Exceptions (R3YY[XXXX]), General Mixed Use (GM[XXXX]), and General Mixed Use, Height Maximum 85 Metres (GM[XXXX] H(85)) 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.

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