



**DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION  
DELEGATED AUTHORITY REPORT  
PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT**

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**Site Location:** 6429 Renaud Road

**File No.:** D07-16-21-0006

**Date of Application:** April 15, 2021

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This application submitted by Fairouz Wahab on behalf of Richcraft Homes Ltd. is recommended for DRAFT APPROVAL, subject to the following Standard and Special Conditions, as attached.

September 11, 2024

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Date

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John Sevigny,  
(A) Manager, Development Review  
Planning, Development and Building Services  
Department

Attach(s):

1. Conditions of Draft Approval
2. Draft Plan of Subdivision

**DRAFT PLAN OF SUBDIVISION APPLICATION  
SUPPORTING INFORMATION**

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File Number: D07-16-21-0006

**SITE LOCATION**

6429 Renaud Road, and as shown on Document 1.

**SYNOPSIS OF APPLICATION**

The subject site is situated north and south of Brian Coburn Boulevard immediately west of Mer Bleue Road within that portion of the recently Council-approved East Urban Community (EUC) Phase 3 Area south of the future Cumberland BRT Transitway and hydroelectric power transmission corridors that divide the community.

The subject irregularly-shaped lands have an area of 27.02 hectares (66.72 ac.) with approximately 440 metres of combined frontage along Mer Bleue Road both north and south of Brian Coburn Boulevard.

Immediately north of the site are the planned Cumberland Transitway and the hydroelectric power transmission corridor running parallel to each other. Further north of the transitway and hydro corridor are the balance of the EUC Phase 3 Area undeveloped lands, to be predominantly developed in Richcraft’s Trailsedge Phase 5 subdivision. Innes Road is located approximately one kilometer to the north. The site is surrounded in all other directions, including east of Mer Bleue Road, by the developing low- and medium-density residential communities of Trailsedge, Trailsedge – East and Avalon West.

The proposed plan of subdivision will implement the EUC Phase 3 Area Community Design Plan (CDP) and consists of 141 single detached lots, several blocks for 166 townhouse and 124 back-to-back townhouse dwellings fronting along a network of rectilinear public streets. Two proposed mixed-use blocks (Blocks 197 and 198) and lands for future commercial development (Block 196) are planned along the eastern and northern edges of the subdivision along the arterial roads and the planned future BRT station at Mer Bleue Road. A 0.41-hectare park is proposed in the approximate centre of the subdivision, as contemplated by the CDP.

**Residential Units and Types**

<b>Dwelling Type</b>	<b>Number of Units</b>
Townhouse	290
Detached	141
Apartment	TBD (will be provided in future mixed-use blocks 197 and 198, and part of a future Site Plan Control application)

## Related Applications

The following application is related to this proposed development:

- Zoning By-law Amendment - D02-02-21-0023

## DISCUSSION AND ANALYSIS

It is recommended that the application be approved.

The subject application has been examined pursuant to the provisions of the Official Plan (OP), East Urban Community Phase 3 Secondary Plan (SP) and Community Design Plan (CDP).

In the OP the lands are within Schedule B8 – Suburban (East) Transect and are designated both Neighbourhood and Minor Corridor where the subject site is adjacent to Brian Coburn Boulevard or Mer-Bleue Road. Some lands along the Minor Corridor and near to the future planned Bus Rapid Transit-way Station at the northeast corner of the site are covered by the Evolving Neighbourhood overlay. In both the SP and CDP the lands are designated Low-Density Neighbourhood, Commercial, and Mixed-Use.

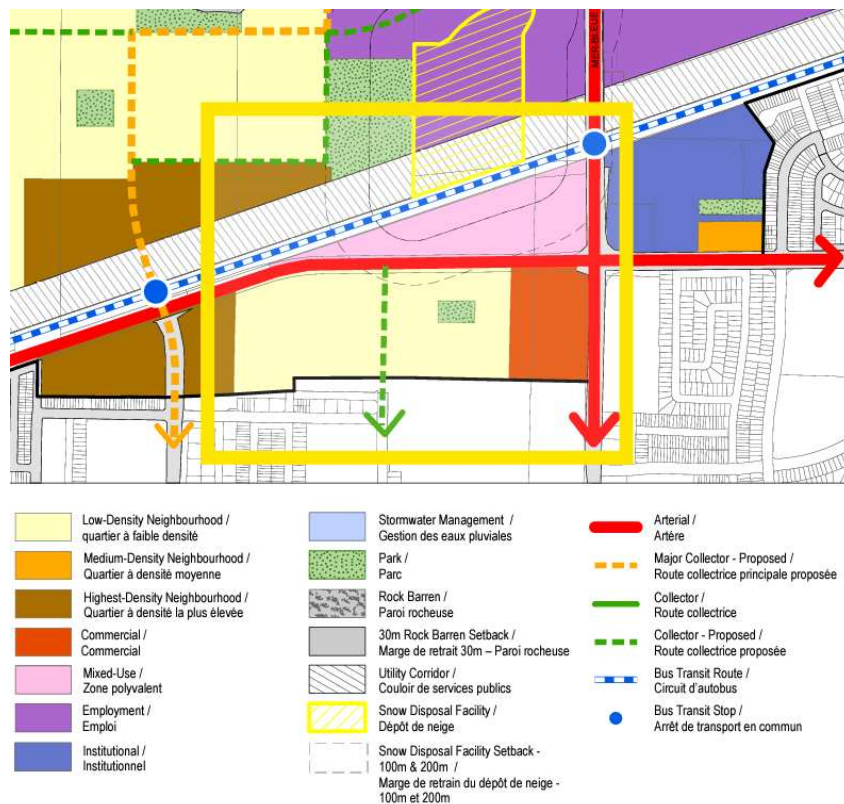


Figure 1 - Snapshot of the subject land designations in the SP/CDP (yellow boundary generally highlights the subject lands)



The proposed development is consistent with OP policies, specifically section 5.4.4, where direction is provided for new development in the Suburban Transect. The proposed development is also consistent with the Demonstration Plan and other figures in the CDP which provide for the intended street layout, pedestrian connections, cycling facilities, location and size of parkland, and lotting pattern for this area. The commercial and mixed-use block are consistent with the CDP intent for those blocks and will support their eventual development through future Site Plan Control applications.

The Plan of Subdivision will create an efficient street network using City standard rights-of-way (ROW's) and will provide appropriate pedestrian and active transportation connections through the site and to the proposed park and commercial block. The mix of townhouse and detached units are an appropriate density and distribution for the area. Tree planting in municipal ROW's will be supported through the site based on an evaluation on local soil conditions and located with appropriate soil volumes to be reviewed prior to registration. Engineering criteria for servicing, grading and stormwater discharge have all been evaluated and deemed acceptable for draft plan approval and will also be reviewed in full detail prior to registration.

A future Zoning By-law Amendment will be processed to support the development of the residential, commercial, and mixed-use areas considered through this Draft Plan application. Zoning permissions and details will be implemented to re-zone the property from a Development Reserve (DR) zone to appropriate zones, allowing the proposed uses in accordance with relevant planning policy.

The conditions of approval are supported by the applicant and Ward Councillor.

The proposed development does not require an expenditure of municipal funds over and above those funds recovered by development charges or for which an allocation has been made in a Council approved budget.

Special conditions are contained in the Conditions of Draft Approval to account for site specific elements, which include:

- Condition 34, which permits for transitional grading between the interface of the subdivision and the Brian Coburn Boulevard right-of-way in order to avoid the need for retaining walls, which are specifically restricted from any City Right-of-way or City-owned easements. The transitional grading will be reviewed through the detailed design process.
- Conditions 78 to 79 are included at the request of both the Rideau Valley Conservation Authority and South Nation Conservation Authority.
- Condition 88 is to protect the public in the event any restrictions on development need to be implemented as a result of the Mud Creek CIS Class East addendum.
- Condition 125 ensures the "partial" blocks provided through this Draft Plan of Subdivision will be consolidated with the adjacent blocks to the south (upon



which an inhibiting order was previously placed), to create full developable townhouse blocks.

- Condition 129 is to ensure area-specific development charges are collected prior to issuance of the building permit.

## CONSULTATION DETAILS

Councillor Catherine Kitts has concurred with the proposed conditions of Draft Approval.

Councillor Catherine Kitts indicated the following:

While I've had the opportunity to see Trailsedge blossom into a vibrant and established community, I must highlight my concerns with the Transportation Impact Assessment (TIA) data included in the proposed Phase 4 development. This phase, which veers sharply from the established character of the earlier phases, introduces a level of density that is unsustainable without needed transportation infrastructure upgrades.

This development is expected to generate between 600 to 800 additional auto trips during the morning and afternoon peak hours at the already strained Brian Coburn Boulevard and Mer Bleue roundabout, a road that is already heavily congested and over-capacity as of May 2023. The TIA estimates an increase of up to 130 vehicles per hour heading westbound on Brian Coburn during the morning rush hour. September 2022 data shows this roundabout already operating at a 92% capacity—numbers collected during the pandemic when many were still working from home. Additional traffic during the afternoon rush hour simply cannot be accommodated as intersections along Brian Coburn Boulevard are already operating beyond failure.

It is my fear, rooted in the lived experiences of an incomplete transportation network in this area, that traffic from this development will push our infrastructure even further past its breaking point.

I am also concerned with the TIA's reliance on speculative numbers. A 5% reduction in background traffic is assumed due to the LRT Stage 2 extension to Trim—a project that's still a year away from completion. LRT stations are located a 13-minute drive, 50-minute transit trip, 35-minute bike ride, or a 2-hour walk from this development. I am not at all confident that the arrival of LRT to the north end of Orléans will make a significant impact on traffic without funding for a rapid bus network in South Orléans.

To that end, an additional 5% reduction is projected based on the Cumberland BRT Transitway, expected to be operational by 2036. At this time, there is no funding available for a major infrastructure project that the TIA states will be operational in 12 years' time. We're being asked to accept these hypothetical reductions for a transportation solution that won't potentially materialize for over a decade and hasn't since it was proposed in our community in 1997.



I do appreciate the developer's willingness to incorporate mixed-use elements and lower the tower height in response to community feedback. But when it comes to the transportation impacts, we simply cannot ignore the glaring deficiencies in our infrastructure, which this development will only worsen. I do not feel like this TIA is rooted in reality, and question its merit completely. The numbers don't lie, and they paint a picture of increased congestion, longer commute times, and a strain on our already overburdened road network that is in dire need of infrastructure upgrades.

### Response to Comments

Staff understand the Councillor's concerns and can appreciate the realities of the traffic issues in her ward. The comments related to tower heights and future development are more relevant to the related Zoning By-law Amendment, which will be brought to Planning and Housing Committee for further comments and public input prior to the end of 2024. Despite that, ultimately the Transportation Impact Assessment was reviewed and approved by Transportation Engineering staff.

### **Public Comments**

This application was subject to the Public Notification and Consultation Policy. Public comments were received through the course of reviewing the application. Nearby residents were provided notice, and a sign was posted on-site.

A public information session was held on June 8, 2021, and was attended by both area Councillors Laura Dudas and Catherine Kitts, the file planner at the time: Michael Boughton, and the applicant's consulting team.

Public comments were summarised and provided to the applicant with the first submission comments. Relevant comments to the Plan of Subdivision are further summarised as the following:

- Adequate infrastructure should be provided that can support the subdivision.

*Staff response: A Functional Servicing Report was submitted which demonstrated there are sufficient storm, sewer, and water services to the development lands. Overall sanitary, storm, watermain, and grading plans, in addition to the Functional Servicing Report, were all reviewed by City Engineering staff and deemed sufficient to support this Draft Plan Approval. Detailed Engineering review will be undertaken prior to registration as part of the 'detailed design' process.*

- The subdivision does not have sufficient parkland to accommodate the residential population. Cash-in-lieu of parkland should not be accepted.

*Staff response: The East Urban Community Phase 3 Community Design Plan (CDP)*



*process included an Area Parks Plan (APP) for the area in which this Plan of Subdivision is located. The APP “is a high-level planning document that explores and makes recommendations on the distribution, programming and high-level costing for parks within the Study Area. The goal of the APP is to ensure that all residents have access to open space and recreation opportunities.”*

*No cash-in-lieu of parkland is being taken with this application. Required parkland is partially being taken as the parkette shown in this plan and is partially being carried forward to the future Trailsedge Phase 5 development where larger parks spaces will be provided as identified in the APP and CDP.*

- Area schools are already at capacity. How will the plan address overcrowding in existing schools?

*Staff response: No school blocks were required nor provided as part of this subdivision area. School boards were circulated the development application for their consideration.*

- The destruction of existing trees is a major concern. Six different species of mature trees are on-site. How will trees be retained?

*Staff response: An Environmental Impact Statement was provided, which included a required evaluation of the natural features and existing vegetation on the subject lands. The conclusions of the study were that the proposed development will not result in negative impacts on identified Natural Heritage Features or their functions. City Environmental Planners reviewed the study and accepted its conclusions.*

*The Subdivision will provide for tree planting consistent with the City’s guidelines, which generally provide for one tree per lot.*

- There are existing issues with the transportation network that this subdivision will only make worse. There is no funding for BRT and existing roads are overburdened. What is staff’s response?

*Staff response: A Transportation Impact Assessment (TIA) was submitted with the application and provided justification for both the proposed road network and the proposed level of density within the existing community. City staff reviewed the TIA and found it to be acceptable. As to the issue of BRT, while there is no current funding for BRT, the Official Plan identifies future BRT stations and directs development to those areas to create future transit-supportive densities.*

- There are only few bicycle paths linking communities in this area. Why is there not a cycle network built into this proposed plan?



*Staff response: The East Urban Community Phase 3 Community Design Plan (CDP) has a “Pedestrian and Cyclist Facilities Plan” that identifies only Street 28 in the Draft Plan of Subdivision as having a “potential multi-use pathway” which would support cycling. The draft rights-of-way provided with the Draft Plan of Subdivision identify a multi-use pathway in the required areas.*

- There is no commercial space in the area. Residents need to drive along existing roads to access the only commercial areas. New development will exacerbate existing issues.

*Staff response: Block 196 in the Draft Plan of Subdivision is approximately 4.25 hectares in size and will be zoned and developed as a commercial block.*

- Orléans has no inclusive, affordable, and accessible rentals for adults with disabilities. Why do aging parents need to move away from their children to be able to live as independently as possible? How much affordable housing will be provided?

*Staff response: Staff understand that no affordable housing will be provided in the single-detached or townhouse blocks/lots in this subdivision. There may be affordable housing provided with the future development of the mixed-use block, but no current commitments from the developer.*

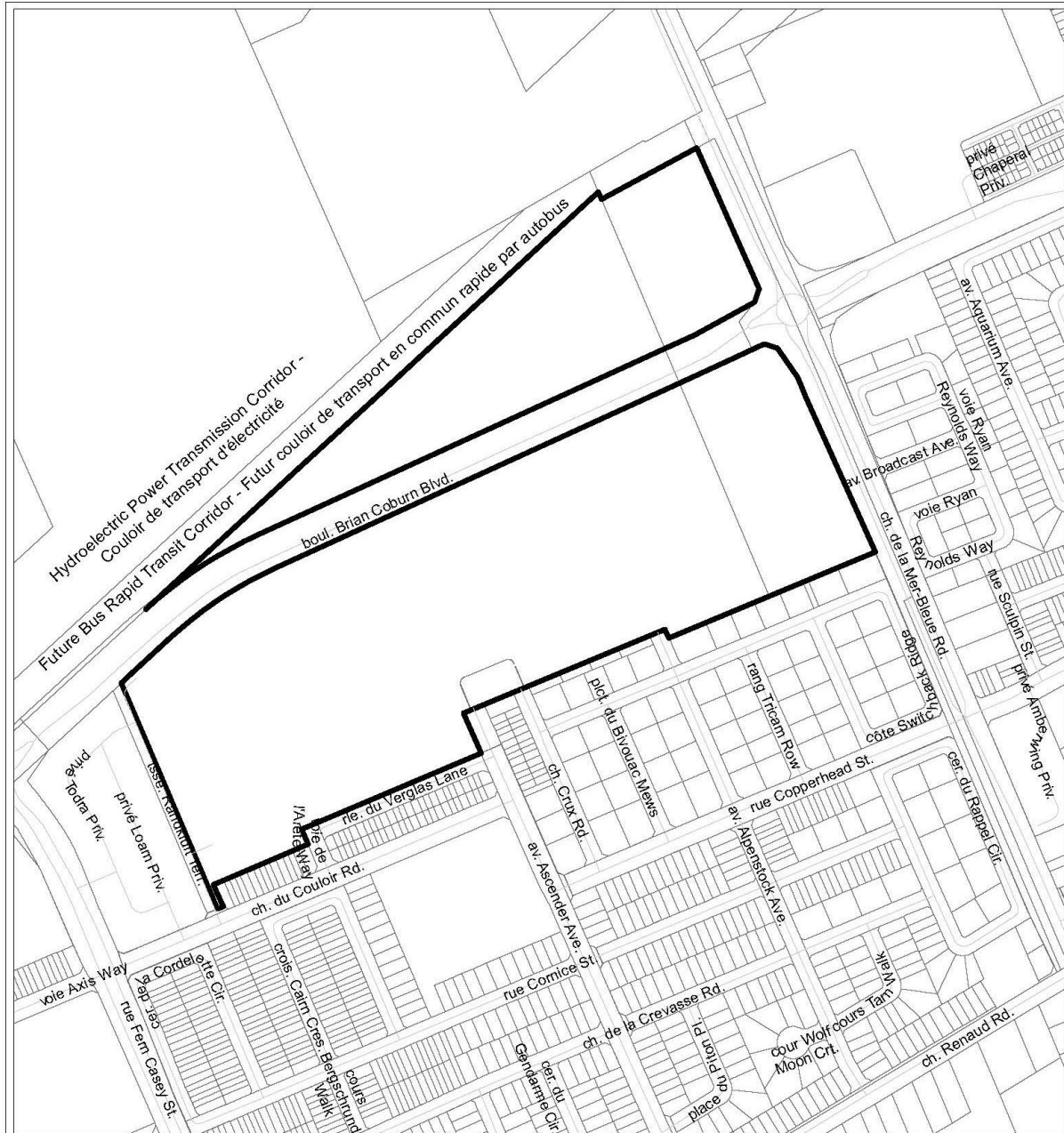
## **APPLICATION PROCESS TIMELINE STATUS**

This Plan of Subdivision application was not processed by the “On Time Decision Date” established for the processing of an application that has Manager Delegated Authority due to the complexity of issues associated with the application.

**Contact:** Kelly Livingstone Tel: 613-580-2424, extension 26842 or e-mail: [kelly.livingstone@ottawa.ca](mailto:kelly.livingstone@ottawa.ca).



# Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE PLAN OF SUBDIVISION / PLAN DE LOTISSEMENT	
D02-02-21-0023	24-0757-D	<b>6429 ch. Renaud Road</b> <b>2285 ch. de la Mer Bleue Road</b>	
D07-16-21-0006			
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