



Trailsedge Phase 5 Subdivision

Planning Rationale
Draft Plan of Subdivision Addendum
July 2, 2025



Prepared for Richcraft Group of Companies

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Introduction

Fotenn Consultants Inc. (Fotenn) was retained by Richcraft Group of Companies (Richcraft) to prepare this Planning Rationale in support of an addendum to the Draft Plan of Subdivision application for the land municipally known as 3672, 3730, and 3828 Innes Road (“subject lands”) (see Figure 1). Richcraft is proposing a residential subdivision which incorporates parkland and municipal rights-of-way on the subject lands, as planned in the recently approved East Urban Community (EUC) Phase 3 Area Community Design Plan (CDP) (2021).

1.1 Application Summary

The subject lands are located at the south end of the community of Orléans in the City of Ottawa, within Ward 6 – Innes. A range of dwelling types and densities are proposed, in addition to parkland and employment lands.

To establish the desired urban residential development, the following applications are required:

- / **Draft Plan of Subdivision:** To subdivide the subject lands with a residential lot layout and create new municipal parkland and municipal streets; and
- / **Zoning By-law Amendment (ZBLA):** To re-zone the property from various industrial zoning typologies to zones commensurate with the proposed uses, including:
 - o “Residential Third Density Zone, Subzone Z, with Exceptions (R3Z[XXXX])” for the residential component;
 - o “Parks and Open Space Zone (O1)” for the proposed municipal parkland, stormwater management lands, and the rock barren and adjacent lands;
 - o “Residential Fifth Density (R5)” for the future higher density blocks; and
 - o Maintain the “Light Industrial (IL2)” zoning for the employment lands located on the eastern portion of the subject lands but remove the holding zoning and Exception 1624.

This submission does not seek to formalize the zoning permissions being sought. Preliminary zoning details are provided; however, a forthcoming amendment to the Zoning By-law Amendment application shall address the complete zoning provisions sought.

The following studies and plans have been prepared in support of the addendum to the Plan of Subdivision application:

- / Concept Plan prepared by NAK, dated June 25, 2025;
- / Plan of Subdivision, prepared by Annis O’Sullivan Vollebakk Ltd. dated May 27, 2025;
- / Community Park Fit Plan, prepared by NAK, dated June 28, 2025;
- / Preliminary Streetscape Plan, prepared by NAK, dated June 25, 2025;
- / Functional Servicing Report, prepared by DSEL, dated June 2025;
- / Environmental Noise Feasibility Assessment, prepared by Gradient Wind, dated May 30, 2025; and,
- / Updated Traffic Analysis and Design, prepared by Castleglenn Consultants, dated May 22, 2025.

1.2 Overview of Subject Lands

The subject lands, which are legally known as Part of Lots 1, 2, 3 and 4, Concession 3 (Ottawa Front), Geographic Township of Gloucester and Part of Block 115 Registered Plan 4M-1545, are an irregularly shaped land holding with an approximate area of 80.4 hectares (Figure 1). The lands have approximately 350 metres of frontage along Mer Bleue Road, an Arterial Road located along the eastern edge of the subject lands. Despite the lands having an Innes Road address, the subject lands do not have any frontage along Innes Road (another Arterial Road). The southern boundary of the subject lands is defined by the northern edge of a 91-metre wide hydro corridor managed by Hydro One Networks Inc. via an easement over privately-owned lands.

The subject lands are generally flat but slope gradually upward toward Innes Road. The subject lands are characterized by cultural meadows, numerous deciduous woodlots, wetlands, and a rock barren. The rock barren is located in the north central portion of the subject lands, along the southern perimeter of Innes Park Woods, a City-owned protected woodlot. The rock barren combined with the adjacent 30 metres of land are considered Significant Wildlife Habitat for terrestrial reptile and as per the EUC Phase 3 Area CDP, are not proposed to be developed.



Figure 1: Location of Subject Lands

1.3 Area Context

North

North of the subject lands is Innes Park Woods, a significant woodlot owned by the City of Ottawa. The woodlot is designated Urban Natural Features and zoned Environmental Protection Zone (EP). Further north is the Innes Road Arterial Mainstreet, a mixed-use corridor that extends from Tenth Line Road in the east to Pagé Road in the west and is characterized by large-format commercial development along its southern edge. On the north side of Innes Road are residential subdivisions of various housing typologies and eras as well as a few new office developments that front onto the south side of Innes Road.

West

Immediately northwest, along Innes Road, are lands used for a moving and storage operation and a car wash. South of this commercial development are lands located within the EUC Phase 3 Area CDP which are currently under development with a mix of detached and townhouse units by Glenview Homes ("The Commons"). To the west of "The Commons" is Caivan's developing residential community of detached and townhouse units ("Orléans Village"). At the south end of "Orléans Village" is an existing stormwater management facility that will be expanded to accommodate development in South Orléans. Further west is the established Chapel Hill South community, beyond which is the Greenbelt.

South

To the immediate south of the subject lands is a 91-metre wide hydro corridor managed by Hydro One Networks Inc. via an easement over privately-owned lands. To the south of the hydro corridor is the protected corridor for the planned Cumberland Transitway, a Bus Rapid Transit (BRT) corridor which will have stations at Mer Bleue Road and Fern Casey Street. South of the BRT corridor is Brian Coburn Boulevard, a new arterial road that runs east-west through South Orléans, beyond which are earlier phases of Richcraft's and Minto's Trailsedge community, which is comprised of various densities and housing typologies.

East

The subject lands front onto Mer Bleue Road to the east. To the northeast are multiple automobile dealerships located along the east side of Mer Bleue Road, vacant lands located within the EUC Phase 3 Area CDP, and the new Montfort Health Hub by Santé Montfort located at the northeast corner of Mer Bleue Road and Brian Coburn Boulevard.

1.4 Road Network

The subject lands will be integrated into the existing and proposed road network. This includes the following new streets:

- / The northward extension of Fern Casey Street (an existing Major Collector)
- / The southward extension of Frank Bender Street (Collector)
- / The westward extension of Jargeau Road (Collector)

Major Collectors are those streets that serve neighbourhood travel between collector and arterial roads and may provide direct access to adjacent lands. Collectors are streets that serve neighbourhood travel to and from Major Collectors or Arterials and usually provide direct access to adjacent lands.

The subject lands presently have frontage on Mer Bleue Road, which is an Arterial on Schedule C4 – Urban Road Network of the City of Ottawa's Official Plan (Figure 2). Arterials are the major roads of the City that carry large volumes of traffic over the longest distances.

The western extremity of the subject lands is planned to coordinate with the adjacent subdivision development and will expand on the established network of local streets.



Figure 2: Schedule C4 – Urban Road Network of the Official Plan.

The City of Ottawa and the National Capital Commission (NCC) have entered into an agreement to extend Brian Coburn Boulevard west. As shown in Figure 2, the right-of-way shall be extended toward Innes Road, providing improved connectivity from Orleans to central Ottawa. The land swap with the NCC shall improve traffic conditions while maintaining the ecological sensitivity of Mer Bleue Bog.

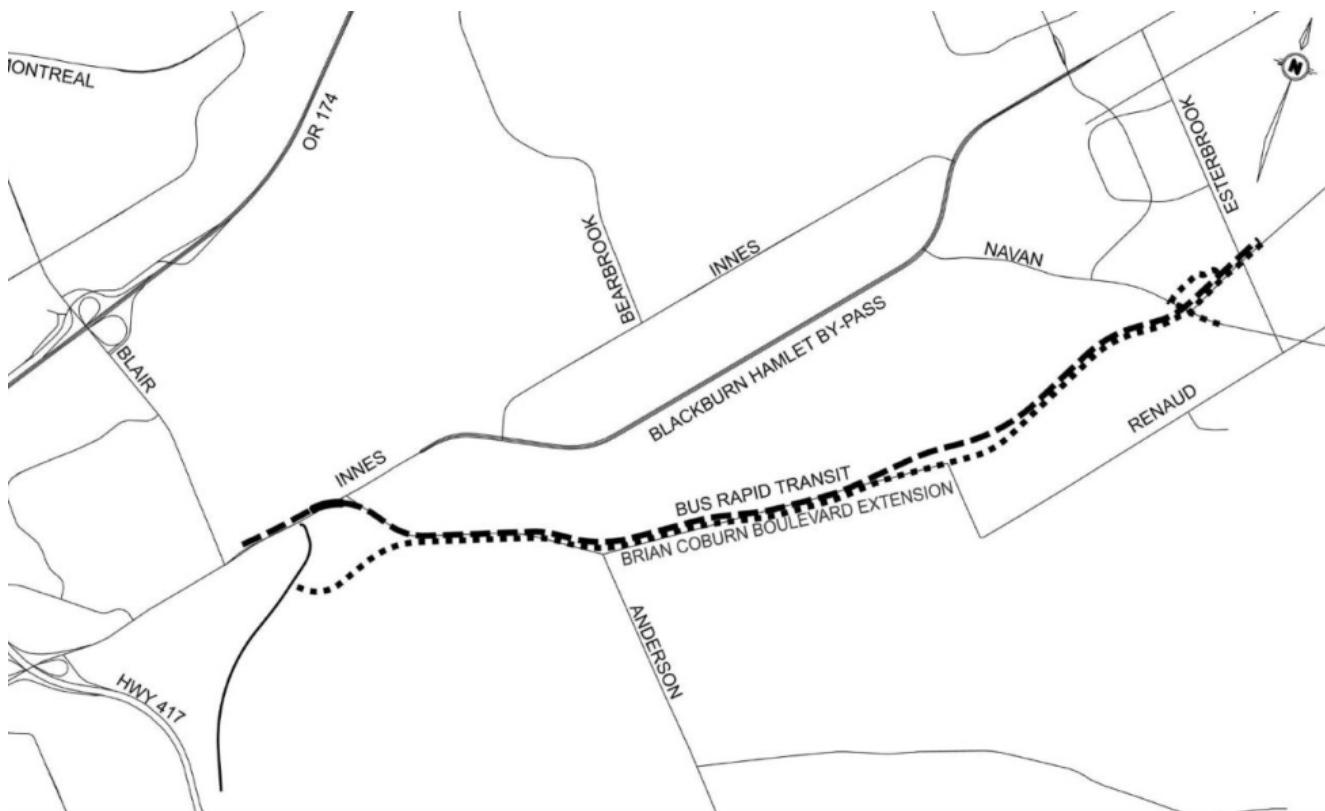


Figure 3: Proposed Brian Coburn Boulevard Extension (City of Ottawa)

1.5 Transit Network

A Bus Rapid Transit ('BRT') corridor (Cumberland Transitway) is planned to traverse South Orléans in a northeast/southwest direction, as shown on Schedule C2 – Transit Network Ultimate of the Official Plan (Figure 4). BRT Stations are planned at Mer Bleue Road and Fern Casey Street, which are located immediately east and immediately south of the subject lands respectively. Mer Bleue Road is identified as a "Transit Priority Corridor", as is Innes Road, located approximately 335 metres north of the subject lands. Transit Priority Corridors are roadways which are intended to have increased transit frequency and additional ROW design measures to allow transit improved mobility and efficiency of bus routes.

Bus routes currently servicing the general area include Routes 25, 30, 32, 225, and 231, which can be accessed from bus stops on Innes Road (Mer Bleue Road for Route 30), up to approximately 350 metres north of the subject lands. The extension of Brian Coburn Boulevard is additionally proposed to include dedicated lanes of traffic for new Bus Rapid Transit (BRT) with direct linkage to the LRT at Blair Station.

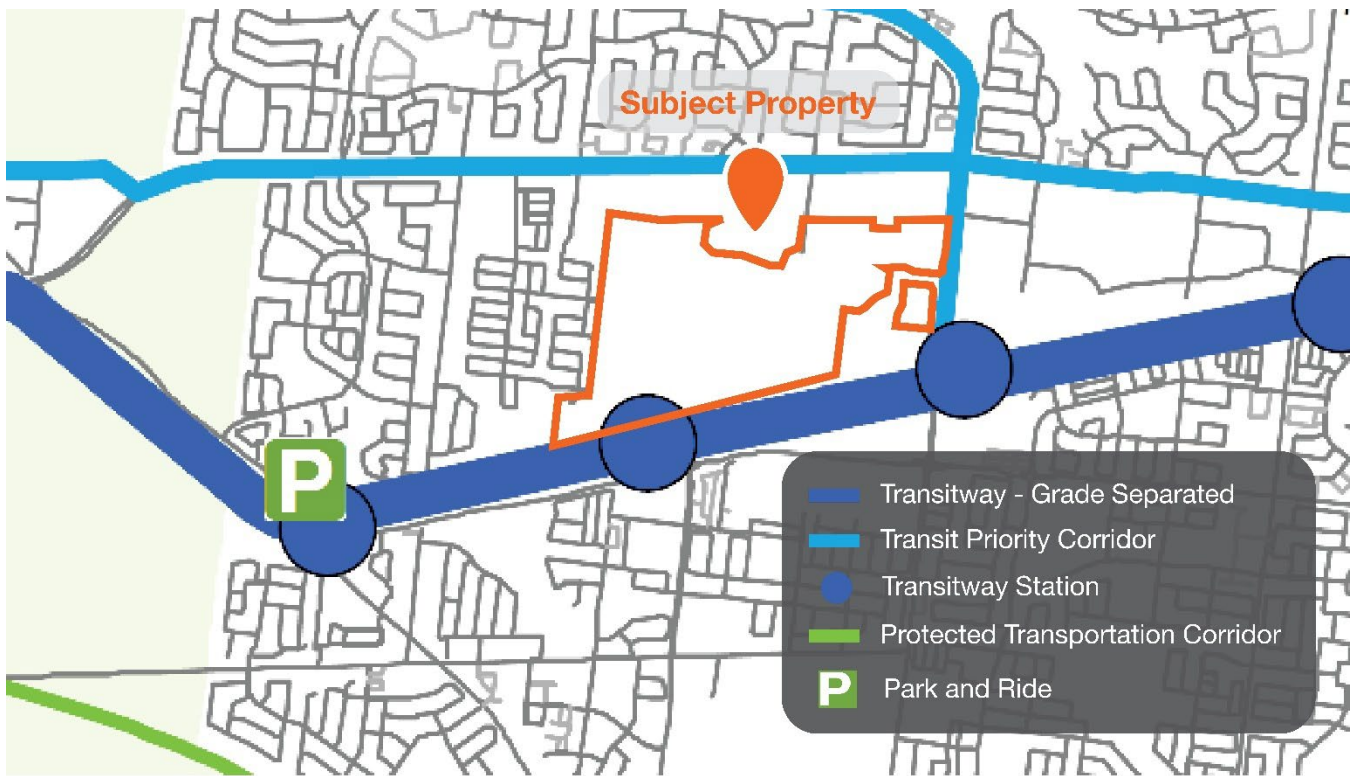


Figure 4: Schedule C2 – Transit Network of the Official Plan

1.6 Cycling Infrastructure

Cycling infrastructure in the area surrounding the subject lands has not been implemented to its full and planned extent, however, as more development is completed and the necessary infrastructure and roads are added, cycling infrastructure, including multi-use pathways (MUPs), will continue to expand. Schedule C3 – Active Transportation Network of the Official Plan (Figure 5) demonstrates existing and planned cycling infrastructure through and surrounding the subject site.

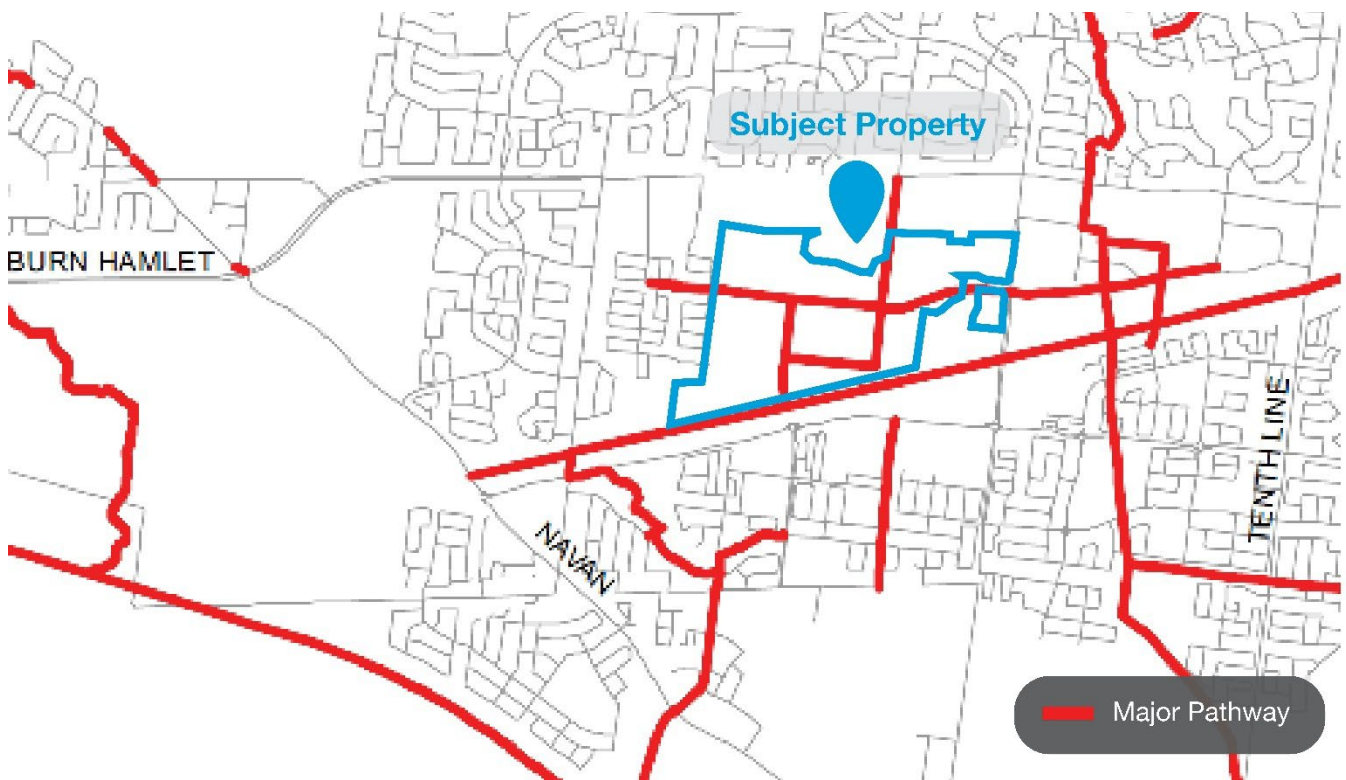


Figure 5: Schedule C3 – Active Transportation Network of the Official Plan.

2.0

Proposed Development

Richcraft is proposing a residential and employment subdivision on the subject lands, which would form Phase 5 of the growing Trailsedge community. The subdivision lands are 62.46 hectares in area, comprised of 38.75 hectares of low, medium, and high density residential areas across the western side of the subject lands, 18.647 hectares of employment areas focused between Frank Bender Street and Mer Bleue Road, 5.066 hectares of parkland, and 3.65 hectares of open space.

Five blocks are proposed to remain as multi-blocks through the current applications and shall be subject to detailed design through subsequent development applications. These blocks are proposed to meet the density rates as proposed by the EUC Phase 3 Area CDP. The purpose of the current applications as it relates to these blocks is to identify their lot boundaries and apply an appropriate zoning; these blocks will be subject to individual Site Plan Control applications in the future.

2.1.1 Low Density Residential

The low density blocks are proposed to have a total of 903 units, including 253 detached units, 367 townhouse units, 56 bungalow townhouses, 83 dual-front townhouses, and 144 back-to-back townhouse units. The 26.51 hectares of proposed low-rise housing typologies will support a diversity of housing needs in the area. Two additional

Two low density multiblocks (Blocks 280 and 352) totalling 2.626 hectares are situated along Jargeau Road, at the east and west sides of the residential limits of the subdivision. These blocks are estimated to be developed with 229 units, providing a density of 67 units per net hectare.

Table 2 of the EUC Phase 3 Area CDP estimates a unit distribution of 30% detached units and 70% townhouse units for the Low Density Residential designation. The subdivision proposes a distribution of approximately 28% detached units and 72% townhome units for the Low Density Residential component, reflecting the general intent of the CDP.

2.1.2 Medium Density Residential

A 2.48 hectare medium-density residential block (Block 261) is situated in the northwest corner of the subject lands. It is estimated that this block will be developed with 156 units based upon the density sought by the EUC Phase 3 Area CDP.

2.1.3 High Density Residential

Two high density blocks (Blocks 388 and 389) totalling 6.3 hectares are situated on the southern boundary of the subject lands, oriented on either side of Fern Casey Street, adjacent to the future BRT station to be situated in the existing hydro corridor. A density of 80 units per net hectare is proposed, providing a future unit count of approximately 504 units.

Given their respective net densities, the higher density blocks and denser low-rise typologies (townhouse and back-to-back townhouse units) are proposed on the exterior boundaries of the subdivision, closest to a Transit Priority Corridor (Innes Road) and planned BRT corridor, while detached homes are proposed predominantly in the internal to the subject lands.

2.1.4 Parks and Open Space

The proposed subdivision also includes two (2) future municipal parks, as planned in the EUC Phase 3 Area CDP and associated Area Parks Plan. These parks include:

- / A 3.87 hectare Community Park located along the east side of the southern extension of Frank Bender Street, which abuts the snow disposal facility to the east and future employment lands to the north; and,

- / A 1.2 hectare Parkette located on the north side of Jargeau Road with Block 278 of open space and rock barren to the north and an additional 0.61 hectares of linear park to the east extending along Jargeau Road to the intersection with Frank Bender Street.

The Facility Fit Plans prepared for the community park demonstrates the park shall contain the following elements (Figure 6):

- / baseball diamond;
- / skateboard area;
- / boarded multi-purpose court;
- / splashpad;
- / junior play area;
- / senior play era;
- / shade structure; and,
- / and surface parking lot for ten (10) spaces.



Figure 6: Community Park Facility Fit Plan (NAK)

2.1.5 Land Uses

Table 1. Proposed Land Uses

Land Use	Block(s)	Units	Area (hectares)
Low Density – Single detached	1 - 253	253	26.51
Low Density - Townhouses	255 – 259, 263 – 266, 281 – 288, 290 – 317, 326 – 343, 354 – 359, 368 – 371, 373 - 378	367	
Low Density – Bungalow Townhouses	344 – 351, 380 - 387	56	
Low Density – Dual Front Townhouses	267 – 275, 319 – 325, 361 - 367	83	
Low Density – Back to Back Townhouses	262, 289, 318, 360, 372	144	
Low Density – Multiblock	280, 352	~229	3.42
Medium Density – Multiblock	261	~156	2.52
High Density - Multiblock	388, 389	~504	6.3
Parks	277, 279, 390	N/A	5.07
Employment Lands	391 - 393	N/A	18.65
Rock Barren Open Space	278	N/A	4.24
Pathways	254, 260, 276, 353, 379	N/A	–

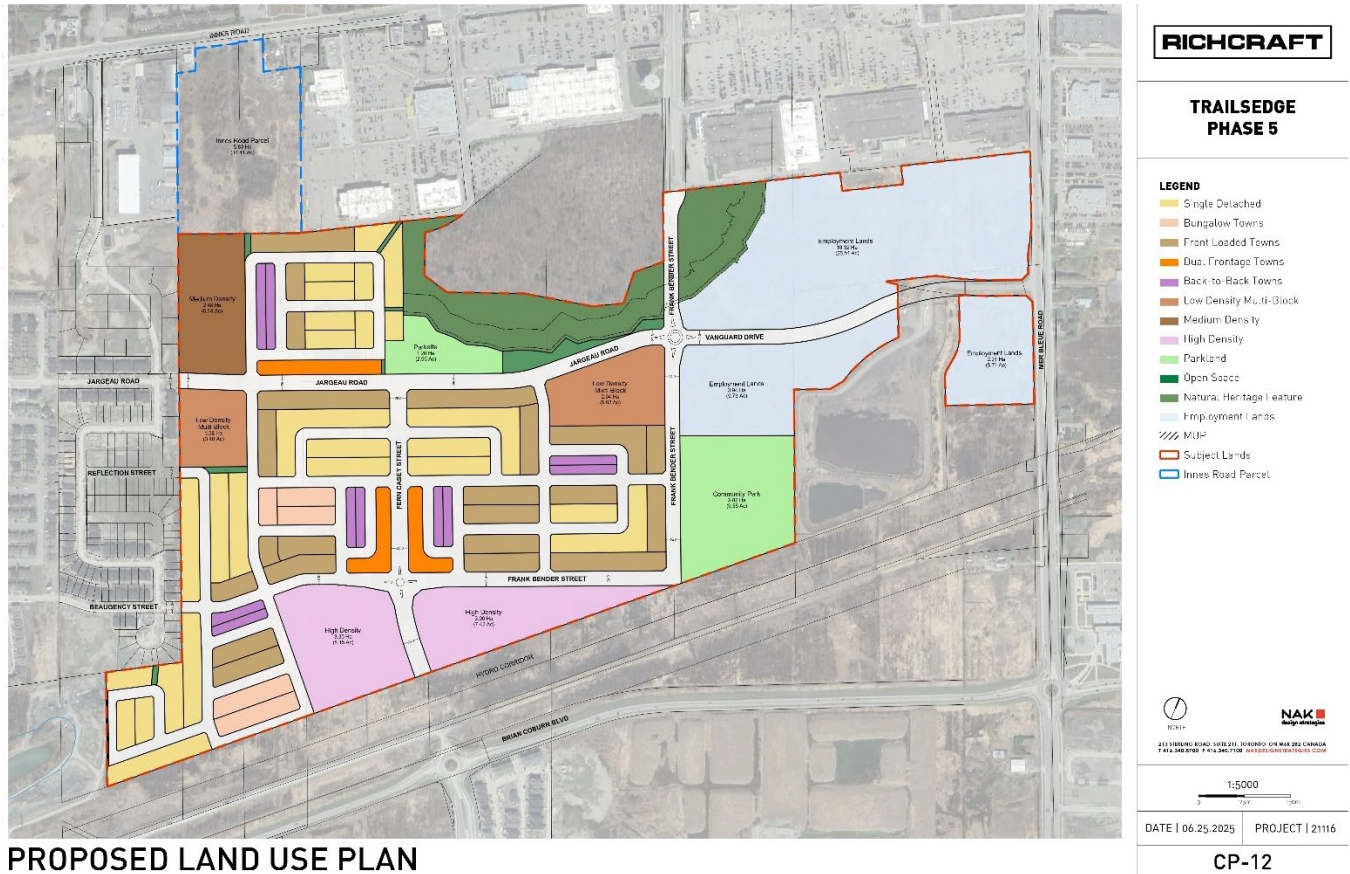




Figure 8: Excerpt from Draft Plan of Subdivision

2.1.6 Rights-of-Way

As planned on Schedule C4 – Urban Road Network of the Official Plan and the Street Hierarchy Plan of the EUC Phase 3 Area CDP, the proposed subdivision incorporates four (4) collector streets, including:

- / The eastward extension of Jargeau Road (Major Collector);
- / The westward extension of Vanguard Drive (Collector);
- / The northward extension of Fern Casey Street (Major Collector); and
- / The southward extension of Frank Bender Street (Collector).

The location of Jargeau Road on the Draft Plan of Subdivision aligns with the planned westward extension of Vanguard Drive through Glenview's "The Commons" subdivision, followed by Caivan's "Orléans Village" subdivision.

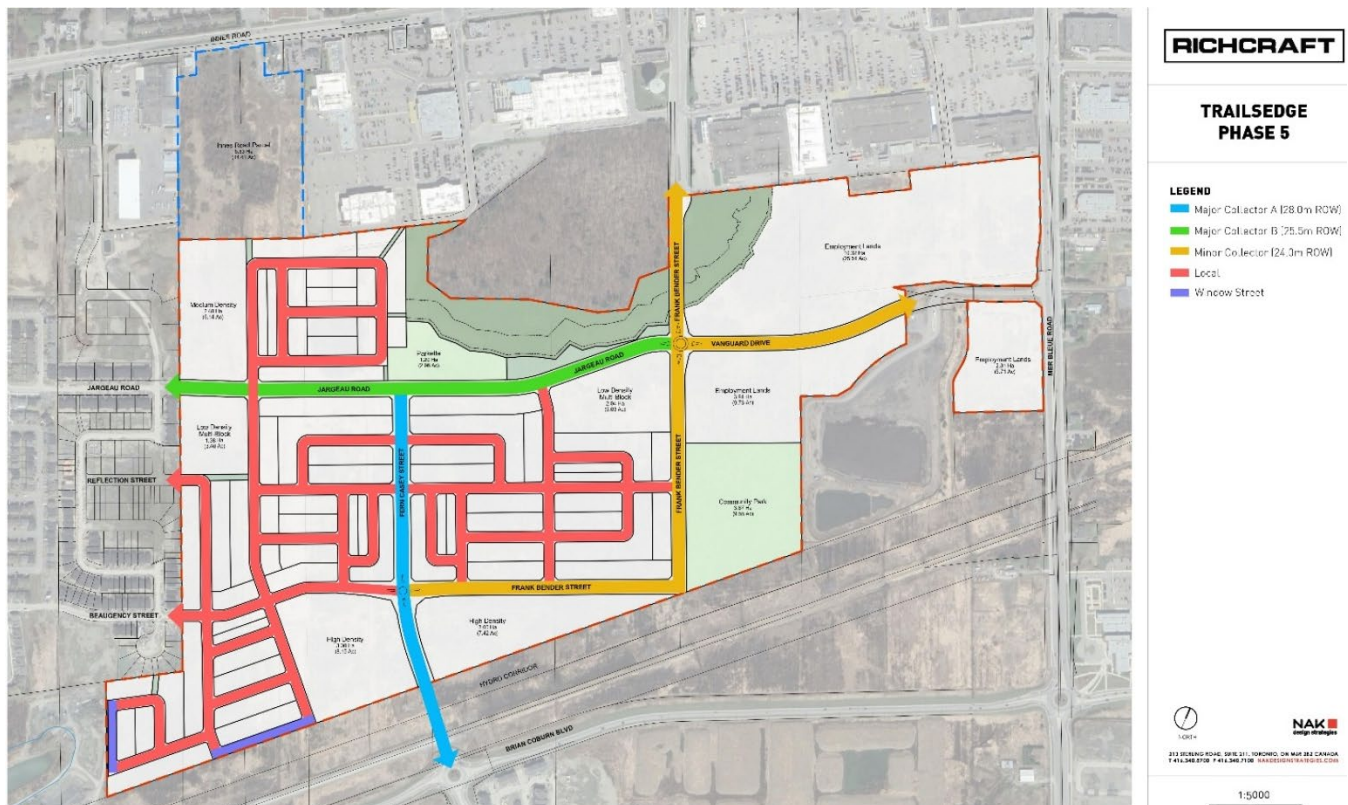


Figure 9: Road Network (NAK)

The rights-of-way are proposed to be the following widths:

- / 28 metres – Fern Casey Street;
- / 25.5 metres – Jargeau Road;
- / 24 metres – Frank Bender Street and Vanguard Drive;
- / 18 metres – All local roads (Streets 1 – 10, 12 – 17, and 19); and,
- / 13.4 metres – Street 1 along the western boundary of the Draft Plan of Subdivision.

The subdivision seeks to create rights-of-way for all users, with boulevard-separated sidewalks and MUPs. The Streetscape Plan package created by NAK demonstrates the cross sections, illustrating the multi-use approach to the rights-of-way. This modal share promotes the vision of creating 15-minute communities by incorporating enjoyable and safe active transportation options. Figure 10 demonstrates the cross section of Jargeau Road.

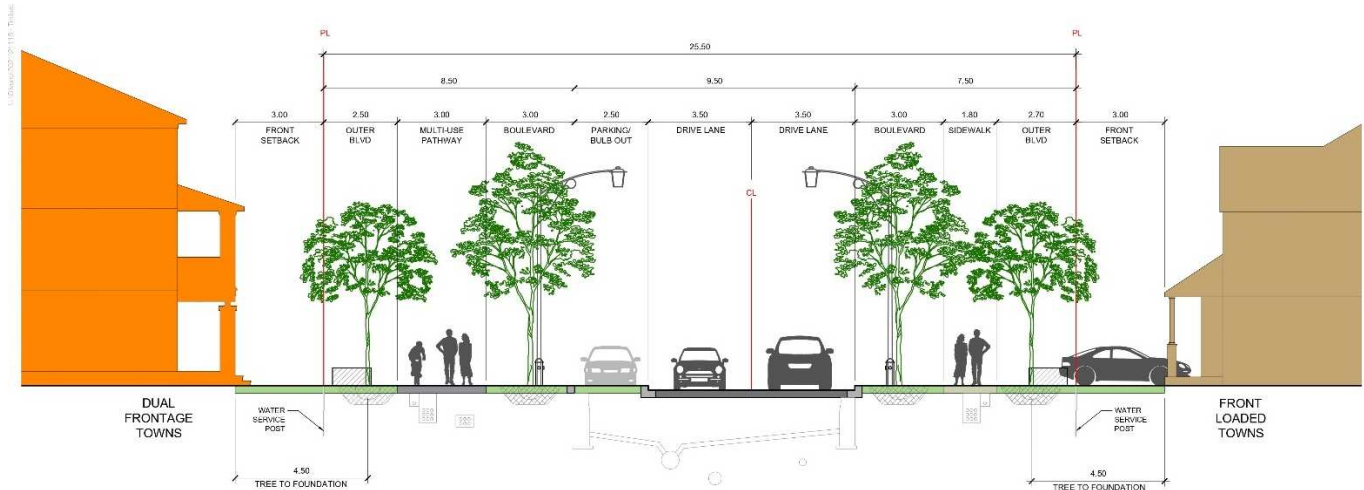


Figure 10: Jargeau Road Cross Section (NAK)

The proposed subdivision features an active mobility network through a combination of sidewalks, walkway blocks, MUPS, and recreational trails. As shown in Figure 11, sidewalks are proposed along one side of all collector roads and select local roads, promoting connectivity toward the BRT station and the park spaces. Five (5) walkway blocks shall provide convenient active transportation linkages for pedestrians and cyclists. MUPs are proposed along the northside of Jargeau Road and Vanguard, providing east–west connectivity, while MUPs along the east side of Frank Bender Street and Fern Casey Street provide north–south connectivity to the hydro corridor MUP. Winding recreational trails through the park spaces shall complement the right-of-way sidewalk network, providing a diversity of active transportation opportunities.

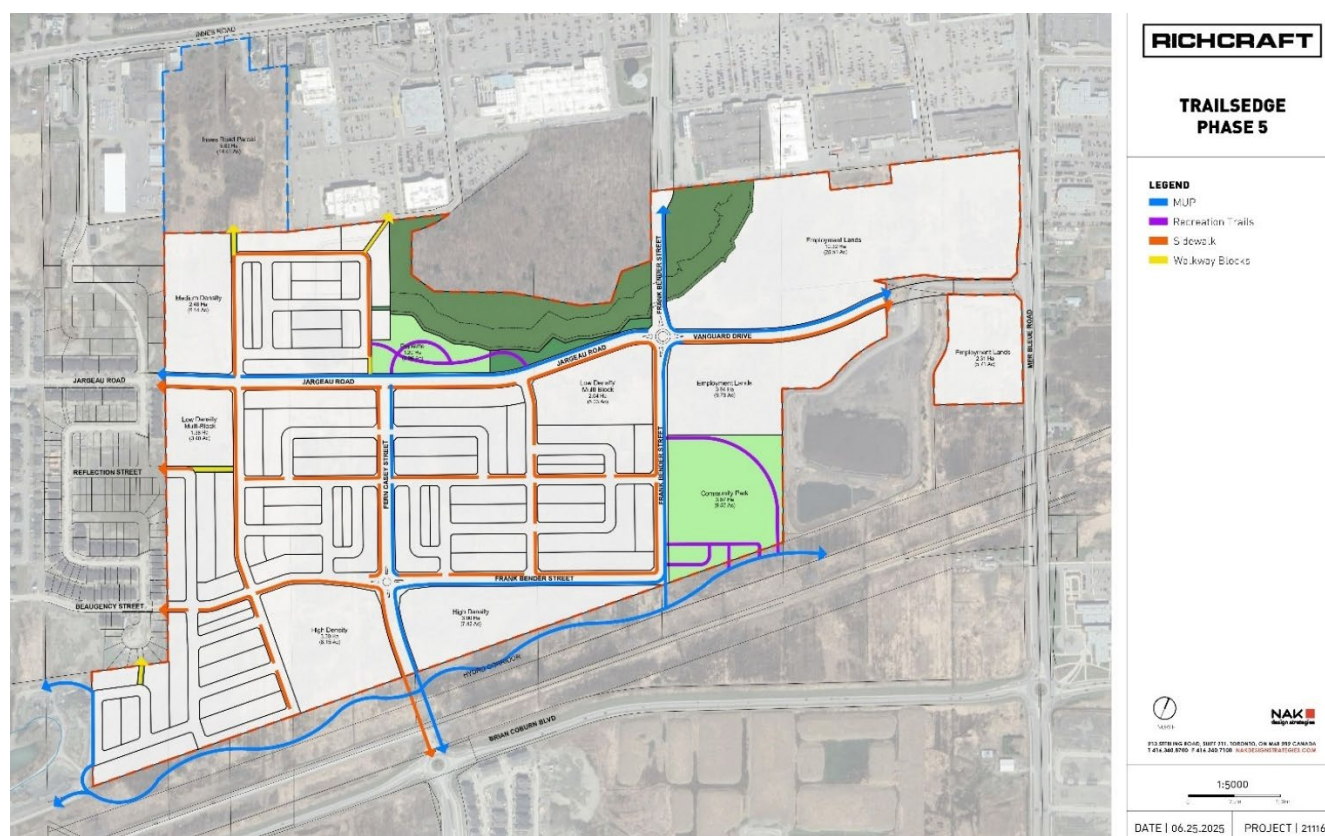


Figure 11: Active Transportation Network (NAK)

2.2 Parkland Dedication

City of Ottawa Parkland Dedication By-law 2022-280 requires the conveyance of parkland or cash-in-lieu as a condition of the development or redevelopment of land. Section 51 of the Planning Act permits that that land included in the plan be conveyed to the municipality for park or other public recreational purposes at a rate of one hectare for each 600 net residential units proposed.

3.36 hectares of parkland dedication are required for Phase 5 based upon the calculated rate of 1 hectare per 600 dwelling units and 2 percent employment land area. An additional 1.223 hectares of parkland is required in Phase 5 to capture the under-dedication from Phase 4. A total of 4.583 hectares of parkland dedication is required.

The community park and parkette would contribute 5.066 hectares of dedicated parkland. The applicant would therefore over-dedicate 0.483 hectares of parkland in order to be credited parkland dedication for potential future density sought in subsequent applications. Additionally, there is potential to include the 0.6 hectare linear park as parkland dedication, pending City approval, which would raise the total dedication to 5.666 hectares and the over-dedication to 1.083 hectares.

There are no known existing or proposed encumbrances on the proposed park blocks.

Table 2. Parkland Dedication Calculations

		Comments
Proposed Units	1792 units	This number is approximate, pending the design of the multiblocks (Blocks 261, 280, 352, 388, and 389). 903 units proposed outside of the multiblocks.
Employment Parkland	0.373 ha	2% land area
Parkland Required	2.987 ha	The Planning Act requires 1 hectare of parkland for every 600 residential units
Phase 4 Parkland Requirement	1.223 ha	Area to amend the Phase 4 under-dedication
Parkland Provided	5.066 ha	Potential to expand this by 0.6 ha with the inclusion of the linear park
Over-Dedication	0.483 ha	Potential to expand this to 1.083 ha with the inclusion of the linear park

As noted previously, Table 2 above relates to the 903 units that are proposed as part of the lotted Low Density Residential component of the Draft Plan of Subdivision. The multiblocks blocks will be subject to separate Parkland Dedication requirements, either as 1 hectare per 600 units if stacked units are proposed, or 10% of the lot area if apartment units are proposed.

Further, it is noted that there will be a Master Parkland Agreement for the CDP area that will create a mechanism which allows for compensation of parkland dedication in the event that parkland is inequitably distributed amongst landowners.

3.0 Policy and Regulatory Framework

3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (PPS) was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024. Previous submissions evaluated the policies of the PPS 2020 and found the proposed development to be consistent with the provincial policies. The new PPS provides updated policy direction on matters of provincial interest related to land use planning and development. The policies of the PPS 2024 that are of relevance to the proposed development are summarized below.

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

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

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

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

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive

- 2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.
- 2.3.1.6 Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.
- 2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
- 2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
 - a) to accommodate significant population and employment growth;
 - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
 - d) to support affordable, accessible, and equitable housing.
- 2.4.1.3 Planning authorities should:
 - a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
 - b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
 - c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;
- 3.3.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.
- 3.3.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.
- 3.9.1 Healthy, active, and inclusive communities should be promoted by:
 - a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range 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;

The proposed development will contribute to an efficient, transit-oriented development pattern in Orléans South, an urban Settlement Area strategically identified by the City for growth. The proposed development, with a density of 67 units per net hectare, exceeds the density targets set out in the Official

Plan and Secondary Plan and is consistent with the PPS 2024. The proposed diversity of single detached dwellings and varied townhouse typologies is an efficient, compact development form that will add diversity to the housing options available in the Suburban-East transect of Ottawa and strategically located adjacent to a future transit station.

3.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan sets forth specific goals and policy directions to manage growth within the City until 2046, when population is expected to surpass 1.4 million people. The primary strategic directions of this plan are referred to as “Big Policy Moves”, including:

- / Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- / By 2046, the majority of trips in the city will be made by sustainable transportation.
- / Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales.
- / Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
- / Embed economic development into the framework of our planning policies.

3.2.1 Cross-Cutting Issues

The OP also recognizes the interconnectedness of the measures required to attain these policy goals, referring to them as cross cutting issues. The proposed development supports the following subsections:

2.2.1 Intensification and Diversifying Housing Options, which aims to:

- / direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods; and
- / provide housing options for larger households.

2.2.3 Energy and Climate Change, which aims to:

- / Plan a compact and connected city; and
- / Prioritize a shift to energy efficient transportation modes.

2.2.4 Healthy and Inclusive Communities, which aims to:

- / Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities

The proposed development provides a dense block pattern of family-scale ground-oriented dwelling units within the city’s urban boundary. The rights-of-way have been designed to incorporate active transportation modal share, including separated sidewalks and MUPs, in addition to providing more than 100 required street trees.

3.2.2 Growth Management Framework

Section 3 of the OP identifies the City’s Growth Management Framework. This discusses forecasted population growth and demand for housing, as well as the location of this growth and demand. Policy 3.1.4 allocates 46% of this growth to greenfield development within the urban area – the condition which applies to the proposed development.

The policies of Subsection 3.3 relate specifically to the density of new greenfield development. Policy 3.3.1 requires the planning of residential growth within greenfield portions of the urban area to be planned as 15-minute

neighbourhoods, while Policy 3.3.5 states that new neighbourhoods shall be designed around the notion of easy pedestrian access to transit.

Table 3b of the Official Plan provides Neighbourhood density targets for each transect. The subject lands are identified as providing a minimum density of 40 to 60 dwellings per net hectare.

3.2.3 Housing

Section 4.2 of the OP, City-Wide Policies for Housing, discusses the importance of increasing supply of a broad range of housing typologies throughout the city. The following policies apply to the proposed development:

- 4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city
1. A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
 - b. Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
 - c. Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure; and
 - d. Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability.
 2. The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:
 - a. Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law.
 - b. Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
 - c. In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The subdivision responds to the shift toward 15-minute communities by introducing a range of dwelling typologies and densities in proximity to rapid transit, commercial spaces, and neighbourhood parks.

3.2.4 Urban Design

Subsection 4.6.6 provides city-wide direction for the sensitive integration of low-, mid-, and high-rise buildings to ensure liveability is considered while meeting intensification targets. Relevant policies include:

- 4.6.6.1 To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.
- 4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions.
- 4.6.6.6 Low-rise buildings shall be design to respond to context and transect area policies, and shall include areas for soft landscaping, main entrances at grade, front porches or balconies where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed plan of subdivision provides a mix of missing middle built forms in a compact layout near a planned high-frequency transit station, contributing to the 15-minute neighbourhood characteristics

supported by the Official Plan. Taller, higher-density dwellings address the corridor, while lower density townhouses provide transition to the standard townhouses and single detached dwellings along local roads.

3.2.5 Transect and Designation

The Official Plan identifies policy areas by transect, from Downtown Core to Suburban, and by designation, including Hubs, Neighbourhoods, and Corridors. The subject site is located along a Minor Corridor in the Suburban Transect. The Minor Corridor designation includes lands abutting the corridor up to 120 metres from the centreline of the street, as per Policy 6.2.1.1, or as identified in a Secondary Plan. The portion of the lot over 120 metres from the centreline of Brian Coburn Boulevard is within the Neighbourhood designation and the Evolving Neighbourhood Overlay, as it is within a 400-metre radius of a rapid transit station and the lot abuts a Minor Corridor.

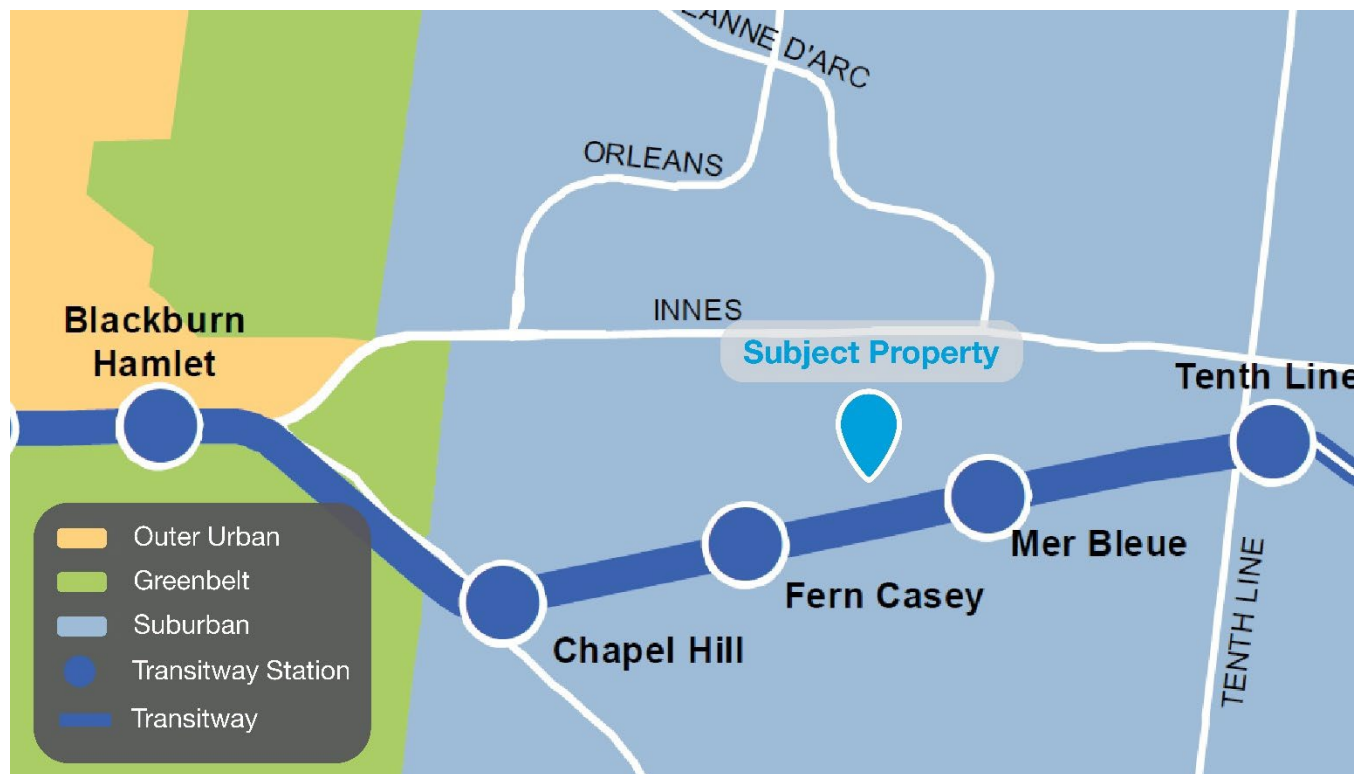


Figure 12: Excerpt of Schedule A – Transect Policy Areas of the Official Plan



Figure 13: Excerpt of Schedule B8 – Suburban (East) Transect of the Official Plan

Section 5.4 describes policies that apply to the Suburban Transect – an area characterized by conventional suburban development including separated land uses, detached low-rise buildings, and generous setbacks. This section notes that the suburban transect is expected to address 46 percent of the growth needed within the next 25 years. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods in suburban parts of the City. This includes development at densities that support transit and the function of hubs and corridors, the diversification of the housing stock, and an evolution to a more “urban” pattern of design.

Policy 5.4.1.2 states that development along Minor Corridors in the Suburban Transect shall be low-rise, though up to 7 storeys may be considered through rezoning without amendment to the OP, and taller heights may be permitted through a secondary plan. Policy 5.4.1.3 states that, in the Suburban Transect, the Plan shall support a range of dwelling unit sizes in multi-unit dwellings on Corridors. Policy 5.4.2.1 states that the City shall take opportunities to support the rapid transit system and introduce urban environments through overlay policies by supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations.

Policy 5.4.4.2 states that net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area, within which the subject property is located, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units. For reference, the minimum intensification density target for Neighbourhoods and Minor Corridors in the Suburban Transect is 40 to 60 dwellings per net hectare.

Section 5.6.1 describes that the Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Evolving Neighborhood Overlay policies state that

minimum density targets must be met or exceed the density targets of 40 to 60 dwellings per net hectare. Inclusive of the planned densities of the multiblocks, the subdivision shall have a overall density of 67 dwelling units per net hectare. As seen in Figure 13, the Evolving Overlay shall apply over the areas identified for the high-density multiblocks.

Corridors are referred to in Section 6.2, where they are recognized as unique contexts suitable for increased density. Notably for this site, Policy 6.2.1.2 states that development within the corridor designation shall establish maximum permitted heights and densities close to the corridor, provide mid-block pedestrian connections, and provide an enhanced circulation network prioritizing the needs of pedestrians, cyclists, and transit users. As the subject site has frontage on both a Corridor and local street, it is subject to Policy 6.2.1.4 which states that development shall address the Corridor and vehicular access shall generally be provided from the side street. Additionally, Policy 6.2.2.2.a states that development in the Minor Corridor designation may include residential-only buildings, although limited commercial uses are also to be permitted.

Subject to the policies of Section 6.3, Neighbourhoods are described as contiguous urban areas that constitute the heart of communities, permitting a mix of building forms and densities. Policies under 6.3.1 state that, within the Neighbourhood designation, building heights shall be low rise, a full range of predominantly missing middle housing options to meet or exceed growth management goals shall be permitted, higher densities and heights may be permitted in strategic locations near amenities and rapid transit corridors, and the Zoning By-law will provide for transition between permitted densities. Particularly relevant to the back-to-back dwelling typologies proposed, but not referenced in the Zoning By-law, Policy 6.3.2.2 states that regulations shall be form-based, having regard for the local context and character, interface with the public realm, and transition measures to abutting designations. Policy 6.3.2.3 states that characteristics of built form in areas covered by the Evolving Neighbourhood Overlay shall be urban in nature.

The proposed development provides a mix of low-rise neighbourhood-appropriate missing middle residential uses, with the highest densities located closest to the Brian Coburn Boulevard Minor Corridor and lower-density providing a transition to nearby existing townhouses. The proposed density exceeds City targets for the Suburban Transect, per the direction of the Evolving Neighbourhood Overlay. The proposed built forms and density are supported by the Official Plan.

3.3 East Urban Community (EUC) Phase 3 Area Secondary Plan

The East Urban Community Phase 3 Secondary Plan is a statutory policy based on the Community Design Plan (CDP) of the same name. It is a transit-supportive secondary plan for lands adjacent to the future Cumberland Transitway line in South Orleans. It is intended to promote transit ridership through strategically located high-density and mixed-use designations, as well as employment areas and greenspace. As per City directive, the secondary plan is closely linked to the CDP and the two documents should be read in conjunction to assist with the interpretation and implementation of the secondary plan's policies.

The following principles provided the policy framework for this secondary plan and form the foundations of creating a liveable and walkable community for the planning area:

- / Establish a new, vibrant centre in Orléans which accommodates a range of uses, such as office, low-, medium- and highest-density residential, retail, entertainment and institutional uses, and acts as a central node of activity for the surrounding community.
- / Achieve compact growth which makes efficient use of land and existing infrastructure and is phased in step with required infrastructure improvements.
- / In anticipation of the future Cumberland Transitway line, establish a transit-oriented development pattern which incorporates complete streets that provide safe, convenient and comfortable conditions for walking, cycling and public transit for all ages and abilities.
- / Ensure that connections across the Utility Corridor, the Transitway and Brian Coburn Boulevard are provided for the safe and efficient passage of pedestrians, cyclists and motorists from one side of the planning area to the other.

- / Foster growth that complements the existing community of Orléans and facilitates connectivity between Transitway stations and surrounding neighbourhoods through such measures as sidewalks and cycling facilities, multi-use pathways, safe road crossings and a pedestrian-friendly road network.
- / Protect, improve and restore the natural heritage system within and adjacent to the planning area and create a greenspace network which connects natural features, such as woodlands and stormwater ponds, and community features, such as public parks and shopping areas.
- / Encourage the establishment of a distinct identity for the currently undeveloped planning area through the creation of area-specific design guidelines which recognize and celebrate existing features and promote the creation of new public parks and civic spaces that contribute to a sense of place and foster a sense of community.
- / Support the economic development potential of Orléans by creating development opportunities within this planning area for a range of employment uses that are well-served by transit.

The subdivision responds to the vision of the EUC Phase 3 Secondary Plan by promoting the establishment of a compact, multi-use, transit-supported greenfield neighbourhood. The strategic location of the lands along the transitway provide rapid transit, and coupled with the streetscape plans to incorporate MUPs and sidewalks, contribute to municipal goals of building 15-minute neighbourhoods with diverse housing typologies.

General policies of this plan limit residential development to no more than 55% detached dwelling units, and at least 10% apartment dwelling units throughout the entire plan area. A minimum overall density of 34 units per net hectare is also set out in the plan. The subject site is within the following designations:

- / Low-Density Neighbourhood;
- / Medium-Density Neighbourhood;
- / Highest-Density Neighbourhood;
- / Commercial;
- / Employment;
- / Park;
- / Rock Barren and 30 m Rock Barren Setback; and,
- / Stormwater Management.

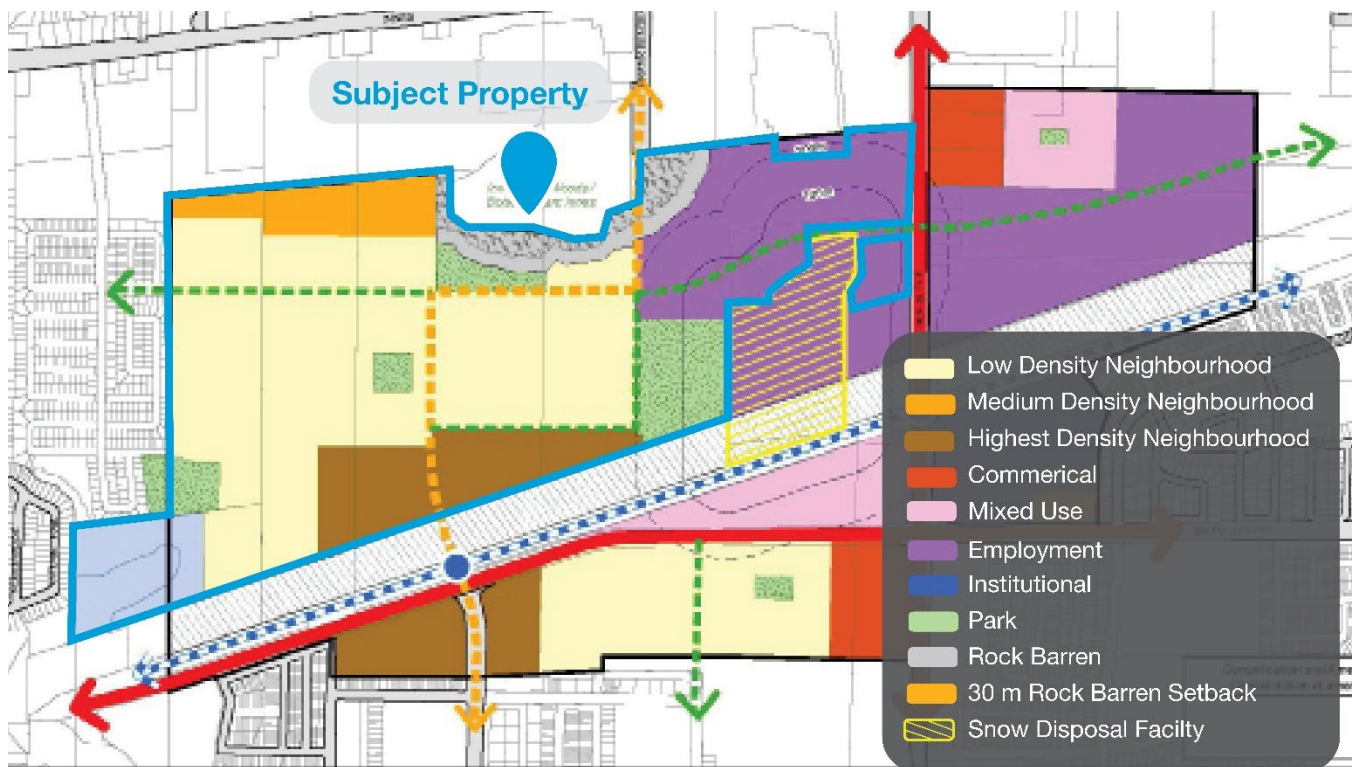


Figure 34. EUC Phase 3 Area CDP Demonstration Plan

The Secondary Plan does not contain designation-specific policies, but Section 4.1 requires that a mix of housing forms and unit types shall be provided throughout the planning area, to create housing options and a diversity in housing stock. Further guidance on the interpretation of these policies is found in the CDP, which has specific guidelines for the designations.

The proposed subdivision and rezoning align with the policies for the “Low Density Residential”, “Medium Density Residential”, “Highest Density Residential”, “Park”, “Rock Barren”, and “Employment” CDP designations.

Policy 12 of Section 4.1 of the Secondary Plan specifies that the EUC shall distribute density and housing forms more evenly throughout the area, dwelling types in the Low-Density Neighbourhood designation should be mixed by blocks to avoid large blocks with only a single type of housing form.

The Draft Plan of Subdivision demonstrates the mix of single-detached and different townhouses around the subdivision, creating visual interest and diversity of housing options for future residents.

Section 4.2 establishes pedestrian and cycling mobility policies. Relevant policies include:

- / Cycling facilities will be established along collector streets as exhibited in the CDP;
- / Infrastructure that prioritizes pedestrian movement, will be designed and installed at places over the main collectors where they meet with the through-block pedestrian corridor and where a collector divides two sides of an offset grid; and,
- / All collector streets shall have pedestrian facilities on both sides and cycling connectivity.

All Collector streets will incorporate sidewalks and MUPs inclusive of pedestrian safety infrastructure such as bulb-outs at intersections, pedestrian crossings, and street trees separating pedestrian and vehicular spaces.

Section 4.3 provides community and urban design policies which are additionally found amplified in the East Urban Community (EUC) Phase 3 Area Community Design. The relevant policies are:

- / The street and block layout will be designed with the user experience in mind and must ensure a safe and pleasant environment for all users and not only motorists;
- / Neighbourhood blocks will, where feasible, be one hectare or less in size and regular in shape to support a highly permeable neighbourhood;
- / Plans of subdivision shall establish a street hierarchy in which the various street types are designed (and not merely posted) for driving speeds that support: safer driver behaviour; enhanced pedestrian and cycling safety; and achieves desired comfort levels for non-motorized users; and,
- / Reverse lotting, where rear yards abut collector streets, shall not be permitted. There shall be no window streets along collector streets.

The Draft Plan of Subdivision balances providing a mixture of unit typologies with varied block patterns to create a logical subdivision flow and unique neighbourhood atmosphere.

3.4 East Urban Community (EUC) Phase 3 Area Community Design Plan

3.4.1 Low Density Residential Designation

The majority of the subject lands are designated “Low Density Residential” on the CDP Land Use Plan. 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).

Table 2 of the EUC CDP forecasts an estimated unit distribution of 30% detached units and 70% townhome units for the Low-Rise Residential area. The subdivision proposes a distribution of 28% detached units and 72% townhome units for the Low-Rise Residential component, therefore reflecting the intent of the CDP.

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

At approximately 43 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.

3.4.2 Medium Density Residential Designation

The goal of Medium Density Residential designation is to provide a neighbourhood context that is supportive of public transit and pedestrian and cycling movement. A density of 62 units/net hectare was used to project the number of units in this designation, however, this density is not a minimum requirement for each development parcel.

The applicable policies are as follows:

1. The permitted heights in the Medium Density Residential designation are:
 - a. a minimum of two storeys

- b. a maximum of 4 storeys for townhomes, and low-rise apartments
 - c. a maximum of 9 storeys for mid-rise apartments fronting on a collector street.
- 2. Detached, semi-detached, and linked-detached dwellings are not permitted in the Medium Density Residential designation.
- 3. West of the Innes Park Woods the city will permit, without need for an Official Plan Amendment, any extension of the Medium Density Residential designation area south to Vanguard Drive.

As permitted in the CDP policies, the Medium Design Residential block is proposed to be reoriented so that instead of lining the northern edge of the subdivision, the block is located along the northwestern corner of the subject lands. The design of the Medium Density Block will be addressed through a future Site Plan Control application.

3.4.3 Highest Density Residential Designation

The goal of highest density residential housing is to provide for connected housing within a neighbourhood context that is based on public transit and pedestrian and cycling movement. A density of 80 units/net hectare was used to project the number of units in this designation, however, this density is not a minimum requirement for each development parcel.

The Highest Density Residential designation will be characterized by stacked back-to-back townhomes, low-rise apartments (up to 4 storeys) and mid-rise apartments (5 to 9 storeys). If fronting on an arterial or major collector high-rise apartments may also be permitted. Back-to-back and stacked townhomes may be permitted, where appropriate. Rear lane townhomes will only be permitted where they provide an urban design benefit, such as fronting units onto abutting collector streets.

When the Highest Density Residential blocks are developed, consideration should be given to the provision of convenient, comfortable, safe, easily navigable, continuous and barrier-free pedestrian and cyclist connections to the BRT station at Fern Casey. This may include municipal easements to allow for connections through the hydro corridor and/or through the Highest Density Residential blocks.

The applicable policies are as follows:

- 1. The maximum height permitted is 4 storeys for stacked townhomes and low-rise apartments and 5 to 9 storeys for mid-rise apartments.
- 2. High-rise apartments fronting on a major collector or abutting an arterial street may have a maximum height of 12 storeys. Subject to an application to amend the Comprehensive Zoning By-law, high-rise apartments greater than 12 storeys may also be permitted.
- 3. Detached, semi-detached, linked-detached, and townhome dwellings are not permitted in the Highest Density residential areas.

The proposed areas to include high density development will be actioned through a future Site Plan Control application to ensure the above-noted policies are met.

3.4.4 Employment Lands Designation

The Employment designation applies to those lands designated Urban Employment Area in the Official Plan. These lands are located in the eastern half of the Study Area, north of the hydro corridor, both east and west of Mer Bleue Road. The land uses permitted within the Urban Employment Area designation are permitted in the Employment designation.

It is anticipated that lands located within 400 metres of the Mer Bleue BRT station are more likely to be developed with transit-supportive employment uses that provide higher job ratios and exhibit a more compact footprint, such as multi-storey office buildings. Over time, when the BRT Transitway is developed and functional, infill development may be accommodated on these lands through the use of underground or structured parking.

In comparison, the lands located further from the BRT station are expected to be developed with uses such as manufacturing, warehousing, distribution, research and development facilities and utilities, which have lower job densities due to larger land area requirements.

The existing municipal snow disposal facility located on the west side of Mer Bleue Road, abutting the northern edge of the hydro corridor, is expected to remain functional for the life of this CDP but may ultimately be redeveloped with employment-generating uses. Noise sensitive uses (residential, day care, hospital, etc.) are not permitted within 200 metres of the snow disposal facility, or 100 metres if noise attenuation measures are employed.

The applicable policies are as follows:

1. The maximum permitted height is 12 storeys. Additional height may be permitted subject to an application to amend the Comprehensive Zoning By-law.

It is proposed that the lands designated Employment in the CDP be developed with employment uses in the future. The Plan of Subdivision proposes a new Collector (Vanguard Drive) running east-west through the Employment lands, which would serve to create development parcels to the north and south of this new street. The proposed areas to include employment uses will be actioned through future Site Plan Control application(s) to ensure the above-noted policies are met.

3.4.5 Rock Barren

Section 5.2.7 of the EUC CDP provides direction for the rock barren feature. The rock barren and the adjacent 30 metres of land have been identified as Significant Wildlife Habitat for snakes due to the presence of an overwintering habitat (hibernacula) within the fractured limestone of the rock barren. At least three species of snakes have been identified using this habitat.

In order to provide suitable separation between the Significant Wildlife Habitat and future development, an additional five metre setback is provided on the Land Use Plan and Demonstration Plan. Low intensity land uses are permitted immediately adjacent to the five-metre setback, including:

- / A Neighbourhood Park at the western end (as proposed);
- / Low-density residential (with deeper than average lots) in the central portion (as proposed); and
- / Employment east of Frank Bender Street, which aligns with the applicable Urban Employment Area Official Plan designation for this area.

These adjacent land uses are expected to be compatible with the nearby Significant Wildlife Habitat. The following policies are provided.

Rock Barren Policies

1. The extension of Frank Bender Street across the rock barren will be permitted subject to a detailed design approved by the City, in consultation with the Ministry of Natural Resources and Forestry (MNRF) and the Conservation Authority.
2. In order to offset the impacts of the proposed development, a compensation plan may be developed which contains measures that could improve the habitat of species in the area.

The applicant and the City will continue to collaborate through the development application review process to achieve the above-noted policy directives.

3.4.6 Community Design Policies and Guidelines

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

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.

Mer Bleue Road is the only Arterial in proximity to the subject lands, and this end of the proposed subdivision is planned for employment uses that will have frontage along the Jargeau Road, a Major Collector.

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. A minimum tree to foundation setback of 4.5 metres is required per the findings of the Geotechnical Investigations by Paterson.

3. Along all streets, the majority of residential dwellings will face the street.

The residential dwellings are all oriented to face the public right-of-way.

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

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

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

Two local window street is proposed in the southwest corner of the site, facing the stormwater management facility to the immediate west and along the hydro corridor).

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

The Collector Frank Bender Street is proposed to be 24 metres in width. The Major Collectors Jargeau Road, Vanguard Drive, Fern Casey Street are proposed to have a 25.5 metre, 24 metre and 28 metre ROWs, respectively.

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 have an 18.0 metre ROW, with the exception of the two window streets, which are proposed to have ROWs of 13.4 and 14.75 metres.

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 residential units are proposed to back onto Mer Bleue Road (an Arterial), avoiding the need for continuous acoustic fencing.

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.

The proposed Collector Streets (Jargeau Road, Fern Casey Street, Vanguard Drive, and Frank Bender Street), 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 opposite 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 the subdivision development to the west.

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

Two window streets are proposed within the subdivision, the window street along the southern boundary of the site is proposed to be 14.75 metres in width and window street the along the stormwater management block is proposed to be 13.4 metres in width. The 0.6 metre reduction of one window street width shall be minimally impactful on subdivision as the right-of-way provides frontage for only five (5) single detached dwellings and the street pattern shall not encourage traffic flows through the right-of-way except for those accessing the limited residential uses.

3. Primary consideration will be given for the provision of safe crossing points for pedestrians.

As show in Figure 11, sidewalks are proposed along one side of select local streets within the Draft Plan of Subdivision. The sidewalks are strategically proposed in proximity to municipal parkland and higher density blocks, providing connectivity to the BRT station and parks.

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).

The Streetscape Plan proposes a total of 793 trees across the subdivision, exceeding the required number of trees by 104. The consistent foliage will provide shade, separation between pedestrian and vehicular activity, and beauty to the subdivision. A minimum tree to foundation setback of 4.5 metres is recommended, in accordance with Paterson's Geotechnical Recommendations (April 2025).

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.

Parks Policies:

1. As per the City's "Park Development Manual, Second Edition (2017)", the Community Park is to be approximately 3.2 to 10 hectares in area but may be reduced as approved by Parks and Facilities Planning.
2. As per the City's "Park Development Manual, Second Edition (2017)", the size of the Neighbourhood Parks is to be approximately 0.8 to 3.2 hectares in size but may be reduced as approved by Parks and Facilities Planning
3. As per the City's "Park Development Manual, Second Edition (2017)", 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
4. 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.
5. Parks will have a minimum of 50% street frontage, or a percentage approved by Parks and Facilities Planning.
6. Intersection narrowings shall be provided around all park edges to facilitate safer pedestrian crossings.

The proposed subdivision includes parkland classified as a Community Park (3.87 hectares) and Parkette (1.2 hectares). An additional 0.6 hectares may be provided for parkland dedication should the linear park adjacent to the Parkette be accepted. Sidewalks, street trees, and adequate street frontage are proposed in proximity to the new municipal parks.

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.

As planned in the EUC Phase 3 Area CDP, the proposed parkland is distributed across the Draft Plan of Subdivision to ensure that all residents are within a five-minute walking distance of municipal greenspace.

As demonstrated in the Community Park Fit Plan, a baseball field, multi-purpose court, play area, skate park are proposed in the park, complemented by attractive landscaping, tree planting, a pathway circuit with seating is proposed in the new Community Park.

As encouraged through the City's Building Better, Smart Suburbs ('BBSS') initiative, the Parkette is proposed adjacent to Innes Park Woods, a municipally owned protected woodlot, providing an opportunity for a connected trail system through these features. Further, the proposed Community Park is located adjacent to the hydro corridor, within which a MUP may be developed in the future. A MUP within the hydro corridor which would connect the Community Park to the Neighbourhood Park that is planned to the immediate west of the subdivision within "The Commons" (which abuts the stormwater management facility that abuts the hydro corridor).

3.5 Transit Oriented Development Guidelines (2007)

The appropriate development of land within proximity of rapid transit stations is crucial to achieving the City of Ottawa's sustainability goals and maximizing transit use. The Transit Oriented Development Guidelines apply to developments within 600 metres of existing or planned rapid transit stations and stops, intended to ensure a mix of moderate to high-density transit-supportive land uses are located within an easy walking distance. These guidelines are to be used to provide direction to the design and review processes for site plan control and rezoning applications, among other purposes.

The proposed development responds to the following guidelines:

Guideline 1 directs that transit-supportive land uses, including developments that establish high residential densities and which provide extended hours of activity, throughout the day or week, should be established within 600 metres walking distance of transit. The proposed compact, higher-density residential typologies proposed meets this guideline.

Guideline 2 discourages non transit-supportive, automobile-oriented land uses including low-density residential developments from locating within 600 metres of a rapid transit stop or station.

Guideline 3 encourages the creation of multi-purpose destinations, including providing a variety of housing typologies, park spaces, and employment areas.

Guideline 4 recommends laying out new streets, laneways, and pedestrian connections in a connected network of short block lengths. The proposed site plan is broken into several smaller blocks with ample pedestrian connections throughout, offering multiple route choices to access the nearby transit station.

Guideline 6 suggests that pedestrian and cycling "short cuts" that lead more directly to transit should be integrated close to transit. The proposed pathway network provides multiple route options for residents to travel to, from, and across the site between dwelling blocks.

Guideline 7 directs buildings close to each other along street frontage to encourage walking to transit. The proposed development frames and activates the street with residential façades animated by active entrances and balconies located as close to each other and to the street as possible while considering soil volumes for tree plantings and servicing constraints.

Guideline 8 directs the highest density immediately adjacent and as close as possible to the transit station.

Guideline 9 states that transition between higher density near the transit station and adjacent lower-density communities should be accommodated. The proposed development locates high density blocks on the east and west sides of Fern Casey Street closest to the BRT Station. These blocks are surrounded by townhouse typologies, providing a layer of transition to the single detached dwellings.

Guideline 32 directs that development shall provide no more parking than required by the Zoning By-law. The proposed Zoning By-law Amendment seeks a reduction to the required parking rate.

The proposed Plan of Subdivision adheres and responds to the overall direction of the Transit Oriented Development Design Guidelines.

3.6 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 aligns with the following guidelines, including:

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

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

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

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

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

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

Guideline 35: Mix various types of housing on each street while considering the relationship between each other and to existing houses.

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

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

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

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

The Plan of Subdivision application advance several of the Urban Design Guidelines for Greenfield Neighbourhoods, including:

- / **Locating higher density development closest to transit;**
- / **Proposing a centrally located parkland with generous street frontages (which will have sidewalks);**
- / **Extending existing and planned roads into the proposed subdivision, including Vanguard Drive, Fern Casey Street, Frank Bender Street, and a local street that will continue west; and**
- / **Limiting block lengths to 150 to 250 metres.**

3.7 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 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 Neighbourhood Park.
- / Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
- / Pedestrian Crossovers information for new subdivisions: Bulb-outs and intersection narrowings are addressed 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 is not available. As such, the 2017 guidelines are currently in use. Given the presence of highly sensitive marine clay soils, a minimum tree to foundation setback of 7.5 metres is required.

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

Table 3: BBSS Strategic Directions

BBSS Core Topic Area	Strategic Direction	Proposed Trailsedge 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 through the northern extension of Fern Casey Street, southern extension of Frank Bender Street, and western extension of Jargeau Road, all of which are planned in Schedule C4 of the Official Plan. Further, two local street connections are planned to align with local streets in the draft approval subdivisions to the west.
	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 proposed local street network aligns with the Demonstration Plan in the EUC Phase 3 Area CDP, which reflects an offset grid pattern with regularly spaced intersections that will allow for efficient transit, cycling, and vehicular travel and pedestrian movements. This will allow for efficient connections to community features such as the parks within the broader CDP area and schools located outside of the CDP 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 in the CDP Pedestrian and Cyclist Facilities Plan. Sidewalks are strategically located in proximity to proposed parks and the higher density development.
	Avoid reverse frontage lots (rear yards abutting public streets) within the community	No rear lotting is proposed in the subdivision. This reduces the need for noise walls and achieves urban design objectives by orienting units towards the street edge.
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	Each proposed park has sufficient street frontage, providing views into the greenspace. Units facing the park from the opposite side of the streets provide “eyes” on the park, offering natural community safety.

BBSS Core Topic Area	Strategic Direction	Proposed Trailsedge Subdivision
	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.	<p>The Parkette is proposed adjacent to the rock barren and adjacent land that run along the south side of Innes Park Wood, providing an opportunity for a connected trail system through these features.</p> <p>The Community Park is proposed adjacent to the hydro corridor, within which a MUP may be developed, connecting the Community Park to the stormwater management facility to the west, which abuts another Neighbourhood Park planned west of the subject lands.</p>
Stormwater Management	Provide street frontage for sites that contain stormwater management ponds 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.	The stormwater management facility that will serve the proposed development is located to the west.
Road Right-of-Way	ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.	As per the EUC Phase 3 Area CDP, the collector roads have a ROW width of a min. 24 metres while local roads have been designed with an 18 metre right-of-way, save for two window streets which are proposed to have a ROW width of 13.4 and 14.75 metres.
	<p>Ensure components of a `complete street` are provided in the ROW, such as:</p> <ul style="list-style-type: none"> - Pedestrian facilities - Cycling facilities - On-street parking; - Traffic calming features; - Trees on both sides of the street, including canopy trees; - Utility placement and operational considerations that do not interfere with the attributes of complete streets. 	<p>The ROW cross-section for collector streets includes a sidewalk on one side of the street and a MUP on the opposite side of the street.</p> <p>Sidewalks will be provided on one side of select local roads, as identified in the CDP's Pedestrian and Cyclist Facility Plan. MUPs are strategically positioned to provide east-west and north-south connectivity, including to the parks and BRT station.</p> <p>The subdivision aims to incorporate 104 surplus street trees to enhance the development's shade and beauty.</p>

3.8 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 4.5 m setbacks, which provide a sense of street framing without overwhelming the public realm. At 24 to 28 metres, the proposed ROW widths for the Collector Streets conform 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 streets incorporate MUPs 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, street trees, parks with frontage onto collectors, 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. The preliminary Streetscape Plan demonstrates how 793 shall create a green subdivision.**
- 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.**

3.9 City of Ottawa Zoning By-law (2008-250)

3.9.1 Existing Zoning

The subject lands are generally zoned Light Industrial Subzone 2, Exception 1624, with a holding zone and maximum permitted heights (IL2[1624] H(14) and H(21)-h), which reflects the current Urban Employment Area designation of the east end of the subject lands and the Employment designation that formerly applied to the western half of the subject lands prior to their redesignation to General Urban Area through Official Plan Amendment 180 in 2016 (Figure 12).

Exception 1624 and the corresponding holding symbol relate to the need to demonstrate that municipal services, including roads, water, and sanitary and storm sewers can be supported on the lands as well as the completion of a Community Design Plan. The CDP and its corresponding Master Servicing Study (December 2020) have now been completed and approved by Council, therefore the exception and holding symbol are no longer necessary and it is requested that they be removed from the remaining Urban Employment Area lands through the current ZBLA application.

A small portion of the subject lands located immediately west of Innes Park Woods is zoned Arterial Mainstreet – AM Exception 1443, which relates to the Arterial Mainstreet designation along Innes Road, specifically a large format shopping centre located to the immediate north. This small area used to accommodate a temporary stormwater management pond in support of the shopping centre, which is why it is currently zoned AM [1443]. Exception 1443 contains provisions that solely relate to the shopping centre use. Since this pond is being decommissioned and the lands will not longer be tied to the shopping centre, the AM [1433] zoning is no longer applicable.

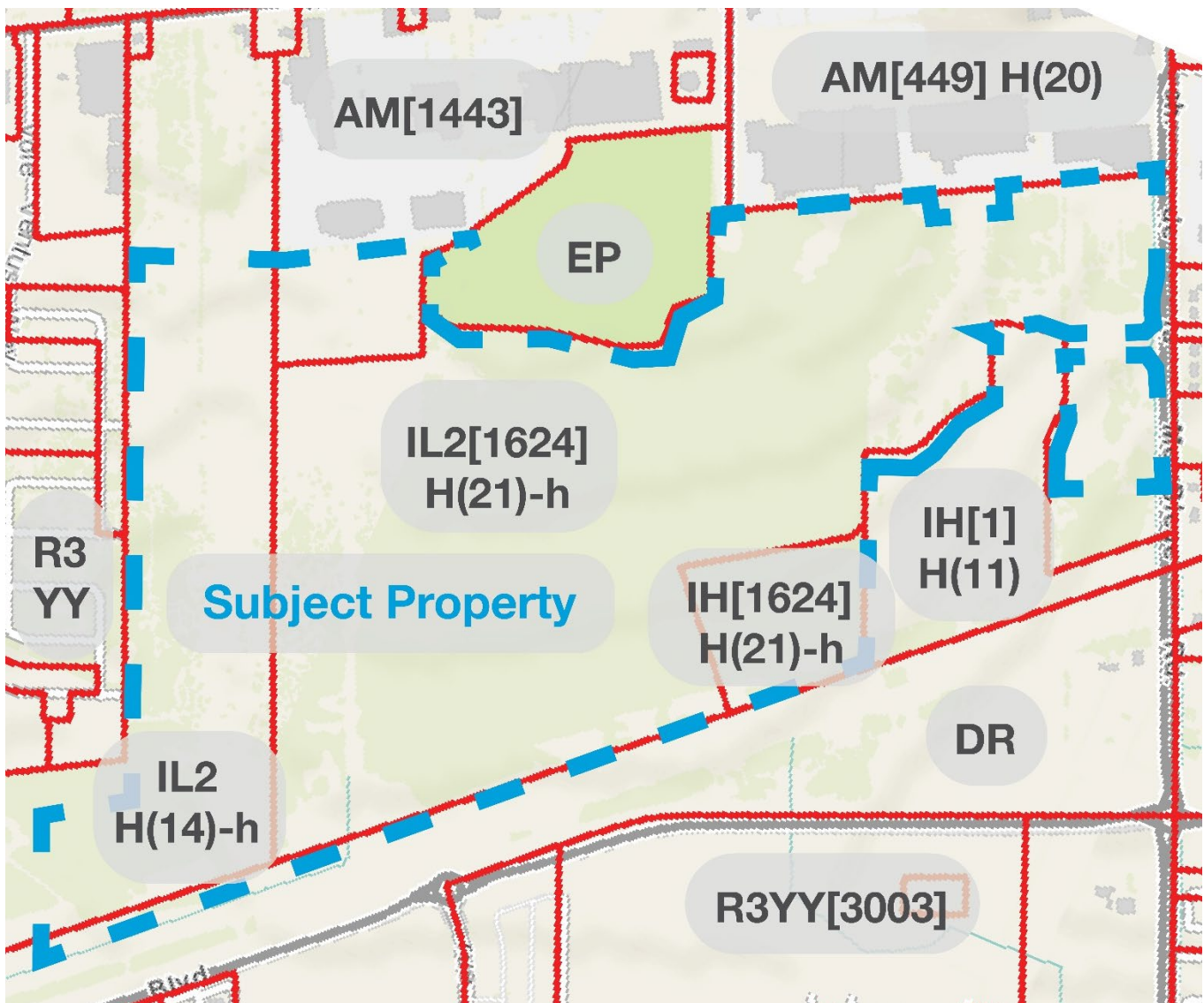


Figure 12. Existing Zoning Map

3.9.2 Proposed Zoning By-law Amendment

This application seeks to address the changes to the Draft Plan of Subdivision application. A subsequent application shall address the complete zoning details. The zoning provisions provided throughout this report are preliminary and subject to change.

The following zones are proposed for the Plan of Subdivision:

Land Use Type	Zoning	Denotation
Low-density residential	Residential, Third Density, Subzone Z	R3Z
Medium-density residential	Residential, Fifth Density	R5
High-density residential	Development Reserve	DR

Municipal Parkland, Rock barren, and adjacent lands	Open Space	O1
Business Park Uses	Light Industrial, Subzone 2	IL2

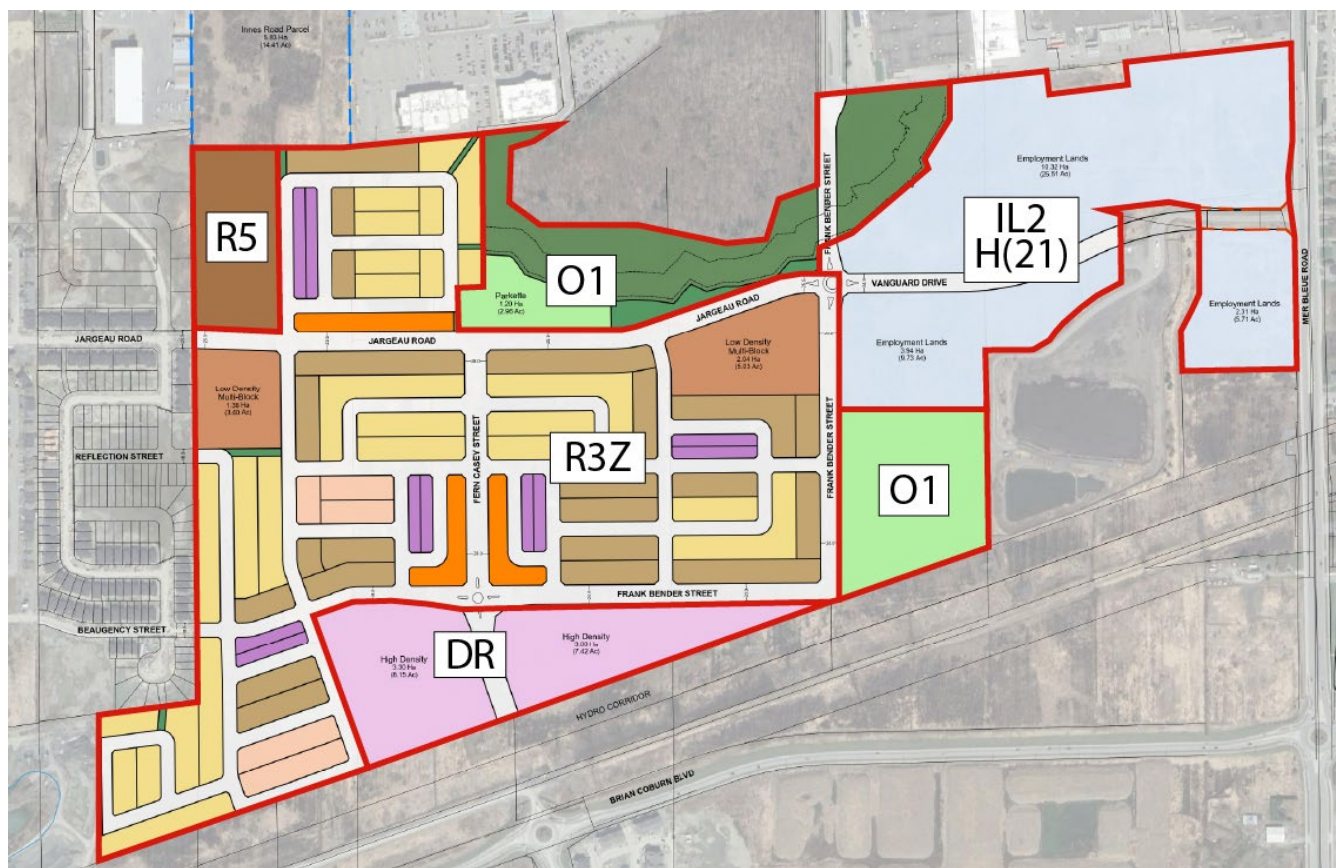


Figure 4. Proposed Zoning Map

Residential, Third Density, Subzone Z (R3Z)

A zoning exception is proposed for the R3Z component of the subdivision. This includes similar provisions to the zoning of Richcraft's earlier Trailsedge subdivisions, resulting in a similar built form and density as is already proposed for the area. The proposed zoning also reflects the direction in the EUC Phase 3 Area CDP.

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.

The proposed subdivision reflects the above noted purposes of the R3 zone. The requested zoning provisions generally align with the purpose of the parent R3 zone. An Exception is requested to address the following items:

- / Three provisions that address the unique characteristics of the back-to-back townhouse dwelling type, including:
 - A smaller minimum lot area (84 m²)
 - A greater minimum interior side yard setback (1.5 m)
 - The need to have air conditioners in the front or corner side yards given that this dwelling type does not have a rear yard

Table 4: Proposed Zoning

R3Z[XXXX] Proposed Zoning Provisions							
Unit Type	Min. lot width (m)	Min. lot area (m²)	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	240 m ²	11 m	3.0 m	3 m	6 m	Varies ¹
Townhouse	6 m	150 m ²	11 m	3.0 m	3 m	6 m	1.2 m
Back-to-back townhouse²	6 m	84 m ²	11 m	3.0 m	3 m	0 m	1.5 m
Townhouse with rear lane access	6 m	150 m ²	11 m	3.0 m	3 m	6 m	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.						
2	Air conditioner condensers may be located in the front or corner side yard when units are attached back-to-back.						

Residential, Fifth Density (R5)

The purpose of the R5 zone is to:

1. Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
2. Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;

3. Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
4. Ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
5. Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

The requested zoning provisions align with the purpose of the parent R5 zone.

Open Space

The new municipal parkland 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.

As discussed above, the requested zoning provisions will be finalized through a subsequent submission for a Zoning By-law Amendment. The zoning being contemplated aligns with the Provincial Policy Statement and City of Ottawa Official Plan.

4.0 Conclusion

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

- / The proposed development is consistent with the Provincial Planning Statement (2024) in developing an area that is located within the City of Ottawa's Urban Area, immediately adjacent to an existing built-up area, which allows for the logical and efficient extension of existing services and roads. The proposal provides for a range of housing options interspersed with parkland.
- / The proposal conforms to the policies of the City of Ottawa Official Plan. The subject lands are largely designated Neighbourhood, which permits a range of uses including the proposed detached, townhouse, back-to-back townhouse, and apartment units and municipal parkland. The eastern side of the subject lands are designated Industrial and Logistics, which are proposed to remain as future employment lands. 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 unit typologies and densities meet the intent of the EUC Phase 3 Area CDP.
- / The proposed subdivision meets a number of the Transit Oriented Development Guidelines, Urban Design Guidelines for Greenfield Neighbourhoods, Building Better and Smarter Suburbs Strategic Directions, and Designing Neighbourhood Collector Streets.
- / The preliminary proposed zoning would apply a Residential Third Density, Subzone Z with Exceptions (R3Z[XXXX]) zoning to the majority of the proposed residential units, which ensures efficient development patterns of a suitable scale and density which are in keeping with the nearby zoning and neighbourhood context. Further, the forthcoming Zoning By-law Amendment would also apply a Parks and Open Space (O1) zoning to the proposed municipal parkland, lands to be used for stormwater management, and for the rock barren and adjacent lands; Residential Fifth Density (R5) for the future multiblocks; and maintain the Light Industrial (IL2) zoning for the employment lands on the east portion of the subject lands, with the removal of the existing holding zone and Exception.
- / The proposed development is supported by a range of technical studies, including geotechnical, civil engineering, transportation, environmental, and noise-related reports, provided under separate cover.

Sincerely,



Gabi Amos, MCIP RPP
Planner



Scott Alain, MCIP RPP
Senior Planner