FOTENN

Trailsedge Phase 5 Subdivision

Planning Rationale
Draft Plan of Subdivision + Zoning By-law Amendment Applications
May 21, 2021

FOTENN

Prepared for Richcraft Group of Companies

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1.0 Introduction

Fotenn Consultants Inc. (Fotenn) was retained by Richcraft Group of Companies (Richcraft) to prepare this Planning Rationale in support of Draft Plan of Subdivision and Zoning By-law Amendment applications 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, including a mix of:

- 340 detached units, 529 townhouse units, and 114 back-to-back townhouse units in a Low Density Residential area,
- Approximately 200 units in a Medium Density Residential block, and
- Approximately 859 units in two Highest Density Residential blocks.

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:

    - "Residential Third Density Zone, Subzone Z, with Exceptions (R3Z[XXXX])" for the residential component;
    - "Parks and Open Space Zone (O1)" for the proposed municipal parkland, stormwater management lands, and the rock barren and adjacent lands;
    - "Residential Fifth Density (R5)" for the future higher density blocks; and
    - 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.

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

- Concept Plan prepared by Fotenn, dated May 7, 2021;
- Phasing Plan, prepared by Richcraft;
- Plan of Subdivision, prepared by Annis O'Sullivan Vollebekk Ltd. dated October 16, 2020;
- Stage 1 Archaeological Assessment, prepared by Golder Associates, dated October 15, 2014;
- Stage 2 Archaeological Assessment, prepared by Paterson Group, dated January 26, 2021;
- Stage 3 Archaeological Assessment, prepared by Paterson Group, dated January 26, 2021;
- Functional Servicing Report, prepared by DSEL, dated April 2021;
- Environmental Impact Study, prepared by GHD, dated August 26, 2020;
- Phase I Environmental Site Assessment, prepared by Paterson Group, dated August 26, 2020;
- Phase II Environmental Site Assessment, prepared by Paterson Group, dated October 27, 2020;
- Geotechnical Investigation, prepared by Paterson Group, dated July 7, 2019;
- Environmental Noise Feasibility Assessment, prepared by Gradient Wind, dated September 14, 2020;
- Traffic Impact Assessment, prepared by Castleglenn Consultants, dated April 14, 2021; and
- Integrated Environmental Review, prepared by GHD, dated May 10, 2021.

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 82 hectares (Figure 1). The lands have approximately 450 metres of frontage along Mer Bleue Road, an Arterial 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). 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. As outlined in the enclosed Environmental Impact Study (EIS) prepared by GHD (August 26, 2020), 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 Vanguard Drive (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 E- *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: Schedules E – *Urban Road Network* of the Official Plan.

1.5 Transit Network

A BRT corridor (Cumberland Transitway) is planned to traverse South Orléans in a northeast/southwest direction, as shown on Schedule D – *Rapid Transit Network* of the Official Plan (Figure 3). 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.

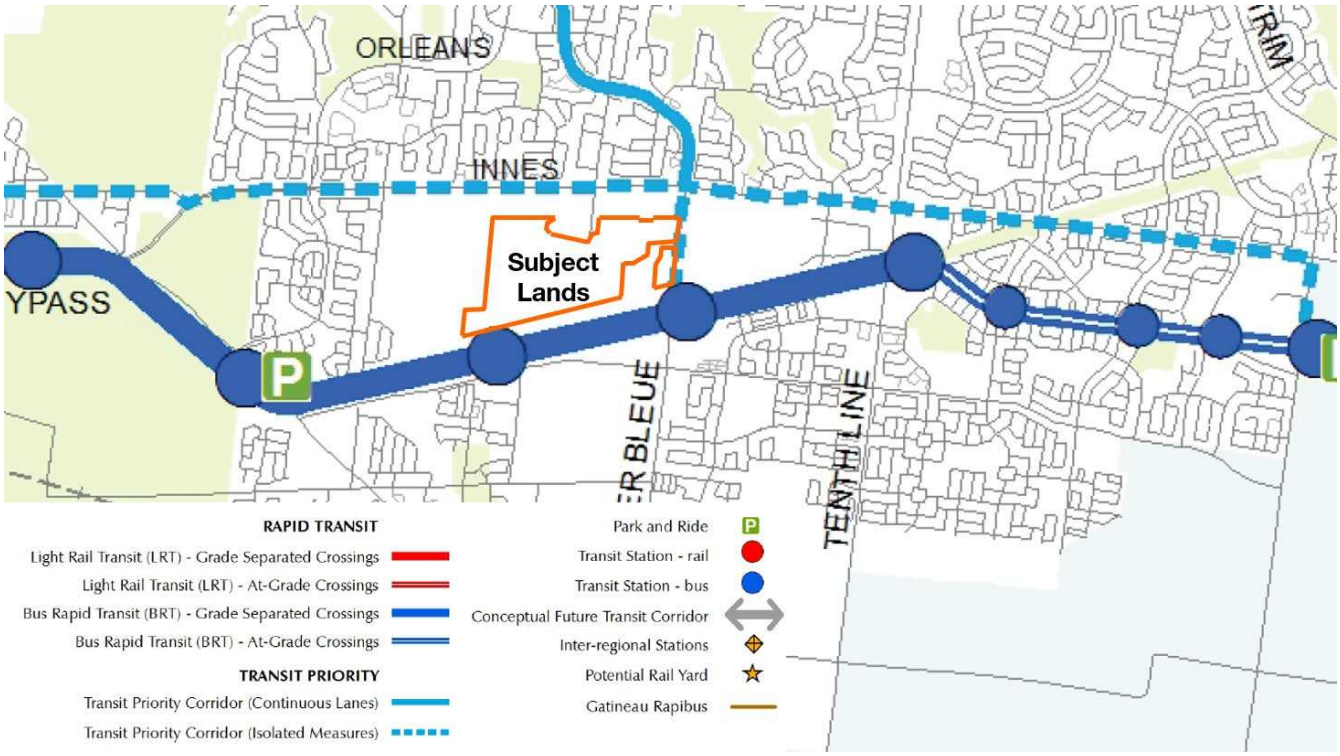

Figure 3: Schedule D - *Rapid Transit Network* of the Official Plan

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 C of the Official Plan (Figure 4) demonstrates existing and planned cycling infrastructure. Innes Road is identified as a "Crosstown Bikeway/Spine Route" and Mer Bleue Road is identified as a "Spine Route", both of which have on-street bicycle lanes. On-street cycling lanes also exist along the north side of Brian Coburn Boulevard (with a MUP on the south side) and along both sides of Fern Casey Street south of Brian Coburn Boulevard.

Figure 4: Schedule C - *Primary Urban Cycling Network* of the Official Plan.

2.0
Proposed Development

Richcraft is proposing a residential subdivision on the subject lands, which would form Phase 5 of the growing Trailsedge community. Approximately 983 low-density units are proposed, including 340 detached units, 529 townhouse units, and 114 back-to-back townhouse units (combined shown as the yellow blocks on Figure 5). The proposed low-rise housing typologies will support a diversity of housing needs in the area. The detached and townhouse units have a proposed lot depth of 30 metres while the back-to-back townhouses have a lot depth of 15 to 20 metres. Lot widths range from 9.45 to 15.24 metres for the detached units and 6 to 8 metres for the townhouse and back-to-back townhouse units. 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 35% detached units and 65% townhome units for the Low Density Residential component, reflecting the general intent of the CDP.

In addition to the low-rise housing typologies, one Medium Density Residential block (orange block on Figure 5) and two Highest Density Residential blocks (dark orange blocks on Figure 5) are proposed, as planned in the EUC Phase 3 Area CDP. At present, the built form and number of units in the medium and higher density blocks is unknown. For planning purposes, approximately 200 units are estimated for the medium density block and up to 859 units are estimated for the two higher density blocks. 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.

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.

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

- A 0.586ha Parkette located in the approximate centre of the subdivision, which has two street frontages on local streets;
- A 1.234ha Neighbourhood Park which abuts the rock barren and adjacent lands along the southern edge of Innes Park Woods; and
- A 4.591ha 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.

Table 1. Proposed Land Uses

Land Use	Block(s)	Units	Area (square metres)
Detached units	1, 3, 4, 5, 11, 12, 13, 14, 16, 17, 18, 23, 24, 26, 30, 31, 34, 35, 47, 48, 54, 55, 56, 57, 58, 59, 60, 61, 71, 72, 73, 74, 75	340	123,717
Townhouse units	6, 7, 8, 9, 10, 15, 19, 20, 21, 22, 28, 29, 32, 33, 38, 39, 41, 42, 43,	529	120,520

Land Use	Block(s)	Units	Area (square metres)
	44, 46, 49, 51, 62, 63, 64, 65, 66, 67, 69, 70		
Back-to-back townhouse units	27, 45, 68	114	14,529
Parks	25, 53, 79	N/A	64,104
Pathways	2, 37, 40, 50	N/A	1,133
Streets	Streets 1-19	N/A	154,919
Medium Density	36	TBD	25,060
High Density	80, 81	TBD	86,010
Employment Lands	76, 77, 78	N/A	193,406
Rock barren and adjacent lands	52	N/A	36,544
Total		**983 + medium and high density blocks**	**819,962**

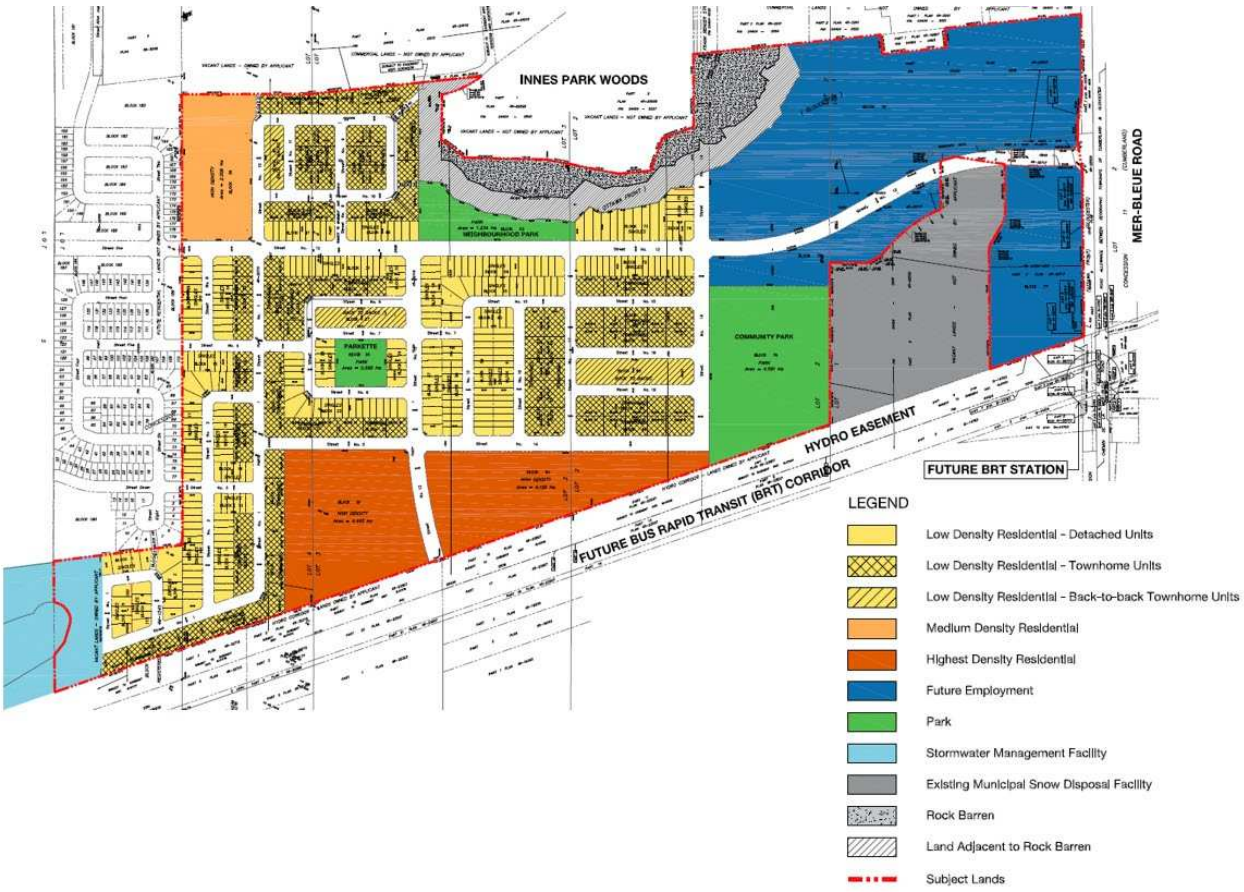

Figure 5: Concept Plan

Figure 6: Excerpt from Draft Plan of Subdivision

As planned on Schedule E- *Urban Road Network* of the Official Plan and Figure 10- *Street Hierarchy Plan* of the EUC Phase 3 Area CDP, the proposed subdivision incorporates three collector streets, including:

- The westward extension of Vanguard Drive (Collector) (Street 12);
- The northward extension of Fern Casey Street (Major Collector) (Street 13); and
- The southward extension of Frank Bender Street (Collector) (Street 14)

The location of Vanguard Drive on the Draft Plan of Subdivision (Street 12) aligns with the planned westward extension through Glenview's "The Commons" subdivision, followed by Caivan's "Orléans Village" subdivision, where Vanguard Drive will terminate at Lamarche Avenue (a north-south collector that extends north to Innes Road). A second westward street connection is proposed one block to the south of Vanguard Drive at Street 4, a local street that will align with the local street draft approved through "The Commons". A third westward street connection (Street 3) also connects to Glenview's "The Commons" subdivision as a local street.

All of the collector streets are proposed to have a right-of-way (ROW) width of 24 metres, with a sidewalk on one side and a MUP (which is both a cycling and pedestrian facility) on the alternate side. The local streets within the subdivision are proposed to have a ROW width of 18 metres, with the exception of the one window street proposed in the southwest corner of the Draft Plan of Subdivision, adjacent to the stormwater management facility, which is proposed to have a ROW of 14.5 metres.

As illustrated in the Pedestrian and Cyclist Facilities Plan of the EUC Phase 3 Area CDP (Figure 7), a sidewalk is proposed along one side of select local streets, including along:

- The west side of Street 17, which connects the Neighbourhood Park (adjacent to the rock barren) to the eastern higher density block to the south;
- The north side of Street 18, which connects to the sidewalk along Street 17, providing a link between the Neighbourhood Park to the north and Community Park to the east;
- The north side of Street 6 and south side of Street 7, which comprise the southern and northern frontages of the proposed central Parkette;
- The south side of Street 5, along the northern edge of the western higher density block, providing a westward continuation from the sidewalk that is planned along the northern edge of the eastern higher density block;
- Along one side of Street 1, from the western higher density block north to the medium density residential block proposed at the north end of the subdivision;
- The south side of Street 3, which connects the western higher density block to a Neighbourhood Park that is planned immediately west of the subject lands in “The Commons” subdivision (adjacent to the stormwater management facility); and
- The north side of Street 4, connecting the central Parkette to residential units located within the subdivisions located to the west of the subject lands.

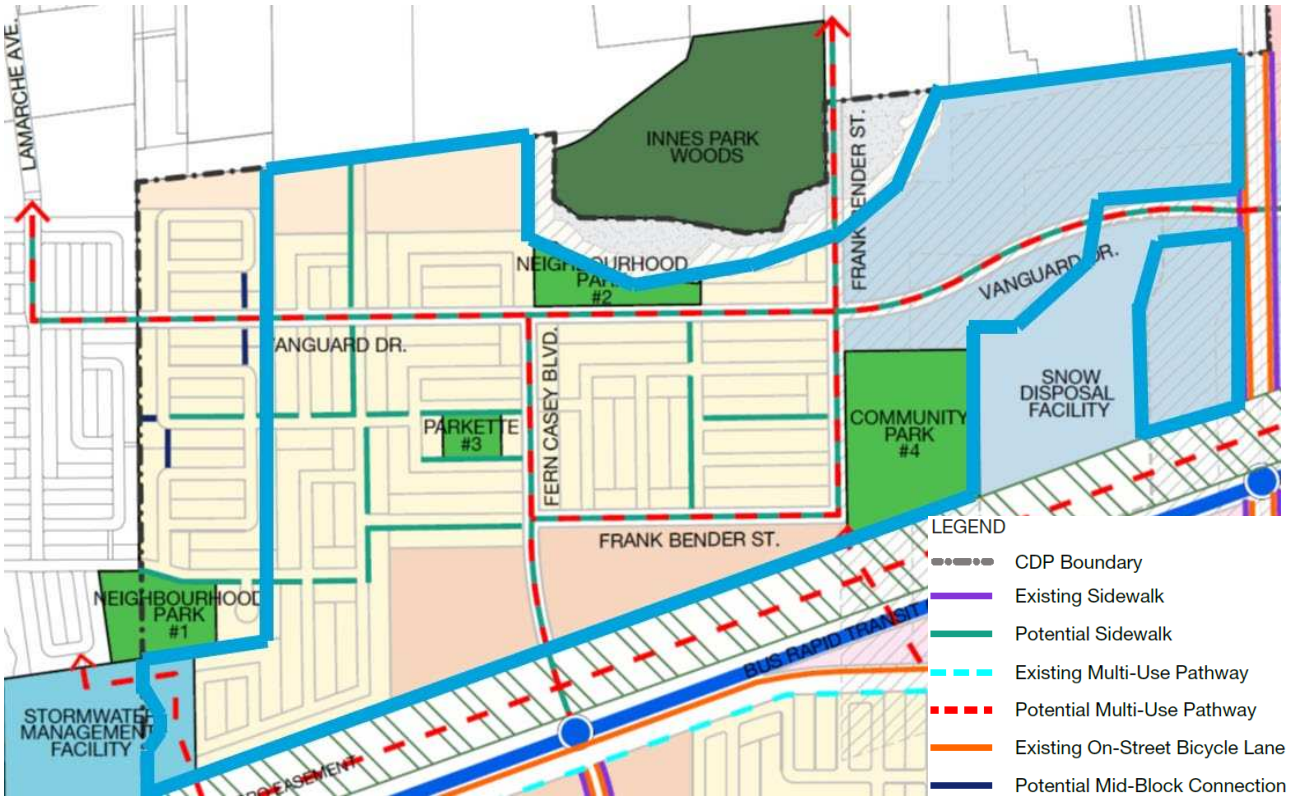

Figure 7. Excerpt from the EUC Phase 3 Area CDP Pedestrian and Cyclist Facilities Plan

In addition to sidewalks, four pathway connections are proposed as follows:

- Between the townhouse units proposed at the north end of the Draft Plan of Subdivision and:
  - The proposed Neighbourhood Park to the east (Block 50)
  - The existing large format commercial to the north (Block 40)

- Between the medium density block and the undeveloped Arterial Mainstreet lands to the north

- Between the detached units proposed in the southwest corner and the future residential development by others to the north

The proposed subdivision is planned according to four phases (Figure 8). The phases begin in the southwest quadrant of the subject lands and incrementally proceed northeastward. The first three phases are residential in nature and Phase 4 comprises the eastern end of the subject lands, which are planned for future employment-generating uses.

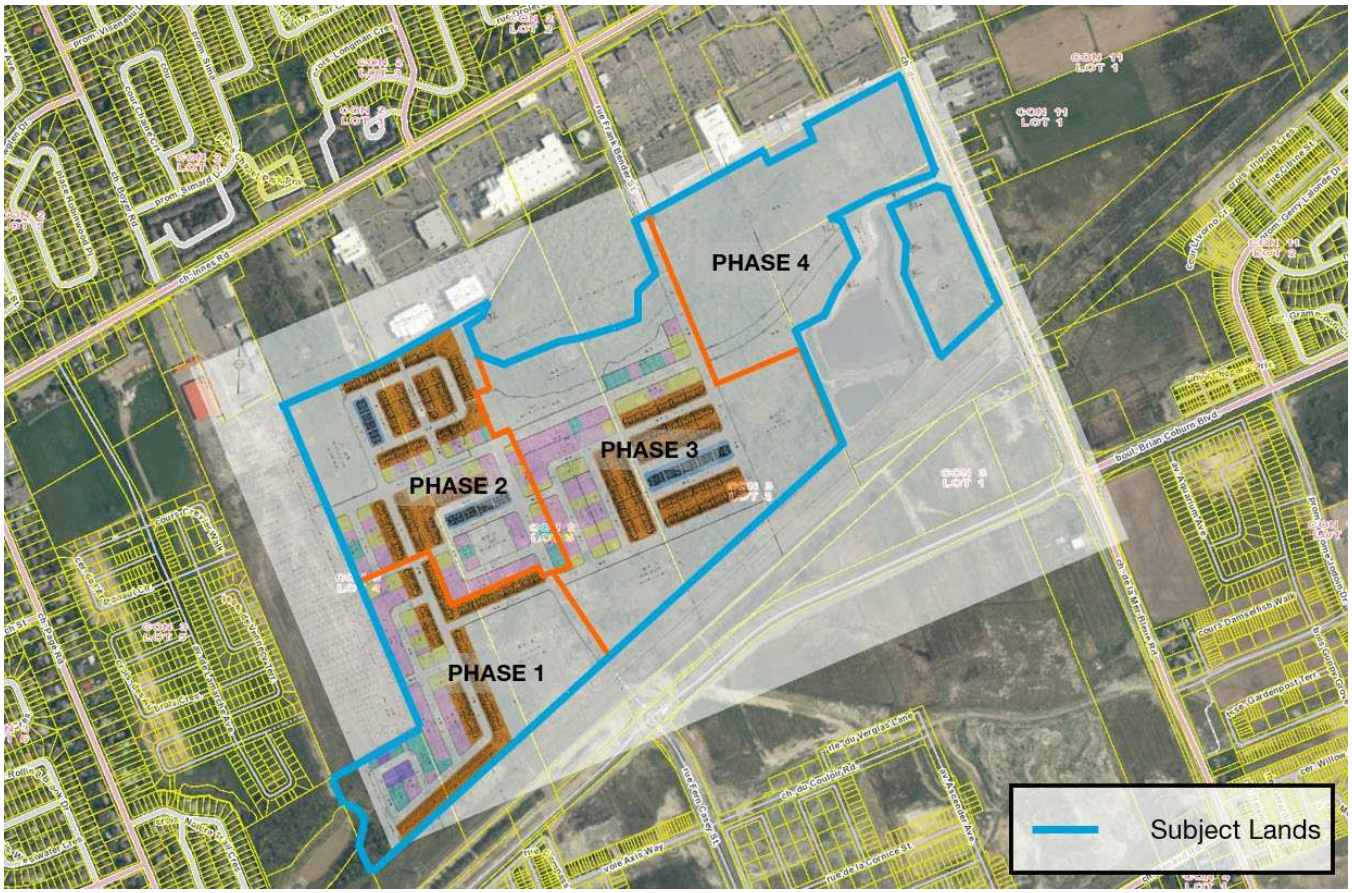

Figure 8. Plan of Subdivision Phasing Approach

2.1 Parkland Dedication By-law (2009-95)

As previously noted, a centrally located Parkette, Neighbourhood Park, and Community Park are proposed as part of the plan of subdivision. The City's Parkland Dedication By-law (2009-95) requires either 1 hectare of parkland per 300 units or 10% of the lot area for apartments, either through land dedication and/or cash-in-lieu

of parkland. As per the Area Parks Plan that was developed in support of the EUC Phase 3 Area CDP, 6.41 hectares of parkland is planned for the subdivision (Table 2).

There are no known existing or proposed encumbrances on the proposed park blocks. The Area Parks Plan that was prepared in support of the EUC Phase 3 Are CDP contains preliminary Facility Fit Plans for each of the planned parks. The Facility Fit Plans proposed the following facilities:

Parkette- Block 25 (0.585ha): Includes junior play area, senior play area, shade structure, swings, and perimeter berms.

Neighbourhood Park- Block 53 (1.234 ha): Includes junior play area, senior play area, shade structure, sand play area, pathway connections, swings, field area.

Community Park- Block 79 (4.591ha): Includes baseball diamond, skateboard elements, boarded rink/court, puddle rink, splashpad, junior play area, toddler play area, senior play era, sand play, swings, shade structure, and surface parking lot.

Table 2. Parkland Dedication and Cash-in-Lieu

			Comments
Proposed Units	983 units		This number is approximate and is only for the Low Density Residential designation area
Parkland Required	3.28 ha		The Parkland Dedication By-law requires 1 hectare of parkland for every 300 units for detached and townhouse units
Parkland Provided	Dedication	6.41 ha	Parkette: 0.585ha Neighbourhood Park: 1.234ha Community Park: 4.591ha
	Cash-in-lieu	0 ha	

As noted previously, Table 2 above relates to the 983 units that are proposed as part of the Low Density Residential component of the Draft Plan of Subdivision. The Medium and Highest Density Residential blocks will be subject to separate Parkland Dedication requirements, either as 1 ha/300 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.

2.2 Schools

The subject lands are currently served by the following existing schools:

- Chapel Hill Catholic School
- Forest Valley Elementary School
- Star Eastern Townships Catholic Elementary School
- St. Kateri Tekawitha School
- Garneau Catholic High School
- Henry Larsen Elementary School
- Catholic College Mer Bleue

Additional schools are present within the surrounding area and may be suitable locations based on siting in relation to a particular portion of the subject lands and based on school capacity.

3.0
Policy and Regulatory Framework

3.1 Provincial Policy Statement (2020)

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

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

Efficient and resilient development and land use patterns

- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- Accommodates an appropriate affordable and market-based range and mix of residential types, recreational and open space uses to meet long-term needs;
- Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- Improve accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- Prepares for the regional and local impacts of a changing climate; and
- Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.
- Policy 1.1.2 now states that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years.

Settlement Areas

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

Housing

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

Public Spaces, Recreation, Parks, Trails and Open Space

- Plans public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity; and

/ Plans and provides for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

The proposed development is consistent with the above noted policies of the PPS. More specifically, the proposal seeks to develop an area that is located within the City of Ottawa's urban area, immediately adjacent to an existing built-up area, which allows for the logical and efficient extension of existing services and roads. The proposal provides for a range of housing options supported by municipal parkland.

In addition to the broader PPS direction summarized above, Policy 1.1.5.5 the PPS states that development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure. **The proposal is appropriate for the infrastructure available.**

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

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

Ottawa's population is projected to grow by up to thirty percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create 'complete' communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

3.2.1 Section 3 – Designations and Land Use

Schedule B- *Urban Policy Plan* of the Official Plan identifies the land use designations as they apply to urban properties in the City of Ottawa (Figure 9). The subject lands are subject to two designations, including "General Urban Area" across the western half of the subject lands, where residential uses are proposed, and "Urban Employment Area" along the eastern edge, abutting Mer Bleue Road.

General Urban Area (Sec. 3.6.1)

The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities.

The policies of the General Urban Area designation permit many types and densities of housing, however, building height is encouraged to be predominantly low-rise within this designation. Policy 3 of Section 3.6.1 states that building heights should continue to be low-rise, however, where Secondary Plans or the Zoning By-law permit greater heights than four storeys, these heights will remain in effect.

Furthermore, Policy 4 outlines that notwithstanding Policy 3, new taller buildings may be considered for sites that:

a. Front an Arterial Road on Schedule E or F of this Plan and which are:
    i. Within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
    ii. On a Transit Priority Corridor on Schedule D of this Plan;
b. are in an area characterised by taller buildings or sites zoned for taller buildings.

The EUC Phase 3 Area CDP reflects the above noted Official Plan policies by planning for higher density residential at the south end of the subject lands, immediately adjacent to the planned BRT station at Fern Casey Street, where the higher density residential blocks are proposed on the Draft Plan of Subdivision. Similarly, the CDP plans for medium density residential at the north end of the CDP, near Innes Road (a Transit Priority Corridor), where the medium density block is proposed in the Draft Plan of Subdivision.

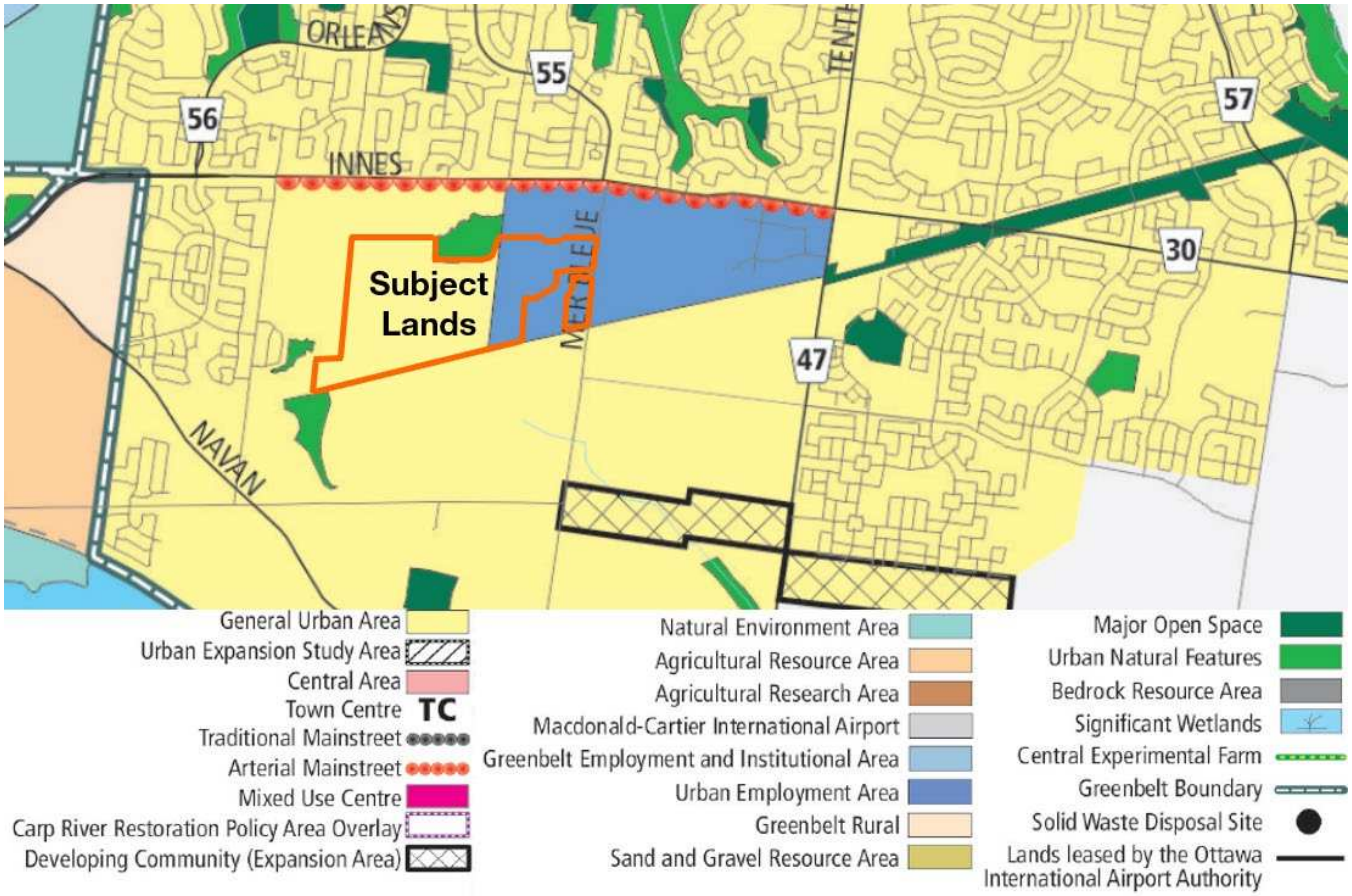

Figure 9. Schedule B – *Urban Policy Plan* of the Official Plan

Urban Employment Area (Sec. 3.6.5)

The easterly portion of the subject lands is designated as Urban Employment Area in the Official Plan. These lands are largely proposed to remain for future employment-generating uses, which will be established through independent Site Plan Control processes. The exception is the Community Park planned on the east side of the southern extension of Frank Bender Street. The EUC Phase 3 Area CDP plans for a Community Park in this location as the impacts from a park of this scale, which will have vehicular parking and lights, is suited to be located adjacent to the existing snow disposal facility to the east and employment lands to the north. While parks are not specifically discussed by the policies of the Urban Employment Area, the current Light Industrial Subzone 2 – IL2 zoning recognizes “park” as a permitted use.

3.2.2 Section 2.5.1 – Urban Design and Compatibility

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

Enhance the sense of community by creating and maintaining places with their own distinct identity
The proposed subdivision makes more efficient use of unused/underutilized lands within the existing suburban community of South Orléans. The subdivision will contribute to the sense of community through the provision of new opportunities for recreation through the development of new municipal parkland and improved linkages between neighbourhoods through the proposed road network and pathways.

Define quality public and private spaces through development
The proposed plan of subdivision thoughtfully integrates three new municipal parks. These parks will become quality public spaces which are clearly delineated from but functionally compatible with the private housing.

Create places that are safe, accessible and are easy to get to, and move through
The proposed ground-oriented, street-fronting units will contribute to a pleasant pedestrian realm and will also provide “eyes” on the street, increasing actual and perceived safety.

Ensure that new development respects the character of existing areas
The proposed built form is compatible with the existing townhomes and detached homes found in the immediately surrounding area.

Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice
The proposed subdivision is representative of evolution that can occur over time in communities. The proposed detached, townhouse, back-to-back townhouse, and higher density units will allow existing residents within the broader area to continue to live within the community as they move through their lifecycle.

Understand and respect natural processes and features in development design
Given the historic farming of much of the land, the subject lands have limited natural features aside from the adjacent significant woodland. As outlined in the Environmental Impact Assessment prepared by GHD (August, 2020), any significant natural heritage areas (Significant Woodlands, Valley Lands or Wetlands, ANSIs, Urban Natural Areas etc.) can be protected through the recommendations provided therein.

Maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
The proposed subdivision is considered infill development, which will add more residents within an existing urban serviced area. More specifically, the proposed density (38 units/net hectare) well exceeds the minimum density of 34 units/net hectare that is required in the Official Plan for new Greenfield development outside of the Greenbelt. As such, the proposed subdivision will result in more efficient use of existing urban land and existing infrastructure, such as pipes, roads, transit, schools, and parkland.

A large amount of open space is proposed in the subdivision, including landscaped front, rear, and side yards on each lot, the hydro corridor, and the proposed 6.41 hectares of municipal parkland. These pervious, landscaped areas should minimize microclimate impacts and allow for water infiltration.

3.2.3 Section 4.11 – Urban Design and Compatibility

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

Table 3: Urban Design and Compatibility Criteria of Section 4.11 of the Official Plan

Policies	Proposed Subdivision
Views	The Official Plan does not designate any protected views in proximity to the subject lands. Given the low-rise nature of the proposed subdivision, the subdivision will not impact the existing skyline.
Building Design	All units are proposed to front directly onto a municipal street, which maintains the character of the existing streetscape. The elevations proposed by Richcraft improve upon the existing streetscape by accentuating the front entrances (and living space above). More specifically, the front entrances project slightly beyond the garages, making the front entrances the prominent features on the front facades as opposed to the garages.
Massing and Scale	The proposed lot width is similar to the lot widths of the existing zoning to the immediate south and east of the subject lands, which are earlier phases of Trailsedge. Any development beyond the low-rise residential being proposed will be subject to its own Site Plan Control application when such a block is developed. The proposed front yard setback of 4.5 metres is consistent with the zoning to the immediate south and east. Given that the development being proposed at this time will consist only of low-rise dwellings, no concerns related to massing and scale, such as privacy, overlook, or shadowing, are expected. Development on the higher density lands will be subject to a separate Site Plan Control process.
Outdoor Amenity Areas	Similar to the existing homes in the area, each of the proposed detached and townhouse units will have a rear yard. A minimum rear yard setback of 6 metres is proposed for the detached and townhouse units, which is appropriate and compatible with the zoning of the existing units in the area. The outdoor amenity space for the back-to-back townhouses is provided in the form of a balcony.

3.2.4 Official Plan Review

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

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

- Increase the minimum required density for urban expansion areas from 34 to 36 units per net hectare
- Remove the minimum percentage of detached units in urban expansion areas (currently 30%), but keep the requirement for a minimum of 10% apartments

- Gradually increase the intensification target over the 25-year planning horizon, servicing capacity will be addressed
- Enable evolution to denser, walkable, 15-minute neighbourhoods
- Require a minimum percentage of residential units with 3+ bedrooms for certain types of development
- Encourage the “missing middle” (mid-density, ground-oriented, low-rise) near high-level transit service such as rapid transit stations and high-frequency street buses and near commercial mainstreets

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

The employment component of the Draft Plan of Subdivision is proposed to be designated “Traditional Industrial Freight and Storage” and the Mer Bleue Road frontage of the subject lands is proposed to be designated “Minor Corridor”.

While not an expansion area (since the subject lands are already in the urban area), the proposed subdivision has a density of approximately 38 units/net hectare, exceeding the existing and proposed minimum densities for new communities outside of the Greenbelt.

3.3 East Urban Community Phase 3 Area Community Design Plan (2021)

The subject lands are located within the East Urban Community (EUC) Phase 3 Area Community Design Plan (CDP) and Secondary Plan Area (2021), which establishes development and design policies for the study area, including permitted land uses and design guidelines. The CDP features a Land Use Plan (Figure 10) which illustrates the location of planned land uses, parks, arterial and collector streets, and stormwater management infrastructure. The CDP also contains a Demonstration Plan (Figure 11) which illustrates the intent for development, including the preferred local street layout.

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

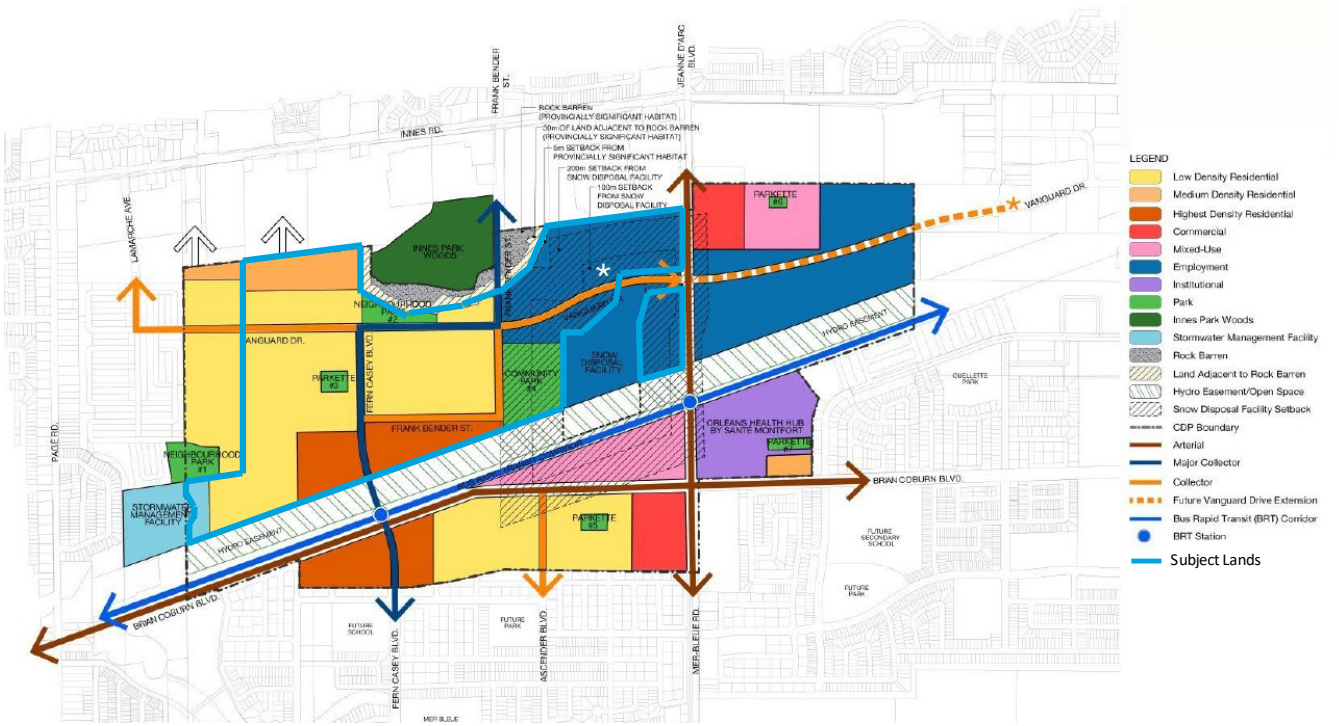

Figure 10. EUC Phase 3 Area CDP Land Use Plan

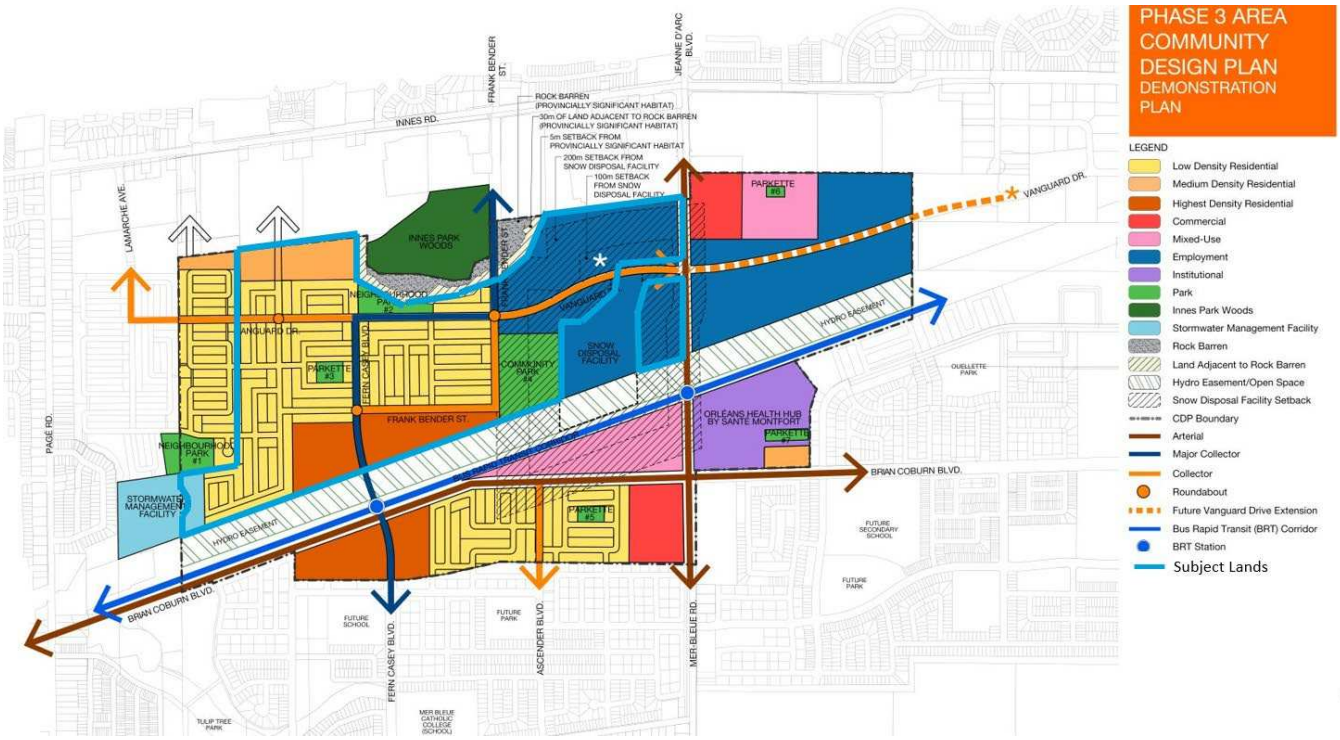

Figure 11. EUC Phase 3 Area CDP Demonstration Plan

3.3.1 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 34.6% detached units and 65.4% 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 through providing low-rise, ground-oriented dwellings, including detached dwellings and two forms of townhouses. A mix of low-rise detached, street townhouse, and back-to-back townhouse units are proposed.

At approximately 38 units/net hectare for the low-rise residential area, the proposed subdivision well exceeds the expected density within the CDP study area, serving to make more efficient use of land and planned infrastructure.

As illustrated in the proposed elevations (Figures 12-14), the front entrances of the proposed units face the street and the garages are flush with the façade of the buildings, with the front porches projecting slightly.

3.3.2 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 western edge of the subject lands, extending southwards to have frontage on Vanguard Drive. The design of the Medium Density Block will be addressed through a future Site Plan Control application.

3.3.3 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.

3.3.4 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 a future Site Plan Control application to ensure the above-noted policies are met.

3.3.5 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 collaborate through the development application process to achieve the above-noted policy directives.

3.3.6 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 western extension of Vanguard Drive, a 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 7.5 metres is required.

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

4. Acoustic Fencing (noise walls) will be discouraged on collector streets.
   No continuous acoustic fencing (noise walls) are proposed along collector streets.

5. Window Streets will not be permitted along collector streets.
   Only one window street is proposed (facing the stormwater management facility to the immediate west), which is located along a local street.

6. Collector streets accommodating transit routes should be designed with a 24.0m right-of-way.
   Vanguard Drive, Fern Casey Street, and Frank Bender Street are identified as the subdivision's collectors and are proposed to have a 24.0 metre ROW.

7. Local streets will generally be designed with an 18.0m right-of-way and should include a paved road surface with one driving lane in each direction, a boulevard on both sides of the street, and a sidewalk on one side of select local streets, in accordance with the TMP, Multi-modal Level of service guidelines, Pedestrian Master Plan and in coordination with street tree planting. Local soil conditions may require a larger road right-of-way.
   All of the proposed local streets within the proposed subdivision have an 18.0 metre ROW, with the exception of the one window street, which is proposed to have a ROW of 14.5 metres. The proposed front yard setback (4.5 metres) reflects the need for a minimum 7.5 metre tree to foundation setback.

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 (Vanguard Drive, Fern Casey Street, 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 draft approved subdivision development to the west.

2. Single-loaded window streets may be designed with a minimum 14.0m right-of-way.
   The window street proposed along the stormwater management block is proposed to be 14.5 metres in width.

3. Primary consideration will be given for the provision of safe crossing points for pedestrians.
   As show in Figure 7 and described in Section 2, 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.

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)
   New trees along the new municipal streets will be addressed at Plan of Subdivision registration, when a Streetscape Plan will be provided. A minimum tree to foundation setback of 7.5 metres is required given the presence of sensitive marine clay soils.

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 (4.591ha), Neighbourhood Park (1.23ha), and Parkette (0.585ha) for a total of 6.41 hectares of parkland. 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 distances of municipal greenspace.

As demonstrated in the Facility Fit Plans that were prepared for the CDP Area Parks Plan, attractive landscaping, tree planting, pathway circuit with seating, play structures with swings, and multipurpose open space is proposed in the new parks.

As encouraged through the City's BBSS initiative, the Neighbourhood Park 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).

Figure 12. Sample Richcraft Product Elevations – Detached Units.

Figure 13. Sample of Richcraft Product Elevations – Street Townhouse Units

Figure 14. Sample of Richcraft Product Elevations - Back-To-Back Townhouse Units.

3.3.7 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

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

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

The proposal meets several of the guidelines, including:

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

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

- **Locating higher density development closest to 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.**

The guidelines for building design are addressed in Section 3.0 of the Greenfield Urban Design Guidelines. The applicable guidelines are summarized below:

Guideline 34 speaks to the need to locate residential buildings close to the property line with their primary face addressing the street, and further to provide visual interest along the streetscape with a variety in setbacks and projections.

Guideline 37 directs to design building façades so that windows and doors are prominent features that address the streets they front.

Guideline 39 continues in encouraging the incorporation of porches which are big enough to accommodate sitting areas into the overall architecture of the building and to wrap porches around the building façade on corner units.

Guideline 45 encourages that shared driveways for ground–oriented attached dwellings maximize area for trees, utilities, on-street parking, and snow storage, and minimize the physical disruption of sidewalks along the street.

The elevations in Figures 12-14 indicate the strong connection to the streetscape being proposed. The buildings face the street and provide visual interest through usage of projecting porches and decks that add textural richness, variety, and the opportunity for streetscape animation by residents. Shared driveways are proposed where possible for townhome blocks.

The building design supports the Urban Design Guidelines for Greenfield Neighbourhoods.

3.3.8 Building Better and Smarter Suburbs

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

- Arterial Road Cross-Sections and Collector Road Cross-Section guidelines.
- Traffic Calming and Pedestrian Priority Measures: The proposed plan of subdivision facilitates active transportation through neighbourhood connections.
- Updated Park Development Manual (2017): The manual has been applied to the Preliminary Facility Fit Plan for the proposed 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 address in the Traffic Calming Plan for the subdivision.
- Tree Planting in Sensitive Marine Clay Soils: The guidelines are currently being reviewed by the City of Ottawa, a draft version of the 2020 guidelines are not available. As such, the 2017 guidelines are currently in use. 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:

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

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

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 Vanguard Drive, all of which are planned in Schedule E 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**

BBSS Core Topic Area	Strategic Direction	Proposed Trailsedge Subdivision
		CDP Pedestrian and Cyclist Facilities Plan (Figure 7). 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 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.	**Each proposed park has sufficient street frontage, providing views into the greenspace. Units facing the park from the opposite side of the streets (including units on the south side of Street 6, north side of Street 7, south side of Street 12, and potentially along the west side of Street 14) provide "eyes" on the park, offering natural surveillance.** **The Neighbourhood Park 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.** **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.**
Stormwater Management	Provide street frontage for sites that contain stormwater management ponds and and Ensure that land attributed to large SWM facilities can serve additional functions, such as recreation trails or multi-use paths as part of the open space system, and support the connection of trails in SWM facilities to parks and open spaces, and to pedestrian and cycling facilities.	**The stormwater management facility that will serve the proposed development is located to the west.**

BBSS Core Topic Area	Strategic Direction	Proposed Trailsedge Subdivision
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 24 metres while local roads have been designed with an 18 metre right-of-way, save for the one window street which is proposed to have a ROW width of 14.5 metres.**
	Ensure components of a `complete street` are provided in the ROW, such as: -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.	**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.** **Sidewalks will be provided on one side of select local roads, as identified in the CDP's Pedestrian and Cyclist Facility Plan (Figure 7). Sidewalks are strategically located along both street frontages of the proposed park.** **Street trees and utility placements will be addressed at detailed design (subdivision registration).**

3.3.9 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 metres, the proposed ROW width 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 street incorporates a MUP on one side and a sidewalk on the opposite side, allowing for multiple forms of active transportation including walking and cycling.

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

Green: Streets provide space and conditions for healthy trees and opportunities to showcase low environmental impact design.
Trees are proposed to line the ROW providing shade, greenery, and a sense of framing. The detailed Streetscape Plan will be provided at the time of Plan of Subdivision registration.

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.

3.4 Zoning Framework

3.4.1 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 15).

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.

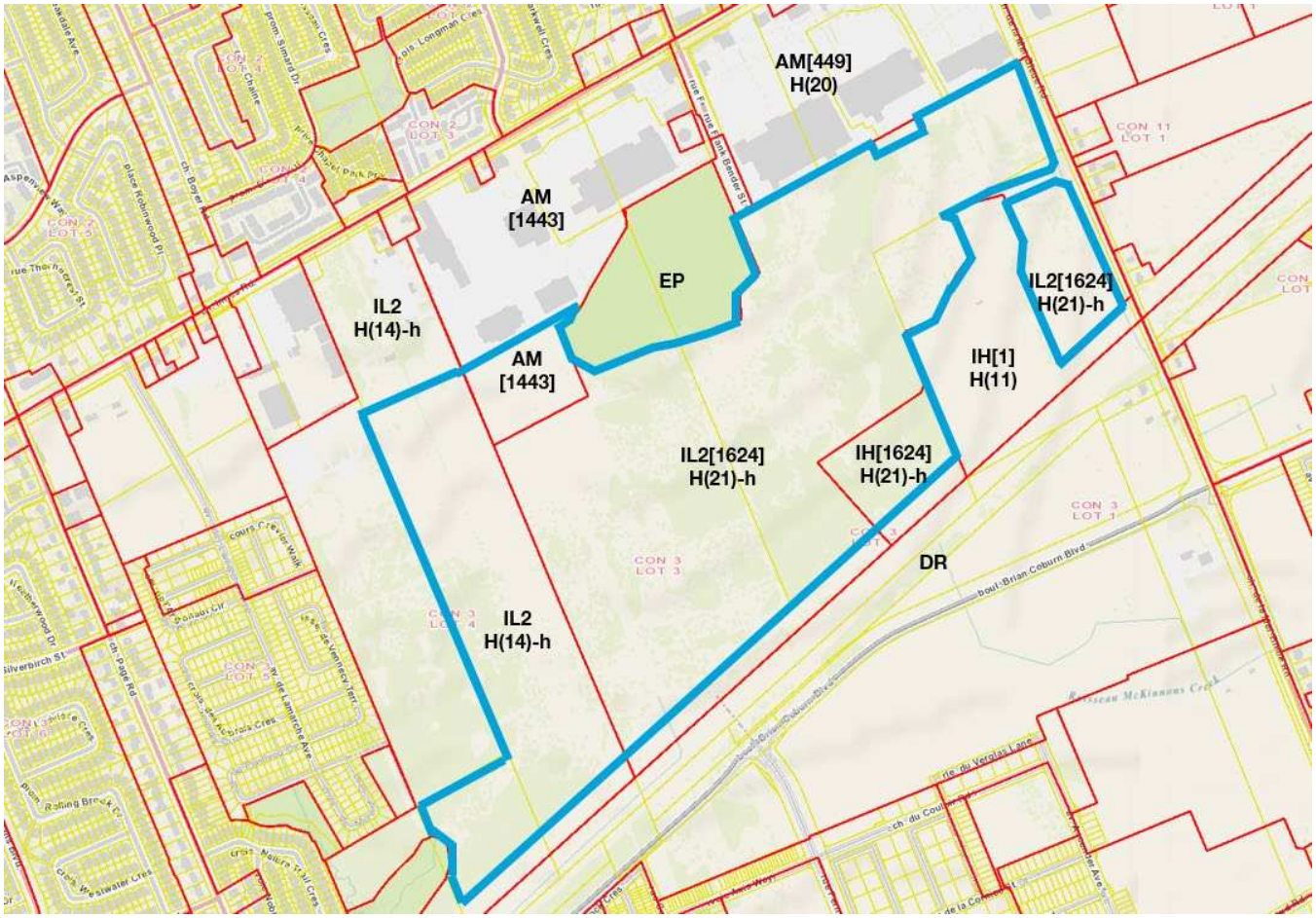

Figure 15. Existing Zoning Map

3.4.2 Proposed Zoning By-law Amendment

The following zones are proposed for the Plan of Subdivision:

Land Use Type	Zoning	Denotation	Phase
Low-rise residential	Residential, Third Density, Subzone Z	R3Z	5-1, 5- 2, 5-3
High-rise residential	Residential, Fifth Density	R5	5-1, 5-2, 5-3
Municipal Parkland, Stormwater Management, Rock barren and adjacent lands	Open Space	O1	5-1, 5-2, 5-3
Business Park Uses	Light Industrial, Subzone 2	IL2	5-4

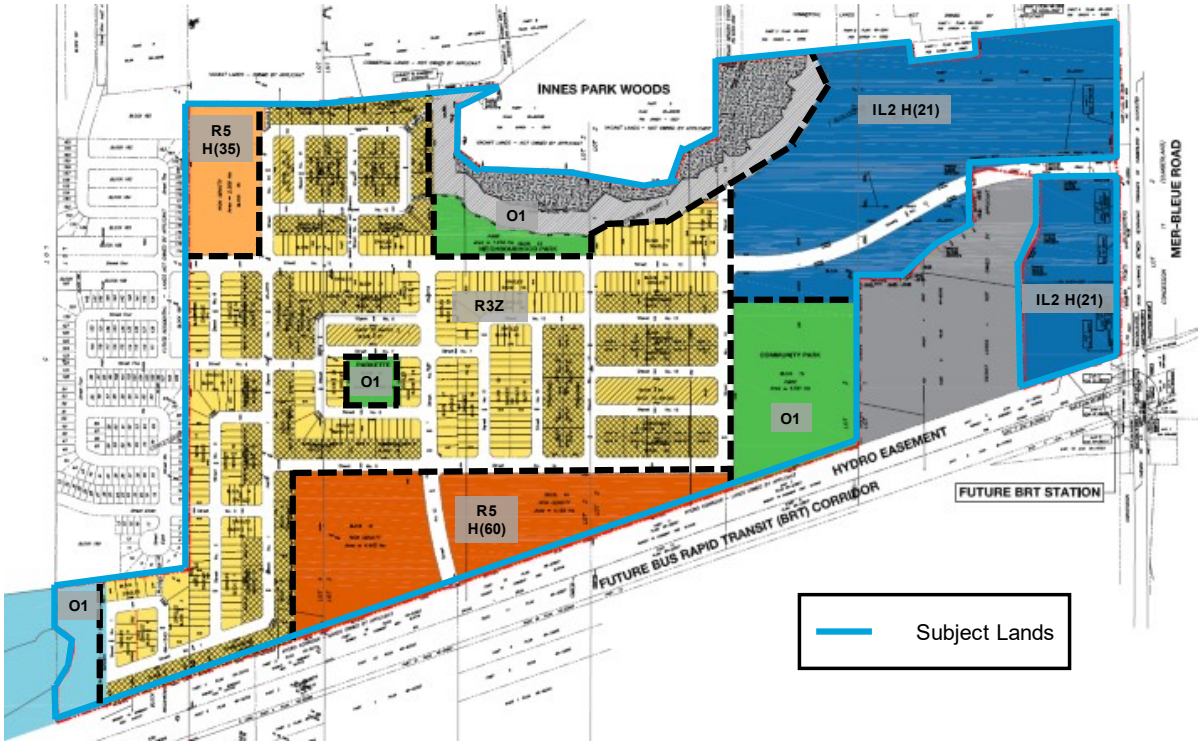

Figure 16. Proposed Zoning Map

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 m^2)
- 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

- A front yard setback of 4.5 metres for all unit types to address the geotechnical requirement to have a minimum tree to foundation setback of 7.5 metres.

Table 4: Proposed Zoning

R3Z[XXXX] Proposed Zoning Provisions							
Unit Type	**Min. lot width (m)**	**Min. lot area (m^2)**	**Max. building height (m)**	**Min. Front Yard Setback (m)**	**Min. Corner Yard Setback (m)**	**Min. Rear Yard Setback (m)**	**Min. Interior Yard Setback (m)**
Detached	9 m	240 m^2	11 m	**4.5 m**	3 m	6 m	Varies[1]
Townhouse	6 m	150 m^2	11 m	**4.5 m**	3 m	6 m	1.2 m
Back-to-back townhouse[2]	6 m	**84 m^2**	11 m	**4.5 m**	3 m	0 m	**1.5 m**
Townhouse with rear lane access	6 m	150 m^2	11 m	**4.5 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 condenser may be located in a front or corner side yard when units are attached back-to-back**						

A zoning of Residential Fifth Density – R5 is proposed for the three blocks planned for medium and high density residential (Blocks 36, 80 and 81) (Figure 16). 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.

Maximum height limits are proposed for the R5 zone areas, including 35 metres for the medium density block and 60 metres for the two higher density blocks. These proposed heights align with the proximity to higher order transit. The subzone to be applied to each of the three blocks will be determine through the application process.

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

The new municipal parkland within the subdivision (which includes three parks), a piece of land located in the southwest corner of the subdivision that will be used for stormwater management purposes, and the rock barren and adjacent lands are proposed to be rezoned to “Parks and Open Space Zone (O1)”.

The purpose of the O1 zone is to:

1. Permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and

2. Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

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

The proposed R3Z[XXXX], R5, and O1 zoning will allow for the subdivision to be developed in a manner that meets the intentions of the R3 and R5 parent zones, respects open space areas, and reflects the policies of the EUC Phase 3 Area CDP, the Official Plan, and the Provincial Policy Statement.

4.0
Summary of Plans and Reports

Fotenn has reviewed the plans and reports prepared in support of this application. A summary of the documents is provided below for convenience, however is not intended to represent the original documents themselves.

4.1 Archaeological Assessments

Three stages of Archaeological Assessments have been undertaken for this site. The first Stage study was undertaken by Golder Associates and the following two Stages by Paterson Group.

The final assessment considered the Stage 1 and Stage 2 assessments. The Stage 1 assessment, undertaken by Golder Associates found that portions of the study area exhibited archaeological potential and recommended a Stage 2 Archaeological Assessment.

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

The Stage 3 assessment of the site involved the excavation of 23 1 x 1m units across a 5 m grid. A total of 447 artifacts were recovered from the site during the Stage 3 assessment.

The site is considered culturally significant as 80% or more of the artifact assemblage dates the occupation of the site to pre-1870. Upon consultation with Richcraft, it was determined that the location of the site falls within an area of the proposed development where it cannot be protected or avoided. Therefore, Stage 4 mitigation in the form of excavation is recommended for the site

.

Based on the results of this investigation it is recommended:

1. That a Stage 4 mitigation of development impact through excavation be conducted by a licensed archaeologist.

2. In areas of the site that have been subject to ploughing for many years, plough zone soils within the site area shall be mechanically stripped using either a high-hoe or grade-all with smooth-edged bucket. Following mechanical stripping, all exposed subsoil surfaces will be cleaned by shovel (“shovel shine”) to aid in identifying features. Cultural features shall be left in place until fully exposed after mechanical topsoil removal. The extent of soil stripping will proceed to 10 m past features. All features will be hand excavated and documented with photographs and plan and profile drawings as per Section 4.2, Standard 7 and 9 (MHSTCI 2011).

4.2 Functional Servicing Report

David Schaeffer Engineering Limited (DSEL) prepared a Functional Servicing Report (FSR) dated April 2021 in support of this application. The objective of the report is to provide sufficient detail to demonstrate that the proposed development area can be supported by municipal services. The Master Servicing Study (MSS) prepared in support of the EUC Phase 3 Area CDP provided an overview of the existing and planned infrastructure in the area.

This Functional Servicing Report provides details on the planned on-site and off-site municipal services for the subject property, highlights proposed deviations from the MSS, and demonstrates that adequate municipal infrastructure capacity is expected to be available for the planned development of the subject property.

- / Water service is to be provided to the study area via extensions of the existing 2E pressure zone watermains, including through neighbouring properties, per the MSS.

- Sanitary service is to be provided to the study area via extensions of the existing sanitary sewer network through neighbouring properties, directing wastewater to the west, to the existing Forrest Valley Trunk sanitary sewer within Pagé Road. Downstream capacity has been confirmed within the MSS.
- Consistent with the MSS, the study area is to be serviced by directing post development runoff to the EUC Pond 1 SWM facility. Capacity in the EUC Pond 1 SWM facility is demonstrated in the MSS, and will be confirmed at the time of detailed design.
- Major system conveyance will generally be accounted for by routing surface flow along the road network, service easements and the Hydro Corridor towards the EUC Pond 1 SWM facility. Consistent with the MSS, the proposed major system design is to have employment, commercial, park, medium density residential, and medium-high density residential blocks within the study area provide onsite storage up to the 100-year storm event.
- The site will be graded in accordance with City of Ottawa design guidelines and standards. Consistent with the MSS, in certain areas the proposed road grades are to be higher than the maximum permissible grade raises of 0.5-1.5 m and 2 m per the Geotechnical – Existing Conditions Report East Urban Community Mixed Use CDP (Paterson Group, July 7, 2019). The detailed grading design will be reviewed and certified by a Geotechnical Engineer prior to construction.
- Consistent with the MSS, select Low Impact Development techniques will be implemented to promote infiltration of stormwater.

The proposed servicing and grading plans are expected to meet all City, RVCA, and MECP requirements as set out in background studies and current standards.

4.3 Geotechnical Investigation

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

- Field testing throughout the subject site of the Trailsedge development was completed in September 2014.

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

- Groundwater levels, determined via piezometers, varied in depths ranging from 0.2 to 6.3m below original ground surface. These groundwater levels can be influenced by surface water perched within the borehole backfill material and are subject to seasonal fluctuations.

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

- Recommendations: The existing conditions report provides preliminary design information. A detailed geotechnical investigation will be required once the proposed design is finalized. It is recommended that the following be carried out once the design plans and site development are determined:
    - Carry out a detailed geotechnical investigation for the final detailed design which will include boreholes at strategic locations to recover undisturbed soil samples of the sensitive underlying silty clay deposit for consolidation testing.
    - Review detailed grading plan(s) from a geotechnical perspective.
    - Review detailed foundation plan(s) from a geotechnical perspective.

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

4.4 Environmental Noise Feasibility Assessment

Gradient Wind Engineers and Scientists prepared an Environmental Noise Feasibility Assessment dated September 14, 2020. The report notes that the major sources of traffic noise impacting the residential subdivision are Brian Coburn Boulevard and the Cumberland Transitway. Also, Fern Casey Street, Vanguard Drive, and Frank Bender Street have been defined as Collector and Major Collector streets within the development and have been considered in our analysis. Mer Bleue Road is situated more than 400 metres off the development site, therefore, was not considered as a significant source of noise.

The focus of the stationary noise assessment is the existing snow disposal facility located to the east of the development.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; (iv) the sound power levels of snow disposal facility activities based on the Innes Road Snow Disposal Facility Environmental Study and Design Report1; and (v) site plan drawings prepared by Annis, O'Sullivan, Vollebekk Ltd.

Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. The results of the calculations indicate that the buildings that are directly exposed to major collector roadways will require STC rated building components as well as central air conditioning. For the other blocks, forced air heating with provision for the installation of central air conditioning will be required except for those outside the 55 dBA contour.

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

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

4.5 Phase I & II Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared for the subject lands in August 2020, which identified two potentially contaminating activities (PCA), resulting in areas of potential environmental concern (APEC). A Phase II ESA was then conducted in October 2020.

The Phase II ESA notes that the subsurface investigation for this assessment was conducted on September 28, 2020. The field program consisted of drilling three boreholes on the subject site (BH1-20 - BH3-20), all of which were instrumented with groundwater monitoring wells. The boreholes were advanced to depths ranging from approximately 3.96 m to 5.06 m below ground surface and terminated within the bedrock.

A second soil sampling program was carried out on October 5, 2020. The program consisted of the direct sampling of surficial soils (G1-G12) within the subject area. The soil samples were obtained using a hand shovel dug within select areas to an average depth of 0.30 m below ground surface.

Three soil samples recovered from the boreholes, as well as three surficial soil grab samples were submitted for laboratory analysis of: BTEX, PHCs (F1-F4), metals, SAR, and EC. According to the analytical results, the levels of EC and SAR were detected in soil samples BH1-20-SS2, BH2-20-SS4, and/or G7 which exceed the MECP Table 3 residential standards.

Three groundwater samples were recovered from the monitoring wells installed in BH1-BH3 and submitted for laboratory analysis of: BTEX, PHCs (F1-F4), metals, and chloride. All detected parameter concentrations in the groundwater samples analyzed comply with the selected MECP Table 3 residential standards.

Based on the findings of this Phase II ESA, elevated levels of EC and SAR were detected in the soil within the vicinity of BH1-20, BH2-20, and surficial sample G7. Despite exceeding the MECP Table 3 residential and/or commercial standards, this material is deemed suitable for use as subgrade material for future roadways within the proposed subdivision development where salt will be applied.

If the soil with the elevated EC and SAR levels cannot be reused on-site beneath future roadways, and off-site reuse sites cannot be identified to accept this soil, then it will have to be disposed of at an approved waste disposal facility.

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

If the groundwater monitoring wells installed in BH1, BH2, and BH3 are not going to be used in the future, or will be destroyed during future redevelopment activities, then they must be decommissioned according to Ontario Regulation Reg. 903 (Ontario Water Resources Act). The monitoring wells will be registered with the MECP under this regulation.

4.6 Transportation Impact Assessment

Castleglenn Consultants prepared a Transportation Impact Assessment (TIA) dated April 14, 2021, which fulfills the required steps of the City of Ottawa's TIA Guidelines. The report recommends that the City of Ottawa be encouraged to assemble the appropriate conditions that would permit the development application for the development to proceed.

The following internal intersection configurations are recommended for the internal collector-collector junctions:

- A single-lane roundabout configuration at Fern Casey/Frank Bender and Vanguard Drive/Frank Bender; and
- A mini-roundabout configuration at the Vanguard Drive/Glenview access intersection. However, this improvement is beyond the purview of this study and would rely on the Glenview Subdivision application to follow the EUC Phase II MTS & CDP.

The detailed design of the Trailsedge North subdivision would be required to accommodate the required right-of-way for the recommended roundabout improvements.

The following intersection modifications would be required to accommodate access into the Trailsedge Phase 5 community:

- The implementation of the north leg of the Brian Coburn Boulevard / Fern Casey Street roundabout intersection;
- The extension of Vanguard Drive to connect with Glenview Access (Street One) of the Glenview community to the west. This intersection is envisioned as either a mini-roundabout or with STOP control on the minor legs; and
- the west leg of the Mer Bleue Road / Vanguard Drive intersection to support Phase 3 of the development and the future employment lands within the EUC Phase 3 community.

The following transportation infrastructure improvements are recommended to be considered to support the network as a whole:

- The widening of Brian Coburn Boulevard to 4-lanes after the 2031 TMP horizon to provide additional east-west capacity and to support the Innes Road corridor. It is recognized that this improvement is not within the current TMP affordable or concept networks (2031);
- Pedestrian crossing improvements in the form of zebra striping at the intersections of Innes Road /Glenview-Former BMR Access, Innes Road / Viseneau Drive and Innes Road. This improvement could be implemented with isolated transit priority measures along the Innes Road corridor;
- Develop a planning timeframe for the implementation of the Cumberland Transit to provide a higher level of transit to the proposed development and the EUC Phase 3 lands as a whole;
- The investigation of transit priority measures at the intersection of Innes Road / Lamarche Avenue (Caivan Access) inclusive of an EB queue jump lane and a NB-LT transit lane; and
- The investigation of east-west left-turn bike boxes along Innes Road to support cycling along the corridor. The viability of the bike boxes depends on future transit initiatives along Innes Road to assure design consistency across the corridor.

4.7 Environmental Impact Statement and Tree Conservation Report

GHD Limited (GHD) was retained to complete an Environmental Impact Statement (EIS) report for the proposed Trailsedge Phase 5 development (August 2020). GHD had completed an EIS for the East Urban Community concept plans for Richcraft and Minto, which included biological inventories on these lands in 2002. The development proposed at the time and since constructed is the Trailsedge West and Phases 2, 3 and 4.

A Natural Environment Existing Conditions Report was prepared by GHD for the EUC lands that fall within an area requiring a CDP prior to development. Natural environmental surveys and background research were conducted by NEA (now GHD Limited) over multiple site assessments to inventory vegetation, birds, mammals, reptiles amphibians, fish and their habitat in 2012 and 2013. Additional surveys were conducted in 2017, 2018 and 2019 on bats, reptiles and butternut.

The study area was generally flat with mostly former agricultural fields that have regenerated in early successional species. A majority of the site was fields, with swamp and woodland pockets. A rock barren was identified south of Innes Park Woods.

The proposed development will not result in negative impacts on the identified natural heritage features or their functions, provided the measures described in Sections 5 and 7 are implemented.

GHD's recommendations have been made to address potential impacts to natural heritage features and/or their functions during site preparation, construction and post-construction periods. Additional dialogue with the MECP is required to ensure compliance with the Endangered Species Act. As well, discussions are required with the conservation authority regarding the wetlands. The extension of Frank Bender Street will also require especial construction to allow for snake passages under the roadway.

5.0
Conclusion

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

- The proposed development is consistent with the Provincial Policy Statement (2020) in developing an area that is located within the City of Ottawa's Urban Area, immediately adjacent to an existing built-up area, which allows for the logical and efficient extension of existing services and roads. The proposal provides for a range of housing options interspersed with parkland.

- The proposal conforms to the Official Plan (2003, as amended). The subject lands are largely designated General Urban Area, which permits a range of uses including the proposed detached, townhouse, back-to-back townhouse, and future apartment units and associated municipal parkland. The eastern edge of the subject lands is designated Urban Employment Area, 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 proposed subdivision meets a number of the Urban Design Guidelines for Greenfield Neighbourhoods (2007) and Building Better and Smarter Suburbs Strategic Directions (2015);

- The proposed development meets some of the Preliminary Policy Directions of the City's New Official Plan (December 2019) and the Draft Official Plan (November 2020);

- The proposed Zoning By-law Amendment 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 proposed 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 medium and higher density blocks; 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.

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