



6259, 6267, 6271 & 6273 Renaud Road

Planning Rationale + Urban Design Brief
Zoning By-law Amendment + Site Plan Control
July 3, 2025



Prepared for Richcraft

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July 2025

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1.0 Executive Summary

Fotenn Planning + Design (“Fotenn”) has been retained by Richcraft Homes (the “Owner”) to prepare this Planning Rationale and Urban Design Brief in support of Zoning By-law Amendment and Site Plan Control applications for the site municipally known as 6259, 6267, 6271, and 6273 Renaud Road and legally described as Part 2 of Plan 4R-24060 and Block 121 of Registered Plan 4M-1545, Geographic Township of Gloucester, in the City of Ottawa (the “subject site”).

The intent of this Planning Rationale and Urban Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject site and compatible with adjacent development and the surrounding community.

1.1 Application History and Purpose

The subject site is partially within Richcraft’s Trails Edge West subdivision, approved in 2013. While development of Trails Edge has advanced, development on the subject site was delayed until the acquisition of the lots at 6259, 6267, and 6271 Renaud Road. The proposed development was contemplated at the time of Subdivision approval, and the subdivision servicing plans accounted for the proposed development with respect to the size, location and installation of servicing connections.

The purpose of the Zoning By-law Amendment and Site Plan Control applications is to enable the development of the subject site with a Planned Unit Development consisting of 76 back-to-back townhouse dwellings divided into seven (7) blocks by amending the Zoning By-law as follows:

- / To apply Residential Third Density Zone, Subzone Z – R3Z with a site-specific exception [XXXX] to permit a reduced interior side yard setback, to the subject site where it is currently split zoned Development Reserve Zone – DR or Institutional Zone, Subzone 1A – 11A.

A Site Plan Control application is also submitted for the development, as the number of dwellings proposed triggers the requirement for Site Plan Control. A Site Plan Control application is therefore being submitted concurrently with the Zoning By-law Amendment application, with the understanding that the Zoning By-law Amendment must be in place before obtaining Site Plan Control approval.

1.2 Findings

The subject site is located in the Chapel Hill South Neighbourhood of Ward 19, Orléans South – Navan, and is subject to the Official Plan policies of the Neighbourhood Designation of the Suburban Transect and the East Urban Community Community Design Plans for the Phase 1 Area and Phase 2 Areas.

The proposed planned unit development consists of seven (7) blocks of three-storey back-to-back townhouse dwellings totalling 76 units. Each dwelling has a garage with a driveway that is paired with its neighbour, and ten (10) additional visitor parking spaces are provided. Ample soft landscaping and amenity space are provided.

The proposed Zoning By-law Amendment represents good planning in that it is in adherence with Official Plan policies and is a logical extension of the existing and planned neighbourhood context. The Zoning By-law Amendment and Site Plan Control applications support densification within the urban area and consider the applicable Community Design Plans and Urban Design Guidelines for Greenfield Neighbourhoods. Additionally, the proposed development is supported by several technical studies.

Subject Site and Surrounding Context

2.1 Subject Site

The subject site consists of four (4) abutting land parcels totalling approximately 1.3 hectares in area, legally described as Part 2 of Plan 4R-24060 and Block 121 of Registered Plan 4M-1545, Geographic Township of Gloucester in the City of Ottawa. The subject site has approximately 64 metres of frontage on the west side of Compass Street, 195 metres of frontage on the north side of Renaud Road, and 46 metres of frontage on Mélodie Street.



Figure 1: Subject property outlined in blue. Note existing residential and construction staging uses. (GeoOttawa, 2022)



Figure 2: 6273 Renaud Road, the eastern section of the subject property, viewed from its southeast corner near the intersection of Renaud Road and Compass Street. (Fotenn, April 2025)

6273 Renaud Road is currently the site of a temporary building for construction management and staging, while the three other lots contain single-storey detached dwellings (with driveways) that predate the urbanization of the surrounding area.



Figure 3: 6259 Renaud Road from the intersection with Mélodie Street. (Fotenn, March 2025)



Figure 4: Renaud Road adjacent to the subject site. Note the signalized crosswalk providing access to Notre-Dame-Des-Champs Elementary School, painted bicycle lanes, and bus stops. (Fotenn, March 2025)

2.2 Site Context

The subject site is located in Ward 19 – Orléans South / Navan in the east end of Ottawa. Renaud Road is classified as a collector road, while Compass Street and Mélodie Street are both local roads. Renaud Road abutting the site provides sidewalks on both sides, as well as on-road, unprotected bicycle lanes. There is a signalized on-demand crosswalk providing pedestrian access between the subject site and Notre-Dame-Des-Champs French Catholic Elementary School across Renaud Road.

The subject site is within the low-rise, ground-oriented suburban neighbourhood of Chapel Hill South, which consists of a mix of detached, townhouse, and stacked dwellings interspersed with institutional uses and parks. Most, if not all, of these dwellings, except for those who are horizontally attached, include attached front-facing garages. There are many dwellings that predate the surrounding subdivision located along older roads including Renaud Road, Pagé Road, and Navan Road. These parcels, as well as most open spaces in the area, are planned to be developed for a predominantly residential mix of uses per the East Urban Community (EUC) and Mer Bleue Urban Expansion Area Community Design Plans (CDPs).

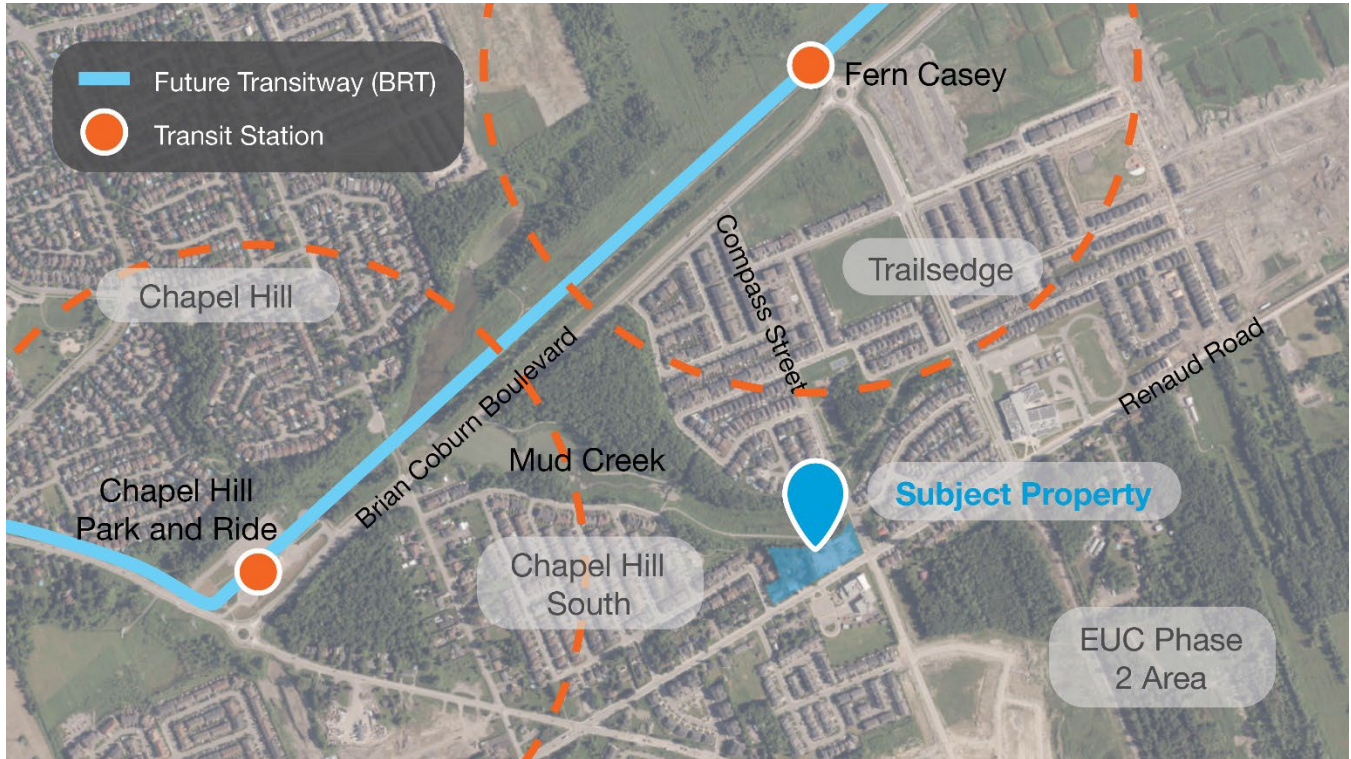


Figure 5: Subject site within its local context in Orléans South.

The following identifies the land uses that surround the subject site:

North

Abutting the northern lot line of the subject site is the publicly owned Mud Creek Stormwater Management Area, which includes a colinear pathway accessed from Compass Street directly north of the subject site. The Creek lands extend just past Brian Coburn Boulevard to the west, and to Fern Casey Street to the east. North of this are many detached and townhouse dwellings built within the last decade, as well as Patrick Dugas Park and a large vacant parcel owned by the Ottawa Carleton District School Board at distances of approximately 190 and 370 metres, respectively, from the subject site.



Figure 6: Mud Creek pathway, adjacent to the subject site. (Fotenn, March 2025)

Brian Coburn Boulevard, an arterial road with a parallel multi-use pathway, planned Bus Rapid Transit (BRT) corridor, and an adjacent hydro corridor create a northern edge to the neighbourhood by nature of the width of the corridors measuring over 170 metres combined. Fern Casey Station is planned to be located at the intersection of Fern Casey Street and Brian Coburn Boulevard, 820 metres north of the subject site, and higher-density dwelling typologies, like stacked dwellings, are located in the area as a result. Vacant lands between the corridor and commercial uses lining Innes Road to the north are planned to be developed for a mix of residential uses, interspersed with parks and natural heritage features including the existing Innes Park Woods and a rock barren along its southern edge, which has been identified as a Significant Wildlife Habitat by the Ministry of Natural Resources of Forestry, as noted in the East Urban Community Phase 3 Area Community Design Plan.



Figure 7: Compass Street north of the subject site (Fotenn, April 2025)

East

Across Compass Street from the subject site lies an older detached dwelling fronting on Renaud Road, followed by several newer detached dwellings built as part of the Trails Edge West and East subdivisions. Collège Catholique Mer Bleue is located in the northeast quadrant of Fern Casey Street and Renaud Road, approximately 340 metres east of the subject site. A combination of older and new detached dwellings exists along the south side of Renaud Road, while lands north of the road have been subdivided for new residential uses as far north as Brian Coburn Boulevard. The Aline-Chrétien Health Hub is located at Mer Bleue Road and Brian Coburn Boulevard. The Mer Bleue Urban Expansion Area sits east of Mer Bleue Road and has been developed in a manner similar to the Trails Edge lands.



Figure 8: Newer detached dwellings, part of Trails Edge West along Renaud Road east of the subject site. (Fotenn, April 2025)

South

Notre-Dame-des-Champs Catholic Elementary School sits across Renaud Road from the subject site. It is bound to the east by Markinch Road, the newly built southern extension of Compass Street, which is currently only open to construction vehicles as the lands along it are partially developed for a mix of low-density residential uses, with further development anticipated in the future. A mix of detached, townhouse, and back-to-back townhouse dwellings lie southwest of the school. Detached dwellings established prior to the urbanization of the area remain along Navan Road, approximately 400 metres south of the subject property. Beyond this lies the partially built Eastboro subdivision of detached, semi-detached, and townhouse dwellings, the Navan Road Landfill, the Prescott-Russell Trail Link, and the NCC-owned Greenbelt.



Figure 9: Notre-Dame-des-Champs Elementary School across Renaud Road from the subject site. (Fotenn, March 2025)

West

Mérodie Street is lined with two-storey townhouse dwellings while Renaud Road east of the subject property is predominantly lined with single level detached dwellings that pre-date the EUC CDP and subsequent urbanization. Tulip Tree Park, a pocket park with a small playground and gazebo, lies between the dwellings of Mérodie Street and the Mud Creek pathway, approximately 100 metres due west of the subject site. Beyond this is the extension of detached and townhouse dwellings typical of the surrounding area. A planned unit development consisting of 12 low-rise apartment buildings, is located along Mullin Private and Elizabeth Cosgrove Private, approximately 180 metres west of the site on the south side of Renaud Road. Further west lie predominantly low-rise residential neighbourhoods, the Chapel Hill Park and Ride at the western terminus of Brian Coburn Boulevard, and the Blackburn Hamlet Bypass.



Figure 10: Townhouses along Mérodie Street adjacent to the subject site. (Fotenn, March 2025)

2.3 Road Network

The subject site is well served by the existing and planned road network, per Official Plan Schedule C4 (Figure 11 below). Renaud Road is classified a collector road, defined as a principal street used by residents and commercial vehicles, transit and school buses, and non-motorized transportation modes. Compass Street and Mélodie Street are both local roads, intended for lower speeds, street parking, and the fostering of interaction between neighbours. Brian Coburn Boulevard, Innes Road, Orleans Boulevard, and Mer Bleue Road are arterial roads intended to carry large volumes of traffic over long distances, providing access to both nearby amenities and Highways 417 and 174. While vacant lands north of Brian Coburn Boulevard provide a barrier to the convenient access to the businesses along Innes Road, Fern Casey Street and another future major collector road are planned to traverse the area.

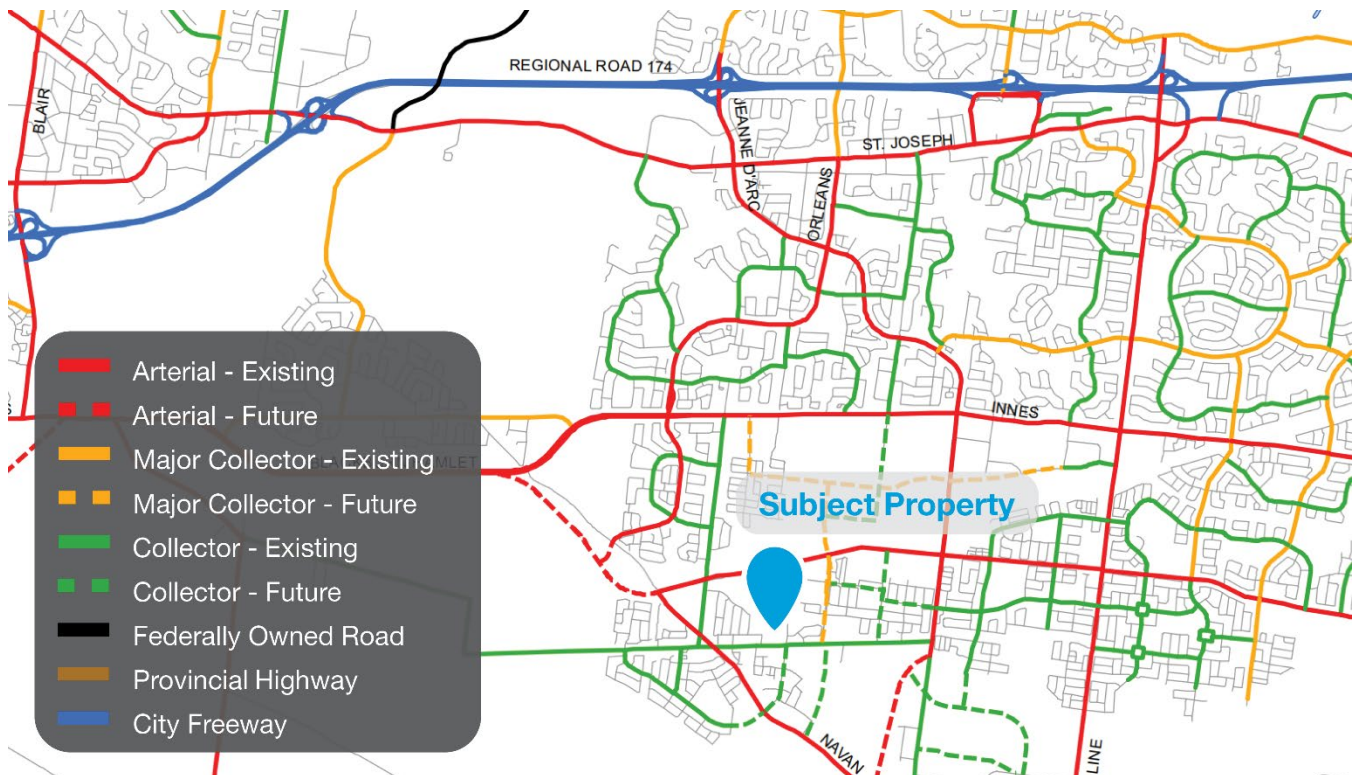


Figure 11: Subject property in Schedule C4 - Urban Road Network of the Official Plan

2.4 Transit and Active Transportation Network

Two bus stops currently abut the subject site, providing access to one “Connexion” bus route (connecting to the O-Train), two local routes, and three school routes. The Chapel Hill Park and Ride, located approximately 900 metres west of the subject property, provides convenient access to four bus routes. Access to transit can be expected to expand when the Cumberland Transitway Extension, planned to be developed between the aforementioned station and Tenth Line Road along the hydro corridor adjacent to Brian Coburn Boulevard, is built. The future Fern Casey Station, located approximately 820 metres north of the subject site, is expected to provide improved service to the downtown core and other employment centres across the City.

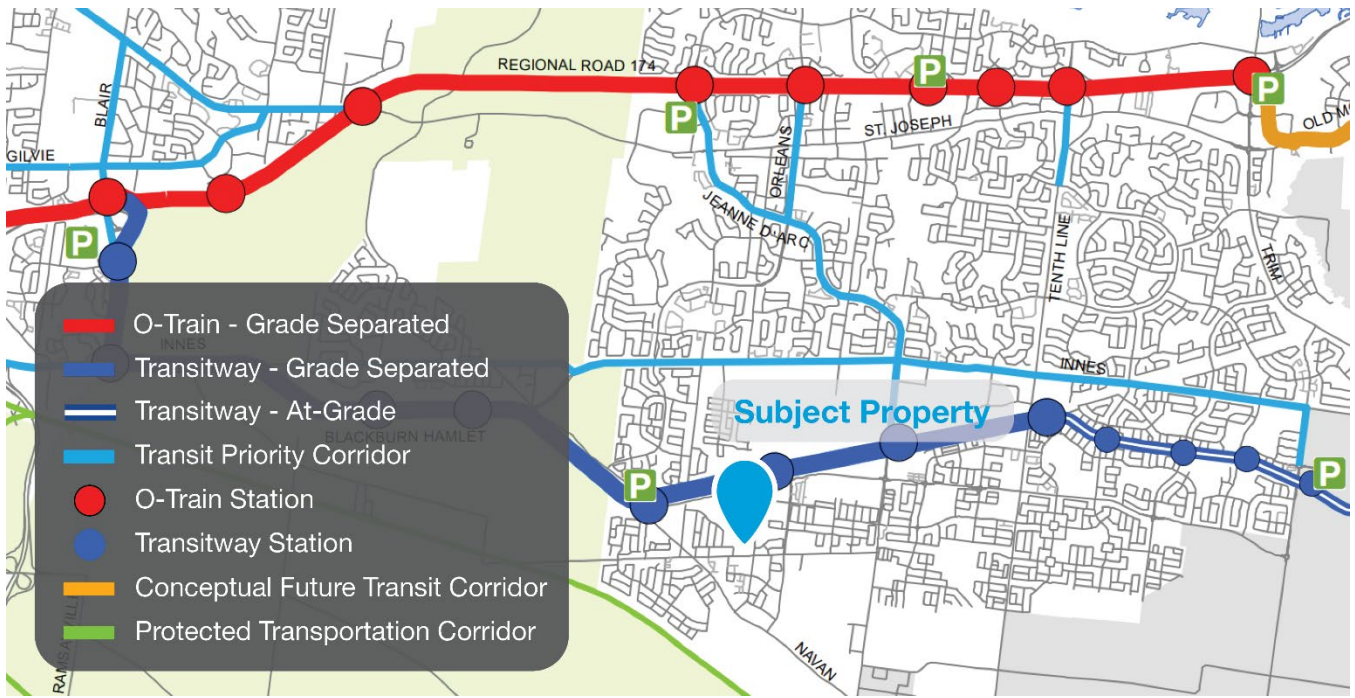


Figure 12: Subject site within Schedule C2 - Transit Network, Ultimate of the Official Plan.

The subject site is also well served by active transportation, as the Mud Creek Stormwater Management Area pathway directly north of the subject site provides access to Collège catholique Mer Bleue, Fern Casey Street, Patrick Dugas Park, Brian Coburn Boulevard, Pagé Road, and the Chapel Hill Park and Ride, as well as local streets serving adjacent residential neighbourhoods. A bicycle lane also runs along Renaud Road adjacent to the subject site.



Figure 13: Subject site within Schedule C3 - Active Transportation Network of the Official Plan, with additional active transportation infrastructure.

3.0 Proposed Development

Richcraft Homes is proposing to develop the subject site with a planned unit development of back-to-back townhouse blocks with a multi-modal internal circulation network, extending the built form of the surrounding subdivision. Seven blocks totalling 76 dwellings are proposed to front on either an internal road network or a public road, with each unit having its own garage and driveway. Ten visitor parking spaces, ample soft landscaping and tree plantings, and amenity areas connected by private pathways are also proposed. Further discussion is provided in Section 4.0 of this report.

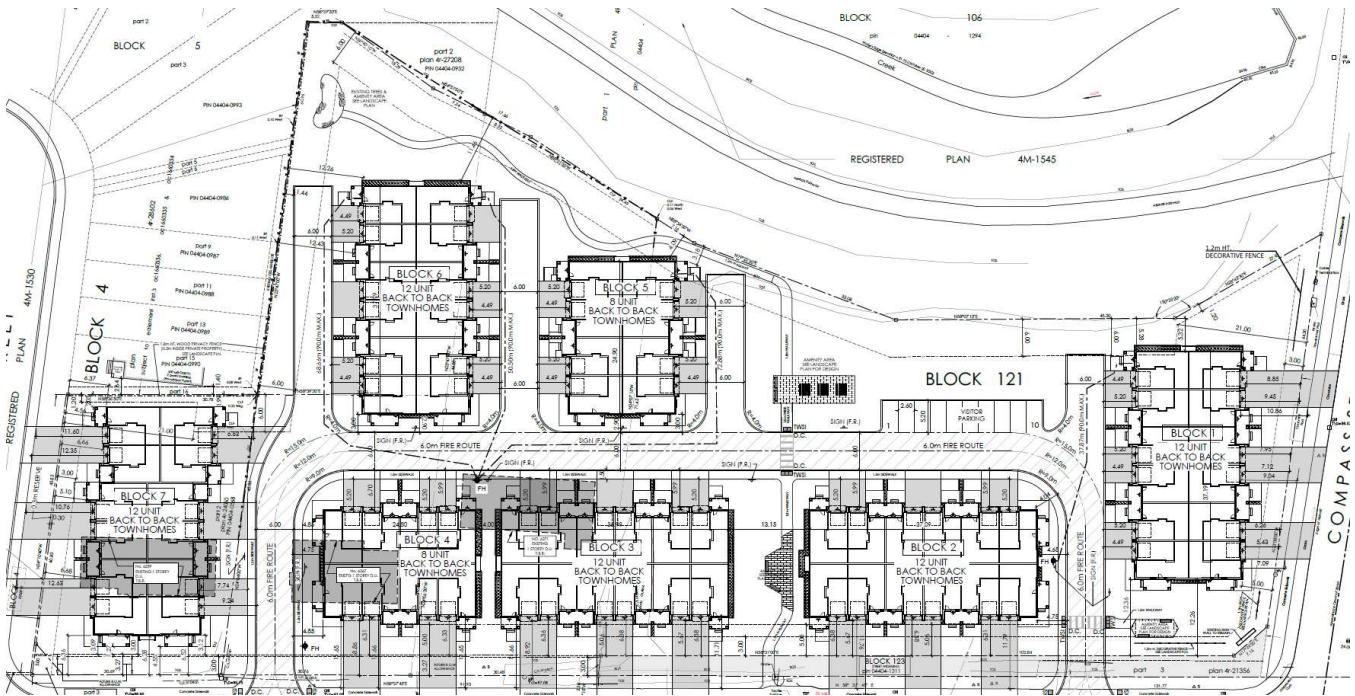


Figure 14: Excerpt from proposed site plan (prepared by M. David Blakely, June 2025)



Figure 15: Elevation of proposed dwelling blocks



Figure 16: Street-facing and interior side elevations of proposed dwelling blocks

4.0 Urban Design Brief

4.1 Project Description

The proposed development consists of 76 low-rise, three (3) storey back-to-back townhouses divided into seven blocks, each block consisting of eight or twelve units. The proposed development is intended to represent a natural extension of the ongoing urbanization of the surrounding area that also capitalizes on the subject site's proximity to the Mud Creek Stormwater Management Area. Its design is driven by the policies of the Official Plan, EUC CDPs, Urban Design Guidelines for Greenfield Neighbourhoods, and patterns of residential development common in the South Orleans context.

Numerous pedestrian connections are proposed to connect dwellings to the public realm, with a central pathway being generously landscaped and traversing several smaller outdoor amenity areas. Three of these amenity areas are intended for gathering and include patios with benches and planters (Figure 17). A fourth amenity space follows a recreational path which abuts the Mud Creek lands to the north and terminates at a mulched pad with seating boulders. Many existing trees in this area are proposed to be retained, providing a rich biodiversity of native species.

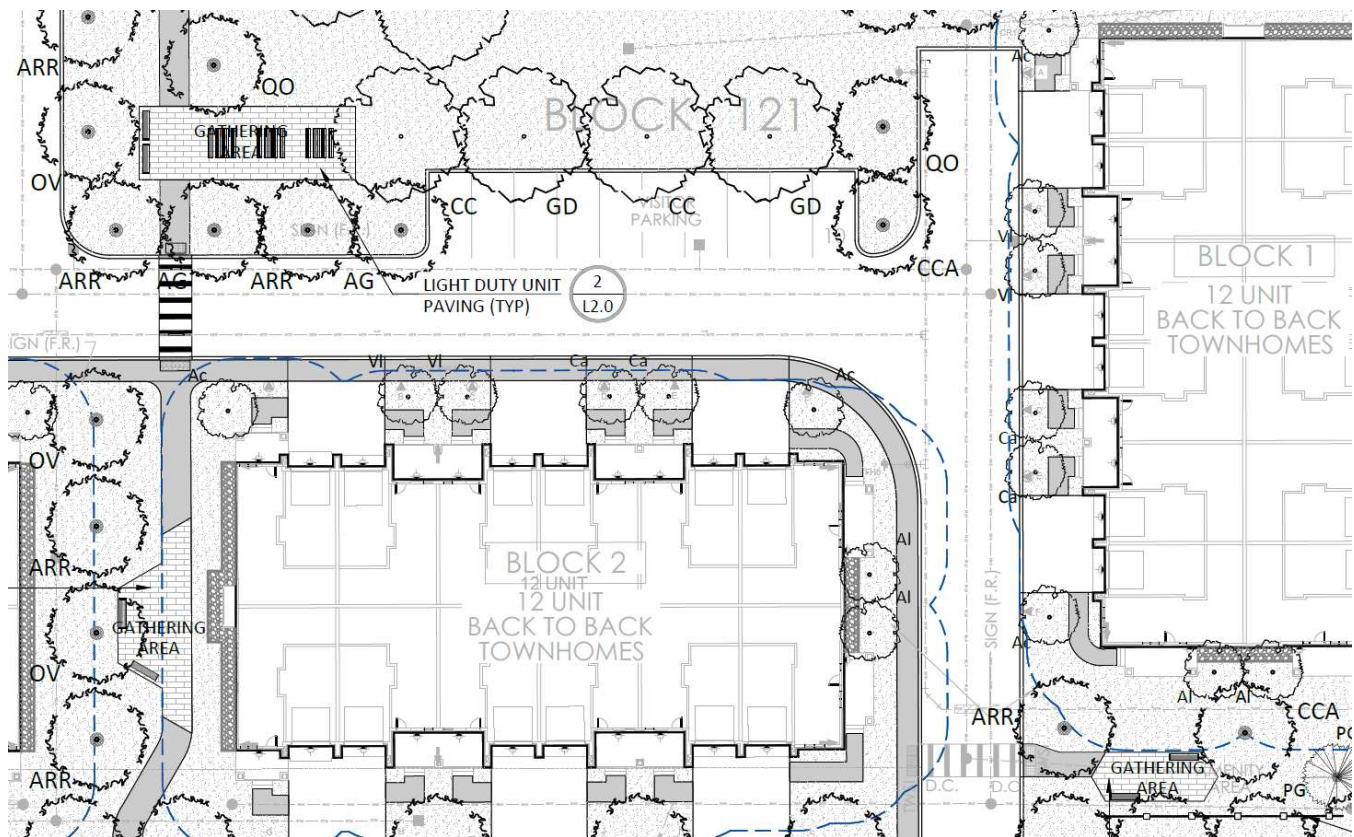


Figure 17: Excerpt from proposed landscape plan showing three well-treed gathering areas

Buildings are set back at least 5 metres from lot lines abutting public rights-of-ways and driveways are paired to maximize soil volumes and accommodate tree plantings and reduce impact to pedestrian and cycling facilities. The proposed dwelling typology, back-to-back townhouses, are an underrepresented ground-oriented large household-scale dwelling typology that represents an efficient use of land. Each unit has a balcony and a single-car driveway and garage.

4.2 Design Directives

4.2.1 City of Ottawa Official Plan

Section 4.6 of the Official Plan contains city-wide policies concerning urban design direction of both built form and public realm. Urban design is recognized for its role in supporting the City's objectives for 15-minute neighbourhoods, urban tree canopy, climate change resilience, public health, and inclusivity. Relevant policies include the following:

4.6.3.1 Development shall enhance the public realm where appropriate through trees, landscaping, and street furniture to improve the public realm for pedestrians.

4.6.5.3 Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment, and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

4.6.6.6 Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development includes ample tree plantings and landscaping elements to complement the City's existing and planned improvements along adjacent rights-of-way. The proposed Site Plan includes sidewalks and pathways which integrate with the surrounding pedestrian network, and include marked crosswalks where required. Utilities are integrated into the buildings and visitor parking is located internally to the site, screened from the public realm by Blocks 1 and 2. Driveways are paired to minimize interruptions along roadways and lead to individual garages that will help reduce the visual dominance of vehicles abutting the public realm.

The proposed low-rise dwellings are aesthetically cohesive with the surrounding context and entrances are provided at grade, facing the surrounding public streets and internal roadways. Front porches (some of which are covered) and second-storey balconies also provide private outdoor amenity spaces that interface well with the surrounding public realm.

4.2.2 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods provide guidance for the development of large lots within the City of Ottawa's urban area. This document is intended to complement the design considerations of the applicable CDP and Secondary Plan. Its objectives include the protection of environmental features, the creation of attractive and comfortable streetscapes, and the encouragement of transit-oriented development.

The following guidelines relate to, and are addressed by, the proposed development:

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

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

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

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

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

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

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

Guideline 44: Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage.

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

The attached Zoning By-law Amendment application proposes the application of the R3Z zone, which is also applied to much of the development in the area surrounding the subject site. As a result, the proposed built form is consistent with the surrounding context in terms of setbacks, driveways, and garages, and contributes to the variety of low-rise residential typologies in the area in a complementary manner. The proposed elevations ensure garages and driveways do not dominate the streetscape, but are instead complemented by front entrances, porches and balconies that are located closer to the public roadways than the garages. The proposed dwellings are located near the property lines abutting public rights-of-way while accommodating meaningful tree plantings.

The proposed development features pathways internal to the subject site and provides direct pedestrian connections to abutting public streets. Driveways are shared to maximize area for trees and minimize physical disruption of sidewalks and bike lanes.

4.2.3 Building Better and Smarter Suburbs (BBSS)

To manage Ottawa's suburban growth responsibly – by supporting increased density, enhanced public spaces, transit-oriented development, and convenient amenities – a strategic direction and action plan was developed and adopted in 2015. The Building Better and Smarter Suburbs (BBSS) initiative proposes a list of recommendations to shape community plans and street layouts. These recommendations are based on the principles of efficient and integrated land use, ease of movement by all modes, good urban design, and financial sustainability. Although much of the document relates to the treatment of public rights-of-way, parks, and servicing, and most policy directions are to be implemented through Community Design Plans and Secondary Plans, the following strategic directions apply to this project:

- 1.9 Avoid reverse frontage lots (rear yards abutting public streets) within a community
- 5.2 Where street-accessed parking is appropriate, establish setbacks that will allow a vehicle to be parked in front of the garage or carport, while preventing the visual prominence of garages on the streetscape.
- 9.1 Favour design solutions that make all utilities and infrastructure as invisible as possible.
- 9.3 Minimize the numbers of utilities crossing soil trenches for trees.
- 9.4 Ensure utility placement and network design can accommodate increasing densities without compromising service quality and safety standards.

The proposed development features shared private driveways long enough to accommodate a single vehicle parking space between the sidewalk and recessed garage, a lack of reverse frontage lots, and a landscape plan that maximizes tree planting opportunities within the limitations identified through geotechnical investigation and servicing study. Utilities are integrated into the least visible sides of buildings, and utility trenches are aligned with driveways per the attached engineering plans.

4.2.4 East Urban Community Community Design Plans for the Phase 1 Area and the Phase 2 Areas

The planning process for the East Urban Community began with the CDP for the Phase 1 Area which was approved by Council in 2005. As new conditions arose in the years following, some direction of the CDP for the Phase 2 Area (2013) supersedes the former and the two are to be read together. However, much of this direction relates to lands designated for “medium/high density” residential uses, where the subject site is designated for low density.

Community Design Guidelines found in Section 5 of the Phase 1 Area CDP include:

5.1 Landscape Principles and Guidelines

- / Retain as much natural vegetation as possible, especially along watercourses, on steep slopes, in valued woodlots and in areas linking green spaces, with a particular emphasis on high quality or rare vegetative communities;
- / Setback requirements around creeks and drainage channels will be in accordance with Conservation Authority requirements;
- / Existing landform and natural features should be integrated into the development pattern;
- / Promote or restrict the use of certain species in key parts of the study area;

5.2 Architectural Guidelines

- / Orient buildings to front onto public streets and ensure that principal entries are clearly identifiable, visible from the street and universally accessible;
- / Reduce front yard setbacks in order to create a more intimate street environment. Front yard setbacks should range from 3.0 – 6.0m. Where blocks are long and straight, variation within the range will add interest to the streetscape;
- / Site built form to reflect the natural topography, highlight significant views and preserve significant trees;
- / Ensure that facades, which face and flank streets, parks, and open spaces add interest through their architectural detail. Use the architecture details to articulate and break up the building mass;
- / Avoid straight continuous massing longer than 30m facing residential streets. If the continuous length goes beyond this, the building masses shall be clearly broken down to smaller parts;
- / Orient buildings on corner lots to both street fronts;
- / Incorporate generous side fenestration where a side wall flanks a road, lane or open space;
- / Ensure that garages and parking areas do not dominate street fronts or building facades;
- / Minimize the impact of driveways on the pedestrian environment;
- / Set back surface parking areas from the front façade of buildings;
- / Provide a range of housing types and tenures in order to accommodate different types of family structures over time;
- / Ensure that each neighbourhood includes a mixture of building types and a variety of architectural design;

- / Integrate and screen service elements into the design of the building so they are not visible from the street or adjacent to public spaces;

Design directions provided by the CDP for the Phase 2 Area (superseding the Phase 1 CDP) include:

3.4 Tree Planting and Marine Clay Soils

- / Provide new trees at a rate of one per two townhouse dwellings;
- / Where soil conditions allow, medium and large deciduous street trees are to be planted;
- / These requirements supersede any direction in the Phase 1 CDP that would permit lesser setbacks.

3.9.2 Sustainable Transportation

- / To facilitate travel, all developments are to include clear pedestrian and bicycle connections to arterial and collector roadways, as these streets types are all potential bus routes.

Fulfilling design direction of the CDP, the proposed development will have buildings facing and framing the public street. The buildings' porches are located closer to public rights-of-way than garage entrances to reduce the visual impact of the latter. The proposed back-to-back townhouse dwelling typology provides variety to the housing mix of the area, and end units feature enhanced elevations with side-facing entrances. Surface parking is located internal to the site, and utilities are located within enclosures. Driveways are paired to maximize soil volumes for tree plantings and minimize sidewalk interruptions, and the internal pedestrian network is well-connected. The attached Landscape Plan includes 71 native trees for a rate of nearly one per dwelling, far exceeding the minimum recommended by the CDP, and ensures protection of the endangered Black Ash found onsite. The grade of the adjacent Mud Creek natural area is respected, and vegetation is retained where possible.

4.2.5 Response to Comments

A pre-consultation meeting for the proposed applications was held with City staff on February 28, 2025. City staff outlined the following preliminary design comments to be addressed as part of the Urban Design Brief:

1. Ensure that tree plantings can be provided on public roadways and along private roadways internal to the site. Sensitive Marine clays may require an increased setback to accommodate trees.

Per the attached Landscape Plan, trees are provided along public and private roadways where possible. Increased soil volumes required per the City's 2017 Tree Planting in Sensitive Marine Clay Soils guidelines are a limiting factor where narrow front yard setbacks are recommended by other design guidelines. Therefore, tree plantings have been strategically grouped where larger soil volumes are available, including areas abutting the abutting stormwater management area, along internal pathways, and in the corners of the site.

Accommodating street trees along the private road would severely limit density (and project viability as a result) due to the increased setbacks required. Furthermore, street trees provided along the private way would be limited to small canopy varieties, whereas this plan allocates larger soil volumes capable of accommodating medium and large canopy trees elsewhere on the site.

2. The connectivity to the MUP is appreciated. A public access easement is recommended to provide connection from the PXO/School to the larger open space area.

Connectivity to the MUP could not be accommodated upon review of grading and stormwater management conditions on the site, resulting in terracing and a retaining wall being deemed necessary by engineering consultants (Figure 16). The challenge of public access is further compounded by liability issues as this will be a condominium development.

3. Drive aisles should be screened with landscaping from the properties to the west and from the open space to the rear.

Internal drive aisles are proposed to be largely screened by a 1.8-metre-high wood privacy fence, retention of existing trees, and planting of new trees. An existing cedar hedge along the rear lot lines of abutting properties to the west provides privacy screening and its retention will be attempted.

4. Look for opportunities to maintain existing trees at the rear of the site and on Renaud Road.

Existing trees are retained where possible, particularly to the rear of the subject site where they have been integrated to a naturalized amenity area. Care has been taken in protecting the (endangered) Black Ash tree located along the northern lot line. The planting of new trees is proposed where retention is not possible. Please see the attached Tree Conservation Report for further details.

5. Elevations should address public roadways.

Corner units feature side-facing primary entrances to address public and private roadways.

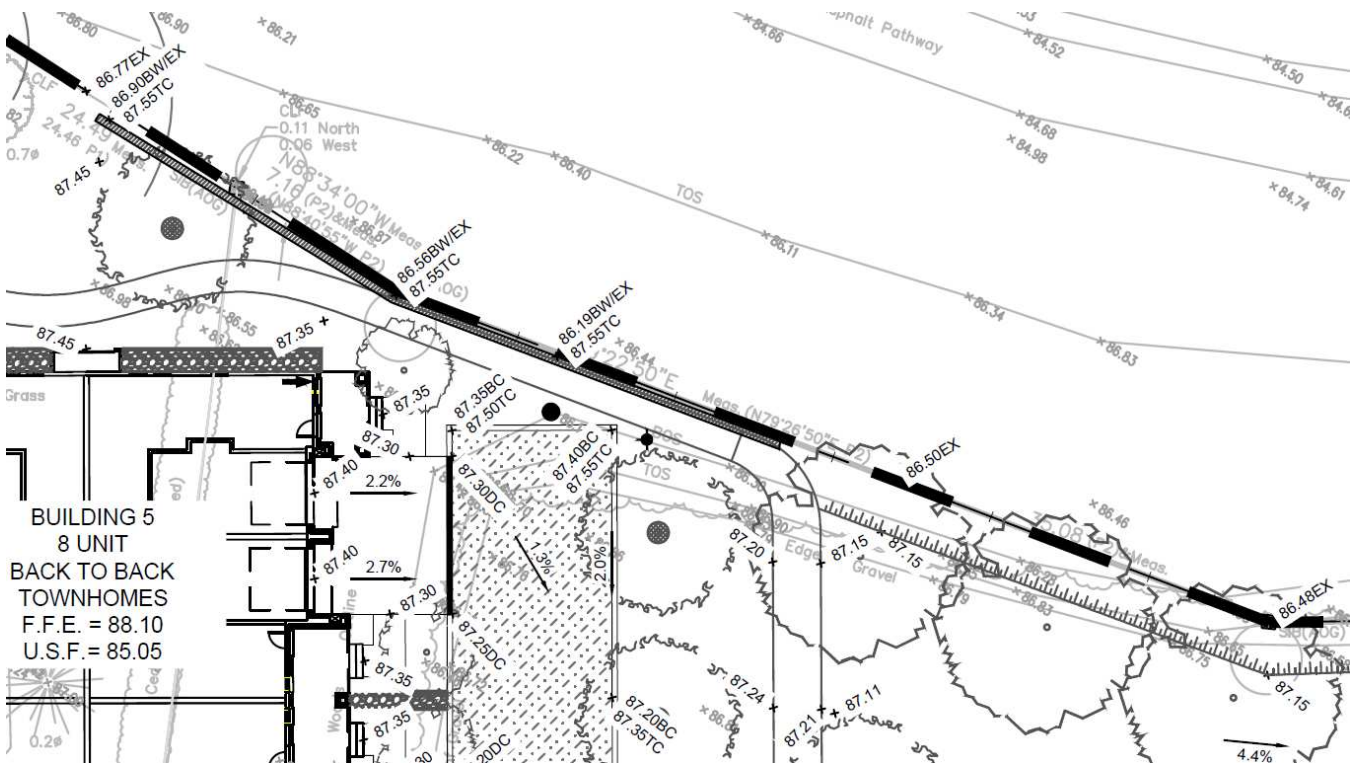
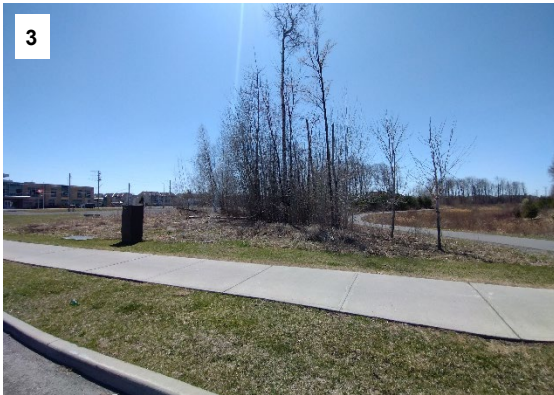


Figure 18: Excerpt from Grading and Drainage Plan showing retaining wall and terracing along the northern lot line. (LRL, May 2025)

4.3 Site Context and Analysis

4.3.1 Site and Context Photos







See Sections 2.1 and 2.2 of this report for additional photos and description of the subject site and surrounding context

4.3.2 Adjacent Public Realm Characteristics

The area surrounding the subject site is of a suburban character with a clear hierarchy of streets, generous rights-of-way, and landscaped boulevards. Collector and Arterial roads are lined with sidewalks and bicycle lanes or multi-use pathways, either existing or planned, while most local streets provide sidewalks on only one side. All detached and vertically attached dwellings include driveways. While all newer dwellings include attached garages, garages and the parking arrangements of older dwellings are mixed.

Tree canopy coverage of the surrounding area is generally good, especially in parks and open spaces, but potentially limited by the presence of marine clay soils where lands have been developed as part of the urbanization of the area. Pre-existing dwellings lining Renaud Road include large trees within their generous front yard setbacks. However, as these lots are to eventually be redeveloped, it is uncertain whether these will remain or be replaced with smaller trees that fit the reduced front yard setbacks envisioned by the EUC CDP.

The proposed development continues and improves upon this pattern of built form by providing ample tree canopy, paired driveways, and soft landscaping. Block 1, fronting on Mélodie Street, retains a front yard setback similar to that of its neighbours, and the entrances of end units abutting Renaud Road face the right-of-way. As demonstrated in the attached landscape plan, the proposed development provides transition to the adjacent open space of the Mud Creek Stormwater Management Area by providing ample buffering and retaining mature trees along the abutting lot line.



Figure 19: Similar back-to-back townhouse dwellings built by Richcraft near the northern terminus of Compass Street. (Fotenn, July 2024)

4.3.3 Natural Heritage Assets

The Mud Creek Stormwater Management Area abuts the northern lot line of the subject site. This is part of a contiguous woodland identified as a supporting greenspace in the City's Greenspace Master Plan for its role in strengthening the features and functions of primary natural features by buffering or linking them and supporting overall landscape biodiversity.

Per the attached Tree Conservation Report, the on-site woodlot abutting the stormwater management area meets the age criteria of the City's Urban Significant Woodlands Policy, but not the area requirement. As such it is not considered to be significant, nor is it designated an Urban Natural Feature or Natural Environment Area by the City.

Innes Park Woods, located approximately 1.5 kilometres north of the subject site, was identified as a significant wildlife habitat in the 2003 City of Ottawa Official Plan, and purchased by the City for its preservation in 2007. The 2005/2006 Urban Natural Areas Environmental Evaluation Study rated the lands as having moderate environmental value. The eastern half of the site is dominated by mature sugar maples which provide high recreational and aesthetic potential on a neighbourhood scale, while the western half consists primarily of younger white ash and sugar maple trees. Fissured bedrock flats interspersed with red maple, staghorn sumac, and white elm lie along the south side of the area.

The Mer Bleue Bog lies within the National Capital Commission (NCC) owned Greenbelt south of the Prescott-Russell Trail Link, approximately 1.3 kilometres south of the subject site. It is part of a 3,500-hectare conservation area encompassing a 7,700 year-old northern boreal landscape which provides habitat for many species of rare plants, birds, and other wildlife. It is noted as one of the most outstanding natural features of the Greenbelt. Pedestrian access is provided by numerous interpretive boardwalks and trails.

4.3.4 Mobility Network

The future Cumberland Bus Rapid Transit extension is proposed to include two stations, Fern Casey Station and the existing Chapel Hill Station, both within 900 metres from the subject site. Local transit stops are located adjacent to the property along both Renaud Road and Compass Street. On-street bicycle lanes are provided along Renaud Road, consistent with the streetscape plan of the EUC CDP. The subject site is well-served by active transportation infrastructure, including the Mud Creek Stormwater Management Area pathway which is a Major Pathway of the City's Active Transportation network as denoted in Schedule C3 of the Official Plan. See Section 2.4 of this report for further details.



Figure 20: Mobility network adjacent to subject site

5.0 Policy and Regulatory Framework

5.1 Provincial Planning Statement (2024)

In effect as of October 20, 2024, the Provincial Planning Statement (PPS) is a policy document which replaces the 2020 Provincial Policy Statement in providing direction on matters of provincial interest related to land use planning and development. These issues include housing, land availability, economic development, infrastructure, the environment, resources, and the protection of people, property, and resources from hazards. It is stated that “Zoning and development permit by-laws should be forward-looking and facilitate opportunities for an appropriate range and mix of housing options for all Ontarians.” As per section 3 of the *Planning Act*, all decisions on planning matters “shall be consistent with” the PPS.

The proposed development meets the following relevant policies of the PPS:

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

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

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

- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

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

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

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

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

3.9.1 Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

The proposed Zoning By-law Amendment will permit development that will contribute to an efficient development pattern in Orléans South, an area identified by the City for growth. The proposed development provides a higher density than the existing detached dwellings, and servicing capacity for this intensification has been contemplated through previous plans for the area. The proposed housing typology, back-to-back townhouses, is an efficient use of land which maintains suburban characteristics and is underrepresented in the area, supporting Policy 2.1.6 as well as the general intent of the of the PPS.

5.2 City of Ottawa Official Plan (2022)

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

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

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

2.2.1 Intensification and Diversifying Housing Options, which aims to:

- / Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods (2.2.1(1)); and
- / Provide housing options for larger households (2.2.1(2)).

2.2.3 Energy and Climate Change, which aims to:

- / Plan a compact and connected city (2.2.3(1)); and
- / Prioritize a shift to energy efficient transportation modes (2.2.3(3)).

2.2.4 Healthy and Inclusive Communities, which aims to:

- / Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities (2.2.4(1)).

The proposed Zoning By-law Amendment will permit the development of family-scale ground-oriented dwelling units in an efficient suburban pattern adjacent to a school within the City’s urban boundary. The enclosed application will

permit a development which extends the logical pattern of suburban built form in the vicinity of the subject site and provides a walkway connection to support active transportation goals.

Section 3 of the OP sets out the City's Growth Management Framework. This discusses forecasted population growth and demand for housing, as well as the location of this growth and demand. Policy 3.1.4 allocates 46% of this growth over the coming 25 years to greenfield development within the urban area – the condition which applies partially to the proposed development. Table 3b proposes a target residential density range of 40 to 60 dwellings per net hectare for intensification within the Suburban Transect.

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

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

The proposed R3Z zone and associated development will permit and provide an underrepresented housing typology in a medium-density suburban layout, contributing to the 15-minute neighbourhood characteristics and housing supply diversity goals of the Official Plan. The subject site is located in an area expressly intended to absorb the urban greenfield growth identified in Policy 3.1.4.

The Official Plan identifies policy areas by transect, from Downtown Core to Suburban, and by designation, including Hubs, Neighbourhoods, and Corridors. The subject site is located in the Suburban Transect and the Neighbourhood designation. Section 5.4 describes policies that apply to the Suburban Transect – an area characterized by conventional suburban development including separated land uses, detached low-rise buildings, and generous setbacks. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods to slow urban sprawl and promote transit use through strategically increased density and pedestrian-oriented public realm improvements.

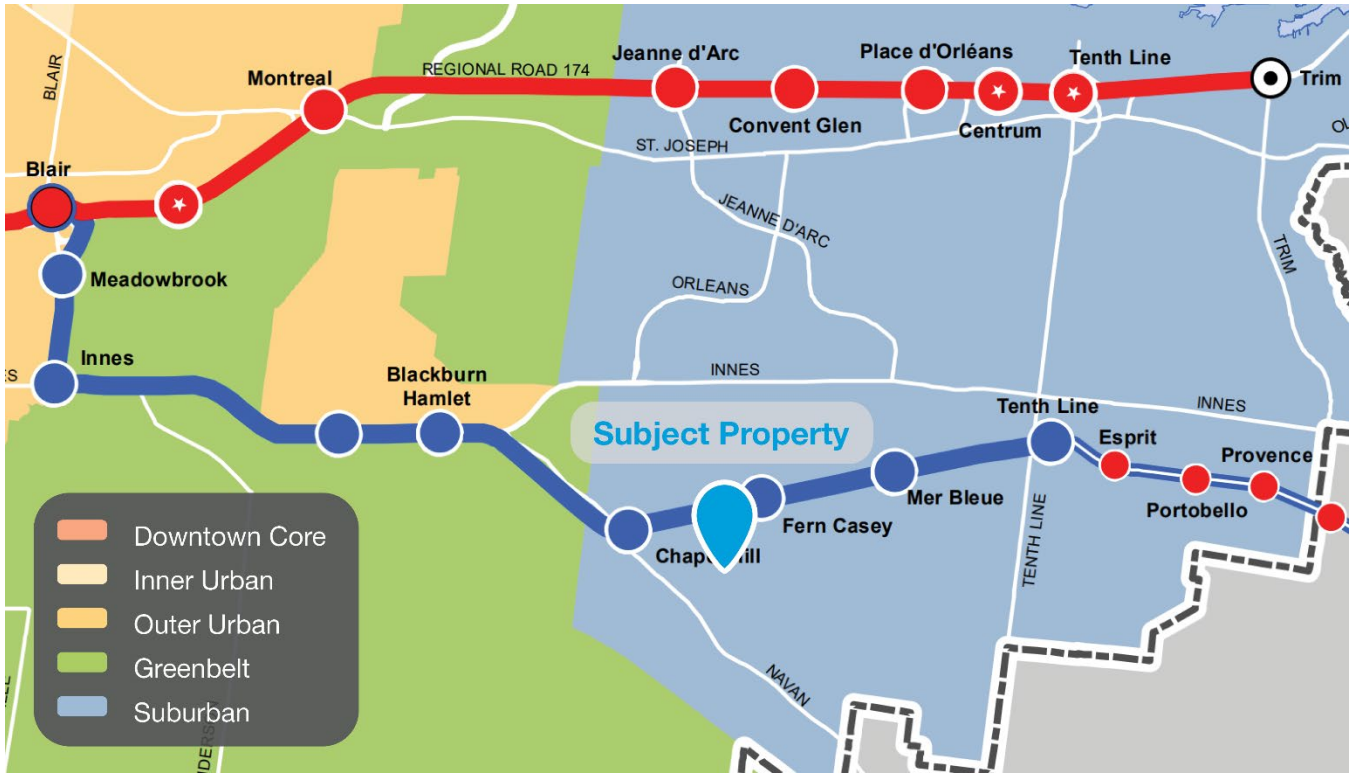


Figure 21: Subject property within the Suburban Transect of the Official Plan (Schedule A).

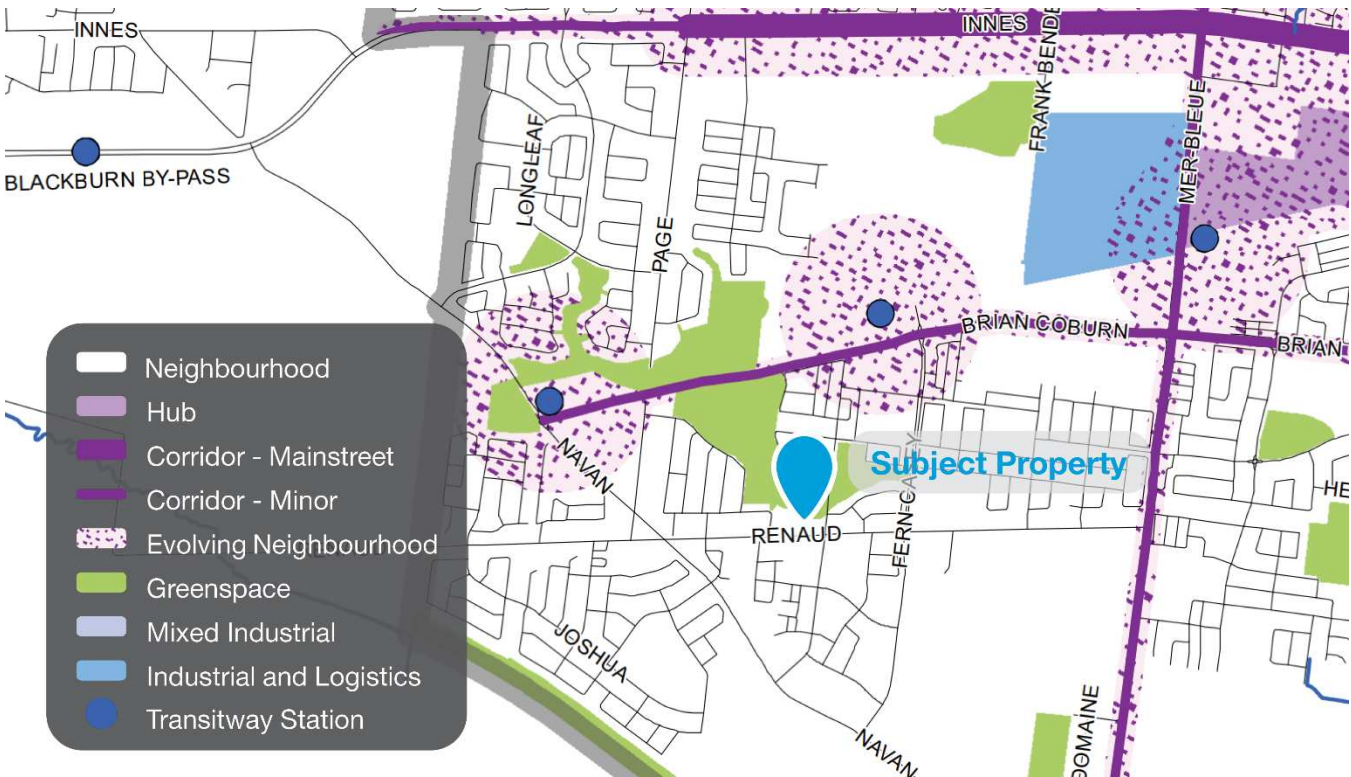


Figure 22: Subject property within the Neighbourhood Designation of the Official Plan (Schedule B8).

Notably for Suburban Transect Neighbourhoods located away from rapid transit stations, Policy 5.4.1.2(a) states that development shall be low-rise and Policy 5.4.1.3 states that the Plan shall support predominantly ground-oriented housing forms. Policy 5.4.4.2 states that net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area, within which the subject site is located, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.

The proposed Zoning By-law will implement the transect policies of the Official Plan by permitting a contextually appropriate development of low-rise residential uses. The development permitted by this Zoning By-law Amendment will provide a density of approximately 57.2 units per hectare, within the range proposed by Table 3b of the OP. The proposed back-to-back townhouses are a dwelling typology that is underrepresented in the area, increasing the variety of housing options in accordance with Policy 5.4.1.3. Streetscape improvements consistent with the previously approved Plan of Subdivision for Trails Edge West will promote active transportation use.

Lands within the Neighbourhood Designation are subject to the policies of Section 6.3. Policy 6.3.1.2 states that permitted building heights shall be low-rise with some exceptions, and Policy 6.3.1.4 a) states that the Zoning By-law and development approvals shall permit a full range of low-rise housing options to meet or exceed unit mix and density targets. Policy 6.3.1.5 states that higher densities and heights shall be permitted closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities; lower density ground-oriented dwelling forms shall be permitted further away from rapid-transit stations, Corridors and major neighbourhood amenities; and a gradation in permitted densities and mix of housing types shall be provided between the areas described above. Furthermore, Policy 6.3.2.3 c) states that regulation will provide for built form with a mix of urban and suburban characteristics, and Policy 6.3.3.9 states that development on through-lots in residential neighbourhoods with frontages on both rights-of-way and a portion of the internal lot left without buildings or structures shall be permitted.

The proposed Zoning By-law Amendment to the R3Z zone will permit appropriate density in low-rise residential typologies, in conformity with the policies of the Neighbourhood Designation applicable to the subject site. As the subject site is located over 600 metres from rapid transit, it is a suitable location for the lower density ground-oriented dwelling forms proposed, as per Policy 6.3.1.5.

As the subject site is within the East Urban Community, Area-Specific Policy 49.1 applies, stating:

Landowners within the boundary of the East Urban Community – CDP For The Phase 1 Area and the East Urban Community - Community Design Plans for the Phase 2 Areas, approved by Council, shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of East Urban Community, so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval for all plans of subdivision, plans of condominium and severance applications, and as a condition of approval for site plans in the East Urban Community, Phases 1 and 2, requiring notification from the Trustees of the East Urban Community Phases 1 and 2, that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.

The owner is currently party to the EUC cost-sharing agreements.

5.3 East Urban Community Community Design Plans

In 2005, City Council approved the East Urban Community (EUC) Community Design Plan (CDP) for the Phase 1 Area to guide to the long-term growth and development of the area. The CDP provides guidelines for the day-to-day decision-

making on land use planning and sets out the community's priorities for the future. Many policies, especially those regarding density and urban design, are superseded by those of the EUC CDP for the Phase 2 Area, adopted in 2013.



Figure 23: Subject Property in Figure 13 – Land Use Structure Plan of the East Urban Community CDP for the Phase 2 Area

The subject site is within the Residential Designation of the Land Use Structure Plan, and two designations of the Demonstration Plan: “Existing Residential” and “Low Density”. The former is intended to allow low or medium density redevelopment of existing dwellings.

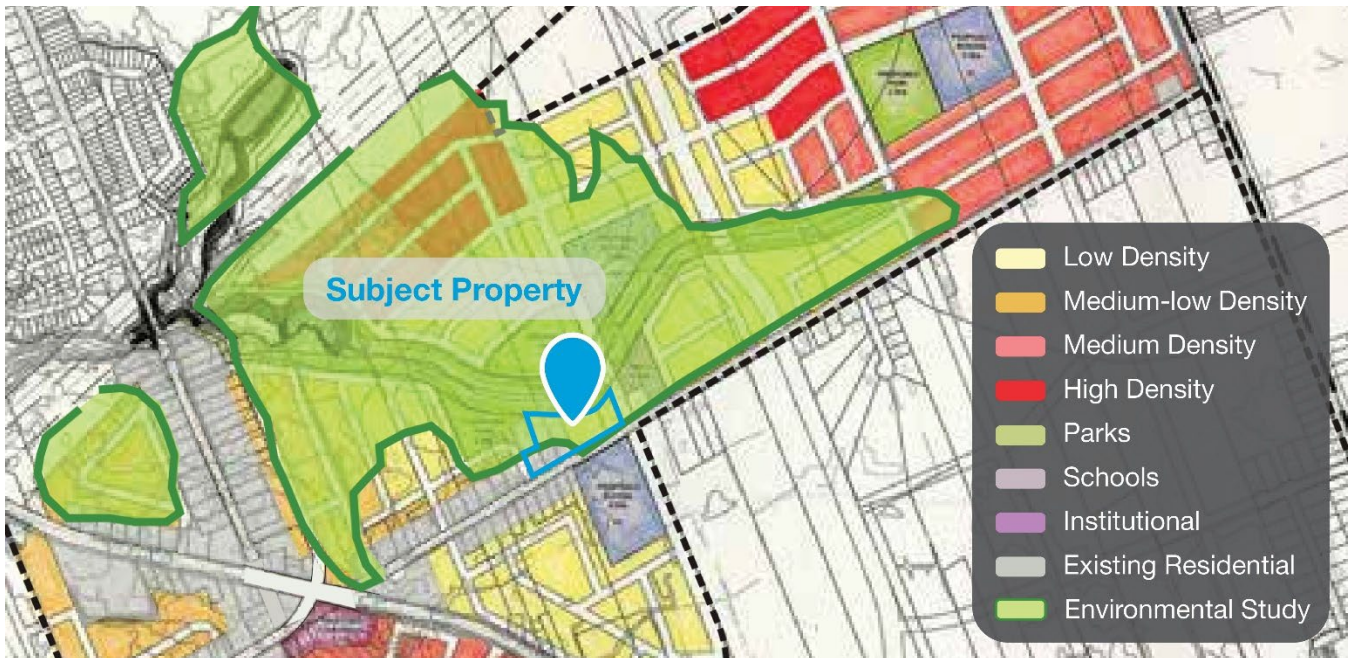


Figure 24: The subject property in Figure 14 – Demonstration Plan of the East Urban Community CDP for the Phase 1 Area

Policy 3.1.1.5 of the Phase 2 CDP refers to the existing dwellings of the Phase 1 area, stating that redevelopment of these lots is limited to low or medium density residential development that meets the requirements of the CDP. Section 4.1 of the Phase 1 CDP identifies a target of 25 units per net hectare for the Low Density designation due to soil conditions and the distance from high-order transit. Policy 3.1.1 of the Phase 2 CDP, an updated geotechnical investigation of the lands supports densities of 28 to 63 units per net hectare in the Phase 2 area; it is assumed that greater densities can also be sought in the Phase 1 area. Policy 3.1.1 also states that no more than 55% of dwellings shall be single detached.

As the subject site is identified for low-density residential uses in the Phase 1 Area CDP Demonstration Plan, the proposed Zoning By-law Amendment to permit low-rise residential uses is appropriate. The proposed density of 57.2 units per net hectare, achieved through back-to-back townhomes, is appropriate, as it is within the range proposed by the Phase 2 Area CDP. Discussion of design direction of the CDP is provided in Section 4.2.4 of this report.

5.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The City of Ottawa Zoning By-law contains specific provisions relating to built form throughout different areas of the city. The subject site is currently split-zoned with the westernmost lots, 6259, 6267, and 6271 Renaud Road, being within the Development Reserve – DR zone, and the lot abutting Compass Street, 6273 Renaud Road, being within the Minor Institutional – I1 zone, subzone A. The DR zone is intended to reserve lands for future growth by temporarily limiting development to small-scale low-intensity uses, and applies to many of the dwellings which predate the East Urban Community. The I1A zone is intended to permit a range of community uses, institutional accommodation and emergency service uses compatible in scale and intensity with the character of a residential neighbourhood.



Figure 25: Zoning context surrounding the subject site. Note the ubiquity of the Z subzone.

To support this development, a rezoning to the Residential Third Density – R3, subzone Z with a site-specific exception (R3Z[XXXX]) is proposed. This zone permits a wide range of low-rise residential building forms, ranging from detached dwellings to townhouse dwellings and planned unit developments, at heights of up to 11 metres. This zone is well-

represented in the East Urban Community. The site-specific exception is required to accommodate a reduced interior side yard setback required due to the irregular lot shape and unique spatial needs of back-to-back townhouses. The stepped setback provision of the R3Z zone envisions a typical lot fabric with a single frontage and dwellings with rear yards that align with those of neighbouring lots.

The provisions of the R3Z zone for townhouse dwellings within a Planned Unit Development are as follows:

| Mechanism | Requirement | Provided | Compliance |
|---|---|---|------------|
| Minimum lot width | 18 m | 10.66 m | Y |
| Minimum lot area | 1400 m ² | 13,295.58 m ² | Y |
| Maximum building height | 11 m | 10.82 m | Y |
| Minimum front yard setback | 3 m (Mélodie Street) | 5.10 m | Y |
| Minimum corner side yard setback | 3 m (Renaud Road, s.135(2)) | 5.67 m | Y |
| Minimum rear yard setback | 3 m (Compass Street, s.135(1)) | 5.00 m | Y |
| Minimum interior side yard setback | 1.2 m for the first 21 m back from the street lot line, 6 m otherwise | 1.99 m | N |
| Minimum setback between the vehicular entrance and a sidewalk | 6.2 m between a garage and a sidewalk | 7.09 m | Y |
| | 2.5 m between a garage and a lot line | 6.26 m | Y |
| Permitted projections into required yards Section 65 | Steps and landings: no closer than 0.6 m to lot line | 2.29 m from lot line | Y |
| | Balconies and porches: 2 m projection, no closer than 1 m to lot line | 4.3 m from lot line | Y |
| Minimum parking rate (Area C on Schedule 1A) | 1 per dwelling unit | 1 per dwelling unit + 10 visitor spaces | Y |

As the subject site is proposed to be developed as a Planned Unit Development, the provisions of Section 131 apply:

| Mechanism | Provision | Plan | Complies |
|--|------------|------------|----------|
| Minimum width of private way | 6 metres | 6 metres | Y |
| Minimum separation between buildings | 1.2 metres | 4.0 metres | Y |
| Minimum separation between buildings and private way | 1.8 metres | 2.9 metres | Y |
| Minimum setback between garage and private way | 5.2 metres | 5.2 metres | Y |

The proposed development complies with the proposed R3Z Subzone, with for the exception of a reduced interior side yard setback that is proposed to be incorporated via a site-specific exception. The R3Z Subzone is well-represented in the surrounding area and suitable for the implementation of the OP and CDP directions, resulting in a development that fits well in the surrounding context.

As noted by City staff during pre-consultation, the amount of open space and landscape typically provided by institutional uses envisioned by the original I1A zoning is reflected in the generous tree plantings and grassed areas abutting the public realm and throughout the site.

The site-specific exception reflects the unique shape of the parcel and the difference of form, allowing for the implementation of appropriate density on the subject site while enhancing the abutting natural area with generous landscaping and tree plantings. The proposed minimum interior side yard setback of 1.9 metres is suitable in light of the Zoning By-law's required interior side yard setback of 1.2 metres for a townhouse dwelling.

5.4.1 Required Zoning By-law Amendment

The proposed Zoning By-law Amendment seeks to rezone the subject site to Residential Third Density, Subzone Z with a Site-Specific Exception (R3Z[XXXX]). The site-specific exception is to include the following provision:

- / Minimum Interior Side Yard Setback: 1.9 metres.

5.5 Parkland Dedication

The City of Ottawa Parkland Dedication By-law (2022-280) requires the conveyance of land for public recreational use or cash-in-lieu as a condition of development or redevelopment of land. Per Section 4 of the By-law, the specific amount is to be determined by the General Manager in accordance with Table 1 of the By-law. The rate for the calculation of parkland conveyance for the Trails Edge subdivision, which includes 6273 Renaud Road, was deemed to be 1 hectare per 300 dwellings, and dedication was provided upon the registration. However, the western portion of the subject site, the existing residential lots at 6259, 6267, and 6271 Renaud Road, was not included in this calculation.

Any outstanding parkland dedication calculation is most appropriately provided as payment of cash-in-lieu due to the abundance of parks in the surrounding area, the subject site's location adjacent to the pathway system, and proposed onsite amenity space. Further, it is anticipated that the previously provided parkland dedication for a portion of the subject site would result in a relatively small provision of land that may not be suitable for its development with a functional park space.

Per the *More Homes Built Faster Act, 2022*, the maximum alternative parkland dedication rate for cash-in-lieu of parkland for residential purposes is 1 hectare per 1,000 units. The required conveyance is also not to exceed an amount equivalent to 10% of the gross land area. Such conveyance should consider the parkland dedication previously provided for the eastern portion of the subject lands as part of the Plan of Subdivision registration for the Trails Edge subdivision.

6.0 Supporting Plans and Studies

6.1 Environmental Site Assessment (Phase I)

In support of this application, Paterson Group carried out a Phase I Environmental Site Assessment (ESA) update consolidating four previous Phase I ESAs, each addressing the respective parcels that make up the subject property. Dated May 1st 2025 and evaluating the area within a 250-metre radius of the subject lands, the letter notes that it is to be read in conjunction with the previous reports. No signs of potentially contaminating activities, contaminants of potential concern, aboveground or underground storage tanks, ponded water, surficial staining or contamination, or other environmental concerns were identified on or near the subject lands, with the exception of one potential contaminating activity that was deemed not to pose a potential environmental concern to the Phase I property. As such, it is Paterson's opinion that a Phase II Environmental Site Assessment is not required.

6.2 Geotechnical Investigation

A Geotechnical Investigation of the subject lands, dated June 13, 2025, was prepared by Paterson Group. The Investigation's objectives were to determine subsoil and groundwater conditions on the site in order to provide geotechnical recommendations pertaining to the design of the proposed development. Analysis of soil samples collected from boreholes on the site identified a subsurface profile of topsoil and/or fill, silty sand, and an underlying silty clay deposit. Following the grain size, Atterberg limits, shrinkage, and compressibility testing of the soils, it was recommended that the proposed structures be founded on conventional spread footings placed on the undisturbed silty clay bearing surface and that the permissible grade raise be restricted to one (1) metre across the site.

Tree planting setbacks, in accordance with City of Ottawa Tree Planting in Sensitive Marine Clay Soils (2017 Guidelines), were also determined as part of this investigation. As the plasticity index of soil samples was found to be less than or equal to 40%, the silty clay encountered throughout the subject site is considered to have low to medium potential for soil volume change. As such, large trees can be planted with a foundation setback equal to their full mature height, and small to medium trees can be planted with reduced 4.5-metre setbacks given foundation depths of 2.1 metres, soil volumes of 25 and 30 cubic metres respectively, reinforced foundation walls, and grading to promote drainage to the tree root zone.

6.2.1 Slope Stability Study

As the lands slope downward toward Mud Creek along the northern lot line, a slope stability assessment was also undertaken as part of the Geotechnical Investigation. As the calculated factors of safety exceed 1.5 and 1.1 under static and seismic analysis conditions, respectively, a stable slope allowance is not required from the top of slope. A toe erosion allowance of 1 m is recommended for the slope along Mud Creek, in addition to an erosion access allowance of 6 m. Therefore, a Limit of Hazard Lands setback of 7 m applies from the top of slope along Mud Creek. It is also noted that vegetation on the slope should be retained for its contributions to stability and erosion resistance, though recommendations for replacement are provided should it need to be removed. The findings of this investigation align with those of a previous assessment by Paterson dated March 19, 2009.

6.3 Grading and Drainage Plan

Prepared by LRL, a grading and drainage plan was prepared for the proposed development on the subject lands. Most notably, it includes terracing and a retaining wall along the northern lot line where the lands slope downward toward Mud Creek. While a pedestrian connection to the pathway along Mud Creek was originally contemplated, the development of the Grading and Drainage Plan resulted in the elimination of this aspect of the plan as it is no longer feasible due to slope reinforcement requiring the aforementioned retaining wall.

6.4 Site Servicing Study

LRL also prepared a Stormwater Management Report and Servicing Brief for the proposed development. Dated May 2025, the report presents a plan and rationale for water and sanitary service, and stormwater management on the site. Maximum required fire flow was calculated at 10,000 L/min, requiring three (3) fire hydrants, and dual 150 mm connections to the existing 200 mm stub within Compass Street and 300 mm watermain within Renaud Road. Total wet wastewater flow was calculated to be 2.88L/s, and is proposed to be discharged to the existing manhole on Compass Street via a 200 mm sanitary sewer. Stormwater release rates from the proposed development will meet the calculated allowable rate of 110.57 L/s using street sags, grading depressions, flow restrictors, and pipe oversizing, and an oil and grit separator (OGS) will help meet stormwater quality control requirements.

6.5 Landscape Plan

The landscape plan for the proposed development was prepared by NAK Design Strategies. It lists trees to be retained, removed, and planted, and includes design details for walkways and amenity spaces. 56 medium canopy trees are proposed to be located primarily along public rights-of-way and the internal pedestrian network, along with eight large canopy trees located where soil volumes permit – predominantly along the northern lot line and in the large landscaped area adjacent to the visitor parking spaces. Tree locations are limited by setbacks identified in Paterson's Geotechnical Investigation, where large trees require a foundation setback equal to their mature height, and small to medium trees are noted to require 30 cubic metres of soil and a foundation setback of 4.5 metres if certain conditions are met.

6.6 Tree Conservation Report

A Tree Conservation Report prepared by Kilgour and Associates helped to inform the aforementioned landscape plan. An endangered Black Ash tree was identified along the northern lot line as part of this report, requiring further evaluation to determine its retention. Eight (8) trees with trunk diameters (DBH) over 50 centimetres were also identified. The report puts forth construction mitigation measures to protect all retainable trees, including the placement of temporary fences beyond the critical root zone of the trees, and the timing of vegetation clearing outside of seasonally sensitive times.

6.7 Preliminary Construction Management Plan

Dated May 7, 2025, the Preliminary Construction Management Plan prepared by Castleglenn Consultants Inc. identifies impacts to transportation and right-of-way elements during the construction of the proposed development. It is noted that all construction materials, staging, and staff parking will be located within site limits. Connection to municipal services located within adjacent rights-of-way is planned to minimize disruption, in that only one lane of traffic is expected to be closed at any time. All necessary encroachments on municipal rights-of-way will be coordinated with City By-law Services staff.

6.8 Transportation memo

Castleglenn Consultants Inc. prepared a document evaluation the transportation impacts of the proposed development, dated May 1, 2025. This document concludes the following about the propose development:

- / The residential development is estimated to generate:
 - 33 vehicle trips (10 in and 23 out) during the morning peak hour, and
 - 48 vehicle trips (27 in and 21 out) during the afternoon peak hour;
- / Intersection Capacity Analysis indicated that all intersections under existing conditions were found to operated at an acceptable LOS "C" or greater. Assuming the proposed development to be in place, the same intersections

exhibited essentially no noticeable decrease in operational performance. All intersections were found to continue to operate at acceptable / satisfactory operational levels.

- / The vehicle turning movements of both garbage trucks and fire trucks were evaluated.
 - Garbage trucks were found to easily maneuver through the site,
 - Fire trucks were found to require additional space at both private accesses into the property. It was decided to recommend that the curbs be mountable as a short-term solution, until such time that Renaud Road would be widened, and the accesses designed in their proper location.
- / Left-Turn Warrants Analysis indicated that eastbound left turn auxiliary lanes were found not to be required at either access into the proposed development.

The document ultimately recommends that the City allow the proposed development to proceed.

6.9 Detailed Traffic Noise Study

Gradient Wind Engineering Inc. was retained to prepare a report describing a traffic noise assessment to support the enclosed Site Plan Control application. The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MOECP) 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; and (iv) site plan drawings.

The results of the current analysis indicate that noise levels will range between 49 and 63 dBA during the daytime period (07:00-23:00) and between 42 and 55 dBA during the nighttime period (23:00-07:00). The highest noise level (64 dBA) occurs at Block 1 South façade, which is nearest and most exposed to Renaud Road.

Standard building components compliant with the Ontario Building Code (OBC) will be sufficient to attenuate indoor noise levels to acceptable levels. Forced air heating systems with provision for central air conditioning will be required and a Type C warning clause should be applied to purchase, sale and lease agreements.

7.0 Public Engagement Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - o A pre-application consultation meeting was held with City Staff and the applicant team on February 20, 2025.
- / Notification of Ward Councillor
 - o The applicant met with Councillor Catherine Kitts to inform her of the upcoming applications.
 - o The Ward Councillor will also be notified by the City of Ottawa’s “Heads Up” e-mail once the application is received.
- / City of Ottawa Public Notification Process
 - o A ‘Heads Up’ notification to the local registered community association will be completed by the City of Ottawa during the application process.
 - o Signs will be posted on the subject property by the City.
- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
 - It is anticipated that the community information session may be held via on online formation such as a Zoom webinar or another similar platform.
- / Planning & Housing Committee Meeting Advertisement and Report Mail Out to Public
 - Notification for the statutory public meeting for the Zoning By-law Amendment application will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for the Zoning By-law Amendment – Planning & Housing Committee
 - The statutory public meeting will take place at the City of Ottawa Planning & Housing Committee.

8.0 Conclusions

It is our professional planning opinion that the proposed development, as permitted by the enclosed Zoning By-law Amendment and Site Plan Control applications, is appropriate and represents good development for the following reasons:

- / The proposed development provides for an appropriate residential density within the urban area, consistent with the 2024 PPS;
- / The proposal complies with the growth management and land use designation policies of the Official Plan and the applicable EUC CDPs;
- / The proposed development represents appropriate urban design and will contribute to an integrated community;
- / The proposed R3Z[XXXX] zone will facilitate appropriate and desirable development; and
- / The proposal is supported by the enclosed technical plans and studies.

Should you have any questions related to the contents of this letter of the application, please do not hesitate to contact the undersigned.

Sincerely,



Kenneth Blouin, M.PL.
Planner



Nico Church, MCIP RPP
Senior Planner