



## Trailsedge Rental Blocks

Planning Rationale + Design Brief  
Zoning By-law Amendment + Site Plan Control  
December 18, 2020



Prepared for Richcraft Homes

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

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# 1.0

## Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Richcraft Group of Companies (“Richcraft”) to act as their agent to prepare a Planning Rationale in support of the enclosed Zoning By-law Amendment and Site Plan Control applications.

### 1.1 Subject Property

The proposed rental development is located within Richcraft’s Trailsedge community (Figure 1), which is located south of Innes Road, north of Renaud Road, east of Navan Road, and west of Mer Bleue Road in Ottawa’s eastern community of Orléans. The subject property, which is proposed to be created through a Consent application that has been submitted to the Committee of Adjustment, is currently part of an existing lot known municipally as 6429 Renaud Road. This lot is legally described as Part of Lots 2 and 3, Concession 3 (Ottawa Front) in the Geographic Township of Gloucester.

The subject property will have a frontage of approximately 93.25 metres on Brian Coburn Boulevard, 244.06 metres on Fern Casey Street, and 94.09 metres on Couloir Road, with a total area of approximately 2.6 hectares. It is described as Part 1 on the Draft Reference Plan that was submitted as part of the Consent application. Part 2 on the Draft Reference Plan, located along the eastern edge of the subject property, will be a future local street that will be dedicated to the City through the registration of a future Plan of Subdivision Application for the lands located immediately east of the subject property. Corner sight triangles for the south end of the future local street are visible along Couloir Road on GeoOttawa.

The entirety of the subject property is currently vacant.

### 1.2 Purpose of the Applications

The purpose of this application is to permit the development of a new ground-oriented residential rental community within the East Urban Community (EUC) Phase 3 Area Community Design Plan (CDP) area. The proposed rental community, which would be comprised of 90 back-to-back townhouse and 96 stacked townhouse units, would expand the range of housing options available to residents in South Orléans. Further, the proposed residential density of approximately 70 units per net hectare would support existing and planned transit and infrastructure, including the planned Bus Rapid Transit (BRT) Station at Fern Casey Street, as well as neighbourhood services.

### 1.3 Application History

As previously noted, a Consent application (D08-01-20/B-00346) has been submitted to the Committee of Adjustment to sever the subject property from a larger parcel owned by Richcraft. It is proposed to develop the subject property in advance of the lands to the east in order to meet the market demand for ground-oriented rental housing in the EUC. The Draft Reference Plan submitted as part of the Consent application defines the boundaries of the subject property for the enclosed Zoning By-law Amendment and Site Plan Control applications. The remainder of this parcel, together with contiguous lands owned by Richcraft, will be developed through both draft-approved and future Plan of Subdivision applications, as described below.



Figure 1: Location of subject property within the Trailsedge Community

Phases 1 and 2 of Trailsedge have been constructed to the west of Fern Casey Street. Trailsedge Phase 3, located to the immediate south of the subject property, has been zoned (D02-02-16-0098), draft plan approved (D07-16-16-0021), registered, and is currently under construction.

Future phases of Trailsedge are located:

- / Southeast of the subject property, which was zoned (D02-02-16-0098) and draft approved (D07-16-16-0021) at the same time as Phase 3, and
- / Immediately east of the subject property, for which concurrent Plan of Subdivision and Zoning By-law Amendment applications are being prepared and are expected to be submitted in early 2021.

The subject property and the future subdivision lands to the immediate east are located within the EUC Phase 3 Area CDP area. The CDP process is now complete and is expected to be approved by Planning Committee and Council in January 2021. The CDP designates the subject property "Highest Density Residential" and the adjacent lands to the east as "Low Density Residential".

## 2.0 Site Context

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### 2.1 Land Use Context

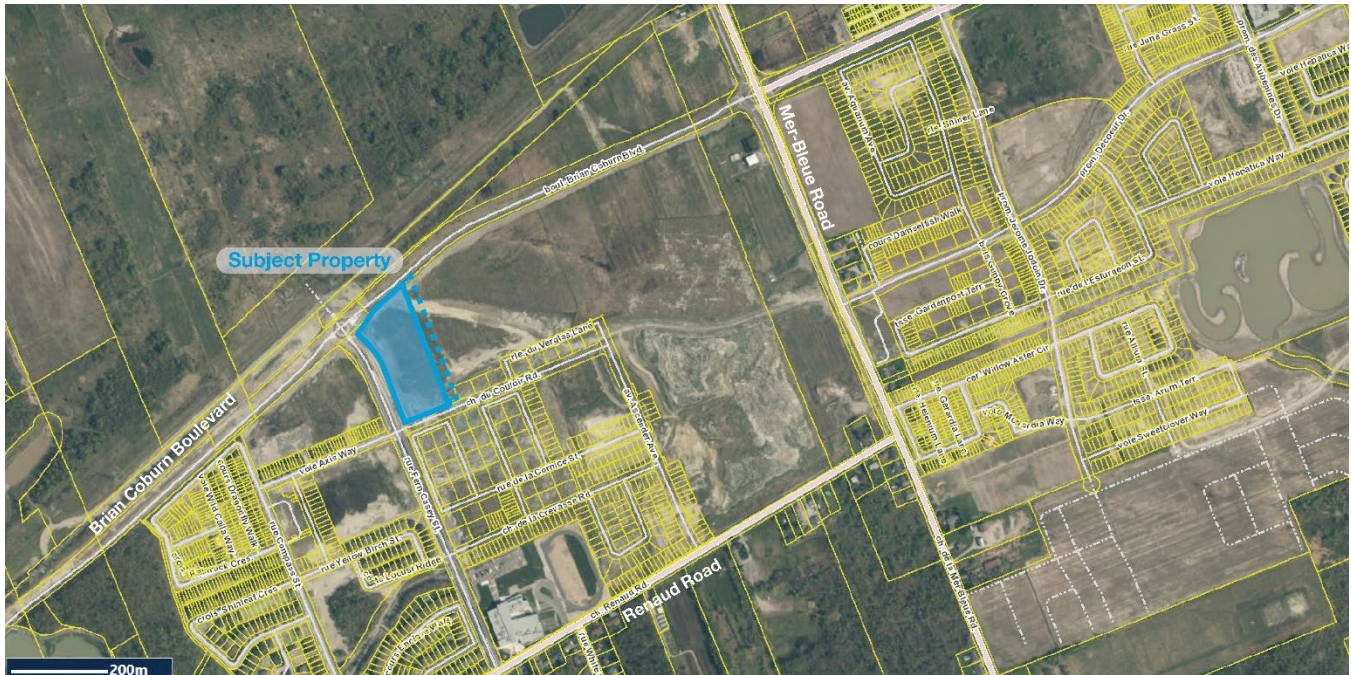


Figure 2: Subject Property and Surrounding Context

The following land uses are located in the area surrounding the subject property:

**North:** Brian Coburn Boulevard, a relatively new arterial road, abuts the northern edge of the subject property. A planned BRT corridor runs parallel to the north side of Brian Coburn Boulevard, with a future Transit Station planned at the intersection of the BRT corridor with Fern Casey Street. A hydro corridor runs parallel to the northern edge of the BRT corridor, to the north of which are the remainder of the EUC Phase 3 Area CDP lands.

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

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

Further north is the Innes Road Arterial Mainstreet, which is characterized by a variety of commercial uses such as retail stores, retail food stores, restaurants, gyms, and a movie theatre.

**East:** Richcraft owns the lands east of the subject property, to Mer Bleue Road. These lands are intended to be developed into a future phase of the Trailsedge community, which includes a parkette and a commercial block at the southwest corner of the intersection of Brian Coburn Boulevard and Brian Coburn Boulevard. East of Mer Bleue Road are original residential properties and new residential communities by other developers.

**South:** As previously noted, Phase 3 of the Trailsedge community is located to the immediate south of the subject property and is currently under development, including a new public park southwest of the intersection of Couloir Road and

Ascender Avenue. Further south is the College catholique mer bleue, a French Catholic secondary school as well as the Notre-Dame-des-Champs elementary school on the south side of Renaud Road, which is also part of the French Catholic school board. Further south is the EUC Phase 2 Plan Area CDP area.

**West:** West of Fern Casey Street, facing the subject property, is a vacant property which is also designated Highest Density Residential in the draft EUC Phase 3 Area CDP. To the southwest is a parcel reserved for a future elementary school and an existing municipal park (Patrick Dugas Park), both located within the Trailsedge Phase 2 residential subdivision. Further southwest is a trail system through the Mud Creek Stormwater Management Area (which abuts a woodlot that is designated an Urban Natural Feature) and Tulip Tree Park, an existing municipal park.

As noted above, the surrounding area is well served with existing and planned parks and open spaces. Two existing schools and one planned school are located within 800 metres of the subject property.



Figure 3: Photos Illustrating Abutting Context

## 2.2 Transportation Network

The subject property is located adjacent to a future BRT Station (at Fern Casey Street) along a planned BRT route which is shown in dark blue on Schedule D- *Rapid Transit Network* of the Official Plan (Figure 4). Transit Stations are also planned at Mer Bleue Road (less than 1 kilometre to the northeast) and over 1 kilometre to the southwest, near Navan Road (Chapel Hill station). The timing of the BRT is currently post-2036. The subject property is currently served by OC Transpo bus route

225, which runs along Brian Coburn Boulevard and Fern Casey, towards Blair Station on the Confederation Light Rail (LRT) Line. Route 225 is a weekday peak connection route which feeds into the LRT network.



Figure 4: Planned Transit Network (Excerpt from Schedule D- *Rapid Transit Network* of the Official Plan)

As illustrated on Schedule E- *Urban Road Network* of the Official Plan, Brian Coburn Boulevard is an Arterial Road, Fern Casey Street is a Major Collector, Couloir Road is a Collector, and the future public road will be a local street.

## Proposed Development

Richcraft is proposing to develop the subject property with a total of 186 ground-oriented residential rental units, comprised of 96 stacked townhouse units ("terrace flats") and 90 back-to-back townhouse units. More specifically, eight blocks of 12 stacked townhouses are proposed to front onto Brian Coburn Boulevard, Fern Casey Street, and Couloir Road and 11 blocks of back-to-back townhouses, all comprised of 8 units except one block which has 10 units, are proposed along future Street 23 and interior to the site (Figure 5).

The stacked townhouse buildings are 2 ½ storeys in height, with each unit occupying a single level (lower, ground, and second floor) and having two bedrooms. The lower stacked units have below-grade decks at the rear while the ground and second floor units have above-grade patios at the rear.

The back-to-back townhouses are three full storeys in height, with each unit occupying all three storeys and having either two or three bedrooms depending on the location of the unit within the block. Each unit has a covered balcony on the second floor, above the porch.

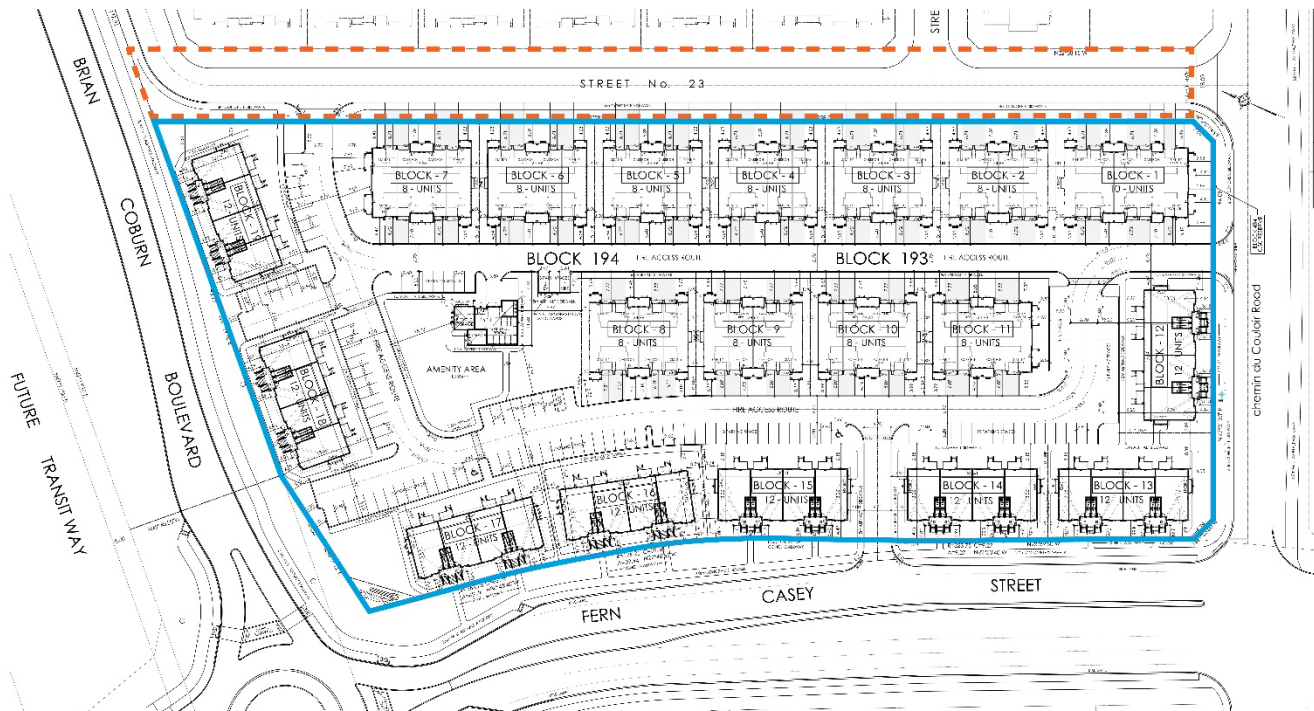


Figure 5: Extract from the Proposed Site Plan

As shown in Figure 5, an internal network of private roadways is proposed, with connections to Fern Casey Street to the west (right-in/right-out), Couloir Road to the south (full movement), and the future Street 23 to the east (full movement). Gateway column entry features are proposed at all three vehicular accesses.

Street 23 will be constructed to City of Ottawa standards, with the intent that it be dedicated to the City as a public street (with public services underground) through the registration of the future subdivision to the immediate east. In the meantime, it will serve as a private road (with private services underground) with a temporary easement in favour of the rental block and the City of Ottawa.

A total of 136 surface parking space are proposed along the private roads to meet the parking requirements for the stacked townhouses, including 116 spaces for residents and 20 visitor parking spaces (two are accessible spaces, two are spaces for

electric vehicle charging, and one space is for car sharing). The back-to-back townhomes will have private garages and shared driveways that will be used for vehicular parking. Walkways will be provided along at least one side of the private internal roadways, ensuring safe pedestrian access.

Communal amenity space will be provided in a central 1,130 square metre landscaped open space, with frontage on the internal private roadways on three sides, all of which are proposed to have a 1.5 metre asphalt sidewalk. As illustrated on the enclosed Landscape Plan, it is proposed that this amenity space contain a basketball key, pickleball court, three tables with umbrellas, two ping-pong tables, and landscaping. A small building adjacent to the communal amenity area will contain a communal garbage room for the stacked units, storage room, secure bicycle parking, and a community mail box on the exterior. The EUC Phase 3 Area CDP does not plan for a municipal park in this location, therefore cash-in-lieu of parkland will be provided.

The stacked units proposed to front onto Brian Cobourn Boulevard, Fern Casey Street, and Couloir Road will have direct pedestrian access to these streets via communal walkways that will connect to the existing public sidewalks (Fern Casey Street and Couloir Road) and Multi-Use Pathway (Brian Coburn Boulevard). Enhanced landscaping is proposed for the wide boulevards of Brian Coburn Boulevard and Fern Casey Street.

Waste disposal is proposed to be by municipal pick-up, with the back-to-back townhouses being served by curb-side pick-up. Waste for the stacked townhome units will be stored in the communal storage building. As the driveway access to this building has not been designed to permit the trucks to back into it, winching services will likely be necessary. As such, garbage trucks will not be backing up, but rather driving straight through the site to exit via one of the three proposed vehicular accesses. Therefore, a truck turning template has not been provided.

Snow removal on the subject property, as well as on Street 23 until the time it is dedicated to the City, will be provided by private services. Snow will be removed regularly and not stored on site.

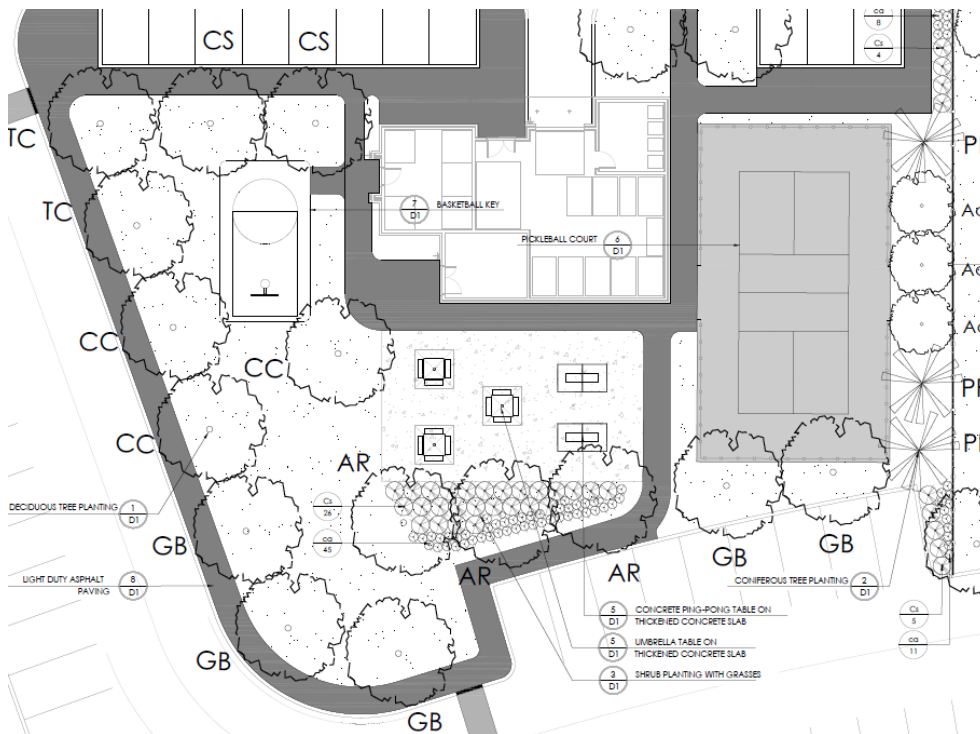


Figure 6: Proposed Landscaping for Communal Amenity Area



Figure 7. Sample Front (above left), Rear (above right), and Side (below) Stacked Townhouse Elevations (Terrace Flats)

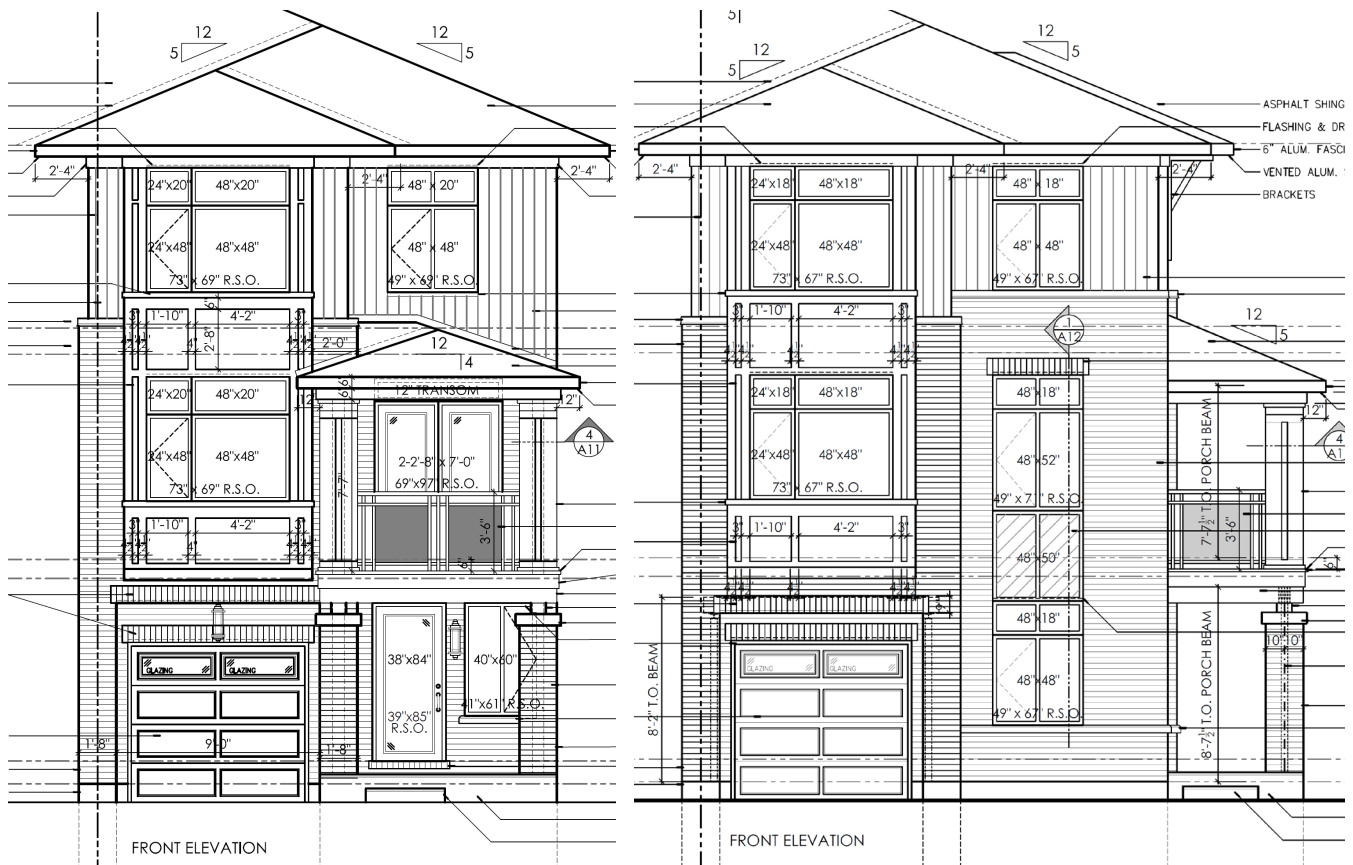


Figure 8. Sample Front Elevations of Interior (left) and Corner (right) Back-to-Back Townhouse Units

## 4.0 Policy and Regulatory Context

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), which came into effect on May 1, 2020, sets out high level objectives and policies for land use planning in Ontario. All municipal development policies, documents and decisions must be consistent with the PPS, read as a whole.

The PPS states that Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Healthy, liveable and safe communities are sustained by:

- / Efficient development and land use patterns that sustain the financial well-being of the Province and municipalities over the long term (Policy 1.1.1 (a));
- / Accommodating an appropriate affordable and market-based range and mix of residential types – including multi-unit housing – and other uses to meet long-term needs (Policy 1.1.1 (b));
- / 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 (Policy 1.1.1 (e)); and
- / Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (Policy 1.1.1 (g)).

**The proposed development will contribute to an efficient development pattern, as planned through the EUC Phase 3 Area CDP, and will facilitate the development of higher density housing in proximity to a planned BRT station. The requested Zoning By-law Amendment and Site Plan Control applications are consistent with the PPS.**

### 4.2 City of Ottawa Official Plan (2003, as amended)

#### 4.2.1 Growth Management

Section 2 of the Official Plan sets out Strategic Directions for the City. Managing growth to support liveable communities and healthy environments is a core goal of the Official Plan. The City will achieve this by following the strategic direction to direct growth in the designated urban area to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

Growth is to be accommodated through infill as well as through new development on vacant land in designated growth areas. Growth through both intensification and greenfield development will be directed towards a hierarchy of nodes and corridors. Regardless of scale, nodes are areas built at a higher density than their surroundings, and are intended to accommodate a mix of uses or a concentration of community activities.

**The proposed development will direct growth to a node centred around a planned BRT station, contributing to the development of a compact, mixed-use community on previously vacant lands within the urban area.**

## 4.2.2 Land Use Designation

The severed lands are currently designated “Mixed Use Centre” in Schedule B - *Urban Policy Plan* of the Official Plan (Figure 9). However, the draft OPA in support of the EUC Phase 3 Area CDP proposes removing the Mixed Use Centre designation in South Orléans and replacing it with the “General Urban Area” designation.

Section 3.6.1 of the Official Plan contains policies that guide development within the General Urban Area. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Many different types and densities of housing are permitted. Building height in the General Urban Area should generally be low-rise (up to 4 storeys), although taller buildings may be permitted in key locations.

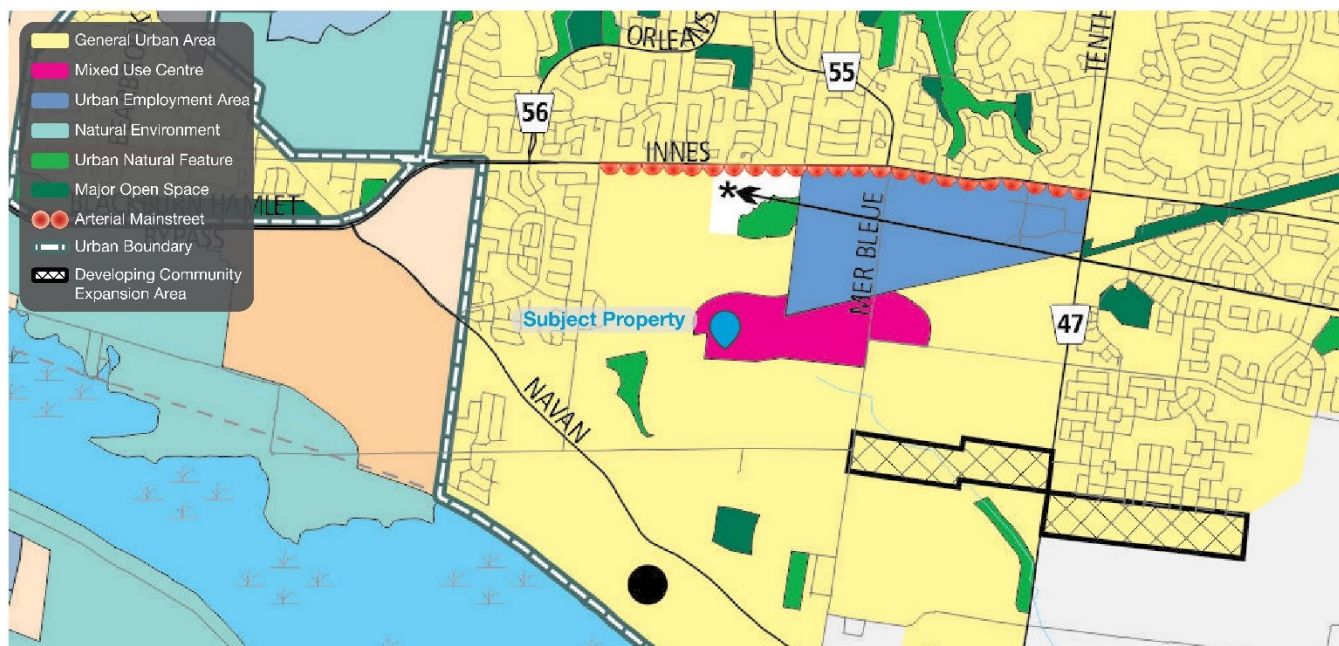


Figure 9: Designation of the Subject Property and Surrounding Area (Extract from Schedule B of the Official Plan)

**The proposed development conforms to the land use designation policies of the General Urban Area. More specifically, the proposed uses and building heights are permitted.**

## 4.2.3 Urban Design and Compatibility

Section 2.5.1– *Designing Ottawa* of the Official Plan addresses urban design and compatibility at a high level. While compatibility is of highest priority where infill development is proposed, it is also critical to mitigate differences between new development on previously vacant land and adjacent existing communities. To this end, the Official Plan provides seven high-level design objectives, which are to be used to evaluate new development:

1. **To enhance the sense of community by creating and maintaining places with their own distinct identity.** Both of the proposed building typologies will have peaked roofs, articulated front facades, and active entrances, reflecting architectural features in the larger Trailside community. Within the proposed rental development, a sense of community will be established for residents through the central, outdoor communal amenity area and the accessory building.

**2. To define quality public and private spaces through development**

A 0.1 hectare landscaped communal amenity space is proposed at the centre of the development. This will supplement private amenity spaces provided in the form of balconies (back-to-back units) and patios, porches and decks (stacked units), and will form a central gathering space for the new community. The communal amenity area will include a pickleball court, a half-court basketball court, ping-pong tables and seating areas.

Articulated front facades, unit entries, and front-yard landscaping will frame and animate the frontages of both the public roads and the internal roadways. Plantings of ornamental and medium-canopy trees are proposed in yards facing the public streets as well as internal drive aisles. Finally, the proposed rental development will have attractive entry features at all three vehicular entrances into the site

**3. To create places that are safe, accessible and are easy to get to, and move through.**

Three vehicular entrances, leading to an interior roadway network, are proposed. No new entrances on Brian Coburn Boulevard, an arterial roadway, are proposed. The single entrance on Fern Casey Street, a major collector, has a throat length of 24 metres, minimizing the risk of vehicle conflicts at the new intersection.

Pedestrian connectivity is supported through the provision of sidewalks along at least one side of all interior roadways. All units facing public roads are connected to the public sidewalk or Multi-Use Pathway with 1.5 metre walkways. Bicycle parking for the stacked units is provided in the small communal building adjacent to the central landscaped amenity area.

**4. To ensure that new development respects the character of existing areas.**

The proposed density reflects the subject property's location within a minor node while the proposed low-rise built form will be compatible with lower-density residential uses to the south and west of the subject property, which includes a mix of detached, townhouse, and back-to-back townhouse dwellings.

**5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**

At the neighbourhood level, a diverse range of residential densities, housing types and tenures support community adaptability, resiliency and vibrancy. The proposed rental uses, and higher-density, ground-oriented building types will expand the range of housing options near transit in the South Orléans community.

**6. To understand and respect natural processes and features in development design.**

The landscape plan proposes plantings of small- and medium-sized trees, in accordance with the characteristics of the clay marine soils.

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

The proposed development adds higher residential densities adjacent to a planned BRT station, supporting transit use. Only the minimum parking required is provided.

Two electric vehicle charging spaces and a car sharing space are proposed.

**The proposed development responds to the Urban Design and Compatibility objectives of Section 2.5.1 of the Official Plan and will create an attractive and functional urban environment.**

Section 4.11 of the Official Plan addresses the potential impact of development on adjacent properties. Potential impacts include noise, light spillover, parking, access, shadowing and microclimatic conditions. While the policies of Section 4.11 are typically used to evaluate the impact on existing development, they can also be used to evaluate the impact on the planned function of neighbouring properties.

The following table addresses Policy 1 of Section 4.11, which requires that a design brief be included as part of a complete planning application. The following relevant policies have been considered in the design of the proposed development, to mitigate potential impact on neighbouring properties.

| Policy                       |   | Proposed Development  |
|------------------------------|---|---|
| <b>Building Design</b>       |   |   |
| 5.                           | Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm.  | The proposed development is designed to complement and enhance the desirable character of the existing and future parts of the Trailsedge community, with respect to rooflines, setbacks, balconies and entrances.  |
| 6.                           | New development shall orient the principal façade and entrances to the street; include windows on the elevations adjacent to public spaces; and use architectural elements, massing, and landscaping to accentuate entrances.   | The facades of the buildings abutting Brian Coburn Boulevard, Fern Casey Street, Couloir Road and Street 23 are all oriented towards the public right-of-way, include transparent glazing, and have front doors facing the street that are accentuated by front porches.  |
| 7.                           | The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.   | The intersection of Brian Coburn Boulevard (an arterial) and Fern Casey Street (a major collector) will be marked with plantings of medium-canopy deciduous trees. Street-facing facades are proposed on both streets. The vehicular entrances to the proposed development will be marked by gateway columns.                           |
| 8.                           | To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building.  | The utility boxes have been located at the sides of the buildings, out of the way of pedestrian routes. Mail and waste storage for the stacked units have been centralized in a communal building.  |
| <b>Massing and Scale</b>     |   |   |
| 10.                          | Policy 10 instructs the City to evaluate potential development against massing and scale criteria established in through a Secondary Planning Process.  | The scale of the proposal fits within the massing envisioned by the Draft EUC Phase 3 CDP, which contemplates a range of residential uses, from back-to-back to high-rise apartments, on the subject property.  |
| <b>Outdoor Amenity Areas</b> |   |   |
| 19.                          | The development must minimize undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).  | The proposed development is surrounded on all four sides by existing or future public roads and therefore is not expected to have any impact on adjacent private amenity areas.   |
| 20.                          | Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal | The proposed development includes a mix of private and communal amenity space for the use of the residents, exceeding the minimum requirements of the Zoning By-law. Residents of the stacked units will have access to a private patio or deck and residents of the back-to-back townhome units will have access to private balconies. |

|                              |   |  |
|------------------------------|---|--|
|                              | outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards).  | All residents will have the use of the 1,130 square metre landscaped communal amenity space located at the centre of the new development.  |
| <b>Design Priority Areas</b> |   |  |
| 22.                          | The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features. | <p>The buildings contain the following design features:</p> <ul style="list-style-type: none"> <li>/ Building facades are parallel to the street, with a break at the corner of Brian Coburn Boulevard and Fern Casey Street to allow for a gateway feature and enhanced landscaping;</li> <li>/ The ground floor contains transparent windows to active residential uses; and</li> <li>/ Covered front porches, bay windows and façade treatments soften the interface between the public and private realm.</li> </ul> |
| 23.                          | The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.      | The proposed buildings are set approximately four to seven metres back from the lot lines, and generous boulevards create further separation between the buildings and the street, as befits the residential character of the proposed development.  |

The proposed development has been designed to be compatible with, and enhance surrounding properties, including the public rights-of-way.

### 4.3 East Urban Community Mixed Use Centre Community Design Plan

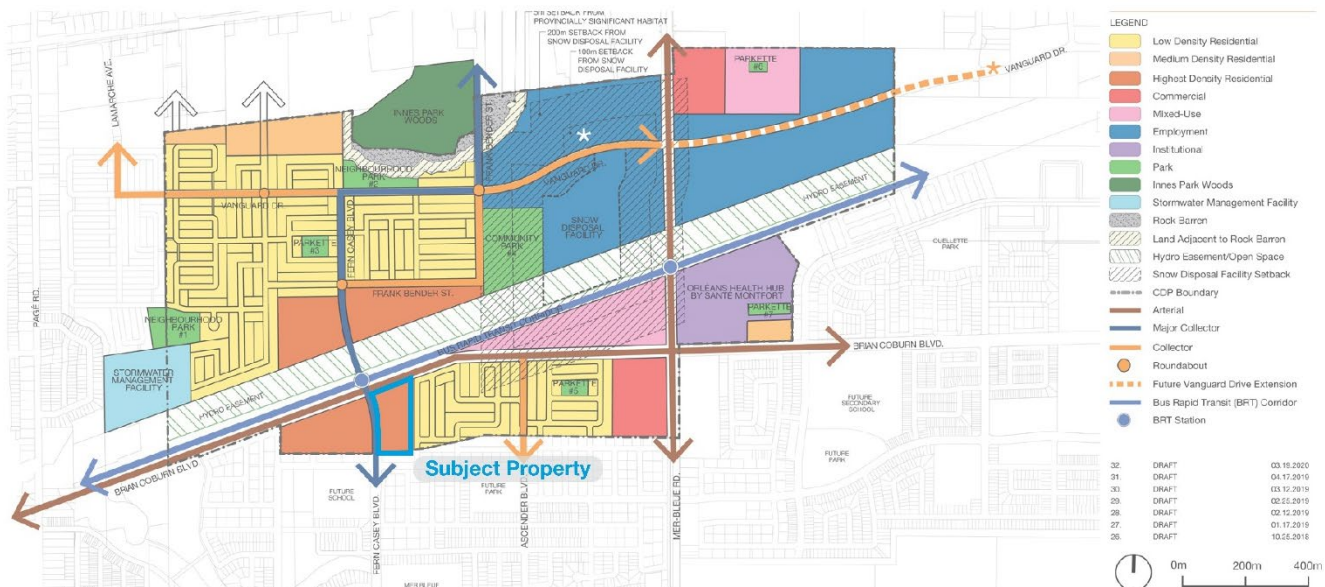


Figure 10: Proposed Demonstration Plan for East Urban Communities Mixed Use Centre

As previously discussed, a CDP process for the EUC Phase 3 Area is near completion. It is anticipated that an Official Plan Amendment (OPA) to implement the CDP will be adopted in January 2021. The proposed CDP Demonstration Plan is shown in Figure 10. Due to its proximity to the planned BRT station at Fern Casey Street, the severed block is identified as a location for the “Highest Density Residential” uses.

The draft policies for the Highest Density Residential designation permit a range of higher-density residential unit types, including back-to-back, stacked, stacked back-to-back townhomes, low-rise apartments (up to 4 storeys), and mid-rise apartment buildings (5 to 9 storeys). High-rise apartment buildings (10+ storeys) are permitted where fronting on a major collector or abutting an arterial street.

For stacked townhomes, the maximum permitted height is 4 storeys. At 2.5 storeys, the proposed stacked townhouses are in compliance with this policy.

Section 6.0 of the draft CDP contains policies and guidelines that are to be applied to contribute to the overall identity of the EUC Phase 3 Area. The proposed development meets the following policies:

- / Along arterials, access from local streets will be limited, except as an offset grid street pattern that does not allow for full directional access  
**No vehicular accesses are proposed off Brian Coburn Boulevard, the only abutting arterial road.**
- / 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.  
**There are existing street trees along Fern Casey Street and there is an approved Streetscape Plan for Trailsedge Phase 3 that proposes street trees along the north side of Couloir Road. As shown on the enclosed Landscape Plan, trees are proposed directly along the property line abutting Street 23 as well as on private property around the perimeter of the subject property.**
- / Along all streets, the majority of residential dwellings will face the street.  
**The majority of stacked and back-to-back townhouses face the four abutting streets, with the exception being along Couloir Road, where one building faces the street and two buildings side onto the street.**
- / Acoustic Fencing (noise walls) will be discouraged on collector streets.  
**Acoustic fencing is not proposed along Fern Casey Street or Couloir Road, both collectors**
- / Window Streets will not be permitted along collector streets.  
**Window streets are not proposed along Fern Casey Street or Couloir Road, both collectors**
- / Pathway connections will be included mid-block along residential streets to enhance permeability and encourage pedestrian and cycling activity between neighbourhoods.  
**Pathway connections to the abutting municipal streets are proposed at all three vehicular entrances and additional pathway connections are proposed at various points mid-block along the abutting street frontages.**
- / A variety of housing densities and designs will be provided to enhance the streetscape.  
**Both back-to-back townhouses (which are also found in Trailsedge Phase 2) and stacked townhouses (new to Trailsedge) are proposed. These dwelling types will increase the range of dwelling types available in Trailsedge, which is largely comprised of detached and townhouse dwellings.**
- / Front entrances should face and be visible from the street.

**The front entrance of both the back-to-back townhouses and stacked townhouses face the abutting municipal streets.**

- / Garages should not project significantly past the front wall of the home.  
**The back-to-back townhouses have garages which are significantly recessed from the porches at the front entrances (above which is a private balcony).**
- / Residential dwellings should be located close to the street to reinforce a strong street edge  
**The stacked townhouse buildings are located a maximum of 5 metres from the abutting municipal rights-of-way, with the front porches and stairs projecting approximately 3 metres into this setback.**

The proposed development meets the following guidelines for the Highest Density Residential designation:

- / All residential apartments should be located close to a public street with a principal façade and entry facing a street or public open space. For buildings that are interior to the site, the main entrance should be oriented toward the interior driveway and where applicable, the amenity area.  
**All of the exterior units have a principal façade and entry facing the abutting municipal streets. Three rows of back-to-back townhouse dwellings face interior private roads and have their main entrance oriented to these interior private roads.**
- / Surface parking areas, excluding private driveways, should primarily be to the side or rear of buildings.  
**The majority of the proposed surface parking is located interior to the site, with two small areas of surface parking proposed to side onto Brian Coburn Boulevard.**
- / Architectural design on all elevations should be consistent.  
**Both the back-to-back and stacked townhouses have been designed by the same architect and are consistent.**
- / Parking areas should be screened from the public street through landscaping.  
**As shown on the enclosed Landscape Plan, vegetation and decorative fencing is proposed in the two locations where a small amount of surface parking is proposed close to a municipal right-of-way (along Brian Coburn Boulevard).**
- / Visitor parking spaces should be provided in visible and convenient locations that are in proximity to building entrances.  
**The 20 proposed visitor parking spaces will be distributed throughout the interior surface parking area and includes accessible spaces, spaces for electric vehicles, and a car sharing space.**
- / Interior driveways should have the look and feel of a narrow public street and include sidewalks on at least one side. They should be posted and designed at a maximum of 20 km/h or less.  
**All of the interior private roads have a 1.5 m asphalt sidewalk on one side.**

#### 4.4 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

In 2007, Ottawa City Council approved the Urban Design Guidelines for Greenfield Neighbourhoods. These guidelines are intended to work with the existing planning and urban design framework to provide direction to the development review process for new neighbourhoods. The guidelines are intended to apply at a neighbourhood level, and address a range of development scales and contexts, from small, 50-unit new neighbourhoods within the existing built-up area, to large new subdivisions outside the Greenbelt. As such, the guidelines must be applied to each project in a context-sensitive manner. The following relevant guidelines have been considered in the development of the proposal for the subject property:

- / Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools and multi-use pathways.  
**The proposed density of 71.4 units per hectare, located next to a planned BRT stop, is higher than the existing and proposed surrounding residential densities, and will help to define a focal point that is transit-supportive.**
- / Guideline 10: Create a walkable neighbourhood with pathways and sidewalks that are accessible year-round and that connect destinations such as transit stops.  
**All internal private roadways have sidewalks on at least one side, in addition to wide pedestrian pathways that lead directly from units and communal amenity areas to the sidewalks and Multi-Use Pathway in the abutting municipal rights-of-way.**
- / Guideline 13: Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.  
**The proposed internal private street network breaks up the larger subject property into smaller, walkable blocks that are approximately 25-30 metres deep, and a maximum of 215 metres long.**
- / 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.  
**The proposed setbacks from all lot lines are in the range of 4.0 to 6.5 metres, allowing for ample space for front porches and landscaping. The setbacks allow for sufficient soil volumes for tree plantings, in accordance with the enclosed Landscape Plan. The Geotechnical Investigation requires a 4.5 metre tree to foundation setback, which has been respected on the proposed Site Plan.**
- / 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.  
**On all four sides of the subject property, buildings are located within 4.0 to 6.5 metres of the front lot line, and the street-facing facades include building articulation; front-facing balconies, porches and stairs, and ample glazing.**
- / Guideline 39: Incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building.  
**The back-to-back units include front-facing porches and balconies which are approximately 1.8 metres deep and 3.2 metres wide. The terrace flats include covered front stoops, which serve four units each, in addition to rear patios/decks for each unit.**
- / Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building.  
**All parking is internal to the development, provided off the interior private street network.**
- / Guideline 43: Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences  
**Only two parking areas are in proximity to an abutting municipal street; these lots are buffered with a 3.0 metre landscaped area containing medium-canopy trees, a decorative fence, and shrub planting.**
- / 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.  
**The back-to-back townhouse garages are recessed from the front porches (above which is a private balcony).**

- / 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.  
**Driveways are shared between two back-to-back townhouse units.**

## 4.5 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. Some of the completed BBSS initiatives include the following relevant guidelines:

- / Traffic Calming and Pedestrian Priority Measures: The proposed site facilitates active transportation through provision of sidewalks and neighbourhood connections.
- / Tree Planting in Sensitive Marine Clay Soils: The guidelines are currently being reviewed by the City of Ottawa, a draft version of the 2020 guidelines is not available. As such, the 2017 guidelines have been used for this development.
- / Designing Neighbourhood Collector Streets (2019)

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

The following table identifies the BBSS Strategic Directions that are met in the proposed development.

| BBSS Core Topic Area               | Strategic Direction  | Proposed Site Plan  |
|------------------------------------|--|---|
| <b>Street Network and Land Use</b> | Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution. | The internal private road network extends the municipal grid. |

| <b>BBSS Core Topic Area</b>  | <b>Strategic Direction</b>   | <b>Proposed Site Plan</b>  |
|------------------------------|--|--|
|                              | Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.   | The internal pathway and sidewalk network provide a number of pedestrian routes through the development to the pedestrian facilities along the abutting municipal streets.   |
|                              | Implement Traffic calming measures at the outset of road design for local and collector streets.   | No modifications to existing public streets are proposed, however, on-street parking is provided on private roads, acting as a traffic-calming measure.  |
|                              | Avoid reverse frontage lots (rear yards abutting public streets) within the community  | No rear yards abut proposed to abut public or private streets within the community.  |
| <b>Parks and Open Space</b>  | Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size.   | No public park is proposed within or adjacent to the subject property, however the proposed exterior communal amenity space has frontage on three sides to the private internal street network.  |
| <b>Stormwater Management</b> | Examine opportunities to reduce 'end of pipe' water volume discharge   | Landscaping, much of which is soft landscaping, covers 45.4% of the lot area, and includes significant tree plantings, which help to increase absorption and infiltration.   |
| <b>Parking</b>               | Accommodate two cars per ground-oriented dwelling (one in-garage and one in-driveway in single-detached, semi-detached and townhouse units with driveways) while ensuring the visual predominance of front entrances and the inhabited parts of the residence. | Each of the back-to-back townhome units contains a garage and has room for one parking space in a shared driveway. Porches and balconies project beyond the front wall of the dwelling to ensure the visual predominance of the entrances. |
|                              | Minimize driveway widening and lot area dedicated to drive-ways in order to maximize space for tree planting, landscaping, and stormwater retention.   | Each of the driveways leading to the back-to-back townhomes is shared between two units, minimizing the paved area and increasing opportunities for on-street parking between driveways.   |
|                              | Use on-street parking as a traffic calming measure on streets already wide enough to accommodate on-street parking.  | Parking for the stacked units is provided in surface parking lots, most of which are arranged as perpendicular parking off the internal private driveways.   |

Given the above, the proposed development responds to the relevant strategic directions of the BBSS initiative.

## 4.6 Comprehensive Zoning By-law (2008-250)

### 4.6.1 Existing Zoning

The majority of the subject property is zoned "Development Reserve (DR)" in the Comprehensive Zoning By-law (2008-250) (Figure 11). The DR zone is intended to:

- (1) Recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan [...];
- (2) Limit the range of permitted uses to those which will not preclude future development options; and
- (3) Impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses[.]

The southern edge of the subject property, extending approximately 30 metres north of Couloir Road, is currently zoned “Residential Third Density, Subzone Z (R3Z)”. This zoning was applied when Trailsedge Phase 3 was rezoned (D02-02-16-0098), when townhomes were originally envisioned in this location.



Figure 11: Zoning of Subject Property and Surrounding Context

#### 4.6.2 Proposed Zoning

In order to permit the proposed development, the subject property must be rezoned. A “Residential Fourth Density, subzone F (R4F)” zoning is requested as the appropriate implementing zone, with site-specific provisions.

The intent of the R4 zone is to:

- / Allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings [...] in areas designated as **General Urban Area** in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fourth density residential areas; [and]
- / 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[.]

Given that more than one residential use building is proposed on one lot, the proposed development is considered a Planned Unit Development (PUD). A PUD is a permitted use in the R4 zone, as are townhome dwellings (including back-to-back townhomes) and stacked dwellings (terrace flats).

The following table indicates how the proposed development complies with the proposed R4F zoning.

| Provision                                       | Required                     | Provided                             | Compliance |
|---|------------------------------|--------------------------------------|------------|
| <b>Minimum Lot Area</b><br>(Table 162A)         | 1,400 m <sup>2</sup>         | 26,051.70 m <sup>2</sup>             | ✓          |
| <b>Minimum Lot Width</b><br>(Table 162A)        | N/A (not required for a PUD) | Irregular width                      | ✓          |
| <b>Minimum Front Yard</b><br>(Table 162A)       | 3 m                          | Varies/min 4.14 m                    | ✓          |
| <b>Minimum Corner Side Yard</b><br>(Table 162A) | 3 m                          | Varies/min 4.10 m                    | ✓          |
| <b>Minimum Rear Yard</b><br>(Table 162A)        | N/A                          | 3 m                                  | ✓          |
| <b>Maximum Height</b><br>(Table 162A)           | 11 m                         | 9.5 m                                | ✓          |
| <b>Landscaped Area</b><br>(Sec. 161 (8))        | 30% of Lot                   | 12,292 m <sup>2</sup> (45.4% of lot) | ✓          |

The following PUD provisions apply to the proposed development:

| Provision   | Required  | Provided  | Compliance |
|---|---|---|------------|
| <b>Minimum Setbacks for PUDS</b><br>(Table 131)       | Between building and private way: 1.8 m                   | Varies/ min 4.59 m                                | ✓          |
|   | Between garage and private way: 5.2 m                     | Varies/ min 6.07 m                                | ✓          |
|   | Between buildings: 1.2 m                                  | Varies/ min 3.8 m                                 | ✓          |
| <b>Communal Accessory Building</b><br>(Sec. 131)      | Maximum height: 4.5 m<br>Maximum size: 200 m <sup>2</sup> | Height: 4.5 m<br>Maximum size: 152 m <sup>2</sup> | ✓          |
| <b>Minimum drive aisle width</b><br>(PUD) (Table 131) | Private Way: 6 m  | 6.7 m   | ✓          |

The following additional zoning provisions apply to the proposed development:

| Provision  | Required  | Provided  | Compliance |
|--|---|---|------------|
| <b>Number of Attached Units (Sec. 136)</b>                 | Maximum in single row: 8<br>Maximum total: 16   | In a row: 5 units<br>Multiple attached: 10 units  | ✓          |
| <b>Permitted Projections (Table 65)</b>                    | Balconies, porches: Max. 2 m into required setback, but no closer than 1 m from any lot line  | Varies- min. 3.03 m to lot line   | ✓          |
|  | Stairs: Where at or below the floor level of the first floor, into a front or corner side yard: min. 0.6 m from the lot line  | Varies- min. 1.2 m to lot line  |            |
| <b>Minimum Resident Parking Spaces (Area C) (Sec. 101)</b> | Townhouse with garage: 1/unit<br>Stacked dwelling: 1.2 / unit * 96 units = 115 spaces   | Back-to-backs: 1/unit (garage)<br>Stacked dwellings: 116 spaces                                   | ✓          |
| <b>Minimum Visitor Parking (Sec. 102)</b>                  | Townhouse with driveway: none<br>Stacked dwelling: 0.2 / unit * 96 units = 19 spaces  | Back-to-backs: 1/unit (driveway)<br>Stacked dwellings: 20 spaces                                  | ✓          |
| <b>Parking Space Provisions (Sec. 106)</b>                 | Min. dimensions: 5.2 * 2.6 m  | Typical space: 5.2 * 2.6 m  | ✓          |
| <b>Minimum Bicycle Parking (Sec. 111)</b>                  | Stacked units without a garage: 0.5/unit * 96 units = 48<br>Back-to-backs: no requirement   | Stacked dwellings: 50 (communal room)<br>Back-to-backs: within garage                             | ✓          |
| <b>Amenity Area (Sec. 137)</b>                             | Stacked dwelling: 6 m <sup>2</sup> / unit * 96 dwellings = 576 m <sup>2</sup><br>50% communal: 576 m <sup>2</sup> / 2 = 288 m <sup>2</sup><br>Back-to-backs: no requirement | Total: 1,754 m <sup>2</sup><br>Communal: 1,130 m <sup>2</sup><br>Back-to-backs: private balconies | ✓          |
| <b>Landscaping provisions (Table 131)</b>                  | Townhouse dwelling: Area between unit and private way must be soft-landscaped, except for driveway.   | All yards landscaped where not used for required vehicular access and parking.                    | ✓          |
| <b>Landscaping within a Parking Lot (Sec. 110)</b>         | Parking lot abutting and not abutting a street: Min. 3 m  | Min. 3 m landscape buffer   | ✓          |

|  |  |                                      |  |
|--|--|--------------------------------------|--|
|  | Min. 15% of the area of any parking lot must be provided as perimeter or interior landscaped area. | 45.7% of parking lot area landscaped |  |
|--|--|--------------------------------------|--|

The following site-specific performance standards are proposed to be applied through a site-specific Exception:

- / The front lot line is the lot line abutting Brian Coburn Boulevard
- / The rear lot line is the lot line abutting Couloir Street and the minimum required setback is 3 metres
- / The minimum lot area for back-to-back townhomes is 92 m<sup>2</sup>

**The proposed R4F zoning and site-specific provisions are appropriate to implement the policies of the Official Plan and draft EUC Phase 3 Area CDP. The proposed development complies with the proposed zoning provisions and the intent of the Comprehensive Zoning By-law.**

## 5.0 Supporting Plans and Studies

### 5.1 Site Servicing and Stormwater Management Report

Site servicing and stormwater management design was undertaken by Stantec. The Trailsedge North Block 193-194 – Servicing and Stormwater Management Report, dated December 16, 2020, discusses the water, sanitary, stormwater and erosion control analysis and design for the proposed development.

Water and sanitary sewer connections for the proposed development will be provided via the proposed Street 23, which is to be constructed per City of Ottawa Standards. Street 23 will be maintained as a private street until it is conveyed to the City through the future Plan of Subdivision for Trailsedge East Phase 4 (to the immediate east of the subject property).

Water service will be from a new watermain on Street 23 and the existing on Couloir Road (existing watermain). The new watermain on Street 23 will connect to an existing stub and will serve both the proposed development as well as future development on the east side of Street 23. The proposed potable water design is capable of achieving the level of service required by the City. Modelled minimum pressures are anticipated to be well above the minimum pressures required for peak demand and Fire Flow.

In accordance with EUC Master Servicing Study Update, sanitary wastewater in the Trailsedge Development is conveyed to the Forest Valley Trunk Sewer. The proposed development will be served by sewers that outlet to Street 23, which will then flow westward on Couloir Road and southwards on Fern Casey Street. Based on Stantec's analysis, the downstream sewer network has sufficient capacity to accept the expected sanitary peak flows from the proposed development.

In the proposed stormwater design, minor system peak flows will be discharged to storm sewers on Street 23. Overland flows during major rainfall events will be directed to Couloir Road and then along the Fern Casey right-of-way before entering Mud Creek at an existing engineered spillway. Quality control of 70% total suspended solids removal will be provided by the existing Stormwater Management Pond 1, southwest of the subject property. The proposed stormwater management plan is in compliance with the applicable requirements.

### 5.2 Roadway Traffic Noise Assessment

Gradient Wind Engineers and Scientists (Gradient Wind) prepared a Roadway Traffic Noise Assessment for the proposed development, the findings of which are contained in a report dated December 7, 2020.

Based on their analysis, noise levels will range between 56 and 73 dBA during the daytime period, and between 49 and 65 dBA during the nighttime period. Daytime noise levels for living areas in residences should be below 45 dBA and nighttime noise levels for sleeping quarters should be below 40 dBA.

A standard closed window is capable of providing a 20 dBA noise reduction. Because projected sound levels are greater than permissible levels along certain facades, upgraded building components will be required. Detailed calculations will need to be completed prior to building permit application to confirm that the requirements outlined in the report are met. In addition, forced air heating and provisions for central air conditioning will be required for Blocks 1, 6-10 and 12, to ensure that residents can maintain a comfortable interior environment with closed windows. A Warning Clause will also be required in all lease agreements.

The threshold for outdoor living areas, such as the communal amenity area, is 55 dBA during the daytime. Noise control measures to achieve appropriate noise levels in the communal amenity area are not considered to be architecturally feasible.

### 5.3 Tree Conservation Report

Muncaster Environmental Planning prepared a Tree Conservation Report (TCR) for the subject property, dated December 7, 2020. No trees larger than 10 centimetres diameter at breast height were observed on or adjacent to the site, nor were any co-owned trees observed.

Vegetation on the site is representative of disturbed conditions. No tree retention is proposed; however, to protect breeding birds no shrub removal is to occur between April 15<sup>th</sup> and August 15<sup>th</sup>, unless a breeding bird survey identifies no active nests. It is recommended that native trees and shrubs should be planted.

### 5.4 Landscape Plan

NAK prepared a Landscape Plan dated December 14, 2020, which proposes an abundance of new medium deciduous, small deciduous, and coniferous trees, in accordance with available soil volumes and the recommendations of the Geotechnical Investigation. Proposed species include cultivars of white pine and red maple – species recommended in the TCR – as well as a number of native tree-form shrubs.

### 5.5 Phase I Environmental Site Assessment

Paterson conducted a Phase I Environmental Site Assessment (Phase I ESA) Update for the subject property. The original Phase I ESA, prepared in 2017, did not identify any potentially contaminating activities on or in proximity to the subject property. To update the Phase I ESA, Paterson conducted a site visit and obtained an Environmental Risk Information Service report. No changes have been made to the subject property since the previous ESA and Paterson's investigation did not identify any potentially contaminating activities.

A Phase II ESA is not recommended.

### 5.6 Geotechnical Investigation

Paterson Group (Paterson) conducted a Geotechnical Investigation, the findings of which are summarized in a report dated December 9, 2020. The investigation included onsite sampling and testing.

Paterson's investigation found that that approximately 50 to 250 millimetres of topsoil overlays a silty clay deposit. Practical refusal to dynamic core penetration testing was encountered at depths ranging from 18 metres to 23 metres. The long-term groundwater level is estimated to be at a three to four metre depth, subject to seasonal fluctuations.

Based on the findings, the report identifies a number of recommendations for site preparation, foundation design, construction, pavement design and landscaping. The proposed buildings can be founded on conventional shallow footings, subject to the recommendations of the report. Tree planting setback limits of 4.5 metres are recommended for small and medium-size trees, provided sufficient soil volumes are provided.

### 5.7 Transportation Impact Study

Castleglenn Consultants Inc. ('CGI') has conducted a Transportation Impact Assessment for the proposed development and submitted a Transportation Impact Assessment (TIA) Strategy Report to the City on December 10, 2020. The anticipated build-out year is 2024. Because of this build-out year, the Cumberland Transitway, which is planned to be built beyond the 2031 horizon, was not considered, although it will significantly benefit the transit mode share once constructed.

Based on forecasting, the development is projected to generate approximately 249 person trips per hour in the afternoon peak hour, approximately 150 of which will be new auto driver trips in the afternoon peak hour, and approximately 99 of which will be via alternative modes (auto passenger, transit, and active transportation). Auto driver mode share is anticipated to decrease in the future, as transit improvements are made. Given the low traffic generation associated with the proposed development, the incremental impact on Brian Coburn Boulevard is expected to result in a low-to-minor incremental traffic impact.

Intersections along Brian Coburn Boulevard are projected to be above capacity in the westbound direction during the afternoon peak hour of travel demand in the 2024 and 2029 forecasts. However, with trip time shifting and future increases in transit mode share enabled by the LRT extension to Trim and the Cumberland Transitway, sufficient capacity at the Brian Coburn Boulevard / Mer Bleue Road roundabout intersection could be accommodated.

While the mixed mode level of service on the three streets bounding the subject properties generally did not meet the targets, acceptable levels of service could be achieved by speed limit reductions. Such speed limit reductions are recommended in the TIA, while Street 23 should be constructed according to a 30 km/hr operating speed with a 1.8 m wide sidewalk. All site accesses are projected to have satisfactory operations. The TIA strategy also recommends traffic signal improvements at the Renaud Road / Fern Casey Street intersection and the Mer Bleue Road / Renaud Road intersection.

## Public Engagement Strategy

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

The following steps in the consultation strategy are proposed:

- / Email notification to Councillor Dudas's office and the Chapel Hill South Community Association in advance of application submission;
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- / Preparation of a short information package to be distributed virtually, including a contact address and number for Fotenn to collect community feedback; and
- / Statutory public meeting for the Zoning By-law Amendment application at Planning Committee.

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

## 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 adds higher residential densities near transit, consistent with the PPS 2020;
- / The proposal complies with the growth management and land use designation policies of the Official Plan, as proposed to be amended by Council's approval of the EUC Phase 3 Area CDP;
- / The proposed development represents high-quality urban design and will contribute to an integrated community;
- / The R4F Zoning Amendment and requested Exceptions conform to the intent of the Zoning By-law and will facilitate an appropriate development; and
- / The proposal is supported by 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,



Julie Carrara, MCIP RPP  
Senior Planner



Bria Aird, MCIP RPP  
Planner