

## **Residential Subdivision - 1830 Trim Road & 1141 and 1153 Brasseur Crescent**

Planning Rationale/Design Brief/Integrated Environmental Review Statement (IERS)  
Plan of Subdivision + Zoning By-law Amendment Applications  
April 2, 2020



Prepared for Mattamy 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 Mattamy Homes (“Mattamy”) to prepare a Planning Rationale in support of Plan of Subdivision and Zoning By-law Amendment applications for the lands legally known as Part of Lot ‘A’, Concession 9 and all of Blocks 176-180, Registered Plan 4M-1217 and municipally known as 1830 Trim Road and 1141 and 1153 Brasseur Crescent in Ottawa’s eastern community of Orléans (“subject lands”).**

## 1.1 Application Summary

A residential subdivision comprised of 111 townhouse units, the extension of an existing local street, one new municipal park, a pathway connection, a servicing block, and lands to be added to an existing hydro corridor is proposed for the subject lands. In order to permit the development as planned, applications for a Plan of Subdivision and a Zoning By-law Amendment are required. The Plan of Subdivision application will establish the lot and street layout, while the Zoning By-law Amendment application is required to rezone the site to permit townhouse dwellings, the proposed municipal park, and the portion of the subject lands that is located in the hydro corridor. More specifically, the following zones are proposed:

- / **Residential Third Density Zone, Subzone YY, with Exceptions (R3YY[XXXX])** to permit the development of 101 townhouses on the eastern extension of Winsome Terrace. The proposed Exception would apply provisions that are unique to Mattamy’s products.
- / **Residential Third Density Zone, Subzone Y, Exception 708 (R3Y[708])** to permit 10 townhomes (two blocks of five units each) along Brasseur Crescent, which is consistent with the zoning of the existing townhomes along Brasseur Crescent.
- / **Parks and Open Space Zone (O1)** to permit the development of the municipal park proposed in the centre of the subdivision. The portion of the subject lands located within the hydro corridor is already zoned O1 and is proposed to remain zoned O1.

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

- / Topographical Plan of Survey, prepared by J.D Barnes Limited, dated March 16<sup>th</sup>, 2020;
- / Draft Plan of Subdivision, prepared by J.D Barnes Limited, dated March 12<sup>th</sup>, 2020;
- / Concept Plan – 1830 Trim Road, Concept 8D, prepared by Korsiak Urban Planning, dated March 10<sup>th</sup>, 2020;
- / Building Elevations and Block Plans, prepared for Mattamy Homes, dated September 26<sup>th</sup>, 2018;
- / Functional Servicing Report, Project No. 19-1137, prepared by David Schaeffer Engineering Ltd. (DSEL), dated March 20<sup>th</sup>, 2020, including:
  - Grading Plan (Figure 2)
  - Existing Conditions Plan (Drawing 1)
  - Servicing Plan (Drawing 2)
  - Profiles (Drawing 3)
  - Sanitary Drainage Plan (Figure 3)
  - Storm Drainage Plan (Figure 4)
- / Geotechnical Investigation, Report PG5083-1-Rev 2, prepared by Paterson Group, dated March 12<sup>th</sup>, 2020;

- / Phase 1 Environmental Site Assessment, prepared by Arcadis Canada Inc., dated August 1<sup>st</sup>, 2019;
- / Phase 2 Environmental Site Assessment, prepared by Arcadis Canada Inc., dated August 1<sup>st</sup>, 2019;
- / Record of Site Condition and Acknowledgement Letter from the Ministry of the Environment, Conservation and Parks;
- / 1830 Trim Road Archaeological Potential, prepared by Paterson Group, dated February 24<sup>th</sup>, 2020;
- / Transportation Impact Assessment, prepared by CGH Transportation, dated March 2020;
- / Roadway Traffic Noise Feasibility Assessment, Report 20-045, prepared by Gradient Wind Engineers and Scientists, dated March 13<sup>th</sup>, 2020; and
- / Tree Conservation Report – 1830 Trim Road, prepared by Kilgour & Associates, March 17<sup>th</sup>, 2020.



## 1.2 Subject Lands

The subject lands are located in the Cardinal Creek neighbourhood of Orléans at the eastern end of the City of Ottawa. The subject lands are located in the general area bound by Trim Road to the east and Valin Street to the south and west (Figure 1). The northern edge of the subject lands is located within a hydro corridor containing high voltage power lines, which is managed by Hydro One Networks Inc. via an easement over privately-owned lands.

The subject lands have an area of 4.38 hectares, with approximately 0.74 hectares of this total area located within the hydro corridor. The property municipally known as 1830 Trim Road has 22 metres of frontage at the eastern terminus of Winsome Terrace while the properties municipally known as 1141 and 1153 Brasseur Crescent have a combined frontage of approximately 106 metres along Brasseur Crescent. The subject lands no longer have frontage along Trim Road as it was realigned sometime between 2011 and 2014. The existing vehicular access from Trim Road, over City-owned lands (the former Trim Right-of-Way (ROW)), to 1830 Trim Road will be closed.

The subject lands are generally flat and were formerly used as a school bus maintenance and storage yard, including a one-storey maintenance garage/offices located in the southwestern corner of 1830 Trim Road. Approximately two-thirds of the subject lands is hard surfaced, with the eastern portion maintained with vegetation. The northern property line is treed to provide a buffer between former bus maintenance yard and the Multi-Use Pathway (MUP) located within the hydro corridor.



Figure 1: Site Context Map

### 1.3 Area Context

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

#### **NORTH:**

The northwestern edge of the subject lands forms part of a hydro corridor which is approximately 90 metres in width and acts as a green corridor running northeast/southwest through Orléans. There is an existing MUP within the hydro corridor which is accessible from adjacent neighbourhoods via various pathway blocks and intersecting streets.

Further northwest of the hydro corridor is the Fallingbrook neighbourhood, beyond which is Highway 174. A Light Rail Transit (LRT) corridor with four Orléans stations is expected to be constructed in the centre of Highway 174 by 2024. The eastern most LRT station is planned for the northern terminus of Trim Road, where there is an existing Bus Rapid Transit (BRT) station and an associated park and ride.

The Ottawa River and associated features (such as the Petrie Island wetlands) are located approximately 3 kilometres to the north of the subject lands and provide recreational opportunities such as beaches and recreation trails.

Approximately 3 kilometres northwest of the subject lands is the Orléans Town Centre/Mixed Use Centre, which accommodates a wide range of such uses as a regional shopping centre, the Shenkman Arts Centre, a YMCA, a movie theatre, and a range of restaurants, retail stores, and service commercial uses. Approximately 4 kilometres northwest of the subject lands is the start of the St. Joseph Arterial Mainstreet, which is characterized by institutional, restaurant, retail store, and service commercial uses and continues west to Youville Drive/Forest Valley Drive.

The northeastern corner of the subject lands abuts the former Trim Road ROW, which remains undeveloped. The existing driveway from the subject lands, over the former ROW to realigned Trim Road will be closed, removing any vehicular connection from the proposed subdivision to Trim Road. North of Trim Road is the Cardinal Creek Community Park, a large community park which includes amenities such as a splash pad, outdoor rink, bench fit, sports fields, and play structures.

#### **EAST:**

Immediately east of the subject lands are the rear yards of existing townhomes that front onto Destiny Private, which were constructed in 2007/2008. Further east of the subject lands is Trim Road, an arterial road which provides north-south vehicular movement through Orléans, with a connection to Highway 174 to the north. Further east is Cardinal Creek, beyond which is the Rural Area.

#### **SOUTH AND WEST:**

To the immediate south of the subject lands are the rear yards of townhomes fronting onto Brasseur Crescent, which were constructed in 2006/2007. Immediately west of the subject lands is the existing eastern terminus of Winsome Terrance, a municipal local road which is characterized by existing townhomes fronting on the north side and the corner side yards of largely detached homes on the south side.

Further south and west of the subject lands are low-density residential neighbourhoods comprised primarily of two-storey detached and townhouse dwellings. The majority of these neighbourhoods were developed between 2000 and 2005.

Further to the southwest of the subject lands, at the corner of Valin Street and Provence Avenue, is Maple Ridge Elementary School, which accommodates approximately 530 students ranging from Junior Kindergarten to Grade 8.



Approximately 2.5 kilometres to the southwest of the subject lands is the Innes Road Arterial Mainstreet, a road characterized by commercial and retail uses that serve the daily needs of the residents of the area. The Mainstreet, which includes retail food stores, restaurants and other retail and service commercial uses, commences at Tenth Line Road and ends at Pagé Road.

### 1.3.1 Photos of Subject Lands

Figure 2 and 3 are photos of the subject lands that were taken on February 20, 2020.



Figure 2: Left: Existing building, Right: Existing building with rear of townhomes along Brasseur Crescent beyond



Figure 3: Left: Looking northeast from subject lands towards hydro corridor, Right: Fence at east end of Winsome Terrace, subject lands beyond



## 1.4 Road, Cycling and Transit Network

### 1.4.1 Cycling Network

The subject lands are located within close proximity to a cross-town bikeway (Innes Road), cycling spine routes (Innes Road and Trim Road), and a MUP (in the hydro corridor, which connects to MUPs along Cardinal Creek to the east) as identified on Schedule C – *Primary Urban Cycling Network* of the Official Plan (Figure 4). The proposed development will link to the MUP within the hydro corridor via a pathway block (Block 22 on the Draft Plan of Subdivision) from the proposed eastern extension of Winsome Terrace.

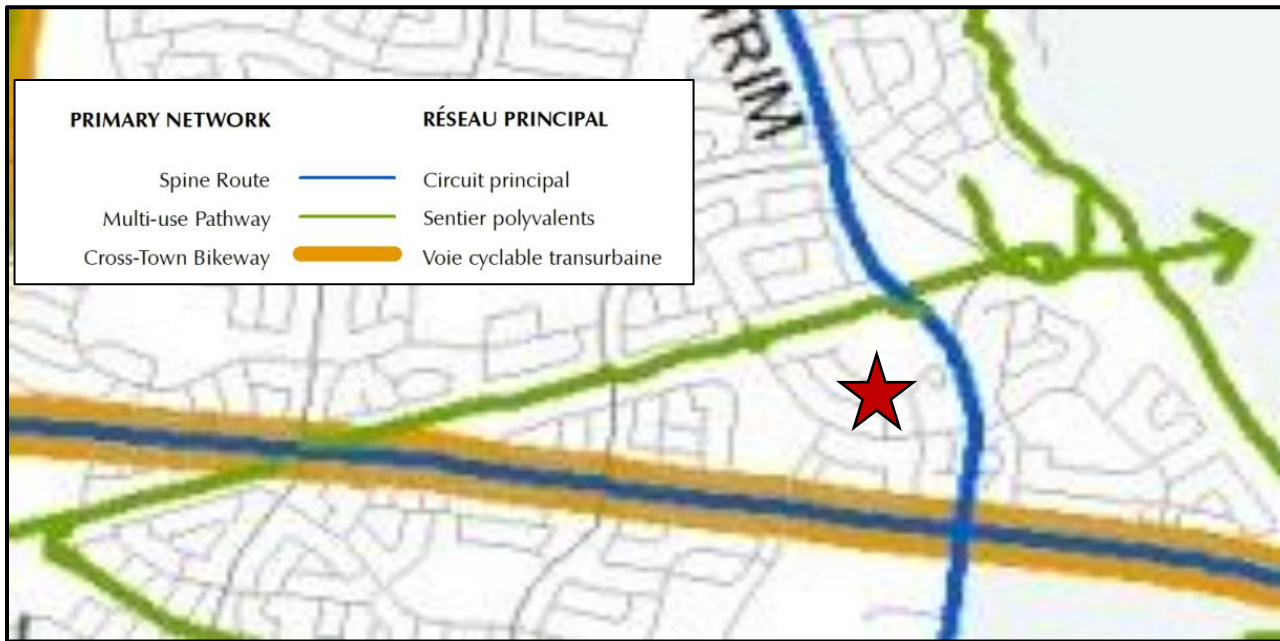


Figure 4: Excerpt from Schedule C- *Primary Urban Cycling Network*

### 1.4.2 Road Network

As per Schedule E- *Urban Road Network* of the Official Plan, the subject lands are located in proximity to an existing arterial road (Trim Road), which has been realigned. Windsome Terrace is categorized as a local road, which connects to Valin Street (an existing collector), which connects to the greater street grid through Trim Road and Portobello Boulevard.



Figure 5: Schedule E - *Urban Road Network*

### 1.4.3 Greater Transit Network

As shown in Figure 6, the subject lands are located within 400 metres of Bus Route #39, which transports users along Trim Road between the Millennium BRT station to the south of Innes Road, north to the Trim BRT station at Highway 174, and then west along Highway 174 to the LRT station at Blair. The subject lands are also served by a variety of local bus routes along Valin Street, Portobello Boulevard, and Innes Road, which ultimately connect to the greater transit system.

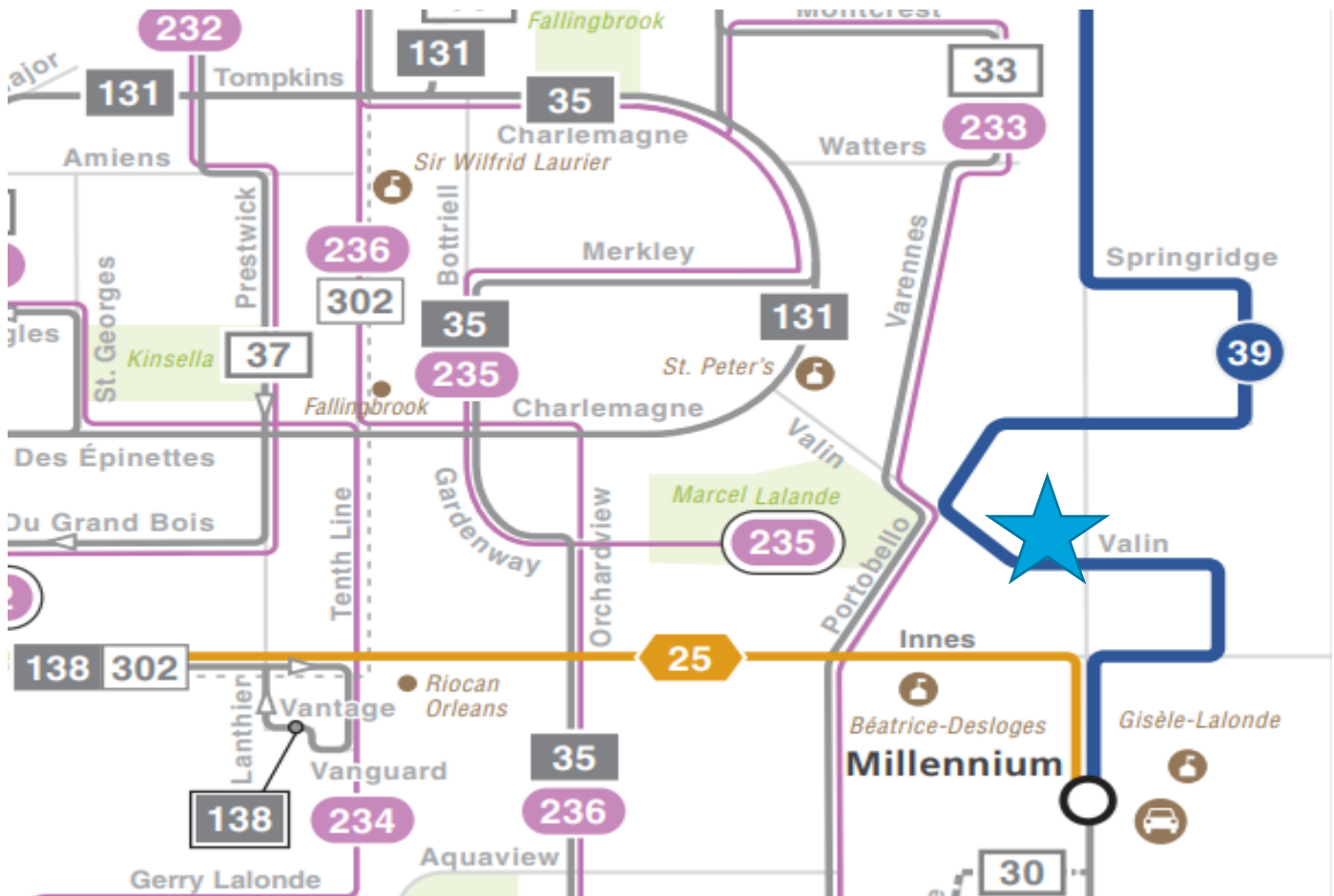


Figure 6: OC Transpo Simplified Network Map (Approximate Site Location Shown by Blue Star)



## 2.0 PROPOSED DEVELOPMENT

Vehicular access to the development will be provided through an eastward extension of Winsome Terrace, which will form a 'p'-loop within the proposed Plan of Subdivision (Figure 7). Mattamy intends to develop the subject lands with a total of 111 townhouse dwellings configured in blocks of 4 to 6 townhomes (Figure 8). Two rows of five townhomes (ten units total) will front onto Brasseur Crescent while the remainder will front onto the eastern extension of Winsome Terrace ('P'- loop). Townhome units vary from 1,446 m<sup>2</sup> to 1,768 m<sup>2</sup> in floor area, depending on the model, all of which are 3-bedroom units. The typical townhome lot width is approximately 6.4 metres, with the lot depths ranging from 26 to 31 metres. With a net area of 2.25 hectares, a density of 49.3 units/net hectare is proposed. Each townhome unit will have a driveway leading to a garage, where the required parking space will be located.

The proposed development will also include:

- / A centrally located 0.379 hectare municipal park (Block 23);
- / Hydro corridor lands (subject to an existing Hydro One Networks Inc. easement) that will be dedicated to the City (Block 24);
- / A 6-metre wide pathway/servicing block (Block 22) between Winsome Terrace and the hydro corridor, in order to provide a pedestrian/cyclist connection between the proposed subdivision and the existing MUP within the hydro corridor; and
- / A 6-metre wide servicing block (Block 21) in the southeastern corner of the subdivision, which will allow for a connection to the existing water infrastructure in the Trim Road ROW.

The following table identifies the proposed land uses and the associated block numbers and areas:

Table 1. Proposed Land Uses

Land Use	Block(s)	Area (square metres)
Townhouse blocks	1 to 20 (inclusive)	22,484.0
Servicing block	21	239.2
Pathway/servicing block	22	146.2
Park	23	3793.7
Hydro corridor	24	7373.3
Street	Winsome Terrace	9718.6
<b>Total</b>		<b>43,755.0</b>

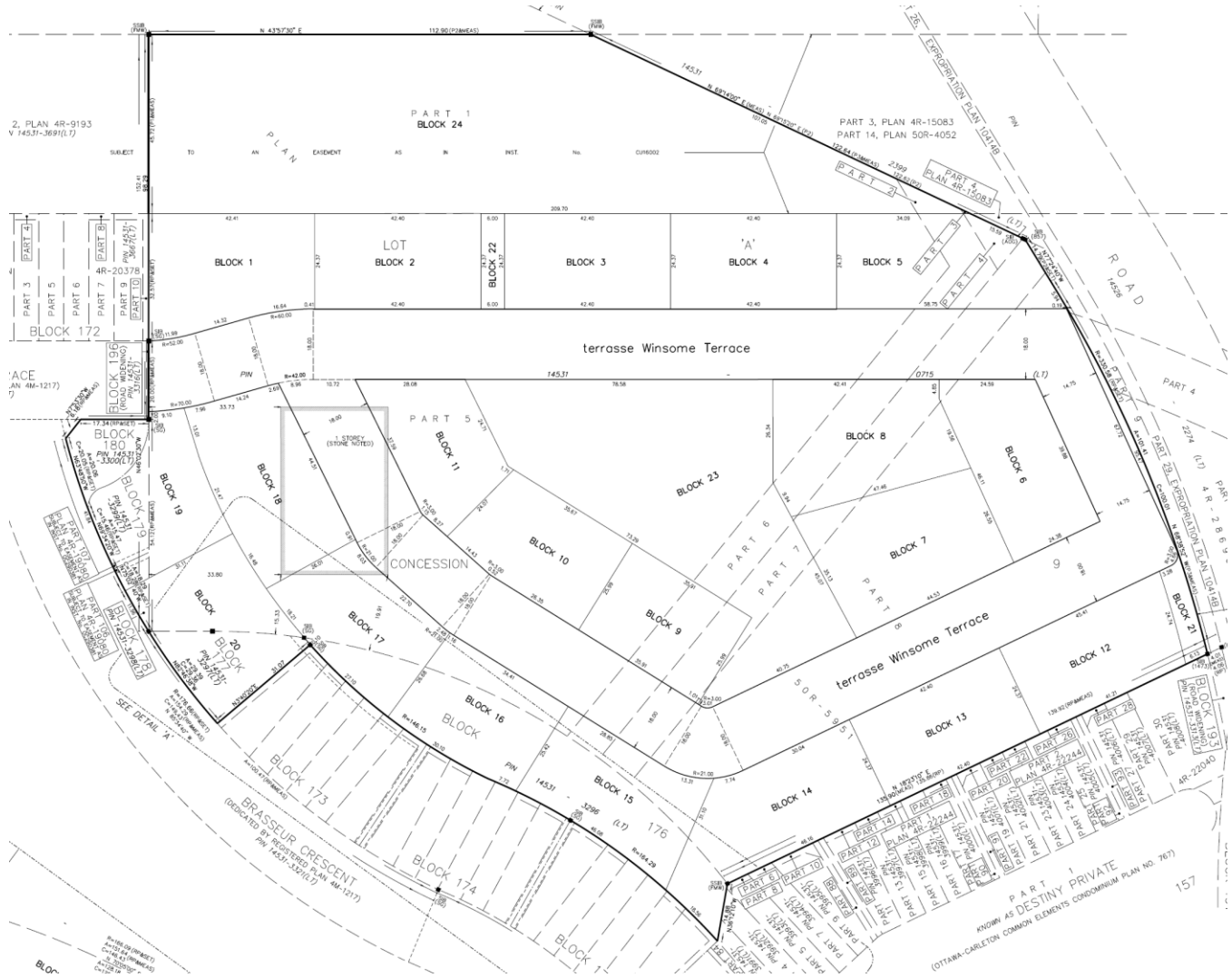


Figure 7: Excerpt from Draft Plan of Subdivision



Figure 8: Concept Plan

### Schools and Parkland

The subject lands are located within an established neighbourhood which is served by the following existing schools:

- / Maple Ridge Elementary School (Ottawa Carleton District School Board (OCDSB))
- / Béatrice-Desloges Catholic High School (Conseil des écoles catholiques du Centre-Est (CECCE))
- / St. Clare School (Ottawa Catholic District School Board (OCSB))
- / St. Peter High School (OCSB)
- / Catholic Elementary School des Pionniers (CECCE)
- / Trillium Elementary School (OCDSB)



The proposed 0.379 hectare municipal park is classified a Parkette in the City's Park Development Manual (2017). As suggested in the Manual, the Parkette will have two street frontages (north and south portions of the Winsome Terrace 'P'-loop) and will link to the broader greenspace network through the proposed pathway block (Block 22) to the hydro corridor, which is located immediately opposite the Parkette.

### **Roads and Pathways**

As previously mentioned, the proposed subdivision will be accessed via an eastward extension of Winsome Terrace, which is an existing local road. The proposed right-of-way (ROW) width for the eastward extension is 18 metres, save for the single-loaded portion of the street in the northeast corner of the subject lands, which will have a ROW width of 14.75 metres. The transition from a 20 metre ROW (existing portion of Winsome Terrace) to an 18 metre ROW (proposed extension) will not affect the user experience given that:

- / The pavement width will remain consistent (8.5 metres)
- / The lot depths of the existing townhome lots on the north side of Winsome Terrace will align with the lot depths of the proposed townhomes (before the street jogs north slightly)
- / There will continue to be street trees on both sides of Winsome Terrace
- / There will continue to be no sidewalks on either side of Winsome Terrace

In order to allow for pedestrian and cyclist access to the existing MUP in the hydro corridor, a 6-metre wide pathway block is proposed in the Draft Plan of Subdivision between Winsome Terrace and the hydro corridor.

### **Site Servicing**

The existing underground well and septic tank will be decommissioned prior to the construction of the proposed subdivision. As the subject lands are located within an established neighbourhood, water, wastewater, and sanitary services are available within the immediate vicinity. The proposed subdivision will connect to existing municipal servicing infrastructure through:

- / Winsome Terrace (sanitary and water);
- / Brasseur Crescent (the ten townhome units proposed to front along this street);
- / The hydro corridor via Block 22 (stormwater); and
- / Trim Road via Block 21 (water).

The subject lands are under the jurisdiction of the Rideau Valley Conservation Authority (RVCA).

## 3.0 POLICY FRAMEWORK

### 3.1 Provincial Policy Statement (2014 and 2020)

The Provincial Policy Statement (PPS), which was issued under Section 3 of the *Planning Act* in 2014, provides policy direction on matters of provincial interest related to land use planning and development. Policies within the PPS address such matters as building strong healthy communities, the wise use and management of resources, and protecting public health and safety. The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1.1 of the PPS addresses managing and directing land use to achieve efficient and resilient development and land use patterns, including sustaining healthy, liveable and safe communities by:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating and appropriate range and mix of residential, institutional, recreation, park and open space, and other uses to meet long-term needs;
- / Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- / Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Further to the above policies, Section 1.1 states that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years, with sufficient land made available through intensification and redevelopment, and if necessary, designated growth areas.

Section 1.1.3 identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on:

- / Densities and a mix of land uses which:
  - o Efficiently use land and resources;
  - o Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

- Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- Support active transportation;
- Are transit-supportive, where transit is planned, exists or may be developed; and
- Are freight-supportive.

/ A range of uses and opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs

Section 1.5 of the PPS addresses parks and open space and includes policies to promote healthy and active communities by planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages.

Finally, Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies speak to directing growth in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.

On May 1, 2020, a revised version of the PPS will come into full force and effect. Some of the applicable revisions to the PPS include:

- / Policy 1.1.1 is revised to specify that healthy, liveable and safe communities are sustained by:
  - Accommodating an appropriate **affordable and market-based** range and mix of residential types
  - **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;
  - Improving accessibility for persons with disabilities and older persons by **addressing** land use barriers which restrict their full participation in society;
  - **Preparing for the regional and local impacts** of a changing climate
- / Policy 1.1.2 now states that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to **25 years**.
- / Policy 1.1.3.2 (which speaks to densities and a mix of land uses that land use patterns within settlement areas shall be based on) now includes “**prepare for the impacts of a changing climate**”.

**The proposed development is consistent with the policies of the PPS as it provides new opportunities and choices for housing within an area currently serviced by infrastructure, including municipal water, stormwater, and sanitary servicing, schools, roads, transit, and open space. New parkland will be dedicated to the City and constructed as part of the proposed development, increasing parkland in the neighbourhood and supporting healthy communities.**



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

### 3.2.1 Section 2.2.2 – Managing Intensification within the Urban Area

The Official Plan supports intensification within the Urban Area, including but not limited to:

“The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.”

The subject lands are not located in a target intensification area, which includes Central Area, Mixed Use Centres, Mainstreets, and Town Centres. However, policy 22 in Section 2.2.2 states that the City will support intensification outside of target intensification areas, including in the General Urban Area, in particular where it will enhance and complement its desirable characteristics and long-term renewal.

Policy 10 in Section 2.2.2 acknowledges that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met and notes that low-rise intensification will be the predominant form of intensification in the General Urban Area designation.

The proposed plan of subdivision provides an opportunity to increase the number of residents living within proximity of existing schools, parks, and transit routes and maximize the use of existing municipal infrastructure. The additional residents will also serve to support the two Arterial Mainstreets (Innes Road and St. Joseph Boulevard) and the Town Centre in Orléans, contributing to their viability.

### 3.2.2 Section 3.6.1 – General Urban Area Designation

The subject lands are largely designated “General Urban Area” on Schedule B- *Urban Policy Plan* of the Official Plan (Figure 9). The General Urban Area designation permits a wide variety of uses, including a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Townhomes are a permitted use in the General Urban Area. Generally, uses that have the potential for negative impacts, such as noise, traffic, or lighting, are directed to locate at the edges of communities.

As noted previously, building heights in the General Urban Area are expected to be predominantly low-rise (four storeys or less), with taller buildings permitted in select locations, such as fronting on arterial roads and in proximity to transit or in areas already characterized by taller buildings.

The Official Plan supports intensification within the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. In reviewing applications for intensification, the City will:

- / Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces and
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

**The proposed development meets the policies of the General Urban Area designation as it fulfills intensification policies in a manner which is compatible with the existing residential neighbourhood. More specifically, the proposed 2-storey townhomes will be compatible with the existing 2-storey townhomes along Winsome Terrace, Brasseur Crescent, and Destiny Private and the proposed municipal park will contribute to the amount of available parkland in the broader area.**

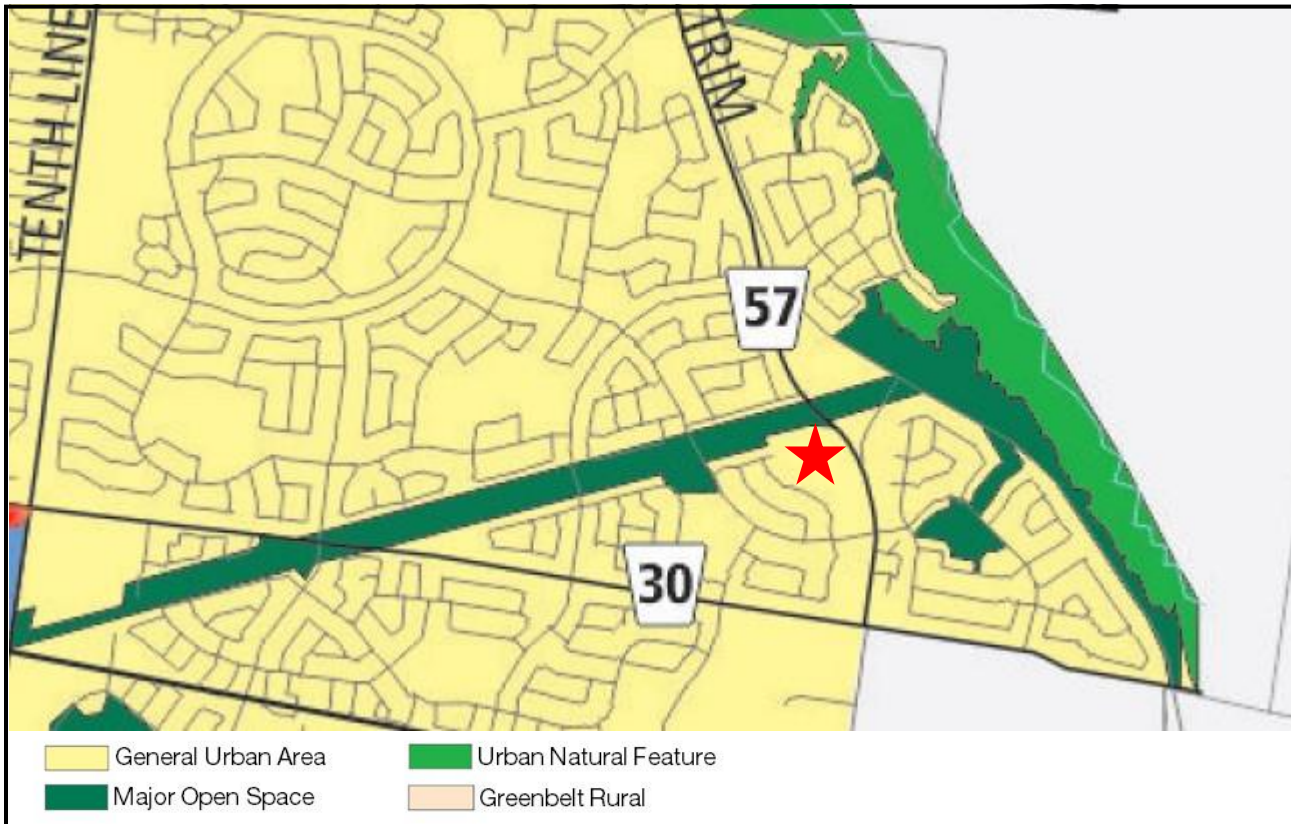


Figure 9: Excerpt from Schedule B - *Urban Policy Plan*

### 3.2.3 Section 3.3 – Major Open Space Designation

The existing hydro corridor is designated “Major Open Space” on Schedule B- *Urban Policy Plan*. This designation represents key components of the Greenspace Network and are generally publicly owned. These open spaces contribute to the quality of life in neighbouring communities as well as to the overall integrity of the natural environment.

### 3.2.4 Section 2.5.1 – Urban Design and Compatibility

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

#### **Enhance the sense of community by creating and maintaining places with their own distinct identity**

The proposed subdivision makes more efficient use of an underutilized lot in an existing suburban neighbourhood. The subdivision will contribute to the sense of community through the provision of new opportunities for recreation through the development of a new municipal park and a proposed connection to the MUP located within the hydro corridor.

#### **Define quality public and private spaces through development**

The proposed public spaces, including the extension of an existing tree-lined municipal street, a pathway block to an existing green corridor, and a programmed municipal park, will serve to connect the proposed private spaces (townhome lots).

### **Create places that are safe, accessible and are easy to get to, and move through**

The proposed ground-oriented, street-fronting units will contribute to a pleasant pedestrian realm and will also provide “eyes” on the street, increasing actual and perceived safety. The pathway block to the hydro corridor is aligned with the municipal park and has access to a municipal street, allowing for an accessible route between existing and proposed units and the components of the greenspace network.

### **Ensure that new development respects the character of existing areas**

The proposed built form (townhomes) is compatible with the existing townhomes and detached homes found in the immediately surrounding area.

### **Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice**

The proposed subdivision is representative of evolution that can occur over time in communities. The proposed townhouse units will allow existing residents within the broader area to continue to live within the community as they move through their lifecycle.

### **Understand and respect natural processes and features in development design**

Given the previous use, the subject lands have limited natural features. As outlined in the Tree Conservation Report prepared by Kilgour & Associates (March 17, 2020), there are no significant natural heritage areas (Significant Woodlands, Valley Lands or Wetlands, no watercourses other than roadside ditches, ANSIs, Urban Natural Areas) or areas indicated as having potential natural heritage significance located within 120 metres of the subject lands.

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

The proposed subdivision is considered infill development, which will add more residents within an existing urban serviced area. More specifically, the proposed density (49.3 units/net hectare) well exceeds the minimum density of 34 units/net hectare that is required in the Official Plan for new Greenfield development outside of the Greenbelt. As such, the proposed subdivision will result in more efficient use of existing urban land and existing infrastructure, such as pipes, roads, transit, schools, and parkland.

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

### **3.2.5 Section 4.11 – Urban Design and Compatibility**

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

Table 2: Urban Design and Compatibility Criteria of Section 4.11 of the Official Plan

<b>Policies</b>	<b>Proposed Subdivision</b>
<b>Views</b>	The Official Plan does not designate any protected views in proximity to the subject lands. Given the low-rise nature of the proposed subdivision, the subdivision will not impact the existing skyline.
<b>Building Design</b>	All units are proposed to front directly onto a municipal street, which maintains the character of the existing streetscape along Winsome Terrace and Brasseur Crescent.  The proposed townhome elevations exhibit a gable roof, similar to the existing townhomes in the immediate area (Figures 10 through 14).

Policies	Proposed Subdivision
	<p>The elevations proposed by Mattamy improve upon the existing streetscape by accentuating the front entrances (and living space above). More specifically, the front entrances project slightly beyond the garages, making the front entrances the prominent features on the front facades as opposed to the garages.</p> <p>Townhome blocks will either have a craftsman elevation (more traditional) or a transitional elevation (more modern). The proposed cladding materials are siding, masonry, and wood shingles (craftsman elevations).</p>
<b>Massing and Scale</b>	<p>The proposed lot width (5.5 metres) is similar to the lot widths of the existing zoning of the townhomes to the immediate south and east of the subject lands (6 metres).</p> <p>The proposed development is proposed to be zoned for a maximum height of 14 metres, which is compatible with the zoning of the existing low-rise neighbourhoods to the immediate south and east (11 metres).</p> <p>The proposed front yard setback of 4.25 metres does not vary significantly from the zoning to the immediate south and east (5 and 6 metres).</p> <p>Given that the proposed development will consist only of low-rise dwellings, no concerns related to massing and scale, such as privacy, overlook, or shadowing, are expected.</p>
<b>Outdoor Amenity Areas</b>	<p>Similar to the existing townhomes in the area, each of the proposed townhomes will have a rear yard. A minimum rear yard setback of 6 metres is proposed, which is appropriate and compatible with the zoning of the existing townhomes in the area (6 and 6.5 metres).</p>

**As outlined in Table 2 above, the proposed development is compatible with the existing neighbourhood.**





Figure 10. Oak model, craftsman elevation



Figure 11. Pristine corner, transitional elevation



Figure 12. Sample townhome block front elevation



Figure 13. Left side elevation of townhome block in Figure 12



1 DTHG  
ELEV 'CR' REV  
THF PRISTINE CORNER

Figure 14. Right side elevation of townhome block in Figure 12

### 3.2.6 Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots

Policies addressing connectivity through walking, cycling, transit and roads are detailed in Section 4.3 of the Official Plan. These policies address a number of aspects including active transportation, parking structures, sidewalks, and cycling facilities, among others. Policies applicable to the subject lands and the proposed development include the following:

- / The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation.

**The proposed subdivision will provide pedestrian access to the existing MUP to the north of the subject lands, within the hydro corridor.**

### 3.2.7 Section 2.5.4 – A Strategy for Parks

Section 2.5.4 outlines a strategy for parks, including policies that address park linkages, targets for the urban area, and general characteristics to be included within their construction. Specifically, Policy 4 states that “new parks provided in urban areas will have the following characteristics:

- / Contribute to the equitable distribution of these areas within the community;
- / Be easily accessible by foot or by bicycle from homes and linked to other greenspaces;
- / Are visible from many vantage points within the community;
- / Have significant street frontage, in proportion to their size, often fronting on two or more streets depending on their space and function; and
- / Designed to be engaged and useful spaces for people across a wide spectrum of age, socio-economic demographics and recreational interests.”

**Through the plan of subdivision, a new 0.379 hectare municipal park will be constructed. The park will be accessible by residents of both the proposed development and the existing neighbourhood and will have frontage on two municipal streets. Mattamy will work with the City to ensure that the design of the new park accommodates facilities that are needed in the broader area.**

### 3.2.8 Building Better and Smarter Suburbs

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

- / Arterial Road Cross-Sections and Collector Road Cross-Section guidelines: Neither apply to the proposed plan of subdivision as Winsome Terrace is a local street.
- / Traffic Calming and Pedestrian Priority Measures: The proposed plan of subdivision facilitates active transportation through neighbourhood connections.
- / Updated Park Development Manual (2017): The manual will be applied in the design of the proposed municipal park.
- / Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
- / Pedestrian Crossovers information for new subdivisions: Pedestrian crossovers will be evaluated through detailed design of the subdivision.
- / Tree Planting in Sensitive Marine Clay Soils: The guidelines are currently being reviewed by the City of Ottawa, a draft version of the 2020 guidelines are not available. As such, the 2017 guidelines have been used for this development.

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 subdivision.

Table 3: BBSS Strategic Directions

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
<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 subdivision plans for the eastern extension of Winsome Terrace, an existing local street.
	Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.	Given that Winsome Terrace is a local street, the extension is proposed as a P-loop as opposed to a connection to Trim Road, an arterial road, to the east.
	and	Sidewalks are not proposed in order to be consistent with the character of the existing portion of Winsome Terrace, which does not have sidewalks.
	Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cyclist connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).	A pathway block is proposed from Winsome Terrace north to the hydro corridor in order to provide pedestrian and cyclist connections to the existing MUP.
	and	
<b>Parks and Open Space</b>	Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area.	
	Avoid reverse frontage lots (rear yards abutting public streets) within the community	No rear lotting is proposed.
	Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size.	A central municipal park is proposed with frontages on both the north and south portions of the Winsome Terrace 'P'-loop.
	and	A pathway block is proposed directly opposite the municipal park in order to

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
	Identify opportunities to connect separate features of the open space network (e.g. a park to a nearby woodlot) with streets that support canopy trees.	connect with the broader greenspace network in the area (hydro corridor with MUP).
<b>Stormwater Management</b>	Ensure that land attributed to large SWM facilities can serve additional functions, such as recreation trails or multi-use paths as part of the open space system, and support the connection of trails in SWM facilities to parks and open spaces, and to pedestrian and cycling facilities.	While not a stormwater management facility, the abutting hydro corridor, which has an existing MUP that the proposed subdivision will connect to, provides for a connected greenspace network.
<b>Road Right-of-Way</b>	ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.	Despite the existing stretch of Winsome Terrace having a 20 metre ROW, an 18 metre ROW is proposed for the eastern extension in order to make more efficient use of land.
	<p>Ensure components of a 'complete street' are provided in the ROW, such as:</p> <ul style="list-style-type: none"> <li>-Pedestrian facilities</li> <li>-Cycling facilities</li> <li>-On-street parking;</li> <li>-Traffic calming features;</li> <li>-Trees on both sides of the street, including canopy trees;</li> <li>-Utility placement and operational considerations that do not interfere with the attributes of complete streets.</li> </ul>	<p>The proposed ROW design of the eastern extension of Winsome Terrace is reflective of the existing portion of Winsome Terrace, which does not have dedicated pedestrian or cyclist facilities.</p> <p>Street trees and utility placements will be addressed at detailed design (subdivision registration).</p>

### 3.2.9 Urban Design Guidelines for Low-Rise Infill Housing (2012)

The City's Urban Design Guidelines for Low Rise Infill Housing are a series of design guidelines to manage the design of infill housing on vacant lots in established urban areas. Infill optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development.

The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. The following guidelines apply to the proposed subdivision:

- / Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.
- / Reflect the desirable aspects of the established streetscape character.
- / Expand the network of public sidewalks, pathways and crosswalks, to enhance pedestrian safety.

- / Provide pedestrian-scale lighting that points downward in order to minimize light pollution and prevent spillage onto neighbouring properties.
- / Design accessible walkways, from private entrances to public sidewalks.
- / Provide street trees in continuous planting pits or in clusters to support healthy growth. Where the available soil volume and planting area is limited (less than 9 m<sup>2</sup> per tree), use materials and planting techniques (e.g. permeable paving, Silva Cells or similar planting systems) that improve tree growth conditions and limit the impacts of soil compaction and road salt. Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. Select hardy, salt-tolerant native plant material that can thrive in challenging urban conditions
- / Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street
- / Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
- / Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and roof top decks to respect the privacy of the surrounding homes
- / Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks.
- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.
- / Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood.
- / Ensure that when one or more units are constructed on adjacent properties, they are compatible with each other and with the existing fabric on street. At the same time, design the infill units with distinguishing characteristics (e.g. different materials, colours, rooflines, windows and door treatments) so that they have distinct identities.
- / Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first floor elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches and landscape
- / Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard. Reduce the width and length of driveways and parking spots, and use permeable pavers to minimize the visual and environmental impacts of hard surface areas
- / Group utility boxes to minimize their visual impact. Consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.

The proposed plan of subdivision meets a number of the Low-Rise Infill Housing Guidelines through the following:

- / The proposed built form (townhomes) is compatible with the existing built form in the immediate area (townhomes), including typical lot widths, building setbacks, and building heights;
- / The orientation of all the proposed units to existing or proposed local streets, with building facades that have generous amounts of windows and doors as opposed to blank walls;
- / Prominent front doors which extend slightly beyond the garages; and
- / The provision of street trees along the eastern extension of Winsome Terrace.

### 3.3 City of Ottawa Official Plan Review

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

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

- / Increase the minimum required density for urban expansion areas from 34 to 36 units per net hectare
- / Remove the minimum percentage of detached units in urban expansion areas (currently 30%), but keep the requirement for a minimum of 10% apartments
- / Gradually increase the intensification target over the 25-year planning horizon, servicing capacity will be addressed
- / Enable evolution to denser, walkable, 15-minute neighbourhoods
- / Require a minimum percentage of residential units with 3+ bedrooms for certain types of development
- / Encourage the “missing middle” (mid-density, ground-oriented, low-rise) near high-level transit service such as rapid transit stations and high-frequency street buses and near commercial mainstreets

**While not an expansion area (since the subject lands are already in the Urban Area), the proposed subdivision has a density of 49.3 units/net hectare, well exceeding the existing and proposed minimum densities for new communities outside of the Greenbelt. The flexibility in unit type breakdown allows for a greater number of attached units, such as the proposed townhomes, which generate higher densities. All of the proposed townhomes have three bedrooms, making them suitable for families.**

The draft Official Plan is expected to be released in October 2020.

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

#### 3.4.1 Existing Zoning

The majority of the subject lands are currently zoned “Development Reserve (DR)” in the City of Ottawa Comprehensive Zoning By-law (2008-250), with the portion of the subject lands located within the hydro corridor zoned Parks and Open Space Zone (O1) (Figure 15).



The purpose of the DR zone is to recognize lands intended for future urban development in designations such as General Urban Area. Permitted uses are limited to:

- / agricultural use
- / emergency service
- / environmental preserve and education area
- / forestry operation
- / group home
- / home-based business
- / marine facility
- / one detached dwelling accessory to a permitted use
- / park
- / secondary dwelling unit
- / urban agriculture

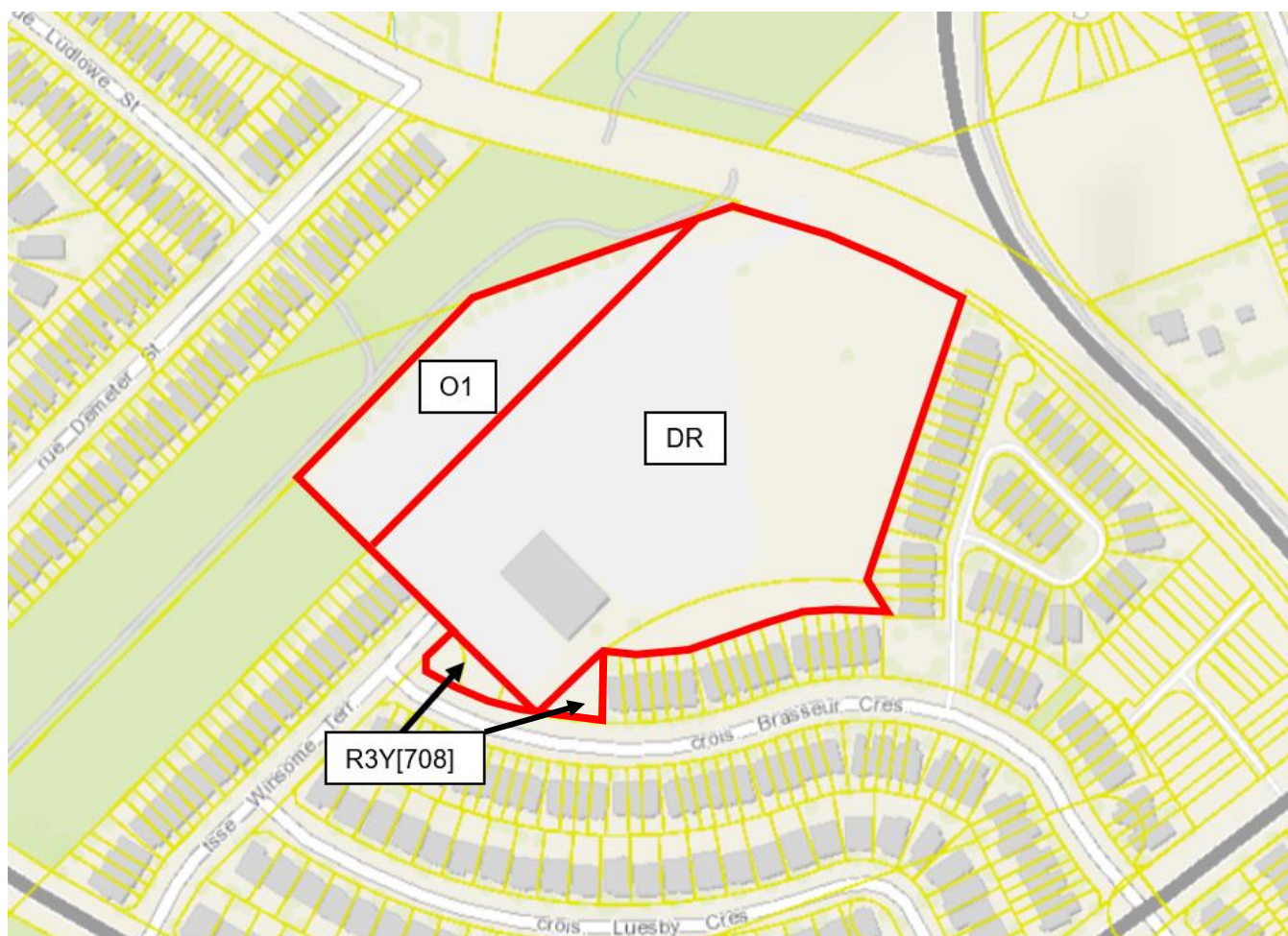


Figure 15: Existing Zoning of Subject Lands (GeoOttawa)

### 3.4.2 Proposed Zoning

The following zoning is proposed for the subject lands:

- / A “Residential Third Density Zone with Exceptions (R3YY[XXXX])” zoning for the townhome blocks proposed along the eastern extension of Winsome Terrace;
- / “Residential Third Density Zone, Subzone Y, Exception 708 (R3Y[708])” for the 10 townhomes (two blocks of five units each) planned along Brasseur Crescent, which is consistent with the zoning of the existing townhomes along Brasseur Crescent; and
- / “Parks and Open Space Zone (O1)” for the proposed municipal park. The portion of the subject lands located within the hydro corridor is already zoned O1 and is proposed to remain zoned O1.

The purpose of the R3 zone is as follows:

1. Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
2. Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
3. Allow ancillary uses to the principal residential use to allow residents to work at home;
4. Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
5. Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The Exception ([XXXX]) proposed for the townhomes along the eastern extension of Winsome Terrace includes many of the same provisions as were applied in Mattamy’s Summerside South subdivision (file number D02-02-17-0105), which will result in a similar density and built form. Table 4 below identifies the proposed R3YY[XXXX] zoning provisions.

Table 4: Proposed R3YY[XXXX] Zoning Provisions

Zoning Mechanism			Provision
Min. Lot Width (m)			5.5
Minimum Lot Area (m2)			81
Maximum Building Height (m)			14
Min. Front Yard Setback (m)	High Plasticity Soils	No sidewalk	4.25
Min. Corner Side Yard Setback (m)			2.5
Min. Rear Yard Setback (m)			6
Min. Interior Side Yard Setback (m)			1.5
Projections			Despite Table 65, the following is permitted:

Zoning Mechanism	Provision
	<ul style="list-style-type: none"> <li>- A chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metre into a required front, corner side or interior side yard but no closer than 0.2 metres to the lot line.</li> <li>- Balconies and porches may project to within 0 metres of a corner lot line.</li> <li>- Despite Table 65, Row 6(a), a deck with a walking surface higher than 0.3 metres but no higher than 1 metre above adjacent grade may project to within 0.6 metres of a lot line, and any portion of a deck with a walking surface less than 0.30 metres may project to within 0.3 metres of a lot line</li> <li>- Despite Table 65 Row 6(b), the steps of a porch may project 2.5 metres into a required yard, but no closer than 0.5 metres to a lot line.</li> </ul> <p>An air conditioning condenser unit may project 1 metre into a corner and interior side yard, and 2 metres into a rear yard, but no closer than 0.2 metres to a lot line, and may not be located in a front yard except in the case of a back-to-back townhouse dwelling.</p>
<b>Corner sight triangles</b>	Section 57 does not apply

The provisions for the R3Y[708] zoning that is proposed for the 10 townhomes planned along Brasseur Crescent are outlined in Table 5 below.

Table 5: Proposed R3Y[708] Zoning Provisions

Zoning Mechanism			Provision
<b>Min. Lot Width (m)</b>			5
<b>Minimum Lot Area (m2)</b>			150
<b>Maximum Building Height (m)</b>			11
<b>Min. Front Yard Setback (m)</b>	<b>High Plasticity Soils</b>	<b>No sidewalk</b>	5
<b>Min. Corner Side Yard Setback (m)</b>			3
<b>Min. Rear Yard Setback (m)</b>			6.5
<b>Min. Interior Side Yard Setback (m)</b>			1.2

The purpose of the Parks and Open Space Zone (O1), which is proposed for the municipal park and already applies to the hydro corridor lands, is to:

1. Permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
2. Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

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

**The proposed Zoning By-law Amendment will allow for the subdivision to be developed as planned, and developed in a sustainable, and appropriate manner that meets the intent of the R3 zone. The O1 zone proposed for the subject lands will allow the development of the municipal park.**

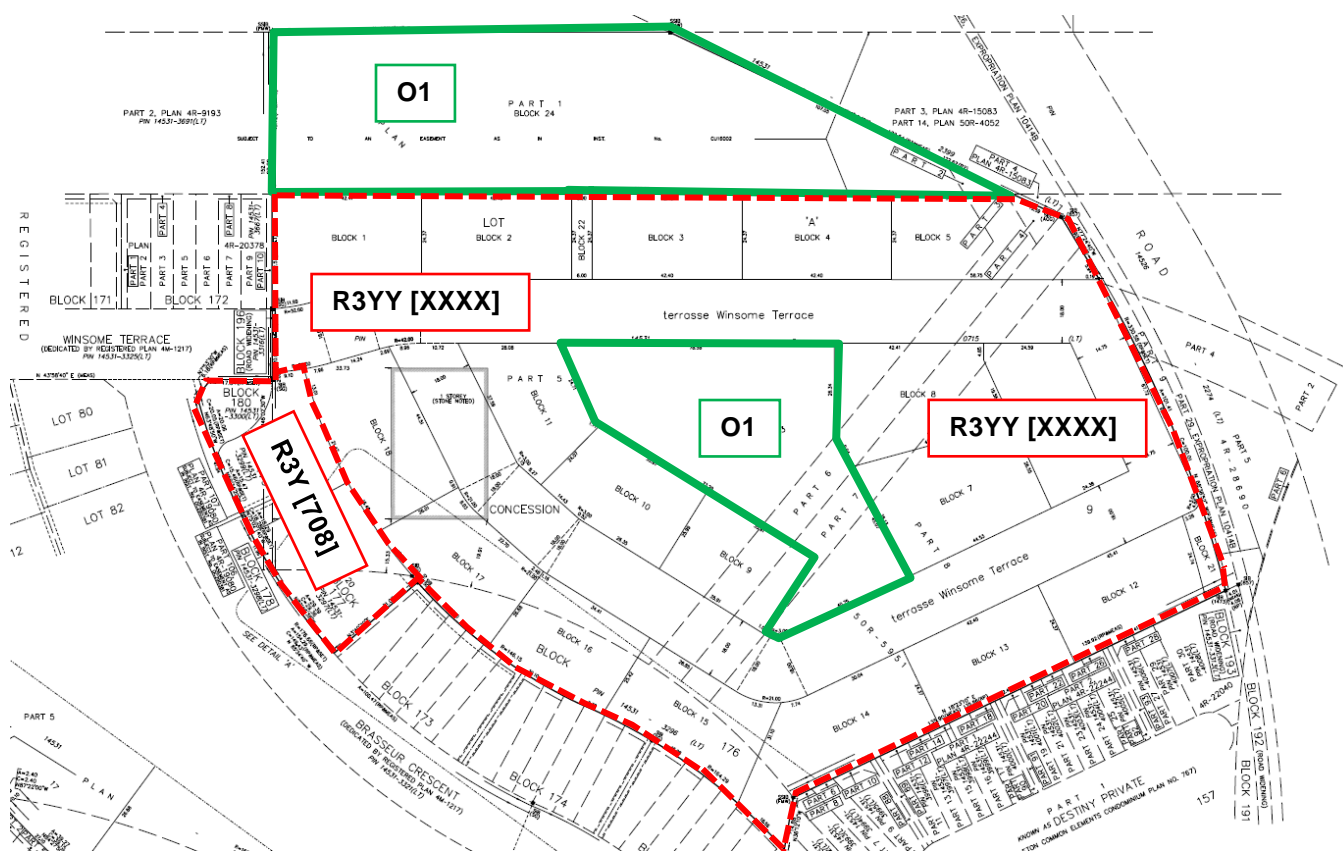


Figure 16. Proposed Zoning



## 4.0

# INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

The policies for an Integrated Environmental Review Statement (IERS) are outlined in Section 4.7.1- *Integrated Environmental Review to Assess Development Applications* of the City of Ottawa Official Plan. These policies include:

### Policy 4.7.1 (1)

“Subdivision, and site plan and rezoning applications requiring an Environmental Impact Statement, Tree Conservation Report or landform feature assessment, will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of section 4. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process.”

### Policy 4.7.1 (2)

“The integrated environmental review statement will provide:

- A brief overview of the results of individual technical studies and other relevant environmental background material;
- A graphic illustration, such as an air photo, summarizing the spatial features and functions (e.g. natural vegetation, watercourses, significant slopes or landform features, recharge/infiltration areas) as identified in the individual studies;
- A summary of the potential environmental concerns raised, the scope of environmental interactions between studies, and the total package of mitigation measures, including any required development conditions and monitoring, as recommended in individual studies;
- A statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development;
- An indication that the statement has been reviewed and concurred with by the individual sub consultants involved in the design team and technical studies; and,
- A description of how the principles of Design Objective 7 (Section 2.5.1) to maximize the energy-efficiency of development and to promote sustainable design that reduces consumption, energy use and carbon footprint of the built environment have been considered. A sustainable design checklist will be prepared to assist in this description.”

## 4.1 Policy Context

According to Schedule L1 – *Natural Heritage System Overlay (East)* (Figure 17) the subject lands are not occupied by any identified Natural Heritage System features. According to Schedule K – *Environmental Constraints* (Figure 18), the subject lands are not impacted by any known environmental constraints.

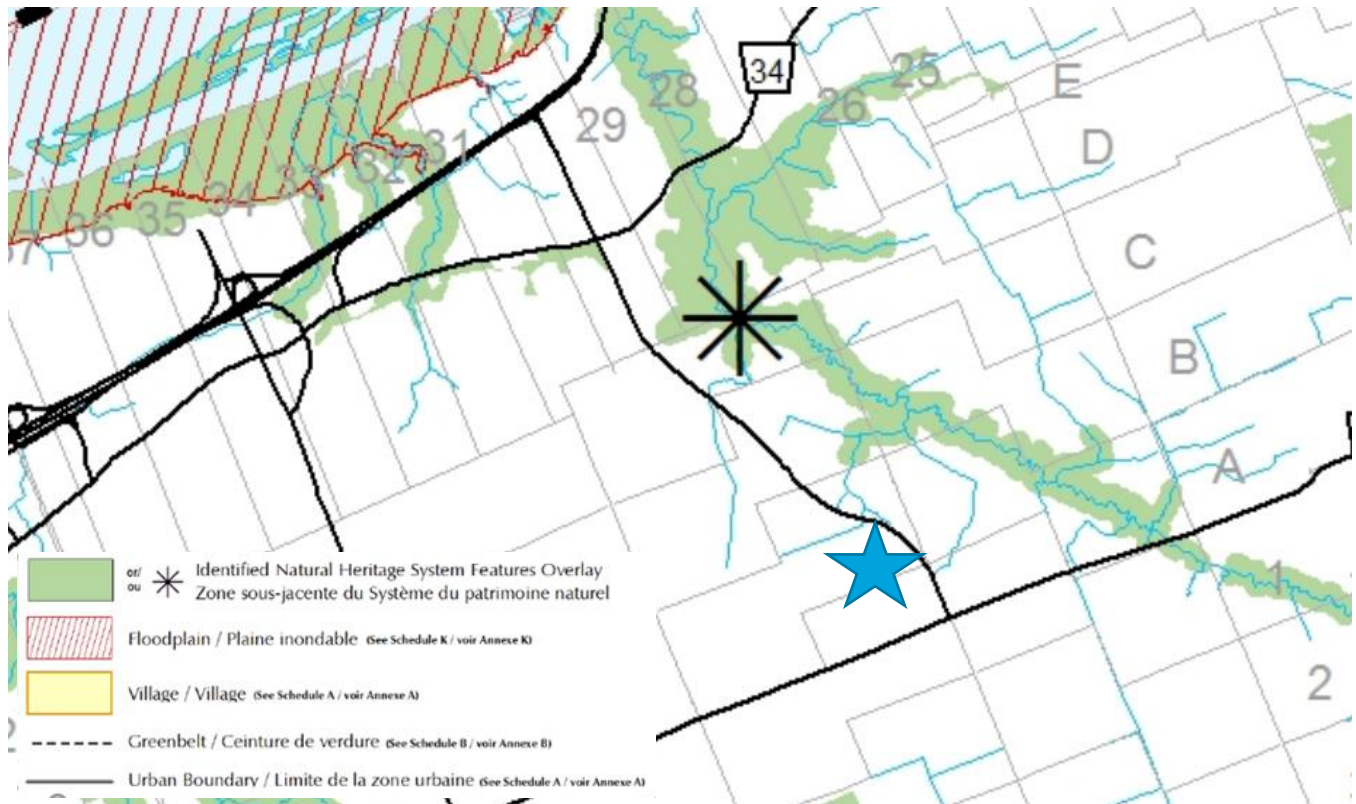


Figure 7: Excerpt from Schedule L1 – *Natural Heritage System Overlay (East)* of the Official Plan (star for subject lands)

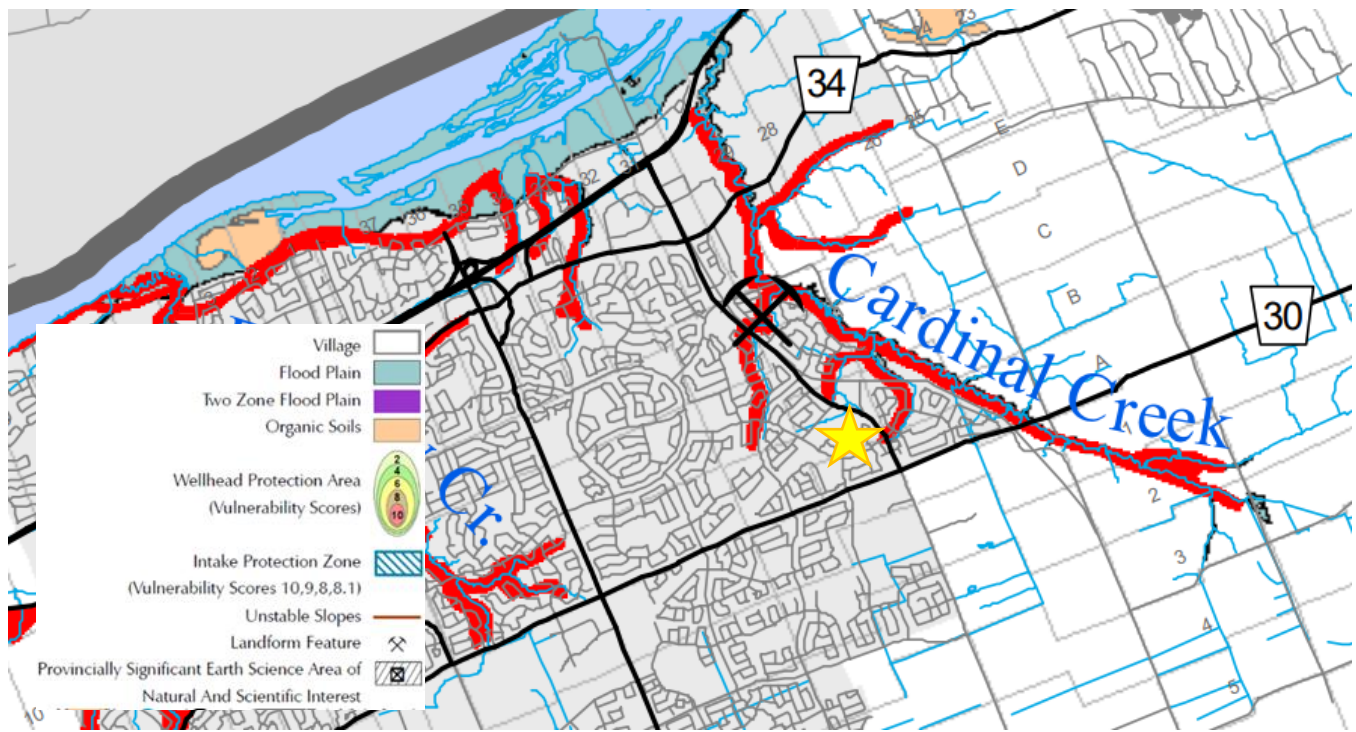


Figure 8: Excerpt from Schedule K – *Environmental Constraints* of the Official Plan (star for subject lands)

## 4.2 Summary of Technical Studies

This section provides an overview of the technical studies that were completed in support of the applications for the development of the subject lands. These studies fall into three groups: engineering studies, planning studies, and environmental studies.

A summary describing the existing environmental conditions and identified potential environmental effects related to the proposed development is presented for each study, as required in Section 4.7 of the Official Plan. Each summary uses the exact language and wording in the technical study, where possible.

## 4.3 Engineering Studies

### 4.3.1 Geotechnical Investigation

Paterson Group prepared a Geotechnical Investigation dated March 12, 2020. The objectives of the Geotechnical Investigation were to determine the subsoil and groundwater conditions on the subject lands and to provide geotechnical recommendations for the proposed development. The report states that the subject lands are relatively flat and generally observed to be approximately at grade with neighboring properties and adjacent roadways. However, based on the subsoil profile, the site is generally covered with a thin layer of topsoil, over a thick layer of silty clay.

The report finds that the site is suitable for development, but due to the clay soils, grade raise restrictions will be required. More specifically, a grade raise restriction of 2.0 m above the undisturbed silty clay at building (ignoring existing fill) and 2.5 m within the roadway (ignoring existing fill) is recommended for the subject lands. If higher than permissible grade raises are required, preloading with or without a surcharge, lightweight fill and/or other measures could reduce the risks of unacceptable long-term post construction total and differential settlements.

The study recommends the following:

- / Grading plan review from a geotechnical perspective, once the final grading plan is available.
- / Observation of all bearing surfaces prior to the placement of concrete. Sampling and testing of the concrete and fill materials used.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Observation of all subgrades prior to backfilling.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

### 4.3.2 Functional Servicing Report

DSEL prepared a Functional Servicing Report (FSR) dated March 20, 2020. The report's findings include:

#### *Water*

It is proposed that the development will be serviced by connection to existing municipal water systems on Trim Road and Winsome Terrace. The connection to Trim Road will be accommodated via a 6-metre wide servicing block (Block 21) to minimize the amount of infrastructure, and ultimately the development will be serviced by a 200mm watermain. The townhomes on Brasseur Crescent will be serviced by the existing watermain.

Demands fall within the recommended pressure range specified in the Water Supply Guidelines. Results from modelling of the internal watermain indicate pressures will be within allowable pressure ranges at all points within the system. The proposed water supply design conforms to all relevant City Guidelines and Policies. Boundary conditions in the form of Hydraulic Grade Line (HGL) have been provided by the City of Ottawa for Peak Hour, Maximum Day Plus Fire Flow and Maximum HGL have been provided in the report.

### *Sanitary*

The proposed sanitary outlet for the FSR study area is the existing 200 mm diameter sanitary sewer within Winsome Terrace, which in turn outlets to an existing 375 mm sanitary sewer within Valin Street and to an existing sanitary trunk sewer within Liberty Way, west of the subject lands. DSEL's analysis indicates that sufficient capacity will be available in the local sewers to accommodate the proposed development.

### *Stormwater*

The study area is located slightly above the elevation of Trim Road. There is an existing 300 mm diameter storm sewer and downstream 675 mm storm sewer within Winsome Terrace, but it has been determined that the existing pipes do not have sufficient capacity to convey stormwater flows from the FSR study area. As such, an alternative strategy involving connecting the development directly to a nearby storm trunk sewer was discussed with the City of Ottawa. The development will connect to the existing storm trunk within the hydro corridor lands (via Block 22), the facility will outlet to the existing Cardinal Creel Online Stormwater Management (SWM) Facility. Inlet control devices (ICDs) will be used in catchbasins within the subject lands to limit the flows accordingly.

The stormwater design has been completed with conformance to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa Guidelines. Quality control is not required on site, but an Enhanced Level of Protection (80% TSS removal) will be provided by the Cardinal Creek Online SWM Facility for stormwater runoff from the subject property before being discharged to Cardinal Creek.

#### **4.3.3 Site Grading**

The FSR study area is constrained by grade raise restrictions, downstream infrastructure (outlets), existing grades on surrounding properties and roads. The site is subject to grade raise restrictions of 2.0 m for buildings and 2.5 m for roads. Proposed grades for the site have been designed to be as low as possible based on grade raise restrictions, servicing constraints and existing surrounding properties.

#### **4.3.4 Roadway Traffic Noise Feasibility Assessment**

Gradient Wind Engineers & Scientists prepared a Roadway Traffic Noise Feasibility Assessment dated March 13, 2020. The assessment is based on theoretical noise prediction methods that conform to the MECP and City of Ottawa requirements; noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG), and drawings prepared by Mattamy Homes.

The results of the current study indicate that blocks close to Trim Road will likely require upgraded building components and central air conditioning. Additionally, outdoor living areas siding onto Trim Road will likely require noise control measures in the form of a noise barrier. Mitigation measures will be required in the remainder of the site. A detailed roadway traffic noise study will be required at the time of subdivision registration to determine specific noise control measures for the development.

#### **4.3.5 Transportation Impact Assessment**

CGH Transportation prepared a Transportation Impact Assessment (TIA) in March 2020, which fulfills Steps 1 through 3 of the City of Ottawa's 2017 TIA Guidelines. This includes the Screening, Scoping and Forecasting for the site. As of date, the only connection will be to Winsome Terrace, the report notes the 59 AM and 69 PM new peak hour vehicle trips are anticipated as part of the proposed development.

## **4.4 Planning Studies**

### **4.4.1 Planning Rationale/Design Brief/IERS**

Fotenn prepared this Planning Rationale/Design Brief/IERS (March 25, 2020) in support of the applications. This report provides an analysis of the applicable policy and regulatory framework and provides a description of the proposed subdivision.



Overall, the proposed development conforms to the general intent of the applicable “General Urban Area” Official Plan designation, which permits townhomes, and advances the City’s strategic initiatives, particularly with respect to intensification.

The Zoning By-law Amendment application seeks to re-zone the subject lands from Development Reserve Zone (DR) to a Residential Third Density Zone with Exceptions (R3YY[XXXX]) for the proposed townhome blocks along the eastern extension of Winsome Terrace, Residential Third Density Zone, Subzone Y, Exception 708 (R3Y [708]) for the 10 townhomes proposed along Brasseur Crescent, and Open Space Zone (O1) for the proposed municipal park and hydro corridor lands. The Exception for the townhomes proposed along the eastern extension of Winsome Terrace would apply zoning provisions that are reflective of Mattamy’s product offering.

## 4.5 Environmental Studies

### 4.5.1 Phase I Environmental Site Assessment

Arcadis Canada Inc. prepared a Phase I Environmental Site Assessment (ESA) dated August 1, 2019. The purpose of this study was to research the past and current use of the site and study area and to identify any environmental concerns with the potential to have impacted the subject property. The Phase I ESA historical research included gathering and review of records that were related to both historical and current activities of the subject property and surrounding properties. Locations of underground fuel and waste oil storage tanks, aboveground storage tanks, salt bins, and areas of specific maintenance operations are detailed in the Strata report.

The site was historically used for agricultural purposes prior to 1988. After sale of the property in 1988 to Laidlaw Transit Limited, the subject property was then developed as a bus garage and bus maintenance facility, including a garage building and bus parking area.

Thirteen Areas of Potential Environmental Concern (APEC) locations were identified in the Phase I ESA. As such, as Phase II ESA was recommended to determine the impacts to the subject lands’ surface soils, subsurface soils, and groundwater.

### 4.5.2 Phase II Environmental Site Assessment

Arcadis Canada Inc. prepared a Phase II Environmental Site Assessment (ESA) dated August 1, 2019. Based on their review of the site and the samples, the report found:

- / Elevated concentrations of cobalt and vanadium were encountered in both the upper 1.5 m soil horizon and also at depths greater than 1.5 m below ground surface (bgs). It was inferred that these elevated concentrations were related to natural background conditions.
- / Isolated exceedances of barium were detected in surface soil in six locations.
- / Chromium exceeded the Ministry of the Environment, Conservation and Parks (MECP) Table 6 SCS in surface soil in one location.
- / Elevated concentrations of cyanide were detected in the large topsoil stockpile present at the northeast corner of the property.
- / Elevated F3 concentrations were reported in the sample collected from the small granular fill soil stockpile, located near the entrance gate (since removed for landfill disposal in July 2017).
- / Electrical conductivity was observed to exceed the applicable Table 6 SCS from 0.30 m bgs to a maximum depth of 3.35 m bgs at 10 test pit and 10 borehole locations.

- / No exceedances were observed in any soil samples for the following analytical parameters: polycyclic aromatic hydrocarbons (PAHs); volatile organic compounds (VOCs) (including benzene, toluene, ethylbenzene and xylenes (BTEX)); and pesticides. In comparison with the MECP Table 6 (shallow soils) residential SCSs, no exceedances were observed in any soil samples for VOCs (including BTEX).
- / In comparison with the MECP Table 6 residential SCS, no exceedances were observed in any ground water samples for the following analytical parameters: PAHs and pesticides. In comparison with the MECP Table 6 (shallow soils) residential SCS, no exceedances were observed in any ground water samples for the following analytical parameters: F1 to F4 PHCs; and VOCs (including BTEX). Chloride and uranium were observed in shallow ground water to exceed MECP Table 6 residential SCSs. These exceedances were delineated horizontally and vertically in ground water.

The report concludes that contaminated soils and ground water are present at concentrations above the applicable MECP Table 6 residential Site Condition Standards (SCS). A risk assessment and/or remediation program should be completed, along with a review of recommended risk management measures, before preparation of a Record of Site Condition (RSC). The RSC was filed on January 20, 2020.

#### **4.5.3 Tree Conservation Report**

A Tree Conservation Report (TCR) was submitted by Kilgour and Associates in March 2020. The TCR details live trees present on the site and surrounding area. The report found that the majority of the subject lands are covered by gravel and mowed lawn. There are no significant natural heritage areas indicated as having potential natural heritage significance. None of the trees on the site were species at risk and were recommended for removal.

The report outlines various mitigation measures for construction.

## **4.6 Potential Concerns, Mitigation Measures, and Implementation**

### **4.6.1 Potential Concerns**

#### **Impacts to Surface Water and Fish Habitat**

There are no surface water features and no ditches or other channelized water features on the subject lands. Therefore, no negative impacts can be expected to surface water features and/or fish habitat.

#### **Impacts to Site Trees**

Given the site uses over the years, there are only a few trees on the site. As previously noted, the trees on the subject lands are not considered to be species at risk. Removal may be necessary during the development process. Details of new trees to be planted in the ROW of the eastern extension of Winsome Terrace will be included on a future Landscape Plan at the detailed design phase.

#### **Impacts to Species at Risk**

It was confirmed by City Staff that an Environment Impact Statement (EIS) was not required in support of the Plan of Subdivision and Zoning By-law Amendment applications as no species at risk have been identified on the subject lands.

Table 6: Environmental Interactions between Technical Studies

	Functional Servicing Report	Geotechnical Investigation	Roadway Traffic Noise Assessment	Planning Rationale/ Design Brief/ IERS	Tree Conservation Report	Phase I Environmental Site Assessment	Phase II Environmental Site Assessment	Transportation Impact Assessment
Noise & Vibration		X	X	X				X
Groundwater		X		X		X	X	
Surface Water	X			X	X			
Terrestrial Ecology				X	X			
Geotechnical	X	X		X	X	X	X	
Servicing	X			X				X

#### 4.6.2 Mitigation Measures and Implementation of Commitments

##### Surface Water Features

To protect surface water features in the broader vicinity of the project, standard erosion and sediment control measures must be implemented on the site during construction to limit the potential for sediment deposition off the site by either surface water flows or by wind erosion. Details of the erosion and sediment control mitigation measures must be included in either the environmental management or servicing plan for the subject lands.

##### Tree Conservation

No trees are anticipated to remain on the subject lands at the time of development. To minimize impacts to any remaining trees located adjacent to the development area, the following protection measures are indicated as necessary during construction:

- / Trees currently present on neighbouring properties are all sufficiently small and are situated far enough back from the property line so that their critical root zones (CRZ) do not extend onto the Site. All yards facing abutting the Site are currently fenced. Fencing around the perimeter of the construction area on the Site is to be erected and/or retained outside the CRZ of retained trees on neighbouring properties for their protection.
- / Do not place any material or equipment within the CRZ of the tree (i.e. beyond the fencing);
- / Do not attach any signs, notices or posters to any tree;
- / Do not raise or lower the existing grade within the CRZ of any retained trees without approval;
- / Do not dig within the CRZ of any retained tree;
- / Do not damage the root system, trunk or branches of any tree;
- / Ensure that exhaust fumes from all equipment are NOT directed towards any tree's canopy.
- / The *Migratory Bird Convention Act* (Canada, 1994) protects the nests and young of migratory breeding birds in Canada. The City of Ottawa guidelines stipulate no clearing of trees or vegetation between April 1 and August 15, unless a qualified biologist has determined that no nesting is occurring within 5 days prior to the clearing.

Tree species to be planted are non-invasive and are native to the Ottawa area. Specific trees to be planted on the Site will be identified in the landscape plan for the development. Trees species identified in this plan should be non-invasive and should be native to the Ottawa area. Landscaping plans should consider species such as

White Pine, Basswood, Sugar Maple, White Spruce, Pin Cherry, White Birch, Black Cherry, and White Cedar where conditions may now permit. Burr Oak may be considered where spacing allows for future showcase trees. Common Juniper, Service Berry, and Northern Bush-honeysuckle may be considered as appropriate shrub species. Trees must be planted to a density equivalent to at least one per unit, though the distribution of specific planting locations may be varied from necessarily planting on every lot, as may be dictated by individual lot considerations.

### Mitigations for Wildlife

Some common, urban-tolerant wildlife, however, may occur within areas near the site and could, on occasion, traverse the development area. The following mitigation measures must be implemented on the site during construction of the project:

- / Do not harm, feed, or unnecessarily harass wildlife.
- / Keep food wastes and other such garbage in secured wildlife-proof containers, and promptly remove this material from the site (especially in warm weather).
- / Drive slowly and avoid hitting wildlife where possible.
- / Avoid providing unintended wildlife shelters. Effective mitigation measures include:
  - Covering or containing piles of soil, fill, brush, rocks and other loose materials;
  - Capping ends of pipes where necessary to keep wildlife out;
  - Ensuring that trailers, bins, boxes, and vacant buildings are secured at the end of each workday to prevent access by wildlife.
- / Check the worksite (including previously cleared areas) for wildlife prior to beginning work each day.
- / Inspect protective fencing or other installed measures daily and after each rain-event to ensure their integrity and continued function.
- / Monitor construction activities to ensure compliance with the project-specific protocol (where applicable) or any other requirements.

### 4.7 Design with Nature Principles and Design

As outlined in Section 4.7.1(2) of the Official Plan, the IERS is required to include a statement with respect to how the design with nature approach has influenced the design of the development and how it supports the following environmental objectives:

- / Increasing forest cover across the city;
- / Maintaining and improving water quality;
- / Maintaining base flows and reducing peak flows in surface water;
- / Protecting and improving the habitat of fish and wildlife in stream corridors;
- / Protecting springs, recharge areas, headwater wetlands and other Hydrogeological areas;
- / Managing resources by using low-maintenance, natural solutions.

Section 8- *Glossary* of the City of Ottawa Official Plan defines design with nature as:

“An approach that utilizes natural methods during site design to work with the terrestrial, aquatic, and biological characteristics of the site and the relationship between them. These measures may serve to reduce the reliance on technological solutions, which may be expensive, energy- or management-intensive, and less environmentally sensitive. This may include:

- / Retention of natural vegetation on slopes to reduce erosion;
- / Conservation of as many existing trees as feasible;
- / Use of appropriate natural infiltration techniques on site to reduce the need for stormwater management ponds;
- / Orientation of streets to maximise opportunities for passive solar heating and reflection of natural contours;
- / Protection of natural stream corridors and incorporation of natural features into open spaces.”



**The proposed residential subdivision does not infringe on any significant natural heritage systems or natural stream corridors. Given the previous bus depot use, the subject lands are highly disturbed and are characterized by limited existing vegetation. If the limited number of existing trees were retained, their isolation and extremely limited canopy potential would limit their ecological functionality to the broader area to negligible.**

#### 4.8 Energy Efficiency and Sustainable Design

Section 2.5.1- *Designing Ottawa* of the Official Plan sets out design objectives and principles for new development within the City of Ottawa. The design objectives are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. They are broadly stated and are applied throughout all land use designations. The Design Principles are more specific, further describing how the City hopes to achieve each of the objectives.

As per Section 4.7.1 of the Official Plan, an IERS is required to consider Objective 7 in Section 2.5.1 and the associated principles. Objective 7 and its associated principles are:

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

The principals associated with Objective 7 (above) were deleted from the Official Plan through the settlement of Official Plan Amendment (OPA) 150. The deleted text noted that design should:

- / Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.
- / Consider use of renewable energy and alternative energy systems.
- / Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).
- / Reduce hard surfaces and maximize landscaping and site permeability on site.
- / Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.
- / Maximize re-use and recycling of resources and materials.
- / Utilize green building technologies and rating systems such as Leadership in Energy and Environmental Design (LEED).
- / Utilize advanced water conservation and efficiency measures.

The proposed residential subdivision has implemented efficient and sustainable design principles as follows:

- / The subject property’s connectivity to the greater cycling network contributes to the feasibility of sustainable transportation modes. Further, the proposed development is situated in proximity to bus stops that will link residents to the existing Trim BRT station, which is planned to be converted to LRT by the end of 2024.
- / A municipal park is proposed at the centre of the subject lands, which will allow for increased permeability/infiltration as well as aesthetic benefits and increased vegetation on site.

- / A connection to the hydro corridor will be provided, allowing residents to access the existing MUP.
- / Contemporary energy saving opportunities will be explored in the construction materials selected for development of the site.

#### 4.9 IERS Concurrence of Study Team

Towards the end of the Plan of Subdivision and Zoning By-law Amendment application process for the subject lands, this IERS will be updated, as necessary, and reviewed and concurred with by the individual consultants involved in the preparation of the technical studies as well as by Mattamy Homes (Appendix A).

## 5.0 CONCLUSION

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

- / The proposed development is consistent with the Provincial Policy Statement (2014 and 2020) by providing additional housing within an established, serviced neighbourhood, which will make more efficient use of existing infrastructure and contribute to reducing the need to expand the City's existing settlement areas;
- / The proposal conforms to the Official Plan (2003, as amended), including those policies which support intensification in existing urban areas. The subject lands are designated General Urban Area, which permits a range of uses including the proposed townhome use. The proposed subdivision is compatible with the surrounding context, which includes existing 2-storey townhomes that are similar in character to the proposed townhomes;
- / The proposed subdivision meets a number of the Building Better and Smarter Suburbs Strategic Directions (2015) and the City's Design Guidelines for Low-Rise Infill Housing (2012);
- / The proposed development meets some of the Preliminary Policy Directions of the City's New Official Plan (December 2019);
- / The proposed Zoning By-law Amendment would apply a zoning to the proposed townhome blocks that is compatible with the existing neighbourhood with respect to minimum lot width, minimum yard setbacks, and maximum building height. The proposed Zoning By-law Amendment would also apply a Parks and Open Space zoning to the proposed municipal park; and
- / The proposed development is supported by a range of technical studies, including geotechnical, civil engineering, transportation, environmental, and noise-related reports.

Sincerely,



Julie Carrara, MCIP RPP  
Senior Planner



Emilie Coyle, M.Pl  
Planner

## APPENDIX A

### TERS CONCURRENCE OF STUDY TEAM



## Arcadis Canada Inc.

I have reviewed the sections of this Integrated Environmental Review Statement associated with Arcadis Canada Inc.'s Phase 1 Environmental Site Assessment (August 1, 2019) and Phase 2 Environmental Site Assessment (August 1, 2019) as it relates to Mattamy's proposed subdivision at 1830 Trim Road and 1141 and 1153 Brasseur and concur with its related content and recommendations.

### Phase 1 and Phase 2 Environmental Site Assessment

Signature: \_\_\_\_\_

Lennart de Groot, B.Sc., EP  
Arcadis Canada Inc.

Date: \_\_\_\_\_

## Gradient Wind Engineers & Scientists

I have reviewed the sections of this Integrated Environmental Review Statement associated with Gradient Wind Engineers & Scientists' Roadway Traffic Noise Feasibility Assessment (March 13, 2020) as it relates to Mattamy's proposed subdivision at 1830 Trim Road and 1141 and 1153 Brasseur and concur with its related content and recommendations.

### Roadway Traffic Noise Feasibility Assessment

Signature: \_\_\_\_\_

Joshua Foster, P. Eng.  
Principal  
Gradient Wind Engineers & Scientists

Date: \_\_\_\_\_

## Paterson Group

I have reviewed the sections of this Integrated Environmental Review Statement associated with Paterson Group's Geotechnical Investigation (March 12, 2020) as it relates to Mattamy's proposed subdivision at 1830 Trim Road and 1141 and 1153 Brasseur and concur with its related content and recommendations.

### Geotechnical Investigation

Signature:

\_\_\_\_\_  
David J. Gilbert, P. Eng.  
Associate and Senior Geotechnical Engineer  
Paterson Group

Date:

\_\_\_\_\_

## Kilgour & Associates Ltd.

I have reviewed the section of this Integrated Environmental Review Statement associated with Kilgour & Associates Ltd.'s Tree Conservation Report (March 17, 2020) as it relates to Mattamy's proposed subdivision at 1830 Trim Road and 1141 and 1153 Brasseur and concur with its related content and recommendations.

### Tree Conservation Report

Signature: \_\_\_\_\_

Anthony Francis, PhD  
Senior Ecologist/Project Director  
Kilgour & Associates Ltd.

Date: \_\_\_\_\_



## David Schaeffer Engineering Ltd. (DSEL)

I have reviewed the section of this Integrated Environmental Review Statement associated with DSEL's Functional Servicing Report (March 20, 2020) as it relates to Mattamy's proposed subdivision at 1830 Trim Road and 1141 and 1153 Brasseur and concur with its related content and recommendations.

### Functional Servicing Report

Signature: \_\_\_\_\_

Jennifer Ailey, P. Eng  
Project Manager  
David Schaeffer Engineering Ltd.

Date: \_\_\_\_\_

## CGH Transportation Inc.

I have reviewed the section of this Integrated Environmental Review Statement associated with CHG Transportation Inc.'s Transportation Impact Assessment (March 2020) as it relates to Mattamy's proposed subdivision at 1830 Trim Road and 1141 and 1153 Brasseur and concur with its related content and recommendations.

### Transportation Impact Assessment

Signature: \_\_\_\_\_

Andrew Harte, P.Eng.  
CGH Transportation Inc.

Date: \_\_\_\_\_

## Mattamy Homes

I have reviewed and concur with the content and recommendations of this Integrated Environmental Review Statement for Mattamy's proposed subdivision at 1830 Trim Road and 1141 and 1153 Brasseur.

### Land Owner/Developer

Signature:

\_\_\_\_\_  
Jillian Normand  
Senior Land Development Manger, Mattamy Homes

Date:

\_\_\_\_\_