

Subject: Zoning By-law Amendment – 2800 Brian Coburn Boulevard

File Number: ACS2024-PDB-PS-0096

Report to Planning and Housing Committee on 4 December 2024

and Council 11 December 2024

**Submitted on November 25, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: Kelly Livingstone, Planner III, Development Review East

613-580-2424 ext. 26842, kelly.livingstone@ottawa.ca

Ward: Orléans South-Navan (19)

Objet: Modification du Règlement de zonage – 2800, boulevard Brian Coburn

Dossier : ACS2024-PDB-PS-0096

Rapport au Comité de la planification et du logement

le 4 décembre 2024

et au Conseil le 11 décembre 2024

**Soumis le 25 novembre 2024 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Kelly Livingstone, Planificateur III, Examen des demandes
d'aménagement est**

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Quartier : Orléans-Sud-Navan (19)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2800 Brian Coburn Boulevard, as shown in Document 1, to permit for 431 low-rise residential dwelling units, a commercial block, and a park, all associated with the Richcraft Trailsedge Phase 4 subdivision, as detailed in Document 2.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of December 11, 2024, subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification au Règlement de zonage 2008-250 visant le 2800, boulevard Brian Coburn, un bien-fonds illustré dans le document 1, afin de permettre la construction de 431 logements de faible hauteur ainsi que l’aménagement d’un îlot commercial et d’un parc, un projet de la phase 4 du lotissement Richcraft Trailsedge, comme l’expose en détail le document 2.
2. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la Loi sur l’aménagement du territoire à la réunion du Conseil municipal du 11 décembre 2024 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law amendment (ZBLA) for 2800 Brian Coburn Boulevard to permit: 141 single detached lots, 166 townhouse dwellings, 124 back-to-back townhouse dwellings, a commercial block, and a public park as detailed in Documents 1 and 2 and illustrated in the Draft Plan of Subdivision in Document 4.

The applicant proposes to rezone the lands from Development Reserve (DR) to General Mixed Use Zone with specific exceptions and height permissions (GM [xxx1] H(18)) for the future commercial block, Residential Third Density Zone (R3YY [xxx2]) for low-density residential dwellings, and Parks and Open Space Zone (O1) to permit for parkland dedication.

The proposed ZBLA is consistent with applicable Official Plan policy, including the intent for these lands in both the East Urban Community Phase 3 Secondary Plan (SP) and Community Design Plan (CDP). Site Specific Exceptions to the GM and R3YY zones are requested as follow:

- A maximum height of four storeys is provided for the commercial block. These height maximums are consistent with CDP heights and OP policies.
- Exception provisions establish permitted and restricted uses to specifically align with commercial uses listed in the CDP in the commercial block.
- Exception provisions also establish slight modifications to yard setbacks and townhouse provisions to accommodate the dwellings provided in the Draft Plan of Subdivision.

Applicable Policy

The following policies support this application:

- The proposed development density aligns with Section 3 of the Growth Management Framework, which sets a target density range of 40 to 60 dwellings per net hectare for intensification.
- The proposed building forms and general design of the development are consistent with Housing and Urban Design policies in Section 4.
- The overall building forms and proposed block layout is consistent with Suburban Transect and Neighbourhood Designation policies provided in Sections 5 and 6,

which permit for low-rise intensification with a maximum height of three to four storeys in neighbourhood designations.

- The proposed development is consistent with the East Urban Community Phase 3 Community Design Plan and Secondary Plan. The subdivision layout is consistent with the road and block patterns provided in both documents, and the commercial land uses that will be established by this ZBLA are consistent with both documents.

Therefore, staff find the proposed Zoning By-law amendment to be consistent with applicable policy.

Public Consultation/Input

A virtual public information session was held on June 8, 2021. The session was attended by the applicant's consulting team, both area Councillors Laura Dudas and Catherine Kitts, and the file planner at the time: Michael Boughton. Response to public comments both received in writing or at the community information session are provided in Document 3.

RÉSUMÉ

Recommandation du personnel

Le personnel responsable de l'urbanisme recommande l'approbation de la demande de modification du Règlement de zonage visant le 2800, boulevard Brian Coburn, modification qui permettrait la création de 141 lots occupés par des habitations isolées, la construction de 166 habitations en rangée et de 124 habitations en rangée dos à dos ainsi que l'aménagement d'un îlot commercial et d'un parc public, comme l'exposent en détail les documents 1 et 2 et comme l'illustre le plan de lotissement provisoire constituant le document 4.

Le requérant souhaite faire passer la désignation du bien-fonds visé de Zone d'aménagement futur (DR) à Zone d'utilisations polyvalentes générale assortie d'exceptions et d'autorisations de hauteur propres à l'emplacement (GM [xxx1] H(18)) afin d'aménager l'îlot commercial, à Zone résidentielle de densité 3 (R3YY [xxx2]) afin de construire les habitations de faible hauteur, et à Zone de parc et d'espace vert (O1) afin de permettre l'affectation de terrains à la création de parcs.

La modification du Règlement de zonage proposée est conforme à la politique applicable du Plan officiel, y compris pour ce qui concerne les terrains visés par la Phase 3 du Plan secondaire et du Plan de conception communautaire de la collectivité

urbaine de l'Est. Les exceptions propres à l'emplacement suivantes sont requises sur les terrains désignés GM et R3YY :

- Une hauteur maximale de quatre étages est prévue sur l'îlot commercial. Cette hauteur est conforme à celles indiquées dans le Plan de conception communautaire et dans les politiques du Plan officiel.
- Les dispositions afférentes à l'exception établissent les utilisations autorisées et interdites, afin qu'elles correspondent précisément aux utilisations commerciales du Plan de conception communautaire applicables à l'îlot commercial.
- Les dispositions afférentes à l'exception établissent également les légères modifications apportées aux retraits de cour et aux dispositions relatives aux habitations en rangée afin de permettre la construction des habitations décrites dans le plan de lotissement provisoire.

Politiques applicables

Les politiques suivantes justifient cette demande :

- La densité de l'aménagement proposé cadre avec la section 3 (Cadre de gestion de la croissance), qui prévoit une plage de densité cible de 40 à 60 habitations par hectare net.
- Les formes bâties et la conception d'ensemble du projet sont conformes aux politiques du Plan officiel sur le logement et l'esthétique urbaine de la section 4.
- Les formes bâties et la configuration d'ensemble de l'îlot sont conformes aux politiques du Transect du secteur de banlieue et de la désignation de Quartier des sections 5 et 6, qui autorisent une densification de faible hauteur avec une hauteur maximale de trois à quatre étages dans les désignations de Quartier.
- L'aménagement proposé est conforme à la Phase 3 du Plan de conception communautaire et du Plan secondaire de la collectivité urbaine de l'Est. La configuration du lotissement correspond au tracé des voies de circulation et des îlots fourni dans les deux documents, et les utilisations commerciales qui seront introduites par le biais de cette demande de modification du Règlement de zonage sont conformes à celles figurant dans les deux documents.

En conséquence, le personnel juge que les modifications proposées au Règlement de zonage sont conformes aux politiques applicables.

Consultation et commentaires du public

Une séance d'information publique virtuelle a été organisée le 8 juin 2021. Y ont participé l'équipe de consultants du requérant, les deux conseillères municipales concernées, Laura Dudas et Catherine Kitts, ainsi que l'urbaniste responsable du dossier à l'époque, Michael Boughton. Les réponses aux commentaires des membres du public fournis par écrit ou lors de la séance d'information publique figurent dans le document 3.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

2800 Brian Coburn Boulevard

Owner

Fairouz Wahab, Richcraft Group of Companies

Applicant

Tim Beed, Fotenn Planning + Design

Description of site and surroundings

The subject lands include multiple parcels located south of Brian Coburn Boulevard, all west of Mer Bleue Road, within the Phase 3 area of the East Urban Community (EUC). The lands are all located south of the future Cumberland BRT Transitway and hydroelectric power transmission corridors. In total, the irregularly shaped properties cover approximately 20 hectares of land and have about 250 meters of frontage along Mer Bleue Road and about 800 metres of frontage to Brian Coburn Boulevard.

Further north of the transitway and hydro corridor is a snow disposal facility and the balance of the EUC Phase 3 Area undeveloped lands, primarily designated for development in Richcraft's future Trailsedge Phase 5 subdivision. Innes Road is approximately one-kilometer further north. Surrounding the site, including east of Mer Bleue Road, are emerging low- and medium-density residential communities such as Trailsedge, Trailsedge – East, and Avalon West.

The subject lands have recently been subject to a Draft Plan of Subdivision approval, approved without appeals on October 4, 2024, file number D07-16-21-0006. Please refer to Document 4 for the approved Draft Plan of Subdivision.

Summary of proposed development

The proposed development, as illustrated by the Draft Plan of Subdivision (see Document 4) intends to implement the East Urban Community Phase 3 Area Community Design Plan (CDP). The development includes 141 single detached lots, and several blocks for 166 townhouse units and 124 back-to-back townhouse dwellings, situated along a network of public streets. A commercial block (Block 196) is provided at the southwest corner of Brian Coburn and Mer-Bleue Road and a 0.41-hectare park is proposed at the approximate center of the subdivision south of Brian Coburn.

Two future mixed-use blocks have been delineated in the associated Draft Plan of Subdivision (Blocks 197 and 198). They are approximately 7 hectares in size and occupy a triangular and rectangular parcel along the north side of Brian Coburn Boulevard. Despite initial plans to rezone these blocks to support two 28-storey high-rise towers, these two blocks will not be rezoned at this time as the Owner has decided they will submit a separate Zoning By-law amendment and concurrent Site Plan application at such time as they feel is appropriate for the lands.

Summary of requested Zoning By-law amendment

The subject lands are currently zoned DR, Development Reserve, which recognizes lands intended for future urban intensification. The applicant proposes to rezone the subject lands to support their proposed development, while permitting for future commercial development consistent with applicable policy. Those uses include: General Mixed Use Zone with specific exceptions and height permissions (GM [xxx1] H(18)) for a future commercial block, Residential Third Density Zone (R3YY [xxx2]) for a planned layout of streets and low-density residential dwellings, and Parks and Open Space Zone (O1) to permit for parkland dedication.

As stated in the previous section, the original submission for the Zoning By-law Amendment included a request to rezone the two mixed-use blocks (Blocks 197 and 198) to a GM zone with 28-storey height permissions and exception provisions to align permitted uses with the CDP. The owner ultimately chose to forego the rezoning for those lands at this time. Since those lands are not being rezoned with this application, a new and separate Zoning By-law amendment will be required in the future to rezone the mixed-use block appropriately.

DISCUSSION

Public consultation

A virtual public information session was held on June 8, 2021. The session was attended by the applicant's consulting team, both area Councillors Laura Dudas and Catherine Kitts, and the file planner at the time: Michael Boughton. Response to public comments both received in writing or at the community information session are provided in Document 3.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

The Official Plan (OP) is the guiding document for the growth and development of the City of Ottawa. The subject lands are designated Neighbourhood within an Evolving Neighbourhood overlay in Schedule B8 the Suburban (East) Transect area. The subject property has frontage along Brian Coburn Boulevard and Mer-Bleue Road, both of which are designated as Minor Corridors.

The City's comprehensive Growth Management Framework is provided in [Section 3](#) of the OP. The policies outlined in this section offer direction for increasing density and supporting intensification within the built-up area of the City, particularly in areas where there is planned higher-order transit, but also along Corridors and within Evolving Neighbourhoods. The target residential density range for intensification within the Suburban Transect is 40 to 60 dwellings per net hectare (Table 3b), but per subsection 3.2(12) may "*meet or exceed the applicable density targets*" where applicable based on context and proximity to transit.

[Section 5](#) of the Suburban Transect, subsection 5.4.1(2), outlines that "*the Suburban Transect is generally characterized by Low- to Mid-density development*" with low-rise developments encouraged in neighbourhoods and along corridors with a range of dwelling unit sizes. Direction for new greenfield development in the suburban transect is provided in subsection 5.4.4. and details a requirement for a "planned arrangement of streets, blocks, buildings, parks...", with a "fully-connected grid street network with short blocks" and "active transportation linkages" that connect residential areas to employment, retail, and natural amenities.

Neighbourhood designation policies are detailed in [Section 6](#), acknowledging that neighbourhoods are intended for a continual and gradual evolution towards 15-minute neighbourhoods. As provided in 6.3.1(4), "*the Zoning By-law and approvals under the Planning Act shall permit various residential and non-residential building types within the Neighbourhood designation*". 6.3.1(4) confirms that neighbourhoods are not

intended to be limited only to residential uses, and non-residential building types are permitted, including “retail, service, cultural, leisure and entertainment uses” that serve residents within walking distance. Section 6.2 outlines similar policy that is contained in the Minor Corridor designation.

Other applicable policies and guidelines

East Urban Community Phase 3 Secondary Plan

The subject lands are within the [East Urban Community \(EUC\) Phase 3 Secondary Plan](#) and designated “Low-Density Neighbourhood”, “Commercial”, and “Park”, as shown in Figure 1.

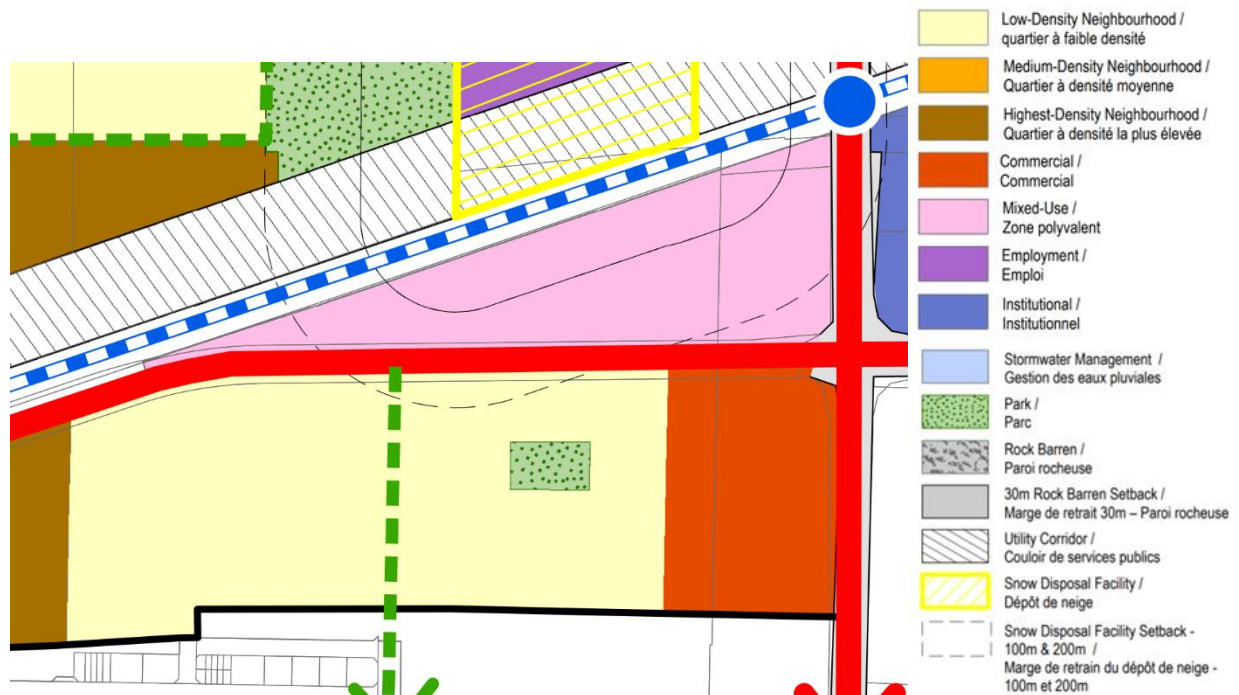


Figure 1 – EUC Phase 3 Secondary Plan

EUC Phase 3 Secondary Plan (SP) policies are intended to be read alongside the associated Community Design Plan. Subsection 4.1(6) provides that “*CDP policies shall guide permitted uses and building heights within each CDP designation*”.

East Urban Community Phase 3 Area Community Design Plan

As described by the SP, the lands are also within the [East Urban Community, Phase 3 Area Community Design Plan](#) (CDP). The CDP Land Use Plan maps out planned land uses, parks, major and minor roads, and stormwater management infrastructure, among other uses across the East Urban Community. The subject lands are designated in a consistent way to the SP, and are “Low Density Residential”, “Commercial”, and “Park” in the Demonstration Plan (refer to Figure 2).

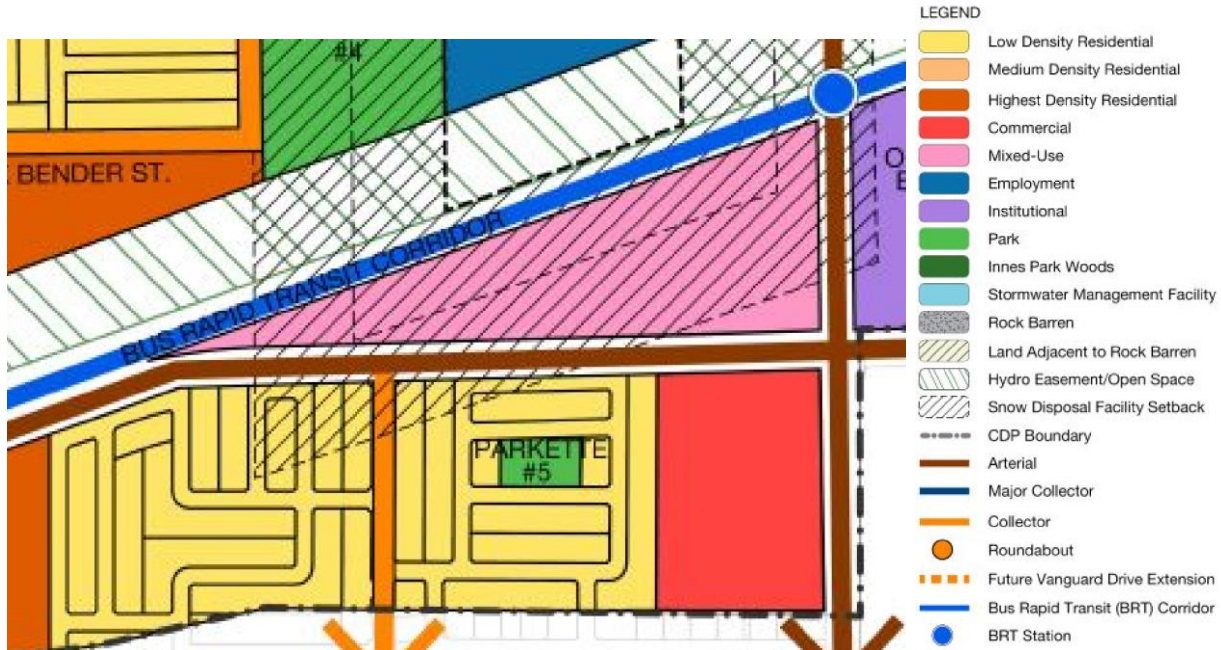


Figure 2 – EUC Phase 3 Community Design Plan

The intent of the Low-Density Residential designation is to provide for low-rise, ground-oriented housing types, such as detached dwellings, semi-detached dwellings, linked-detached dwellings, and townhouses. The goal for the Commercial area is to allow for commercial activity that meets the needs of the local community. The CDP provides for a list of permitted uses in the Commercial designation and provides for policies that require the siting of buildings along street frontages with a 4-storey height maximum. Anticipated uses are “*small scale stores, restaurants and grocery*”, among office, medical, and personal service establishments.

Planning rationale

Planning Policy

The proposed Zoning By-law Amendment (ZBLA) is consistent with the relevant Official Plan policy for this area. The ZBLA is consistent with Official Plan density targets for the Suburban Transect with increased densities as proximity increases to planned rapid transit (3.2(12)). As stated, the Suburban Transect is “*generally characterized by low- to mid- density development*” and permits for a range of dwelling unit sizes consistent with greenfield design direction provided in subsection 5.4.4. As proposed, the ZBLA will permit for a residential subdivision that provides for a range of residential unit types within a fully connected street network layout with active transportation connections to amenities within the subdivision (park and commercial blocks), and to abutting subdivisions and the wider community.

The planned layout of the subdivision and this associated ZBLA are consistent with the intent for these lands in both the East Urban Community Phase 3 Secondary Plan (SP) and Community Design Plan (CDP) where Area A (refer to Documents 1 and 2) is a commercial area that will provide amenities and services to the wider community, and Area B is a low-density residential area, with a small community parkette (Area C) provided in the approximate center of the lands.

While the ZBLA in general is consistent with relevant planning policy, a few specific items will be rationalized in greater detail.

Snow Disposal Facility

The SP and CDP both illustrate the presence of a snow disposal facility on the north side of the hydro easement just north of the future mixed-use lands. The only specific policies related to the snow disposal facility are contained within the mixed-use policies section of the CDP and state that no sensitive (i.e. residential) land-uses are permitted within 100 metres of that facility, and any development within 100-200 metres is subject to a detailed noise study (5.2.3(4-5)). The concern with the presence of the snow disposal facility is the possibility that noise produced by the operations of the facility (day and night) would negatively impact the health and wellbeing of future residents.

In keeping with the CDP requirements for a noise study where there is development between 100-200 metres from the snow disposal facility, a noise study was prepared for the Draft Plan of Subdivision and Zoning By-law Amendment and found that existing snow disposal facility operations and its noise impacts fall well within provincial criteria and can be acceptably mitigated in the residential areas. Future Site Plan and Zoning By-law Amendment application(s) for the mixed-use block will be required to be prepared and submit a detailed noise study which would delineate any required setbacks or noise clauses and mitigation measures that would have to be undertaken.

Zoning By-law Exceptions

In addition to the proposed rezoning as detailed in Document 1, exception provisions are proposed and provided in Document 2, which are further modifications to the permissions contained in the “base” zoning.

Area A exception [xxx1] makes several changes to land uses permitted in the GM zone, by listing both “additional land uses permitted” and “land uses prohibited”. The SP states that “*the CDP policies shall guide permitted uses*” within each designation (4.1(6)) and these proposed changes in the exception bring them into consistency with CDP policies. Section 5.2.2 of the CDP lists permitted uses in the Commercial designation and exception [xxx1] is consistent with those uses, based on the planned

intent for the commercial area, and restricts any residential development on the block. Furthermore, a height maximum of 4 storeys and 18 metres is established on this block consistent with the CDP. An 18-metre height maximum permits for some flexibility in the design while still ensuring a 4-storey cap, as commercial/office storeys can often times be slightly taller than residential storeys.

Area B, exception [xxx2], provides for specific setbacks for residential development that support the planned layout and model types that will be used in the subdivision area. The proposed setbacks will accommodate for tree planting throughout the subdivision, consistent with the City's road right-of-way requirements.

Area C is to rezone lands for the park. Parkland dedication will be provided through the related Draft Plan of Subdivision, and the area is consistent with the planned parkland dedication considered by the SP and CDP.

Finally, Area D on Document 1 is to make a minor mapping correction. The existing R4Z [2704] zoning overlaps slightly (only about 0.2m) with the lands subject to this Plan of Subdivision, and the correction is appropriate to be made through this Zoning By-law Amendment. Those lands will be rezoned the same as Area C to R3YY[xxx3].

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

While I've had the opportunity to see Trailsedge blossom into a vibrant and established community, I must highlight my concerns with the Transportation Impact Assessment (TIA) data included in the proposed Phase 4 development. This phase, which veers sharply from the established character of the earlier phases, introduces a level of density that is unsustainable without needed transportation infrastructure upgrades.

This development is expected to generate between 600 to 800 additional auto trips during the morning and afternoon peak hours at the already strained Brian Coburn Boulevard and Mer Bleue roundabout, a road that is already heavily congested and over-capacity as of May 2023. The TIA estimates an increase of up to 130 vehicles per hour heading westbound on Brian Coburn during the morning rush hour. September 2022 data shows this roundabout already operating at a 92 per cent capacity—numbers collected during the pandemic when many were still working from home. Additional

traffic during the afternoon rush hour simply cannot be accommodated as intersections along Brian Coburn Boulevard are already operating beyond failure.

It is my fear, rooted in the lived experiences of an incomplete transportation network in this area, that traffic from this development will push our infrastructure even further past its breaking point.

I am also concerned with the TIA's reliance on speculative numbers. A 5 per cent reduction in background traffic is assumed due to the LRT Stage 2 extension to Trim—a project that's still a year away from completion. LRT stations are located a 13-minute drive, 50-minute transit trip, 35-minute bike ride, or a 2-hour walk from this development. I am not at all confident that the arrival of LRT to the north end of Orléans will make a significant impact on traffic without funding for a rapid bus network in South Orléans.

To that end, an additional 5 per cent reduction is projected based on the Cumberland BRT Transitway, expected to be operational by 2036. At this time, there is no funding available for a major infrastructure project that the TIA states will be operational in 12 years' time. We're being asked to accept these hypothetical reductions for a transportation solution that won't potentially materialize for over a decade and hasn't since it was proposed in our community in 1997.

I do appreciate the developer's willingness to incorporate mixed-use elements and lower the tower height in response to community feedback. But when it comes to the transportation impacts, we simply cannot ignore the glaring deficiencies in our infrastructure, which this development will only worsen. I do not feel like this TIA is rooted in reality, and question its merit completely. The numbers don't lie, and they paint a picture of increased congestion, longer commute times, and a strain on our already overburdened road network that is in dire need of infrastructure upgrades.

LEGAL IMPLICATIONS

With the passage of Bill 185, as amended, a zoning by-law amendment is only subject to appeal by "specified persons", essentially utility providers and government entities, and the registered owner of the parcel of land subject to the amendment. If Council determines to refuse the amendment, reasons must be provided. It is anticipated that a hearing of three to five days would be required, depending on the reasons for refusal. It would be necessary for an external planner to be retained and possibly other external professionals, again depending on the reasons for refusal.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

The design of water, wastewater, and stormwater services prepared in support of this proposed development are consistent with the Master Servicing Study approved for Neighbourhood 3 of the East Urban Community. There are no Asset Management Implications resulting from recommendations of this report.

FINANCIAL IMPLICATIONS

In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within the existing Planning Services operating budget.

ACCESSIBILITY IMPACTS

The concept plan provided with this Zoning By-law amendment application was reviewed at a high level for accessibility impacts. Any future development will be reviewed and constructed in accordance with AODA legislation.

ENVIRONMENTAL IMPLICATIONS

The development lands are not subject to any specific environmental planning requirements and the applicant has not indicated they will seek to achieve any specific environmentally friendly design, standards or commitments. Permits will be necessary for the removal of any City-owned trees, the City's Bird Safe Design Guidelines will be applicable as part of future Site Plan Control applications. Depending on when the High Performance Development Standards are implemented, they may also apply to future Site Plan Control applications.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all.
- A city that has a diversified and prosperous economy.

APPLICATION PROCESS TIMELINE STATUS

This application (D07-16-21-0006) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications due to the requirement to process the associated Draft Plan of Subdivision concurrently and the complexity of issues associated with the application that necessitated multiple resubmissions and detailed review.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Draft Plan of Subdivision

CONCLUSION

The proposed Zoning By-law amendment is consistent with the OP and the East Urban Community Phase 3 CDP and East Urban Community Phase 3 SP. Staff considers the proposed rezoning suitable for the site, aligning with the OP's growth management framework and relevant transect and neighborhood policies, and therefore facilitating compatible intensification. Accordingly, staff recommends approval of the proposed Zoning By-law amendment.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Property Assessment and PILTS, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

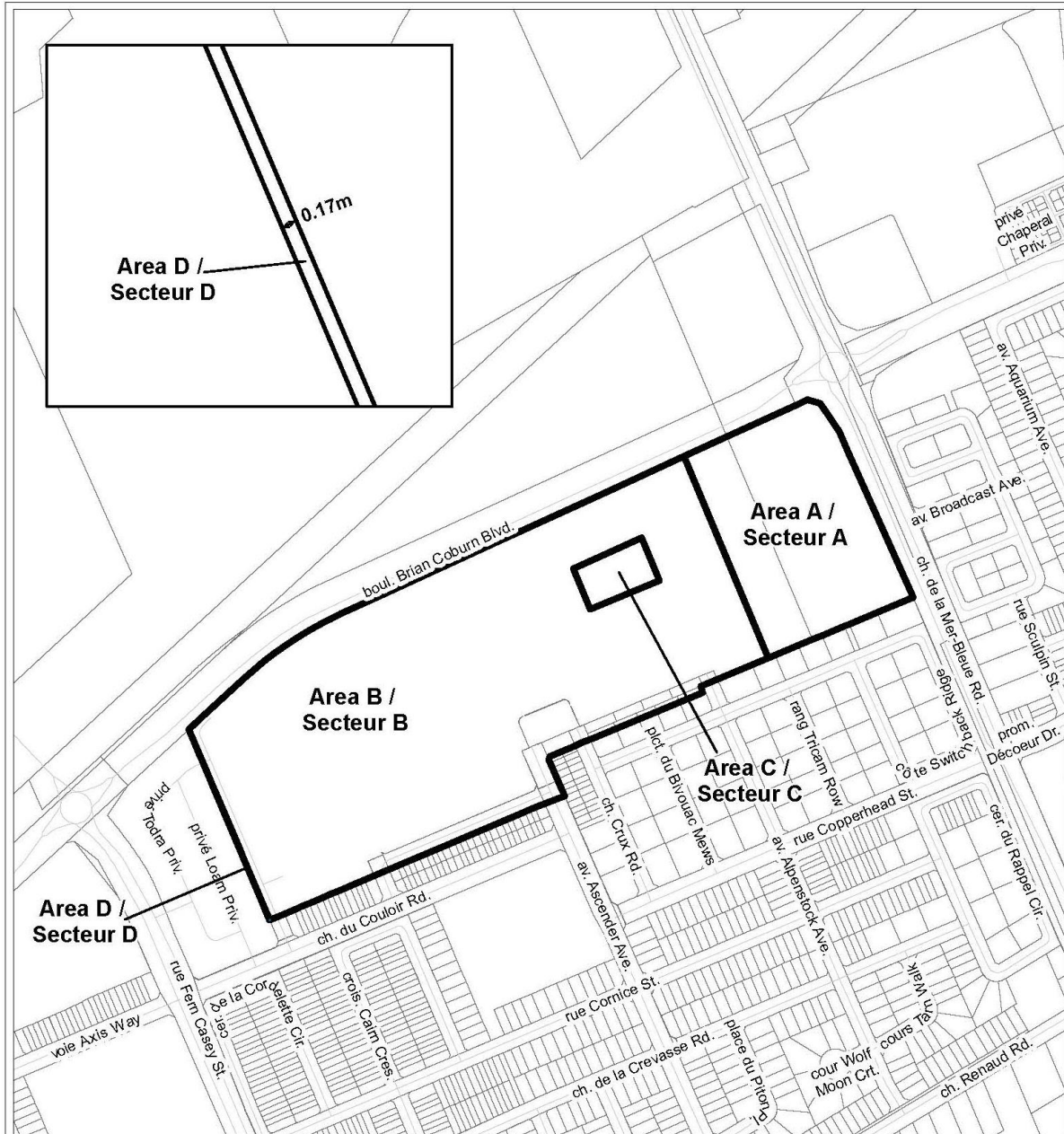
Zoning and Interpretations Unit, Planning, Development and Building Department to prepare the implementing by-law and forward to Legal Services.




Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE 2800 boul. Brian Coburn Boulevard	
D02-02-21-0023	24-0505-D		Area A to be rezoned from DR to GM [xxx1] H(18) Le zonage du secteur A sera modifié de DR à GM [xxx1] H(18)
I:\CO\2024\ZKP\BrianCoburn_2800			Area B to be rezoned from DR to R3YY [xxx2] Le zonage du secteur B sera modifié de DR à R3YY [xxx2]
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>			Area C to be rezoned from DR to O1 Le zonage du secteur C sera modifié de DR à O1
<small>©Les données de parcelles appartient à Teranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small>			Area D to be rezoned from R4Z[2704] to R3YY [xxx2] Le zonage du secteur D sera modifié de R4Z[2704] à R3YY [xxx2]
REVISION / RÉVISION - 2024 / 10 / 31			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for the Trailsedge Phase 4 Subdivision at 2800 Brian Coburn Boulevard:

1. Rezone the lands as shown in Document 1 as follows:
 - a. Area A from DR to GM [xxx1] H(18); and,
 - b. Area B from DR to R3YY [xxx2]; and,
 - c. Area C from DR to O1; and,
 - d. Area D from R4Z[2704] to R3YY [xxx2].

2. Amend Section 239, Urban Exceptions, by adding a new exception [xxx1] with provisions similar in effect to the following:
 - a. In Column I, “Exception Number”, add the text, “xxx1”.
 - b. In Column II, “Applicable Zones”, add the text “GM [xxx1] H(18)”.
 - c. In Column III, “Additional Land Uses Permitted”, add the text “amusement centre, bar, cinema, hotel, park, theatre.”
 - d. In Column IV, “Land Uses Prohibited”, add the text “all residential land uses”.
 - e. In Column V, “Provisions” add the text:
 - i. Maximum building height: 4 storeys and 18 metres.
 - ii. Maximum floor space index does not apply.

3. Amend Section 239, Urban Exceptions, by adding a new exception [xxx2] with provisions similar in effect to the following:
 - a. In Column I, “Exception Number”, add the text, “xxx2”.
 - b. In Column II, “Applicable Zones”, add the text “R3YY [xxx2]”.
 - c. In Column V, “Provisions”, add the text:
 - i. Minimum front yard setback: 3 metres
 - ii. Minimum corner side yard setback: 3 metres
 - iii. Provisions for back-to-back townhouse dwellings:
 - Minimum lot area is 84 square metres.
 - Minimum interior side yard setback is 1.5 metres.
 - Air conditioner condenser may be located in a front or corner side yard.

Document 3 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A community information session was also held virtually on June 8, 2021.

Public comments received at both the information session and by mail/email are provided as follows.

Public Comments and Responses

General Concerns – Infrastructure

1. With the construction of new neighbourhoods, a certain standard of amenity must accompany this development. Proper infrastructure must accompany this development – sewers, road widening, and storm water management facilities – and green space to promote nature, leisure activities, bike paths and walkways, and ponds to promote wildlife.
2. Stop putting profits over people. The South Orléans area is rapidly developing with absolutely no consideration for the people that live there. To call any of this planning is an embarrassment to Ottawa. Living in the capital city of Canada we should be striving to build walkable people friendly communities that show that we care about infrastructure and the quality of life of the community. Stop approving housing developments, stop bringing people to our community that has neither the amenities, the schools, the public transportation and roads to support more people.
3. The City of Ottawa should put existing and future residential development applications in the East Urban Community on hold until this community meets the Official Plan goals of 15-minute neighbourhoods.
4. The public meeting and other similar meetings are helpful but admittedly frustrating as they seem to reflect only a single unique planning issue of-the-moment while ignoring all the surrounding issues that are either ongoing or overdue. Infrastructure remains the sole sorest point causing huge community stress, and all the developers seem unconcerned and even dismissive of the community at large. The City needs to take a more macro look at our communities rather than these case-by-case applications in isolation. The community needs more City support to make our community more livable and

limit the bulldozing and intense density building that only exacerbates the already existing challenges.

5. Community members feel that their voices are not being heard as things have not been changing in the community. The comments during the public meeting reflect the concerns of community at large.
6. These proposals, especially to permit high rise apartment buildings, should be turned down by the City until full infrastructure and accessibility to amenities are in place! Any major city knows this is the key to a well-planned and functioning city. Until then, these builders should be looking at spaces by the highway.
7. The only City planning in this neighborhood has been the massive amount of housing construction, with unkept lots and unfinished roads built by developers who do not care about the neighborhood.
8. All homes in Orléans should be put on hold until improvements are made. It is not city planning when the developers are focusing in isolation on their own land parcels and not the overall neighborhood/city. How is access to everything being ensured? Connectivity to downtown is important. Real city planning is needed, and developers need to be held accountable to ensure they provide sufficient design/factors.
9. With neighbouring older communities such as Chapel Hill South and North and newer communities such as Chaperal and Avalon Encore all being 15-minute communities, the community demands that the City of Ottawa put existing and future residential development applications in the East Urban Community on hold until this community meets the Official Plan goals.
10. The community will not support the rezoning of lands from local commercial or general mixed use to any density of residential zoning, because of the lack of commercial amenities in our neighbourhood. The closest walkable amenity is a 45-minute walk, and 15-minute drive. The further loss of commercially zoned lands will be contrary to the Official Plan goal of adopting the concept of 15-minute neighbourhoods.
11. The city is flaunting its Five Big Moves in its draft Official Plan. Where is Council's accountability to what they are proposing? Where is the 15-minute community concept? Where is the infrastructure to support all these mega projects?

Staff Response to Comments 1-11: The development of this subdivision and the rezoning of the lands to which this report applies is consistent with all relevant planning policy (Provincial policy, Official Plan, Community Design Plan, etc.) and has been demonstrated by submitted Infrastructure and Transportation studies to be supported by the work being undertaken by the developer. The subdivision will contribute to Official Plan goals of creating 15-minute neighbourhoods by (1) permitting for the construction of new housing in a variety of housing forms, (2) creating a large commercial block to provide a variety of services to the broader community, and (3) will encourage active transportation use by creating new sidewalks, bike lanes, and road connections.

12. The public is concerned that they will be left out of future changes/decisions. How can residents stay engaged?

Staff Response: All plans and studies have been posted to the City of Ottawa's website, and all residents who have provided comments on the application and asked to be notified of future decisions to the file planner have been made aware of the Planning and Housing Committee meeting at which this Zoning By-law Amendment is being considered.

Land Use and Urban Design Concerns

13. According to the information provided, this subdivision does not have sufficient parkland to accommodate the residential population. The city parks are overflowing, particularly during tournaments. The City should not accept payment in lieu of the parkland required for this development.

Staff Response: The rezoning of the O1 area in this report is consistent with the EUC Phase 3 Area CDP which was prepared consistent with the Area Parks Plan. One parkette is provided and no payment in-lieu of parkland is provided.

14. The EUC Phase 3 Area CDP states that the highest buildings are 5 to 9 stories. Why is a 28-story building here being entertained? It is a massive leap between 12 and 28 storeys. The BRT will not be in place for 20 years. How does the applicant think that a 28-storey tower next to a low-rise subdivision will complement it.
15. The suggestion of a 28-storey tower block is so far removed from what is required in Orléans and should not be approved. It is out of character for Orléans. The mental health effects of living in a high-rise building is not conducive to good community relations and general well-being.

16. I do not support the further rezoning of land from Development Reserve to anything above Residential First Density Zone until the infrastructure deficiencies are resolved.
17. The 28-storey high-rise building will be an eyesore for the community and doesn't fit well in the current makeup of the community, which consists entirely of freehold homes and townhouses. By contrast, these types of high-rise buildings are better suited for higher density areas near the O-train stations or in downtown core. In this case, there are currently no high-rise buildings in the area and the proposed location is a poor choice for this project.

Staff Response to Comments 14-17: Staff understand and appreciate the concerns over 28-storey buildings for the mixed-use lands north of Brian Coburn Boulevard. As the application progressed, the Owner decided they would not pursue a Zoning By-law Amendment (ZBLA) for the mixed-use parcel at this time and would proceed only with rezoning the commercial and low-rise residential lands. At such future time as the owner wishes to re-zone the mixed-use lands, they will need to submit a brand new ZBLA, with associated plans and studies to justify that rezoning. That ZBLA will be circulated to the public according to Planning Act regulations and will have to go separately to Planning and Housing Committee for approval.

18. Traffic and density-related problems in the area is already rapidly increasing. Commercial retail that will enable walking by existing residents of the area is what is needed. Currently, everything requires residents to drive.
19. With no commercial in this area, residents of Trailsedge need to travel along Brian Coburn Blvd. daily to reach commercial services. Will the developer increase lanes down to Brian Coburn Blvd. from Navan Road to Tenth Line Road to help alleviate pressure? Also, since Richcraft Homes owns most of the homes in this area, will they extend Fern Casey Street sooner than 5 years? It is needed now while the City works on an option with the NCC (Brian Coburn Blvd./BRT extension). All homes should be put on hold in Orléans South until an option is chosen.

Staff Response: A 4.25-hectare commercial block will be provided with the subdivision. This Zoning By-law Amendment application proposes to rezone that block to permit only commercial uses. The commercial block is located on the southwest corner of Mer-Bleue Road and Brian Coburn Boulevard, a major intersection of two arterial roads with mixed-use pathway access. One walkway

block is also provided through the low-rise subdivision and will provide additional access to the site for pedestrians. Staff are of the opinion the commercial block is well served by vehicular and active transportation options.

20. There is not one English school in this area. A vacant block of land is not a school. Schools are already at capacity. This proposal will add a lot of additional stress to the schools in that district. What's the plan to address overcrowded schools?

Staff Response: The local school boards were circulated on both the Draft Plan of Subdivision and Zoning By-law Amendment applications and staff received no comments or conditions from any of the school boards. The layout of the subdivision was prepared consistently with the East Urban Community Phase 3 Community Design Plan, which identified no future school sites in the CDP area.

Natural Environment Related Concerns

21. The destruction of the existing trees is of concern. There are at least six different species of mature trees on the site. While the proponent states that as many trees as possible will be retained, how will this be assessed, and then guaranteed? Is it possible to transplant the trees to be removed to the stormwater conveyance channel behind the homes on Enclave Walk?

Staff Response: An Environmental Impact Statement, an Integrated Environmental Review Statement, and a Headwater Drainage Feature Assessment were all required to evaluate the existing environmental resources located on the lands and whether any special conditions should be applied or environmental resources should be protected, and none met criteria that would require their protection. No significant trees (10cm width or larger) were found on site. The City's Forester and Environmental Planner are both satisfied with the subdivision and rezoning. A significant number of new trees will be planted as the subdivision is built out, and new trees/landscaping will be required with future Site Plan submissions on the mixed-use and commercial blocks.

Transportation, Transit and Road Related Concerns

22. As a result of the increased traffic, it seems that the current roundabouts on Brian Coburn Blvd. will have been revisited. It's unfortunate because the current roundabout system reduces the buildup of pollution from cars, and the creation of a traffic light system would lead to more pollution and increased traffic.

23. What will be done in the short-term regarding mobility for the existing residents that live in the area, not only future residents?

Staff Response: The submitted Transportation Impact Assessment reviewed the existing intersection and roadway conditions and predicted future conditions based on trips forecasted to be generated by this development. As the buildout of the site will take place in phases and over a longer time period, it was found that with existing and future transportation initiatives to improve the traffic in the Orléans South area there will not be an unacceptable impact generated by this development. Future development of the mixed-use and commercial blocks will require their own site-specific Transportation Impact Assessment to be evaluated through the Site Plan Control process.

24. As with other development applications in our community, transportation continues to be an issue. Until the City can broker a deal with NCC to link Brian Coburn Boulevard or the Future BRT to either Blair Road or Hwy. 417, the problem will just be exacerbated with each new build.
25. The City keeps approving new homes in this community with infrastructure that simply doesn't support it. When will it stop? Councillors and City staff keep bringing Option 7 (Brian Coburn/BRT extension) into the mix when they know it's not approved and will not be anytime soon.
26. Any further residential development in the community should be opposed until the infrastructure deficiencies in this area are resolved. There are approximately 8000 homes proposed for the South Orléans area, the community is serviced by mostly collector roads, severed by an arterial road with no sidewalk/cycling (Navan), and used as a primary corridor by most South Orléans commuters. The extension of Brian Coburn Blvd. is post-2031, with no interim measures that will improve traffic in our community.
27. Any new development in the east end of Orléans should be contingent on the approval of Option 7 (Brian Coburn Blvd./BRT extension). Orléans south of Innes Road is growing in leaps and bounds with mega projects being presented and approved with no concern over the infrastructure required to accommodate this huge increase in population. Using the future BRT as a disguise is very misleading to the constituents since this project is being sidelined to 2036, if not further. No councillor, in good conscience, should be approving these mega projects, including this proposed 28-storey building, until Option 7 is approved and the BRT is included in the draft Transportation Master Plan. Intensification is

essential to creating a vibrant city, but it must be planned for the right place and the right time. Without Option 7 and the BRT, it is not the right place nor the right time.

28. Bus Route 225 is limited hours and inadequate, while Route 34 runs odd hours and is a “milk run”. Residents resort to driving out of the community to take a bus because our transit system is unreliable. Brian Coburn Blvd. is currently two lanes and already is overloaded with traffic, and now a 28-storey building adjacent to an already overload traffic system is proposed. When will the City stop piling people and homes on top of grossly inadequate infrastructure?
29. There will be an increase of 8000 people using current roads that are already at capacity – there is no efficient transportation. Focus efforts on bigger scale neighborhoods, not only the single land parcel. The only rational direction is the BRT, which will not be in effect for a long time. Put the infrastructure in place first before building this and other proposed subdivisions. How can transportation/traffic issues be justified?

Staff Response: Staff acknowledge that there are challenges facing the Orléans South community as the area continues to grow with large subdivisions and higher intensity development. Staff are aware of these issues and work is in progress to improve the situation. Specific to Bus Rapid Transit, there has been some progress in the time since these comments were received:

On March 23, 2022, Ottawa City Council approved staff recommendations for (1) the Brian Coburn Extension / realignment of Renaud Road, and (2) Transit Priority Measures for Innes Road and the Blackburn Hamlet Bypass.

The [Environmental Assessment](#) for both projects was completed in February 2024. At that time the City of Ottawa and the National Capital Commission (NCC) [announced](#) that they signed a Memorandum of Understanding (MOU) to advance Transit Priority Measures along the Blackburn Hamlet Bypass and Innes Road as well as the realignment of Renaud Road.

30. It is not safe to walk/bike in some areas now. Cyclists want to be separated from the road. Will cycle tracks be accommodated? Is there enough space to accommodate the proposed 2m wide cycle track and 2m wide walking path while leaving proposed trees in place and leaving space for future growth?
31. There are only a few specified bicycle paths (not shared bicycle paths with roads) linking the communities. Why, with a blank canvas, is there not a cycle network

built into this proposed plan to link these new communities and other parts of Orléans?

Staff Response: Cycling infrastructure is provided consistently with what is shown on the Community Design Plan. A multi-use pathway is provided along Brian Coburn Boulevard and will be provided along the extension of Ascender Boulevard as it connects to Brian Coburn. Two blocks with 3m multi-use paths are also provided through the housing blocks to connect to the commercial block.

Housing Related Concerns

32. Orléans has no inclusive, affordable and accessible rentals for adults with disabilities. Why do aging parents need to move away from their children to be able to live as independently as possible? It is time that developers that have prospered for years in the community give back to it. There are incentives that the City and CMHC can provide for them to do so before it is mandated.

33. How much affordable housing will there be?

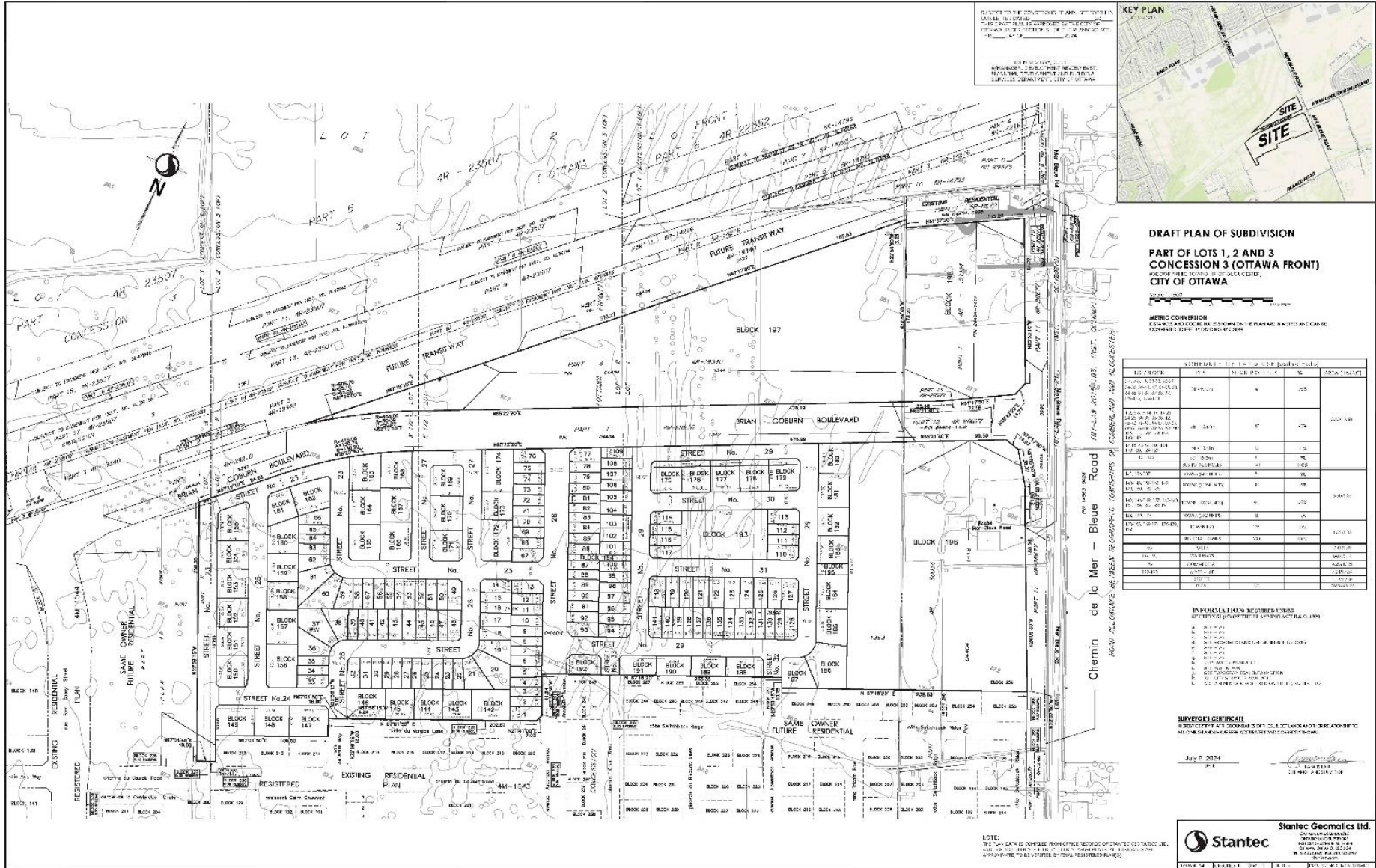
Staff Response to Comments 33 and 34: The applicant has not committed to the provision of any affordable housing in the low-rise area of the community. As the mixed-use block is rezoned and built out there is the possibility the owner provides affordable housing as part of that future development.

Accessibility Related Concerns

34. It may be too early to think about this, but the mixed use and commercial developments need to be accessible, have accessible pathways, and parking areas for Para Transpo buses to load and unload passengers.

Staff Response: The accessibility of the commercial block will be evaluated by staff when a future Site Plan Control submission is made.

Document 4 – Draft Plan of Subdivision



DRAFT PLAN OF SUBDIVISION
PART OF LOTS 1, 2 AND 3
CONCESSION 3 (OTTAWA FRONT)
 (OFFICIAL ROAD # OF SCHEDULED)
 CITY OF OTTAWA

METRIC CONVERSION
 1 INCH = 25.4 MILLIMETERS
 1 FOOT = 0.3048 METERS

LOT	AREA (SQ. M)	AREA (SQ. FT.)	PERCENT
1	1,234.56	14,112.34	12.34
2	2,345.67	27,123.45	23.45
3	3,456.78	39,876.54	34.56
4	4,567.89	52,987.65	45.67
5	5,678.90	65,890.12	56.78
6	6,789.01	78,701.23	67.89
7	7,890.12	91,512.34	78.90
8	8,901.23	104,323.45	89.01
9	9,012.34	104,323.45	90.12
10	10,123.45	117,134.56	101.23
11	11,234.56	130,045.67	112.34
12	12,345.67	142,956.78	123.45
13	13,456.78	155,867.89	134.56
14	14,567.89	168,778.90	145.67
15	15,678.90	181,689.01	156.78
16	16,789.01	194,600.12	167.89
17	17,890.12	207,511.23	178.90
18	18,901.23	220,422.34	189.01
19	19,012.34	220,422.34	190.12
20	20,123.45	233,333.45	201.23
21	21,234.56	246,244.56	212.34
22	22,345.67	259,155.67	223.45
23	23,456.78	272,066.78	234.56
24	24,567.89	284,977.89	245.67
25	25,678.90	297,888.90	256.78
26	26,789.01	310,800.01	267.89
27	27,890.12	323,711.12	278.90
28	28,901.23	336,622.23	289.01
29	29,012.34	336,622.23	290.12
30	30,123.45	349,533.34	301.23
31	31,234.56	362,444.45	312.34
32	32,345.67	375,355.56	323.45
33	33,456.78	388,266.67	334.56
34	34,567.89	401,177.78	345.67
35	35,678.90	414,088.89	356.78
36	36,789.01	427,000.00	367.89
37	37,890.12	439,911.11	378.90
38	38,901.23	452,822.22	389.01
39	39,012.34	452,822.22	390.12
40	40,123.45	465,733.33	401.23
41	41,234.56	478,644.44	412.34
42	42,345.67	491,555.55	423.45
43	43,456.78	504,466.66	434.56
44	44,567.89	517,377.77	445.67
45	45,678.90	530,288.88	456.78
46	46,789.01	543,200.00	467.89
47	47,890.12	556,111.11	478.90
48	48,901.23	569,022.22	489.01
49	49,012.34	569,022.22	490.12
50	50,123.45	581,933.33	501.23
51	51,234.56	594,844.44	512.34
52	52,345.67	607,755.55	523.45
53	53,456.78	620,666.66	534.56
54	54,567.89	633,577.77	545.67
55	55,678.90	646,488.88	556.78
56	56,789.01	659,400.00	567.89
57	57,890.12	672,311.11	578.90
58	58,901.23	685,222.22	589.01
59	59,012.34	685,222.22	590.12
60	60,123.45	698,133.33	601.23
61	61,234.56	711,044.44	612.34
62	62,345.67	723,955.55	623.45
63	63,456.78	736,866.66	634.56
64	64,567.89	749,777.77	645.67
65	65,678.90	762,688.88	656.78
66	66,789.01	775,600.00	667.89
67	67,890.12	788,511.11	678.90
68	68,901.23	801,422.22	689.01
69	69,012.34	801,422.22	690.12
70	70,123.45	814,333.33	701.23
71	71,234.56	827,244.44	712.34
72	72,345.67	840,155.55	723.45
73	73,456.78	853,066.66	734.56
74	74,567.89	865,977.77	745.67
75	75,678.90	878,888.88	756.78
76	76,789.01	891,800.00	767.89
77	77,890.12	904,711.11	778.90
78	78,901.23	917,622.22	789.01
79	79,012.34	917,622.22	790.12
80	80,123.45	930,533.33	801.23
81	81,234.56	943,444.44	812.34
82	82,345.67	956,355.55	823.45
83	83,456.78	969,266.66	834.56
84	84,567.89	982,177.77	845.67
85	85,678.90	995,088.88	856.78
86	86,789.01	1,008,000.00	867.89
87	87,890.12	1,020,911.11	878.90
88	88,901.23	1,033,822.22	889.01
89	89,012.34	1,033,822.22	890.12
90	90,123.45	1,046,733.33	901.23
91	91,234.56	1,059,644.44	912.34
92	92,345.67	1,072,555.55	923.45
93	93,456.78	1,085,466.66	934.56
94	94,567.89	1,098,377.77	945.67
95	95,678.90	1,111,288.88	956.78
96	96,789.01	1,124,200.00	967.89
97	97,890.12	1,137,111.11	978.90
98	98,901.23	1,150,022.22	989.01
99	99,012.34	1,150,022.22	990.12
100	100,123.45	1,162,933.33	1001.23

INFORMATION: REQUIRED UNDER
 SECTION 11 OF THE SUBDIVISION ACT, 1988

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE INFORMATION CONTAINED IN THIS PLAN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

July 9, 2014
 [Signature]

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