

3. **East Urban Community Phase 3 Area: Community Design Plan, Secondary Plan, Master Servicing Study, Master Transportation Study, Mud Creek Cumulative Impact Study, Area Parks Plan and Official Plan Amendments**
- Collectivité urbaine de l'Est – Phase 3 : Plan de conception communautaire, Plan secondaire, Étude-cadre de la viabilisation, Étude-cadre des transports, Étude des effets cumulatifs sur le ruisseau Mud, Plan des parcs du secteur et modification du Plan officiel**

Committee recommendations, as amended

That Council approve:

1. **the East Urban Community Phase 3 Area Community Design Plan as outlined in this report and in Document 1;**
2. **the East Urban Community Phase 3 Area Master Servicing Study, as outlined in Document 2;**
3. **the East Urban Community Phase 3 Area Master Transportation Study, as outlined in Document 3;**
4. **the East Urban Community Phase 3 Area, Area Parks Plan, as outlined in Document 4; and**
5. **the Mud Creek Cumulative Impact Study Environmental Assessment final report as outlined in Document 5**
6. **Official Plan Amendment XX, as outlined in Document 6, which comprises the new East Urban Community Secondary Plan, as amended by the following:**
 - a. **in Document 6, on page 14 of the Official Plan Amendment and Secondary Plan, Section 4.0, Policy 11, the following be deleted:**

“The City will require the execution of the Funding Agreement by each landowner and the execution of the Cost Sharing Agreement by each participating and affected landowner prior to the approval of any application by the landowner for rezoning, draft plan of subdivision or condominium, conditional approval of a severance, or approval under site plan control. The City shall include as a condition of approval for all plans of subdivision and condominium, site plan and severance

applications in the secondary plan area a condition requiring notification from the Trustee of the EUC Phase 3 Area Landowners Group that the owners are party to the relevant agreement(s) and have paid their share of any costs pursuant to the agreement(s).”

and be replaced by

“The City will require each owner to demonstrate that it has executed the Funding Agreement and any applicable Cost Sharing Agreement, or the other owner’s consent to the owner proceeding in advance of the Cost Sharing Agreement being executed, as a condition of approval for all draft plan of subdivision and condominium, site plan and severance applications in the secondary plan area. A development condition shall require notification from the Administrator of the EUC Phase 3 Area Landowners Group that the owner is party to the relevant agreement(s) and has paid their share of any costs pursuant to the agreement(s) prior to registration.”; and

b. in Document 6, on page 19 of the Official Plan Amendment and Secondary Plan, Section 6.0, Policy 3, the following be deleted:

“Consistent with Official Plan Section 5.3.5 Cost Sharing Agreements, the City will require the execution of the Funding Agreement by each landowner and the execution of the Cost Sharing Agreement by each participating and affected landowner prior to the approval of any application by the landowner for draft plan of subdivision or condominium, conditional approval of a severance, or approval under site plan control. The City shall include as a condition of approval for all plans of subdivision and condominium, site plan and severance applications in the EUC Phase 3 Area requiring notification from the Trustee of the EUC Phase 3 Area Landowners Group that the owners are party to the relevant agreement(s) and have paid their share, if applicable, of any costs pursuant to the agreement(s).”

and be replaced by:

“Consistent with Official Plan Section 5.3.5 Cost Sharing Agreements, the City will require each owner to demonstrate that it has executed the Funding Agreement,

and any applicable Cost Sharing Agreement, or the other owner's consent to the owner proceeding in advance of the Cost Sharing Agreement being executed, as a condition of approval for all draft plan of subdivision and condominium, site plan and severance applications in the secondary plan area. A development condition shall require notification from the Administrator of the EUC Phase 3 Area Landowners Group that the owner is party to the relevant agreement(s) and has paid their share of any costs pursuant to the agreement(s) prior to registration.”

Recommandations du Comité, telles que modifiées

Que le Conseil approuve ce qui suit :

1. le Plan de conception communautaire de la collectivité urbaine de l'Est – Phase 3 présenté dans ce rapport et dans le document 1;
2. l'Étude-cadre de viabilisation de la collectivité urbaine de l'Est – Phase 3 présentée dans le document 2;
3. l'Étude-cadre des transports de la collectivité urbaine de l'Est – Phase 3 présentée dans le document 3;
4. le Plan des parcs du secteur de la collectivité urbaine de l'Est – Phase 3 présenté dans le document 4;
5. le rapport final sur l'évaluation environnementale de l'Étude des effets cumulatifs sur le ruisseau Mud présenté dans le document 5; et
6. la modification XX du Plan officiel présentée dans le document 6, qui comprend le nouveau plan secondaire de la collectivité urbaine de l'Est, **dans sa version modifiée par ce qui suit :**
 - a. **dans le document 6 sur la modification du Plan officiel et le plan secondaire, à la page 14 (section 4.0, politique 11), supprimer le passage suivant :**

« La Ville exigera la signature de l'entente de financement par chaque propriétaire foncier et la signature de l'entente de partage des coûts par chaque propriétaire foncier participant touché avant l'approbation

de toute demande de modification de zonage ou de plan de lotissement ou de copropriété provisoire de leur part, l'approbation conditionnelle d'un morcellement ou une approbation aux termes de la réglementation du plan d'implantation. Elle exigera aussi, comme condition d'approbation de tous les plans de lotissement ou de copropriété, plans d'implantation et morcellements dans le secteur visé par le plan secondaire, un avis dans lequel l'administrateur du groupe de propriétaires fonciers de la phase 3 de la collectivité urbaine de l'Est confirme que ceux-ci ont signé les ententes pertinentes et payé leur part des coûts découlant de celles-ci. »

et le remplacer par ce qui suit :

« La Ville exigera, comme condition d'approbation de tous les plans de lotissement ou de copropriété, plans d'implantation et morcellements dans le secteur visé par le plan secondaire, que chaque propriétaire démontre qu'il a signé l'entente de financement et l'entente de partage des coûts, s'il y a lieu, ou qu'il a obtenu le consentement de l'autre propriétaire pour procéder avant la signature de l'entente de partage des coûts. Comme condition à l'aménagement, elle exigera aussi un avis dans lequel l'administrateur du groupe de propriétaires fonciers de la phase 3 de la collectivité urbaine de l'Est confirme que le propriétaire a signé les ententes pertinentes et payé sa part des coûts découlant de celles-ci avant l'enregistrement. »

- b. **dans le document 6 sur la modification du Plan officiel et le plan secondaire, à la page 19 (section 6.0, politique 3), supprimer le passage suivant :**

« Conformément à la section 5.3.5 du Plan officiel qui porte sur les ententes de partage des coûts, la Ville exigera la signature de l'entente de financement par chaque propriétaire foncier et la signature de l'entente de partage des coûts par chaque propriétaire foncier participant touché avant l'approbation de toute demande de modification de zonage ou de plan de lotissement ou de copropriété provisoire de leur part, l'approbation conditionnelle d'un morcellement ou une approbation aux termes de la réglementation du plan d'implantation. Elle exigera aussi, comme condition d'approbation de tous les plans de lotissement ou de copropriété, plans d'implantation et morcellements dans le secteur de la phase 3 de la collectivité urbaine de l'Est, un avis dans lequel l'administrateur du groupe de

propriétaires fonciers de cette phase confirme que ceux-ci ont signé les ententes pertinentes et payé leur part des coûts découlant de celles-ci, s'il y a lieu. »

et le remplacer par ce qui suit :

« Conformément à la section 5.3.5 du Plan officiel qui porte sur les ententes de partage des coûts, la Ville exigera, comme condition d'approbation de tous les plans de lotissement ou de copropriété, plans d'implantation et morcellements dans le secteur visé par le plan secondaire, que chaque propriétaire démontre qu'il a signé l'entente de financement et l'entente de partage des coûts, s'il y a lieu, ou qu'il a obtenu le consentement de l'autre propriétaire pour procéder avant la signature de l'entente de partage des coûts. Comme condition à l'aménagement, elle exigera aussi un avis dans lequel l'administrateur du groupe de propriétaires fonciers de la phase 3 de la collectivité urbaine de l'Est confirme que le propriétaire a signé les ententes pertinentes et payé sa part des coûts découlant de celles-ci avant l'enregistrement. »

Documentation/Documentation

1. Acting Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated January 30, 2021 (ACS2021-PIE-EDP-0002)

Rapport du Directeur par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 30 janvier 2021 (ACS2021-PIE-EDP-0002)

2. Extract of draft Minutes, Planning Committee, February 11, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 11 février 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
11 February 2021 / 11 février 2021**

**and Council
et au Conseil
24 February 2021 / 24 février 2021**

**Submitted on 30 January 2021
Soumis le 30 janvier 2021**

**Submitted by
Soumis par:
Don Herweyer**

Director / Directeur

**Economic Development and Long Range Planning / Services du développement
économique et planification,**

**Planning, Infrastructure and Economic Development Department / Direction
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SUBJECT: East Urban Community Phase 3 Area: Community Design Plan, Secondary Plan, Master Servicing Study, Master Transportation Study, Mud Creek Cumulative Impact Study, Area Parks Plan and Official Plan Amendments

OBJET: Collectivité urbaine de l'Est – Phase 3 : Plan de conception communautaire, Plan secondaire, Étude-cadre de la viabilisation, Étude-cadre des transports, Étude des effets cumulatifs sur le ruisseau Mud, Plan des parcs du secteur et modification du Plan officiel

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve:**
 - a. The East Urban Community Phase 3 Area Community Design Plan as outlined in this report and in Document 1;**
 - b. The East Urban Community Phase 3 Area Master Servicing Study, as outlined in Document 2;**
 - c. The East Urban Community Phase 3 Area Master Transportation Study, as outlined in Document 3;**
 - d. The East Urban Community Phase 3 Area, Area Parks Plan, as outlined in Document 4; and**
 - e. The Mud Creek Cumulative Impact Study Environmental Assessment final report as outlined in Document 5**
 - f. Official Plan Amendment XX, as outlined in Document 6, which comprises the new East Urban Community Secondary Plan.**
- 2. That Planning Committee receive and file the East Urban Community Phase 3 Consultation Report as provided in Document 7 of this report**
- 3. That Planning 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 February 24, 2021" 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 l'urbanisme recommande au Conseil d'approuver ce qui suit :
 - a. Le Plan de conception communautaire de la collectivité urbaine de l'Est – Phase 3 présenté dans ce rapport et dans le document 1; et
 - b. L'Étude-cadre de viabilisation de la collectivité urbaine de l'Est – Phase 3 présentée dans le document 2; et
 - c. L'Étude-cadre des transports de la collectivité urbaine de l'Est – Phase 3 présentée dans le document 3; et
 - d. Le Plan des parcs du secteur de la collectivité urbaine de l'Est – Phase 3 présenté dans le document 4; et
 - e. Le rapport final sur l'évaluation environnementale de l'Étude des effets cumulatifs sur le ruisseau Mud présenté dans le document 5; et
 - f. La modification XX du Plan officiel présentée dans le document 6, qui comprend le nouveau plan secondaire de la collectivité urbaine de l'Est.
2. Que le Comité de l'urbanisme reçoive et dépose le rapport de consultation sur la phase 3 de la collectivité urbaine de l'Est, soit le document 7 du présent rapport.
3. Que le Comité de l'urbanisme donne son approbation à ce 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 greffier 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 prévue le 24 février 2021 », à la condition que

les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

This report recommends adoption of a secondary plan and approval of environmental assessments, Community Design Plan (CDP) and supporting studies to allow for residential growth of approximately 5200 residential dwelling units as well as development of mixed-use, institutional, commercial and employment lands (see Figure 1).

The recommended Official Plan amendments introduce a new secondary plan and amend Schedule B of the Official Plan as shown in Document 6 to replace the Mixed-Use Centre designation from the subject lands with General Urban Area and Urban Natural Features designations. Amendments also repeal area-specific policies relating to the Mixed-Use Centre designation, a policy that directed the preparation of the community design plan and supporting studies, and a minimum density requirement associated with the Urban Employment Area designation.

Planning and infrastructure for the lands are supported by a Community Design Plan (CDP) (Document 1), Master Servicing Study (Document 2), Master Transportation Study (Document 3), Area Parks Plan (Document 4), and Mud Creek Cumulative Impact Study (Document 5). The report also describes the integration of the comprehensive planning and municipal class Environmental Assessment (EA) processes for the Master Servicing Study, Master Transportation Study, Mud Creek Cumulative Impact Study, and that of the recently completed Vanguard extension environmental assessment (see [ACS2020-PIE-PS-0048](#); Transportation Committee, June 3, 2020).

Applicable Policy

This Community Design Plan and secondary plan have been prepared based on relevant policies in the Official Plan and an approved Terms of Reference.

Other Matters

Various lands within and adjacent to the study area have been the subject of planning applications while the study was underway. These include the Montfort Health Hub (2225 Mer-Bleue Road, D07-12-18-0053), and applications by Blacksheep Developments (2159 Mer-Bleue Road, D07-16-17-0034), SmartReit (4200 Innes Road,

D07-16-18-0006), and Caivan (Zoning By-law Amendment - 3490 Innes Road, [ACS2017-PIE-PS-0046](#)).

There are also in-process subdivision applications for Glenview Properties (3610 Innes Road).

Where necessary, approvals for these applications have included provisions for: resolution of cost sharing; costs of Mud Creek improvements, road and pathway connectivity; parks planning; and integration with the demonstration plan and master servicing study.

Financial Implications

Landowners within the EUC Phase 3 Area will enter into agreements respecting cost sharing, and the creation of a Landowners Group to coordinate sharing of costs. Approval of planning applications in the area will be contingent on the Secondary Plan, requiring that no development application may be approved in the Area without confirmation from a Trustee of the Landowners Group that the given property owner has paid their share of costs.

Separately, an amendment to the Area Specific E-3 Stormwater Development Charge By-law associated with approval of the Mud Creek CIS Class EA project is expected to follow this report to Council later in 2021. Costs associated with improvements to Mud Creek will be shared between developers in the E-3 Study Area (future development), and the City (existing development). This is intended to address the cumulative impact of existing erosion associated with existing development and predicted erosion associated with proposed land use changes in the overall Mud Creek catchment.

Consultation Details

Based on the public consultation and further discussion with stakeholders, the CDP, Official Plan Amendment, EAs and supporting documents have been prepared to reflect the public's input and their enhanced knowledge of this growing community in the City.

Because this was a privately-initiated CDP, staff's role has been to interact with the consulting team, coordinate meetings with city departments, agencies and residents and guide the resolution of planning, environmental and engineering issues, and to prepare the Secondary Plan that will implement the key directions of the CDP. The Community Planning Unit also provided guidance to ensure that the CDP, EA and study

process has complied with City and Provincial policies, procedures and public consultation requirements.

In addition, due to the relationship between design criteria for stormwater management in the Master Servicing Study and the Mud Creek Cumulative Impact Study (CIS), the approval of the Mud Creek CIS Class EA has proceeded concurrently with the Master Servicing Study.

During the successive stages of this study three events were held to inform and seek the input of the community. Further details are provided in the Consultation section below.

RÉSUMÉ

Le présent rapport recommande l'adoption d'un plan secondaire et l'approbation d'évaluations environnementales, d'un plan de conception communautaire (PCC) et des études connexes pour permettre la création d'environ 5 200 logements ainsi que l'aménagement de terrains institutionnels, commerciaux et destinés à l'emploi et à utilisation polyvalente (voir figure 1).

Les modifications du Plan officiel recommandées comprennent un nouveau plan secondaire et la modification de l'annexe B du Plan officiel présentée dans le document 6 visant à remplacer la désignation de centre polyvalent des terrains en question par les désignations de zone urbaine générale et de caractéristiques naturelles urbaines. Ces modifications abrogent aussi les politiques propres au secteur sur la désignation de centre polyvalent, une politique qui demandait la préparation d'un PCC et d'études connexes, et la densité minimale associée à la désignation de zone d'emploi urbaine.

L'aménagement et l'infrastructure de ces terrains sont régis par un PCC (document 1), une étude-cadre de la viabilisation (document 2), une étude-cadre des transports (document 3), un plan des parcs du secteur (document 4) et une étude des effets cumulatifs sur le ruisseau Mud (document 5). Le rapport décrit l'intégration des processus d'aménagement et d'évaluation environnementale (EE) municipale de portée générale pour l'Étude-cadre de viabilisation, l'Étude-cadre des transports et l'Étude des effets cumulatifs sur le ruisseau Mud, ainsi que l'intégration du processus de la récente Étude d'EE sur le prolongement de la promenade Vanguard (voir [ACS2020-PIE-PS-0048](#); Comité des transports, 3 juin 2020).

Politiques applicables

Le PCC et le Plan secondaire ont été préparés conformément aux politiques applicables du Plan officiel et à un cadre de référence approuvé.

Autres questions

Plusieurs terrains du secteur à l'étude et adjacents à ce dernier ont fait l'objet de demandes d'aménagement pendant la réalisation de l'étude, notamment le carrefour de santé Montfort (2225, chemin Mer Bleue, D07-12-18-0053), et des demandes présentées par BlackSheep Developments (2159, chemin Mer Bleue, D07-16-17-0034), SmartREIT (4200, chemin Innes, D07-16-18-0006) et Caivan (modification du Règlement de zonage – 3490, chemin Innes, [ACS2017-PIE-PS-0046](#)).

Glenview Properties a également déposé des demandes de lotissement, qui sont en cours de traitement (3610, chemin Innes).

Lorsque nécessaire, l'approbation de ces demandes s'accompagne de dispositions prévoyant : une résolution sur le partage des coûts; les coûts des modifications du ruisseau Mud, des routes et de l'accès aux sentiers; l'aménagement des parcs; et l'intégration du plan de visualisation et de l'Étude-cadre de la viabilisation.

Répercussions financières

Les propriétaires de terrains de la phase 3 de la collectivité urbaine de l'Est concluront des ententes sur le partage des coûts et la création d'un groupe de propriétaires qui assurera la coordination du partage des coûts. Conformément au plan secondaire, aucune demande d'aménagement pour le secteur ne peut être approuvée sans la confirmation d'un administrateur du groupe de propriétaires que le propriétaire concerné a payé sa part des coûts.

En outre, une modification au règlement municipal sur les redevances d'aménagement relatif aux eaux usées du secteur E-3 découlant de l'approbation du projet d'EE de portée générale connexe à l'Étude des effets cumulatifs sur le ruisseau Mud devrait suivre la présentation de ce rapport au Conseil plus tard en 2021. Les coûts associés à la modification du ruisseau Mud seront partagés entre les promoteurs du secteur E 3 à l'étude (aménagement futur) et la Ville (aménagement actuel). La modification vise à atténuer les effets cumulatifs de l'érosion associée aux constructions existantes ainsi

que de l'érosion prévue en raison des changements projetés à l'utilisation du sol dans le bassin hydrographique du ruisseau Mud en général.

Processus de consultation

Après consultation publique et discussions complémentaires avec les parties intéressées, le PCC, la modification du Plan officiel, l'EE et les documents connexes ont été préparés de manière à refléter l'opinion des membres du public et leur connaissance accrue de cette collectivité en plein essor.

Étant donné que le PCC est issu d'un projet privé, le rôle du personnel a consisté à interagir avec l'équipe de consultation, à organiser les réunions avec les directions générales de la Ville, les organismes et les résidents, à encadrer la résolution des problèmes d'aménagement, de protection de l'environnement et d'ingénierie, et à rédiger le plan secondaire qui met en œuvre les principales orientations d'aménagement du PCC. L'Unité de la planification communautaire a aussi exercé un encadrement afin que le processus d'établissement du PCC, de l'EE et de l'étude respecte les politiques et procédures de la Ville et de la province ainsi que les impératifs de consultation publique.

De plus, en raison du lien entre les critères de conception pour la gestion des eaux pluviales dans l'Étude-cadre de la viabilisation et l'Étude des effets cumulatifs (EEC) sur le ruisseau Mud, l'approbation de l'EE de portée générale connexe à l'EEC sur le ruisseau Mud s'est faite en parallèle avec l'Étude-cadre de la viabilisation.

Au cours des différentes étapes de cette étude, trois séances d'information et de consultation ont été tenues dans la communauté. On trouvera de plus amples renseignements dans la section sur les consultations ci-dessous.

BACKGROUND

The East Urban Community (EUC) Phase 3 Area (formerly called the East Urban Community Mixed-Use Centre) is located at the south end of the community of Orléans. Situated south of the Innes Road Arterial Mainstreet and on either side of Mer Bleue Boulevard, the Study Area lies to the east and south of a number of established neighbourhoods and to the north of a quickly growing residential area called Trailsedge (see Figure 1 below).

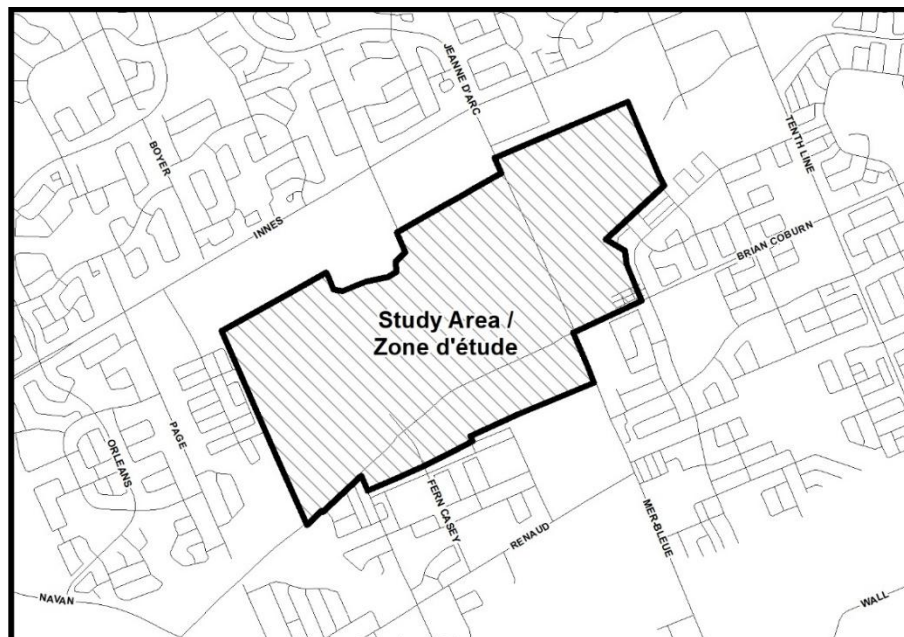


Figure 1 Location of the East Urban Community Phase 3 Study Area

The East Urban Community (EUC) Mixed-Use Centre designation is illustrated on Schedule B of the Official Plan. Those lands are located south of Innes Road and straddle Mer-Bleue Road and Brian Coburn Boulevard. The lands that are northeast of the current Mixed-Use Centre designation are generally designated Urban Employment Area with an Arterial Mainstreet designation on a portion of lands fronting on Innes Road. The lands to the northwest and south are generally designated General Urban Area.

Policies in the Official Plan stipulate that development in the Mixed-Use Centre will be permitted only upon completion of a CDP and its adoption as a Secondary Plan. Official Plan policies permit landowners to initiate and coordinate a CDP for an eligible area with the participation and collaboration of the City.

A CDP was completed in 2006 for the portion of the Mixed-Use Centre designation east of Mer Bleue Road and south of the future Transitway (Mer Bleue CDP). A CDP was completed in 2005 for the lands to the south of the Mixed-Use Centre designation (EUC Phase 1 CDP). Richcraft Homes initiated a CDP process for the remaining Mixed-Use Centre lands located east and west of Mer Bleue Road in 2014.

Study Boundaries

The CDP Study Area boundaries were identified using the following rationale:

- Lands within the Mixed-Use Centre designation. The Land Use Concept for the Mer Bleue CDP (2006) proposes General Urban Area uses south of Brian Coburn Blvd. The Draft OPA for the Comprehensive Official Plan Review (June 2013) proposed redesignating this portion of lands to reflect the approved CDP. For this reason, this portion was excluded from the Study Area. The Draft OPA also proposed adding the small triangle of General Urban Area land located immediately west of Gerry Lalonde Drive to the Mixed-Use Centre designation and is therefore included in the Study Area Boundary.
- Lands generally south and southeast of the Mixed-Use Centre designation are subject to completed Community Design Plans: Mer Bleue CDP (2006) to the southeast and East Urban Community Phase 1 CDP (2005) to the south. The East Urban Community Phase 2 is located further south and its CDP was approved in 2013. The approval of these CDPs resulted in modifications to the Mixed-Use Centre designation and thus the southern boundary of the Mixed-Use Centre has already been refined through these secondary planning processes. Therefore, these lands that are part of other CDPs are not included in the Study Area.
- Lands to the north of the Hydro One utility easement are subject to the Orléans Industrial Park Land Use and Design Study: Urban Design Guidelines, completed in 2003. These lands include the northern portion of the Mixed-Use Centre designation. The Design Study states that the “geographic boundaries of the Mixed-Use Centre will be fine-tuned through the secondary planning process.” Therefore, some of these lands closest to the northern boundary of the Mixed-Use Centre have been included in the Study Area.
- Policies in Section 2.5.6 of the Official Plan state the importance of secondary planning exercises around transit stations to support a mix of land uses and higher densities of development.
- Some of the lands within the Urban Employment Area designation north of

the Future Transitway are included in the Study Area Boundary. Properties along Innes Road are beyond the Study Area Boundary and were not included in this study. The easterly Study Area Boundary follows the boundary of the property of the future Hydro One Networks electrical sub-station. These Urban Employment Area lands were brought into the Study Area to explore the refinement of the Mixed-Use Centre designation (as referenced in the Orléans Industrial Park Land Use and Design Study) and to study opportunities for higher intensity development and/or mix of uses within the 600-metre walking distance of the future rapid transit stations in line with the accepted Transit Oriented Development (TOD) guidelines/policies.

- The Mud Creek Cumulative Impact Study (CIS) Boundary was established during this study. The CIS boundary was ascertained by estimation of the potential impact of changes in post-development runoff conditions on Mud Creek. The boundary was concluded to be the channel reach downstream of the EUC Phase 3 Area between the stormwater pond and the Renaud Road crossing. Beyond the Renaud Road crossing it was determined that further study would be necessary.

Land Ownership

Richcraft Homes owns approximately half of the lands located within the Study Area. Other major landowners include the City of Ottawa, Glenview Homes, Smart Centres Real Estate Investment Trust (SmartREIT), Santé Montfort (Montfort Health Hub), and Blacksheep Developments. The remainder of the land within the Study Area, composed mostly of parcels less than two hectares in size, are owned by roughly 15 other individuals and companies.

Development History

The subject lands have a complex and, to date, largely unsuccessful planning and development history. East of Orléans Boulevard, the Innes Road corridor has largely developed as a succession of big box retail plazas. The big box plazas were originally based on a conversion of some employment lands on the south side of Innes Road. The remaining employment area was called the Orléans Industrial Park. The plazas are automobile-oriented and therefore contribute little to the character of residential neighbourhoods to the north and south and exacerbate private vehicle congestion along Innes Road. These large format retail sites are anticipated to evolve over time,

diversifying in use and form and better integrating with surrounding residential communities.

In 2003, the City adopted the Orléans Industrial Park Land Use and Design Study that established Urban Design Guidelines. These guidelines were intended to aid in the development of the lands into an employment hub and provide urban design criteria for inclusion in the mixed-use developments south of Innes Road. This development never came to fruition; only a city snow disposal facility was constructed.

East of Mer-Bleue Boulevard lands owned by SmartREIT have been severed and three new automobile dealerships have been built. More recently, a retirement home has been approved on the SmartREIT lands most distant from the arterial mainstreet abutting the automobile dealerships and employment lands. The integration of this approved development was completed while the CDP and supporting studies were being prepared.

Planning Challenges

In late 2016 (after the study had begun in early 2016) much of the employment land west of Mer-Bleue was determined to be surplus to the City's employment land inventory through an Employment Area review conducted as part of Official Plan Amendment 180. The determination of these employment lands as surplus led to renewed and strong interest in their residential development. Applications were received on the west side of the study area and further westwards for residential development. This interrupted the preparation of the study that was already underway and led to a challenging set of circumstances in coordinating development across all the land parcels south of Innes Road.

In 2017 planning decisions were made while adjacent subdivisions were being reviewed that have precluded the ability to integrate the road network of future neighbourhoods in the EUC Phase 3 Area with the older established Chapel Hill community to the west. In future, and if still possible, a permanent roadway connection from the EUC lands, through the Orléans Village development to Pagé Road should be made to improve the grid and allow for more direct connectivity between the school and parks in that neighbourhood.

In contrast with developments to the west, the Trailsedge community and other developments on the east side of Mer Bleue should integrate very well with the East

Urban Community.

Coordination: The Coordinated Planning and Environmental Assessment Process

The CDP and EA for the EUC Phase 3 Area have been prepared by a team composed of the primary landowner (Richcraft Homes), their Consultant Team, and staff of the City's Community Planning and Infrastructure Planning Units. The primary role of the team was to review reports, resolve issues and achieve consensus at each step of the CDP work program.

This planning and EA process was privately initiated and funded. City staff's role has been to work with the property owners to establish the terms of reference, to provide guidance of the study, resolve issues and help provide opportunities for the local community and other interested parties to participate in the planning process. City staff have contributed directly to the final CDP and supporting studies to ensure that they comply with City and Provincial policies, procedures and public consultation requirements. Staff has also prepared the Secondary Plan that implements the key planning directions of the CDP.

A Technical Advisory Committee (TAC), made up of a broad range of public and private sector individuals, was created to provide guidance and to provide early review of critical deliverables. TAC meetings were held at several milestones in the process to discuss the evolving Land Use Plan and information related to the preparation of the supporting studies.

Consultation with the public has been an important component of both the City planning and integrated Class EA processes. At each public open house and through the project website, residents have been able to provide meaningful input in planning for new communities. In the preparation of this CDP, three public consultation events, consisting of two public open houses and a workshop session, were held in the Orléans South community.

Based on the public consultation and further discussion with stakeholders, the CDP document has been prepared to reflect the public's input and their enhanced knowledge of this growing community in the City.

A critical element of the EUC Phase 3 Area process was the coordination of the planning process under the Official Plan with the Class EA process for proposed

infrastructure projects. Coordinating the planning process with the Class EA process has allowed for the coordination of the requirements of the Environmental Assessment Act and the Planning Act and provides a coordinated approach to the planning and development of all aspects of the community.

The coordinated planning process is efficient because background studies and existing conditions reports can be shared between the two processes; stakeholders and advisory committees are able to consider all aspects of planning and servicing; and the public review and approval processes can be consolidated and simplified.

The coordinated planning and EA process concludes with a recommendation that Planning Committee recommend Council approve Official Plan amendments, the CDP, the EA and supporting studies. This provides guidance for the future integration of servicing into the community.

DISCUSSION

In preparing the CDP, Secondary Plan and supporting studies, various development scenarios were explored in consultation with stakeholders and the public. Options were evaluated to determine how well they supported the direction given in the Official Plan for the development of new neighbourhoods, the Provincial Policy Statement and other applicable policy documents and guidelines. The CDP was also prepared consistent with Building Better and Smarter Suburbs (BBSS) principles, and site-specific opportunities and constraints have been identified. The CDP also builds upon what has been learned through the recent development of neighbourhoods such as Kanata Highlands and Barrhaven South.

Recommendation 1.a. – East Urban Community Phase 3 Area Community Design Plan

Community Design Plans (CDPs) are required to meet the broad direction and policies set by the Official Plan. The preparation and approval of CDPs are guided by requirements in Official Plan Section 2.5.6. Key strategic directions include the following:

- Directing growth to the Urban Area where services already exist in order to reduce urban sprawl, make efficient use of existing infrastructure (e.g. transit and public utilities) and reduce long-term operating costs;

- Promoting compact urban development so that facilities and services are/can be provided in an efficient manner (e.g. schools, parks, retail);
- Locating facilities and services close to residences;
- Achieving residential and employment densities to support transit ridership; and
- Designing communities that support walking and cycling.

A CDP outlines how future development in this area should occur. This includes:

- The vision and key guiding principles for redevelopment of the area;
- Direction for redevelopment to ensure that it enhances the local area and larger city;
- Identifying appropriate land uses to achieve a complete community, as well as residential and employment densities to support the policies of the OP;
- Inclusion of provisions for the open space, parks and recreation;
- Direction for the arrangement of transportation corridors and servicing networks; and
- Design direction for architecture and open space.

Landowners within the EUC Phase 3 Area will enter into agreements respecting cost sharing, and the creation of a Landowners Group to coordinate sharing of these costs. Approval of planning applications in the area will be contingent on the Secondary Plan requiring that no development application may be approved in the Area by the City, without confirmation from a Trustee of the Landowners Group that the property owner has paid their share of costs.

Based on the Master Servicing Study (Document 2) and Master Transportation Study (Document 3), funding for local watermain, wastewater, stormwater, and transportation related projects will be by developers. Some works undertaken by Developers may later be eligible for recovery of Development Charges. The eligible projects in this area include the oversizing of sanitary and stormwater infrastructure, stormwater pond improvements, and construction of multiple intersections as detailed in the Master Servicing Study and the Master Transportation Study. All of these works will either be

funded by developers (local works) or entirely by Development Charge levies.

Subsequent to the approval of the Mud Creek CIS Class EA project, and MSS, an amendment to the Area Specific E-3 Stormwater Development Charge Bylaw will follow this. Costs associated with improvements to Mud Creek will be shared between developers in the E-3 Study Area (future development), and the City (existing development). This is intended to address the cumulative impact of existing erosion associated with existing development and predicted erosion associated with proposed land use changes in the overall Mud Creek catchment. Estimated costs are approximately \$6.2 million. This estimate represents a best estimate of costs at the conceptual design stage. Monies for the anticipated City share of the improvements to Mud Creek have been identified in the 2022 Capital Budget forecast and are subject to further refinement through detailed design work. Finalized costs will accompany the detailed design work in support of the Area Specific Development Charge By-law amendment, in 2021.

Over the last 20 years, the Orléans South area has quickly developed into a thriving, contemporary suburban community. The vision for the EUC Phase 3 Area is to add to and complement the existing communities such as the Trailsedge community (EUC Phase 1 and 2), the Mer-Bleue community and the recently developed Orléans Village subdivision. The residential built form of this community should, at build out, blend seamlessly into the recently developed subdivisions to make a cohesive whole. Within the former Mixed-Use Centre designation, the vision is that the development of mixed-use, employment, institutional and residential uses will form a new hub in the Orléans community and be built with urban and highly walkable site design attributes.

The CDP being recommended for approval provides for the lands to be developed as a livable, complete community that is walkable, cycling-supportive and transit ready. This study has made extensive use of the urban design approaches in the Building Better and Smarter Suburbs including the use of the offset grid pattern with block dimensions that seek to encourage a higher walk score. Indeed, the ideal block length has been specifically calculated to allow pedestrians to more safely cross local streets mid-block.

Design, Density and Built Form

The overall development program, as recommended, will accommodate up to 5,200 residential units with full build-out expected to occur by 2036.

Densities for development will generally reflect those in the adjacent Trailsedge and Orléans Village subdivisions. The Official Plan expresses target densities as persons and jobs per gross hectare, with the greatest densities directed to the areas closest to rapid transit stations. For this reason, the highest density in the CDP area is concentrated along the future Brian Coburn Transitway line (80 units per hectare). Consistent with the Official Plan, the proposed CDP has a density of no less than 34 people and/or jobs per gross hectare.

The CDP's land use concept and demonstration plans (Figures 2 and 3 respectively) identify both residential, employment and mixed-use areas that are focused around the Mer-Bleue and Brian Coburn arterial corridors.

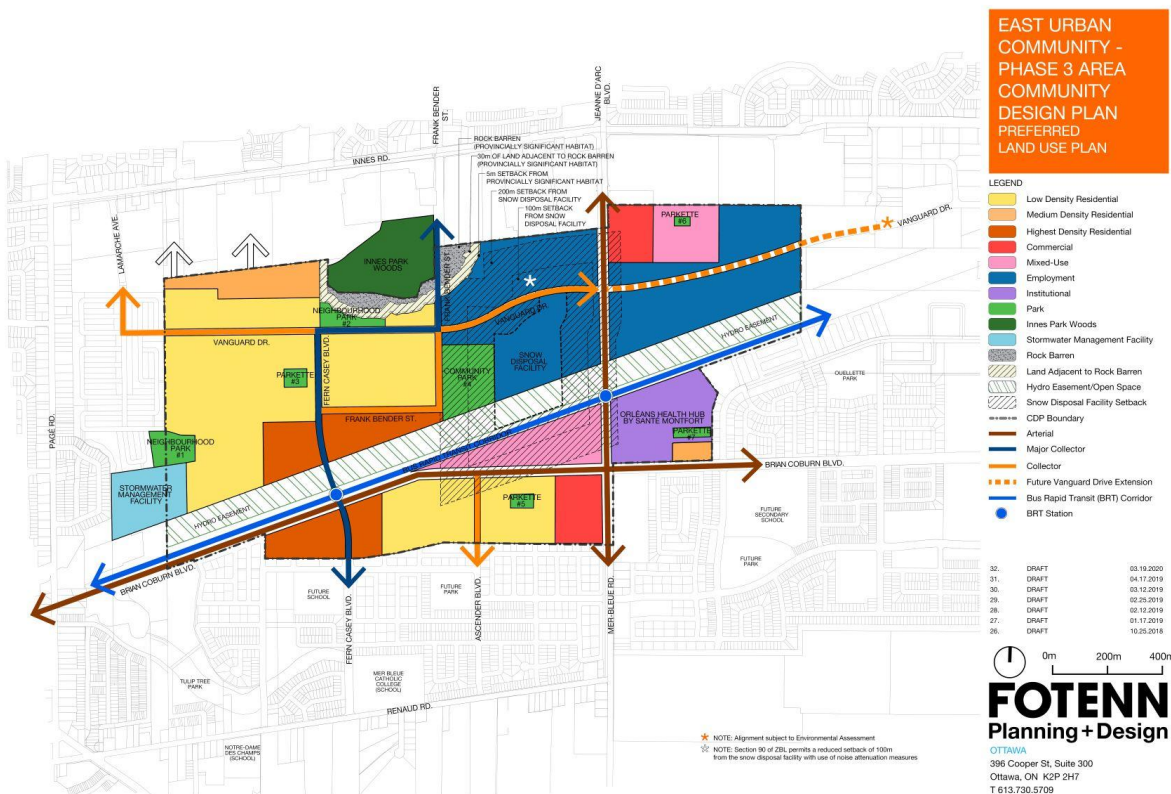


Figure 2 East Urban Community Phase 3 Area CDP Land Use Plan

The land use demonstration plan accommodates extensive pedestrian and cycling mobility. Particular emphasis has been placed on providing for pedestrian connections to parks and transit connections per BBSS directions. This is also accomplished by the use of a fully-connected grid and the provision of additional pedestrian shortcuts at key mid-block or block-end locations.

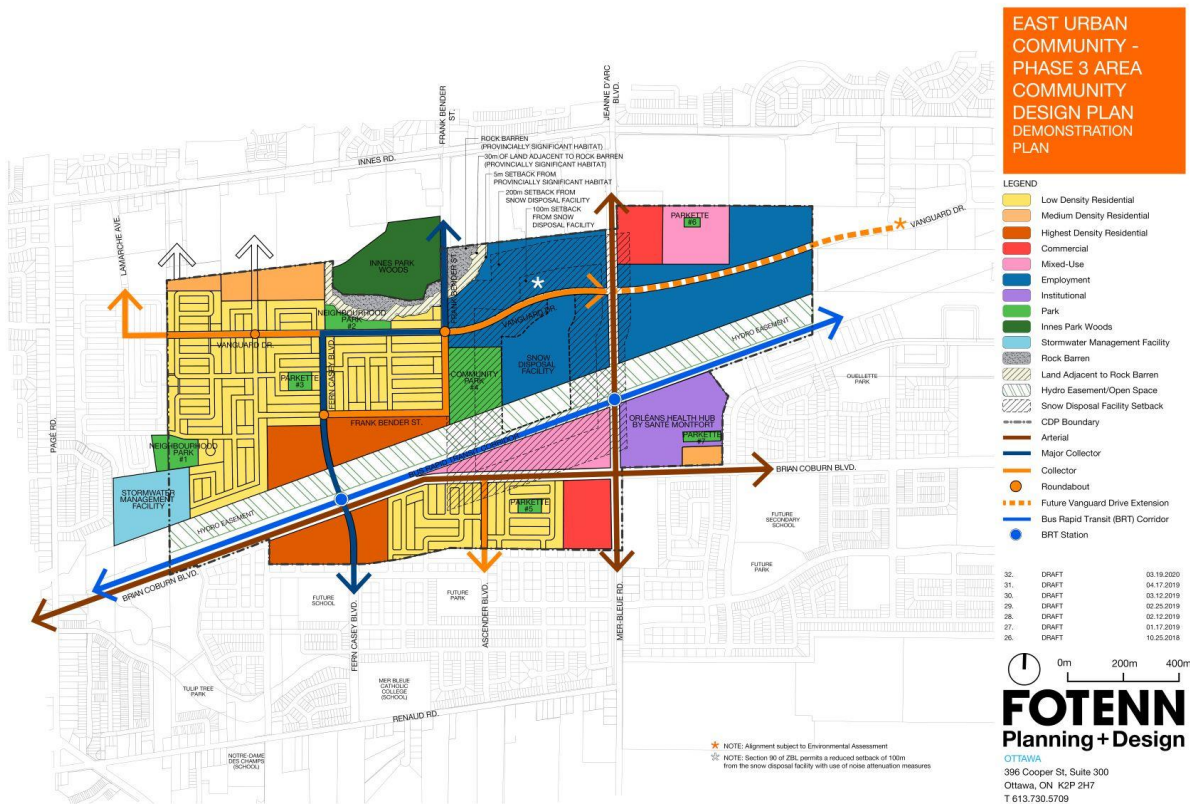


Figure 3 East Urban Community Phase 3 Area CDP Demonstration Plan

The CDP area includes a network of public parks, including a community park with ball diamond, neighbourhood parks and several parkettes as detailed in the Area Parks Plan (Document 4 of this report). A Master Parkland Agreement between landowners will allow for an equitable distribution of parkland dedication and costs. The community level park location is planned in proximity to the snow disposal site to minimize impacts of stray light and traffic during high-use periods such as a baseball tournament. The total area of land that will be dedicated for public parks meets parkland dedication requirements, in accord with the *Planning Act*.

Natural Heritage

The CDP addresses the goal of protecting existing groupings of trees and locating them in parks and stormwater management blocks wherever possible. Because of the sensitive marine clay soils in this area, additional measures to allow street trees are necessary. The primary measure to support street trees is to maintain a minimum local

street right-of-way width of 18 metres. This width is considered the minimum to allow for tree growth without dewatering the saturated, clayey subsoils.

The most significant natural area is at the periphery of the study area – the Innes Park Woods. This woodland is owned by the city, is designated Urban Natural Features in the Official Plan and is set aside as natural habitat. To the east and south of the Innes Park woods is a rock barren that provides overwintering habitat for snake species. This 'hibernaculum' has been considered to be provincially significant wildlife habitat. The CDP and secondary plan provide for a buffer to the hibernaculum and additional study and mitigation when Frank Bender Street is extended.

Recommendation 1.b. – East Urban Community Phase 3 Area Master Servicing Study

The Master Servicing Study identifies the water, wastewater and stormwater requirements for the site and sets the framework for further detailed engineering design. The proposed servicing for the study area coordinates with the servicing approach for the Phase 2 East Urban Community area and is detailed in Document 2 of this report.

All drainage from the East Urban Community Phase 3 Area study area west of Mer-Bleue Road is collected in a storm drainage system that ultimately discharges to Mud Creek via the EUC Stormwater Management Pond 1 at Pagé Road. East of Mer-Bleue Road storm drainage is collected and discharged north to Bilberry Creek or south to McKinnons Creek.

Recommendation 1.c. – East Urban Community Phase 3 Master Transportation Study

The Master Transportation Study addresses the necessary transportation infrastructure within the Phase 3 Area (Figure 1) and immediate surroundings. The Study addresses transportation needs associated with the development, and considers pedestrian, cycling and transit infrastructure, along with the development of a street network.

Necessary infrastructure includes the construction of sidewalks and cycling facilities along identified collector roads, sidewalks on local streets, the development of transit connections in both a north-south and east-west direction to connect with the O-Train and increase transit use, and the extension of four collector streets through the Phase 3 area. The MTS addresses traffic impacts primarily through possible increases to the

arterial roadway capacity and connectivity in the Orléans area. To address area transportation issues, dedicated transit lanes on arterials such as Innes Road, in addition to other infrastructures to support a modal shift from automobile use, should be explored with any future development and through the Transportation Master Plan.

During the circulation on this file, City Transportation staff expressed a preference for a 26-metre road right of way width for Collector Streets in the EUC Phase 3 area. That would provide greater space for various features within the road right-of-way and represents the most current 2019 'Designing Neighbourhood Collector Streets' standards. Given the considerable duration of this project, collector road rights-of-way are already established at and will proceed based on a 24-metre width with the final design to be refined and implemented at the Plan of Subdivision stage.

Recommendation 1.e. – Mud Creek Cumulative Impact Study

Stantec (May 2020) completed the Mud Creek Cumulative Impact Study (CIS) for the City of Ottawa that assessed the cumulative impact of existing development and proposed land use changes potentially affecting bed and bank erosion of Mud Creek upstream of Renaud Road.

A geomorphic assessment established the erosion thresholds for the stream bed and bank material and evaluated erosion potential based on changes in hydrology between existing and future development conditions. This work supported evaluation of alternative at-source, end-of-pipe, and in-stream measures to mitigate, to the extent possible, present and future erosion impacts to Mud Creek in the study area.

The main CIS findings are as follows:

- i) The potential effectiveness of at-source (Low Impact Development 'LID') measures in reducing exceedance of erosion thresholds is considered to be limited. Due to the challenging geotechnical conditions in the EUC Phase 3 Area study area (high groundwater, a combination of near-surface bedrock and silty-clay soils), the requirement for LIDs in the EUC Phase 3 Area includes the following:
 - A tree planting program in parklands and open space;
 - Using infiltration trenches in backyards of low-density residential areas, parks and open space where feasible.

- ii) Limited opportunity exists to expand the Pagé Road SWM facility to provide additional storage of any consequence to reduce exceedance of erosion thresholds; and
- iii) The need for in-stream works for the reach of Mud Creek upstream of Renaud Road to Pagé Road, as presented in Figure 4, to address the cumulative impact of existing erosion associated with existing development and predicted erosion associated with proposed land use changes in the overall Mud Creek catchment.

The cost of the estimated \$6.2 million of in-stream works is to be shared between the City and developers. The basis of the cost sharing will be based on runoff coefficients (a measurement relating the amount of runoff to the amount of precipitation received), to establish the sharing of costs between the City (for benefit to existing development) and developers (for benefit of future development).

National Capital Commission costs will be distributed between the City and developers on a proportional basis. After the Class EA project is approved, a report to Planning Committee will follow in 2021 recommending an Addendum to the Area E-3 Stormwater Development Charge Bylaw (2019-165) and a funding mechanism to account for costs of the in stream works and implement the Mud Creek improvement project.

Further study of erosion conditions of Mud Creek downstream of Renaud Road (outside the area of current study) are planned to be completed by the City within the next five years. The purpose of this study will be to characterize erosion risks from existing development and proposed land use changes and identify required channel and bank improvements to address longstanding erosion problems. The scope of the improvements to be implemented upstream of Renaud Road are intended to provide additional resilience to watershed hydrology resulting from within the study area.

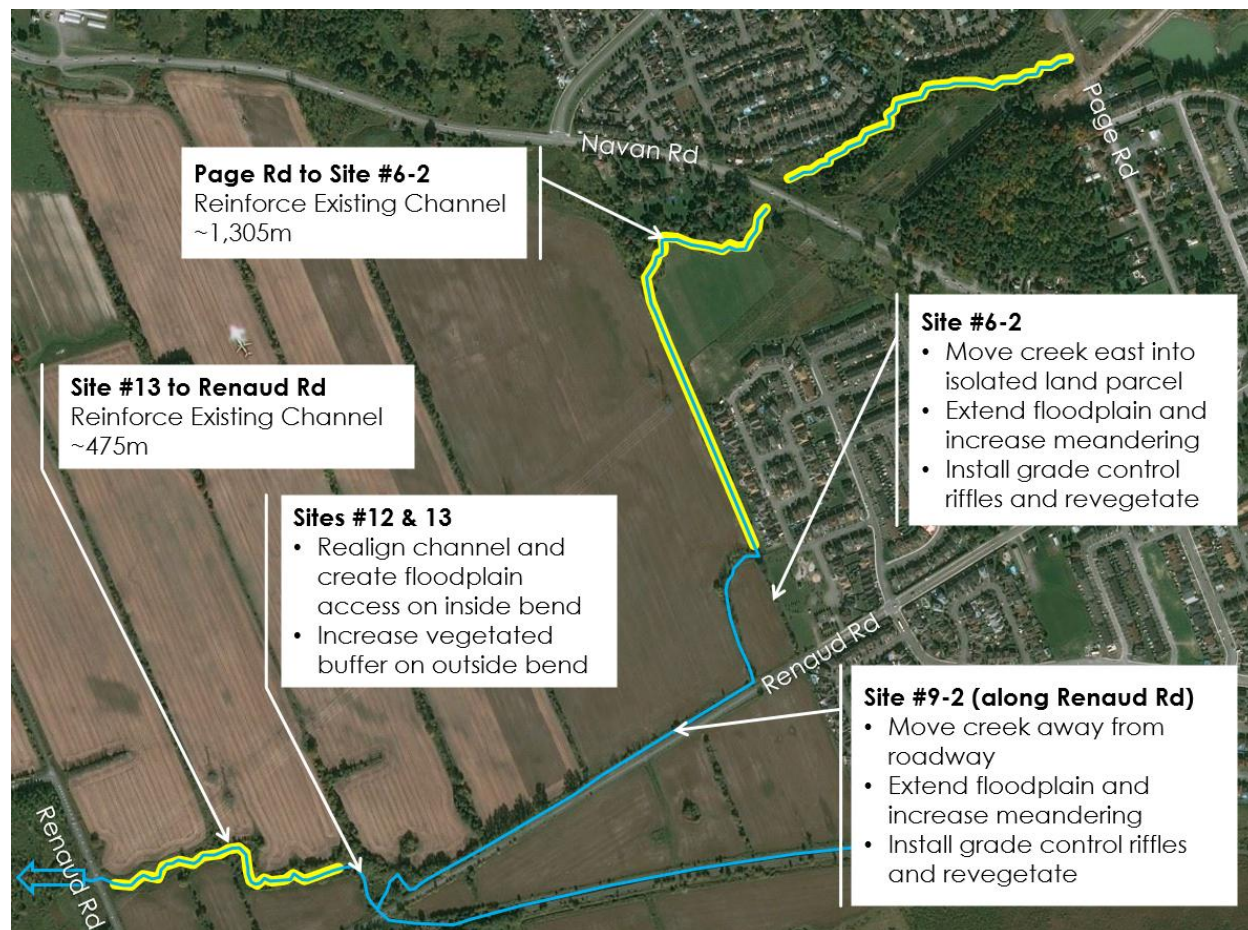


Figure 4 Mud Creek Cumulative Impact Study - Recommended In-Stream Works

Bilberry Creek

In 2016, a substantive and hazardous bank failure occurred downstream of development in the Bilberry Creek watershed. Emergency bank stabilization by the city was needed to protect life and property after this event. Because the Bilberry Creek corridor is intrinsically erodible due to the soils present, the secondary plan and MSS contain additional measures for limiting uncontrolled flows. One such measure is the finetuning of the drainage divide between McKinnons Creek and Bilberry Creek to more closely follow the existing drainage area boundaries, to be addressed through future Planning Act applications.

Snow Disposal Facility

The East Urban Community Phase 3 Area includes the city-operated snow disposal

facility on Mer-Bleue Road. City staff have identified an area of interest within 200 metres of the snow disposal facility. Within this area noise and fugitive light will be subject to study and mitigation and warning clauses will be required.

Recommendation 1.f. – The Official Plan Amendments

The primary purpose of the Official Plan amendments (Document 2) is to remove the Mixed-Use Centre designation from Schedule B (Urban Area) and to introduce the secondary plan to implement the key planning directions of the CDP and guide future development. Designations and policies in the land use plan are complementary to those of the draft Official Plan which illustrate this area as within the Suburban Transect area.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

Project Evaluation and Recommendations for Future Secondary Planning Projects

Several issues slowed progress of the project leading to necessary delays but, overall, an unsatisfactory length of time has been needed to prepare the design, planning and engineering for the area. Issues include:

- Resolution of the existing conditions report;
- Resolution of the snake hibernaculum and determination of significant wildlife habitat;
- Resolution of stormwater management between the study area and lands further west;
- Determination of requirements for Low Impact Development where deep clayey subsoils are present;
- Alignment of Vanguard and associated Class EA;
- Review and integration of development applications during the planning process
 - SmartREIT, Blacksheep, Caivan, Montfort Santé, Glenview etc.;

- Bilberry creek drainage and further risk of bank erosion;
- Resolution of the drainage divide between Billberry and McKinnon Creeks
- The need for legal outlet for drainage;
- Mud Creek drainage, erosion issues and Class EA;
- Resolution of cost sharing and the financial implementation and components of the future Area Specific Development Charge.

The issues that slowed progress of the project illustrate the complexity of preparing large secondary plans with multiple (and changing) stakeholders. Often there are significant constraints that have to be resolved before the lands can be developed. These constraints became apparent during the study and can require substantive time and effort to resolve.

Because the project has been privately-driven, the proponent team has been tasked with providing the information and analysis in order to facilitate the integration of applications received during the study.

Cost-sharing of the study has proven to be controversial with some landowners. Because applications in the secondary plan have been in process during the study period there appeared to be a reluctance on the part of some stakeholders to participate further and work together when the study period became longer. City staff are of the opinion that the study has progressed reasonably and that continuing communication with landowners has been adequate to corroborate the need for the lengthier amount of time this study required.

Following the approval of this CDP, secondary plan, EAs and supporting studies, staff will be meeting with the project team, stakeholders and ward councillors to evaluate the process that has been completed and make recommendations to senior staff on how to proceed with future studies expeditiously.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Based on the public consultation and further discussion with stakeholders, the Community Design Plan, Official Plan amendment, Environmental Assessments and supporting documents have been prepared to reflect the public's input and their enhanced knowledge of this growing community in the City.

Because this was a privately initiated Secondary Plan and CDP, the staff role has been to interact with the consulting team, coordinate meetings with city departments, agencies and residents and guide the resolution of planning, environmental and engineering issues. The Community Planning Unit also provided guidance to ensure that the CDP, EA and study process has complied with City and Provincial policies, procedures and public consultation requirements.

In addition, due to the relationship between design criteria of stormwater related environmental assessment projects and the Mud Creek Cumulative Impact Study (CIS), the approval of the Mud Creek CIS Class EA has proceeded concurrently with the Master Servicing Study.

During the successive stages of this study three events were held to inform and seek the input of the community.

Public Open House 1 (June 26, 2014)

The first open house was to introduce the project to the public, explain the process and timelines, and obtain community input on existing conditions and a guiding vision for the Study Area.

Public Open House 2 and Workshop (October 14, 2014)

The second public event was a combination open house and workshop held in October 2014. The purpose of the open house was to provide an overview of the project progress, to present the Existing Conditions Report and the preliminary vision and objectives of the CDP to the public for feedback. During the workshop portion of the event, residents provided input into potential concept plans for the area.

Details on the concept plan evaluation are provided in the Consultation Report prepared by Morrison Hershfield (Document 7).

Public Meeting No. 3 (May 16, 2018)

A final public open house was held in May 2018 to present and receive feedback on the preferred Land Use Plan. In keeping with requirements for the Class EA, options including alternative routes/corridors and preferred alternatives for servicing and transportation projects were also presented. The meeting concluded with a discussion of next steps, including preparation of the final CDP document, an Official Plan Amendment (OPA), Master Servicing Study (MSS), Master Transportation Study (MTS), Area Parks Plan (APP), and final Class EA documentation.

Mud Creek Cumulative Study (On-line Consultation November 1, 2019 – December 2, 2019)

A City webpage was created to facilitate on-line consultation for the Mud Creek CIS study. Area developers, agencies and First Nations were directly notified about the project consultation. One affected property owner was also notified, and a site meeting with the property owner was completed to discuss the project.

Changes based on public input

Comments received during the study were generally supportive although some residents expressed concern about increased traffic on Innes Road. The transportation modelling work completed for the Master Transportation Study notes that many of these intersections are at, or near capacity during peak times. The development of the phase 3 lands has potential to exacerbate capacity issues, so efforts have been made to ensure that traffic flow on Innes Road and Brian Coburn is impacted as little as possible.

Nearby existing residents also expressed their desire to have an additional north-south roadway to Innes Road to replace the connection that existed prior to the closure of Pagé Road to through traffic. The collector street network in the Phase 3 area does connect the existing developments south of Brian Coburn to Innes Road but these collectors are not intended as an express thoroughfare. The future Frank Bender Road and Fern Casey Street extensions are designed for traffic speeds of 40 km/h or less. Automobile movements between the lands south of Brian Coburn Boulevard and Innes Road will be best accomplished for residents south and west of the study area on the arterial street network of Brian Coburn and Mer Bleue Boulevard.

Input received on the Mud Creek CIS was generally supportive of the project. The comments generated from area developers related to their interests in project implementation and cost sharing of the study recommendations. Staff met with the

creek landowners downstream to discuss opportunities and constraints to remediation of the creek channel.

COMMENTS BY THE WARD COUNCILLORS

Councillor Dudas is aware of the report and its recommendations.

Councillor Kitts provided the following comments:

“The East Urban Community CDP directs the development of one of the last greenfield area within Ottawa’s current urban boundary. Over the years, it has been the object of development pressures, OP amendments and environmental concerns. This CDP has been written to conform to the current Official Plan, but most of the development it manages will occur under the New OP. This is a unique opportunity to take a step in the right direction and show how we want greenfield development to come together in a City of over a million residents.

The East Urban Community Phase 3 Area CDP is a statement of best intentions as it concerns progressive transportation principles but makes little mention of the broader transportation context south of Innes Road. Not considering how this new community fits within the TMP affordable network and the Brian Coburn Extension will only add 5,000 more car-dependent households in an area where the road network is already at capacity.

The bus rapid transit network expected to feed the LRT system from east-end communities south of Innes Road is planned to run alongside the Brian Coburn Extension to Blair Road. This long-awaited extension is currently stalled by the breakdown of negotiations between the City and the NCC for the use of NCC lands between Chapel Hill South and Blair Road. In this context, the best laid active transportation and transit plans will only feed cyclists and transit users into a network of inadequate former rural roads just outside of the CDP area. This situation will inevitably add more cars to the roads, create more congestion, and make walking, cycling and transit conditions even more untenable.

I strongly advise the Planning and Transportation Departments to reconsider their approach to the Brian Coburn Extension as they adopt this CDP and make this upgrade of our transportation and transit network a priority.”

LEGAL IMPLICATIONS

In the event that the recommendations in this report are adopted and the official plan amendment appealed to the Local Planning Appeal Tribunal, the length of any hearing will depend on the number and nature of the appeals. City staff would work with the stakeholders in support of the amendment to co-ordinate the evidence for the hearing and minimize costs. In the event that the official plan amendment recommended by this report is not adopted, as this is a privately initiated amendment, reasons must be provided. Should the refusal be appealed to the Tribunal, it will be necessary to retain outside witnesses, the nature of the expertise of such witnesses depending on the reasons for the refusal.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

Master planning of water, wastewater and stormwater systems have been completed for conformity with existing system opportunities and constraints, and City design guidelines.

FINANCIAL IMPLICATIONS

Recommendation 1. e. - Costs associated with improvements to Mud Creek will be shared between developers in the E-3 Study Area and the City. Estimated costs are \$6.2M and are subject to refinement through detailed design work. Finalized costs will accompany the detailed design work in support of the Area Specific Development Charge By-law amendment proposal in 2021. Funding for the anticipated City share of the improvements to Mud Creek is subject to Council approval through the budget process.

Recommendations 1.f. - In the event that the recommended official plan amendment is not adopted, and the refusal is appealed, it would be necessary to retain external witnesses. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

There are no direct financial implications associated with the remaining recommendations.

ACCESSIBILITY IMPACTS

The proposed layout of the new community is designed to provide safe and attractive alternatives to travel in private vehicles. A connected network of sidewalks, cycle-tracks and multi-use pathways, as well as a street pattern that supports transit service, are all aimed at creating the framework for an accessible community.

ENVIRONMENTAL IMPLICATIONS

The Existing Conditions Report, CDP, Master Servicing Study, and Master Transportation Study identify the significant natural features and ecological functions within the study area and provides recommendations for their protection and enhancement. This information was considered in the development of the CDP, the Master Servicing Study, and the Master Transportation Study. Groupings of existing trees are located in parks and open areas, providing opportunities for retention. The planting of a wide variety of native trees, including species that grow to large size at maturity, is promoted to increase the new community's urban forest canopy. The proposed stormwater management plan includes initiatives that will maintain clean stormwater infiltration. Recommendations are also provided to address significant wildlife habitat in compliance with provincial legislation.

No significant negative impacts to the City's Natural Heritage System are anticipated to result from the development of this area. The establishment of new trees during the development process will increase the canopy cover in this area and contribute to the overall urban forest.

Mud Creek, which collects drainage from the CDP area, has existing channel and bank erosion problems due to agricultural practices and urban runoff from existing development in the EUC. Functional and detailed design of creek improvements will be initiated following approval of the Mud Creek CIS Class EA. Implementation of the

improvements will be coordinated with the early stages of build-out of the CDP area.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- **Integrated Transportation:** Enable effective mobility through a sustainable, accessible and connected city transportation system.
- **Thriving Communities:** Promote safety, culture, social and physical well-being for our residents.
- **Sustainable Infrastructure:** Ensure sustainable infrastructure investment to meet the future growth and service needs of the city.

SUPPORTING DOCUMENTATION (distributed separately)

Document 1 East Urban Community Phase 3 Community Design Plan

Document 2 Master Servicing Study

Document 3 Master Transportation Study

Document 4 Area Parks Plan

Document 5 The Mud Creek Cumulative Impact Study Environmental Assessment

Document 6 Official Plan Amendment and Secondary Plan

Document 7 Consultation Report

DISPOSITION

Planning, Infrastructure and Economic Development Department to prepare the implementing by-laws adopting the Official Plan Amendment, forward to Legal Services and undertake the statutory notification.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Office of the City Clerk, Council and Committee Services, to notify persons who made oral or written submissions at the Planning Committee meeting, as well as all persons who requested to be notified of the adoption of the Official Plan amendment.

Following Committee and Council approval, the East Urban Community Phase 3 Master Servicing Study and Environmental Assessment (Document 2), East Urban Community Phase 3 Master Transportation Study (Document 3), and Mud Creek Cumulative Impact Study (Document 5), which describe the entire environmental assessment processes and study recommendations will be made available to the public for a 30-day review period in accordance with the Ontario Municipal Class Environmental Assessment process. The public will be notified through the postings of 'Notice of Study Completion' appearing in local daily newspapers and the City's website for this project. Additionally, the Notices will be forwarded to the Study's mailing list.

Staff will bring forward a separate report to Council that addresses project financing and implementation (update to area-specific stormwater DC By-law 2019-165).