



## **800 Cedarview Road, Ottawa**

Planning Rationale  
Official Plan Amendment  
October 18, 2024



Prepared for 2436091 Ontario Ltd.

Prepared by Fotenn Planning + Design  
420 O'Connor Street  
Ottawa, ON K2P 1W4

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# Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 2436091 Ontario Ltd. to prepare and submit an application for Official Plan Amendment to expand the City of Ottawa’s urban boundary to include the lands known as 800 Cedarview Road, generally bounded by Highway 416 to the north and west, 4497 O’Keefe Court and Lytle Park to the south, and Orchard Estates, Cedarhill Estates and Onassa Springs Estates subdivisions to the east.

The subject lands were previously approved as an estate lot subdivision dating back to 2007. Consistent with the new Provincial Planning Statement (formerly the Provincial Policy Statement), the proposed Official Plan Amendment proposes to bring the subject lands into the urban boundary to permit development of the lands on full municipal services with higher densities than contemplated in previous approvals.

The proposed expansion of the urban boundary to permit the development of the subject lands with approximately 1,492 new residential units is in the public interest, is timely given the need for housing in the City of Ottawa and has been demonstrated from a technical standpoint to be appropriate for supporting growth related provincial and municipal policy objectives.

The 2024 Provincial Planning Statement (2024 PPS) directs the City of Ottawa to base population and employment growth forecasts on the Ontario Population Projections published by the Ministry of Finance. Per the 2024 PPS, these may be modified as appropriate. The population projections for the City of Ottawa are significantly higher than those that informed the City’s 2022 Official Plan policy. Section 6.1.7 of the 2024 PPS requires planning decisions to be consistent with the 2024 PPS even before an Official Plan has been updated to achieve consistency and as a result there is a need for significantly more units to be constructed within the Official Plan’s horizon. The proposed expansion on the subject lands would ensure the orderly development of the urban area and would allow for over 1,450 new residential dwelling units.

The subject lands are already permitted for a low-density estate lot subdivision on partial municipal services. Bringing the lands into the urban boundary and assigning an urban land designation to the lands would allow for a higher average density of development, representing a more efficient use of lands that are located in proximity to existing services and amenities.

The proposed development would also exceed the 2024 PPS’s minimum density for urban land within large and fast-growing municipalities like the City of Ottawa. Section 2.3.1(5) encourages a target of 50 residents and jobs per gross hectare within designated growth areas in large and fast-growing municipalities.

Finally, the addition of the subject lands to the urban boundary rounds out the north-west corner of the Barrhaven community and is a very efficient extension of the urban area with logical boundaries and ready access to urban infrastructure and services.

## 1.1 Application History

In 2007, Fotenn submitted a Plan of Subdivision application for the subject lands as well as some additional lands to the north and east adjacent to Cedarview Road (file no. D07-16-06-0016). Official Plan Amendment (file no. D01-01-06-0010) and Zoning By-law Amendment (file no. D02-02-06-0070) applications were submitted concurrently to allow for the development of the lands with a country lot subdivision on partial municipal services (potable water only). The combined applications permitted 129 country-estate lots, partially serviced with municipal water and private, individual septic systems, as well as the protection of provincially significant wetlands, a golf course expansion and the establishment of an executive 9-hole golf course.

The Official Plan and Zoning By-law Amendment applications were approved by the City of Ottawa in 2007. The draft plan of subdivision, known as “Onassa Springs”, was subsequently approved on October 31, 2007. In July 2010, Fotenn submitted a request to extend the draft plan of subdivision approval (file no. D07-16-10-0019), which was approved to extend the draft approval to October 5, 2013.

In June 2011, applications were submitted to revise the Plan of Subdivision (file no. D07-16-11-0012) and amend the Zoning By-law (file no. D02-02-11-0061). The proposed subdivision revision amended the plan by replacing the previously envisioned executive golf course and club house with an additional 16 one (1) acre residential lots, and altering street patterns. The Zoning By-law Amendment rezoned the affected lands to allow the revised residential lots and road configurations. The revised draft plan of subdivision was approved on April 25, 2012, and the Zoning By-law Amendment was approved on July 11, 2012 (as By-law 2012-250).

In 2014, a second request to extend the previous draft approval was submitted (file no. D07-16-14-0023) ahead of the lapse date of April 25, 2015. The request was granted on June 24, 2015.

Two (2) phases of the draft plan of subdivision have been registered and constructed, collectively known as “Phase 1” east of the hydro corridor and abutting Cedarview Road. A total of 57 lots were created and serviced, however very few homes have been constructed to date.

The balance of the lands, west and south of the hydro corridor, are draft approved for the originally envisioned country-estate lots, expansion of the Cedarhill Golf Club, and environmental (wetland) protection area. These lands were the subject of the Mattamy application in 2017 (D07-16-17-0033), together with lands to the south where the proposed road and servicing connection was proposed. The revision application is still pending approval.

The previous draft approval has been subsequently extended since 2015 and is still pending.

## 1.2 Proposed Official Plan Amendment

The current application is for an Official Plan Amendment and seeks to bring the lands into the City’s urban boundary and assign urban designation to the lands on Schedule B6 (Suburban West Transect) of the Official Plan. Consistent with the new Provincial Planning Statement (formerly the Provincial Policy Statement), applications to amend the settlement area boundaries can be brought forward outside of a comprehensive review process in consideration of several factors. Each of these is discussed in greater detail within this report.

## 1.3 2022 Official Plan Review

In May 2020, the City of Ottawa approved a growth management strategy to inform the new Official Plan. The approved “balanced” scenario provides an incremental approach that would see 51% of overall residential growth occurring through intensification, with an intensification target that increases to 60% between 2041 and 2046. To accommodate the anticipated population growth over the same period, a total of 1,281 gross hectares of greenfield lands were proposed to be added to the urban boundary.

In 2019, the City had adopted selection criteria for the evaluation of rural lands suitability for expansion with total scoring out of 90 points. The criteria were divided into themes, as follows:

- a) Transportation: This is the primary focus of consideration; the new criteria deliberately seek to promote development within proximity to existing or planned rapid transit stations.
- b) Engineering: The criteria assess the ways with which water, wastewater and stormwater facilities can be provided to individual sites.
- c) Community Integration: Parcels or clusters of parcels must be able to form a logical addition to, and extension of, the urban area. Connectivity can be limited through major water courses, adjacent land uses, rail lines, highways and the natural environment.

- d) **Conflicting Rural Use Factors:** The main potential rural conflict is the proximity of new urban development to agricultural resource land and villages. Land within 1km of a village will not be considered. Points are lost based upon the proportion of the site that forms part of the natural linkage to the City's Natural Heritage System.
- e) **Scoring and Selecting Land:** Parcels will be scored in the initial evaluation on two passes, as individual parcels and as clusters, to determine if there are advantages or disadvantages that can be identified. The gross developable area will be determined.

Candidate parcels were to be ranked in order by their total score, from highest to lowest, had to have a Transit Score (Criteria 6 and 7) greater than zero, a combined servicing score (Criteria 1 to 5) of 14 or greater, and a total score of at least 30 points.

On January 13, 2021, Mattamy made a submission to the City of Ottawa which included technical memos prepared by CGH Transportation and DSEL. These memos have informed the revised scoring table presented below and are attached as Appendix A to this report. No response from the City on the submission was ever received.

On January 15, 2021, the City released its evaluation of candidate properties for urban expansion in a Staff Report entitled "New Official Plan – Growth Management Report II – Lands Proposed for Residential and Industrial Urban Expansion". In this report, City of Ottawa Staff used the Growth Management Strategy to identify and evaluate lands for urban expansion and presented the results. The recommendations for consideration as expansion areas fell into three (3) categories:

- a) **Category 1:** These lands fulfil all criteria and minimum scoring.
- b) **Category 2:** These lands fulfil exclusion factors (such as not being agricultural resource areas and buffered from mineral aggregate resource areas) but may not fulfil minimum inclusion factors such as distance from rapid transit. Due to their proximity to the current urban boundary and Category 1 lands, Category 2 lands may be considered in part or collectively for inclusion in the urban boundary if there is a shortfall of lands in Category 1.
- c) **Category 3:** These lands do not fulfil inclusion criteria or servicing criteria. They are, however, larger blocks of non-agricultural lands that may be considered for a new community if necessary.

The subject lands were scored within "Category 2". The Staff Report identified a shortfall of approximately 270 hectares from the target for expansion which was previously established as 1,281 hectares. Three options are presented to address the shortfall:

1. **Distributed Option – Category 2 Lands.** Look for lands close to the urban boundary and contiguous to Category 1 lands that did not obtain a passing grade in the scoring and complete further evaluation under the Five Big Moves.
2. **Study Three New Communities Options – Category 3 Lands.** Study three possible locations on which to establish a new community inside the proposed Gold Belt at a location that may be contiguous or non-contiguous to existing urbanization.
3. **The Single New Community Option.** Choose one of the Category 3 new community areas inside the proposed Gold Belt for further analysis.

At the Committee meeting on January 25, 2021, councillors chose to remove the South March lands cluster (175.35 hectares) and combine it with the other 270 hectares needed to round out the expansion, to form 445.35 hectares of lands known as the Tewn lands in the east end of the City, establishing a new community. These lands had been evaluated by staff and were not recommended for inclusion in the current expansion. A motion to reverse this decision at Council on October 27, 2021 was considered but defeated.

With the help of the 2021 memos prepared by CGH and DSEL, Fotenn has reviewed the City's scoring of the subject lands and suggests a different score for the subject lands. This review is presented in the table below.

Criteria	Description	City Score	Revised Score	Max Score
<b>Engineering</b>				
<b>Water</b>	Where trunk systems, in proximity, have adequate residual capacity. Local conditions that do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints. No major water crossing(s) required.	2	8	8
<b>Wastewater</b>	Where trunk systems in proximity have adequate residual capacity; local conditions do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints; and no major water crossing(s) or excavations required.	4	8	8
<b>Stormwater - characteristics and availability of surface water outlets</b>	Major Surface Outlet Available: No issues anticipated with capacity or condition of the receiving watercourse. Standard quantity and quality SWM controls.	1	2	2
<b>Stormwater – expected grade raise requirement relative to constraints</b>	No observable grade restrictions and/or topographic constraints anticipated that would result in submerged sewers or alteration of existing watercourses.	3	6	6
<b>Servicing Integration Factor</b>	Scores for water, wastewater and stormwater criteria are 4 or higher.	4	6	6
<b>Servicing Risk Factor</b>	Parcel abuts country lot subdivision and extensive presence of shallow bedrock (<5m) in the area.	-4	-2	-4
<b>Sub-Total Servicing</b>		10	28 <sup>1</sup>	30
<b>Transit</b>				
<b>Availability of Rapid Transit or Transit Priority - Isolated</b>	Availability of existing or planned rapid transit (LOS A & B) station within 2.5 km (1.9 km radial). The distance threshold of 2.5 km (1.9km radial) is based on a 5-minute local bus ride (at 30 km/hr) and a 10-minute bicycle ride (at 15 km/hr).	0	18	18
<b>Proximity to nearest Rapid Transit Station, Transit Priority Corridor - Isolated Measures or Park and Ride feeding Rapid Transit System</b>	Distance to nearest rapid transit station (existing or planned) max 2.5 km (1.9 km radial). The distance threshold of 2.5 km (1.9km radial) is based on a 5-minute local bus ride (at 30 km/hr) and a 10-minute bicycle ride (at 15 km/hr).	0	12	12
<b>Sub-Total Transit</b>		0	30 <sup>2</sup>	30
<b>Other</b>				
<b>Proximity to Jobs</b>	Urban expansion areas that have a greater number of opportunities for local employment are preferable. The	8	8	8

Criteria	Description	City Score	Revised Score	Max Score
	<p>Ottawa median commute to work distance for all modes of travel was used to rank candidate sites by the potential number of jobs within a distance of 11.4 km (8.6 km radial). The parcels capturing the higher number of jobs within this distance achieve the most points.</p> <p>Note: Scores for existing jobs are weighted by 1 while planned jobs are weighted by 0.5. The numbers of jobs in each class are documented.</p>			
<b>Proximity to Convenience Retail</b>	Reflects proximity to convenience retail clustered around a major grocery store. Scores sites that on day one will take advantage of existing and known proposed commercial services. Proximity to convenience retail for all modes has a city median distance of 3.8 km converted to 2.9km radial distance.	0	1	5
<b>Distance to Major City Facilities</b>	Distance to one or more Major Recreation Facilities Note: Major Recreation Facilities which contain a Pool and 2 or more other indoor and outdoor recreation facility types on one site, such as arena(s), community centre, library, major sports fields, etc.	3/1	3	5
<b>Distance to Emergency Facilities - Fire</b>	Emergency Services (Fire) – Estimated response within 5 min and based upon assumed service area information provided by Fire Services.	4	4	4
<b>Potential Arterial Road Upgrades</b>	Scoring seeks to reflect the relative cost of possible Arterial Road construction or upgrades required by future development. Potential is assessed based on the distance travelled over roads that provide the shortest travel distance to an existing or planned urban arterial road system or an existing or proposed series 400 Highway Interchange. Each parcel is put into one of four groups (closest to farthest) based on proximity / distance measured.	-2/-4	0	-8
<b>Connectivity</b>	It is assumed that all candidate lands can be developed with an urban road network including existing and new arterials and collector roads, cycle routes, pathways and greenspaces. This factor recognises that some parcels may have limitations to the provision of road access or integration with urban area lands in some directions, due to barriers or physical obstructions such as landform (ravines, major watercourses, significant natural areas etc.) or man-made obstructions such as railways, highways or existing development (e.g. country lot subdivisions, land designated for pits or quarries).	2	4	8
<b>Conflict with Agricultural Land Use</b>	Agricultural Resource Area within 250 metres of the parcel	0	0	-4



Criteria	Description	City Score	Revised Score	Max Score
<b>Active Agricultural Operation</b>	2016 LEAR scores to assess impacts on active agricultural uses	-1	-1	-4
<b>Natural Heritage Linkage</b>	Presence of features that form part of Natural Heritage Linkages	0	0	-4
<b>Sub-Total Other</b>		14/10	19	30
<b>Total Score</b>		24/20*	77	90

<sup>1</sup> Scores per DSEL memo dated January 12, 2021.

<sup>2</sup> Scores per CGH Transportation memo dated January 12, 2021.

\* City Staff Report (Document 2) incorrectly adds the scores for the subject lands.

Based on the above evaluation, Fotenn was, and continues to be, of the opinion that the subject lands were an ideal candidate site to be included in the Urban Boundary Expansion given its location in proximity to the existing urban boundary, the availability of services and its proximity to employment uses located south of the subject lands.

### 1.3.1 Servicing

Fotenn has relied on the memo prepared by David Schaeffer Engineering Ltd. (DSEL), dated January 12, 2021, for the servicing scoring. There are considerable differences between the City's scoring of the lands and DSEL's.

With regards to water servicing, the lands are already approved for a connection to the municipal water distribution system for the previously approved estate lot subdivision. The water service would be looped from Onassa Circle in the north to O'Keefe Court in the south. The watermain would cross an existing perennial channel that conveys water to the nearby wetland, but per the City's definitions, this is not a major water crossing, though it has been scored as such. DSEL has also confirmed sufficient water pressures exist within the system.

The existing estate lot approval of the lands assumed individual on-site sewage systems. DSEL has evaluated the potential for connection to the City's existing sanitary sewer network along O'Keefe Court, along Fallowfield Drive and Strandherd Drive. The conclusions are that the South Nepean Collector has sufficient capacity, and is at a sufficient depth, to allow the existing facilities to service the subject lands by gravity.

Finally, with regards to stormwater, the subject lands drain to the O'Keefe Drain and eventually to the Jock River. The memo concludes that there is a reasonable outlet through the O'Keefe Drain to existing storm ponds for the subject lands.

### 1.3.2 Transit

The subject lands are within proximity to large employment and retail areas, connected by way of Cedarview Road, a north-south arterial road and other major roadways and highway interchange. In the future, traditional peak direction transit trips, north to (AM)/from (PM) the city's inner area, is proposed to be synergistic with transit service to the Citigate Employment Lands as extensions of existing and/or future planned routes. Routing of existing express routes during the peak periods through the subject lands is also recommended by CGH and would provide additional transit opportunities.

Routes travelling to/from Fallowfield Station along Fallowfield Road, through the community, continuing south through Citigate and ultimately along Strandherd Drive to Downtown Barrhaven would provide local connections to other existing and planned communities in Barrhaven including to and for the O'Keefe Court commercial lands.

As Citigate builds out the transit demands are anticipated to increase and service to be expanded. This increase

in demand will support increases in bus frequencies in the study area and along potential route extensions through the subject community. As a result, the subject lands could be well-served by transit in the future, providing direct and appropriate connections to existing and future rapid transit stations and supporting the overall transit network.

Per the Official Plan, section 2, big policy move 2, the City has made generational investments in transit (and plans to continue to do so). These transit investments multiply efforts to increase sustainable transportation mode share because they require new and improved active transportation connections to provide access to the stations and also stimulate private sector transit-supportive development that generates new ridership. The proposed development will achieve this with active transportation connections and opportunities to support transit investments through route realignment.

### **1.3.3 Other**

The subject lands are located approximately 2 kilometres from a large retail plaza with a range of services, retail stores, and restaurants, and are located in proximity to major recreational facilities such as Walter Baker Sports Centre and Lytle Park. The site is also in proximity to Cedarview Public School.

The development of residential uses on the subject lands conforms to policy 2.2.2.4 of the Official Plan which states the City's intention to integrate economic activities with residential and other land uses as an important part of achieving 15-minute communities.

The subject lands are in proximity to existing Arterial Roads (Cedarview and Fallowfield) which provide direct access to Strandherd Drive and Highway 416. Given this context, no expectation for upgrades to Arterial Roads is required.

For connectivity, the subject lands have existing connections through Onassa Circle to the north (which connects to Cedarview Road) and a proposed connection through Lytle Park to the south. These connections are currently being reviewed as part of the ongoing revision to the existing Plan of Subdivision approval for the subject lands. As a result, the lands have connections to the north, east, and south and are limited only in future connections to the west by Highway 416.

The lands are not located in proximity to any agricultural operations. The LEAR score recognizes the surrounding parkland as containing some level of agricultural benefit and therefore one point is deducted. The subject lands are not used for farming, nor are any lands within 500 metres of the subject lands. The subject lands are also unaffected by identified natural heritage linkages.

## 2.0

# Site Context and Surrounding Area

## 2.1 Site Context

The subject lands are located east of Highway 416, north of O’Keefe Court and Fallowfield Road, and west of Cedarview Road in the former City of Nepean. A 12-metre-wide hydro corridor crosses the property, splitting it into two (2) larger parcels (Figure 1). Parcel 1 is located west of the hydro corridor, immediately adjacent to Highway 416. The lands include an abandoned quarry. Parcel 2 is located south of the hydro corridor and abuts 4497 O’Keefe Court (Parcel 3) and Lytle Park to the south. Together, these are the “subject lands”.

Together, the subject lands have a total area of approximately 178 acres (72 hectares). The parcel is currently accessed only via Onassa Circle. The 2017 Plan of Subdivision revision application sought to add a secondary road access to the south, passing between the property at 4497 O’Keefe Court and Lytle Park to connect to O’Keefe Court. The approximate location of this connection is shown in Figure 1.

The property at 4497 O’Keefe Court is noted as Parcel 3 in Figure 1. These lands have previously been proposed as a multi-building warehouse/light industrial development on municipal water and private septic services. The proposed Official Plan Amendment does not currently include those lands, though the concepts have been prepared in anticipation of these lands also being added to the urban boundary at a future time, through a separate application.

The subject lands are vacant but include a former quarry pit (within Parcel 1, just north of the Hydro Corridor) and a Provincially Significant Wetland (PSW) in the northeast corner of Parcel 2. A Significant Woodland has also been identified in the southwest corner of the subject lands (and of Parcel 2). An existing multi-use pathway connects the municipal Lytle Park in the south to the Hydro Corridor along Highway 416 and runs through the Hydro Corridor before ultimately connecting to Onassa Circle and Lytle Avenue to the north.

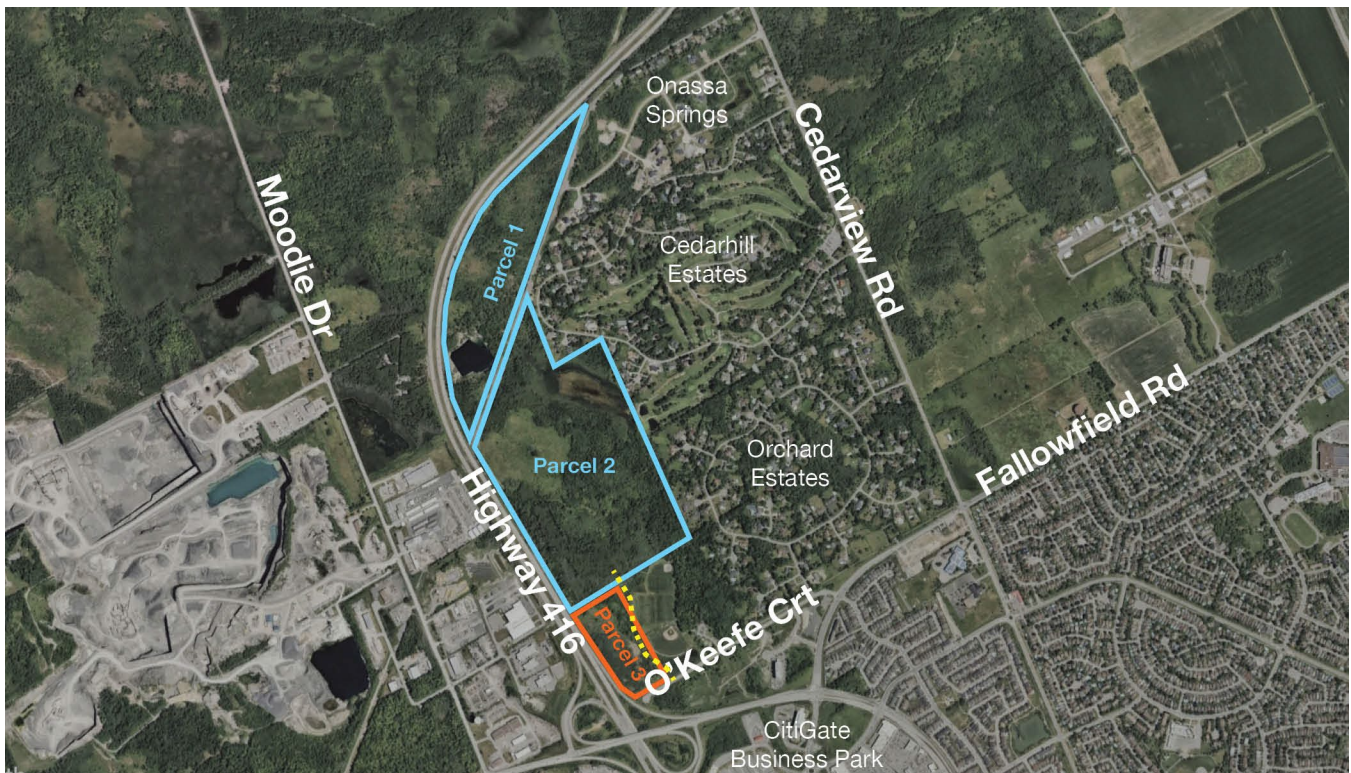


Figure 1: Site Context

## 2.2 Surrounding Area

As noted, the subject lands are currently draft-approved for an estate lot subdivision. Phase 1 of the approved subdivision, known as Onassa Springs, was previously registered and includes the lands east of the hydro corridor, and west of Cedarview Road. These lands do not form part of the current application. A single road access, known as “Onassa Circle”, serves this first phase providing access to Cedarview Road to the east and terminating at the hydro corridor to the west. Several cul-de-sacs provide access to a total of 57 residential lots in Phase 1 as well as a stormwater management pond and park block. These lots are on partial services with municipal water and private on-site sanitary services (septic).

To the southwest of the subject lands is 4497 O’Keefe Court. This parcel has an area of 6.9 hectares and is presently vacant. Previous development applications sought to facilitate the development of these lands as a commercial/light-industrial complex permitted by the current zoning and granted permission for the facility to connect to the municipal water supply (while sanitary was proposed to be provided by septic).

Lytle Park, located on the east side of the proposed road access, is a municipally owned park with multiple playing fields, a play structure, parking area, and multi-use/recreational pathway that connects to Lytle Avenue in the north.

The surrounding land uses are characterized as follows:

**North:** Immediately north of the subject lands is Highway 416, a limited access provincial freeway. Further north are forested and farmed lands managed by the National Capital Commission (NCC) as part of the Greenbelt and located within the City’s urban boundary. Northeast of the subject lands is Lytle Avenue, a single-loaded local residential street characterized by rural single-detached dwellings.

**East:** East of the subject lands are the Onassa Springs, Orchard and Cedarhill Estate subdivisions. These subdivisions are characterised by large lots and estate homes serviced by municipal potable water, but each with on-site private septic systems. The lots in Cedarhill Estates back onto the 18-hole Cedarhill Golf Club. Both subdivisions are on split services, with municipal water and private wastewater systems. Development along the west side of Cedarview Road consists of a mix of older, rural residential uses and some industrial/commercial uses. East of Cedarview Road are additional Greenbelt lands, also located within the City’s urban boundary.

**South:** South of the subject lands is Lytle Park, a municipal park with baseball diamonds, play structure, three (3) sports fields, and a naturalized area. Also to the south is the property at 4497 O’Keefe Court, a vacant parcel zoned for commercial/light industrial development. Both the park and the vacant lands are accessed from O’Keefe Court, a local dead-end street that provides access to Fallowfield Road in the east. On the south side of O’Keefe Court is a developing business park, featuring one constructed hotel and ongoing development applications for a second hotel and a medical office building. The lands south of O’Keefe Court are located within the urban boundary.

**West:** Immediately west of the subject lands is the Highway 416 corridor, with an interchange located at the intersection with Fallowfield Road. Further west are industrial lands located along Moodie Drive in proximity to an active quarry.

## 2.3 Transit Network

The subject lands are not currently serviced by the city’s transit network (Figure 2). The nearest bus operates along Fallowfield Road, approximately 1 kilometre from the southern edge of the subject lands. Outside of the Citigate business park and retail plaza, there are limited stops in proximity to the subject lands.

The nearest planned rapid transit connection is to the south, at Borrisokane Road, just south of Strandherd Drive. This Bus Rapid Transit (BRT) is intended to connect east to Limebank Station on the City’s Trillium Line Light Rail Transit (LRT)



while also providing service to Barrhaven Centre at the north-south BRT connecting to Baseline Station and the Confederation Line LRT.

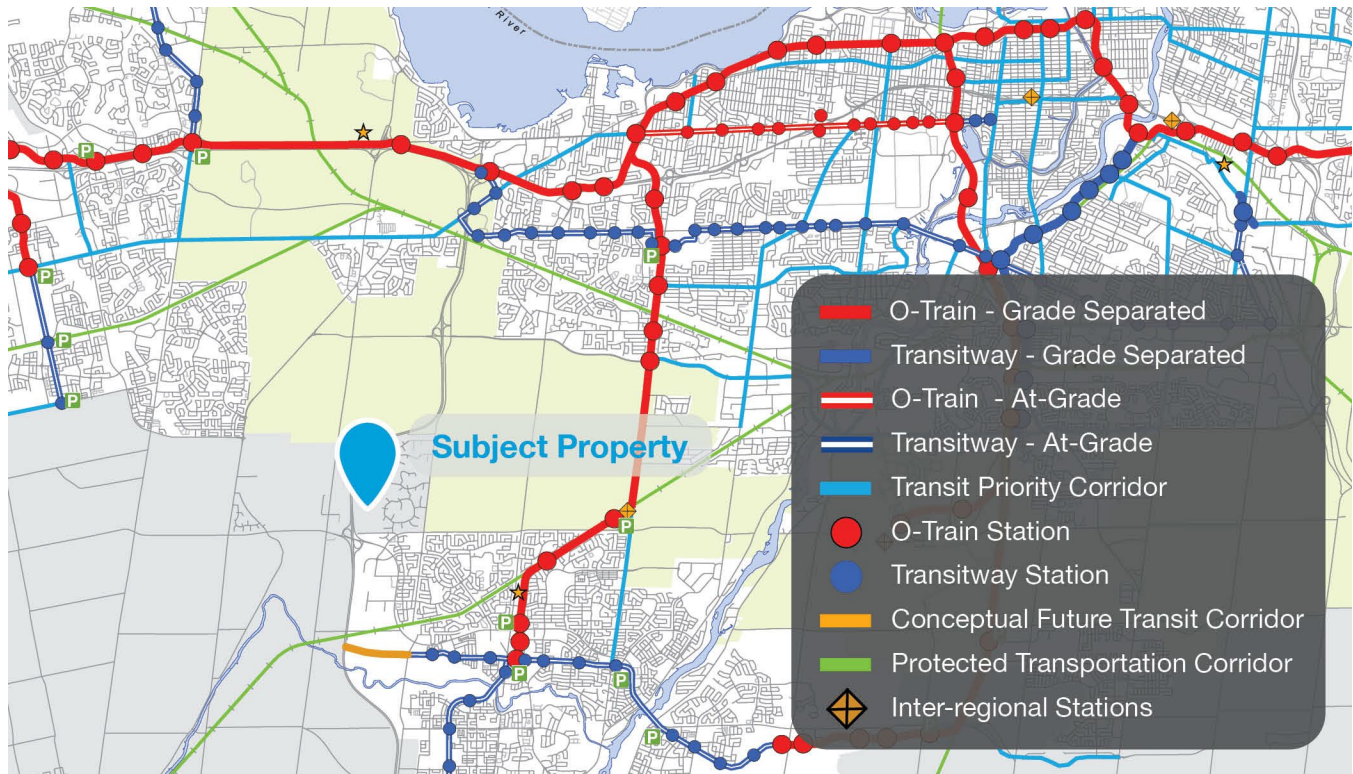


Figure 2: Official Plan Schedule C2 - Transit Network Ultimate

## 2.4 Road Network

As per Schedule C4 - Urban Road Network (Figure 4) and C9 – Rural Road Network of the Official Plan, the subject lands are in proximity to arterial roads on Cedarview Road, Fallowfield Road, and Strandherd Drive. Arterial roads are roads that serve through-travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands.

The proposed development, as contemplated by the proposed Official Plan Amendment, includes a collector road connecting O'Keefe Court in the south to Onassa Circle in the north, both of which provide connections to arterial roads (Fallowfield Road and Cedarview Road, respectively). Collectors are roads that serve neighbourhood travel to and from major collector or arterial roads and usually provide direct access to adjacent lands.

## 2.5 Pathway Network

The subject lands are well connected to the City's major pathway network (Figure 3). An existing pathway within the hydro corridor that bisects the subject lands connects south along Highway 416 and back through Lytle Park to O'Keefe Court and further to the south to the Citigate business park, the Citigate retail centre, and the broader Barrhaven community.

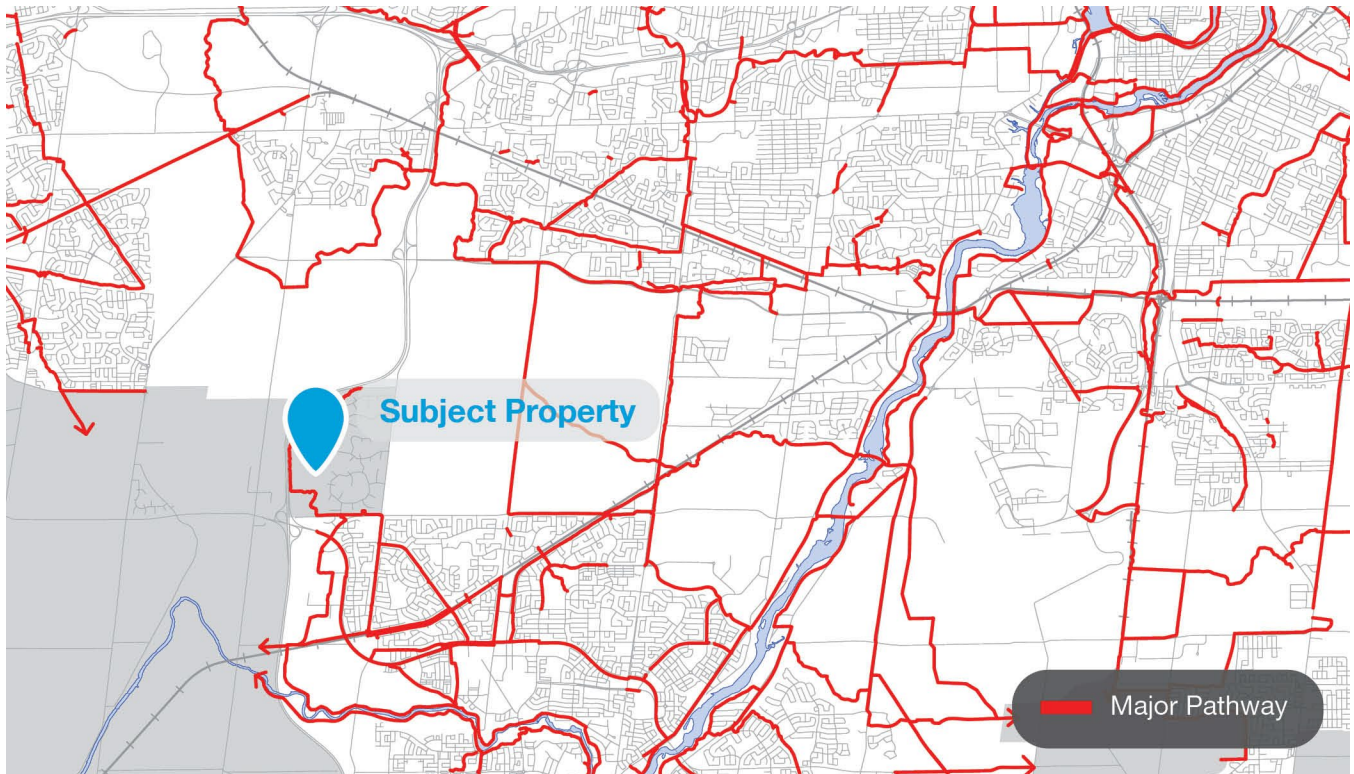


Figure 3: Official Plan Schedule C3 - Active Transportation Network

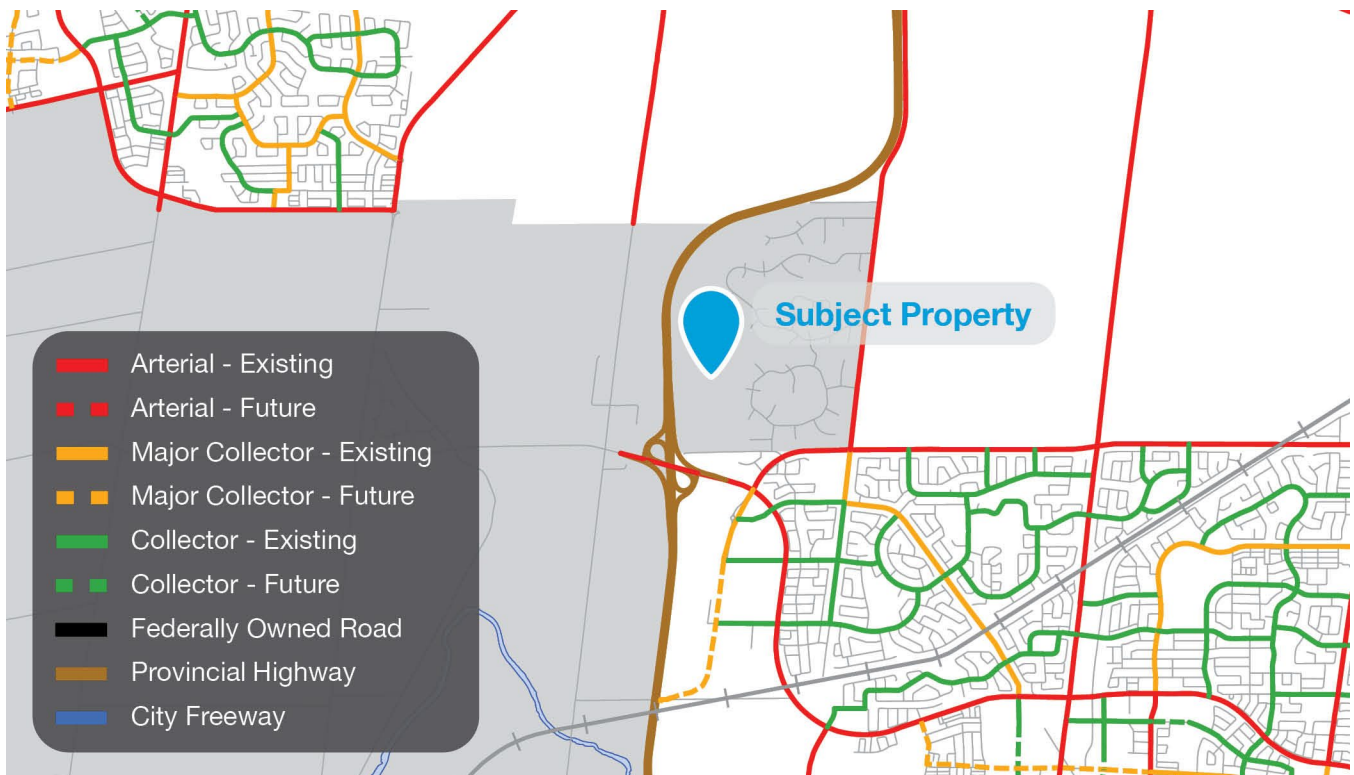


Figure 4: Official Plan Schedule C4 - Urban Road Network



## 2.6 Natural Heritage System

The subject lands are identified as part of the Natural Heritage System in the City as a result of the Provincial Significant Wetland (PSW) on the lands, and a Significant Woodland located in the southwest corner of the site (Figure 5). These features are identified on Schedule C11 of the Official Plan. Policies relating to the Natural Heritage System are discussed in Section 4.2 of this report.

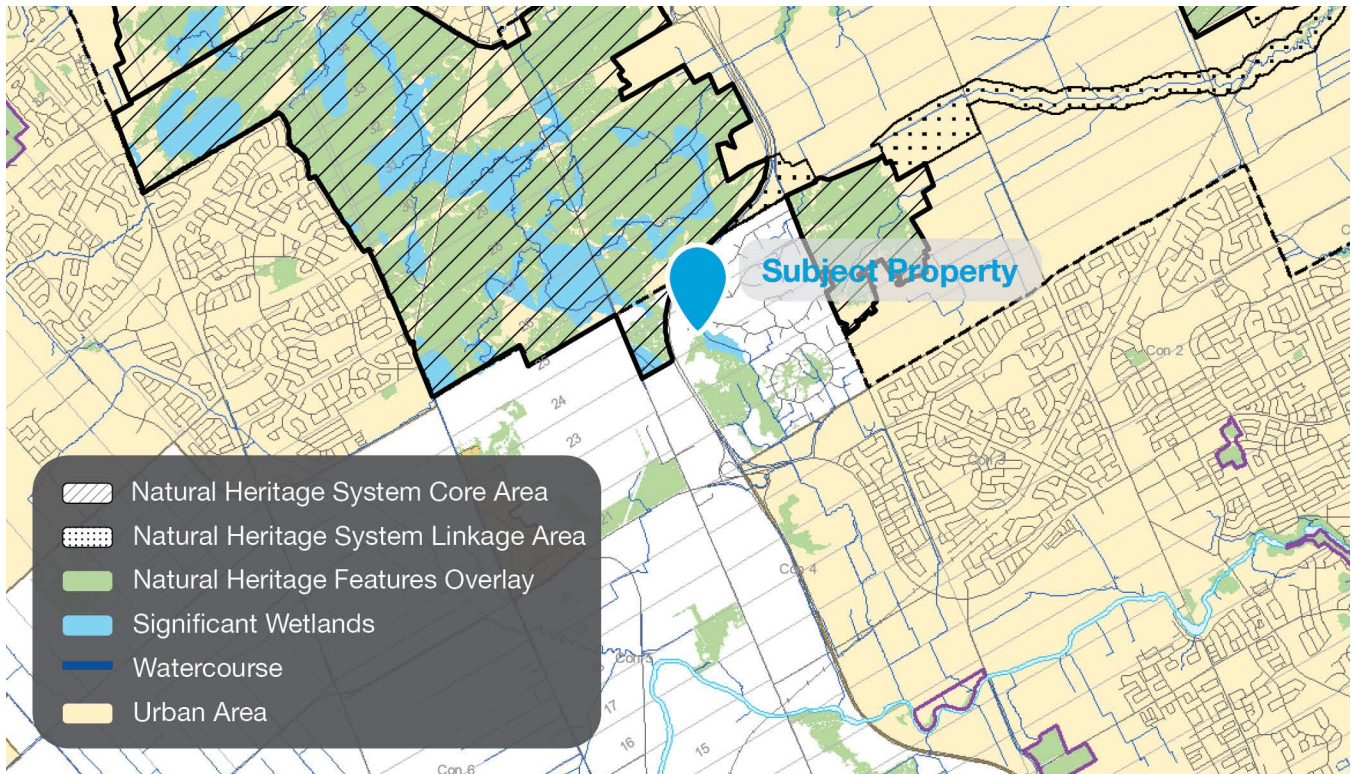


Figure 5: Official Plan Schedule C11A - Natural Heritage System (West)

## Proposed Development

The proposed development seeks to replace the previously approved estate lot subdivision with a dense, compact neighbourhood on the edge of the City's existing urban boundary and in proximity to existing services and amenities. In total 1,493 units are proposed in a mix of detached, townhouse, and apartment dwellings with building heights ranging from two (2) to six (6) storeys. In all, the average density of the proposed development is 44 units per net hectare with approximately 675 detached and townhouse units, and 818 apartment units. At this time only an Official Plan Amendment is being submitted, in order to include the lands within the City's urban boundary, with subsequent applications required.



Figure 6: Proposed Development Context

The proposed development is envisioned as a new mixed-use, 15-minute community that will provide a range of housing options, support the introduction of transit to the lands, elevate the importance of Barrhaven's urban employment area and be a catalyst for a range of economic development opportunities.

The proposed development envisions a mixed-use hub at the south end of the development, where an urban plaza would be surrounded by mid-rise, mixed-use buildings. Additional mid-rise residential buildings are envisioned along the west side of the development abutting Highway 416. The balance of the lands is envisioned as a mix of detached and townhouse dwellings, including street townhouses, rear lane townhouses, and back-to-back townhouses.

The proposed development includes 40% greenspace provided in a mix of parks, stormwater management areas, and conservation lands which include a Provincially Significant Wetland (PSW) and a significant woodland. A total of 4.93 hectares of public park is proposed to provide 2.7 hectares of parkland abutting the hydro corridor and connecting to the existing Cedarhill Estates Park with the balance complementing the 5.84 hectares of conservation lands provided around the PSW and Woodland and around the stormwater blocks. The existing quarry pit on the site is proposed to be utilized as a stormwater management pond. The proposed development is also located immediately adjacent to the existing Lytle Park.





Figure 7: Conceptual Urban Plaza

Two additional parkettes are proposed at the south end of the development within the mixed-use blocks. These spaces are intended to operate as urban plazas within the mid-rise buildings of the mixed-use area, providing a gathering place for the community and additional opportunities for recreation.

Residents will be able to enjoy the greenspaces through an expanded network of trails and pathways resulting in approximately five (5) kilometres of pathways through the development. These include connections to the north (Lytle Avenue and Onassa Circle) through the hydro corridor and to the south through Lytle Park to O'Keefe Court and to the services and amenities located to the south.

A new 26 metre collector road is proposed through the development connecting O'Keefe Court in the south to Onassa Circle and Cedarview Road in the north. The standard collector road will provide a multi-modal transportation corridor through the development with cycle tracks, sidewalks, vehicular lanes, and a route for transit to service the development. With transit operating along the new collector road, all new dwellings will be within 400 metres of a transit stop.

The proposed development is well-situated in proximity to existing amenities and employment opportunities. It is approximately 10-minutes walking to the Citigate Corporate Campus and less to the O'Keefe Court Business Park. The Trinity Common at Citigate is a retail shopping centre with a range of services and retail stores including restaurants, food stores, personal service, and more and is located within approximately 15-minute walking distance of the proposed development. The subject lands are also within a 15-minute walking distance of Cedarview Public School.

The proposed development includes a vision for transit expansion within the west end of Barrhaven. This includes the future extension of the Chapman Mills Bus Rapid Transit from Borrisokane Road (where it is currently planned to terminate) into the Citigate Corporate Campus. A future connection could extend and loop back along Fallowfield Road to Fallowfield Station at Woodroffe Avenue. Local bus service, currently limited to Fallowfield and Strandherd in

proximity to the development, could be expanded to serve the proposed development, looping through the development and back south along Cedarview Road, or continuing north to Bells Corners. The proposed development will result in a population that can support transit at this location.



Figure 8: Proposed Collector Road

The proposed development is envisioned on full municipal services including water, sanitary and stormwater. As described above, the approved estate lot subdivision was always envisioned on municipal water service. The proposed development would include upgrades to the necessary infrastructure to facilitate full municipal services, resulting in a more efficient and compact development that achieves the Provincial and City objectives for development within the urban boundary/settlement areas.

The lands at 4497 O'Keefe Court, south of the proposed development, are envisioned in the future with additional development that would extend the proposed development southward. Further opportunities may also exist to the east along Onassa Circle for future, more urban forms of development.



## Policy and Regulatory Framework

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) was issued under the Planning Act and is the primary provincial land use planning document, applying across Ontario. The Planning Statement (or “Policy Statement”) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is issued under the authority of section 3 of the Planning Act and comes into effect on October 20, 2024. Municipal Official Plans are the most important vehicle for the implementation of the PPS and for achieve comprehensive, integrated long-term planning. Meanwhile, in order to protect provincial interests, planning authorities shall keep their official plans up-to-date with the Provincial Planning Statement and the policies of the Provincial Planning Statement continue to apply after adoption and approval of an Official Plan. Further, where a planning authority must decide on a planning matter before their Official Plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the Provincial Planning Statement.

The new PPS also provides policy direction on matters applying only to Ontario’s largest and fastest growing municipalities with the greatest need for housing. This term is defined, and a list provided in Schedule 1 of the PPS, which includes the City of Ottawa.

The 2024 PPS recognizes that Ontario is a vast province with a diversity of urban, rural, and northern communities that is distinguished by different populations, economic activity, pace of growth and physical and natural conditions. The PPS states that Ontario will increase the supply and mix of housing options and address the full range of affordability needs. Providing sufficient supply with the necessary range and mix of housing options will support a diverse and growing population and workforce.

Relevant policies of the PPS are discussed as they relate to the proposed development below.

#### 4.1.1 Building Homes, Sustaining Strong and Competitive Communities

Policy 2.1.1 of the PPS states that planning authorities shall base population and employment growth forecasts on Ministry of Finance 25-year projections and that those projections may be modified, as appropriate.

Per policy 2.1.3, when adopting a new Official Plan, or updating an existing Official Plan, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years.

Policy 2.1.4 states that to provide for an appropriate range and mix of housing options and densities required to meet projected requirements, planning authorities shall:

- a) Maintain, at all times, the ability to accommodate 15 years of residential growth through lands which are designated and available for residential development; and
- b) maintain, at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three (3) year supply of residential units available through lands suitably zoned, including draft approved or registered plans.

The PPS also states that planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs; improving accessibility for people of all ages and abilities, and improving social equity and overall quality of life for all (2.1.6).

**The subject lands are located in proximity to the existing settlement area boundary and in proximity to existing services and amenities, public service facilities, employment uses, active transportation connections and parks and open space.**

**The PPS is clear that the basis of population projections should be the Ministry of Finance population projections, and is explicit that the City must maintain the ability to accommodate 15 years of residential growth through lands designated and available for urban development. As demonstrated below, the City does not currently have a sufficient supply of lands to meet this requirement, even when including the 1,281 hectares of expansion lands added in 2022.**

Section 2.2 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs
- b) permitting and facilitating:
  - all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
  - all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

**The proposed Concept Plan includes a mix of housing types and tenures, including detached dwellings, townhouses (including street townhouses, rear lane townhouses and back-to-back townhouses) apartments, and condominiums while also setting aside a development block for a community housing development.**

Section 2.3 speaks to settlement areas and settlement area boundary expansions. Settlement areas are defined as urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets). Settlement areas are:

- a) built-up areas where development is concentrated and which have a mix of land uses; and
- b) lands which have been designated in an official plan for development over the long term.

Per policy 2.3.1.1, settlement areas shall be the focus of growth and development. Within these areas, growth should be focused in, where applicable, strategic growth areas, including nodes, corridors, major transit station areas, existing and emerging downtowns, lands adjacent to publicly assisted post-secondary institutions and other areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

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

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;



- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive (2.3.1.2).

The subject lands are currently approved for an estate lot subdivision that would feature one (1) acre lots on partial services. The proposed addition of the lands within the urban area boundary would allow for a more efficient use of lands located just outside of the current boundary, in a pocket of development created by a 400-series highway, and in proximity to existing retail and services, amenities, employment uses, and public service facilities. The proposed development anticipates numerous active transportation connections to the surrounding community to facilitate multi-modal transportation options and anticipates opportunities for transit within the community.

The previously approved estate lot subdivision was already approved for municipal water service, and the servicing analysis prepared as part of the current Official Plan Amendment has demonstrated the ability of the lands to be serviced with municipal sanitary and stormwater management services.

Planning authorities are encouraged to establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. Similarly, planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities like Ottawa are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

**The proposed development has a density of 44 units per net hectare, or 55 people and jobs per gross hectare.**

Section 2.3.2 deals specifically with settlement area boundary expansions and outlines the criteria for consideration when a planning authority is identifying a new settlement area or allowing a settlement area boundary expansion. These criteria are discussed in greater details below:

- a) The need to designate and plan for additional land to accommodate an appropriate range and mix of land uses. **The City of Ottawa is a large and fast-growing municipality as identified in the PPS and will see major population growth over the next 25 years. While the Official Plan anticipated a population growth of approximately 402,000 people, the Ministry of Finance projections, which are to form the basis of growth forecasts per policy 2.1.1 of the PPS, demonstrate a much larger growth and subsequent need for housing to 2046. The table below compares the City's "balanced" growth scenario which informed the 2022 Official Plan and the same methodology completed with the Ministry of Finance numbers (Fall 2024).**

Table 1: 25-Year Growth Projection Comparison - 2022 Official Plan compared to 2024 Ministry of Finance Projection

	Balanced Scenario	Ministry of Finance Scenario
<b>2018 Population (people)</b>	1,008,000	1,007,501
<b>2046 Population (people)</b>	1,410,000	1,664,071
<b>Population Growth (people)</b>	402,000	656,570
<b>City-wide demand (units)</b>	195,146	318,723
<b>Rural demand (units)</b>	13,000	22,311
<b>Urban demand (units)</b>	182,146	296,413
<b>51% Built-up area (units)</b>	92,100	151,170

	Balanced Scenario	Ministry of Finance Scenario
<b>49% Total Greenfield (units)</b>	89,600	145,242
<b>Existing greenfield (units)</b>	66,300	66,300
<b>Expansion greenfield (units)</b>	23,300	78,942
<b>Density units per hectare</b>	37	37
<b>Net residential hectares (ha)</b>	639	2,166
<b>Net to gross ratio</b>	50%	50%
<b>Gross expansion hectares (ha)</b>	<b>1,279</b>	<b>4,332</b>

This table demonstrates that, applying the same methodology as was used in the preparation of the Official Plan, but using the Fall 2024 Ministry of Finance population projections, results in a significant increase in the urban lands expansion beyond what was added to the boundary in 2022 (4,332 hectares (MOF) vs. 1,279 hectares (City OP)).

However, the PPS requires a 15-year supply of land for urban development per policy 2.1.4(a). The City of Ottawa tracks the available supply of land as required by the PPS in their Greenfield Residential Land Survey with the most recent survey completed in January 2024 which covered the period up to June 2022. The report notes an available land supply of 1,482.2 net hectares, not including the 640 net hectares that were brought into the boundary with the approval of the new Official Plan in November 2022. The annual demand for land is calculated based on the population projections, anticipated unit breakdown and 5-year average densities. The result is an anticipated annual demand of 93.1 net hectares and 3,441 dwelling units per year for the next 15 years. The City calculates the residential demand therefore as 1,396.5 hectares and confirms that sufficient land is available to meet the PPS requirements. The City contends that the additional land to be added by the expansion lands added in 2022 will significantly increase the available supply.

Again, looking to the Fall 2024 Ministry of Finance population projections for Ottawa, the results are different. The table below applies the same methodology as used by the City, comparing the two scenarios once again.

Table 2: 15-year Supply of Vacant Lands, 2022 to 2037

	Greenfield Residential Land Survey, mid-2022	Ministry of Finance Scenario
<b>2022 Population (people)</b>	1,080,155	1,071,868
<b>2037 Population (people)</b>	1,308,713	1,447,325
<b>Population Growth (people)</b>	228,558	375,457
<b>New Dwelling Units Required (units)</b>	110,950	182,261
<b>Rural Growth (units)</b>	7,424	12,193
<b>Urban Growth (units)</b>	103,526	170,067

<b>By Intensification (units)</b>	51,684	86,181
<b>By Greenfield (units)</b>	51,842	83,887
<b>Annual Average Units (units)</b>	3,446	5,593
<b>Annual Average Land Requirement (net ha)</b>	93.1	151.1
<b>Land Supply (net ha)</b>	1,482.2	1,482.2
<b>2022 Expansion Lands (net ha)</b>	640	640
<b>15-year Demand (ha)</b>	1,396.1	2,266
<b>Excess (short) (net ha)</b>	726.1	(143.8)
<b>Net to Gross Ratio</b>	50%	50%
<b>Excess (short) gross Hectares</b>	<b>1,452.1</b>	<b>(288)</b>

The above comparison demonstrates that as of 2022 and using the 2024 Minister of Finance population projections, Ottawa had a shortfall of 288 gross hectares of greenfield land, even when considering the 2022 boundary expansion, when considering the required minimum 15-year land supply required to be designated and available by the PPS based on the Ministry of Finance population projections.

There are some critical assumptions that could alter the above:

- / The above is based on 2022 data with regards to the amount of available land. Depending on the pace of development since mid-2022, there may be more or less land available than the reported 1,482 net hectares.
- / Similarly, the population in 2024 may be growing faster or slower than anticipated. Changes to these baseline figures will impact the available land supply.
- / The above assumes that rural growth remains at 7%, even with the higher population projections. The 2022 Official Plan assumed a total growth in the rural area (development within Villages and rural dwelling development) would total 13,000 units over the entire planning period (i.e. to 2046).
- / The above assumes that the 640 hectares of expansion lands approved in the 2022 Official Plan are available within the 15-year window. It is known that there are lands from the previous expansion (i.e. prior to 2022) which are still not available for development due to delays in obtaining necessary approvals. The 640 net hectares also includes approximately 222 hectares within Tewn, which are known to be long-term lands with significant gating policies to be satisfied and resolved prior to their development. There is a significant risk that the 640 hectares will not be available within the required minimum 15-year supply.

In order to continue to accommodate the growth in the City of Ottawa in accordance with the policies of the PPS, and to ensure an appropriate range and mix of land uses, additional lands the PPS requires that accommodation be made for additional growth within the urban area of the City or that the urban area be expanded. The subject lands are in proximity to existing services, amenities, employment uses and public service facilities and represent a logical expansion of the urban boundary that will help to close the gap of missing lands while supporting municipal objectives.

- b) If There is Sufficient Capacity in Existing or Planned Infrastructure and Public Service Facilities  
**The PPS defines “infrastructure” as physical structures (facilities and corridors) that form the**

foundation for development. Infrastructure includes sewage and water systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

DSEL has completed a service analysis for water, wastewater and stormwater in support of the current application. The enclosed report notes that offsite upgrades are expected to be required to the potable water system to service the subject lands, specifically, pumping upgrades within the pressure zone affecting the subject lands.

With regards to the wastewater network, DSEL explored two (2) options for extending services to connect the subject lands to the sanitary sewer network. In both options, the free-flow capacity of the critical downstream sewer segment of the South Nepean Collector (SNC) sanitary sewer is exceeded, however further analysis of the hydraulic grade line and as-built conditions has concluded that the pipe would not be surcharged during peak flow conditions and that there is therefore sufficient capacity to accommodate the proposed development. Further discussion is provided in the DSEL Assessment of Adequacy of Public Services report.

Stormwater runoff from the urbanized development of the subject property will be collected into a storm sewer network and directed into on-site wet ponds. The runoff will be treated in the wet ponds for quantity and quality control before being directed into the O'Keefe Municipal Drain.

The Transportation Impact Assessment prepared by CGH concludes that the forecasted site traffic can be accommodated from a network perspective. The proposed development includes a new Collector Street through the development that is envisioned to provide transit service through the new community and looping back along Cedarview to Fallowfield Station and connect the development to the south with Citigate business park and the retail uses to the south. The proposed development also includes connectivity to active transportation links to the north and south.

The balance of necessary infrastructure (i.e. communications, electricity, etc.) will be assessed and upgraded as required through a Plan of Subdivision application.

The PPS defines public service facilities as land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long-term care services, and cultural services.

The proposed development is anticipated to generate approximately \$68.6 million in total development charges at full build-out. Of this, \$45.3 million will contribute towards city-wide funding while the other \$23.2 million will fund the local community. These calculations were completed using October 1, 2023, rates and would be significantly higher with current rates. The money will be used to ensure the sufficient capacity and provision of public service facilities to support the proposed development.

- c) Whether the Applicable Lands Comprise Specialty Crop Areas  
**The subject lands are not a designated Specialty Crop Area as defined by the PPS.**
- d) The evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;

**The subject lands are not located within prime agricultural areas. The lands have been scored within the City of Ottawa's Land Evaluation and Area Review (LEAR) for Agriculture. The LEAR system is a high level decision making tool that enables every agricultural property to be evaluated quantitatively to assess the capability of the soils on the land, the use of the land and other surrounding influences that might determine the**



**suitability of the property for ongoing agricultural use or not. The subject lands scored 0-105 which represents the lowest quality land and is therefore not a prime agricultural area.**

- e) Whether the new or expanded settlement area complies with the minimum distance separation formulae;  
**The subject property is not located in proximity to any active livestock farms.**
- f) Whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and  
**The subject lands are not located in proximity to any active farms or farmland and will not negatively impact agricultural areas. No impact assessment has been completed.**
- g) The new or expanded settlement area provides for the phased progression of urban development.  
**The subject lands, together with all the lands west of Cedarview Road and north of O’Keefe Court, provide a logical expansion and rounding out of the urban boundary in proximity to existing services and amenities, making use of existing infrastructure, proximity to employment uses, and respecting the natural boundaries of Highway 416 and the Greenbelt.**

**Unlike other vacant parcels for consideration, the analysis should recognize proximity to and within an existing community. While planning applications to develop the lands to a large-lot residential subdivision comparable to the abutting estate subdivision could be reasonable and appropriate (although restricted in the City of Ottawa’s Official Plan), this would not represent the best use of the lands given the proximity to the current urban area boundary located on the east side of Cedarview Road and south side of O’Keefe Court. Urban density on the subject lands will better achieve the City’s objectives with respect to housing supply, costs to provide services, libraries, etc. than a low-density estate residential subdivision would.**

**New municipal services (potable water, sanitary and stormwater sewers) are now located in closer proximity to the subject lands, mainly as a result of other development applications, facilitating the consideration for urban lands. As described above and through supporting studies, these services have capacity to support the proposed development with identified upgrades.**

**While the lands are not currently well-served by existing transit service, the lands are within close proximity to large employment and retail areas, connected by way of Cedarview Road and Fallowfield Road and a highway interchange. As the site is in proximity to large employment uses, it is assumed that the area will be developed with various transit options, linking the employment area to the nearest transit hub, Fallowfield Station. An alternative to this would be that the subject lands are provided transit service through the proposed Collector Road.**

**The proposed development meets the criteria of section 2.3.2 for consideration of inclusion in the urban boundary. The proposed development will also exceed the minimum density requirement for urban development within the large and fast-growing municipalities as set out in the 2024 PPS.**

Policy 2.9.1 states that planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- c) support energy conservation and efficiency;
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and

- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

**The proposed development seeks to permit an urban form of development that will contribute to the creation of a compact, complete community in Barrhaven, adding residential uses to support existing services and amenities, and supporting the nearby employment hub. This will be better achieved through a more efficient, compact and urban form as compared to the previously approved estate lot subdivision.**

**Proposed opportunities to expand and support the transit network and excellent active transportation connections will allow people to choose alternative transportation options. There will be further opportunities to explore green infrastructure and community resilience in future applications to facilitate the proposed development.**

#### **4.1.2 Infrastructure and Facilities**

Policy 3.2.2 states that efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

**The proposed development will make use of existing infrastructure in proximity to the subject lands.**

Policy 3.6.1 states that planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- b) ensure that these services are provided in a manner that:
  - 1. can be sustained by the water resources upon which such services rely;
  - 2. is feasible and financially viable over their life cycle;
  - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and
  - 4. aligns with comprehensive municipal planning for these services, where applicable.
- c) promote water and energy conservation and efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process,
- e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to meet current and projected needs for increased housing supply; and,
- f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.

**The proposed development seeks to make use of unused system capacity within municipal services to contribute to an increased housing supply for the City of Ottawa and Province of Ontario. The proposed services are provided in a manner that is sustainable, feasible and financially viable, protects health, safety and the environment, and aligns with municipal planning for the services.**

Policy 3.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.

**The proposed development seeks to service the subject lands with full municipal services, as compared to the previously approved estate lot subdivision on partial services (municipal water and septic).**

Further, policy 3.6.8 states that planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance including through the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

**The proposed development can be serviced from a stormwater management perspective and future applications will allow opportunities to explore best practices for stormwater management.**

Policy 3.9.1 states that healthy, active, and inclusive communities should be promoted by:

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

**The proposed development plans for public streets and spaces that meet the needs of the community and provide a range of opportunities for recreation including parks, plazas, and natural areas. The proposed pathway network integrates with the existing active transportation network and provides connectivity to the surrounding community.**

Policy 6.1.7 states that where a planning authority must decide on a planning matter before their Official Plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the Provincial Planning Statement.

**Policy 6.1.7 requires the City of Ottawa to make a decision on the proposed Official Plan Amendment that is consistent with the 2024 PPS. This includes using the Ministry of Finance population projections as the basis for land supply requirements.**

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa provides a framework for the way that the city will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

### 4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- 1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.** According to the City of Ottawa's Official Plan, Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing

built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

**As described above, the proposed development seeks to contribute to the provision of the necessary housing units to accommodate Ottawa's growth – in line with either the Ministry of Finance's growth projections for Ottawa, which anticipate approximately 250,000 additional homes being required by 2046.**

**2) By 2046, the majority of trips in the city will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

**The proposed development provides integrating into the active transportation network and proposes transit improvements and expansion that will support sustainable transportation choices for residents.**

**3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

**The proposed development envisions a low- and mid-rise community with buildings framing the streets and a high-quality public realm including parks and plazas for gathering and connection.**

**4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**The proposed development seeks to develop the subject lands with an urban community that is located in proximity to existing retail and services, employment and amenities that will contribute to the evolution of Barrhaven as a 15-minute neighbourhood, reducing the need and length of trips and providing alternatives. The proposed development also retains and protects a significant woodland on the lands, and a Provincially Significant Wetland.**

**5) Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**The proposed development supports economic development through a residential development in an established community in proximity to existing retail, amenities, and employment uses.**



#### 4.2.2 Transect, Designation, and Overlay

The subject lands are designated “Rural Countryside” within the “Rural Transect” on Schedule B9 of the Official Plan. The Rural Transect accounts for nearly 80% of the City’s total land area. The use of land within this Transect varies in intensity. The Rural Countryside designation is intended to accommodate a variety of land uses that are appropriate for a rural location, limiting the amount of residential development and support industries that serve local residents and the travelling public, while ensuring that the character of the rural area is preserved.

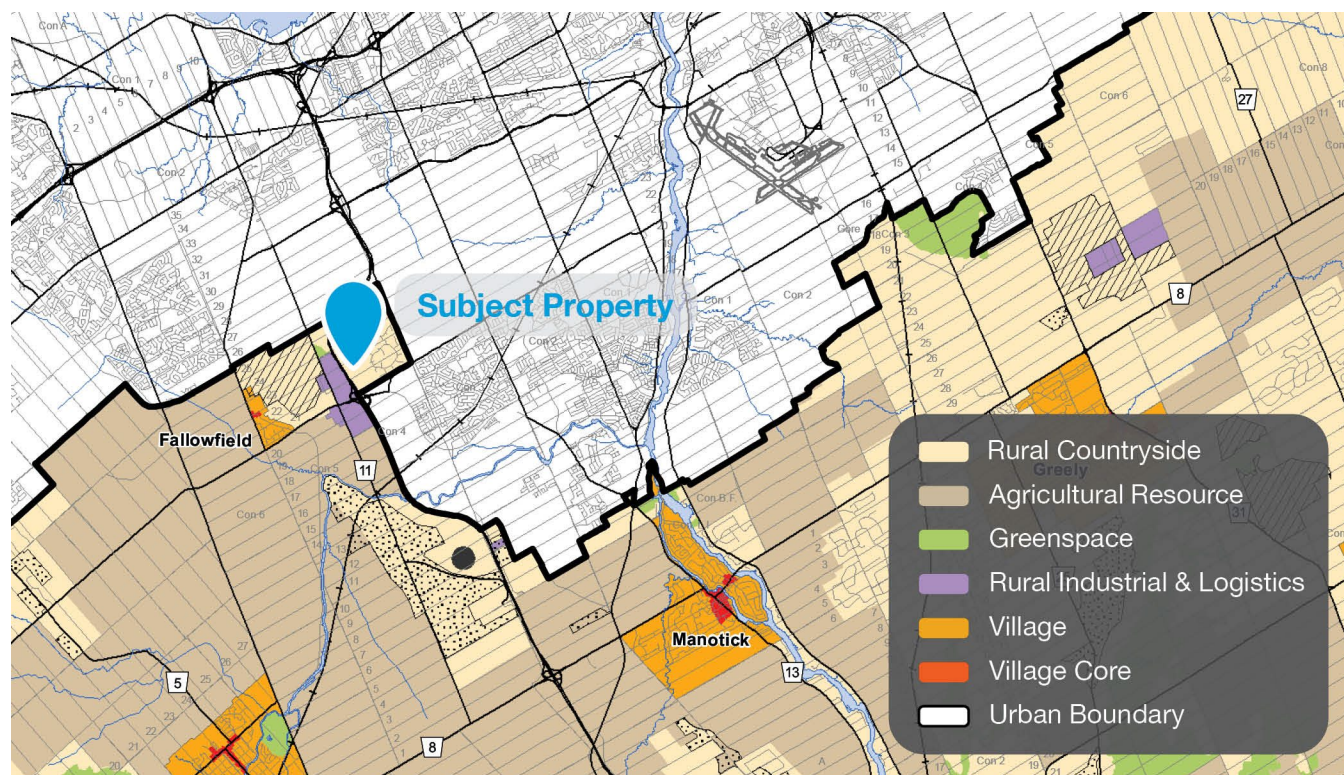


Figure 9: Official Plan Schedule B9 - Rural Designations

The proposed Official Plan Amendment seeks to redesignate the subject lands to “Neighbourhood” within the “Suburban Transect” and to permit building heights up to six (6) storeys. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

Per policy 5.4.1.2, the Suburban Transect is generally characterized by low- to mid-density development. Within Neighbourhoods, development shall be low-rise (up to four (4) storeys). Per policy 5.4.1.3, the Official Plan supports predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and corridors, with low-rise multi-unit dwellings permitted near street transit routes.

Section 6.3 expands on the Neighbourhood designation. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

Per policy 6.3.1.2, permitted building heights in Neighbourhoods shall be low-rise except where existing zoning permits greater heights or in areas already characterized by taller buildings. Policy 6.3.1.3 provides for developments that are seeking heights greater than 4 storeys to also be evaluated through an area-specific policy.

**An Area-Specific Policy is proposed be added to the Official Plan to permit the proposed building height of six (6) storeys and to establish parameters for the development of the subject lands.**

Policy 6.3.1.5 states that the Zoning By-law will distribute permitted densities in the Neighbourhood by:

- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

Policy 5.4.4.1 provides direction to new development in the Suburban Transect. Specifically, greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments.
- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;
- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and
- j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

**The proposed Concept Plan reflects the above design direction for new developments in the Suburban Transect. These directions will be further reviewed and implemented through future detailed applications (e.g. Plan of Subdivision, Zoning By-law Amendment).**

Per policy 5.4.4.2, residential development within greenfield areas shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.

**The proposed development has a density of 44 units per net hectare, which includes 1,493 new dwelling units on a net area of 34.01 hectares.**

Policy 5.4.5.1 states that neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in the Plan;
- b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
- c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

**The proposed development seeks to permit building heights up to six (6) storeys on the subject lands with a view to providing a range of housing options on the lands. These are to be permitted through an Area-Specific Policy (ASP) that would apply to the lands and permit the greater height.**

#### **4.2.3 Growth Management Framework**

Per the Official Plan, Ottawa's population is projected to grow by 40% between 2018 and 2046 with 49% of that growth being accommodated within greenfield areas, and the balance (51%) being achieved through intensification.

Policy 3.1.1 states that sufficient land shall be designated for growth to meet the project requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy Statement (PPS). Also consistent with the PPS, the urban area and villages (i.e. settlement areas) shall be the focus of growth and development (3.1.3).

Per policy 3.1.4, 93% of the anticipated household growth is expected to occur within the urban area, with 46% of that occurring within the greenfield portion of the urban area.

Policy 3.1.5 states that new or additional urban area may only be added through a comprehensive review in accordance with the Planning Act and the Provincial Policy Statement.

**As a result of policy 2.3.2.1 of the new PPS, an expansion of the urban area is no longer required to only occur at the time of a comprehensive review.**

Policy 3.1.5 goes on to state that evaluation of lands for potential expansion of the settlement area may include, but are not necessarily limited to, the following considerations:

- a) That there are insufficient opportunities within the urban area and villages to accommodate a minimum 15-year supply of market-based residential development;  
**As discussed in Section 4.1.1 of this report, there is insufficient land capacity to accommodate the 15-year supply requirement of the PPS based on the Ministry of Finance population projections.**



- b) That there are insufficient opportunities within the city to accommodate projected employment and other land uses;  
**Not applicable. The proposed development does not seek to add employment land to the urban boundary.**
- c) The required components of municipal infrastructure that are planned or available, have sufficient capacity, are financially viable over their life cycle and protect health, safety and the natural environment. For the purposes of this policy, financial life cycle viability shall include the relative scale of the costs associated with any new or additional area to be serviced, any required system upgrades to provide the required capacity and the inclusion of operations, maintenance and replacement costs post-development;  
**The proposed servicing strategy is consistent with the City's standards for servicing. The proposed upgrades are minor and can be completed to allow for the lands to be fully serviced.**
- d) That lands designated Agricultural Resource Area are excluded from consideration;  
**The subject lands are not within the Agricultural Resource Area.**
- e) That lands within the Sand and Gravel Resource Overlay and Bedrock Resource Overlay are excluded from consideration, and within 300 metres from a Sand and Gravel Resource Overlay and/or 500 metres from a Bedrock Resource Overlay are excluded from consideration;  
**The subject are not within the Sand and Gravel Resource Overlay or Bedrock Resource Overlay, nor are they located within the restricted distances of such uses.**
- f) That lands designated as part of a natural heritage system are excluded while maintaining the possibility of minor, site-specific adjustments along the boundaries to reflect the results of more detailed field investigations if required;  
**The proposed development appropriately protects the elements of the Natural Heritage System present on the subject lands, including the Significant Woodland and the Provincially Significant Woodland (PSW).**
- g) That lands with proximity and access to a provincial 400-series highway, including future interchange access, be reserved for Industrial and Logistics uses and that any residential development adjacent to such lands incorporate any appropriate proximity-mitigation measures or features deemed necessary solely within the residential portion of development;  
**Although the lands are immediately abutting a provincial 400-series highway, the lands are not well suited for Industrial and Logistics uses given the limited access potential to the highway and given both the existing residential permissions on the subject lands and the adjacent land uses. Appropriate mitigation has been considered through the preparation of the Concept Plan for the lands.**
- h) That lands containing or in proximity to major facilities, as defined in the Provincial Policy Statement, are avoided. The appropriate distances from major facilities shall consider the adverse impacts of odour, noise and other contaminants to future sensitive uses in order to minimize risk to health and safety and ensure the long-term viability of the major facility;  
**The subject lands are adjacent to Highway 416 which is a "major facility" as defined by the PPS. The appropriate noise studies have been completed by Gradient Wind Engineering to determine the appropriate mitigation. Residential uses are currently permitted on the subject lands and impacts from the highway corridor will be appropriately mitigated.**
- i) That new village lands prioritize locations that provide the best access by sustainable transportation modes to facilities and services, such as schools, neighbourhood facilities, parks, a variety of housing and job opportunities and where connections to municipal water and wastewater services already exist or can be efficiently provided; and  
**The subject lands are not located within a Village.**
- j) The consideration of any other effect the new or additional lands would have on the ability to achieve the policies of this Plan.

**This Planning Rationale provides a comprehensive review of the relevant policies of the Official Plan and demonstrates how those policies can be achieved through the proposed development on the subject lands and the appropriateness of including the subject lands within the City's urban area.**

Policy 3.3.1 states that residential growth within the greenfield portions of the urban area will be planned as complete 15- minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.

Policy 3.3.4 states that new greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwellings types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.

**The proposed development includes opportunities for mixed-use development that will provide service retail and amenities in proximity to where people live. This is further supported by the proximity to major retail centres along Strandherd Drive and active transportation links to provide connectivity to them. The proposed development features a range of greenspace and public space options and a site layout and arrangement are proposed that provides a logical street grid and connections to the surrounding areas (including the road connection to O'Keefe Court, previously proposed). Finally, the subject lands are located in proximity to major employment uses in the O'Keefe Court business park directly south of O'Keefe Court, and the Citigate business park further south, allowing people to work in proximity to where they live.**

New neighbourhoods shall also be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a station on the high-frequency transit network, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues (3.3.5).

**While the lands are not currently well-served by existing transit service, the lands are within close proximity to large employment and retail areas, connected by way of Cedarview/Fallowfield Road and O'Keefe Court, and other major roadways and a highway interchange. As the site is in proximity to large employment uses, it is assumed that the area will be developed with various transit options, linking the employment area to the nearest transit hubs, Fallowfield Station and/or Barrhaven Centre Station.**

**The proposed development has been designed with a new Collector Road to provide opportunities for transit service through the centre of the new community and connecting to these existing transit stations and connections.**

#### **4.2.4 Mobility**

Section 4.1 of the Official Plan contains policies focused on mobility and transportation, reflecting Council's commitment towards more equitable, safe, and healthy communities and climate change action.

Policy 4.1.1.1 states that in the urban area, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. Policy 4.1.1.5 states that new subdivision development shall connect to existing pedestrian, cycling transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing urban boundary.

Policy 4.1.2.6 states that new developments will provide direct connections to the existing or planned network of public sidewalks, pathways, and cycling facilities. Policy 4.1.2.11 states that the City shall require new collector roads to have

sidewalks on both sides, with unidirectional cycling facilities on both sides. New local streets should have sidewalks on at least one side.

**The proposed development builds on the existing pathway connection between Lytle Park and Lytle Avenue with a network of trails, sidewalks, and cycling facilities to provide excellent active transportation connections to the surrounding community.**

Policy 4.1.2.17 states that the new street network in new plans of subdivision shall be capable of accommodating direct transit routes through the neighbourhood with the potential for spacing such that 95 per cent of all households are within 400 metres walking distance of a transit stop.

Policy 4.1.3.1 states that the street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment. Policy 4.1.3.6 states that new streets shall include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.

**The proposed development includes a new Collector Street through the centre of the community that will provide opportunities for transit service and stops to be located within 400 metres of most households within the new community. The new Collector Street is proposed consistent with the City's standard cross-section for 26-metre-wide Collector Streets and is envisioned with sidewalks and cycling facilities on each side. Local streets would have sidewalks on at least one side while all new streets would seek to plant street trees according to City specifications and requirements.**

#### 4.2.5 Housing

Section 4.2 of the Official Plan contains housing policies and states that housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses. Healthy communities include a variety of housing types. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

Policy 4.2.1.1 directs the Zoning By-law to provide a diverse range of flexible and context-sensitive housing options in all areas of the City by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

**The proposed development includes a mix of housing options including detached dwellings, townhouses, and apartments. The proposed mix of ground-oriented and multi-residential buildings will provide opportunities for a diversity of unit sizes and tenures within the community.**



#### 4.2.6 Parks and Recreation Facilities

Section 4.2 of the Official Plan provides overarching planning policy for parks. Policy 4.4.1.2 states that in all developments the City will consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development. The City will prioritize land for parks on-site over cash-in-lieu of parkland. The land to be conveyed should be a minimum of 400 square metres in area and be free of encumbrances above and below ground.

Policy 4.4.1.4 points to the Parkland Dedication By-law to determine the rate of parkland dedication required. The policy references dedication requirements in place at the time of adoption, which have been subsequently changed. For the proposed development and density, the required dedication is at a rate of 1 hectare for every 600 dwelling units, to a maximum of 15% of the gross land area.

Policy 4.4.4.1 states that the City will emphasize larger parks in the Suburban Transect with the following stated preferences:

- Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred;
- In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks;
- For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks; and
- For lands with facilities such as recreation centres and libraries, the opportunity for co-location of housing, especially affordable housing, above the facility should be considered, or at least where an immediate co-development is unfeasible, the facility development should be designed to consider the loading of the addition of residential storeys above through future development.

The required parkland requirement is calculated as follows:

Residential				
	No. of Units	Dedication Rate		Required Dedication
Low-rise, Ground-Oriented Units	1,195	1ha/600 units		1.99 ha
Mid-rise, Apartment Units	197	1ha/600 units		0.33 ha
Total Residential Dedication Requirement				2.32 ha
Mixed-Use				
	Area	Use Dedication	% of GFA	Required Dedication
Block Area	3.46 ha			
Commercial Area	3,657.45 m²	0.07 ha	33%	0.02 ha
Residential Area	7,500 m²	0.17 ha	67%	0.11 ha
Total Mixed-Use Dedication				0.13 ha
Total Parkland Requirement	2.45 ha			

**The proposed development includes 4.93 hectares of public parkland to be dedicated to the City. The parkland includes a 2.13 hectare block for a large park north of the hydro corridor and a 0.57 hectare park block south of the corridor, both consistent with the most recent parkland dedication as part of the estate lot subdivision and satisfying the parkland dedication requirement for the proposed development. A series of smaller park spaces that will elevate the natural areas around the PSW and provide increased opportunities to experience and interact within this natural heritage feature account for the balance of the parkland proposed.**

#### **4.2.7 Urban Design**

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan provides a framework to outline the City's urban design program. Schedule C13 identifies Highway 416 adjacent to the subject lands as a "Scenic Capital Entry Route". Policy 4.6.2.4 states that development abutting scenic entry routes shall contribute to conserving or creating a desirable context by such means as:

- a) Protecting the opportunity to view natural and cultural heritage features;
- b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and
- d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
- e) Managing the intensity and spill-over of lighting on adjacent parcels.

Policy 4.6.2.5 provides further direction to Scenic Capital Entry Routes, stating that development and capital projects should also:

- a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and
- b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

**The proposed Concept Plan conforms to the policies relating to scenic entry routes. The frontage visible from the highway, which is generally elevated above the highway, will be a mix of vegetation and retained woodland, with the balance being well-designed buildings and dwellings. It is anticipated that a noise wall will be required along some of the frontage to mitigate impacts.**

Policy 4.6.5.1 states that development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met. Policy 4.6.5.3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The design of individual blocks will be further refined through future applications including Zoning By-law Amendment, Plan of Subdivision and Site Plan Control applications to minimize conflicts and ensure a well-designed and attractive public realm.**

Policy 4.6.6.2 states that transitions between Mid-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

**The proposed Concept Plan provides an appropriate transition to the existing low-rise residential to the east. This is achieved through setbacks and vegetated buffers, greenspace, natural areas and the hydro corridor.**

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

**The design of the low-rise dwellings will be refined through future development applications.**

Similarly, policy 4.6.6.7 states that mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
  - i. Provide landscaping and adequate space for tree planting;
  - ii. Avoid a street canyon effect; and
  - iii. Minimize microclimate impacts on the public realm and private amenity areas.

**Where mid-rise buildings are proposed they frame the street edge and provide porosity to facilitate connections within the larger blocks. The proposed six (6) storey buildings relate appropriately to the 26 metres Collector Road and frame the proposed plaza at the south end of the development. The design and form of the buildings will be further refined through future development applications.**

#### **4.2.8 Natural Heritage, Greenspace and the Urban Forest**

The City recognizes, conserves and protects its natural landscape and environment in two ways: by identifying natural heritage features, and by designating the most important natural features in a natural heritage system consisting of core natural areas and natural linkage areas.

Policy 4.8.1.3 denotes Significant Wetlands and Significant Woodlands are natural heritage features. Subsequently, the natural heritage overlay policies apply to all significant wetlands (4.8.1.4). Development and site alteration is prohibited in Provincially Significant Wetlands (4.8.1.5).

##### **4.2.8.1 Natural Heritage Overlay**

The City has two Natural Heritage Overlays which appear on the C11 series of Schedules of the Official Plan: a Natural Heritage System Overlay and a Natural Heritage Features Overlay. The applicable overlay to the subject lands is the Natural Heritage System Overlay.

Per policy 5.6.4.1.1, the Natural Heritage System Overlay consists of Natural Heritage System Core Area and Natural Heritage System Linkage Area, as follows:



- a) In Natural Heritage System Core Areas, development or site alteration shall maintain or enhance the integrity, biodiversity and ecosystem services of the area; and, not compromise the potential for long-term enhancement and restoration of the ecological integrity, biodiversity and ecosystem services of the area; and
- b) In Natural Heritage System Linkage Areas, development or site alteration shall maintain or improve the ecological and recreational connectivity of the area; and, not compromise the potential for long-term enhancement and restoration of ecological and recreational connectivity of the area.

Per policy 5.6.4.1.3, the City shall protect natural heritage features for their natural character and ecosystem services. Development or site alteration proposed in or adjacent to natural heritage features shall be supported by an environmental impact study prepared in accordance with the City's guidelines (5.6.4.1.4) and development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features. Development and site alteration shall be consistent with the conclusions and recommendations of an approved environmental impact study (policy 5.6.4.1.5).

**The proposed development seeks to protect the Significant Woodland at the southwest corner of the subject lands and the PSW located central to the subject lands. The areas around these spaces have been designed to provide the appropriate protections and setbacks for these features, while at the same time seeking opportunities for people to experience and interact with them.**

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

The subject lands are currently zoned to permit the previously approved estate lot subdivision, generally "Rural Residential, Subzone 4 (RR4)" (Figure 10).



Figure 10: City of Ottawa Zoning By-law (2008-250)

Rural Exception 647r applies to lands at the north end of the site and limits all site alteration within 15 metres of the hydro corridor. Rural Exception 648r applies to the lands abutting Highway 416 south of the hydro corridor, and along the east edge of the subject lands, limiting all site alteration within 15 metres of a rear property line.

Other parts of the lands have been zoned “Environmental Protection Zone, Subzone 3 (EP3)” (the Provincially Significant Wetland), “Parks and Open Space Zone (O1)” for the lands around the wetland, and “Parks and Open Space Zone, Subzone P (O1P)” for the hydro corridor lands.

The purpose of the RR zone is to recognize and permit large-lot residential development in planned subdivisions and to acknowledge existing smaller lot development and to permit residential-only uses as well as related accessory uses.

**The proposed Official Plan Amendment application seeks to redesignate the lands and would ultimately result in a Zoning By-law Amendment to implement the vision for the lands. The Zoning By-law Amendment application would be submitted at a future date.**

#### 4.4 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject lands are a Greenfield Neighbourhood as defined by the guidelines.

The proposal meets several of the guidelines, including:

- / Guideline 1: Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time. Consider soils, landforms, natural and cultural features, habitats, watercourses and climate.
- / Guideline 2: Create a connected network of parks, greenspaces and public lands that is structured by existing natural features and connected by pathways and sidewalks. Make this network easily accessible on foot or bike from homes throughout the neighbourhood.
- / Guideline 3: Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals. When they are connected to other greenspaces, ensure that public use does not detract from the ecological functions and characteristics.
- / Guideline 4: Preserve existing green corridors such as along watercourses, as connections for wildlife and for pedestrians and cyclists. Maintain the natural character of these features and limit the number of encroachments. Ensure that public use does not detract from the environmental quality.
- / Guideline 6: Incorporate landform features and topography in the design of road and block patterns to maximize vistas and visual interest and reduce extensive earth movement requirements.
- / Guideline 7: Locate stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood.
- / Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.
- / Guideline 10: Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.
- / Guideline 11: Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.
- / Guideline 12: Layout collector streets to be direct and continuous through the neighbourhood so homes are within 400 metres of transit and other destinations along them.
- / Guideline 15: Create a transition in height from taller buildings to adjacent lower buildings, particularly when connecting to an adjacent development or neighbourhood.



- / Guideline 19: Locate neighbourhood parks along collector or local streets, and ensure that they are generally square or rectangular, depending on features within the park, and are approximately 0.8 hectares in size.
- / Guideline 20: Locate parks so that they front onto at least two streets or have the longest edge front onto the street. Locate parks at 'T'- intersections to terminate streetscape views.
- / Guideline 24: Plan development based on rear lanes or rear parking areas at important neighbourhood focal points such as mixed-use activity areas, surrounding parks, greenspaces and entrances to the community.
- / Guideline 26: Construct sidewalks on both sides of streets that serve key destinations, such as transit stops, greenspaces, or to community facilities like schools. Select the correct road right-of-way standard to allow for sufficient space for sidewalks and all streetscape elements.
- / Guideline 31: Create a cycling-supportive neighbourhood with bicycle routes that serve local destinations, and that are linked to the citywide network of bicycle routes. Routes include wide shared-use curb lanes, designated on-road bicycle lanes or multi-use pathways.
- / Guideline 35: Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.
- / Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.
- / Guideline 58: Provide trees and sidewalks along the edge of parks and greenspaces to complement the treatment across the street.
- / Guideline 61: Identify locations for transit stops and shelters early in the planning of the development. Integrate them with surrounding land uses such as parks, walkways, community facilities, but away from residential front doors.

**The proposed development has appropriate regard for the Urban Design Guidelines for Greenfield Neighbourhoods.**

#### 4.5 Ministry of Transportation

The Ministry of Transportation (MTO) controls the limited access provincial Highway 416 located along the west and north sides of the subject lands. Consistent with the Highway Corridor Management Manual (April 2022), the required setback for all buildings and structures from a 400 series highway is 14 metres (2.13.1). Further, the setback distance between the Ministry property limit and the edge of pavement of an abutting municipal street or private road shall not be less than 8 metres (2.13.6). The manual does note that This setback may be increased or decreased by the Field Services Engineer, based on future requirements, grades, and other site-specific considerations.

**The proposed development provides the required minimum 14 metres of setback from the MTO property limit. The proposed Collector Road does encroach within the 8 metre setback at the north end of the site. Given the change in grade at this location, the expectation is that the setback could be reduced. This will be confirmed through further discussions with the MTO.**



## Public Consultation Strategy

All public engagement activities will take place in accordance with the City's Public Notification and Consultation Policy and will comply with Planning Act notification requirements. The following steps and activities have already been undertaken in preparation of the application submission or will be undertaken in the months after the applications have been submitted:

- / Notification of Ward Councillor and meetings with other Councillors
- / The Ward Councillor was notified of the proposed development for the subject site prior to the Official Plan Amendment application being submitted.
- / On-site signage
  - The City will post an on-site sign on all road frontages to notify the public of the application and providing information where to obtain additional information.
- / Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Official Plan Amendment – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee.

## Integrated Environmental Review

As noted above, several environmental features have been identified on the subject lands including a Provincially Significant Wetland (PSW), watercourse, and natural heritage features. An Environmental Impact Statement has been prepared to assess these features with recommendations integrated into the proposed concept plan. This includes the required setback from the PSW, and blocks to protect the watercourse and significant woodland in the southwest corner of the subject lands. These areas have been protected and are envisioned with pathways to ensure public access to these features.

## Conclusions

In considering the Official Plan Amendment application and the applicable policy and regulatory framework, it is Fotenn's professional opinion that the proposed development represents good planning, is in the public interest, is timely, and has been demonstrated from a technical standpoint to be appropriate for supporting the growth related provincial and municipal policy objectives.

- / The proposed development is consistent with the Provincial Planning Statement (2024) by seeking to develop an underutilized parcel of land in proximity to existing services and amenities. The proposed boundary expansion is warranted and timely given the criteria to be considered for expansions to the boundary. The proposed development will include a range of housing options, ample greenspace for recreation, and will use existing public service facilities and infrastructure.
- / As demonstrated, there is a need to expand the boundary to provide a sufficient supply of lands to meet the minimum 15-year supply requirement of the PPS. The subject property is ideally located to meet the City's objectives while achieving the necessary land supply while also satisfying a number of municipal and provincial planning policy objectives.
- / The proposed development will exceed the 2024 PPS's minimum density for urban land within large and fast-growing municipalities like the City of Ottawa. Section 2.3.1(5) encourages a target of 50 residents and jobs per gross hectare within designated growth areas in large and fast-growing municipalities
- / Section 6.1.7 of the 2024 PPS requires planning decisions to be consistent with the 2024 PPS even before an Official Plan has been updated to achieve consistency and as a result there is a need for significantly more units to be constructed within the Official Plan's horizon. The proposed expansion on the subject lands would ensure the orderly development of the urban area and would allow for approximately 1,492 new residential dwelling units.
- / The proposed development conforms to the goals, objectives, and policies of the Official Plan. The addition of the lands to the urban boundary will help with the creation of a 15-minute community through the proximity to employment, retail, and parks to the subject property. The density and housing choices proposed for the site help achieve the City's objectives for growth management to accommodate the projected growth in population.
- / The subject lands are already permitted for a low-density estate lot subdivision on partial municipal services. Bringing the lands into the urban boundary and assigning an urban land designation to the lands would allow for a higher average density of development, representing a more efficient use of lands that are located in proximity to existing services and amenities.
- / the addition of the subject lands to the urban boundary rounds out the north-west corner of the Barrhaven community and is a very efficient extension of the urban area with logical boundaries and ready access to urban infrastructure and services.
- / The proposed development has appropriate regard for the Urban Design Guidelines for Greenfield Neighbourhoods. The proposed development includes active transportation connections and a well-designed subdivision that will provide 40% greenspace and protect natural heritage features.
- / The proposed development would require the lands to be rezoned through a future Zoning By-law Amendment application to permit the proposed development. The future zoning would allow for a more compact redevelopment of the lands.



Paul Black, MCIP RPP  
Principal, Planning

## **Appendix 1**

### **January 2021 Submission**

42





January 13, 2021

Don Herweyer  
Director, Economic Development and Long Range Planning  
Planning, Infrastructure and Economic Development  
City of Ottawa  
Don.Herweyer@ottawa.ca

Dear Don-

Thank you for your prompt, clear reply to my recent letter to your colleague Steven Willis.

Given your affirmation of how candidate urban expansion lands are being evaluated against Council approved scoring criteria and overall conformity with the 5 Big Moves, I am writing to pass along two technical memoranda to assist in the evaluation of Mattamy lands located at 800 Cedarview Road.

The memoranda —prepared by David Schaeffer Engineering Ltd. (DSEL) and CGH Transportation (CGHT) Inc., respectively— assess the eligibility of 800 Cedarview Road on the basis of preliminary serviceability and transit connectivity.

The memoranda provide additional evidence to support how our Cedarview lands conform with the 5 Big Moves and score exceptionally well on the basis of serviceability and transit connectivity. Specifically, when assessed against Council approved criterion, 800 Cedarview Road scored:

- 28/30 on serviceability (DSEL Preliminary Serviceability Memorandum, *Table 1: Engineering (Serviceability) Factors and Scoring*, Page 6); and,
- 40/52 on transit connectivity (CGHT Technical Memorandum, *Table 1: Summary of Factors and Scoring + Table 2: Detailed Scoring*, Sections 6 & 7).

As outlined in previous correspondence, exceptionality does factor when assessing transit connectivity. While not in close proximity to existing rapid transit stations, 800 Cedarview Road is in unique proximity to Citigate, including the new Amazon Distribution Centre, and would, or at least should, be developed with either dedicated transit to Fallowfield Station, via Fallowfield Road, or express route buses.

As you and members of your team conclude your evaluation of candidate urban lands within an expanded urban boundary, I am confident you will use the information enclosed as the basis for including the lands located at 800 Cedarview Road.

Sincerely,

A handwritten signature in blue ink, appearing to read "K. O'Shea".

Kevin O'Shea  
Division President

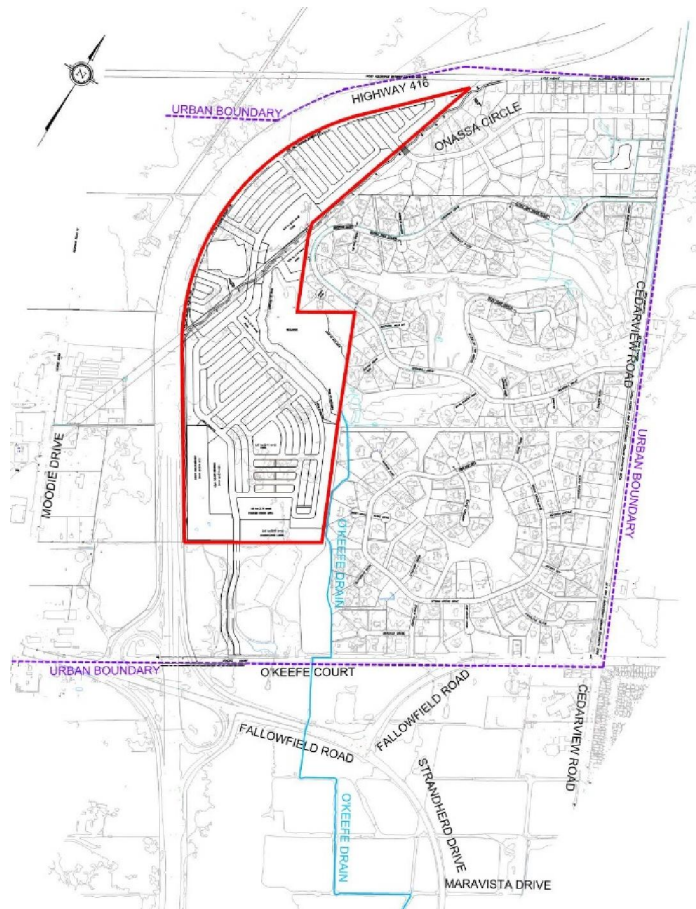
January 12, 2021

**Mattamy Homes**  
50 Hines Road  
Ottawa, ON  
K2K 2M5

**Attention: Kevin Murphy**  
**Vice President, Land Development**

**Re: 800 Cedarview Road – Preliminary Serviceability**

This letter presents an opinion of serviceability for storm, sanitary, and water infrastructure to support new urban development. The subject lands are situated at the southwestern boundary of the existing City of Ottawa urban area – east of Highway 416, south of West Hunt Club Road, west of Cedarview Road and north of Fallowfield Road and O’Keefe Court. Refer to **Figure 1 – Site Location** for a depiction of the site location in relation to the existing urban boundary.



*Figure 1: Site Location*

The site is approximately 73.8 ha and is bordered to the east by the existing Onassa Springs, Cedarhill Estates and Orchard Estates country lot subdivisions. The adjacent country lot subdivisions are serviced by municipal watermains, but rely on private lot-level septic systems for wastewater treatment. The subject lands currently have draft plan approval for development as a country lot subdivision, following the same municipal water and private lot-level septic system servicing approach.

### **Water Servicing**

Connection to the City of Ottawa's Pressure Zone 3SW (previously known as Pressure Zone BARR) water distribution system is expected to provide adequate pressure for the subject lands. The primary water supply to the subject lands will be the existing 600 mm diameter watermain along O'Keefe Court, immediately south of the subject lands.

A water servicing report was completed for the Onassa Springs Subdivision – Phase 1 by exp Services Inc. dated May 2011. The report contemplated future development and provided a 300 mm service at the western limits of the Phase 1 lands within Onassa Circle. A secondary connection for the subject lands will be connecting to this existing 300 mm diameter within Onassa Circle. Refer to the attached **Figure 2 - Watermain Servicing** for watermain servicing details.

A watermain loop will be required within the subject site across an existing perennial channel that conveys water from an existing quarry to a Provincially Significant Wetland (PSW), as discussed in the Stormwater Management section of this memo. City of Ottawa staff have indicated that, for purpose of evaluating serviceability, a 'major water crossing'<sup>1</sup> should be considered where Regulatory agencies are likely to require use of trenchless technologies, and/or special design considerations to establish the crossing. City of Ottawa staff have also indicated that often a 'major water crossing' condition would exist on permanent flowing watercourses, that include fish and/or other natural habitat.

- The water crossing would be located in the downstream portion of the channel, which is described as scrubland made up of grasses and sedges. The "Protection" classification for this existing channel, further discussed in the Stormwater Management section of this memo, prescribes that the riparian zone should be protected or enhanced, where feasible. It further notes that it does not provide valued or important fish habitat. There were no fish, frogs or turtles observed along this reach. It is assumed that open cut construction with temporary pumping/diversion and fish protection measures would be permitted, with restoration to follow to protect/enhance existing habitat features. As such, this would not be classified as a 'major crossing'.

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<sup>1</sup> Per City of Ottawa staff, a major water crossing is one that contrasts with other crossings which could be established using open-cut construction methods.

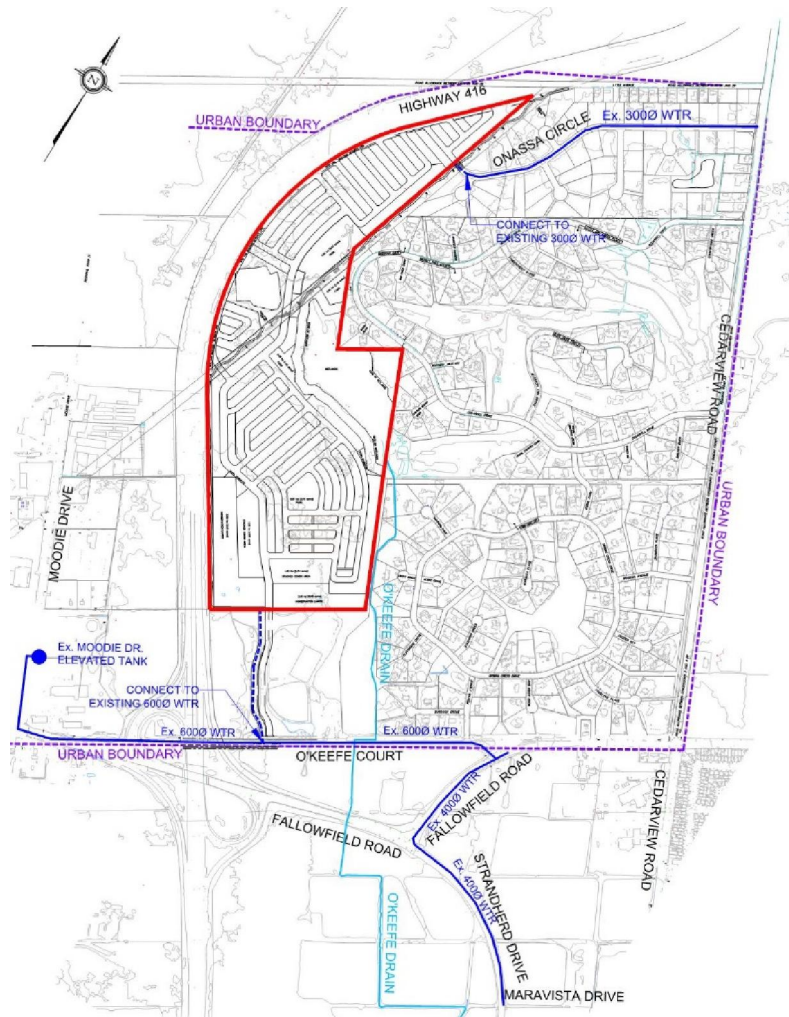


Figure 2: Watermain Servicing

DSEL has estimated the boundary condition at the connection to the Onassa Circle watermain based on pressures from the exp Phase 1 Water Report. Head at the connection to the watermain within O'Keefe Court has been estimated to be equal to the head at the Moodie Drive Elevated Water Storage Tank.

DSEL has completed a preliminary analysis to confirm that adequate pressure is expected for the subject lands during Average Day demand, Peak Hour demand, and Max Day plus Fire Flow Demand. Refer to the Proposed Amendment to IBI Servicing Report – 800 Cedarview Road by DSEL dated 2017-12-13.

### **Wastewater Servicing**

Connection to the City's existing sanitary sewer network is expected to provide appropriate wastewater service to support urban development of the subject site. The trunk outlet available for the site is the South Nepean Collector (SNC), previously known as the Jock River Collector, located to the south east, as shown on **Figure 3 – Sanitary Servicing**.

A sanitary sewer will be required within the subject site across an existing perennial channel that conveys water from an existing quarry to a Provincially Significant Wetland (PSW), as discussed in the Stormwater Management section of this memo. Similar to the water crossing description in the Water Servicing section of this memo, it is assumed that open cut construction with temporary pumping/diversion and fish protection measures would be permitted, with restoration to follow to protect/enhance existing habitat features. As such, this would not be classified as a 'major crossing'.



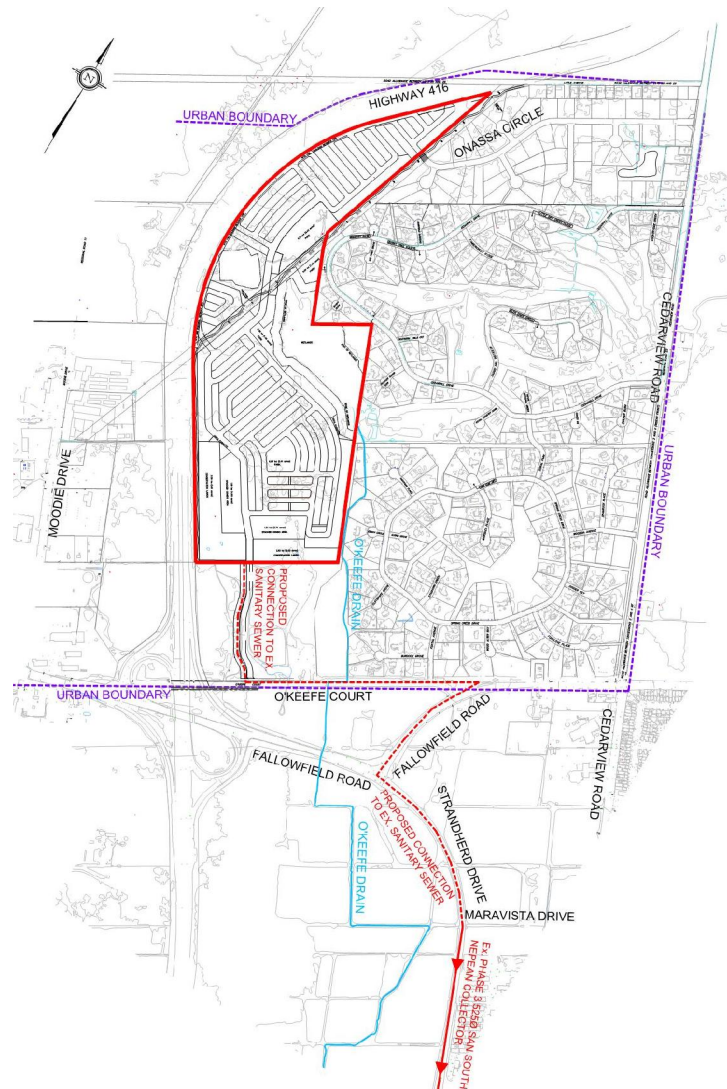


Figure 3: Sanitary Servicing

The SNC was designed to be constructed in three phases. Phase 1 and Phase 2 have been constructed, with a termination at Strandherd Drive at the extension of Chapman Mills Drive. Phase 3 will extend the trunk sewer along Strandherd Drive to the intersection of Maravista, approximately 1.0 km to the south of the subject lands. Refer to the Strandherd Drive Widening – Maravista to Jockvale Road, City of Ottawa Contract No. CP00217 drawings by Parsons and Novatech. The SNC has been designed and will be constructed with sufficient depth to service the subject lands by gravity via extension of a sanitary sewer along Strandherd Drive to Fallowfield Road and O'Keefe Court.

The design of Phase 3 of the SNC is detailed in the Strandherd Drive Widening Project, South Nepean Collector Phase 3: Sanitary Flow Calculation by Novatech dated May 30, 2019. The original design of the SNC was completed with the City of Ottawa's Design Guidelines (October 2012); however, the guidelines have since been updated per the Technical Bulletin ISTB-2018 (March 2018) and the peak design flows are lower than anticipated. Based on the SNC Sanitary Design Sheet from the Novatech Memo noted above, the lowest residual capacity is 84.8 L/s. This is based on a 750 mm diameter sanitary sewer at 0.10% with a capacity of 367.3 L/s and an approved peak flow of 282.5 L/s.

Based on the latest development concept plan, the estimated unit yield is comprised of 661 single detached homes, 348 townhomes and 256 stacked townhomes. This estimates a population of 3,777 people for approximately 48.2 ha of residential development. The peak flow for the subject lands is approximately 40.4 L/s, confirming capacity in the new 750mm diameter downstream sanitary system. The subject lands were

considered along with the Barrhaven Conservancy Lands, which are also proposed to be tributary to the SNC at existing *SAN MH8* within the Chapman Mills Drive (CMD) right-of-way downstream of the anticipated Conservancy connection point. The original 2015 design sheet at existing *SAN MH8* on CMD for the SNC was 423.6 L/s. Considering the Barrhaven Conservancy Lands and the 800 Cedarview Lands, while applying current design parameters, the peak flow is estimated to be 439.74 L/s at existing *SAN MH8*. The capacity of the 900 mm diameter sanitary trunk at 0.10% is 597.2 L/s, resulting in a Q/Qcap of 73.6% and confirmation that there is sufficient capacity in the downstream sanitary system. The supporting information is attached to this letter.

### **Stormwater Management**

The subject lands currently drains south to the O'Keefe Drain and eventually to the Jock River. The subject lands are in the Jock River Subwatershed and are subject to requirements of the Jock River Subwatershed Study by Stantec dated June 2007 and are under the jurisdiction of the Rideau Valley Conservation Authority (RVCA). Stormwater management for the subject lands has been previously contemplated in the Conceptual Stormwater Management Plan for the Emerald Estate Subdivision, prepared by JFSA in March 2007. The subject lands are identified in the 2007 JFSA Report as Phase 2 of the Emerald Estate Subdivision.

Quality control requirements for the site is 80% total suspended solids removal (Enhanced level of protection per the Ministry of the Environment, Conservation and Parks guidelines). Quantity control is not a requirement for the Jock River; however, consideration should be given to the capacity of any drainage feature located between the subject property and the Jock River. It is further noted in the 2007 JFSA Report that in terms of quantity controls, post- to pre-development peak flow rates be achieved.

The subject site will be serviced by storm sewers which will discharge to the O'Keefe Drain, which discharges to an existing stormwater management pond within the Citi Gate Lands, south of Fallowfield Road.

Drainage from the subject site was considered in the design of the existing pond as detailed in the Citi Gate, 416 Corporate Campus – Detailed Servicing and Stormwater Management Report (Phase 1) by Novatech dated September 5, 2014. The SWM facility has been designed to provide water quality and quantity control prior to discharge to the Jock River.

There are four main groups of existing channels as detailed in the Headwater Drainage Feature Assessment (HDFA) by Kilgour Associates dated August 11, 2017. The reaches detailed in the HDFA and identified for "Protection" have been coordinated with the RVCA and incorporated into the plan. Reach 8 and 9 are located within the lands designated as conservation area. Reach 12 is a perennial channel that conveys water from an existing quarry to a Provincially Significant Wetland (PSW). The quarry, PSW and existing channel will all remain. The remaining channels identified in the HDFA has been approved by the City of Ottawa and RVCA for removal.

Due to the presence of bedrock, as discussed in the next section, there are no anticipated grade raise restrictions and there are not any other anticipated constraints that would result in the need for submerged sewers or alteration of water courses.

The requirement to control pre- to post to the O'Keefe Drain as well as the quality treatment for 80% TSS removal (Enhanced level of protection per MECP guidelines) will be provided for the site.

### **Geotechnical Conditions**

As noted in the 2007 JFSA Report, based on background information from Fondex and Paterson Group, the surficial soil conditions were described to consist primarily of intermittent strata of silty sand, sandy silt, glacial till, and/or silty clay over bedrock. In some locations, topsoil was found to overly bedrock directly. With the exception of a few locations, bedrock is near the surface or within the first 1.5 m of depth.

Based on this information, the geotechnical conditions of the subject site are considered adequate for proposed urban development. Grade raise restrictions are not anticipated and; therefore; are not expected to constrain development of the subject site.

### **Urban Expansion Area Scoring**

Suggested scoring of the subject site for serviceability factors is summarized in **Table 1**, in the column labelled 'primary site score'. These scores have been prepared based on the detailed evaluation criteria and scores

identified in the City of Ottawa's Urban Expansion Detailed Evaluation Criteria and Scores, using information available at this time. Further refinement of the scoring may be completed upon collection of additional information associated with the existing and proposed municipal infrastructure anticipated to service the subject site.

**Table 1: Engineering (Serviceability) Factors and Scoring**

Criteria	Description	Primary Site Score	Max Score
<b>Water</b>	Where trunk systems, in proximity, have adequate residual capacity. Local conditions that do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints. No major water crossing(s) required.	8	8
<b>Wastewater</b>	Where trunk systems in proximity have adequate residual capacity; local conditions do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints; and no major water crossing(s) or excavations required.	8	8
<b>Stormwater</b>			
Stormwater - characteristics and availability of surface water outlets	Major Surface Outlet Available: No issues anticipated with capacity or condition of the receiving watercourse. Standard quantity and quality SWM controls.	2	2
Stormwater - expected grade raise requirement relative to constraints	No observable grade restrictions and/or topographic constraints anticipated that would result in submerged sewers or alteration of existing watercourses.	6	6
<b>Servicing Integration Factor</b>	Scores for water, wastewater and stormwater criteria are 4 or higher.	6	6
<b>Servicing Risk Factors</b>	Parcel abuts country lot subdivision and extensive presence of shallow bedrock (<5m) in the area.	-2	-4
	<b>TOTAL</b>	<b>28</b>	<b>30</b>

\* Geotechnical engineer to confirm subsurface conditions.

## **Conclusion**

Based on the above review, the subject property is determined to be serviceable with respect to storm, sanitary and water servicing via extension of existing municipal infrastructure and use of existing watercourses.

Yours Truly,



Jennifer Ailey, P.Eng.

**DSEL**

**david schaeffer engineering ltd.**

Manning's  $n=0.013$ [illegible]

DESIGN PARAMETERS				Designed:	PROJECT:			
Park Flow =	9300	L/ha/da		KLM	Barrhaven Conservancy - Evaluation of SNC Flows			
Average Daily Flow =	280	l/p/day	Industrial Peak Factor = as per MOE Graph	Checked:	KLM	LOCATION:		
Comm/Inst Flow =	28000	L/ha/da	Extraneous Flow = 0.330 L/s/ha					
Industrial Flow =	35000	L/ha/da	Minimum Velocity = 0.600 m/s	City of Ottawa				
Max Res. Peak Factor =	4.00		Manning's n = 0.000					
Commercial/Inst./Park Peak Factor =	1.50		Townhouse coeff= 2.7	Dwg. Reference:	File Ref:	16-891	Date:	Sheet No.
Institutional	0.32	l/s/Ha	Single house coeff= 3.4					

Note: This is a conservative area and population given that the plan does not account for a SWM Pond for stormwater management (i.e. unit count could go down).

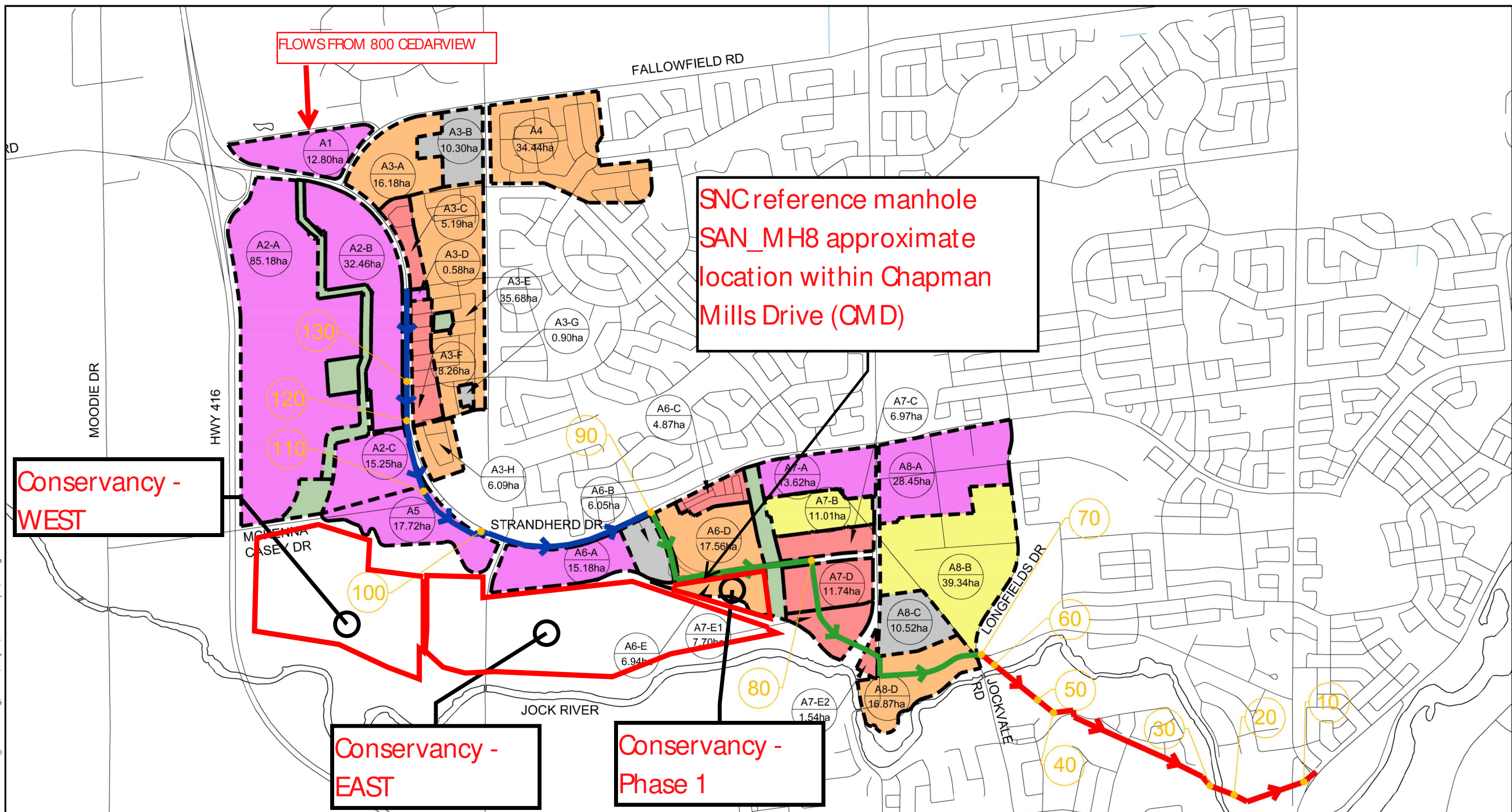
661 SFH (pop 3.4)  
348 TH & B2B (pop 2.7)  
256 Stacked TH (pop 2.3)

Added in 2.5ha  
for Simplicity  
development  
(from DSEL 886  
report)

Increase in flow  
from original 2015  
flow of 423.6L/s to  
439.74L/s at  
reference point of  
existing *SAN MH8*  
= +16.14L/s

Used the SNC sewer diameter (750mm) and slope from all upstream Phase 3 design sewers as a check for Cedarview. Equates to 89% full.





**LEGEND**

	EXISTING / PROPOSED HIGH DENSITY RESIDENTIAL		OTHER LANDS (OPEN SPACE, PARKS, AND SWMFS)
	EXISTING / PROPOSED MEDIUM DENSITY RESIDENTIAL		SOUTH NEPEAN COLLECTOR PHASE 1
	EXISTING / PROPOSED LOW DENSITY RESIDENTIAL		SOUTH NEPEAN COLLECTOR PHASE 2
	EXISTING / PROPOSED COMMERCIAL		SOUTH NEPEAN COLLECTOR PHASE 3
	EXISTING / PROPOSED INSTITUTIONAL		SOUTH NEPEAN COLLECTOR NODE ID

**NOVATECH**  
Engineers, Planners & Landscape Architects  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643  
Facsimile (613) 254-5867  
Website www.novatech-eng.com

**SOUTH NEPEAN COLLECTOR SEWER**

**SANITARY DRAINAGE AREAS AND LAND USE**

SCALE	1:20 000	
DATE	MAY 2019	JOB 117190
FIGURE	FIG. 1	

SANITARY FLOWS FROM 800 CEDARVIEW WOULD ENTER SYSTEM BEFORE A1

PROJECT #: 117190  
DESIGNED BY: CMS  
CHECKED BY: RJD  
DATE: December 5, 2018

SANITARY SEWER DESIGN SHEET

South Nepean Collector - Phase 2 & 3

Theoretical Future Full Service Peak Wastewater Flow



Location			Areas				Population				Individual Design Flows			Cumulative Design Flows				
Area I.D.	Existing / Proposed Land Use	Upstream Node	Gross Commercial Area (ha)	Gross Institutional Area (ha)	Gross Residential Area (ha)	Total Gross Area (ha)	Residential Population Density (people / ha)	Individual Residential Population	Cumulative Residential Population	Residential Peaking Factor (Harmon Eqn <sup>1</sup> )	Commercial Peak Flow Rate <sup>2</sup> (28,000 L/ha/d) (L/s)	Institutional Peak Flow Rate <sup>2</sup> (28,000 L/ha/d) (L/s)	Infiltration / Inflow Rate (0.33 L/s/ha) (L/s)	Commercial (L/s)	Institutional (L/s)	Infiltration / Inflow (L/s)	Residential Peak Flow Rate (280 L/cap/d) (L/s)	Cumulative Peak Design Flow (L/s)
A1	Commercial	130	12.80			12.80					6.2	0.0	4.2	6.2	0.0	4.2	0.0	10.4
A2-A	Commercial	130	85.18			85.18					41.4	0.0	28.1	47.6	0.0	32.3	0.0	80.0
A2-B	Commercial	130	32.46			32.46					15.8	0.0	10.7	63.4	0.0	43.0	0.0	106.5
A3-A	Low Density Residential	130			16.18	16.18	95.2	1540	1540	3.14	0.0	0.0	5.3	63.4	0.0	48.4	15.7	127.5
A3-B	Institutional	130		10.30		10.30		1540	1540	3.14	0.0	3.3	3.4	63.4	3.3	51.8	15.7	134.2
A3-C	Medium Density Residential	130			5.19	5.19	162.0	841	2381	3.02	0.0	0.0	1.7	63.4	3.3	53.5	23.3	143.6
A3-D	Commercial	130	0.58			0.58			2381	3.02	0.3	0.0	0.2	63.7	3.3	53.7	23.3	144.0
A3-E	Low Density Residential	130			35.68	35.68	95.2	3397	5778	2.75	0.0	0.0	11.8	63.7	3.3	65.5	51.5	184.0
A3-F	Medium Density Residential	130			8.26	8.26	162	1338	7116	2.68	0.0	0.0	2.7	63.7	3.3	68.2	61.8	197.0
A3-G	Institutional	130		0.90		0.90		7116	7116	2.68	0.0	0.3	0.3	63.7	3.6	68.5	61.8	197.6
A4	Low Density Residential	130			34.44	34.44	95.2	3279	10395	2.55	0.0	0.0	11.4	63.7	3.6	79.9	85.9	233.1
A2-C	Commercial (ex. snow dump)	120	15.25			15.25			10395	2.55	7.4	0.0	5.0	71.1	3.6	84.9	85.9	245.5
A3-H	Low Density Residential	120			6.09	6.09	95.2	580	10974	2.53	0.0	0.0	2.0	71.1	3.6	86.9	90.0	251.7
A5	Commercial	110	17.72			17.72			10974	2.53	8.6	0.0	5.8	79.7	3.6	92.7	90.0	266.1
A6-A	Commercial	100	15.18			15.18			10974	2.53	7.4	0.0	5.0	87.1	3.6	97.7	90.0	278.5
A6-B	Institutional	100		6.05		6.05			10974	2.53	0.0	2.0	2.0	87.1	5.6	99.7	90.0	282.5
A6-C	Medium Density Residential	90			4.87	4.87	162.0	789	11763	2.51	0.0	0.0	1.6	87.1	5.6	101.4	95.6	289.6
A6-D	Low Density Residential	90			17.56	17.56	95.2	1672	13435	2.46	0.0	0.0	5.8	87.1	5.6	107.1	107.2	307.0
A6-E	Low Density Residential	90			6.94	6.94	95.2	661	14096	2.44	0.0	0.0	2.3	87.1	5.6	109.4	111.7	313.8
A7-A	Commercial	90	13.62			13.62			14096	2.44	6.6	0.0	4.5	93.7	5.6	113.9	111.7	324.9
A7-B	High Density Residential	90			11.01	11.01	135.0	1486	15582	2.41	0.0	0.0	3.6	93.7	5.6	117.6	121.7	338.5
A7-C	Medium Density Residential	90			6.97	6.97	162.0	1129	16711	2.38	0.0	0.0	2.3	93.7	5.6	119.9	129.2	348.3
A7-D	Medium Density Residential	90			11.74	11.74	162.0	1902	18613	2.35	0.0	0.0	3.9	93.7	5.6	123.7	141.6	364.6
A7-E1/E2	Medium Density Residential	90			9.24	9.24	162.0	1497	20110	2.32	0.0	0.0	3.0	93.7	5.6	126.8	151.2	377.3
A8-A	Commercial	80	28.45			28.45			20110	2.32	13.8	0.0	9.4	107.5	5.6	136.2	151.2	400.5
A8-B	High Density Residential	80			39.34	39.34	135.0	5311	25421	2.24	0.0	0.0	13.0	107.5	5.6	149.2	184.4	446.7
A8-C	Institutional	80		10.52		10.52			25421	2.24	0.0	3.4	3.5	107.5	9.0	152.6	184.4	453.6
A8-D	Low Density Residential	80			16.87	16.87	120.9	2040	27461	2.21	0.0	0.0	5.6	107.5	9.0	158.2	196.9	471.6
ROW Along SNC Sewer Alignment	-	80				14.34			27461	2.21	0.0	0.0	4.7	107.5	9.0	162.9	196.9	476.3
TOTAL		80	221.24	27.77	230.38	493.73	-	27461	27461	2.21	107.5	9.0	162.9	107.5	9.0	162.9	196.9	476.3

Residential Land Use	Population Density (Units / ha)	Persons per Unit	Persons per ha
Low Density (singles and semis)	26 – 28 (28 used)	2.7 – 3.4 (3.4 used)	95.2
Medium Density (row/townhouse)	50 – 60 (60 used)	2.7	162.0
High Density (apartments)	60 – 75 (75 used)	1.8	135.0

Notes:

1. Harmon Equation =  $1 + [14 / (4 + (P/1000)^{1/2})] \times K$   
Where: P = population; K = correction factor = 0.8
2. Commercial Peaking Factor = 1.5; Institutional Peaking Factor = 1.0

Reported Design Flows / Assumptions:

1. Area A4: Existing single family units currently serviced by Jockvale pump station to be redirected to SNC
2. Area A8-D: proposed 600 medium density residential units

See Note (2) in the DSEL "Barrhaven Conservancy - Evaluation of SNC Flows" design sheet

THE PRIOR 2015 NOVATECH SNC DESIGN SHEET HAD FLOWS AT 423.6 L/s AFTER AREA ID "A6-E".

THIS UPDATED NOVATECH 'PHASE 3' EVALUATION HAS A FLOW OF 313.8 L/s.

THE DSEL EVALUATION OF SANITARY FLOWS WITH THE NEW CITY DESIGN PARAMETERS AT THIS SAME NODE (WITH 800 CEDARVIEW, CONSERVANCY WEST AND EAST INCLUDED) IS ~439.74 L/s (WHICH IS SLIGHTLY MORE THAN THE PRIOR 423.6 L/s NOTED ABOVE)





# Technical Memorandum

To:	Kevin Murphy – Vice President, Land Development (Mattamy)	Date:	2021-01-12
Cc:	Christopher Gordon		
From:	John Kingsley	Project Number:	2020-43

## Re: 800 Cedarview Road – Urban Expansion Transportation Criteria Scoring

As part of the upcoming Official Plan review, the City of Ottawa will be evaluating candidate lands to be included in the urban boundary. The City drafted criteria and definitions by which each potential parcel is to be analyzed. This memo contains an initial review of the analysis and evaluation of 800 Cedarview Road to assist with gauging its potential inclusion in the urban boundary.

The criteria and preamble presented within are excepted from the Residential Growth Management Strategy for the New Official Plan report approved in Council on May 27, 2020 and include criteria amendments to this document carried in the same Council meeting. There are, however, remaining ambiguities within the methodology contained in the City's process, as well as the scoring process in general.

### URBAN EXPANSION CRITERIA

#### Transportation Factors

The Transportation Criteria respond to the transportation and mobility focus of the new Official Plan policy directions for sustainable transportation (walking, cycling, Bus Rapid Transit (BRT) and Light Rail Transit (LRT)). Sites will be scored for proximity to existing and planned BRT/ LRT Stations and reflect the staged provision of those transit services. Highest scores will go to sites closest to BRT and LRT stations already in operation or approved and under construction as part of Stage 2 LRT. Stations on latter stages of the Rapid Transit System will be scored to reflect the City's current timing for provision of the stations.

Distances travelled to existing and proposed employment; convenience retail and major City facilities in adjacent communities are assessed considering all modes of transportation (travel by walking, cycling, transit and car). Higher scores are awarded to lands that have higher numbers of job opportunities nearby and that can take advantage of nearby shopping and recreation facilities as development proceeds.

Responsiveness to existing emergency services is based upon response time/distances from existing City fire services and will highlight areas where new fire stations may be required.

"Potential Arterial Road Upgrades" considers the likelihood of the future expense to upgrade the arterial road system

## **MEASUREMENTS AND SCORES**

Each candidate area is to be evaluated and scored based upon the detailed criteria in Table 2. Criteria that relies upon distance measurements will be made to or from the centroid of the parcel being evaluated. Where part of a parcel is removed because it is not to be considered as candidate land, or a parcel is divided into two or more parts in order to be evaluated fairly the remainder of the parcel will be assigned a new centroid from which measurements will be made.

Distance thresholds are based upon travel over existing or planned (approved CDP or secondary plan) roadways/pathways. However, since the location and pattern of the rural road network does not provide the same accessibility as the urban road network, distance measures have been reduced by 25 per cent and measured as a radial (straight line) distance. For example, 2.5 km travel by roads becomes 1.9 km straight line distance. This direct measure reduces inequity due to the larger rural lot fabric and the lack of a more accessible urban road pattern. In some criteria parcels will be ranked in comparison to other parcels and not to specific standards such as the relative distance to specific facilities. In this case the parcels scoring may be grouped, such as the closest 25 per cent, 50 per cent, and so on.

## **RANKING AND SELECTING CANDIDATE LAND**

The evaluation process proposes two scoring “passes” where individual parcels are scored on their own and then a cluster of parcels are considered together reflecting infrastructure efficiencies.

### **First Pass Scoring (Individual Parcels)**

Parcels will be scored and ranked in order of their total score as outlined above. Where parcels have the same “total-score” the parcels will be ranked first based on their Transportation Score and, if still tied, then by their Servicing Score.

### **Second Pass Scoring (Clusters of Parcels)**

While individual parcels may score poorly because they are difficult or costly to service those difficulties may be reduced if the parcel is considered as part of a larger area. This clustering is a consideration for servicing and may allow difficulties to be overcome or made more cost effective. Therefore, where several parcels in a cluster have a range of scores the City may evaluate and score the cluster as if it were a single parcel. Those parcels or areas selected for inclusion in the urban area for residential purposes will be those parcels needed to provide a “Gross Developable Area” closest to (over or under) the number of gross hectares required for urban expansion.



### Minimum Scoring

Candidate parcels will be ranked in order by their total score, from highest to lowest, and must have a Transit Score (Criteria 6 and 7) greater than zero, a combined servicing score (Criteria 1 to 5) of 14 or greater and a total score of at least 30 points.

*Table 1: Summary of Factors and Scoring – 800 Cedarview Road*

Factors	Criterion	Potential Score	Assigned Score
<b>Transportation</b>	Availability of Rapid Transit or Transit Priority	18	18
	Proximity to Nearest Rapid Transit Station, Transit Priority Corridor or Park and Ride Feeding the Rapid Transit System	12	12
	Proximity to jobs - median commute distance (all modes)	8	6
	Proximity to Convenience Retail- median distance (all modes)	5	1
	Proximity to Major City Facilities	5	3
	Proximity of Emergency Services – Fire response	4	0
	Potential Arterial Road upgrades	0 to -8	0
<b>Pot. Total for Transportation</b>		<b>52</b>	<b>40</b>

Scoring criteria with descriptions, as provided by the city, as well as a provisional scoring and explanations of how these criteria are met by the examined property are summarize below in Table 2. Detailed depictions of how each criterion is evaluated for the subject lands are included in the appended materials. Methodologies employed fall under the category of desktop review and include the use of geoOttawa in identifying features, Ottawa Open Data loaded into GIS software for calculation and display purposes, and Google Maps for amenity location and travel time determination.

*Table 2: Detail Scoring – 800 Cedarview Road*

Criteria	Description	Scores	(Max) Score	CGH Comments
<b>TRANSPORTATION</b>				
<b>6. Availability of Rapid Transit or Transit Priority - Isolated Measures</b>	<p>Availability of existing or planned rapid transit (LOS A &amp; B) station within 2.5 km (1.9 km radial)</p> <p>The distance threshold of 2.5 km (1.9km radial) is based on a 5- minute local bus ride (at 30 km/hr) and a 10-minute bicycle ride (at 15 km/hr).</p>	<ul style="list-style-type: none"> <li>• <b>18 points</b>– Available now / Stage 2 LRT</li> <li>• <b>14 points</b> – Shown in current 2031 Affordable Network Plan</li> <li>• <b>10 points</b> – Shown in current Ultimate Network Plan or EA</li> <li>• <b>6 points</b> – Within the proximity of an existing Transit Priority Corridor - Isolated Measures</li> </ul>	<b>(18) 18</b>	No rapid transit stations currently exist within the distance specified from the property and no station is shown within this distance in the Affordable Network Plan or Ultimate Network Plan. As the site it adjacent to a large employment area (Citigate, including the new Amazon Distribution Centre), it is assumed that the study area will be developed with either dedicated transit between the

		<ul style="list-style-type: none"> <li>• <b>2 points</b> – Shown as a conceptual future transit corridor (grey arrow) or within the proximity of a future Transit Priority Corridor - Isolated Measures</li> <li>• <b>0 points</b> – No Rapid Transit planned</li> </ul>		<p>employment lands and the closest rapid transit hub (Fallowfield Station) via Fallowfield Road, or the subject lands will be provided with express route buses, by which many adjacent neighbourhoods are serviced. The connecting Fallowfield Station is the fifth last stop on the rapid transit line that exists currently (and is the eighth last stop on the rapid transit line in the TMP's Network Concept Plan). Especially given the travel time in free flow conditions between the existing employment in Citigate along Fallowfield Road is approximately five minutes, in either scenario presented, bus service to the rapid transit station should plausibly be superior to parcels within the specified distance to further upstream rapid transit stations. It is conceivable that close proximity of the subject lands to the city's inner area is a complexity that cannot be accounted for in the scoring for this and the following criteria. Figure 1 in the appendix illustrates the transit context of the site.</p>
<b>7. Proximity to Nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride Feeding the Rapid Transit System</b>	<p>Distance to nearest rapid transit station (existing or planned) max 2.5 km (1.9 km radial)</p> <p>The distance threshold of 2.5 km (1.9km radial) is based on a 5- minute local bus ride (at 30 km/hr) and a 10-minute bicycle ride (at 15 km/hr).</p>	<p><b>12 points</b> – 0 to 0.6 km</p> <ul style="list-style-type: none"> <li>• <b>8 points</b> – &gt; 0.6 km to 1.1 km</li> <li>• <b>4 points</b> – &gt; 1.1 km to 1.9 km</li> <li>• <b>2 points</b> – &gt; within 1.9 km of a Park and Ride feeding a Rapid Transit System and Transit Priority – Isolated Measures</li> <li>• <b>0 points</b> – &gt;1.9 km</li> </ul>	<p><b>(12)</b> <b>12</b></p>	<p>As stated in the previous criterion's comment, this criterion cannot fully capture the unique proximity of the subject lands to the city's inner area, and the adjacency to its respective urban context (i.e. Barrhaven). Figure 1 in the appendix again illustrates how this score was determined.</p>

<b>8. Proximity to Jobs</b>	<p>Urban expansion areas that have a greater number of opportunities for local employment are preferable. The Ottawa median commute to work distance for all modes of travel was used to rank candidate sites by the potential number of jobs within a distance of 11.4 km (8.6 km radial). The parcels capturing the higher number of jobs within this distance achieve the most points.</p> <p><b>Note:</b> Scores for existing jobs are weighted by 1 while planned jobs are weighted by 0.5. The numbers of jobs in each class are documented.</p>	<ul style="list-style-type: none"> <li>• <b>8 points</b> → 75% to 100%</li> <li>• <b>6 points</b> → 50% to 75%</li> <li>• <b>4 points</b> - &gt; 25% to 50%</li> <li>• <b>2 points</b> – 0% to 25%</li> </ul>	<p><b>(8)</b> <b>6</b></p>	<p>The area of consideration for this criterion is all of Barrhaven, Glen Cairn, Bells Corners, Bayshore, CentrepoinTE, part of Riverside South, and much of Nepean. This criterion is scored relative to the strength of the competing submissions. Figure 2 in the appendix illustrates the approximate planning context in which this assertion was made.</p>
<b>9. Proximity to Convenience Retail</b>	<p>Reflects proximity to convenience retail clustered around a major grocery store. Scores sites that on day one will take advantage of existing and known proposed commercial services. Proximity to convenience retail for all modes has a city median distance of 3.8 km converted to 2.9 km radial distance.</p>	<ul style="list-style-type: none"> <li>• <b>5 points</b> – 0 to 0.6 km</li> <li>• <b>3 points</b> – &gt; 0.6 km to 1.1 km</li> <li>• <b>1 point</b> – &gt;1.1 km to 2.9 km</li> <li>• <b>0 points</b> – &gt; 2.9 km</li> </ul>	<p><b>(5)</b> <b>1</b></p>	<p>The subject property lies 2.0 km from a large retail plaza including many fast food and fast casual restaurants, a liquor store, a cannabis retailer, health food retailer, and many additional service and retail locations. This plaza is centered around a Costco Wholesale and the new Amazon Distribution Centre, and is due to include a more traditional grocery store in an upcoming site plan application. If this plaza does not currently meet the definition of “Convenience Retail”, it shortly will. Figure 3 in the appendix illustrates this distance to “Convenience Retail”.</p>
<b>10. Distance to Major City Facilities</b>	<p>Distance to one or more Major Recreation Facilities</p> <p><b>Note:</b> Major Recreation Facilities which contain a Pool and 2 or more other indoor and outdoor recreation facility types on one site, such as arena(s), community</p>	<ul style="list-style-type: none"> <li>• <b>5 points</b> – 0 to 1.5 km</li> <li>• <b>4 points</b> – &gt;1.5 km to 2.3 km</li> <li>• <b>3 points</b> – &gt; 2.3 km to 3.0 km</li> <li>• <b>2 points</b> – &gt; 3.0 km to 3.8 km</li> </ul>	<p><b>(5)</b> <b>3</b></p>	<p>The property lies in 2.9 km from the Walter Baker Sports Centre, which satisfies the definition of “Major Recreation Facility” (e.g. includes a swimming pool in addition to other facilities). Furthermore, the property is immediately adjacent to a</p>

	centre, library, major sports fields, etc.	<ul style="list-style-type: none"> <li>• <b>1 point</b> – &gt; 3.8 km to 4.5 km</li> <li>• <b>0 points</b> – &gt; 4.5 km</li> </ul>		large recreational park which includes three soccer fields, a softball diamond, and a baseball diamond. The recreational capacity of the park provides argument for its inclusion in this criterion, which would score the property 5 points here. Figure 4 in the appendix illustrates the distances to the nearest “Major Recreation Facility” as defined, and Figure 5 illustrates the distance to Lytle Park.
<b>11. Distance to Emergency Services - Fire</b>	Emergency Services (Fire) – Estimated response within 5 min and based upon assumed service area information provided by Fire Services.	<ul style="list-style-type: none"> <li>• <b>4 points</b> – 2 or more responders within 5 mins</li> <li>• <b>3 points</b> – 1 responder within 5 mins</li> <li>• <b>0 points</b> – 1 responder &gt; 5 mins</li> </ul>	<b>(4) 0</b>	Fire Station 44 is in operation 4.1 km southeast of the site, with a drive time of approximately eight minutes depending on travel speed and traffic volumes. The next nearest stations are 6.2 km to the northeast at a drive time of approximately eight minutes and 5.0 km to the northwest with a drive time of approximately nine minutes given the above caveats. Figure 6 illustrates the nearest fire stations.
<b>12. Potential Arterial Road Upgrades</b>	Scoring seeks to reflect the relative cost of possible Arterial Road construction or upgrades required by future development. Potential is assessed based on, the distance travelled over roads that provide the shortest travel distance to an existing urban arterial road system or an existing series 400 Highway Interchange. Each parcel is put into one of four groups (closest to farthest) based on proximity / distance measured.	<ul style="list-style-type: none"> <li>• <b>0 points</b> – Frontage on an existing serviced Urban Arterial Road or is within 1.9 km of planned rapid transit</li> </ul> <p><u><b>First Group - 0% to 25% (closest distance)</b></u></p> <ul style="list-style-type: none"> <li>• <b>-2 points</b></li> </ul> <p><u><b>Second Group - &gt;25% to 50%</b></u></p> <ul style="list-style-type: none"> <li>• <b>-4 points</b></li> </ul> <p><u><b>Third Group - &gt;50% to 75%</b></u></p> <ul style="list-style-type: none"> <li>• <b>-6 Points</b></li> </ul>	<b>(Pot. loss of 8 pts) 0</b>	Cedarview Road and Fallowfield Road, which bound the greater Cedarhill community, are both classified as urban arterial roads. Given the property's neighbourhood context is bounded by two urban arterials (to which it has existing connections) and a 400-series provincial highway, the consideration for the upgrade of road network infrastructure does not apply in this case, as none is possible. Figure 7 illustrates the context for this criterion.



		<b><u>Fourth Group - &gt;75% to 100% (furthest distance)</u></b>  • - 8 Points		
<b>Max Transportation Score</b>			<b>52</b>	

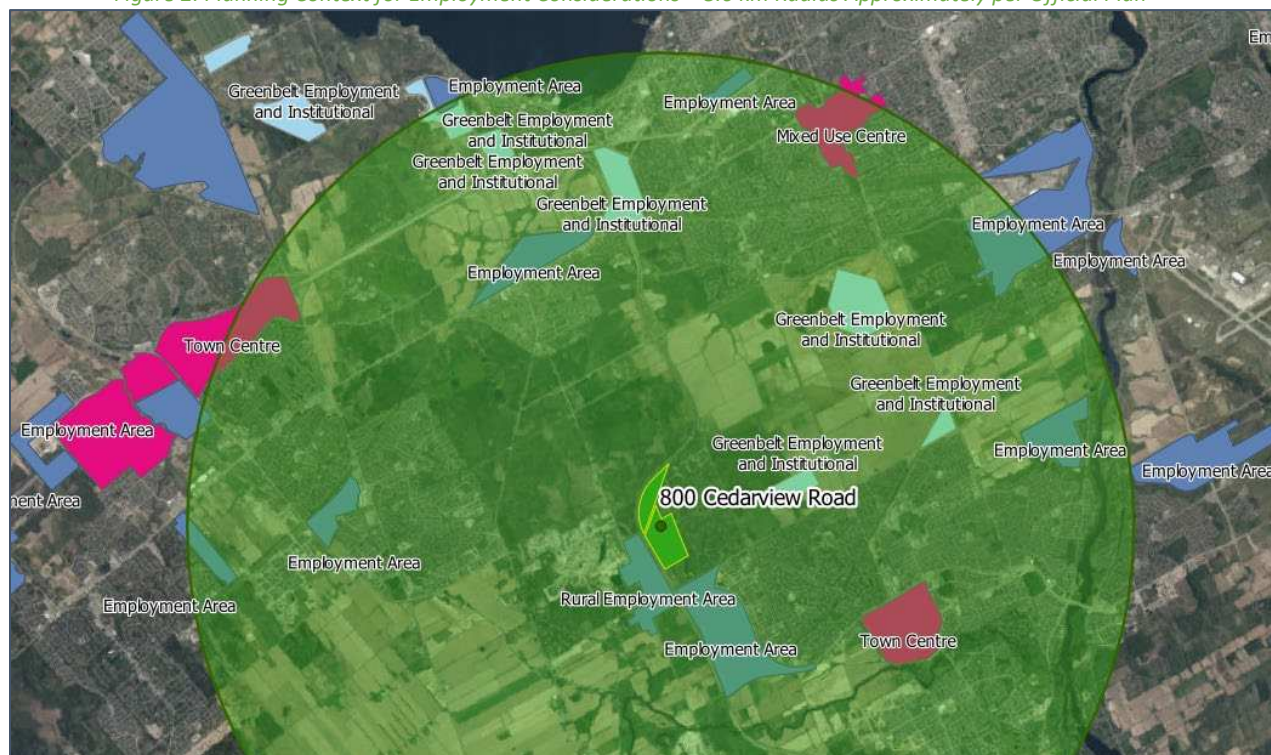
## APPENDIX

*Figure 1: Area Rapid Transit Context*





*Figure 2: Planning Context for Employment Considerations – 8.6 km Radius Approximately per Official Plan*

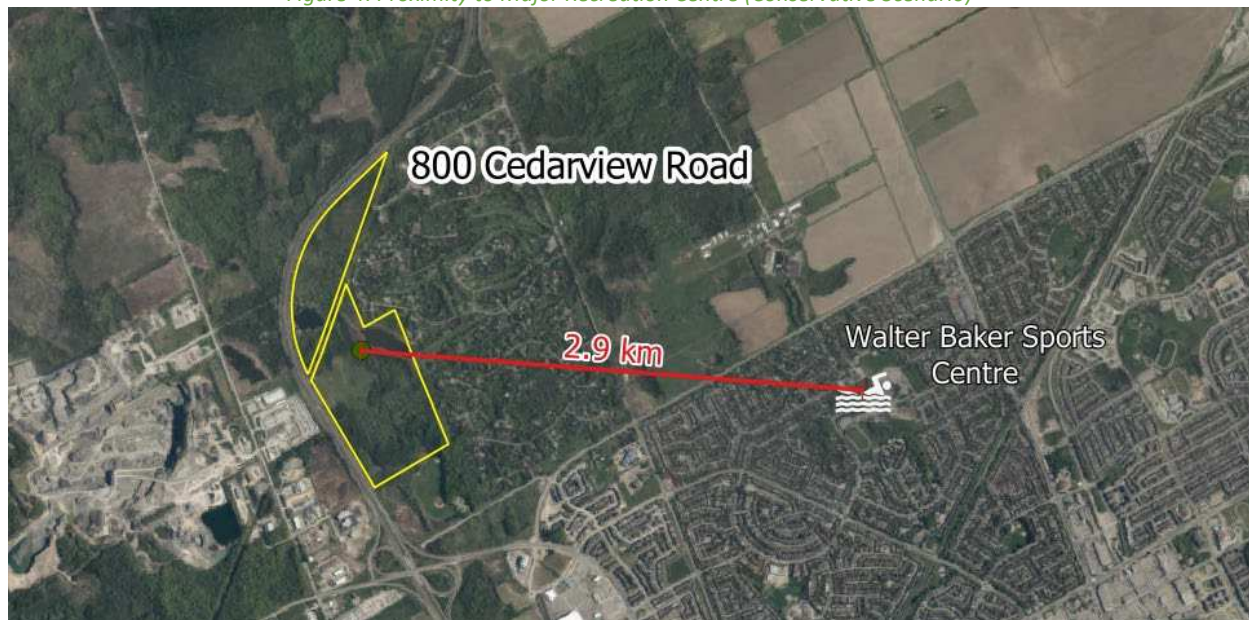


*Figure 3: Proximity to Convenience Retail Centred on Grocery Store*

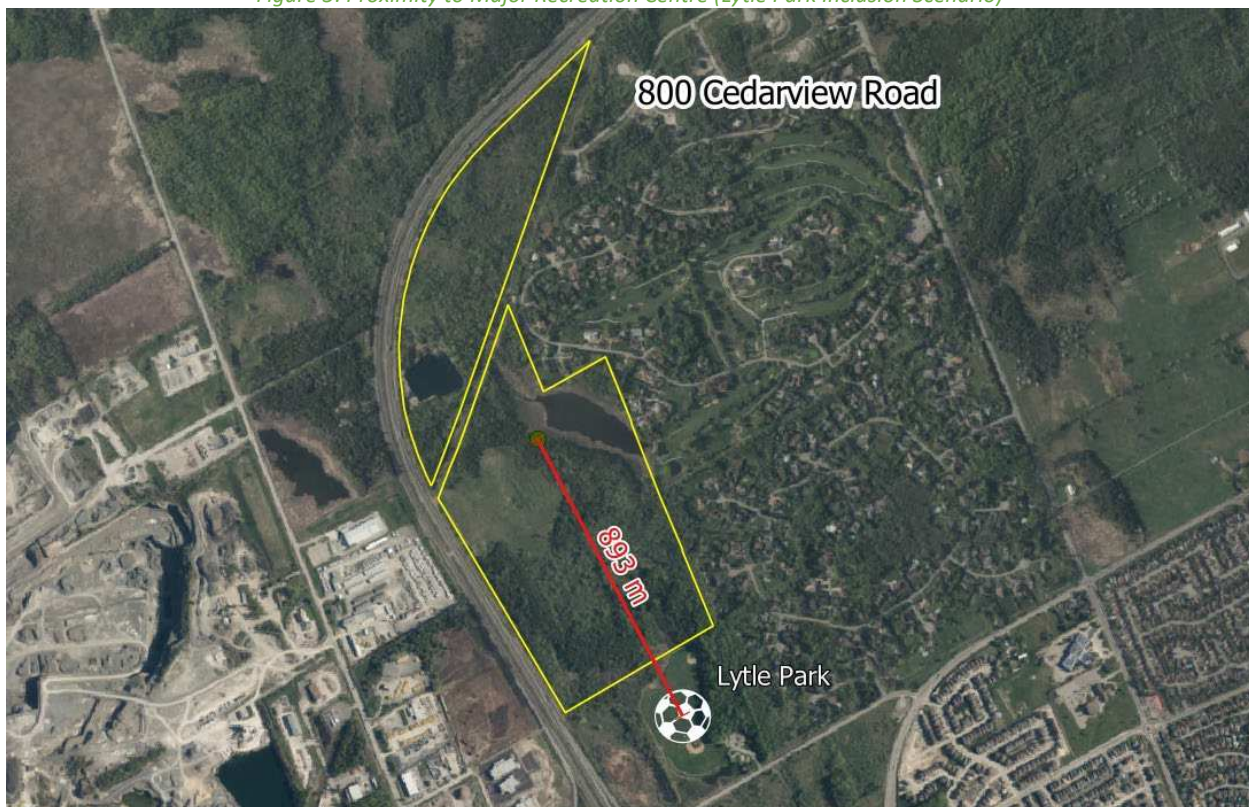




*Figure 4: Proximity to Major Recreation Centre (Conservative Scenario)*

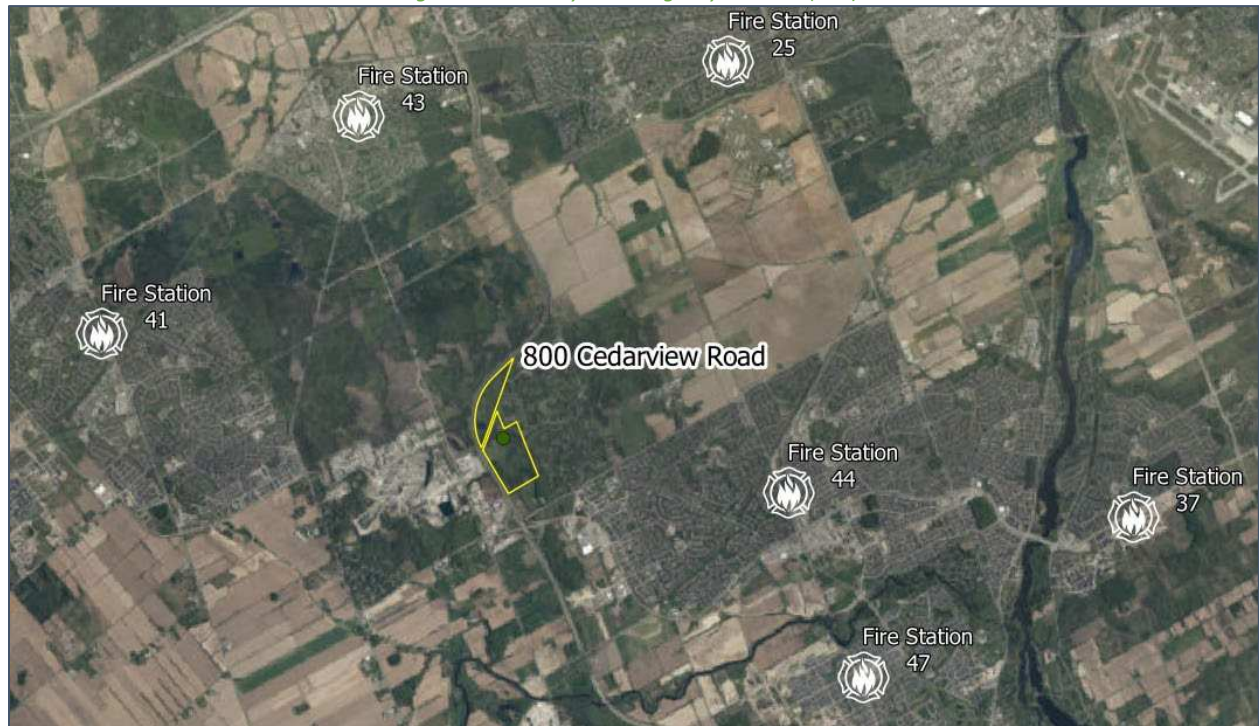


*Figure 5: Proximity to Major Recreation Centre (Lytle Park Inclusion Scenario)*





*Figure 6: Proximity to Emergency Services (Fire)*



*Figure 7: Urban Road Network per Transportation Master Plan*

