



800 Cedarview Road, Ottawa

Planning Rationale
Zoning By-law Amendment + Draft Plan of Subdivision
August 21, 2025



Prepared for 2436091 Ontario Ltd.

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August 2025

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Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 2436091 Ontario Ltd. to prepare and submit Zoning By-law Amendment and Draft Plan of Subdivision applications for 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, an Official Plan Amendment (File No. D01-01-24-0023) was submitted to the City on October 21, 2024 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 Draft Plan of Subdivision and Zoning By-law Amendment applications seek to facilitate the development of the subject lands in accordance with the Concept Plan provided with the previous Official Plan Amendment application.

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.

In October 2021, Fotenn submitted an Official Plan Amendment (File no. D01-01-24-0023) and associated payment to include the subject lands within the City's urban boundary. The Planning Rationale prepared by Fotenn (dated October 18, 2024) which accompanied the Official Plan Amendment applications provides discussion on the land need and rationale on the request to add the subject lands into the City's urban boundary and is not replicated herein. The application was deemed incomplete by the City of Ottawa on November 28, 2024. An appeal against the application fees was submitted to the Ontario Land Tribunal (OLT) on November 29, , and a subsequent request for a motion hearing on the incomplete application was submitted to the OLT on December 5, 2024. The OLT issued a decision for the determination of the complete application on May 8, 2025, resulting in the Official Plan Amendment application being deemed complete as of November 29, 2024.

On May 21, 2025, the Official Plan Amendment application was appealed to the OLT due to the City's failure to make a decision on the application within the time period set out in the *Planning Act*. The hearing is currently scheduled to begin in June 2026.

1.2 Proposed Draft Plan of Subdivision and Zoning By-law Amendment Applications

The proposed Draft Plan of Subdivision application seeks to further subdivide the previously approved estate lot subdivision to facilitate the development of 1,493 units in accordance with the concept plan proposed in the Official Plan Amendment application. The proposed Draft Plan of Subdivision will introduce 67 blocks for residential development, 12 blocks for walkways, parks and open spaces, and wetland and conservation areas, two (2) stormwater management ponds, four (4) MTO buffer blocks and 28 new streets and lanes.

The Zoning By-law Amendment will facilitate the proposed uses on the subject lands by establishing permitted building heights and required setbacks, along with any other deviations from the Zoning By-law, as detailed in section 4.3.2 of this report. The following zones are proposed on the subject lands:

- / Residential Third Density, Subzone YY, Urban Exception XXXX (R3YY[XXXX]) – this is proposed to apply to Blocks 1 to 61, which are proposed to be developed with single-detached dwellings, townhouse dwellings, back-to-back townhouse dwellings, and rear-lane townhouse dwellings.
- / Residential Fifth Density, Subzone Z, Urban Exception XXXX (R5Z[XXXX]) – this is proposed to apply to Blocks 64 to 67, which are proposed to be developed with stacked dwellings, rear-lane townhouse dwellings, back-to-back townhouse dwellings, and low-rise apartment dwellings.
- / General Mixed Use, Urban Exception XXXX, Maximum Height 20 metres (GM[XXXX] H(20)) – this is proposed to apply to Blocks 62 and 63, which are proposed to be developed with low- and mid-rise apartment dwellings, low-rise and mid-rise mixed-use buildings, and stacked dwellings.

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 Draft Plan of Subdivision and Zoning By-law Amendment applications do 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.



Figure 1: Site Context

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.

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.

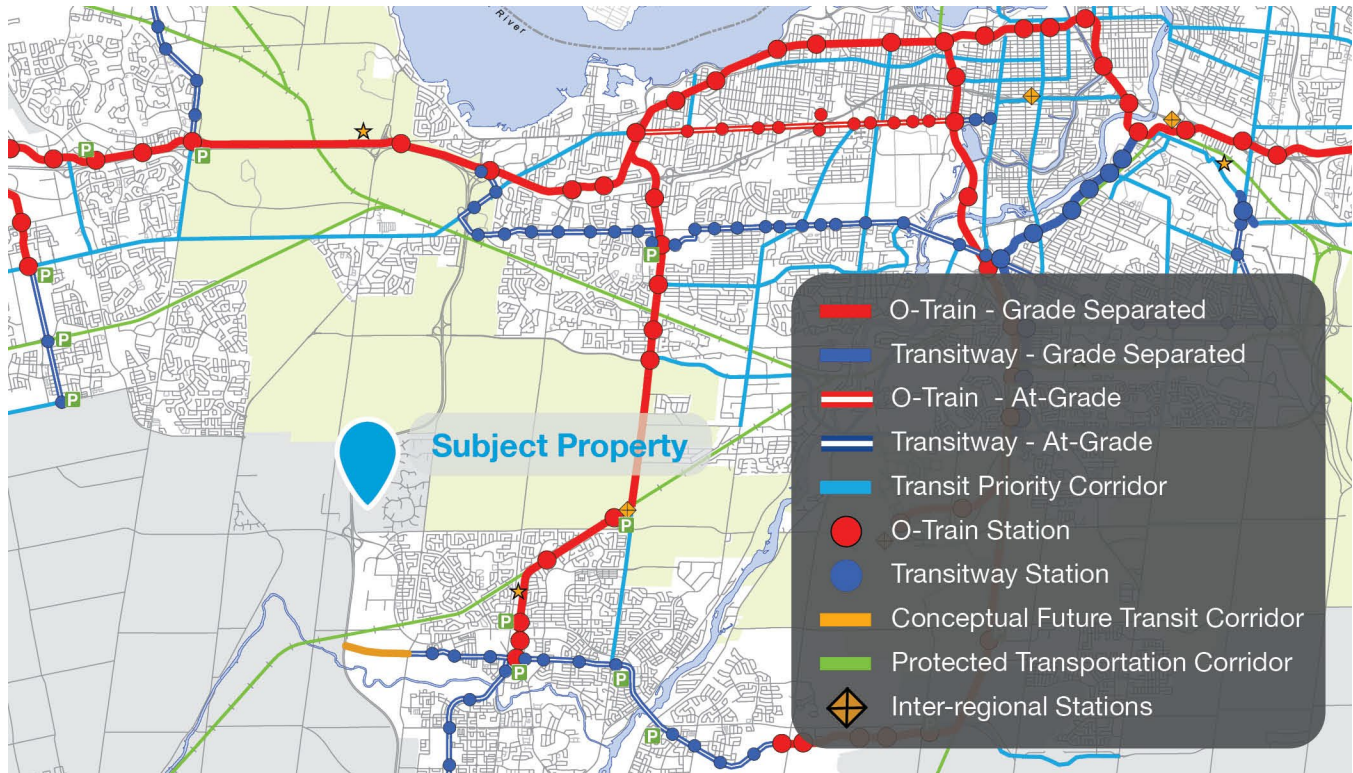


Figure 2: Official Plan Schedule C2 - Transit Network Ultimate

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 Draft Plan of Subdivision and Zoning By-law 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.

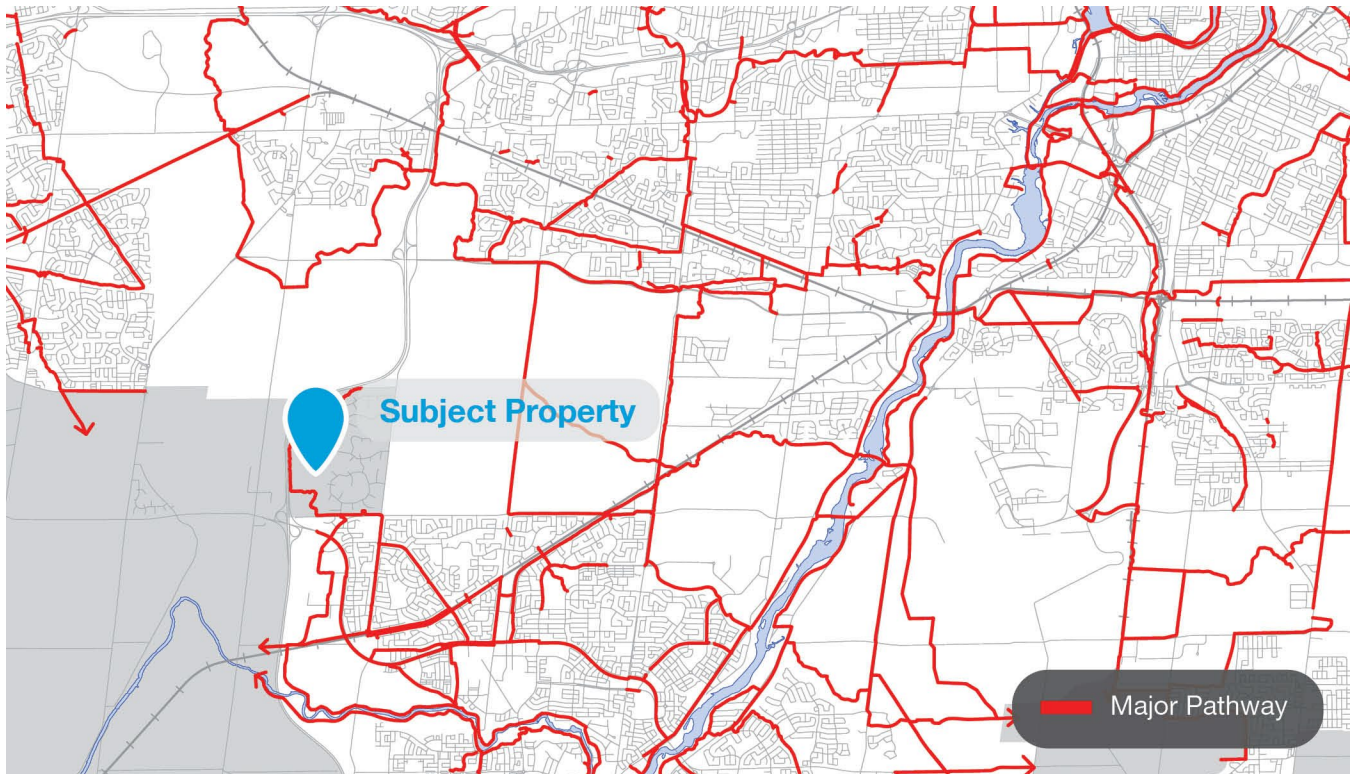


Figure 3: Official Plan Schedule C3 - Active Transportation Network

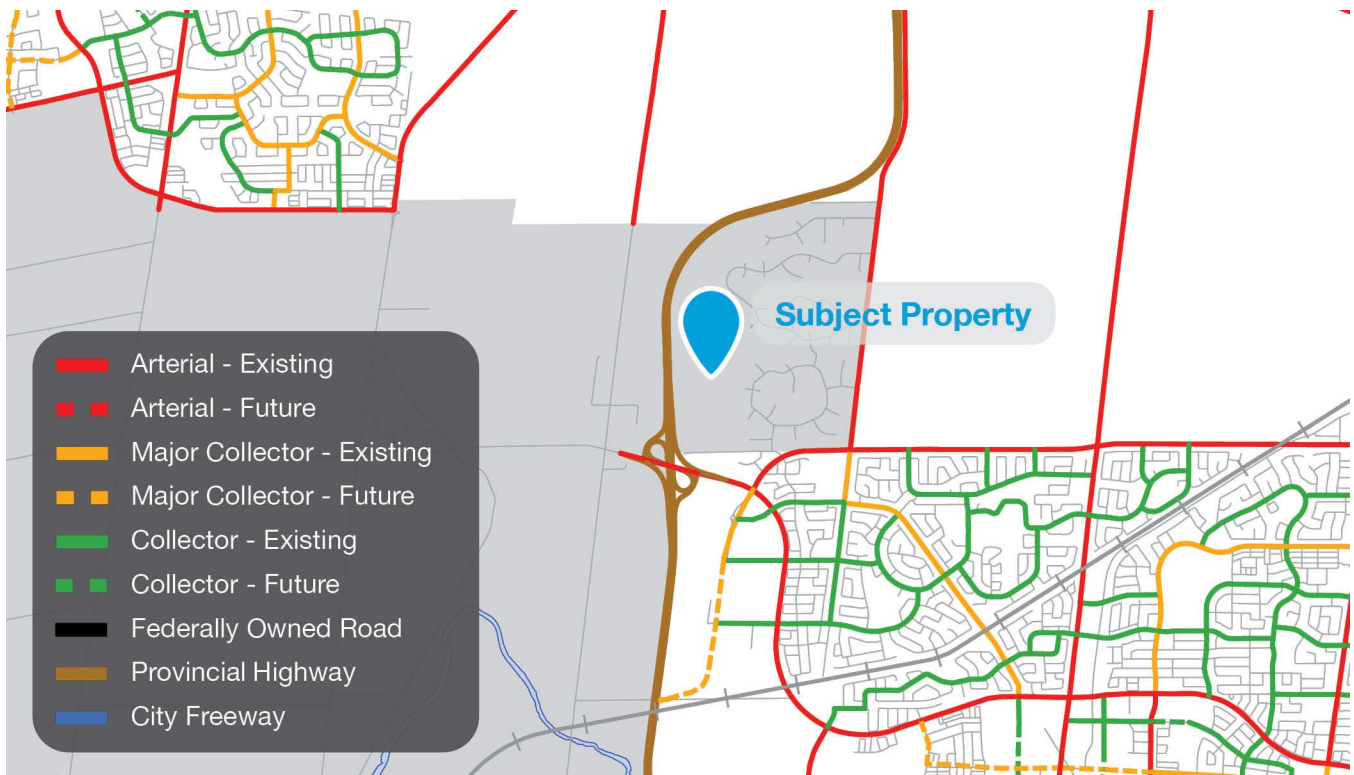


Figure 4: Official Plan Schedule C4 - Urban Road Network

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 4.2.8 of this report.

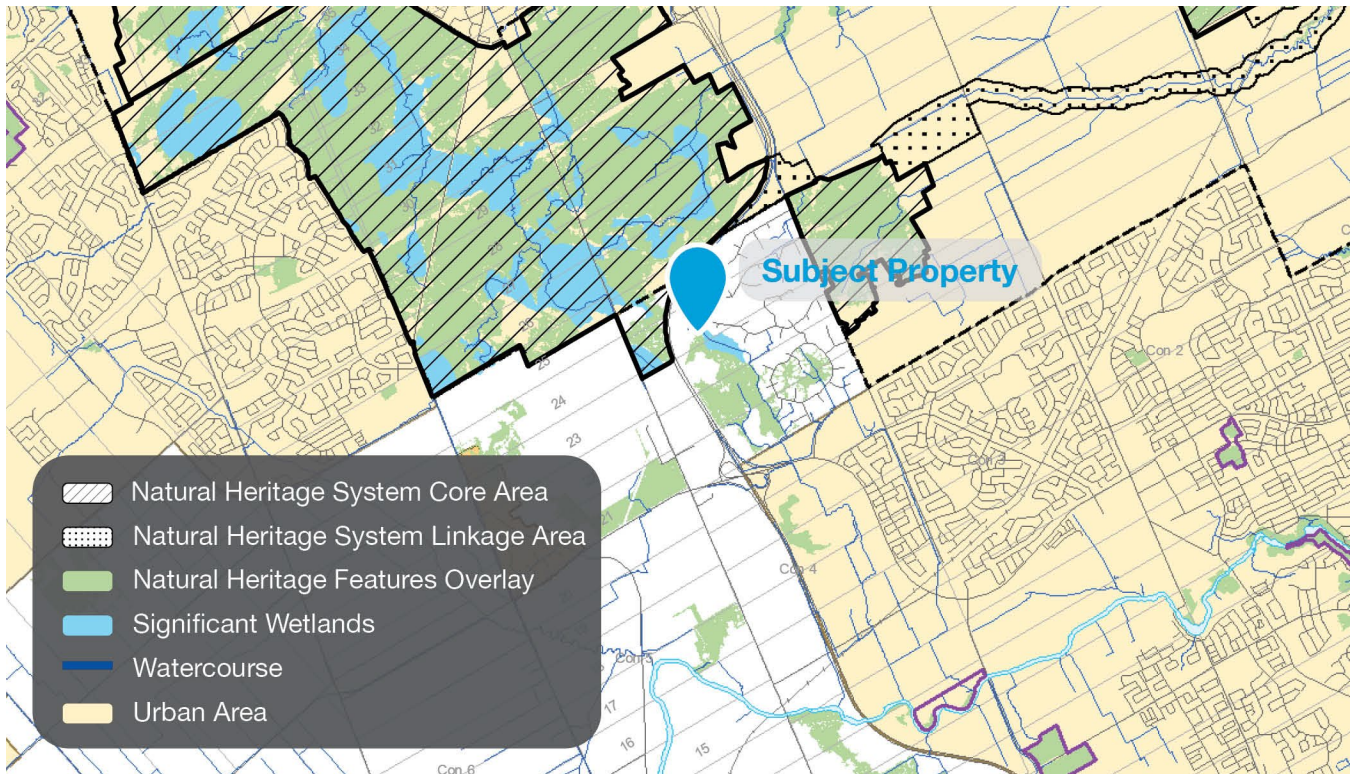


Figure 5: Official Plan Schedule C11A - Natural Heritage System (West)

3.0

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. While there remains no decision on the previously submitted Official Plan Amendment to include the lands within the City’s urban boundary, the Draft Plan of Subdivision and Zoning By-law Amendment applications intend to facilitate the development on the basis that the lands are included in the City’s urban boundary.



Figure 6: Proposed Development Context

The proposed development of the lands as illustrated on the Draft Plan of Subdivision can be summarized as follows:

Table 1. Development Summary

Block(s)	Land Use	Built Form	Unit Total	Area of Subdivision (m ²)
1 to 35	Residential	Single-detached dwellings	327 units	120,397.63
36 to 48	Residential	Townhouses	184 units	42,399.19
49 to 53	Residential	Rear Lane Townhouses	46 units	8,285.84
54 to 61	Residential	Back-to-Back Townhouses	118 units	13,060.77

Block(s)	Land Use	Built Form	Unit Total	Area of Subdivision (m ²)
62 to 63	Mixed-Use (Residential/Commercial)	Stacked dwellings Low-rise apartments Mid-rise apartments	232 units	34,703.38
64 to 65	Residential	Mid-rise apartments	197 units	26,328.37
66 to 67	Residential	Stacked dwellings Back-to-Back Townhouses Rear Lane Townhouses	389 units	61,992.76
68 to 69	Walkways			373.58
70 to 75, 81	Parks and Open Spaces			49,933.15
76 to 78	Wetland and Conservation Areas			148,046.31
79 to 80	SWM Pond			51,716.15
82 to 85	MTO Buffer (14m)			27,641.30
Streets 1 to 24	Streets			137,876.77
Lanes 1 to 4	Lanes			1,726.40
Total			1493	724,481.60

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 4.99 hectares of public park is proposed, providing 2.7 hectares of parkland abutting the hydro corridor and connecting to the existing Cedarhill Estates Park with the balance complementing the 14.8 hectares of conservation and wetland areas (lands provided around the wetland and woodland, the wetland and woodlands themselves, 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.

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.



Figure 7: Conceptual Urban Plaza

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 came into effect on October 20, 2024, replacing the previous Provincial Policy Statement (2020).

The PPS provides policy direction for housing supply in the Province, supporting development and alignment with infrastructure. It also provides direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environmental and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

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 2.1.6 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.

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 proposed development will contribute to the creation of a complete community that accommodates a range of housing options, transportation options, recreation opportunities, parks, and open spaces.

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.

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 development will result in a more efficient use of land in proximity to a 400-series highway, 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 previous Official Plan Amendment and current Draft Plan of Subdivision and Zoning By-law Amendment has demonstrated the ability of the lands to be serviced with municipal sanitary and stormwater management services.

Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions (2.3.1.4). 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 (2.3.1.5).

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

Section 2.4 speaks to development within Strategic Growth Areas. Strategic growth areas are defined as areas within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other areas where growth or development will be focused, that may include infill, redevelopment, 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.

Policy 2.4.1.1 states that planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

Policy 2.4.1.2 states to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) to support affordable, accessible, and equitable housing.

Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form; ... (2.4.1.3)

Despite no decision being made on the previously submitted Official Plan Amendment, the Draft Plan of Subdivision and Zoning By-law Amendment have assessed the proposed development as if the lands are approved to be included in the City's urban boundary. As such, the lands are within a settlement area and are therefore considered a strategic growth area. The proposed development will result in a complete community with a range and mix of housing options, as well as opportunities for non-residential uses. The proposed development will accommodate population and employment growth and will represent intensification of an area within the City with limited density permissions.

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.

4.1.2 Infrastructure and Facilities

Policy 3.1.1 states that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
- b) leverage the capacity of development proponents, where appropriate; and
- c) are available to meet current and projected needs.

Policy 3.1.2 states that before consideration is given to developing new infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized; and
- b) opportunities for adaptive re-use should be considered, wherever feasible.

Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation (3.1.4).

The proposed development will make use of existing infrastructure in proximity to the subject lands. Where existing infrastructure does not extend into the subject lands, new infrastructure will be provided as an extension of the existing infrastructure.

Policy 3.2.1 states that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs, and support the use of zero- and low-emission vehicles.

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. The proposed development will include a new collector road that is designed to accommodate vehicles, bicycles, and pedestrians, supporting zero- and low-emission vehicles.

Policy 3.3.1 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

Policy 3.3.3 states that planning authorities shall not permit development in planned corridors that could preclude or negatively effect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive

of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

The proposed development seeks to retain the existing hydro corridor that is located on the subject lands. The proposed development will introduce a linear park under the hydro corridor, resulting in additional greenspace and connectivity throughout the new community. The proposed linear pathway is not anticipated to have any negative impacts on the hydro corridor use.

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. The proposed development includes two (2) new stormwater management ponds, and through the refinement of the Draft Plan of Subdivision and Zoning By-law Amendment applications, best practices will continue to be explored.

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.

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 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 integration 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 by introducing new housing 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.

The previously submitted 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.

4.2.2.1 Suburban Transect

The proposed development is contemplated as an urban development, and as such, the policies of the Suburban Transect (Section 5.4) have been assessed. 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.

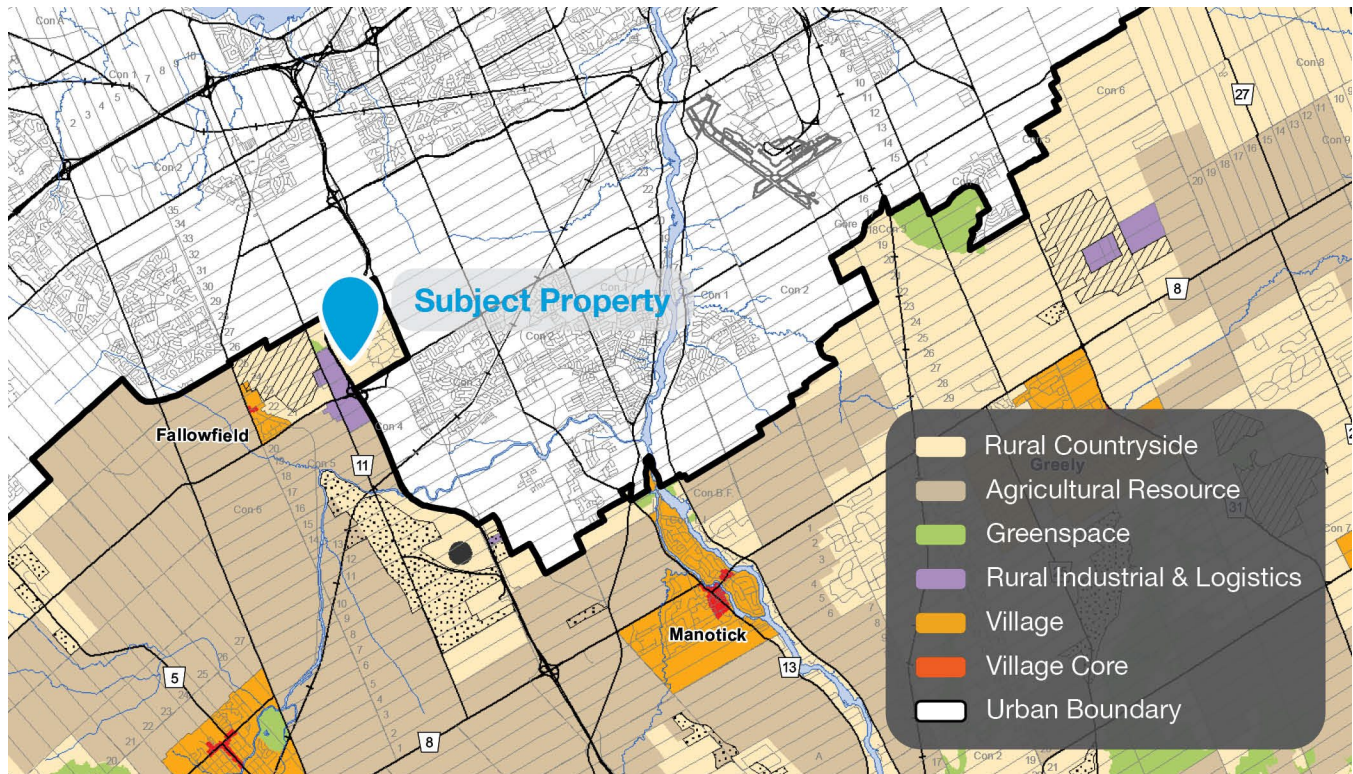


Figure 9: Official Plan Schedule B9 - Rural Designations

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 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;
- 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.
- 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;
- 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;
- 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. As demonstrated on the Draft Plan of Subdivision, a fine grained, connected street network is proposed that encourages connectivity and walkability. The proposed development will front mixed-use buildings and medium density building typologies on the new collector street and avoids rear lotting onto the collector road. Where surface parking is proposed, it is generally located away from the street, and where it is located along a street it is proposed to be screened with vegetation.

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.

4.2.2.2 Neighbourhood Designation

As previously stated, the previously submitted Official Plan Amendment seeks to redesignate the subject lands as Neighbourhood with a permitted building height of six (6) storeys. Although the Official Plan Amendment is still pending, the policies of the Neighbourhood designation (Section 6.3) have been assessed. 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 through the previously submitted Official Plan Amendment to permit the proposed building height of six (6) storeys and to establish parameters for the development of the subject lands.

Policy 6.3.1.4 states that the Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- c) In appropriate locates including near rapid transit, zoning may prohibit lower-density housing forms;
- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services that primarily serve residents within walking distance and that:
 - i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii. Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v. May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi. Limits such uses to prevent undue diversion of housing stock to non-residential use.
- e) Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and
- f) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.

The proposed development includes both residential and commercial uses. The proposed commercial uses will be located at-grade within primarily residential buildings and will be complementary to the surrounding residential uses. In addition to commercial uses, the proposed development will include wetland and conservation lands and parkland. While not contained on the subject lands, the existing hydro corridor provides a linear linkage area that provides connectivity opportunities for pedestrians and non-vehicle users of the proposed development.

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).

The proposed development will include ground-oriented dwelling forms across the subject lands with higher density housing typologies located along the proposed new collector street.

4.2.3 Growth Management Framework

The City of Ottawa initiated Official Plan Amendment 46 (OPA 46) to update the Official Plan to be consistent with the 2024 Provincial Planning Statement. OPA 46 was considered and approved by City Council on June 25, 2025. As the City's online version of the Official Plan has not yet been revised to reflect the changes in OPA 46, and given that many of the amendments to the Official Plan were to Section 3, Document 1 – Details of Recommended Official Plan Amendment 46 to the Official Plan for the City of Ottawa has been reviewed.

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 3.1.2 states that sufficient land shall be designated for growth to meet the project requirement for population, housing, employment and other purposes for the time horizon of this Plan. Consistent with the PPS, the urban area and villages (i.e. settlement areas) shall be the focus of growth and development. The urban area and villages shall provide for a minimum of 15 years of residential development opportunities through land use permissions or the commencement of a secondary planning process (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 3.1.7 states that applications for urban area or village expansions may be considered in between Official Plan updates under Section 26 of the *Planning Act* so that a single comparative process identifies the lands best suited to implement the strategic directions of this Plan and is cost efficient.

Policy 3.1.10 provides criteria that is required to be assessed as part of applications for a contiguous expansion to the urban area or village. The criteria outlined in the current Official Plan (pre-OPA 46) was assessed as part of the previous Official Plan Amendment application.

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. As illustrated in the design brief, the proposed Collector Street will accommodate sidewalks and cycling facilities

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.

Policy 4.2.1.2 states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed development will include stacked dwellings, back-to-back townhouses, rear lane townhouses and low- and mid-rise apartments, contributing to the City's stock of missing middle housing. The proposed building typologies result in mid-density development that generally remains a low-rise built form.

4.2.6 Parks and Recreation Facilities

Section 4.4 of the Official Plan provides the 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 through

amendments to the *Planning Act*. 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:

- a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred;
- b) 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;
- c) 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
- d) 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	1,196	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	2.46 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 Site Plan Control applications to minimize conflicts and ensure a well-designed and attractive public realm. As currently illustrated, where surface parking is proposed, it will generally be located away from the street and screened from view with vegetation. Additional design details will be refined as the Draft Plan of Subdivision application is advanced.

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, including Site Plan Control where applicable.

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)

4.3.1 Existing Zoning

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

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 previously submitted Official Plan Amendment application sought to redesignate the lands to Neighbourhood, ultimately triggering the need for a Zoning By-law Amendment to implement the vision for the lands. The Zoning By-law Amendment is discussed in further detail below.

4.3.2 Proposed Zoning

To facilitate the development of the subject lands as proposed, it is recommended that the site be rezoned to the following zones, as illustrated on Figure 11:

- / Residential Third Density, Subzone YY, Urban Exception XXXX (R3YY[XXXX]) – this is proposed to apply to Blocks 1 to 61, which are proposed to be developed with single-detached dwellings, townhouse dwellings, back-to-back townhouse dwellings, and rear-lane townhouse dwellings.
- / Residential Fifth Density, Subzone Z, Urban Exception XXXX (R5Z[XXXX]) – this is proposed to apply to Blocks 64 to 67, which are proposed to be developed with stacked dwellings, rear-lane townhouse dwellings, back-to-back townhouse dwellings, and low-rise apartment dwellings.
- / General Mixed Use, Urban Exception XXXX, Maximum Height 20 metres (GM[XXXX] H(20)) – this is proposed to apply to Blocks 62 and 63, which are proposed to be developed with low- and mid-rise apartment dwellings, low-rise and mid-rise mixed-use buildings, and stacked dwellings.



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

- / Parks and Open Space (O1) - this is proposed to apply to Blocks 70 to 75 and 81, which are proposed to be conveyed to the City as parkland dedication, and Blocks 79 to 80, which are proposed to be stormwater management ponds.
- / Environmental Protection, Subzone 3 (EP3) – this is proposed to apply to Blocks 76 to 78, which are protected wetland and conservation areas. The existing wetland on site is currently zoned EP3.

For Blocks 82 to 85 which provides the MTO Buffer, the abutting zoning is proposed to apply to these lands. Specific provisions will be included to state that no development is permitted within the 14 metre MTO Buffer.

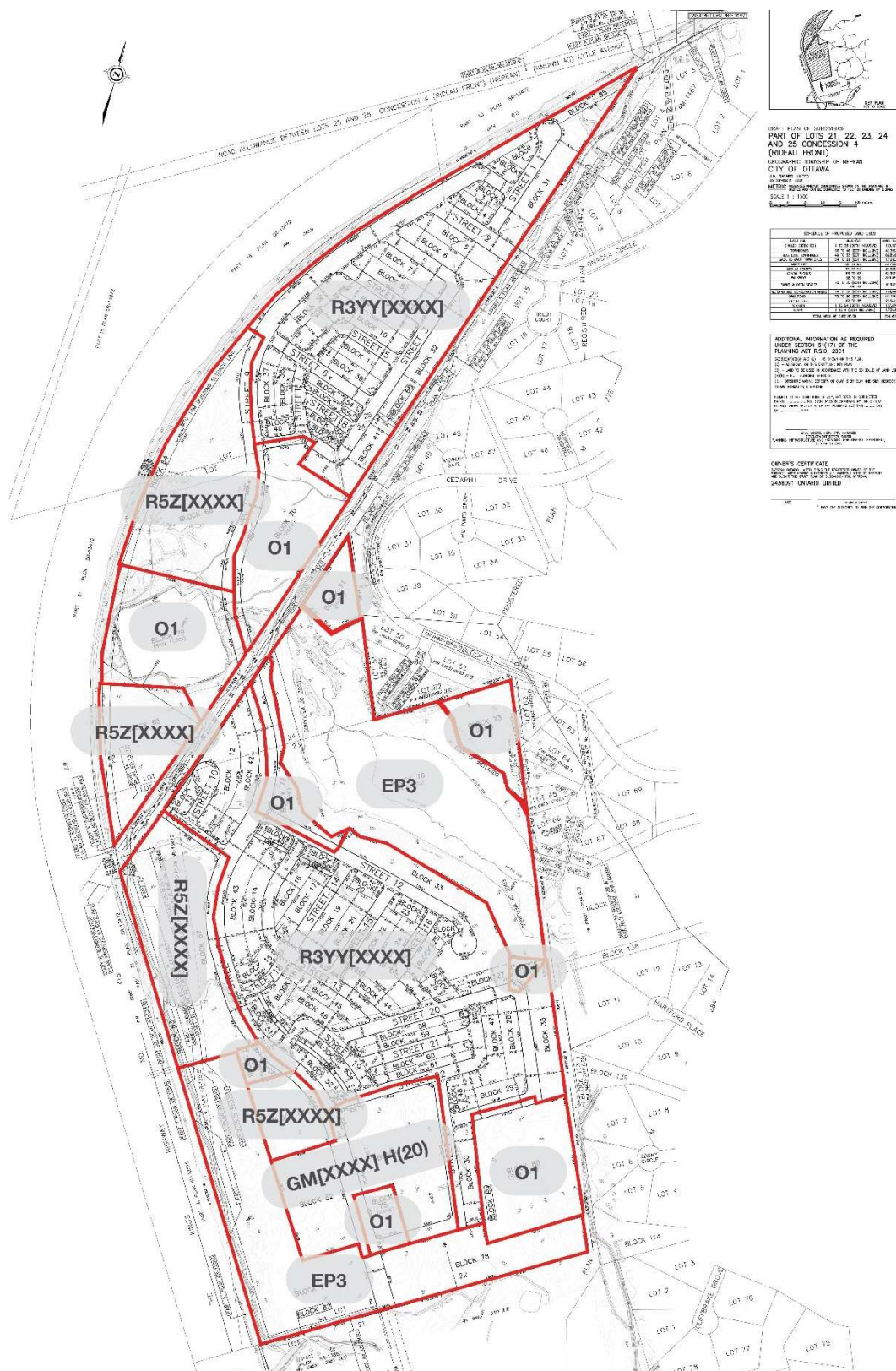


Figure 11: Proposed Zoning

Rural exceptions 647 and 648 are proposed to be removed in their entirety. Any approvals that are required to permit development adjacent to the hydro corridor will be sought prior to any construction or site alteration and as conditions of the draft plan approval.

The majority of the lands consisting of low-rise development is proposed to be zoned Residential Third Density, Urban Exception XXXX (R3YY[XXXX]). The requested urban exception would borrow from existing Urban Exception 2739 and Urban Exception 2319, which apply to other residential neighbourhoods recently developed by Mattamy. The proposed zoning is tailored to the proposed housing typologies. A new site-specific exception is proposed due to the variation in housing typologies that are proposed.

The provisions that would apply to the portions of the subject lands zoned R3YY[XXXX], particularly as they relate to single detached dwellings, townhouses, back-to-back townhouses, and rear-lane townhouses, are outlined in Table 2 below.

Table 2. Proposed R3YY[XXXX] Zoning Provisions

R3YY [XXXX] Zoning Provisions							
Unit Type	Min. Lot Width (m)	Min. Lot Area (m²)	Max. Building Height (m)	Min. Front Yard Setback (m)	Min. Corner Side Yard Setback (m)	Min. Rear Yard Setback (m)	Min. Interior Side Yard Setback (m)
Detached Dwelling	8.8	220	12	3	2.5	6	1.8 total, 0.6 for one side yard
Townhouse	5.5	81	14	3	2.5	6 except where townhouse dwellings are on a rear lane or are attached back-to-back: 0	1.2
Urban Exception XXXX: <ul style="list-style-type: none"> / A chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metres into a required front, corner side, or interior side yard but not closer than 0.2 metres to the lot line; / Balconies and porches may project to within 0 metres of a corner lot line; / A deck with a walking surface higher than 0.3 m but no higher than 0.6 m above adjacent grade may project to within 0.6 m of a lot line, and any portion of a deck with a walking surface less than 0.3 m may project to within 0.3 m of a lot line; / The steps of a porch may project 2.5 m into a required yard, but no closer than 0.5 m to a lot line; / An air conditioning condenser unit may project 2 m into a corner and interior side yard, and 2 m into a rear yard, but no closer than 0.2 m to a lot line and may not be located in a front yard except in the case of a back-to-back townhouse dwelling; / No more than 60% of a front yard may be used as a driveway or parking space; 							

- / In the case of a home-based business operating in a townhouse, the required parking space is only required if the business involves an outside employee;
- / Section 57 does not apply.
- / Section 100(3)(a) is applicable.

The lands proposed to accommodate greater residential density (medium density and condo blocks) are proposed to be zoned Residential Fifth Density, Subzone Z, Urban Exception XXXX (R5Z[XXXX]). The requested urban exception would include specific provisions for stacked dwelling and mid-rise apartment dwelling typologies, and would carry forward the proposed provisions in the R3YY[XXXX] zone for single-detached dwellings, townhouses, rear-lane townhouses, and back-to-back townhouses.

The provisions that would apply to the portions of the subject lands zoned R5Z[XXXX] zone are outlined in Table 3 below.

Table 3. Proposed R5Z[XXXX] Zoning Provisions

R5Z [XXXX] Zoning Provisions							
Unit Type	Min. Lot Width (m)	Min. Lot Area (m²)	Max. Building Height (m)	Min. Front Yard Setback (m)	Min. Corner Side Yard Setback (m)	Min. Rear Yard Setback (m)	Min. Interior Side Yard Setback (m)
Detached Dwelling	8.8	220	12	3	2.5	6	1.8 total, 0.6 for one side yard
Townhouse	5.5	81	14	3	2.5	6 except where townhouse dwellings are on a rear lane or are attached back-to-back: 0	1.2
Stacked dwellings, Apartment dwelling, low-rise	18	450	15	3	3	6	1.2
Apartment dwelling, mid-rise	18	540	20	3	3	6	Abutting an R1, R2, R3, R4 zone – 7.5 m All other cases – 1.5 m

R5Z [XXXX] Zoning Provisions							
Unit Type	Min. Lot Width (m)	Min. Lot Area (m²)	Max. Building Height (m)	Min. Front Yard Setback (m)	Min. Corner Side Yard Setback (m)	Min. Rear Yard Setback (m)	Min. Interior Side Yard Setback (m)
Urban Exception XXXX: <ul style="list-style-type: none"> / A chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metres into a required front, corner side, or interior side yard but not closer than 0.2 metres to the lot line; / Balconies and porches may project to within 0 metres of a corner lot line; / A deck with a walking surface higher than 0.3 m but no higher than 0.6 m above adjacent grade may project to within 0.6 m of a lot line, and any portion of a deck with a walking surface less than 0.3 m may project to within 0.3 m of a lot line; / The steps of a porch may project 2.5 m into a required yard, but no closer than 0.5 m to a lot line; / An air conditioning condenser unit may project 2 m into a corner and interior side yard, and 2 m into a rear yard, but no closer than 0.2 m to a lot line and may not be located in a front yard except in the case of a back-to-back townhouse dwelling; / No more than 60% of a front yard may be used as a driveway or parking space; / In the case of a home-based business operating in a townhouse, the required parking space is only required if the business involves an outside employee; / Section 57 does not apply. / Section 100(3)(a) is applicable. 							

The lands proposed to accommodate a mix of uses (mixed-use blocks) are proposed to be zoned General Mixed Use, Urban Exception XXXX, Maximum Height 20 metres (GM[XXXX] H(20)). The requested urban exception would include specific provisions for stacked townhouses and low- and mid-rise apartments with at-grade non-residential uses.

The GM zone will permit the following non-residential uses:

- | | |
|--|--------------------------------------|
| / animal care establishment | / instructional facility |
| / animal hospital | / library |
| / artist studio | / medical facility |
| / bank | / municipal service centre |
| / bank machine | / office |
| / catering establishment | / payday loan establishment |
| / click and collect facility | / personal brewing facility |
| / community centre | / personal service business |
| / community health and resource centre | / place of assembly |
| / convenience store | / place of worship |
| / day care | / post office |
| / diplomatic mission | / recreational and athletic facility |
| / drive-through facility | / research and development centre |
| / emergency service | / residential care facility |
| / funeral home | / restaurant |
| / home-based business | / retail food store |
| / home-based day care | / retail store |

/ service and repair shop
 / shelter
 / storefront industry

/ technology industry
 / training centre
 / urban agriculture

The provisions that would apply to the portions of the subject lands zoned GM[XXXX] H(20) zone are outlined in Table 4 below.

Table 4. Proposed GM[XXXX] Zoning

Zoning Provision		Required (GM zone)	Proposed
Min. Lot Area		No minimum	No minimum
Min. Lot Width		No minimum	No minimum
Min. Front and Corner Side Yard Setbacks		3 m	3 m
Min. Interior Side Yard Setbacks	Non-residential use or mixed-use building, from any portion of a lot line abutting a residential zone	5 m	5 m
	For a residential use building	For a building equal or lower than 11 m in height – 1.2 m For a building higher than 11 metres in height – 3 m	1.2 m
	All other cases	No minimum	No minimum
Min. Rear Yard Setback	Abutting a street	3 m	3 m
	From any portion of a rear lot line abutting a residential zone	7.5 m	6 m
	For a residential use building	7.5 m	6 m
	All other cases	No minimum	No minimum
Maximum Building Height		18 m	20 m
Maximum Floor Space Index		2, unless otherwise shown	To be removed
Minimum Width of Landscaped Area	Abutting a street	3 m	3 m
	Abutting a residential or institutional zone	3 m	3 m
	All other cases	No minimum	No minimum
Minimum Width of Landscaped Area		3 m	3 m

Zoning Provision	Required (GM zone)	Proposed
Urban Exception XXXX:		
/	A chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metres into a required front, corner side, or interior side yard but not closer than 0.2 metres to the lot line;	
/	Balconies and porches may project to within 0 metres of a corner lot line;	
/	A deck with a walking surface higher than 0.3 m but no higher than 0.6 m above adjacent grade may project to within 0.6 m of a lot line, and any portion of a deck with a walking surface less than 0.3 m may project to within 0.3 m of a lot line;	
/	The steps of a porch may project 2.5 m into a required yard, but no closer than 0.5 m to a lot line;	
/	An air conditioning condenser unit may project 2 m into a corner and interior side yard, and 2 m into a rear yard, but no closer than 0.2 m to a lot line and may not be located in a front yard except in the case of a back-to-back townhouse dwelling;	
/	No more than 60% of a front yard may be used as a driveway or parking space;	
/	In the case of a home-based business operating in a townhouse, the required parking space is only required if the business involves an outside employee;	
/	Section 57 does not apply.	
/	Section 100(3)(a) is applicable.	
/	Where a lot line abuts a park, the minimum setback from that lot line is 5 metres;	
/	For a residential use building, the minimum interior side yard setback is 1.2 metres;	
/	From any portion of a rear lot line abutting a residential zone or for a residential use building, the minimum rear yard setback is 6 metres.	

The lands proposed to be conveyed to the City as parkland dedication are proposed to be zoned Parks and Open Space (O1). No changes are proposed to the O1 zone.

The lands proposed to be preserved as wetlands and conservation area are proposed to be zoned Environmental Protection, Subzone 3 (EP3). The existing wetland complex on site is currently zoned EP3, and as such, this zoning is proposed to extend to the other areas of the site being conserved. No changes are proposed to the EP3 zone.

Part 4 of the Zoning By-law provides Parking, Queuing and Loading Provisions. For the purposes of these development applications, it is proposed that section 100(3)(a) apply to the lands (where it typically would not) to ensure that the driveways are maintained in a durable material. The proposed development does not seek to amend any parking provisions. The proposed development will comply to the parking requirements for minimum residential and non-residential parking rates and retail parking rates.

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.

Plan of Subdivision Criteria

The Ontario *Planning Act* regulates land division processes in the Province. Section 51(24) of the *Act* contains evaluation criteria for the consideration of subdivisions. The proposed development meets the following applicable criteria:

- a) The effect of development of the proposed subdivision on matters of provincial interest

The proposed subdivision will advance several of the provincial interests listed in Section 2 of the *Planning Act* by facilitating the orderly development of a safe and healthy community, providing the full range of housing options, and by protecting existing natural areas located on and adjacent to the subject lands.

- b) Whether the proposed subdivision is premature or in the public interest

The proposed subdivision is in the public interest, as it will facilitate the orderly development of the subject lands, in accordance with the *Planning Act*. As demonstrated through the previously submitted Official Plan Amendment, there is a demonstrated need to expand the urban boundary to provide a sufficient supply of lands to meet the minimum 15-year supply requirement of the Provincial Planning Statement.

- c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any

The proposed development conforms to the policies of the Official Plan. The previously submitted Official Plan Amendment seeks to bring the subject lands into the City's urban boundary and will establish a maximum permitted building height of six (6) storeys for lands designated Neighbourhood.

- d) The suitability of the land for the purposes for which it is to be subdivided

The subject property is ideally suited for development as it is located in proximity to existing community facilities and amenities. The subject lands are proposed to be developed as a new complete community, introducing housing, commercial, and recreational uses, and will maintain a hydro corridor, a wetland, and other natural features.

- e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them

The proposed development will convey 24 new public streets and four (4) new lanes. A new collector is proposed as a north-south connection between O'Keefe Court and Onassa Circle, providing access to Cedarview Road and ultimately Highway 416. The supporting Transportation Impact Assessment provides details associated with the new streets, specifically the new collector street. The TIA also evaluates the surrounding road network as it relates to the proposed development.

- f) The dimensions and shapes of the proposed lots

The shape and size of the proposed development blocks are appropriate, as they will permit the orderly development of the subject property with a range of built forms and non-residential uses. The dimensions and shapes of the lots are generally rectangular and of a size that can accommodate low-rise and mid-rise housing typologies.

- g) The restrictions or proposed restrictions, if any, on the lands proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land

The subject lands are bisected by a hydro corridor (70 Lytle Avenue). A new collector road is proposed to cross the hydro corridor to provide connectivity between the lands to the north of the hydro corridor and south of the hydro corridor. While development is proposed to abut the hydro corridor, no new development is proposed within the corridor itself. No other restrictions are known on the subject lands.

- h) Conservation of natural resources and flood control

The subject lands are characterized by natural heritage features that include significant woodlands and a marshy area previously identified as a Provincially Significant Wetland (now no longer identified as such). These natural heritage areas are proposed to be retained and conserved, as illustrated on the Draft Plan of Subdivision.

- i) The adequacy of utilities and municipal services

A Functional Servicing Report has been prepared in support of the Draft Plan of Subdivision and Zoning By-law Amendment applications. The Report has concluded that adequate municipal infrastructure capacity is available for the planned development on the subject lands.

- j) The adequacy of school sites

The proposed development does not propose a new school site and no comments have been received to date regarding the need for a school site on these lands; however, this will be further confirmed through the circulation of the Plan of Subdivision application to the local school boards.

- k) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes

The Draft Plan of Subdivision will convey 24 new public streets to the City as well as 4 new lanes. The proposed development will also convey 4.99 hectares of parkland to the City. The proposed parkland dedication will be spread throughout the proposed development as a large park and smaller parkettes, in accordance with the City's parkland policies.

- l) The extent to which the plan's design optimizes the available supply, means of supply, efficient use and conservation of energy

The development of the proposed lots created by this Draft Plan of Subdivision will explore opportunities to conserve energy, aligning with the goals of the City of Ottawa Climate Change Master Plan and the climate-related policies in the City of Ottawa Official Plan.

- m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of the *Planning Act*

Site Plan Control applications will be required for the medium density and mixed-use blocks where buildings with greater than 10 units are proposed. The proposed low-rise development on the subject property will not be subject to Site Plan Control.

As outlined above, the proposed development satisfies the criteria of Section 51(24) of the *Planning Act* for the review of Draft Plans of Subdivision.

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 Draft Plan of Subdivision and Zoning By-law Amendment applications 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 Zoning By-law Amendment – Planning and Housing Committee
 - The statutory public meeting will take place at the City of Ottawa Planning and Housing 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 Draft Plan of Subdivision and Zoning By-law Amendment applications 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 development will include a range of housing options, ample greenspace for recreation, and will use existing public service facilities and infrastructure.
- / 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 proposed development will result in the creation of a 15-minute community in proximity to employment, retail, and parks. 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. The proposed development will result in additional density on the lands, representing a more efficient use of lands that are located in proximity to existing services and amenities.
- / 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 complies with the applicable requirements of the Comprehensive Zoning By-law 2008-250. The requested amendments are necessary to facilitate the proposed development and are consistent with the zoning of other properties within the City of Ottawa with a similar built form. The amendments are appropriate and are not anticipated to create undue adverse impacts on the community or surrounding properties.
- / The proposed development is supported by technical studies, reports, and plans submitted as part of the application package.



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Planner



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Principal, Planning

Appendix A

Land Use Summary

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Proposed Uses	Number of Residential Units	Number of Lots or Blocks	Area in Hectares
Residential			
Single Detached	327	35	12.04
Semi-Detached	-	-	-
Townhouse	184	13	4.24
Rear Lane Townhouse	118	5	0.83
Back-to-back Townhouse	46	8	1.31
Apartments	297	4	12.30
Stacked Townhouse	-	-	-
Non-Residential			
Commercial	-	2	3.47
Parks and Open Space	-	7	4.99
Roads	-	24	13.79
Other: Environmental Lands	-	3	14.80
Other: SWM Ponds	-	2	5.17
Other: MTO Buffer	-	4	2.76
TOTAL	1,493	85	72.45