GOLDBERG GROUP

PLANNING RATIONALE

PROPOSED ZONING BY-LAW AMENDMENT APPLICATION & OFFICIAL PLAN AMENDMENT & DRAFT PLAN OF SUBDIVISION

4795 Bank Street
City of Ottawa

Prepared for :
Caivan

July 2026

EXECUTIVE SUMMARY

This Planning Report has been prepared in support of the Official Plan Amendment ("OPA"), Zoning By-law Amendment ("ZBA") and Draft Plan of Subdivision ("DPS") applications seeking to permit the development of approximately 620 residential dwellings in the form of single detached, townhouse and stacked townhouse units on the lands known municipally as 4795 Bank Street, in the City of Ottawa (the "subject site").

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Planning Statement (PPS), the City of Ottawa Official Plan, the Greenfield Guidelines (2007), and background studies from a variety of expert disciplines, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site which contains an appropriate mix of dwelling types and other uses.

The subject site is within the Suburban Transect of the Urban Boundary and designated within the Category 1 Future Neighbourhood area under Schedule B7 of the City OP. The subject site is currently zoned Rural Countryside Zone (RU) under by-law 2008-250.

The OPA application is required to remove the Future Neighbourhood Overlay, to enable the redesignation of the overall subject site to Neighbourhood area. The ZBA application is required to amend By-laws 2008-250 and 2026-50 to support the proposed residential subdivision with site-specific provisions.

A DPS is also required to create public streets, Park blocks, a Stormwater Management block, a creek corridor block and to divide the land into lots and blocks for the residential buildings and dwellings. A copy of the detailed Concept Plan is shown as **Figure 11** of this Planning Report.

Having reviewed the necessary and applicable policy and guideline documents, we conclude that the proposed applications are appropriate for approval for the following reasons:

- The proposal has regard to matters of Provincial interest and has had appropriate regard to the items in Section 51(24) of the *Planning Act*;

- The proposal is consistent with the PPS;
- The proposal conforms to, and implements, the policies of the City OP;
- The proposal will realize urban residential development within an area where growth can be accommodated;
- The proposal promotes an efficient, cost-effective development and land use pattern;
- The development resulting from the proposal can be adequately serviced by extensions of the existing municipal infrastructure;
- A variety of low-rise residential dwellings in the form of single detached and various forms of townhouse vernacular will be provided; and
- A balanced distribution of open space and parkland will be provided.

Therefore, it is our opinion that the proposal is premised on sound and reasonable planning analysis, represents good planning, and is in the public interest.

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1.0 Introduction

Caivan (the “owner"), has retained Goldberg Group as land use planners in relation to the Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBA”) and Draft Plan of Subdivision (DPS) applications seeking to permit the development of approximately 620 residential dwellings in the form of single detached, townhouse and stacked townhouse units on the lands known municipally as 4795 Bank Street, in the City of Ottawa (the “subject site”).

This Planning Report reviews the existing and evolving land use and area context, the development capability of the subject site within this context, and the current Provincial and municipal policies and guidelines. The conclusion of this report is that from a land use planning perspective, the proposed development is a good and appropriate fit within the existing and planned context. It is also consistent with, conforms with, and is in keeping with, applicable policies and guidelines of the Province of Ontario and the City of Ottawa.

The following plans and reports have been prepared in support of the subject OPA, ZBA and DPS applications. These documentations will be filed under separate cover with this submission:

- Draft Plan of Subdivision, prepared by Stantec Geomatics Ltd.;
- Plan of Survey (PLAN 4R-37086), prepared by Stantec Geomatics Ltd., dated September 12, 2025;
- Stage 1 and 2 Archaeological Assessment, prepared by Matrix Heritage, dated February 23, 2026;
- Stage 3 Archaeological Assessment Memo, prepared by Matrix Heritage, dated June 24, 2026;
- Geotechnical Report, prepared by Paterson Group, dated July 9, 2026;
- Findlay Creek Conceptual Channel Design, prepared by Geo Morphix Ltd., dated July 24, 2026;
- Phase 1 Environmental Site Assessment, prepared by Paterson Group, dated January 28, 2025;
- Hydrogeological Report, prepared by Paterson Group, dated June 26, 2026;
- Scoped Master Servicing Report, prepared by David Schaeffer Engineering Ltd. (DSEL), dated July 2026;
- Functional Servicing Report, prepared by DSEL, dated July 2026;

- Combined Environmental Impact Study and Tree Conservation Report, prepared by McKinley Environmental Solutions, dated July 2026;
- Transportation Impact Assessment, prepared by CGH Transportation, dated July 2026;
- Transportation Noise Feasibility Study, prepared by Gradient Wind Engineering Inc., dated June 22, 2026;
- Concept Plan, prepared by NAK Design Strategies, dated June 10, 2026;
- Park Fit Plans, prepared by NAK Design Strategies, dated June 19, 2026;
- Preliminary Landscape Streetscape Plans, prepared by NAK Design Strategies, dated June 30, 2026; and
- Urban Design Brief, prepared by NAK Design Strategies, dated July 16, 2026.

To the extent applicable, these plans and reports have been utilized as input into the facts and opinions expressed in this Planning Report.

2.0 Location and Description of the Subject Site

The subject site is shown on **Figure 1** of this Planning Report and is an irregularly-shaped parcel of land with an area of approximately 42.4 acres (17.17 ha), located at the northeast corner of Bank Street and Blais Road, in the City of Ottawa. The subject site has a frontage of 404.2 m on Bank Street and 203.7 m on Blais Road.

The subject site is currently farmlands, including one single-detached dwelling and several accessory farm buildings or barns.

Findlay Creek traverses diagonally through the subject site and will require a 15-metre wide hazard setback from the top of bank. This has been accommodated in the detailed Concept Plan **(Figure 11)** and the DPS **(Figure 12)**.

Figure 1 shows the aerial map of the subject site and surrounding area context.

Figure 1 – Aerial Context

2.1 Geotechnical

The Geotechnical Investigation prepared by Paterson Group provides that the subject site is suitable for the proposed residential development. The soils identified generally consisted of topsoil overlying a silty sand layer or glacial till underlain by bedrock. It recommends that the proposed residential buildings be founded on conventional spread footings bearing on undisturbed compact sandy silt to silty sand, stiff clayey silt, compact to very dense glacial till or clean surface sounded bedrock.

2.2 Natural Heritage

As further detailed in the Combined Environmental Impact Study and Tree Conservation Report ("EIS") prepared by McKinley Environmental Solutions, the subject site largely consists of farmlands, including agricultural fields and cultural meadow lands. There are existing deciduous hedgerows along the edges of the subject site as well as along the banks of Findlay Creek. Findlay Creek flows diagonally through the subject site generally from a northwest to southeast direction.

The natural features and functions of Findlay Creek will be preserved by a minimum 15-metre wide setbacks from the top of bank of the watercourse.

2.3 Archaeological

Portions of the subject site have been identified as containing archaeological potential. A Stage 1 and 2 Archaeological Assessment prepared by Matrix Heritage has been provided as part of this application. During the Stage 2 field assessment, an artifact scatter in the central portion of the subject site around the former house and farm buildings was identified. As more than 20 artifacts recovered are attributable to pre-1900 occupation, the site is considered to have Cultural Heritage Value or Interest and is recommended for Stage 3 Archaeological Assessment. This work is scheduled to commence on July 13, 2026.

2.4 Site Servicing and Stormwater Management

The scoped Master Servicing Study ("MSS") and Functional Servicing Report ("FSR") prepared by David Schaeffer Engineering Ltd. ("DSEL") concludes that the subject site is supported by existing water, wastewater and stormwater infrastructure to support the proposed development.

2.5 Transportation

Vehicular access to the subject site will be provided off Bank Street and Blais Road. Bank Street is planned to be widened from two lanes to four lanes between Leitrim Road and Miikana Road/Blais Road. Construction activities are currently underway and are expected to be completed by 2026.

With respect to transit, the subject site is within proximity to the following local bus routes as shown in **Figure 2**:

- Route 93: a local bus route that operates between Leitrim Station and the Findlay Creek community generally in an east-west direction. It provides 30-minute service all day,45-minute service early mornings and 1-hour service late nights.
- Route 94: a local bus route that operates between Leitrim Station and Dun Skipper/Cedar Creek. It provides 30-minute service, operating during peak hours on workdays only.

- Route 304: a weekly bus route operating on Thursdays operating from Osgoode/Logan Farm and Billings Bridge with one bus in the morning and one bus in the evening.

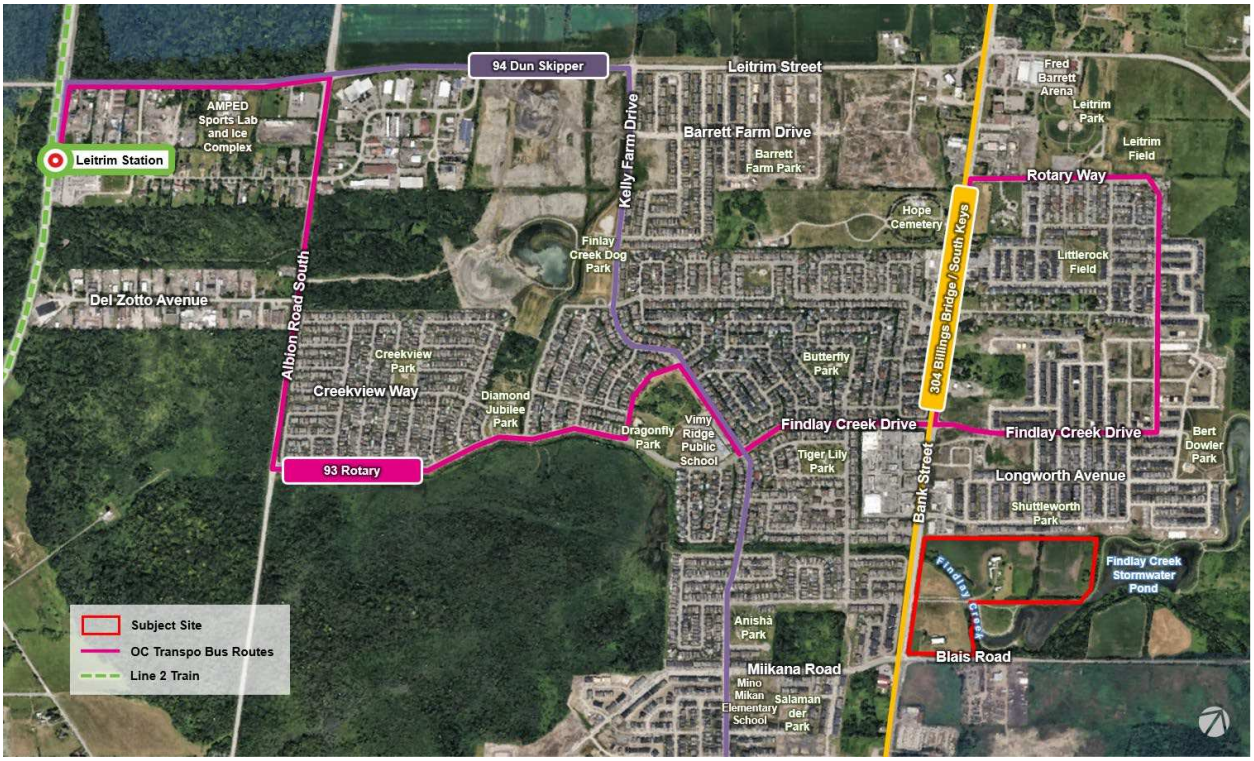


Figure 2 – Transit Context

Further to the above, a new Transit Priority Corridor is planned approximately 900 m south of the subject site along the future Earl Armstrong Road extension connecting from Bank Street to Bowesville Station, as shown on Schedule C2 of the City Official Plan, see **Figure 3**.

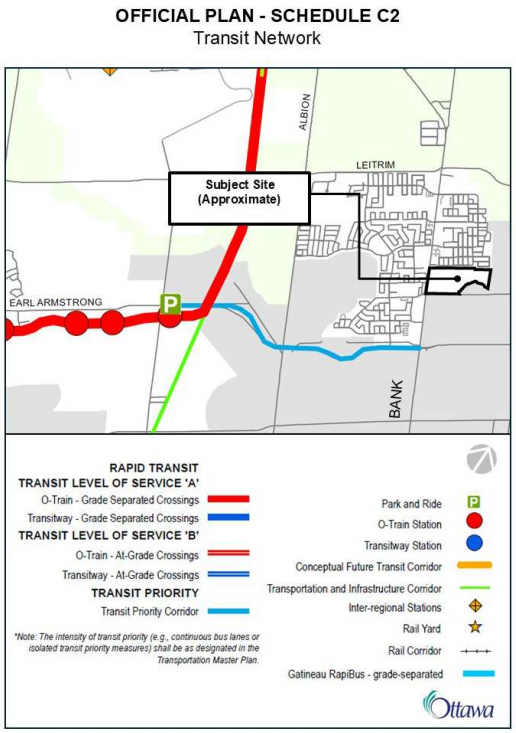


Figure 3 – Schedule C2 – Transit Network

There are also existing pedestrian sidewalks and multi-use pathways connecting the subject site to the neighbourhood to the north and the broader context. More transportation-related matters are further detailed in the Transportation Impact Assessment prepared by CGH Transportation.

2.6 Noise

A Transportation Noise Feasibility Study (Noise Study) was prepared by Gradient Wind which indicate that noise levels will range between 57 and 72 dBA during the daytime period and 49 and 65 dBA during the nighttime period. When noise levels exceed 55 dBA, mitigation must be provided to reduce noise levels where technically and administratively feasible. The highest receptors are near Bank Street and is predicted to be due to roadway traffic. The Noise Study provides some noise control measures that may be required to reduce noise levels where necessary.

2.7 Parks and Open Spaces

There are currently no existing parks on the subject site, however as mentioned earlier, there are a few parks and open spaces surrounding the subject site. This includes the Findlay Creek Stormwater Management Pond that wraps around the eastern border of the subject site. It includes multipurpose trails, some of which, lead to the community to the north, including Bert Dowler Park. Other parks within proximity to the subject site include Shuttleworth Park and Tiger Lily Park.

2.8 City Policy and Zoning Context of the Subject Site

The subject site is located within the Suburban Transect and the Urban Boundary on Schedule A of the City of Ottawa Official Plan ("City OP") **(Figure 4)**. It is designated Future Neighbourhood and located along a Mainstreet Corridor (Bank Street) on Schedule B7 – Suburban (Southeast) Transect **(Figure 5)**. The subject site is also identified as a New Urban Expansion Area – Category 1, Future Neighbourhood Overlay, on Schedule C17 **(Figure 6)**. Bank Street onto which the subject site flanks, is identified as a Scenic Route, on Schedule C13 **(Figure 7)**.

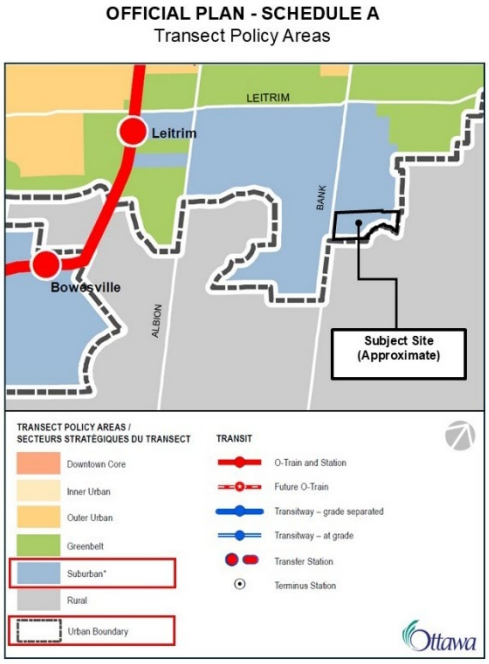


Figure 4 – Schedule A – Transect Policy Areas

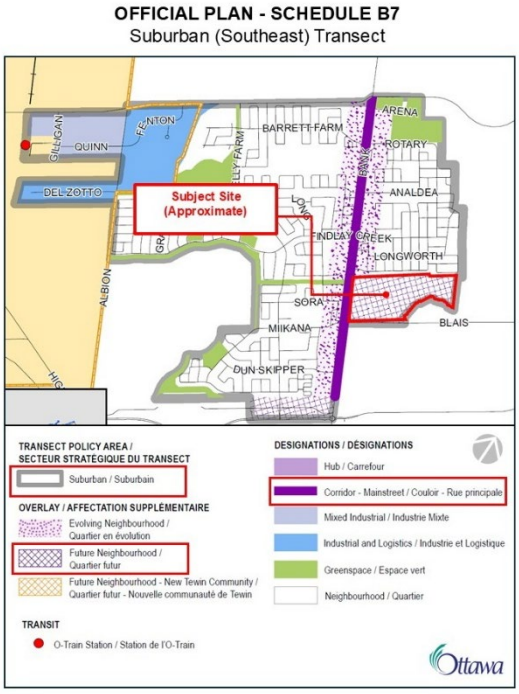


Figure 5 – Schedule B7 – Suburban (Southeast) Transect

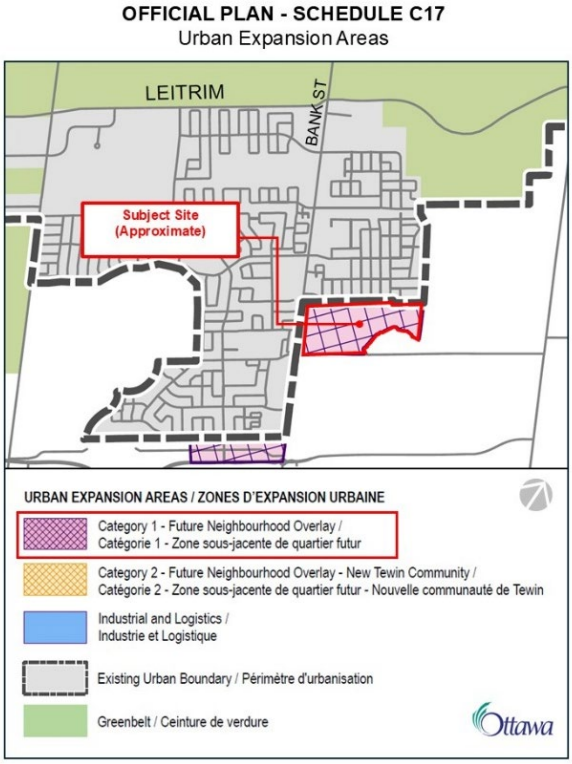


Figure 6 – Schedule C17 – Urban Expansion Areas

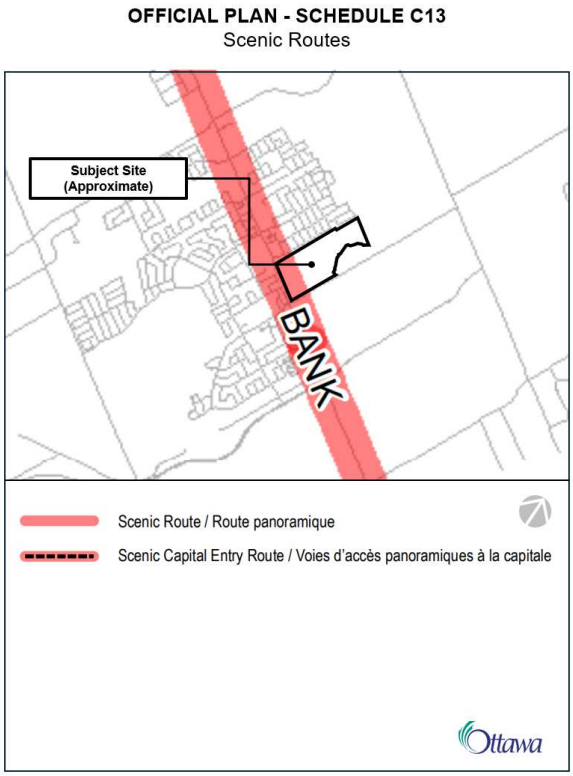


Figure 7 – Schedule C13 – Scenic Routes

The zoning on the subject site is Rural Countryside (RU), pursuant to the City of Ottawa Zoning By-law 2008-250 and Development Reserve Zone (DR), pursuant to the City of Ottawa Zoning By-law By-law 2026-50 **(Figure 8** and **Figure 9)**. These zones permit agricultural and environmental type uses and a maximum of three dwelling units, subject to conditions.

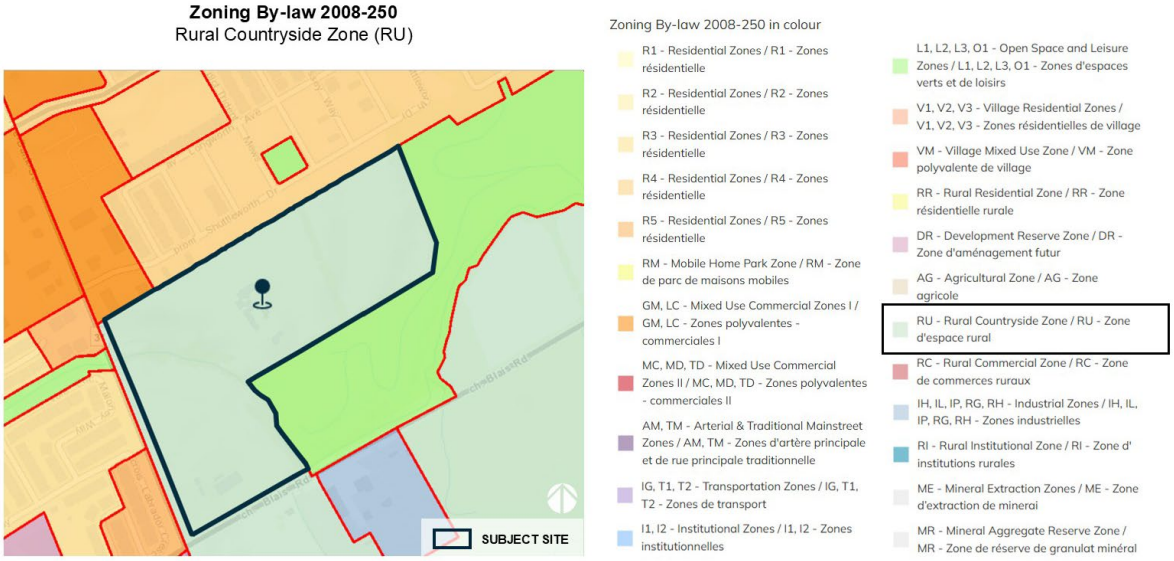


Figure 8 – Zoning By-laws 2008-250

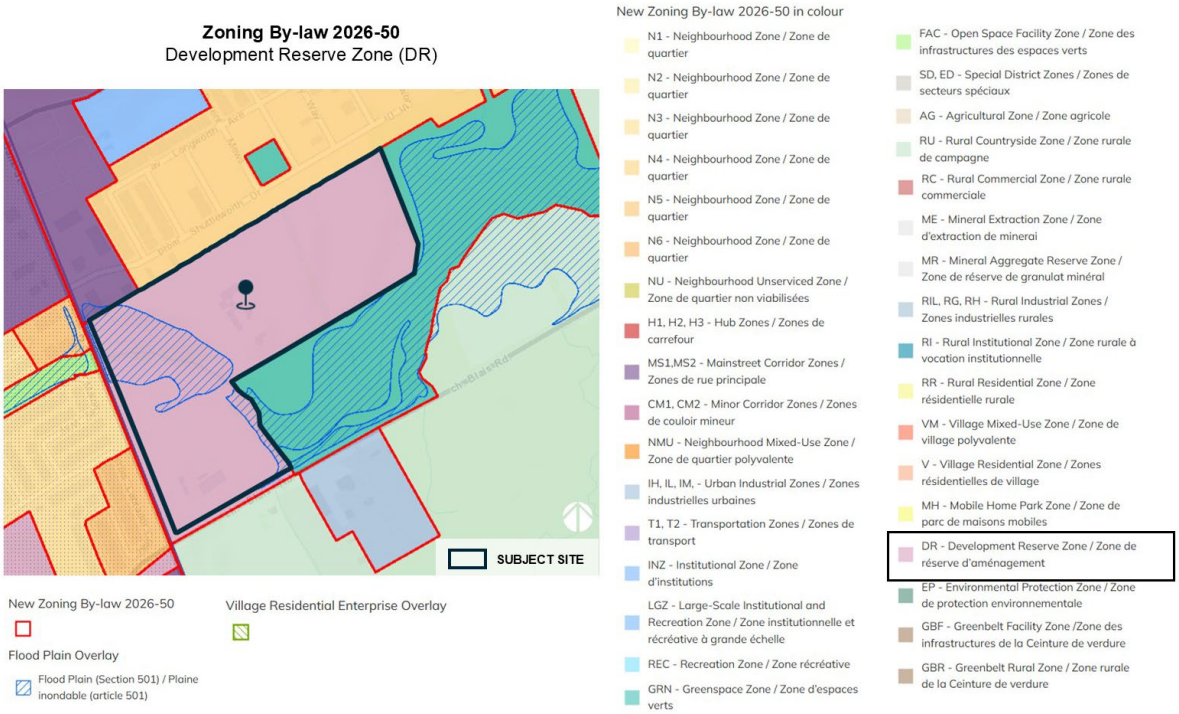


Figure 9 – Zoning By-laws 2026-50

3.0 Description of Surrounding Area Context

The subject site is planned to augment and complement the surrounding urban residential fabric. The following summary sets out notable details of the surrounding area context. A corresponding map of the surrounding area is shown in **Figure 1**.

North

- Immediately north of the subject site is the edge of an existing low-rise residential community which includes townhouses, single-detached dwellings, parks and open spaces.

- On the east side of Bank Street on the north and south sides of Shuttleworth Drive includes commercial plazas consisting of restaurants, professional offices and a bank, with surface parking. These lands are designated Evolving Neighbourhood on Schedule B7 – Suburban (Southeast) Transect in the City OP.

West

- Bank Street is an arterial road identified as a Mainstreet Corridor on Schedule B7 and Scenic Route on Schedule C13 of the City OP. The lands fronting onto Bank Street on its west side are designated Evolving Neighbourhood on Schedule B7 of the City OP.

- To the northwest corner of Shuttleworth Drive and Bank Street is a larger commercial block known as the Findlay Creek Centre which extends north to Findlay Creek Drive. The plaza includes a wide range of commercial uses including restaurants, a supermarket, Canadian Tire, Shoppers Drug Mart, a bank and a fuel station at the intersection corner.

- At the southwest corner of Bank Street and Shuttleworth Drive is a low-rise residential community including stacked townhouses towards Bank Street and standard townhouses further west.

- Further southwest are additional low-rise residential dwellings including townhouse and single-detached dwellings.

South

- Immediately south of the subject site is Blais Road and the southern edge of the Suburban Transect.

- On the south side of Blais Road is an open field at the southeast corner of Blais Road and Bank Street. East of this field are a series of auto service shops with outdoor storage of vehicles and parts.

- South of the aforementioned open field, is the Ottawa Camping Trailers, a camping trailer dealership fronting onto Bank Street.

East

- Immediately east of the subject site is Findlay Creek Stormwater Pond (3265 Blais Road). It includes trails leading to the residential community to the north and connecting to Bert Dowler Park.

- Further east are lands outside of the urban boundary consisting of primarily wooded natural heritage features.

4.0 Description of Proposal

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Planning Statement ("PPS"), the City OP, City guideline documents, background studies from a variety of expert disciplines, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site, which contains an appropriate mix of dwelling types and other uses.

A high-level Concept Plan as prepared by NAK Design Strategies is included below as **Figure 10**. A detailed Concept Plan and Draft Plan of Subdivision is included as **Figures 11** and **12**, respectively.

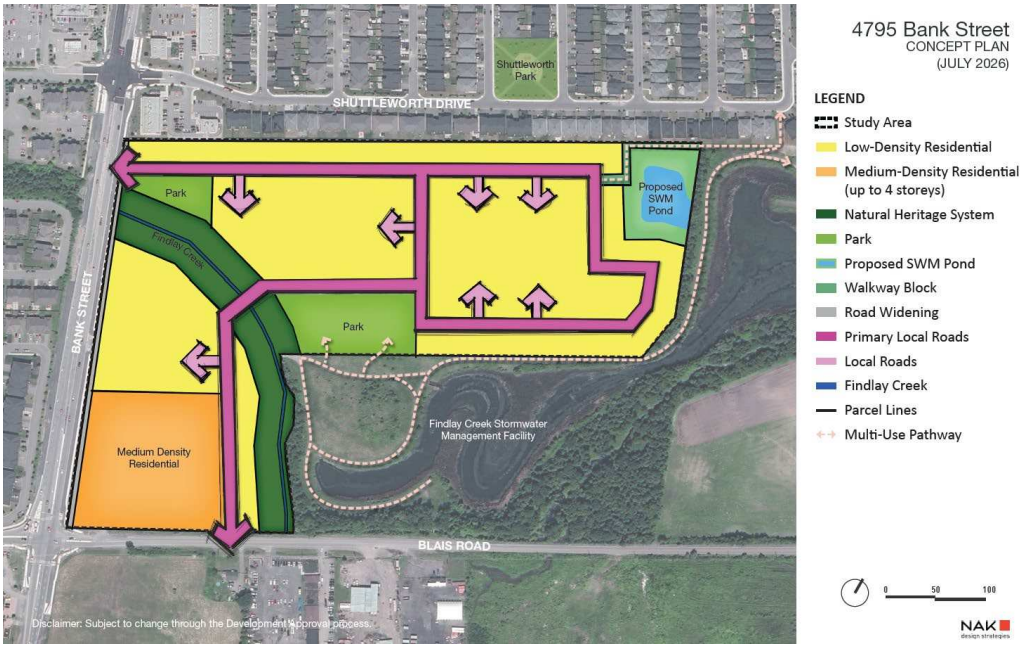


Figure 10 – High-level Concept Plan

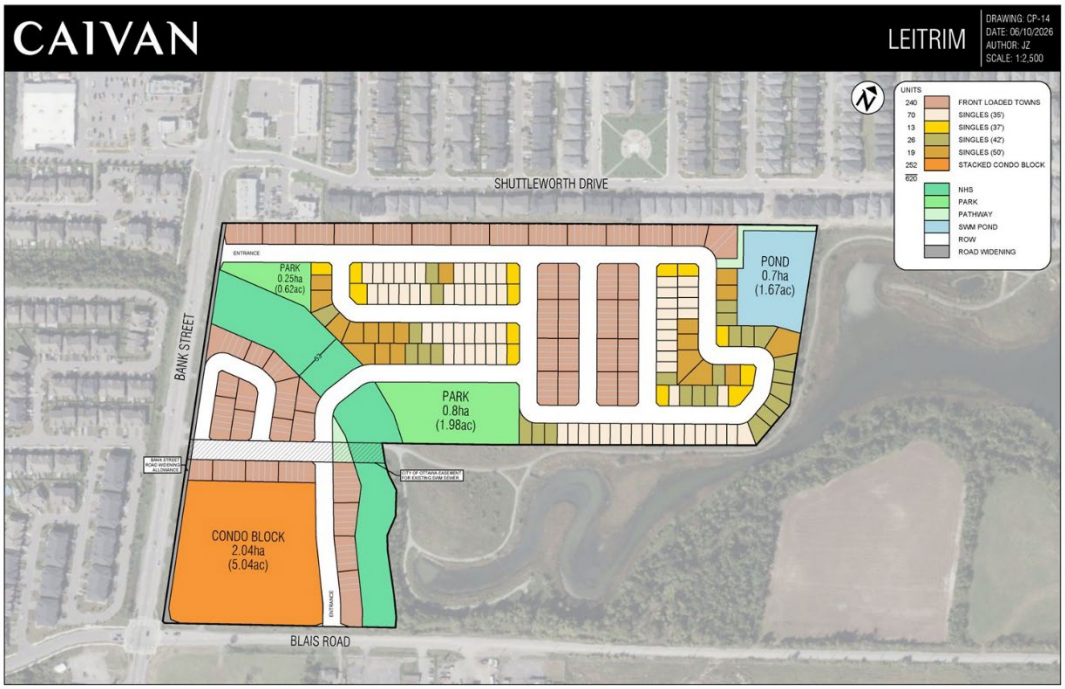


Figure 11 – Detailed Concept Plan

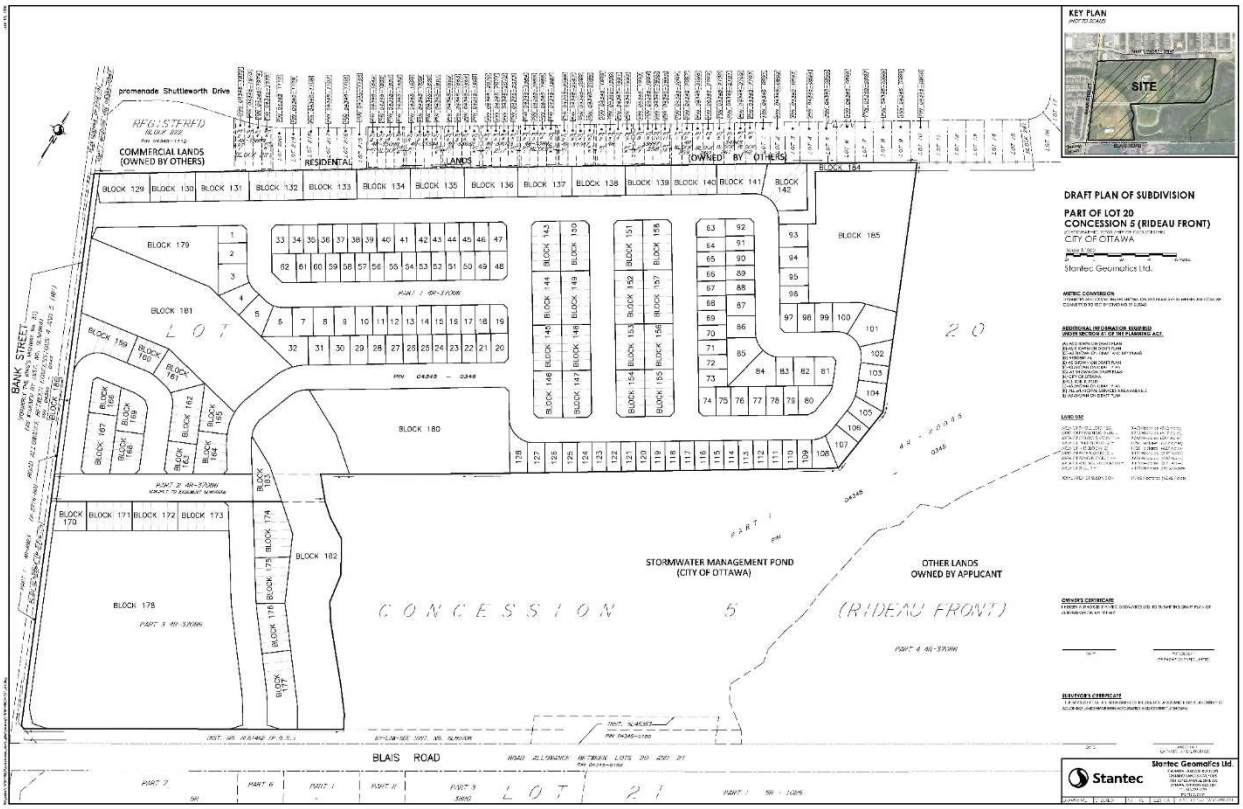


Figure 12 – Draft Plan of Subdivision

The subject proposal is for a low-rise residential subdivision consisting of single-detached dwellings, standard townhome dwellings, a condo block for future stacked townhomes, resulting in a total of approximately 620 units. The proposal also includes two park blocks and one stormwater management block.

Some of the notable statistics of the proposal are as follows:

Table 1
Notable Project Statistics

Land Use	Proposal
Site Area	17.17 ha (42.4 acres)
Road Widening (Bank Street)	0.168 Hectares (0.41 Acres)
Single-Detached	128 units
Standard Townhomes	240 units
Stacked Townhomes	252 units
Total Dwellings	Approx. 620 units
Parks	2 park blocks (1.05 ha or 2.59 ac)
SWMF	1 new SWMF (0.68 ha or 1.67 ac)
Streets	9 streets (4.19 ha or 10.36 ac) • Local Roads (18m to 20m) • Window Street (14.75m)
Walkways	2 pedestrian linkages

4.1 Built Form

The proposal will include primarily low to medium density dwellings in the form of single-detached homes, standard townhomes and stacked condominium townhomes, between 2 to 4 storeys in height.

Corner lots and gateway entrances will have the highest visibility from the street and as such, will be designed with rear yard bump outs, additional windows and architectural articulation.

Select units within the proposal will feature the owner's OpenPlan™ Design, which reduces the appearance of a garage and car-dominated streetscape, maximize windows and natural light on

front and rear facades, and include finished basements. More details can be found in the Urban Design Brief prepared by Nak Design Strategies.

4.2 Streets

The proposed street layout is in a modified grid-like pattern and will include local streets which are designed with a Right-of-Way ("ROW") width of 18.0 to 20.0 m, and window streets will be designed with a ROW of 14.75 m, as further detailed in the Urban Design Brief prepared by NAK Design Strategies. The proposed local roads will connect to either Blais Road or Bank Street. All housing typologies will front or flank onto the ROW to ensure proper frontage and interest along the streetscape.

On-street parking will be provided on one side along local streets throughout the subject site wherever possible, to allow short-term parking for residents and visitors. Traffic-calming measures will be implemented to reduce speeds and will be appropriately dispersed throughout the proposed development to enhance safety. This is conceptually shown in the TIA prepared by CGH, and will be further refined at detailed design stage.

4.3 Parks and Open Space

The proposal will include two (2) new public parks, one park (0.25 ha) located towards the northwest corner of the subject site and another park (0.8 ha) located in the south central part of the site, immediately north of the Findlay Creek Stormwater Management Pond. Both parks have frontages on a public street, to enhance visibility and are immediately adjacent to other natural areas expanding the open space network. The parks are centrally located to provide more convenient access to the surrounding neighbourhood. Multi-use paths are also proposed to connect through the parks to the broader community.

A stormwater management pond (0.7 ha) is proposed to be located at the northeast corner of the subject site, to service the proposed development.

Key pathway blocks have been strategically located within the proposal to achieve permeability and connectivity to existing and planned trails and stormwater management ponds as shown in the detailed Concept Plan (**Figure 11**).

As detailed in the Park Fit Plans, prepared by NAK Design Strategies and dated June 8, 2026, the proposed parks will include a wide range of programming, including a playgrounds, seating, fitness equipment, and free play/open spaces. These details will be further refined as the application progresses.

4.4 Findlay Creek Channel Design

A Findlay Creek Conceptual Channel Design report was prepared by Geo Morphix Ltd. and is included under a separate cover. The report included a fluvial geomorphology assessment which concluded that the proposed conceptual channel design provides opportunities for significantly improved riparian and aquatic habitat conditions with increased floodplain storage and connectivity. Additional benefits associated with sediment balance, floodplain storage, vegetation communities, terrestrial habitat features and water quality would result from the improvements to morphology and function. Overall, when compared to the existing condition, the proposed design will result in an increase in channel length, improvements to the conveyance of flow and sediment, increases in morphological and substrate variability and a more natural floodplain form.

5.0 Policy Context and Justification

The policy context that applies to the subject application is the Provincial Planning Statement, 2024 (the “PPS”), the Planning Act, and the City of Ottawa Official Plan. In addition, regard has been given to the Urban Design Guidelines for Greenfield Neighbourhoods (2007). These documents are reviewed in the sections below.

5.1 Planning Act

5.1.1 Section 2

Section 2 of the *Planning Act* indicates that municipalities shall have regard to the following matters of provincial interest, among other matters:

"(a) the protection of ecological systems, including natural areas, features and functions;

(b) the protection of the agricultural resources of the Province;

(c) the conservation and management of natural resources and the mineral resource base;

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

(e) the supply, efficient use and conservation of energy and water;

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

(g) the minimization of waste;

(h) the orderly development of safe and healthy communities;

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(j) the adequate provision of a full range of housing, including affordable housing;

(k) the adequate provision of employment opportunities;

(l) the protection of the financial and economic well-being of the Province and its municipalities;

(m) the co-ordination of planning activities of public bodies;

(n) the resolution of planning conflicts involving public and private interests;

(o) the protection of public health and safety;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

i) Well designed,
ii) Encourages a sense of place, and
iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate."

The proposed development has had regard for those Provincial interests, germane to the subject proposal, as follows:

- The natural areas and ecological features will be protected including a minimum 15-m wide hazard setback from the top of bank of Findlay Creek, as well as other regulatory, mitigation and avoidance measures, as detailed in the in the Environmental Impact Study, prepared by McKinley Environmental Solutions;

- The development will add a range of residential units to an area that is currently largely vacant and underutilized;

- The subject site is an appropriate location for growth and development, as it is a logical and sequential urban area expansion, adjacent to existing urban development; and

- The built form includes well-designed streetscapes that are accessible and attractive, and there is a generous quantity of high quality open space, contributing to a vibrant sense of place.

Further, the site-specific conditions of Draft Plan of Subdivision approval can be used to ensure that matters of provincial interest are addressed and secured (as appropriate) before development is permitted to proceed. Therefore, through the application of the mechanisms provided for in the *Planning Act*, in my opinion, the implementation of development approvals for the lands can proceed in a manner provided for under the *Planning Act*.

In view of the forgoing, we conclude that the proposed development has appropriate regard for Section 2 of the *Planning Act*.

5.1.2 Parkland Dedication

Section 51.1 of the *Planning Act* provides the following requirement for parkland dedication.

"(2) If the approval authority has imposed a condition under subsection (1) requiring land to be conveyed to the municipality and if the municipality in which the land is located has a by-law in effect under section 42 that provides for the alternative requirement

> authorized by subsection 42 (3), the municipality, in the case of a subdivision proposed for residential purposes, may, in lieu of such conveyance, require that land included in the plan be conveyed to the municipality for park or other public recreational purposes at a rate of one hectare for each 600 net residential units proposed or at such lesser rate as may be determined by the municipality."

Subsections 42 (2.1) to (2.4) further set out rules with respect to the timing of the determination of the amount of parkland as follows:

> "(2.1) The amount of land or payment in lieu required to be provided under this section is the amount of land or payment in lieu that would be determined under the by-law on,
>
> (a) the day an application for an approval of development in a site plan control area under subsection 41 (4) of this Act or subsection 114 (5) of the City of Toronto Act, 2006 was made in respect of the development or redevelopment;
>
> (b) if clause (a) does not apply, the day an application for an amendment to a by-law passed under section 34 of this Act was made in respect of the development or redevelopment; or
>
> (c) if neither clause (a) nor clause (b) applies, the day a building permit was issued in respect of the development or redevelopment or, if more than one building permit is required for the development or redevelopment, the day the first permit was issued."

Given regulations 2.1 a) and 2.1 b) are not applicable and no building permits have been issued, the new parkland dedication rate may be used.

The proposal includes two parks with a total area of 2.60 ac (1.05 ha). Based on the estimated number of approximately 620 units for this proposed subdivision, the estimated parkland dedication requirement of 1 hectare per 600 units is approximately 1.03 ha. As such, the parkland dedication requirement has been met (moderately exceeded) and will be commensurate to the final unit count.

5.1.3 Plan of Subdivision

Section 51(24) of the *Planning Act* provides that, in considering a draft plan of subdivision, regard shall be had, to the health, safety, convenience, accessibility for persons with disabilities and

welfare of the present and future inhabitants of the municipality and to, the following (among other matters):

> "(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
>
> (b) whether the proposed subdivision is premature or in the public interest;
>
> (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
>
> (d) the suitability of the land for the purposes for which it is to be subdivided;
>
> (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
>
> (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;
>
> (f) the dimensions and shapes of the proposed lots;
>
> (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
>
> (h) conservation of natural resources and flood control;
>
> (i) the adequacy of utilities and municipal services;
>
> (j) the adequacy of school sites;
>
> (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.
>
> (l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
>
> (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 this Act or subsection 114 (2) of the *City of Toronto Act, 2006*."

In our opinion, the proposal has appropriate regard to Section 51(24) of the *Planning Act,* as follows:

- The proposal has regard to Section 2 of the *Planning Act,* as detailed earlier in this report;

- The proposal is in the public interest as is located immediately south and east of existing urban neighbourhoods, with similar forms of residential dwellings, as well as parks, schools and commercial uses located at the intersection of Bank Street and Shuttleworth Drive;

- The proposal conforms with the City of Ottawa Official Plan, as further detailed later in this report;

- A minimum 15-m setback from Findlay Creek is provided to protect this natural heritage feature. Where necessary, other mitigative measures will be included to minimize impacts on the natural resources, as further detailed in the Environmental Impact Study, prepared by McKinley Environmental Solutions. This will be further refined at detailed design;

- Municipal services are adequately available, as further detailed in the MSS, prepared by DSEL; and

- The mix of lots appropriately and contextually provide for a variety of housing options.

In view of the foregoing, it is our opinion that the proposed development has regard for the applicable matters set out in Section 51(24) of the *Planning Act*.

5.2 Provincial Planning Statement, 2024 ("PPS")

The Provincial Planning Statement (the "PPS") came into effect on October 20, 2024. The PPS is intended as a single, province-wide land use planning document. The stated intent of the Province is to speed up government approval processes and support the achievement of housing objectives across Ontario.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. If approved, all planning matters would be required "to be consistent" with the PPS, pursuant to subsections 3(5) and 3(6) of the *Planning Act*.

In addition to policies applicable across the province, the PPS includes policies only applicable to *Large and fast-growing municipalities* which have the greatest need for housing, which includes the City of Ottawa, as identified in Schedule 1.

Subsection 2.1 of the PPS relates to Planning for People and Homes with the following relevant policies:

> "4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
>
> a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
>
> b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans."

The following policies under Section 2.2 are considered in the PPS with respect to Housing:

> "1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area 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:
>
> 1. 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;
>
> 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."

As mentioned earlier, the proposal will provide an appropriate range and mix of housing options in the form of single-detached, standard townhouses and stacked townhouses. The proposal will

also contribute to meeting minimum housing targets within designated growth areas. It will use land and infrastructure efficiently and support active transportation.

As explained earlier, the subject site is currently identified as a settlement expansion area. As such, the following policies under section 2.3.2 of the PPS are relevant to the subject site.

> "1. In identifying a new *settlement area* or allowing a *settlement area* boundary expansion, planning authorities shall consider the following:
>
> a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
>
> b) if there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;
>
> c) whether the applicable lands comprise *specialty crop areas*;
>
> d) the evaluation of alternative locations which avoid *prime agricultural areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
>
> e) whether the new or expanded *settlement area* complies with the *minimum distance separation formulae*;
>
> f) whether impacts on the *agricultural system* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance; and
>
> g) the new or expanded *settlement area* provides for the phased progression of urban development.
>
> 2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new *settlement area* only where it has been demonstrated that the *infrastructure* and *public service facilities* to support development are planned or available."

With respect to the identified need, the Province and the City are encouraging and promoting the development of more housing units, as quickly as possible (1.5 million homes Province wide, 151,000 in Ottawa). This is reflected in the many housing initiatives of the Province.

With respect to capacity, as mentioned earlier, the FSR prepared by DSEL concludes that the subject site is serviceable.

No part of the subject site is comprised of *specialty crop areas*.

With respect to the minimum distance separation formula, the 2024 PPS provides the following definition:

> "Minimum distance separation formulae: means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities."

The proposal is not anticipated to impact *prime agricultural lands*.

With respect to the phased progression of urban development, the subject site is the logical next sequential phase, adjacent to existing residential communities to the north and west.

In view of the forgoing analysis, it is my opinion that the proposed development is consistent with the PPS.

5.3 City of Ottawa Official Plan ("City OP")

The City OP, as approved with modifications by the Minister, came into effect on November 4, 2022. The City OP outlines a comprehensive land use policy framework to guide growth and development within the City to the year 2046, including policies and schedules that address housing and growth management; long-term planning for employment and infrastructure; protect water resources, natural heritage and agricultural areas; manage non-renewable resources; plan for climate change; and safeguard public health and safety.

Section 3 of the City OP provides the Growth Management Framework. The majority of residential growth is targeted within the built-up area with a high demand of housing expected for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and similar new forms not yet developed.

As mentioned earlier, the subject site is within the Suburban Transect of the urban boundary and designated within the Category 1 Future Neighbourhood, under Schedule B7 of the City OP.

With respect to Strategic Directions, Section 2 of the City OP provides that Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new private households. This growth will be accommodated within its existing neighbourhoods and villages, undeveloped greenfield areas within the urban boundary, and by expanding the City's urban boundary.

5.3.1 Healthy and Inclusive Communities

Subsection 2.2.4 of the City OP provides the policy intent for Healthy and Inclusive Communities. It provides that the City's physical layout and design plays an important role in shaping health and well-being of Ottawa's diverse population. One intent of the policy is to encourage the development of healthy, walkable, 15-minute neighbourhoods, creating connected and complete communities. The key attributes of 15-minute neighbourhoods include the following:

> "Components:
>
> a) A mix of housing options including family-sized units, for a range of incomes, including working with senior governments and community partners to include core-affordable housing which strives to meet the City's targets under its 10-Year Housing and Homelessness Plan;
>
> b) Population levels and residential densities that support local shops and services;
>
> c) Public service facilities such as parks and public spaces, schools, community centres, licensed child care centres, recreational facilities and libraries. Publicly accessible places for people to connect that contribute to quality of life and well-being are especially important as neighbourhoods continue to intensify;
>
> d) Neighbourhood retail and commercial services in order to reduce travel time for daily needs and provide jobs and other economic opportunities for residents;
>
> e) Access to healthy food through grocery stores, community gardens, urban agriculture and farmers markets;
>
> f) Supporting housing and local amenities that meet the needs of diverse racial and cultural populations within the city.
>
> Sustainable Mobility:
>
> a) Shaded pedestrian and cycling-friendly streets and pathway networks connecting residents to amenities and services that provide a viable alternative to the use of a private automobile;

b) Safe and convenient environments for children and youth to play, and to walk, cycle or take transit to school; and

c) Safe and convenient access to transit.

Urban Design:

a) High-quality, human scale urban design that creates a sense of place. This includes a vibrant public realm, with streets, trees, gathering places and local amenities that are shaded and green. This will change the way the spaces on streets are allocated on a temporary basis through events or pilot projects and on a permanent basis where Council approves a permanent rebalancing, such as a woonerf, that is consistent with transportation plans; and

b) A public realm that fosters social connections by inviting people to be in, rather than only travel through places, in all seasons."

With respect to the components that make up a 15-minute neighbourhood, the subject proposal includes a range of housing options including single-detached, standard townhouse and stacked townhouse dwelling units to accommodate a range of incomes. The subject site is located in close proximity to existing commercial plazas, northwest of the subject site which proximity of this amenity will reduce travel time for daily needs and decrease the requirement of auto travel. This will allow residents with convenient access to local retail stores, including but not limited to restaurants, groceries and other services.

With respect to sustainable mobility, the subject proposal will include tree-lined streets, as further detailed in the Streetscape Landscape Plan, prepared by Nak Design Strategies. The proposal also includes multi-purpose trail connections to existing trails, as well as sidewalks to provide viable and safe alternatives to the use of private automobiles. Two parks blocks are included as part of the proposal which are connected to the broader open space network and connect to other parks and trails in the surrounding area.

With respect to urban design, the proposal includes street-oriented buildings with select units featuring the owner's OpenPlan^{TM} Design, which reduces the appearance of a garage and car-dominated streetscape, maximizes windows and natural light on front and rear facades, and includes finished basements. More details can be found in the Urban Design Brief, prepared by Nak Design Strategies.

5.3.2 City-wide Policies

The City-wide policies are analyzed in relation to the proposal.

Mobility

Subsection 4.1 of the City OP contains city-wide policies as it relates to mobility. The following policies under subsection 4.1.1, are applicable to the subject site:

> "1) In the Urban Area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. The resolution of overlapping priorities in the Urban Area and Villages, as well as the establishment of priorities in the Rural area, will be informed by Multi-Modal Level of Service targets outlined in the Transportation Master Plan (TMP) and Multi-Modal Level of Service Guidelines.
>
> 5) 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 or Village boundary.
>
> 3) The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLOS), the Safe Systems Approach and all the following:
>
> a) All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans; and
> b) Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate."

The proposal will include sidewalks along new local roadways within the subdivision. Pathways and trails are proposed within parks and along the stormwater management pond connecting to sidewalks and other trails, wherever possible, to improve connectivity within the neighbourhood, the open space network and beyond.

Housing

Section 4.2 of the City OP contains policies related to housing. The intent of these policies is to make Ottawa a good place to live. A place that is safe, affordable and meets the needs of all age

groups, incomes and backgrounds. A variety of housing types are encouraged including housing units of different sizes and forms, some of which may not yet be common in Ottawa today.

Subsection 4.2.1 includes the following relevant policies:

> "1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
>
> 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.
>
> 2) 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 proposal includes a range of low-rise housing options in the form of single-detached, standard townhouses and stacked townhouses. The proposed development of stacked townhouse dwelling units supports missing middle housing options.

Parks and Recreation

Section 4.4 of the City OP relates to parks and recreation facilities. Parks are encouraged to be distributed throughout a neighbourhood, and across the City. The shape and size of a park should be designed to provide appropriate access and visibility within the context of the neighbourhood.

Subsection 4.4.1 provides the following relevant policies:

> "2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
>
> a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
>
> b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
>
> i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
>
> ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
>
> iii) Be of a usable shape, topography and size that reflects its intended use
>
> iv) Meet applicable provincial soil regulations; and
>
> v) Meet the minimum standards for drainage, grading and general condition."

As mentioned earlier in this report, the proposal includes two new parks, one park with an area of approximately 2,428 sq.m. (0.25 ha) and one larger park with an area of approximately 8,012 sq.m. (0.8 ha), both exceeding the City's minimum area requirement. These parks are unencumbered and will be conveyed to the City of Ottawa. The park will be of usable shape and

topography for a wide range of uses. These uses are conceptually shown on the Park Fit Plans, as prepared by NAK Design Strategies, included as part of the submission.

The proposed parks will be designed to meet minimum drainage, grading and general condition standards in accordance with Ministry of the Environment, Conservation and Parks ("MECP") and City of Ottawa guidelines as part of detailed design.

Section 4.4.1 continues with the following policies with respect to the rate of parkland dedication.

> "4) The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the *Planning Act* the following rates apply at the time of adoption of this Plan:
>
> b) The City shall require the dedication of land for parks in an amount not exceeding 5 per cent of the area of land that is developed or redeveloped for all other purposes except that the City will calculate the park dedication for residential development or redevelopment at densities that exceed 18 units per net hectare using the 'alternative requirement' of 1 hectare for every 300 dwelling units as provided in the Planning Act or some lesser amount based upon this requirement. The Parkland Dedication By-law will identify circumstances when a lesser amount will be considered;
>
> c) In the case of land that is developed or redeveloped for more than one purpose, the owner shall be required to convey land at the rate applicable to the predominant proposed use of the land for the entire site."

As mentioned earlier in this report, the *Planning Act* sets out a new requirement of 1 hectare for every 600 dwelling units. The proposal includes two parks with a total area of 2.60 ac (1.05 ha) and a total of 620 dwelling units, meeting and moderately exceeding the parkland dedication requirement.

Section 4.4.6 includes the following relevant policies with respect to how the design of parks contribute to quality of life and respond to climate change:

> "1. The design of parks should generally meet each of the following criteria:
>
> a) The emphasis on parks will be to provide space for recreational activities;…
>
> e) A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting streets; Sidewalks shall be provided along the entirety of a park's street frontages in all cases in all transects, and required on local roads that lead directly to parks;

f) Where possible, landscape, servicing study and concept plans shall preserve existing mature trees and incorporate additional tree cover in a manner that is consistent with the use of the park and prioritizes shade for users. The tree canopy cover target for parks is 40 per cent, as detailed in Subsection 4.8.2, Policy 2), to be implemented, as appropriate;

g) New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible; and

h) To adapt to climate change, provide cooling amenities in park design such as splash pads, wading pools, shade trees and shade structures, where possible."

As mentioned earlier, the proposed parks are located adjacent to existing open spaces (Findlay Creek and Findlay Creek Stormwater Management Pond). They both front towards a street and sidewalk. The proposed park will include a wide range of programming including play structures and open spaces to accommodate passive and active recreational opportunities for a diverse range of ages and abilities. The parks will also include shade trees and shade structures meeting required canopy targets. These details will be further refined as the application progresses.

Urban Design

Section 4.6 of the Official Plan contains policies related to Urban Design. The policies in this section seek to achieve the following:

1. Promote design excellence in Design Priority Areas;
2. Protect views and enhance Scenic Routes including those associated with national symbols;
3. Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle;
4. Encourage innovative design practices and technologies in site planning and building design;
5. Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes; and
6. Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Subsection 4.6.6 relates to enabling the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

The relevant policy of this section is as follows:

> "6) 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 proposal will demonstrate Caivan's unique architectural character but will also reflect similar arrangements found within the surrounding communities. The proposed development will incorporate high-quality building materials that will harmoniously fit with the surrounding community. A variety of residential typologies and styles will be provided to create visual interest with homes addressing the street, while making room for trees and utilities, where necessary. This is further detailed in the Urban Design Brief prepared, by NAK Design Strategies, submitted under separate cover.

As mentioned earlier, Bank Street is identified as a Scenic Route on Schedule C13 of the City OP. Section 4.6.2 of the City OP includes the following relevant policies with respect to Scenic Routes:

> "4) Development abutting Scenic Routes, as identified on Schedule C13, 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."

The proposed development will enhance views into the natural and cultural heritage features from Bank Street and all proposed buildings will either front or flank onto this Scenic Route. Spill-over lighting will be avoided where possible and will be further refined as the application progresses.

Drinking Water, Wastewater and Stormwater

Section 4.7 of the Official Plan contains policies related to Drinking Water, Wastewater and Stormwater Infrastructure which seek to achieve the following:

1. Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area; an
2. Pursue an affordable and sustainable pattern of infrastructure development.

Subsection 4.7.1 provides the following relevant policies:

> "1) To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:
>
> a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and
>
> b) Not exceed the capacity of the existing infrastructure system.
>
> 2) The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.
>
> 5) Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:
>
> a) The requirements of approved subwatershed studies, environmental management plans and master servicing study;
>
> b) Other relevant Council-approved studies, such as stormwater retrofit studies; and
>
> c) The Ottawa Sewer Design Guidelines and associated climate change considerations.
>
> 6) As part of a complete application, all redevelopment applications will be required to:

a) Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and

b) Implement site, grading, building and servicing design measures to protect new development from urban flooding.

7) As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.

8) As a condition of Site Plan Control approval or draft plan of subdivision approval, proof of legal and sufficient outlet for proposed stormwater management and drainage systems will be required and satisfied prior to the early servicing or registration, whichever comes first…

11) New local plans will be supported by an approved master servicing study, environmental management plan and subwatershed study, and shall be prepared consistent with the approved terms of reference for each. General terms of reference will be approved by Council and will be refined and approved by staff for each local plan.

12) As part of a complete application, new development in a future neighbourhood shall be supported by an approved master servicing study, an approved environmental management plan, and subwatershed study. The scope of these studies shall include all contiguous future development lands unless otherwise approved by the City.

14) Unless identified in the Infrastructure Master Plan, stormwater and wastewater infrastructure to support new development (such as stormwater management systems and sewer pumping stations) will be within the settlement area.

a) Where necessary, and subject to an amendment to this plan, adjustments to the settlement boundary may be permitted to accommodate necessary infrastructure provided there would be no net increase in land within the settlement area; and

b) Under extraordinary circumstances and where settlement boundary adjustments are not possible, exceptions may be granted outside of agricultural resource areas or natural environment areas subject to Council approval of a local plan and supporting studies.

20) Master servicing studies shall address phasing of new infrastructure to support new development proceeding contiguous to existing urban development.

23) Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal:

a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development; and

b) Where adequate services or servicing capacity do not exist to support a proposed plan of subdivision, the City will not issue draft plan approval."

The MSS dated July 2026 prepared by DSEL concludes that the proposed erosion and sediment control measures will be implemented and maintained throughout construction. The adjacent watercourse and SWM pond will be protected from negative impacts during construction, and the proposed servicing and grading plans are expected to meet all City, SNCA and Ministry of Environment, Conservation, and Parks (MECP) requirements.

With respect to Section 4.7.1 Policy 2), the proposed subdivision is includes development lands within the mapped 1:100 and 1:350-year floodplains. The MSS provides that the 1:100-year floodplain is being removed through alterations and improvements to the adjacent watercourse, subject to an application and approval under the Conservation Authorities Act as administered by South Nation Conservation. Climate change vulnerability associated with the 1:350-year event will be entirely addressed by raising the grades to remove the lands from the potential extent of this flood event.

The MSS has drawn from the requirements of relevant subwatershed studies and the Ottawa Sewer Design Guidelines with respect to stormwater management in accordance with Section 4.7.1 Policy 5).

With respect to runoff, the Hydrogeological Study prepared by Paterson group included a site-specific water budget assessment to determine the hydrogeological function of the subject site. It provides that the amount of infiltration from pre-development to post-development will decrease by 57% and runoff will increase by 140%. With respect to groundwater impact, adverse effects to surrounding infrastructure related to dewatering activities are expected to be negligible. There is also an expected increase in contribution of flow to Findlay Creek as a result of the increase in runoff under post-development conditions.

The MSS provides that stormwater runoff is designed to be captured by an internal gravity sewer system that will convey flows to multiple outlet locations. The report concludes that the gravity

storm connections are feasible. Furthermore, there are currently studies being undertaken by Geomorphix and JSFA which will include stormwater management strategies to mitigate potential impacts to the water feature.

The MSS includes consideration of the proposed phasing of new infrastructure for further discussion and coordination with City staff.

The FSR dated July 2026 prepared by DSEL further concludes that sufficient potable water is available to support the development and that there are available water supply connection locations to support the development. Wastewater contribution from the subject site were assessed in the downstream gravity sewers and two connections to the existing systems on Sora Way and Shuttleworth Drive which have shown to have adequate capacity for the proposed development. With respect to the SWM system, an expansion of the existing Findlay Creek SWM facility provides adequate quantity, quality and erosion controls. Stormwater runoff within the development is proposed to be controlled to pre-development levels and adhere to City of Ottawa requirements.

Natural Heritage

Section 4.8 of the Official Plan contains policies related to Natural Heritage, Greenspace and the Urban Forest which seek to achieve the following:

1. Protect the City's natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies.
2. Provide residents with equitable access to an urban forest canopy.
3. Provide residents with equitable access to an inclusive Urban Greenspace network.

Subsection 4.8.2 provides the following relevant policies with respect to equitable access to urban forest canopy:

> "3) Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:

a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect;

b) On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices or in accordance with the recommendation of a Landscape Architect;

c) Planning and development decisions, including Committee of Adjustment decisions, shall have regard for short-term, long-term and cumulative impacts on the urban forest at the neighbourhood and urban-wide scale;

d) When considering impacts on individual trees, planning and development decisions, including Committee of Adjustment decisions, shall give priority to the retention and protection of large, healthy trees over replacement plantings and compensation; and

e) Planning and development review processes shall support the goals and effective implementation of the Tree Protection By-law, including early consideration of trees in application and business processes.

6) When considering impacts on the urban forest and trees, approvals and Tree Permits shall not be denied for development that conforms to the Zoning By-law or for Zoning By-law amendments, variances and consents that conform to the Official Plan. Council or the Committee of Adjustment may refuse a planning application if it fails to provide space and adequate volume of soil for existing and/or new tree(s). Approvals granted by Council or Committee of Adjustment may include conditions to support tree protection, removal and replanting. The City and the Committee of Adjustment may refuse a development application where it deems the loss of a tree(s) avoidable. This policy shall also apply to a community planning permit approved through delegated authority or Council."

As detailed in the EIS, which includes the Tree Conservation Report, prepared by McKinley Environmental Solutions, the subject site consists of open habitats that lack mature tree cover. The mature tree cover within the subject site is limited to two deciduous hedgerows and the riparian (deciduous) hedgerows. The riparian (deciduous) hedgerows will be preserved within the Findlay Creek watercourse corridor. The two deciduous hedgerows overlap future development areas and therefore would be removed as part of the future development. These hedgerows are not significant ecological features and as such is not anticipated to have significant ecological impact. The EIS provides that the proposed development includes planting of trees and shrubs that will mitigate the loss of woody vegetation. The planting locations are conceptually shown in

the Preliminary Landscape Plan and Park Fit Plans, prepared by Nak Design Strategies. These details will be further refined as the application progresses.

5.3.3 Future Neighbourhood Overlay

The following policies within the City OP apply specifically to areas with the Future Neighbourhood Overlay where a Concept Plan and an Area-Specific Policies (ASP) implementation process are being proposed. This was confirmed through the pre-application consultation meeting feedback dated March 26, 2026.

Subsection 5.6.2 provides:

> "the Future Neighbourhood Overlay is applied to lands that have been added to the urban boundary to accommodate City growth in the Suburban Transect and that form part of the Urban Greenfield Area. The Future Neighbourhood Overlay is intended to guide development in these areas towards creating walkable 15-minute neighbourhoods that are well served by rapid transit.

The following relevant policies apply:

1. Development may only receive draft approval or final approval on land within the Future Neighbourhoods Overlay once the overlay has been removed through an Official Plan amendment. Removal of the overlay can only occur once the policies of this section have been satisfied.

2. The underlying designation within the Future Neighbourhoods Overlay is Neighbourhood. Through the Official Plan amendment to remove the overlay, other designations may be established, where applicable, and shall be consistent with designations of the parent Official Plan.

3. Lands within Categories 1 and 2 include individual parcels or clusters of land requiring an extension or upgrade of services including transit and infrastructure (being water, wastewater and stormwater). In addition to the other requirements listed in this section, all of the following must be satisfied prior to the Future Neighbourhoods Overlay being removed for lands that are not within the catchment area of an existing rapid transit station (including those under construction) or a funded rapid transit station and/or have infrastructure servicing issues that would require major upgrades to an existing system and/or unplanned extension of infrastructure:

    a) A Council-approved funding source and/or legal funding mechanisms is required where infrastructure servicing issues need major upgrades to an

existing system and/or an unplanned extension of water, wastewater and stormwater services, to service the lands within the overlay;

b) Provision of transit service within a 1.9 km radius of the centroid of the proposed subdivision, as well as sufficient road connections and system capacity to accommodate the forecast level of demand. Road and transit facilities should either be operational at the time of development approval or have sufficient funding secured for their implementation through a Council-approved mechanism; and

c) Completion of a transportation study to the satisfaction of the City which:

i) Identifies a mode share that is consistent with, or better than, the objectives of the Big Policy Move 2 of this Official Plan;

ii) Identifies any downstream transit or road capacity deficiencies triggered or made worse by the new development;

iii) Identifies measures to address these deficiencies (including improvements to the road, transit and active transportation networks); and

iv) Sets out an implementation timeframe for each measure corresponding to the anticipated phasing of development.

4. Policy 3 does not apply to Category 1 lands where it can be demonstrated through the community design plan process that the lands are within a catchment area of an existing rapid transit station (including those under construction) or a funded rapid transit station and have services, being water, wastewater and stormwater, which can be provided to accommodate additional development without any, or with only minimal, need for upgrades to the existing trunk systems, or other facilities.

5. A community design plan including applicable studies per section 12 shall be approved by Council and that approval may be concurrent with the adoption of an Official Plan Amendment which would remove the Future Neighbourhood Overlay and establish a Secondary Plan for the lands.

6. Notwithstanding Policy 5), an update of an existing community design plan or secondary plan to include the new land area may be acceptable when the proposed development is adjacent to an area subject to an existing such plan and the scale of the addition is commensurate to an update process, provided supporting studies, such as a master servicing study, are also updated.

7. Notwithstanding Policy 5, a concept plan may be acceptable for small scale sites under one ownership, at the sole discretion of the City, subject to the requirements of Subsection 11.6, Policy 13).

8. Development within the Future Neighbourhood Overlay shall be consistent with the policies of this Plan, in particular Subsection 5.4.4.

9. All parcels that form part of a larger contiguous expansion area must proceed through the same community design plan process and cannot proceed independently of the larger area. The City will only consider the removal of the overlay from the land designated Future Neighbourhood upon the completion of a studies and a secondary plan for the whole area.

13. Proponents of development shall convey natural heritage features and the natural heritage system at no cost to the City.

14. Proponents of development shall commit to providing recreational pathways identified in the secondary plan or concept plan through development charges or at the expense of the developer (Policy 5.6.2.1)."

As outlined in the scoped MSS (DSEL, June 2026), the subject site is serviceable by existing water, wastewater and stormwater infrastructure without the need for significant upgrades.

Existing transit services are provided within 1.9 km from the centre of the subject site along Bank Street, Findlay Creek Drive and Miikana Road. Future transit stops are also planned along the future Earl Armstrong Road extension connecting from Bank Street to Bowesville Station. A TIA prepared by CGH has also been included as part of this submission, addressing policies b) and c).

With respect to Policy 7, at the pre-application consultation meeting the City agreed that the application could proceed through a Concept Plan process, and as such, Policies 5 and 6 are not applicable. Subsection 11.6 Policy 13) is addressed later in this Planning Report.

The proposed development within the Future Neighbourhood Overlay conforms to the policies under Subsection 5.4.4 of the City OP, as further addressed later in this Planning Report, addressing Policy 8.

The studies submitted with the planning applications support the Future Neighborhood Overlay removal for the subject site. Accordingly, policy 9 is addressed.

With respect to policy 13, any natural heritage features identified for retention will be conveyed to the City at no cost through the plan of subdivision process.

The recreational pathways identified in the Concept Plan will be provided through development charge or at the expense of the developer, as determined at detailed design.

5.3.4 Transects

Section 5.4.1 includes policies related to built form and site design. The relevant policies are as follows:

"1. The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.

2. The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

    a) Low-rise within Neighbourhoods; [Bill 162, Schedule 3, Item 8, Modification 12, May 16, 2024]…;

    b) Mid-rise along Mainstreet Corridors, however the following policy additional direction applies:

        i) Generally not less than 2 storeys;

        ii) Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted; [OPA 5, By-law 2023-403, Omnibus 1 item 16]

        iii) The building stepback should be no taller than the corresponding width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and [Amendment 5, By-law 2023-403, Omnibus 1 item 16,September 13, 2024] [Amendment 34, By-law 2024-506, Omnibus 2 item 17, November 13, 2024]

        iv) The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition.

3) In the Suburban Transect, this Plan shall support:

    a) A range of dwelling unit sizes in:

        i) Multi-unit dwellings in Hubs and on Corridors; and

        ii) 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; and

b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household."

Section 5.4.3 continues with the following relevant built form policies, with respect to Corridors within the Suburban Transect as follows:

"3) Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows:

a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights;

b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and

b) Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and stepbacks, permitted building heights are up to 4 storeys, however:

i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;"

With respect to Section 5.4.1 Policy 1) above, Table 6 below provides the following guidance for the general characteristics associated with suburban built form:

Table 6 of City OP

Suburban
Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances oriented to the public realm but set back from the street
Larger lots, and lower lot coverage and floor area ratios
Variety of building forms including single storey
Generous spacing between buildings
Informal and natural landscape that often includes grassed areas

Table 8 provides the following built form and land-use characteristics for the conventional model:

Table 8 of City OP

Conventional (1980 to present)
Buildings and infrastructure, including highly programmed parks dominate the built landscape
Detached houses are the majority typology with a significant amount of semi-detached, townhouses and some low-rise apartments added to the housing mix
Isolated commercial centres, civic and institutional uses and residential uses with low to moderate street connectivity
Auto-oriented land-use pattern with some integration of local transit, cycling and pedestrian infrastructure

The proposal includes a range of ground-oriented housing form consisting of primarily single-detached and standard townhomes reflecting the existing context and surrounding community. A higher-density stacked-townhouse block is proposed towards the Bank Street (Mainstreet Corridor) frontage at the southwest corner of the subject site. All proposed buildings will be low-rise with heights no higher than 4 storeys, addressing the above policies.

Section 5.4.4 provides direction for new development in the Suburban Transect with the following relevant policies:

> "1) Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:
>
> a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
>
> b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across

sidewalks in order to support safer and more comfortable pedestrian environments. The Tewin community will be structured on a fine-grained, fully-connected street network that reflects Algonquin place keeping and design principles;

c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;

d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;

e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;

f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;

g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;

h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;

i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and

j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

The proposed development is designed with a modified grid street network to encourage connectivity and walkability. The proposed parks are situated next to existing open spaces and natural heritage features, including Findlay Creek and Findlay Creek Stormwater Management Pond. Sidewalks and trails are strategically located to maximize connectivity to existing multi-purpose trails, parks and other parts of the community.

With respect to traffic, the TIA prepared by CGH provides that although the subject site is predominantly assumed to rely on auto travel, there is a shift from auto modes to transit and active transportation modes based on proximity to a major commercial plaza and planned active transportation infrastructure being added to the area. The TIA includes recommended TDM measures to assist with promoting alternative modes of transportation.

Higher density housing in the form of stacked townhouses are proposed closer to Bank Street, a Mainstreet Corridor within the City OP.

With respect to the public realm, all proposed dwellings are street-oriented fronting or flanking on a street with back of lots facing a public street. All proposed streets are lined with trees, where appropriate and one 1.8-m sidewalk along one side of the road.

Policy 3) outlines the City's density target within urban areas:

> "3) On lands with all of the following characteristics prior to the date of adoption of this Plan, residential development shall strive to achieve a density target of 40 units per hectare, unless there are technical infrastructure impediments as determined by the City to achieve this target:
>
> a) Within the urban area;
>
> b) Outside of approved Secondary Plans or Community Design Plans;
>
> c) Have not received draft approval for plan(s) of subdivision;
>
> d) Have not received site plan approval;
>
> e) Do not have a submission of a complete *Planning Act* application for a net increase in existing residential dwellings."

The subject site, excluding undevelopable lands such as roads, vistas, parks and open spaces, will have a net area of approximately 9.2 hectares. The proposal of 620 units will provide a net density of approximately 67.4 units per hectare (uph), exceeding the City's density target of 40 uph. On balance, it is our opinion that this is appropriate give the contemporary housing mix.

5.3.5 Urban Designations

As mentioned earlier, the subject site is designated Rural Countryside on Schedule B7 – Suburban (Southeast) Transect. It is also located within a New Urban Expansion Area – Category 1, Future Neighbourhood Overlay, on Schedule C17. Once the overlay is removed the subject site's underlying designation is Neighbourhoods.

Section 6.3 provides that:

> "Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.
>
> Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to reinforce those that have all elements of, and presently function as, 15-minute neighbourhoods; to guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation."

Neighbourhood policies seek to achieve the following:

1. Define neighbourhoods and set the stage for their function and change over the life of this Plan;

2. Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods; and

3. Ensure that neighbourhoods form the cornerstone of liveability in Ottawa.

Section 6.3.1 provides that:

> "2. Permitted building heights in Neighbourhoods shall be Low-rise, except:
>
> a. Where existing zoning or secondary plans allow for greater building heights; or
>
> b. In areas already characterized by taller buildings.
>
> 3. Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
>
> a. May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and;

b. In all other cases, require an area-specific policy through an amendment to this Plan."

As mentioned earlier in this report, the proposal consists of low-rise housing development that does not exceed 4 storeys.

Section 6.3.1 further provides the following policies:

"4. 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);

e. Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and

f. Parks, open spaces and linkage areas meant to serve as public space.

5. 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)."

Table 2 of the City OP sets a residential intensification target for ground-oriented/large-household dwellings to 49,000 dwellings. As mentioned earlier, the subject proposal is also required to meet a minimum density target of 40 units per net hectare. The proposal contributes to meeting and exceeding these intensification targets while providing a full range of low-rise housing options in the form of single-detached, standard townhouses, and stacked townhouses. The proposed development supports missing middle housing options.

Subsection 6.3.1 further provides:

> "9) Where lots within residential neighbourhoods have through-lot access fronting onto two public rights of way, the Zoning By-law and approvals under the *Planning Act* shall allow development that establishes separate residential use buildings so as, on separate lots to allow for independent services, to front on both public rights of way while leaving a portion of the internal lot without buildings or structures. The intent of this policy is to frame the public right of way with buildings and structures and to prohibit development that turns its back to a public right of way."

As mentioned earlier, the proposal provides a layout in which all residential use buildings front or flank onto a public right of way. There are no residential lots that back onto a public right of way.

5.3.6 Implementation

Subsection 11.6:

> 13) Zoning By-law amendments not requiring an Official Plan amendment for development of large-scale sites, including but not limited to repurposed shopping centres or industrial lands, shall be supported by plan of subdivision, if applicable, and in all cases a concept plan demonstrating all of the following:
>
> a) The complete build out of the site, including potential phasing of development, showing its integration into the adjacent built fabric;
>
> c) Conformity with applicable transect and overlay policies;
>
> d) Opportunities for parkland dedication and other public realm improvements to support additional density; and
>
> d) Any additional studies or reports as determined by City staff.

The proposal is designed for the complete build-out of the subject site. It complies with applicable Transect and Overlay policies and includes two new parks to be conveyed to the City, as detailed earlier in this report. All studies and reports as required by City staff, as confirmed on the pre-application consultation feedback issued on March 26, 2026, have been submitted as part of this application.

5.3.7 Local Plans

Section 12.1 of the City OP includes the following relevant policies with respect to Area Specific Policies (ASP).

"1) A secondary plan and area-specific policies, when adopted by Council, becomes Council's policy for public and private development, in the planning area, and also amends Volume 2 of this Plan…

3) The development of secondary plans or area-specific policies will include engagement with local residents, property owners, school boards, businesses and other interested parties in a collaborative and public process. The City will work with the property owners to resolve issues affecting the development of individual sites or larger parcels and will provide opportunities for local community members and other interested parties to participate in the planning process…

5) A secondary plan or area-specific policy, adopted as part of Volume 2 of this Plan, may implement density and building heights that differ from those in Volume 1of the Official Plan. Where a secondary plan or area-specific policy does not contain direction for maximum heights or densities, the policies in Volume 1 of the Official Plan apply, as they relate to the underlying designation. [Amendment 34, By-law 2024-506, Omnibus 2 item 35, November 13, 2024]

6) In all designations, with the exception lands covered by the Future Neighbourhood Overlay, development may proceed in the absence of a secondary plan or area-specific policy, in a manner consistent with the policies of this Official Plan.

7) Secondary plans and area-specific policies shall take into consideration, and generally be consistent with, the policies of this Plan, although they may establish specific policies, such as different building heights or development densities in support of the Plan. The following are matters that may only be considered as part of a comprehensive review of the Official Plan, changing the boundary of a transect area or removing an Overlay, other than the Future Neighbourhood Overlay.

8) Secondary plans will be prepared in accordance with the structure outlined in Annex 4. This is a framework only and specific terms of reference will be developed for each plan. Among other matters, the terms of reference will define the boundary of the planning area, which will be adjusted to include large vacant or underutilized sites, publicly-owned lands and other land suitable for intensification. A schedule will be included to show the process and when the plan will be completed.

9) Where there is a conflict or inconsistency between the policies or maps of this Plan and a policy or map of a secondary plan or area-specific policy, the policy or map of the secondary plan or area-specific policy will prevail.

10) Up-to-date flood hazard limits and regulation limits, as identified in consultation with the appropriate conservation authority in land designation mapping for the

subject area, shall be used in the development of the secondary plan or area-specific policy.

11) Clusters of cultural assets as may be identified by the City must be considered and protected in the development of secondary plans and area-specific policies. [Amendment 5, By-law 2023-403, Omnibus 1 item 29, September 13, 2023] [Amendment 34, By-law 2024-506, Omnibus 2 item 36, November 13, 2024"

With respect to community engagement on the ASP, the owner will work with City staff on coordinating public consultation opportunities to engage with local residents, property owners, school boards, businesses and other interested parties, addressing Policy 3) above.

This Planning Report is prepared generally following the structure as outlined in Annex 4 of the City OP addressing Policy 8) above.

With respect to flood hazard and regulation limits, as mentioned earlier, Findlay Creek will include a minimum 15-m wide setback from the top of bank of the watercourse per SNCA requirements, addressing Policy 10) above.

Section 12.3 establishes direction for content of the ASP with the following relevant policies:

"1) The request for an amendment to this Plan to create an area-specific policy shall be supported by a planning rationale which includes all of the following:

a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;

b) The proposed type, scale and phasing of development of the site in its entirety is provided;

c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;

d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;

e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;

f) A housing approach that meets the intent of Subsection 4.2;

g) A landscape concept plan that demonstrates how the existing trees may be retained and incorporated into the development and new tree planting that meets the urban forest canopy cover policies in Subsection 4.8; [Amendment 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024]

h) Identification of locations, sizes and shapes of future parks, as applicable; [Amendment 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024]

i) Demonstration that the loss of gross floor area for the non-residential land uses at grade are minimized. [Amendment 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024]

j) Where building heights higher than permitted in this Plan are proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of existing or planned land uses and densities of the surrounding context. [OPA 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024 - Appeal OLT-24-001230]

k) Demonstration that, where a mid or high-rise building is proposed to be added as a permitted use, that the site is located within 600 metre radius or 900 metres walking distance, whichever is greatest, of an existing or funded rapid transit station; [Amendment 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024]

l) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies;

m) Demonstration that the development exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Subsection 3.2; and

n) Any other matters as deemed appropriate by the City…

3) Area-specific policies shall include a sunset clause based on the estimated date of completion of the proposed development and the City shall undertake amendments to this Plan as needed to remove area specific policies which have otherwise been built out and have implementing zoning to allow the development to proceed."

The policies above have largely been addressed earlier in this report. With respect to the landscape concept plan, preliminary Landscape Streetscape Plans and Park Fit Plans have been provided as part of this application, as prepared by Nak Design Strategies.

In view of the analysis set out above, it is our opinion that the proposed redevelopment is in conformity with the City OP.

6.0 Current Zoning By-law

Under the City of Ottawa Zoning By-law 2008-250, the subject site is currently zoned Rural Countryside Zone (RU). The by-law permits the following uses in the RU Zone:

- Agricultural use;
- Agricultural-related use;
- Animal care establishment;
- Animal hospital;
- Artist studio;
- Bed and breakfast;
- Cannabis Production Facility, limited to outdoor and greenhouse cultivation;
- Cemetery;
- Detached dwelling;
- Equestrian establishment;
- Environmental preserve and educational area;
- Forestry operation;
- Group home;
- Home-based business;
- Home-based day care;
- Kennel;
- On-farm diversified use;
- Retirement home, converted; and
- Additional dwelling unit.

Under the new City of Ottawa Zoning By-law 2026-50, the subject site is currently zoned Development Reserve Zone (DR) which permits the following uses:

- Agricultural use;
- Agriculture-related use;
- Emergency service;
- Environmental preserve and education area;
- Forestry operation; and
- Marine facility.

As well as the following conditional uses:

- A maximum of three dwelling units when located on full municipal services; and
- On-farm diversified use

7.0 Relevant Guidelines and Other Considerations

Design Guidelines for Greenfield Neighbourhoods (2007)

Design Guidelines for Greenfield Neighbourhoods illustrate the City's expectations for greenfield neighbourhoods and are to be considered through the processing of plans of subdivision. The following principles have been incorporated into the proposal:

- Establishing a connected network of parks and greenspaces;
- Conserving natural features (Findlay Creek) to sustain healthy habitats for plants and animals;
- Locating the stormwater management area in connection with the surrounding greenspace and pedestrian network;
- Providing appropriately scaled block sizes that enhance pedestrian access and locating new trails and pathways that connect to other local trails and parks;
- Locating parks along a street frontage with a sidewalk and along other open spaces to promote visibility and provide convenient access.
- Incorporating a high standard of urban design and architectural design in the built-form.

An Urban Design Brief prepared by Nak Design Strategies, as provided as part of this application, further addresses these guidelines.

8.0 Applications Required to Implement the Proposal

As mentioned earlier, an OPA application is required for the removal of the Future Neighbourhoods Overlay, redesignating the subject site to Neighbourhoods. A draft OPA is included as part of this application.

The subject site is proposed to be developed with single detached units, townhomes and stacked townhomes at densities in keeping with the evolving character of the area. A ZBA application amending By-laws 2008-250 and 2026-50 is required to support the proposal. A draft ZBA is provided as part of this application.

A DPS is also required to private public roads and blocks and to divide the land into private lots and blocks in accordance with the proposal.

9.0 Overall Conclusions

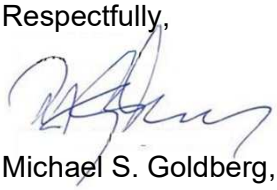
As detailed throughout this Planning Report, we are satisfied that the proposal is supportable and appropriate for approval, for the following reasons:

- The proposal has regard to matters of Provincial interest under Section 2 of the *Planning Act* and has had appropriate regard to the items in Section 51(24) of the *Planning Act*;
- The proposal is consistent with the PPS;
- The proposal conforms to, and implements, the policies of the City OP;
- The proposal will realize urban residential development within an area where growth can be accommodated;
- The proposal promotes efficient, cost-effective development and land use pattern;
- The development resulting from the proposal can be adequately serviced by extensions of the existing municipal infrastructure;
- A variety of low-rise residential dwellings in the form of single detached and various forms of townhouse vernacular will be provided; and
- A balanced distribution of open space and parkland will be provided.

Therefore, it is our opinion that the proposal is premised on sound and reasonable planning analysis, represents good planning, and is in the public interest. For these reasons, we

recommend that the OPA, ZBA and DPS applications be supported by City staff and approved by City Council.

Respectfully,



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