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4850 Bank Street

Ottawa, Ontario

Planning Rationale & Public Consultation Strategy

Prepared for: Edge at Pathways Regional Inc.

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**4850 BANK STREET
OTTAWA, ONTARIO**

**PLANNING RATIONALE AND PUBLIC CONSULTATION STRATEGY
IN SUPPORT OF APPLICATIONS FOR
PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT**

Prepared For:

Edge at Pathways Regional Inc. (c/o Regional Group)



Prepared By:



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August 20, 2025

Novatech File: 123168
Ref: R-2025-062

August 20, 2025

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Wendy Tse, MCIP, RPP – Planner III

**Reference: 4850 Bank Street
The Edge Lands
Planning Rationale and Public Consultation Strategy in Support of
Applications for Plan of Subdivision and Zoning By-law Amendment
Our File No.: 123168**

Novatech has been retained by the Edge at Pathways Regional Inc. (c/o Regional Group) to prepare this Planning Rationale and Public Consultation Strategy in support applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 4850 Bank Street in Ward 22 – Riverside South-Findley Creek, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

The Edge at Pathways Regional Inc. is proposing to develop a low-rise residential subdivision on the Subject Site. The residential subdivision will consist of three hundred four (304) dwelling units including seventy-seven (77) detached lots, thirty (30) street townhouse blocks, and one (1) multi-unit residential development block. A separate *Site Plan Control* application will be filed for the multi-unit residential block when the proposed details are finalized.

The proposed development will include a future public park, a series of sidewalks and pathways that will connect to the existing Pathways community to the north and Bank Street to the east. A network of new roadways including the extension of Kelly Farm Drive will be constructed as part of the proposed development. Based on the findings and recommendations from the Master Transportation Study (MTS) prepared by Arcadis dated August 19, 2025, the proposed development is not dependent on the future Earl Armstrong Road extension. The purpose of the *Plan of Subdivision* application is to establish the future lots, blocks, and roadways as part of the overall development as illustrated on the Draft Plan of Subdivision. A *Zoning By-law Amendment* application is required to rezone the Subject Site to permit the future low-rise residential development, public park, and stormwater management facility.

The development applications are being submitted concurrently with the *Official Plan Amendment* application initiated by the City of Ottawa to formally remove the Subject Site’s *Future Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B7 – Suburban (Southeast) Transect*. The approval of the *Official Plan Amendment* application will represent the

conclusion of the proponent initiated *Local Plan* process currently being undertaken by the Edge at Pathways Regional Inc. The *Official Plan Amendment* application is anticipated to result in the Subject Site being redesignated as *Neighbourhood* in accordance with the *Official Plan (2022)* policies.

The Planning Rationale and Public Consultation Strategy will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*.

NOVATECH



Robert Tran, M.Pl.
Project Planner, Planning & Development

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EXECUTIVE SUMMARY

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The Subject Site is a rectangular shaped parcel of land situated within the Leirrim community on the edge of the urban boundary. The future Kelly Farm Drive extension represents the high point on the Subject Site with grades gradually sloping downwards eastwards towards Bank Street and westwards towards the vacant undeveloped lands. Historically, the Subject Site has been used for agricultural related land uses but remains undeveloped based on a review of historical images from GeoOttawa. The Subject Site has an area of 12.3 hectares with frontage onto Bank Street.

The Edge at Pathways Regional Inc. is proposing to develop a low-rise residential subdivision on the Subject Site. The residential subdivision will consist of three hundred four (304) dwelling units including seventy-seven (77) detached lots, thirty (30) street townhouse blocks, and one (1) multi-unit residential development block. A separate *Site Plan Control* application will be filed for the multi-unit residential block when the proposed details are finalized.

The proposed development will include a future public park, a series of sidewalks and pathways that will connect to the existing Pathways community to the north and Bank Street to the east. A network of new roadways including the extension of Kelly Farm Drive will be constructed as part of the proposed development. Based on the findings and recommendations from the Master Transportation Study (MTS) prepared by Arcadis dated August 19, 2025, the proposed development is not dependent on the future Earl Armstrong Road extension. The purpose of the *Plan of Subdivision* application is to establish the future lots, blocks, and roadways as part of the overall development as illustrated on the Draft Plan of Subdivision. A *Zoning By-law Amendment* application is required to rezone the Subject Site to permit the future low-rise residential development, public park, and stormwater management facility.

The development applications are being submitted concurrently with the *Official Plan Amendment* application initiated by the City of Ottawa to formally remove the Subject Site’s *Future Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B7 – Suburban (Southeast) Transect*. The approval of the *Official Plan Amendment* application will represent the conclusion of the proponent initiated *Local Plan* process currently being undertaken by the Edge at Pathways Regional Inc. The *Official Plan Amendment* application is anticipated to result in the Subject Site being redesignated as *Neighbourhood* in accordance with the *Official Plan (2022)* policies.

The Planning Rationale and Public Consultation Strategy will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*.

1.0 INTRODUCTION

Novatech has been retained by the Edge at Pathways Regional Inc. (c/o Regional Group) to prepare this Planning Rationale and Public Consultation Strategy in support applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 4850 Bank Street in Ward 22 – Riverside South-Findley Creek, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

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The Planning Rationale and Public Consultation Strategy will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*.

1.1 Site Location and Description

The Subject Site is a rectangular shaped parcel of land situated within the Leirrim community on the edge of the urban boundary. The Subject Site has an area of 12.3 hectares with frontage onto Bank Street. The future Kelly Farm Drive extension represents the high point on the Subject Site with grades generally sloping downwards eastwards towards Bank Street and westwards towards the vacant undeveloped lands. Historically, the Subject Site has been used for agricultural related land uses but remains undeveloped based on a review of historical images from GeoOttawa.

The Subject site is legally described as follows:

PART OF LOT 22 CONCESSION 4 RIDEAU FRONT GLOUCESTER, BEING PART 2 ON PLAN 4R-27861. CITY OF OTTAWA



Figure 1: Subject Site and surrounding uses.

1.2 Community Context and Connectivity

The following describes the land uses adjacent to the Subject Site as shown in **Figure 1**.

North: Existing residential development as part of the Pathways community and a future public park abuts the Subject Site to the north as shown in **Figure 2**. Existing residential and commercial are located further north of the Subject Site.

East: Existing automobile dealerships and service stations, an existing residential dwelling, City of Ottawa municipal water pumping station, and Bank Street abuts the Subject Site to the east as shown in **Figure 3**. Existing institutional, commercial, and an automobile dealership are located east of the Subject Site on the opposite side of Bank Street.

South: The future Earl Armstrong Road extension abuts the Subject Site to the south. An existing golf course driving range abuts the Subject Site to the southeast as shown in **Figure 4**. Undeveloped rural lands within the City of Ottawa's rural area abuts the Subject Site to the southwest.

West: Undeveloped lands within the rural area abuts the Subject Site to the west. The Leirtrim Provincially Significant Wetlands (PSWs) are located further west of the Subject Site.



Figure 2: Existing automobile service station abuts the Subject Site to the east with residential abutting the Subject Site to the north looking west from Bank Street (Google Streetview 2024).



Figure 3: Existing automobile service station and dealership as well as the municipal water pumping station are located east of the Subject Site looking west from Bank Street (Google Streetview 2024).



Figure 4: An existing golf course driving range located south of the Subject Site to the southeast looking west from Bank Street (Google Streetview 2024).

1.3 Planning and Regulatory Context

1.3.1 City of Ottawa Official Plan (2022)

The Subject Site is currently designated as a *Future Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B7 – Suburban (Southeast) Transect* as shown in **Figure 5**. As previously noted, an *Official Plan Amendment* application has been initiated by the City of Ottawa to formally remove the Subject Site's *Future Neighbourhood Overlay*. The *Official Plan Amendment* application is anticipated to result in the Subject Site being redesignated as *Neighbourhood* in accordance with the *Official Plan (2022)* policies.

As noted previously, the extension of the Earl Armstrong Road corridor abuts the Subject Site to the south but is not required to serve the proposed development based on the findings and recommendations from the MTS prepared by Arcadis. The future Earl Armstrong Road extension reflects the "Preferred Solution" as per the approved *Earl Armstrong Road Extension (Albion Road to Hawthorne Road) Environmental Assessment Study – Environmental Assessment Report ('Earl Armstrong Road EA')* prepared by Parsons dated November 2019.

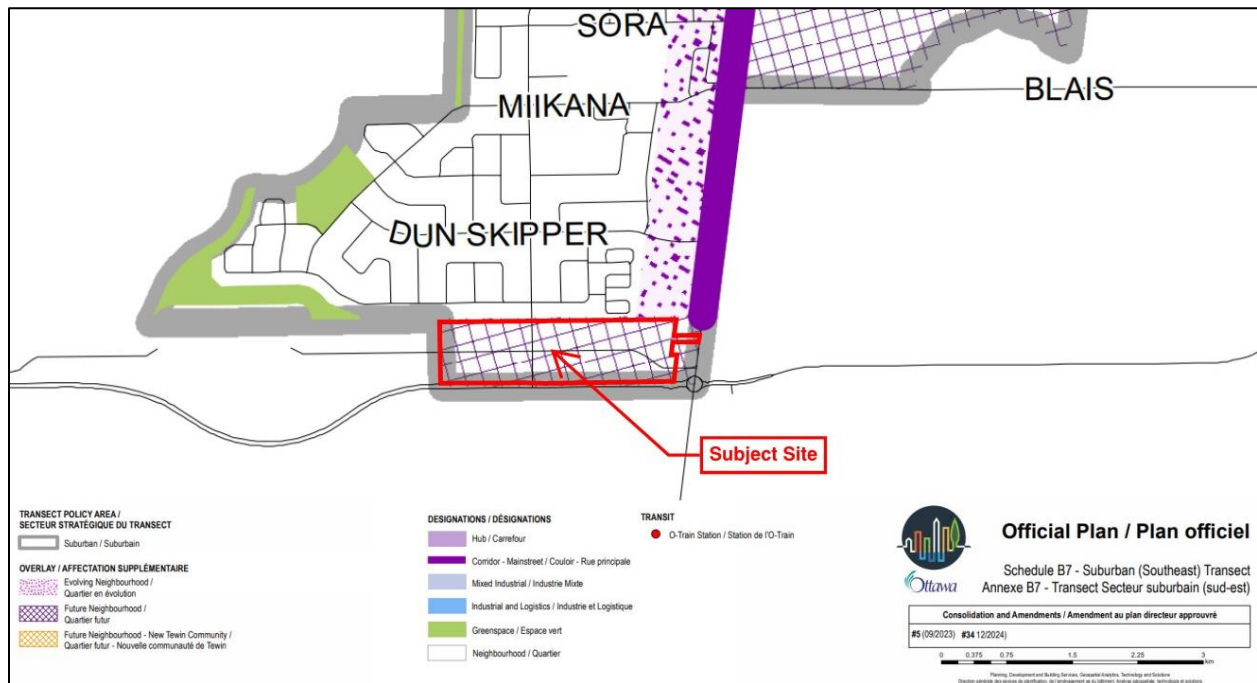


Figure 5: Excerpt from the City of Ottawa Official Plan Schedule B7 – Suburban (Southeast) Transect with the Subject Site added by Novatech.

The Subject Site is located within 500 metres of properties identified with a *Bedrock Resource Area Overlay* as per the *City of Ottawa Official Plan Schedule B9 – Rural Transect* as shown in Figure 6.

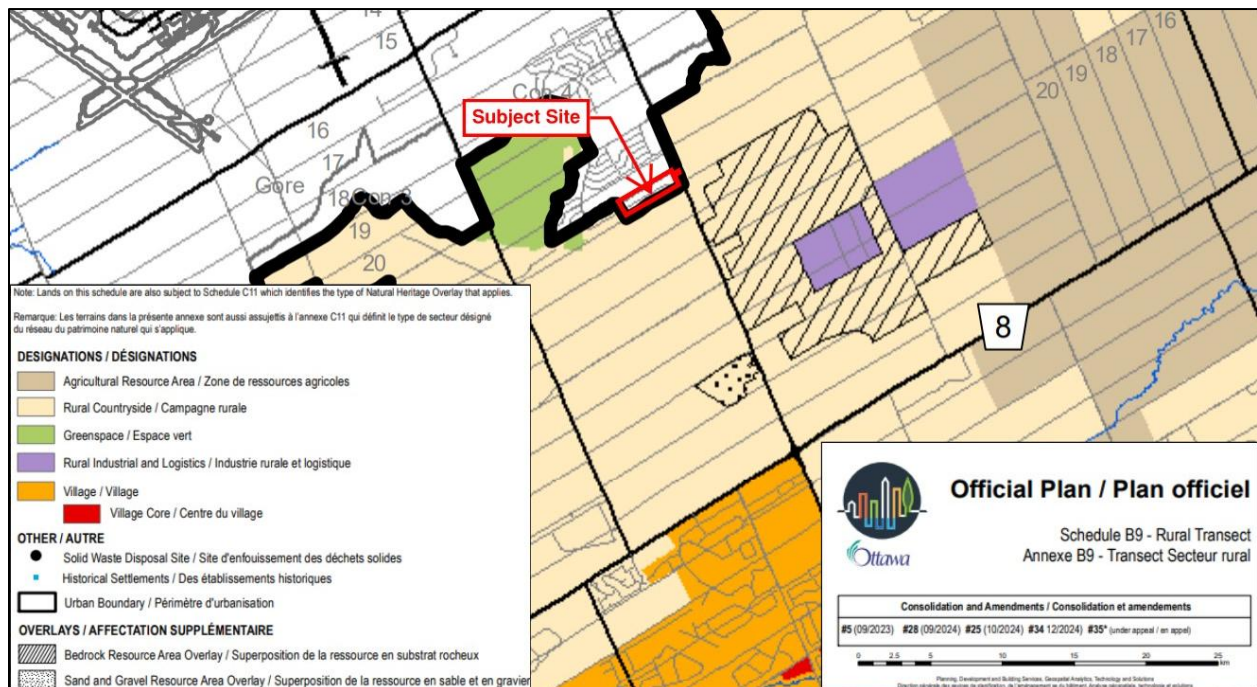


Figure 6: Excerpt from the City of Ottawa Official Plan Schedule B9 – Rural Transect with the Subject Site added by Novatech.

The future Earl Armstrong Road extension is designated as a *Transit Priority Corridor* as per the *City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate* as shown in **Figure 7**.

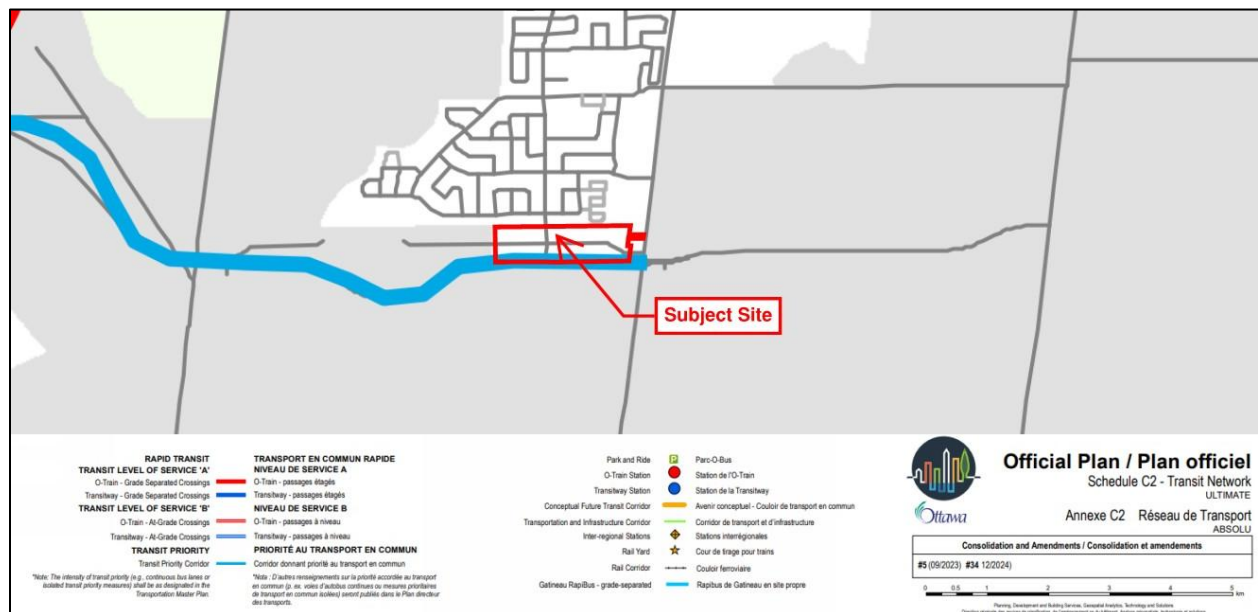


Figure 7: Excerpt from the City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate with the Subject Site added by Novatech.

Bank Street is designated as an *Arterial – Existing* as per the *City of Ottawa Official Plan Schedule C4 – Urban Road Network* and *Schedule C9 – Rural Road Network* as shown in **Figures 8** and **9**. The future Kelly Farm Drive extension which will be constructed as part of the proposed development is designated as *Collector – Future* whereas the future Earl Armstrong Drive extension is designated as *Arterial – Future (alignment defined)*.



Figure 8: Excerpt from the City of Ottawa Official Plan Schedule C4 – Urban Road Network with the Subject Site added by Novatech.

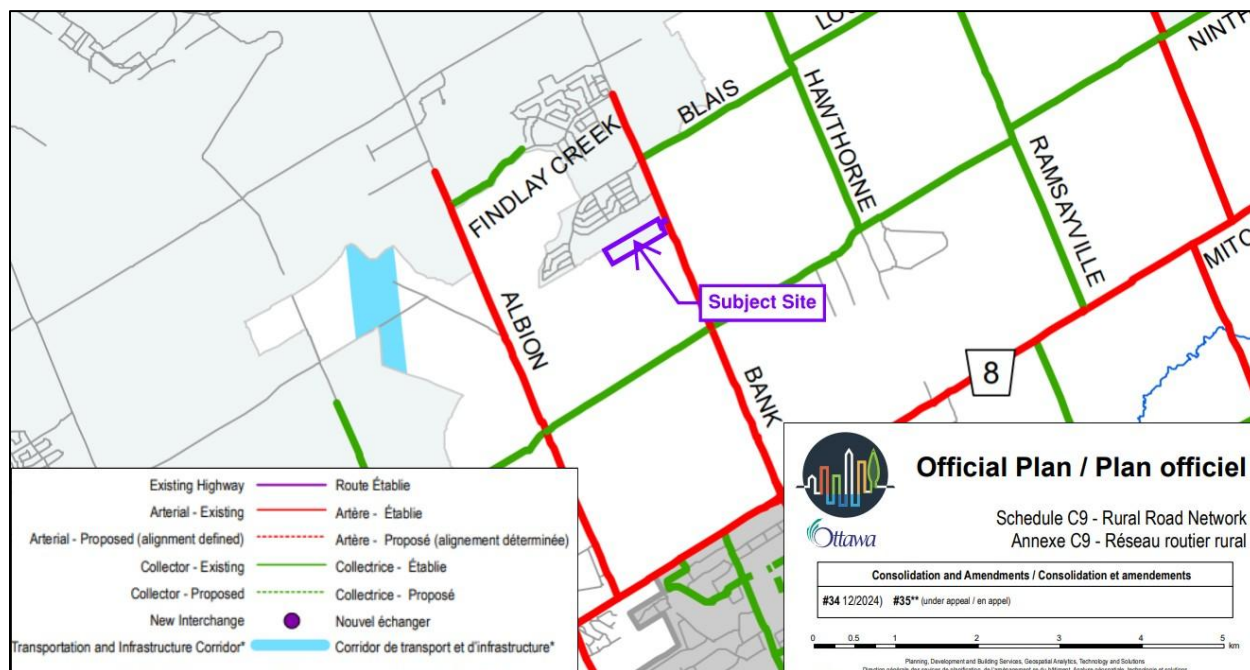


Figure 9: Excerpt from the City of Ottawa Official Plan Schedule C9 – Rural Road Network with the Subject Site added by Novatech.

The Subject Site is identified with a *Natural Heritage Features Overlay* as per the *City of Ottawa Official Plan Schedule C11-C – Natural Heritage System (East)* as shown in **Figure 10**.

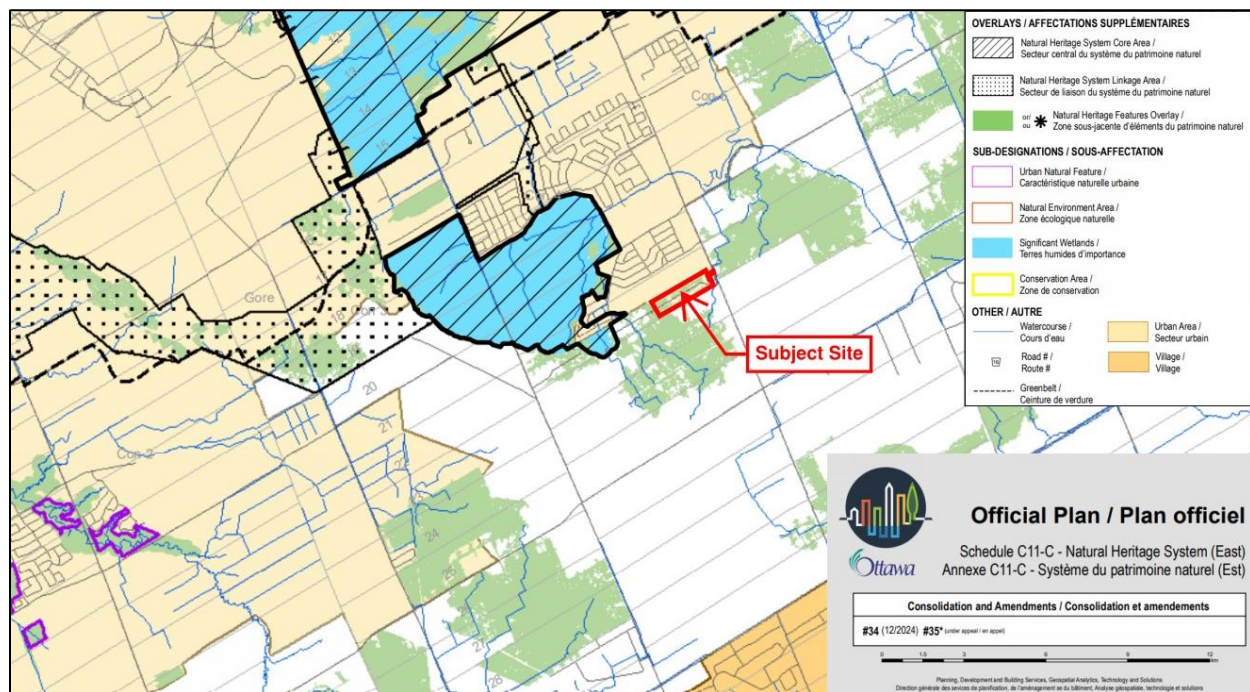


Figure 10: Excerpt from the City of Ottawa Official Plan Schedule C11-C – Natural Heritage System (East) with the Subject Site added by Novatech.

The Subject Site does not feature any urban greenspaces as per the *City of Ottawa Official Plan Schedule C12 – Urban Greenspace* as shown in **Figure 11**.

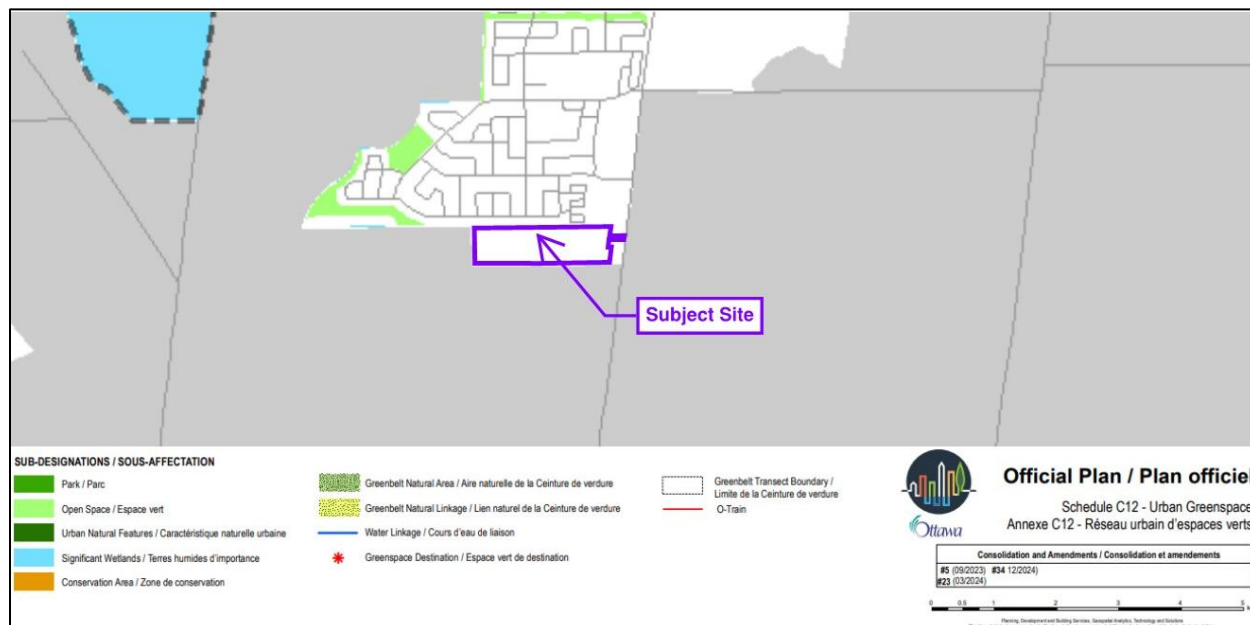
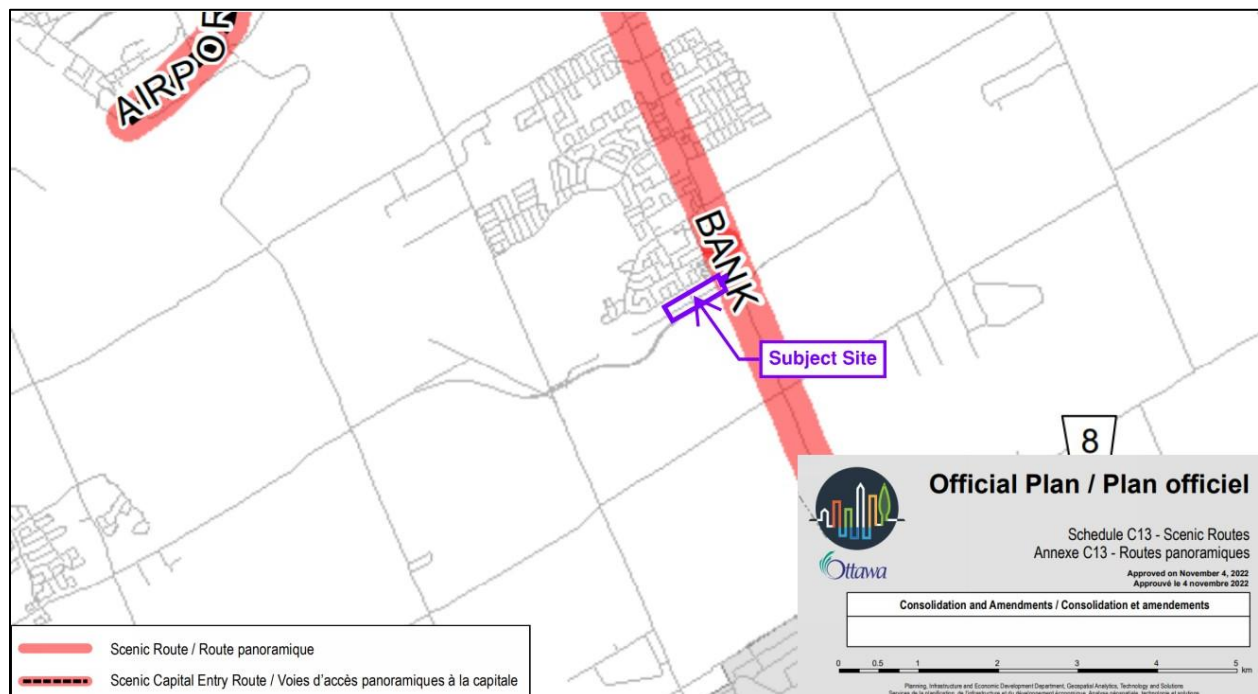
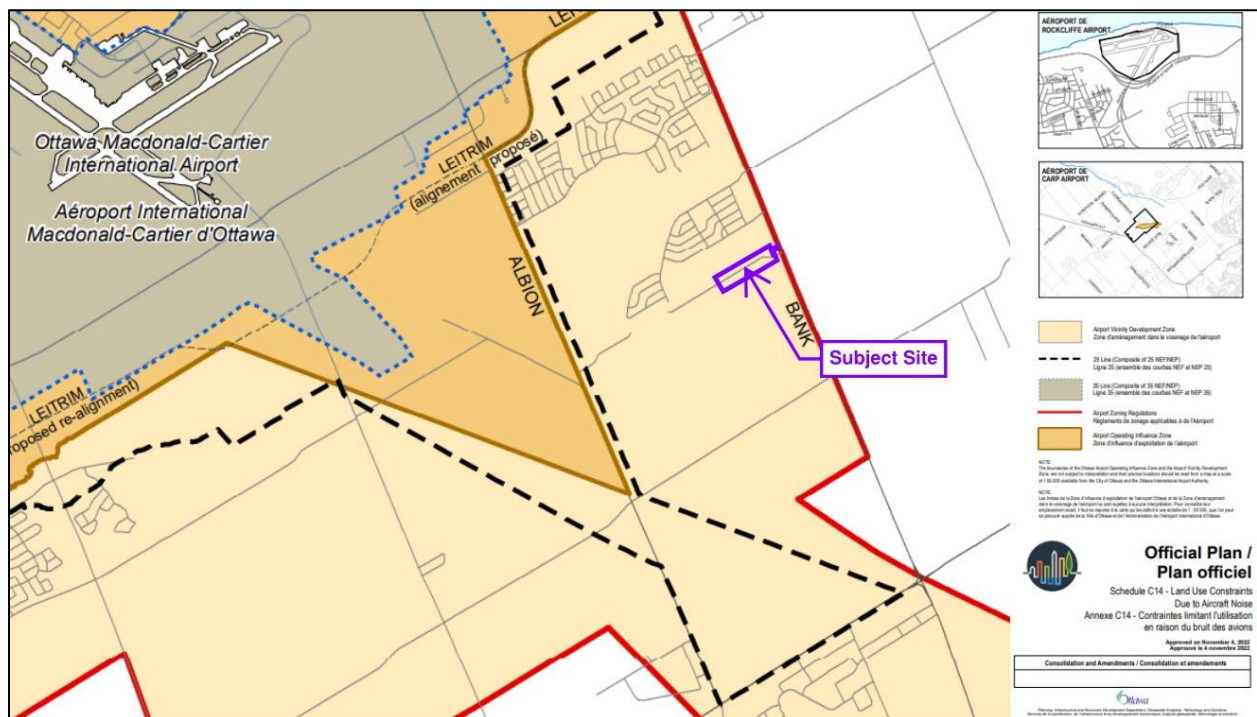


Figure 11: Excerpt from City of Ottawa Official Plan Schedule C12 – Urban Greenspace with the Subject Site added by Novatech.

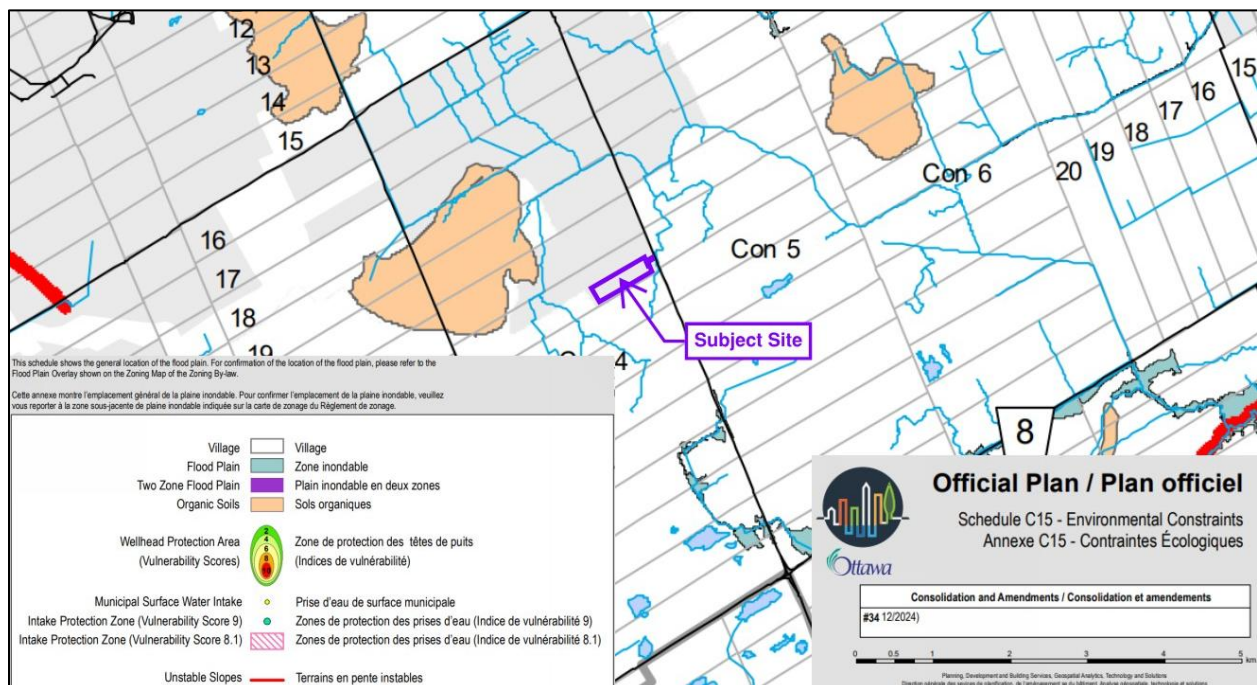
Bank Street is designated as *Scenic Route* as per the *City of Ottawa Official Plan Schedule C13 – Scenic Routes* as shown in **Figure 12**.



The Subject Site is located within the boundary of the *Airport Zoning Regulations* and *Airport Vicinity Development Zone* as per the *City of Ottawa Official Plan Schedule C14 – Land Use Constraints Due to Aircraft Noise* as shown in **Figure 13**.



The Subject Site is not identified as containing any environmental constraints as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints* as shown in **Figure 14**.



1.3.2 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned as *Rural Countryside – RU* as shown in **Figure 15**. The purpose of the *Rural Countryside – RU* zone is to:

1. *accommodate agricultural, forestry, country residential lots created by severance and other land uses characteristic of Ottawa's countryside, in areas designated as General Rural Area, Rural Natural Features and Greenbelt Rural in the Official Plan;*
 2. *recognize and permit this range of rural-based land uses which often have large lot or distance separation requirements; and*
 3. *regulate various types of development in manners that ensure compatibility with adjacent land uses and respect the rural context.*
- **A Zoning By-law Amendment application is required to rezone the Subject Site to permit the future low-rise residential development, public park, and stormwater management facility.**



Figure 15: Excerpt of the Subject Site's zoning from GeoOttawa.

2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

As previously discussed, the Edge at Pathways Regional Inc. is proposing to develop a low-rise residential subdivision on the Subject Site. The residential subdivision will consist of three hundred four (304) dwelling units including seventy-seven (77) detached lots, thirty (30) street townhouse blocks, and one (1) multi-unit residential development block as shown on the Draft

Plan of Subdivision in **Figure 16**. A full size of the Draft Plan of Subdivision is provided in **Appendix A** of this report. A separate *Site Plan Control* application will be filed for the multi-unit residential block when the proposed details are finalized.

The Draft Plan of Subdivision was derived from the Preferred Concept Plan that was developed as part of *Local Plan* process as shown in **Figure 17**. As part of this process, various iterations for the future residential development were considered including the placement of the future public park block adjacent to the future Earl Armstrong Road extension. The future extension of Kelly Farm Drive and Earl Armstrong Road are fixed arterial and collector roadway alignments that cannot be shifted or modified as it relates to the overall layout and design of the proposed development. The future Kelly Farm Drive extension will be constructed as part of the proposed development and dedicated to the City of Ottawa at the time of subdivision registration.

The future public park is proposed to be located on the western edge of the Subject Site to provide future residents of the community with a passive and recreational greenspace area. Parkland dedication for the proposed development will be addressed through a combination of parkland dedication and cash-in-lieu of parkland. The parkland dedication requirements will be finalized prior to subdivision registration with the future public park block dedicated to the City of Ottawa. A series of new sidewalks and extension of the multi-use pathway will connect to the proposed development to the existing Pathways community to the north and Bank Street to the east. A stormwater management facility in the northeast corner of the Subject Site will convey flows east of the future Kelly Farm Drive extension to the municipal sewers but also provide an opportunity for additional passive greenspace for future residents. A linear pond located to the west of the Subject Site will convey flows west of the future Kelly Farm Drive extension to the constructed channel.

A network of new 18.0 metre and 14.75 metre [window streets] right-of-way (ROW) local roadways will be constructed for the proposed development including the future extension of Kelly Farm Drive which will have a 26.0 metre ROW collector roadway. The new local roadways will include sidewalks on one side that will integrate with multi-use pathways, the future public park, and overall community as shown in **Figure 18**. As per the *Earl Armstrong Road EA (2019)* Function Design, the extension of Kelly Farm Drive shows potential future bus stop platforms, 2.0 metre sidewalks, and 1.8 m cycle tracks on both sides of the roadway as shown in **Figure 19**. It is understood that the extension of Kelly Farm Drive will be constructed in accordance with the *City of Ottawa's Designing Neighbourhood Collect Streets (2019)* Cross Section 26C based on the Master Transportation Study prepared by Arcadis dated August 19, 2025 which includes a 2.0 m cycle track.

The extension of Earl Armstrong Road will include 2.0 metre boulevards, 2.0 metre sidewalks, and 1.8 m cycle tracks on both sides of the roadway per the *Earl Armstrong Road EA (2019)* Function Design as shown in **Figure 20**. Based on the findings and recommendations from the MTS prepared by Arcadis, the proposed development is not dependent on the future Earl Armstrong Road extension.

A future road block connection identified as Block 80 on the Draft Plan of Subdivision has been provided as part of the proposed development connecting the Subject Site to the westerly lands should the roadway be extended. This is consistent with other neighbourhoods at the edge of urban areas in the City of Ottawa.

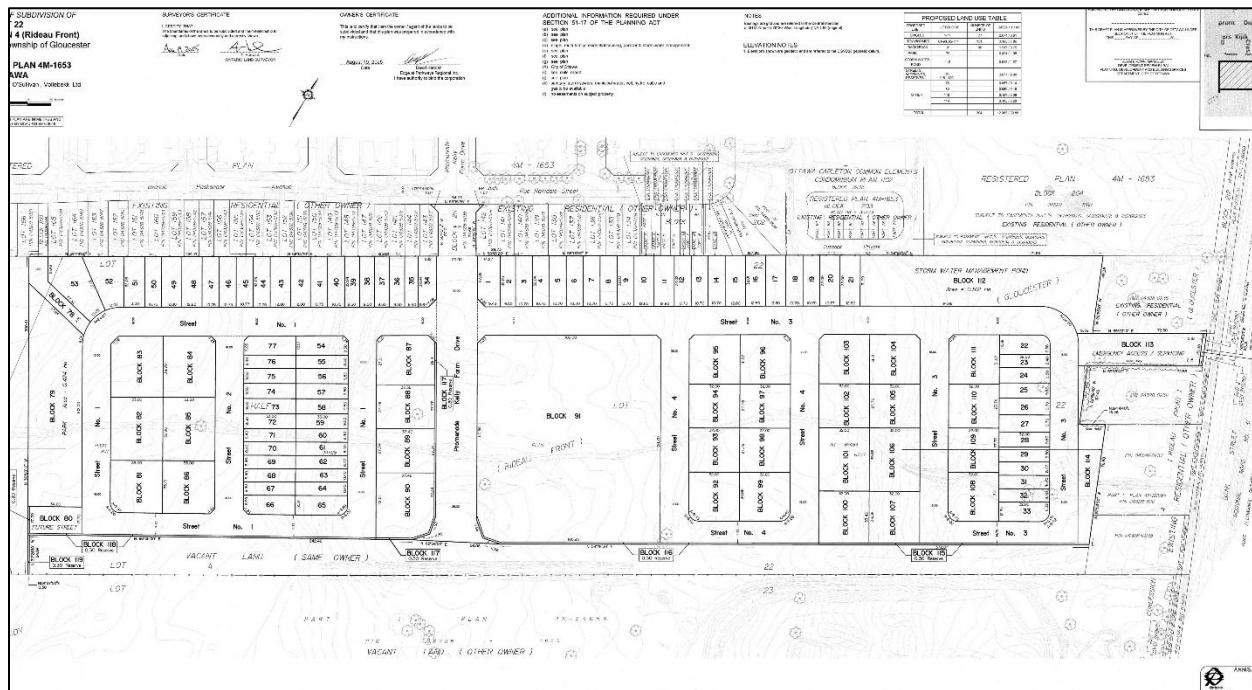


Figure 16: Excerpt of signed Draft Plan of Subdivision prepared by Annis O'Sullivan Vollebekk dated August 19, 2025.

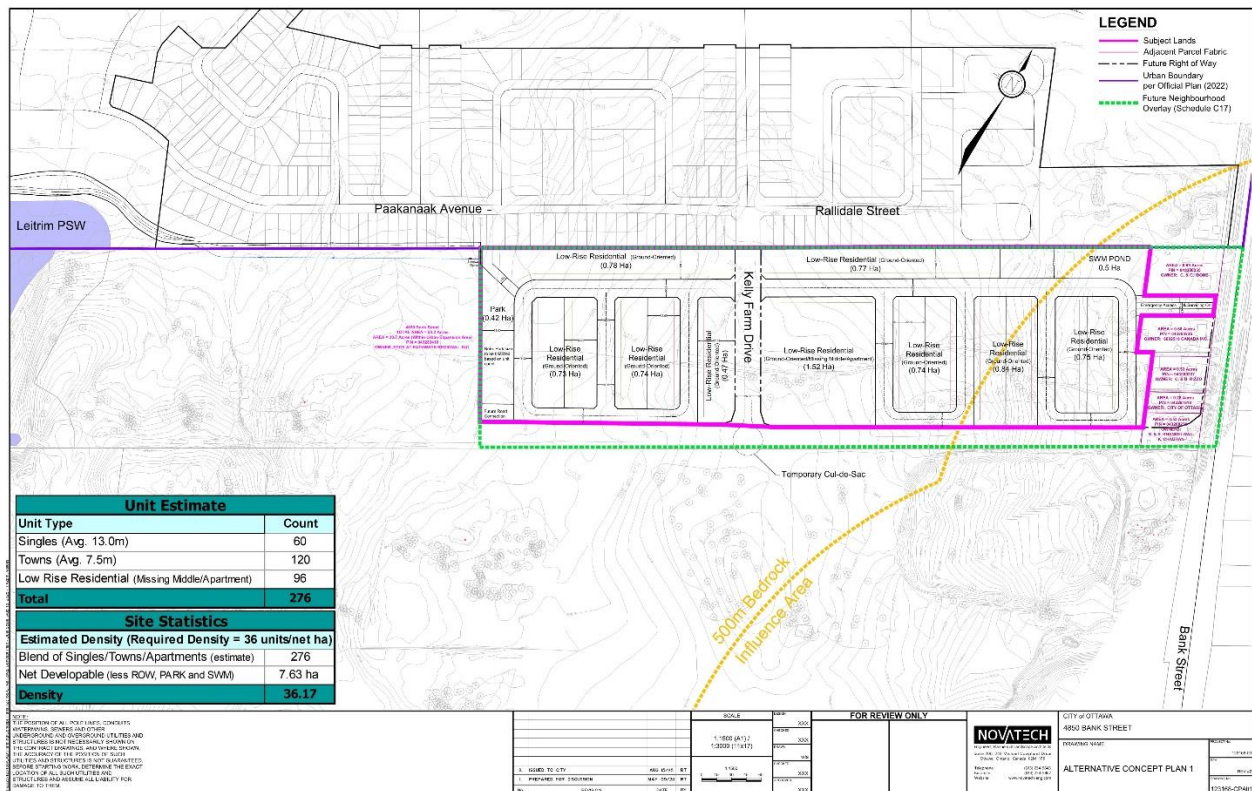


Figure 17: Preferred Concept Plan prepared by Novatech dated August 15, 2025 as part of the Local Plan process.

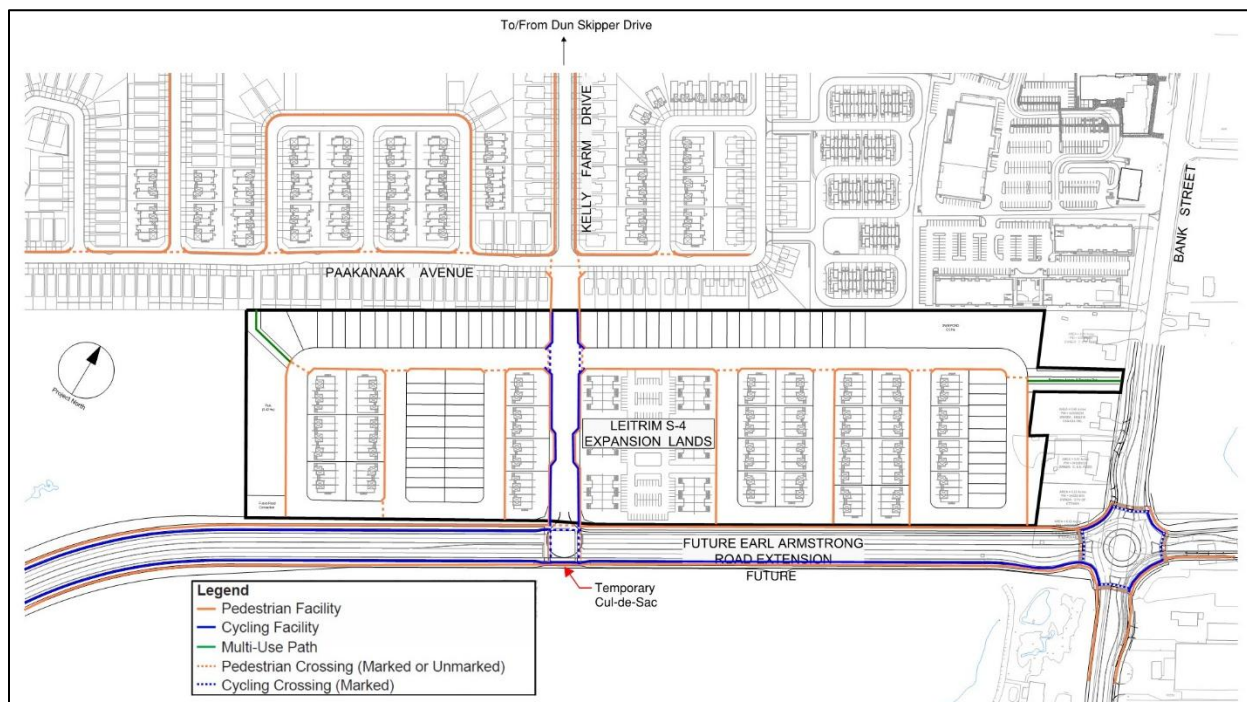


Figure 18: Excerpt from Exhibit 7-3: Active Transportation Network prepared by Arcadis.

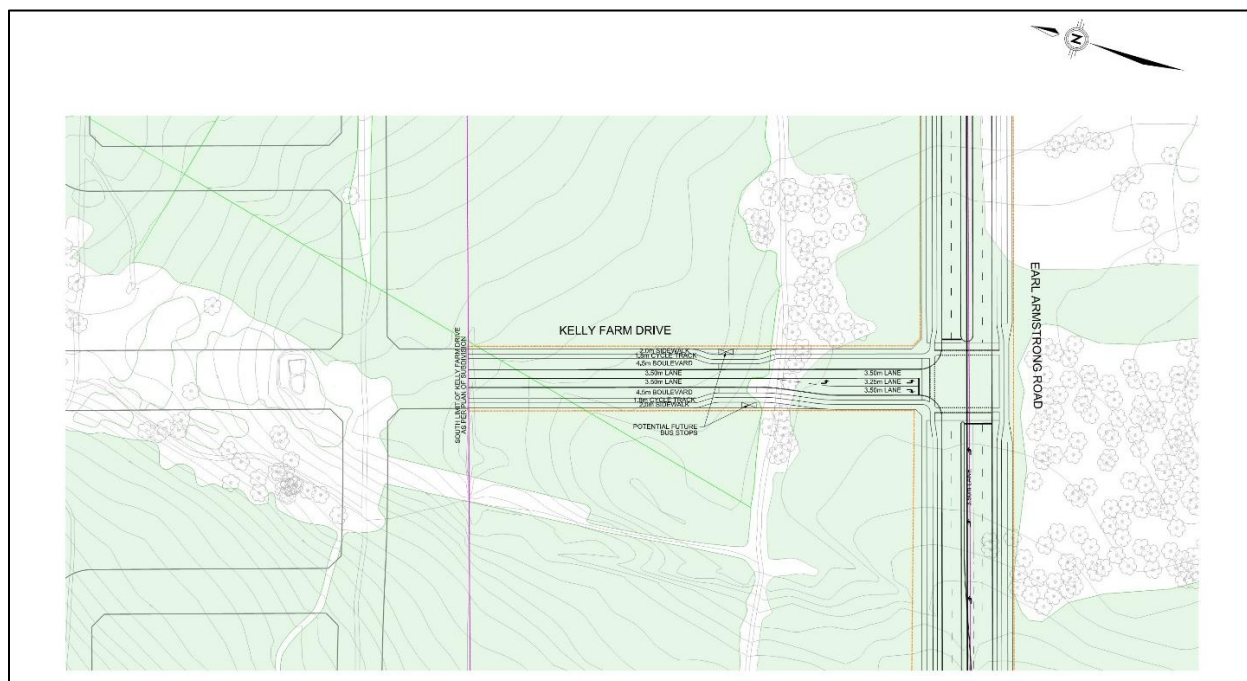


Figure 19: Excerpt of Earl Armstrong Road EA Study: Kelly Farm Drive Functional Design from Earl Armstrong Road EA prepared by Parsons dated November 2019.

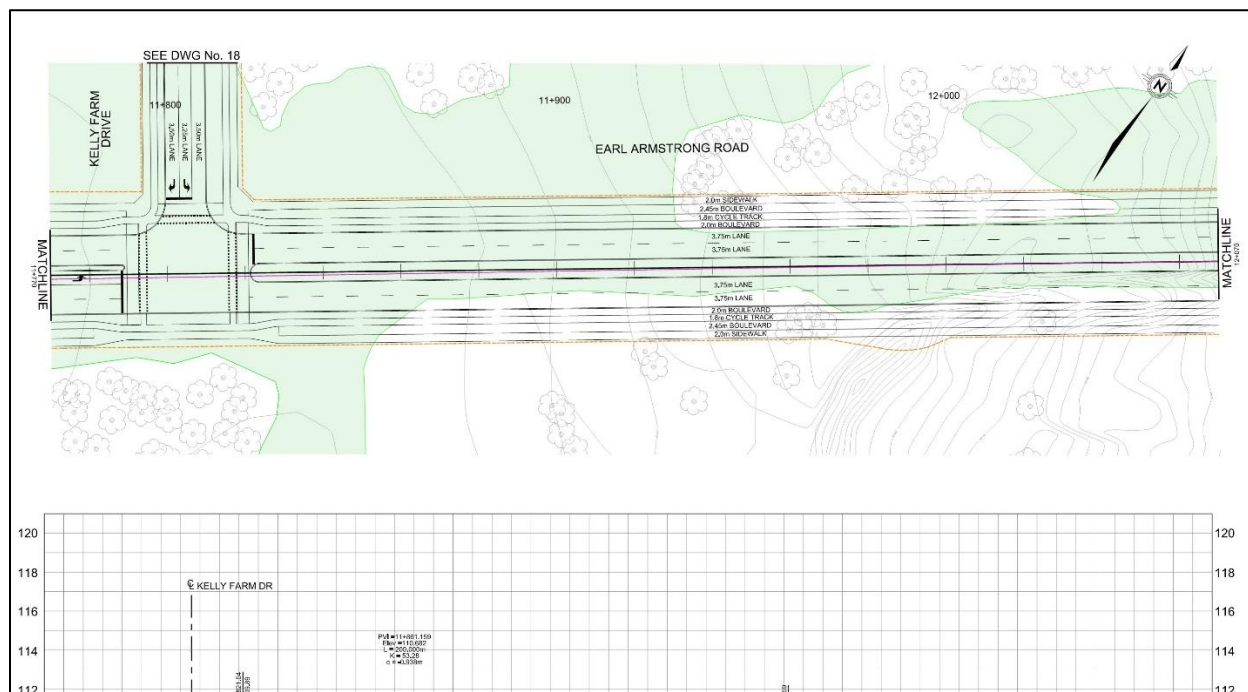


Figure 20: Excerpt of Earl Armstrong Road EA Study: STA. 11+770 to STA 12+070 Functional Design from Earl Armstrong Road EA prepared by Parsons dated November 2019.

2.2 Details of Proposed Amendment(s)

It is suggested to rezone the Subject Site from *Rural Countryside – RU* to *Residential Third Density, Subzone YY, Urban Exception 2989 – R3YY[2989]*, *Residential Fourth Density, Subzone Z – R4Z*, and *Parks and Open Space – O1* as shown in **Figure 21**. A *Zoning By-law Amendment* application is required to rezone the Subject Site as the existing zone does not permit a range of residential land uses. The suggested zoning provisions for the proposed development will be subject to further discussions with City of Ottawa staff.

The majority of the proposed residential development on the Subject Site is suggested to be rezoned to *Residential Third Density, Subzone YY, Urban Exception 2989 – R3YY[2989]* which permits a range of residential typologies including detached and townhouse dwellings. The purpose of the *Residential Third Density – R3* zone is to:

1. allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within the third density residential areas;
3. allow ancillary uses to the principal residential use to allow residents to work at home;
4. regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and (5) permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The multi-unit residential block that will be subject to a future *Site Plan Control* application is suggested to be rezoned to *Residential Fourth Density, Subzone 4 – R4Z* which permits a broader range of residential typologies including “missing middle housing”. The purpose of the *Residential Fourth Density – R4* zone is to:

1. *allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*
2. *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
3. *permit ancillary uses to the principal residential use to allow residents to work at home;*
4. *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and*
5. *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

The future stormwater management facility and public park are suggested to be rezoned to *Parks and Open Space – O1*. The suggested *Parks and Open Space – O1* will reflect the current zoning in force and in effect for other stormwater management facilities as well as public parks in the City of Ottawa including those north of the Subject Site in the Pathways community. The purpose of the *Parks and Open Space – O1* zone is to:

1. *permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and*
2. *ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.*

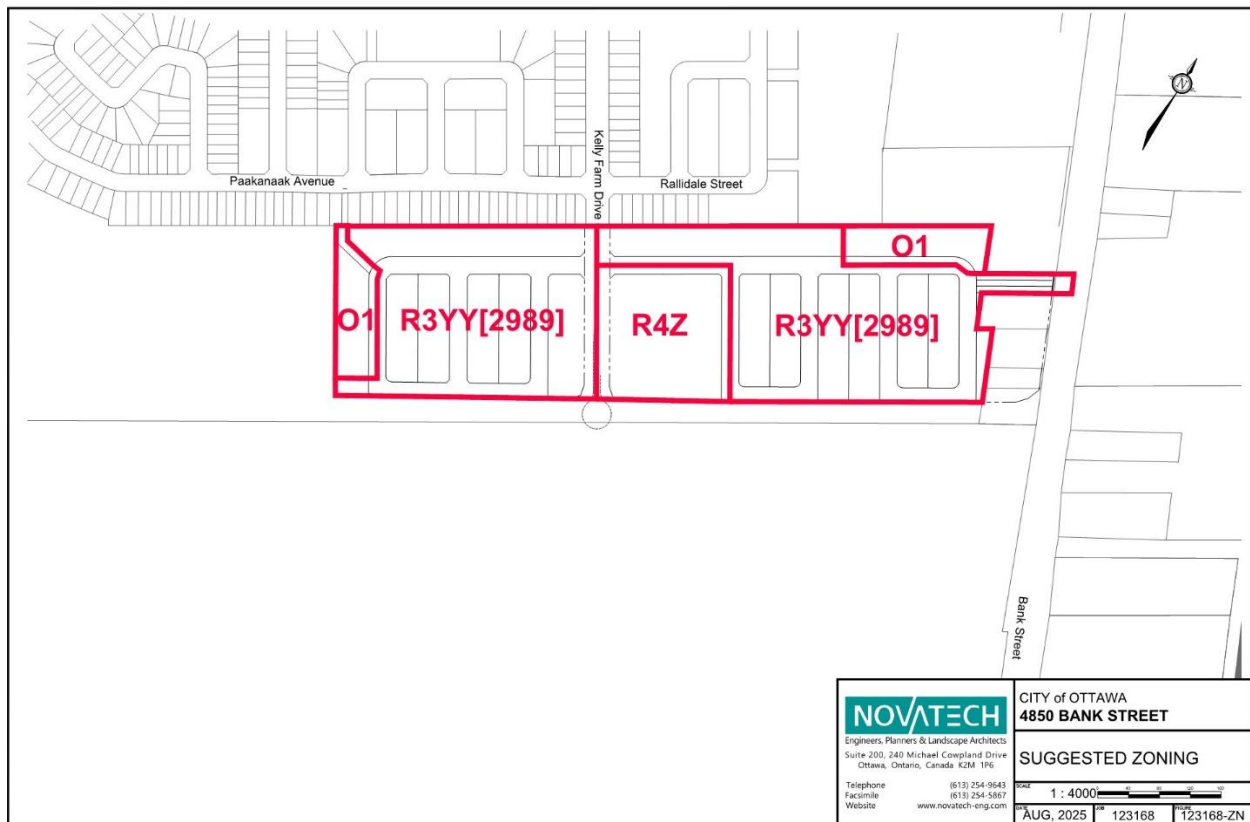


Figure 21: Excerpt from the Suggested Zoning Key Plan prepared by Novatech dated July 2025.

2.3 Previous Consultations, Applications and Approvals

As previously noted, the Subject Site has historically been used for agricultural related land uses but remains undeveloped based on a review of historical images from GeoOttawa. It is understood that there have been no *Planning Act* development applications approved for the Subject Site.

- A formal pre-consultation meeting was held with City of Ottawa staff from Development Review and Community Planning on July 9, 2025 to discuss the proposed development. The Pre-Consultation Meeting Feedback, Applicant's Study and Plan Identification List (SPIL), as well as other documents were provided by City staff on July 28, 2025. The SPIL identified that various reports and plans would be required to be submitted in support of the development applications.
- An informal pre-consultation meeting was held with City of Ottawa staff from Development Review as well as Community Planning on April 14, 2025. The purpose of this meeting was to discuss the Concept Plan and approach that would commence development applications.
- As part of the ongoing *Local Plan* process, several meetings have been held with City of Ottawa staff from Community Planning, Regional Group, and project team. The approval of the *Official Plan Amendment* application will represent the conclusion of the proponent initiated *Local Plan* process.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Provincial Planning Statement

The *Provincial Planning Statement [PPS] (2024)* came into effect on October 20, 2024 and replaces the previous *Provincial Policy Statement (2020)* that came into effect on May 1, 2020. The *PPS* provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating development and land use province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. The decisions that affect all planning matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3* of the *Planning Act*. The following is an overall review of the applicable *PPS 2024* policies.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

- 1) *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
- 2) *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
- 3) *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*
- 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.*
- 5) *Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.*
- 6) *Planning authorities should support the achievement of complete communities by:*
 - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities*

- and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*
- **The Subject Site has been identified as future urban expansion lands in the *City of Ottawa's Official Plan (2022)*. The Subject Site will integrate with the existing settlement area and is designated within the *Official Plan (2022)* for future residential development.**
 - **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Leitrim community.**

2.2 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:*
 - i. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - ii. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
 - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*
- **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Leitrim community.**
 - **The Subject Site is identified as a future settlement area and will efficiently utilize land, resources, infrastructure, and public service facilities.**

2.3 Settlement Areas for Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 1) *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
 - 2) *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) *efficiently use land and resources;*
 - b) *optimize existing and planned infrastructure and public service facilities;*
 - c) *support active transportation;*
 - d) *are transit-supportive, as appropriate; and*
 - e) *are freight-supportive.*
 - 3) *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
 - 4) *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
 - 5) *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
 - 6) *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*
- **The Subject Site has been identified as future urban expansion lands in the *City of Ottawa's Official Plan (2022)*. The Subject Site will integrate with the existing settlement area and is designated within the *Official Plan (2022)* for future residential development.**
 - **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Leitrim community.**
 - **The Subject Site is situated within the City of Ottawa's planned settlement area and efficiently utilizes land, resources, infrastructure, and public service facilities.**
 - **The proposed development will achieve the minimum density of 36 units per net hectare in accordance with the policies of Section 5.4.4(2) of the *City of Ottawa Official Plan (2022)*.**

2.4 Strategic Growth Areas

2.4.3 Frequent Transit Corridors

- 1) *Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*
- **As noted previously, the future Earl Armstrong Road extension is identified as a *Transit Priority Corridor* as per *City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate*.**
 - **The Subject Site's location abutting a planned frequent transit corridor will further support and encourage public transit usage throughout the community and across the City of Ottawa.**

2.9 Energy Conservation, Air Quality and Climate Change

- 1) *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a) *support the achievement of compact, transit-supportive, and complete communities;*
 - b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
 - c) *support energy conservation and efficiency;*
 - d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
 - e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*
- **The proposed development will achieve a compact form with a range and mix of housing options and densities that will contribute an overall complete community in proximity to a planned frequent transit corridor.**
- **The proposed development will include a series of sidewalks, cycle tracks, and pathways that will encourage active modes of transportation as well as connect to the existing Pathways community to the north.**

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

- 1) *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
 - a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b) *leverage the capacity of development proponents, where appropriate; and*
 - c) *are available to meet current and projected needs.*
- **A Serviceability Report was prepared by Arcadis dated August 8, 2025 in support of the development applications and is intended to be a scoped-down Master Servicing Study (MSS) as part of the proponent initiated *Local Plan* process that was accepted by the City of Ottawa. The findings and recommendations from the report include:**
 - **The existing municipal water network can accommodate the proposed development without the need for significant off-site improvements or extensions.**
 - **The proposed development can be accommodated by the existing municipal wastewater network including the new wastewater overflow.**
 - **The proposed development can be accommodated by the natural outlet of the Leitrim Wetland Buffer to the existing Findlay Creek stormwater management facility.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

3.2 Transportation Systems

- 1) *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*
- 2) *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 3) *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

3.3 Transportation and Infrastructure Corridors

- 1) *Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.*
 - 2) *Major goods movement facilities and corridors shall be protected for the long term.*
 - 3) *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.*
 - 4) *The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.*
 - 5) *The co-location of linear infrastructure should be promoted, where appropriate.*
- **The proposed development will include a network of new 18.0 metre and 14.75 metre right-of-way local roadways including the future extension of Kelly Farm Drive which will have a 26.0 metre ROW collector roadway. As per the *Earl Armstrong Road EA (2019) Function Design*, the extension of Kelly Farm Drive and Earl Armstrong Road will include 2.0 metre sidewalks and 1.8 metre cycle tracks to facilitate the safe movement of pedestrians and other roadway users. Kelly Farm Drive will be constructed in accordance with the *City of Ottawa's Designing Neighbourhood Collect Streets (2019) Cross Section 26C* which has a 2.0 m cycle tracks.**
 - **The extension of the Earl Armstrong Road corridor abuts the Subject Site to the south and is not required to serve the proposed development based on the findings and recommendations from the MTS. The future Earl Armstrong Road extension reflects the "Preferred Solution" as per the approved *Earl Armstrong Road EA (2019)*.**
 - **A Master Transportation Study (MTS) was prepared by Arcadis dated August 19, 2025. The MTS fulfills the Transportation Impact Assessment (TIA) requirements in support of the development applications. The findings and recommendations from the report include:**
 - **Traffic generated by the subject site is not likely to trigger the need for traffic-calming measures on existing streets. For the proposed development, local roads are recommended to be designed with a 30km/h posted speed limit through the City**

of *Ottawa's Local Residential Streets 30km/h Streets Toolbox (2021)*, while the collector road be designed for a 40km/h posted speed limit in accordance with the *Designing Neighbourhood Collector Streets (2019)*.

- Kelly Farm Drive is recommended to be extended as per the *Earl Armstrong Road EA (2019)* to provide vehicular access for the proposed development to enable continuity in pedestrian, cycling, and transit facilities.
- Due to the challenges with providing a road connection to Bank Street, it is recommended that the area be used to provide a mid-block active transportation connection to Bank Street.
- To limit conflict points with cyclists and pedestrians as well as to ensure maximizing tree coverage, private approaches on Kelly Farm Drive are to be avoided.
- The Transportation Demand Management (TDM) measures include entering into an early service agreement with OC Transpo to provide direct transit service to the community from first occupancy and prior to the build out of the Earl Armstrong Road extension and providing multi-modal travel information to new residents.
- Detailed information and findings can be found in the report which will accompany this submission.

3.4 Airports, Rail and Marine Facilities

- 1) *Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:*
 - a) *their long-term operation and economic role is protected; and*
 - b) *airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.*
 - 2) *Airports shall be protected from incompatible land uses and development by:*
 - a) *prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;*
 - b) *considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and*
 - c) *prohibiting land uses which may cause a potential aviation safety hazard.*
- **The Subject Site is located within the boundary of the *Airport Zoning Regulations* and *Airport Vicinity Development Zone* as per the *City of Ottawa Official Plan Schedule C14 – Land Use Constraints Due to Aircraft Noise*. The Subject Site is located outside the *25 Line (Composite of 25 NEF/NEP)* and the *35 Line (Composite of 35 NEF/NEP)*.**
 - **The proposed development will not have any negative implications to the operations of the Ottawa International Airport.**

3.6 Sewage, Water, and Stormwater

- 1) *Planning for sewage and water services shall:*
 - a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services*

- and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. is feasible and financially viable over their life cycle;*
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. aligns with comprehensive municipal planning for these services, where applicable.*
 - c) promote water and energy conservation and efficiency;*
 - d) integrate servicing and land use considerations at all stages of the planning process;*
 - e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
 - f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*
- 2) Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*
- 8) Planning for stormwater management shall:*
- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
 - b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
 - c) minimize erosion and changes in water balance including through the use of green infrastructure;*
 - d) mitigate risks to human health, safety, property and the environment;*
 - e) maximize the extent and function of vegetative and pervious surfaces;*
 - f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
 - g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*
- **A Serviceability Report was prepared by Arcadis dated August 8, 2025 in support of the development applications. The findings and recommendations from the report include that the proposed development can be accommodated by existing municipal water network, municipal wastewater network, and the natural outlet of the Leitrim Wetland Buffer to the existing Findlay Creek stormwater management facility.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

- 1) *Healthy, active, and inclusive communities should be promoted by:*
 - a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
 - b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
 - c) *providing opportunities for public access to shorelines; and*
 - d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*
- **The proposed development will include a future public park on the western edge of the Subject Site to provide future residents of the community with a passive and recreational greenspace area.**
- **The proposed development will include a series of sidewalks, cycle tracks, and pathways that will encourage active modes of transportation as well as connect to the existing Pathways community to the north and Bank Street to the east.**
- **A stormwater management facility will address stormwater for the proposed development but also provide a means of passive greenspace for future residents.**

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

- 1) *Natural features and areas shall be protected for the long term.*
- 2) *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 3) *Natural heritage systems shall be identified in Ecoregions 6E & 7E 1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
- 4) *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in Ecoregions 5E, 6E and 7E1; and*
 - b) *significant coastal wetlands*
- 5) *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
 - b) *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - c) *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - d) *significant wildlife habitat;*
 - e) *significant areas of natural and scientific interest; and*

- f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
- 6) Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
- 7) Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
- 8) Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

4.2 Water

- 1) Planning authorities shall protect, improve or restore the quality and quantity of water by:*
 - a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
 - b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
 - c) identifying water resource systems;*
 - d) maintaining linkages and functions of water resource systems;*
 - e) implementing necessary restrictions on development and site alteration to:*
 - 1. protect all municipal drinking water supplies and designated vulnerable areas; and*
 - 2. protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;*
 - f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
 - g) ensuring consideration of environmental lake capacity, where applicable.*
 - 2) Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*
- An Environmental Impact Statement (EIS) was prepared by Arcadis dated August 2025. The findings and recommendations from the report include:**
 - Six headwater drainage features were assessed within the study area, two of which are situated on the Subject Site. The proposed management recommendations for these features is “No Management Required” meaning that they can be removed with all associated flows to be incorporated into a stormwater management system.**
 - One wetland inclusion was identified within the eastern extents of the Subject Site. The wetlands feature is not significant and should not warrant protection.**
 - The habitat for Species of Conservation Concern identified within the Study Area included the Eastern Wood-pewee and Wood Thrush.**

- Field surveys confirmed the presence of two Species at Risk being Butternut and Black Ash which will require further assessment and potential authorization per the *Endangered Species Act (2007)*.
- Despite the presence of environmentally significant features, the report concludes that with proper planning, mitigation, and adherence to regulatory requirements, the proposed development can proceed without causing long-term damage to the ecological functions of the Subject Site.
- Due to the disturbed nature of the Subject Site, from an environmental perspective, the Subject Site is suitable for the proposed development.
- No development is proposed in proximity to the Leitrim Provincially Significant Wetlands (PSWs) which are located further west of the Subject Site.
- Detailed information and findings can be found in the report which will accompany this submission.

4.5 Mineral Aggregate Resources

4.5.1 General Policies for Mineral Aggregate Resources

- 1) *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*

4.5.2 Protection of Long-Term Resource Supply

- 1) *As much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible. Demonstration of need for mineral aggregate resources, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of mineral aggregate resources locally or elsewhere.*
- 2) *Extraction shall be undertaken in a manner which minimizes social, economic and environmental impacts.*
- 3) *Mineral aggregate resource conservation shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.*
- 4) *Mineral aggregate operations shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing mineral aggregate operations shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the Planning Act. Where the Aggregate Resources Act applies, only processes under the Aggregate Resources Act shall address the depth of extraction of new or existing mineral aggregate operations. When a license for extraction or operation ceases to exist, policy 4.5.2.5 continues to apply.*
- 5) *In known deposits of mineral aggregate resources and on adjacent lands, development and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:*
 - a) *resource use would not be feasible; or*
 - b) *the proposed land use or development serves a greater long-term public interest; and*

c) issues of public health, public safety and environmental impact are addressed.

- **The Subject Site is located within 500 metres of properties identified with a *Bedrock Resource Area Overlay* as per the *City of Ottawa Official Plan Schedule B9 – Rural Transect*.**
- **A Mineral Resource Impact Assessment was prepared by Paterson Group dated August 8, 2025. The report provides the following findings and conclusions:**
 - **The majority of the bedrock extraction has been completed at the western portion of the GIP Quarry.**
 - **The proposed development will not impact the existing and future operations at the GIP Bedrock Quarry by means of noise, dust, traffic, vibration, fly-rock, and groundwater impacts.**
 - **Similarly, the current operations at the GIP Quarry in proximity to the Subject Site will not impact the proposed residential development.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

4.6 Cultural Heritage and Archaeology

- 1) Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
 - 2) Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
 - 3) Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*
 - 4) Planning authorities are encouraged to develop and implement:*
 - a) archaeological management plans for conserving archaeological resources; and*
 - b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*
- **A portion of the Subject Site is identified as containing “Archaeological Potential” as per the City of Ottawa’s GeoOttawa overlay.**
 - **A Stage 1 and 2 Archaeological Assessment was prepared by Adams Heritage dated May 2003 for a large study area including the Subject Site. The report provides the following conclusions:**
 - **Property has been farmed, largely by a single family since its earliest settlement in the eighteen thirties until well into the twentieth century. Most of the land along the frontages of both Albion Road and Bank Street have been developed and are occupied by businesses or dwellings. They retain no archaeological site potential.**
 - **Most of the western end of the property has been used as a source for aggregate in the past. This area retains no archaeological potential.**
 - **The Subject Site is identified as “Low Archaeological Potential” and located outside the areas identified on the Study Area as “Possible Wetland Area”.**
 - **Development of this property will have no negative impact on archaeological sites.**

- It is understood that the report was entered into the Province of Ontario's then Ministry of Tourism, Recreation, and Culture on July 3, 2003.
- Detailed information and findings can be found in the report which will accompany this submission.

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

- 1) *Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.*

5.2 Natural Hazards

- 1) *Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.*
- 2) *Development shall generally be directed to areas outside of:*
 - a) *hazardous lands adjacent to the shorelines of the Great Lakes -St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
 - b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
 - c) *hazardous sites.*
- 3) *Development and site alteration shall not be permitted within:*
 - a) *the dynamic beach hazard;*
 - b) *defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);*
 - c) *areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*
 - d) *a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*
- 4) *Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.*
- 5) *Despite policy 5.2.3, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:*
 - a) *in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or*
 - b) *where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.*

- 8) *Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:*
- a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*
 - b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;*
 - c) new hazards are not created and existing hazards are not aggravated; and*
 - d) no adverse environmental impacts will result.*

5.3 Human-Made Hazards

- 1) Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*
 - 2) Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*
- A Mineral Resource Impact Assessment was prepared by Paterson Group dated August 8, 2025. The report concludes that the proposed development will not impact the existing and future operations at the GIP Bedrock Quarry by means of noise, dust, traffic, vibration, fly-rock, and groundwater impacts. Similarly, the current operations at the GIP Quarry in proximity to the Subject Site will not impact the proposed residential development.**
 - A Geotechnical Investigation was prepared by Paterson Group dated August 6, 2025. The findings and recommendations from the report include:**
 - The subsurface profile consists of a thick layer of topsoil which is underlain by glacial till deposit, which was observed to be compact to very dense, brown to grey clayey silt to silty sand with a varying amounts of gravel, cobbles, and boulders.**
 - From a geotechnical perspective, the Subject Site is suitable for the proposed development. The topographic plans for this site indicate that there are no significant slopes present.**
 - A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated August 11, 2025. The findings and recommendations from the report include:**
 - Property was first developed before 1945 as an agricultural land use but since then has been developed and vacant with no environmental concerns based on the historical use of the property.**
 - The historical use of the surrounding lands consists of agricultural, commercial, and residential land uses. Multiple potentially contaminated activities (PCAs) were identified with respect to the historical use/activities of some of the properties within the Phase I Study Area. However, based on their location and the results of the 2023 Phase I-II Environmental Site Assessment, no PCAs identified are considered to result in areas of potential environmental concern (APECs).**
 - A Phase II ESA is not required for the Phase I property.**

- The proposed development will not result in any natural or human-made hazards.
- Detailed information and findings can be found in the reports which will accompany this submission.

The *Plan of Subdivision* and *Zoning By-law Amendment* applications are consistent with the policies of the *Provincial Planning Statement (2024)*.

3.2 City of Ottawa Official Plan (2022)

The Subject Site is currently designated as *Future Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B7 – Suburban (Southeast) Transect*. As previously noted, an *Official Plan Amendment* application has been initiated by the City of Ottawa to formally remove the Subject Site's *Future Neighbourhood Overlay*. The *Official Plan Amendment* application is anticipated to result in the Subject Site being redesignated as *Neighbourhood* in accordance with the *Official Plan (2022)* policies.

3.2.1 Strategic Directions & Cross Cutting Issues

Section 2 of the *Official Plan* provides the *Strategic Directions* for the City of Ottawa to become the most liveable mid-sized city in North America over the next century. These include five *Big Policy Moves* and six *Cross-Cutting Issues*.

The five *Big Policy Moves* provide broad policy directions and are the foundation of the *Official Plan*. The *Big Policy Moves* are:

- 1) *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
 - 2) *By 2046, the majority of trips in the city will be made by sustainable transportation.*
 - 3) *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
 - 4) *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
 - 5) *Embed economic development into the framework of our planning policies.*
- **The Subject Site is situated within the City of Ottawa's planned urban boundary that will be accessible by active and sustainable modes of transportation with public transit services to be provided by OC Transpo as part of the build out of the residential subdivision.**

These *Big Policy Moves* inform the six themes, or *Cross-Cutting Issues*, that are embedded throughout the policies and sections of the *Official Plan* and are essential to the achievement of a liveable city, but are implemented through the policies in multiple sections of the *Official Plan*. The *Cross-Cutting Issues* are:

- *Intensification and Diversifying Housing Options*
- *Economic Development*
- *Energy and Climate Change*

- *Healthy and Inclusive Communities*
- *Gender and Racial Equity*
- *Culture*

Policy 2.2.1 – Intensification and Diversifying Housing Options

- The range and mix of housing options including “missing middle housing” and densities will contribute to the overall housing typologies and forms for the Leirtrim community.
- The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.
- The proposed development will achieve the minimum density of 36 units per net hectare in accordance with the policies of *Section 5.4.4(2) of the City of Ottawa Official Plan (2022)*.

Policy 2.2.2 – Economic Development

- The proposed development will contribute to a range and mix of housing options that will support economic development as it relates to the retention of skilled workforces for businesses and employers in the City of Ottawa.
- The Ottawa International Airport is located in close proximity to the Subject Site and is designated as a *Special Economic District* as per the *City of Ottawa Official Plan Schedule B6 – Suburban (Southwest) Transect*. The designation reflects its instrumental role to the City of Ottawa’s economic growth, employment, and travel hub as per the *City of Ottawa Official Plan Subsection 6.6.3.1* policies.

Policy 2.2.3 – Energy and Climate Change

- The Subject Site is situated within the City of Ottawa’s planned urban boundary that will be accessible by active and sustainable modes of transportation with public transit services to be provided by OC Transpo as part of the build out of the residential subdivision.
- The proposed development will include a series of sidewalks, cycle tracks, and pathways that will encourage active modes of transportation as well as connect to the existing Pathways community to the north.
- A Landscape Concept Plan was prepared by NAK dated August 18, 2025 in support of the proposed development which demonstrates opportunities for tree planting on the Subject Site. The Landscape Concept Plan would be finalized as part of detailed design in conjunction with the coordination of utilities and any tree planting setback requirements as shown in Figure 22.

Policy 2.2.4 – Healthy and Inclusive Communities

- The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.

- The proposed development will include a future public park on the western edge of the Subject Site to provide future residents of the community with passive and recreational greenspace area.

Policy 2.2.5 – Gender and Racial Equality

- The Subject Site is accessible by active and sustainable modes of transportation with public transit services to be provided by OC Transpo as part of the build out of the residential subdivision. This ensures that equitable access is provided for all regardless of socio-economic status.
- The range and mix of housing options including “missing middle housing” and densities will contribute to the overall housing typologies and forms for the Leirtrim community.

Policy 2.2.6 – Culture

- The proposed development will be a new neighbourhood that will integrate with the existing Pathways community to the north. The new neighbourhood will reinforce the Leirtrim community identity with the future public park serving as a space for placemaking and socialization.
- No cultural spaces are identified on the Subject Site or abutting properties as per the City of Ottawa’s GeoOttawa “Cultural Spaces” mapping overlay.

3.2.2 Growth Management Framework

Section 3 of the *Official Plan* provides the *Growth Management Framework* for the City of Ottawa on the premise on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and existing infrastructure efficiently, while reducing greenhouse gas emissions.

Policy 3.1 – Designate Sufficient Land for Growth

- 1) Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy Statement.
- 2) Projected growth in Table 1 incorporates a method to project market demand, which includes the needs of existing and future residents.
- 3) The urban area and villages shall be the focus of growth and development.
- 4) The City will allocate household growth targets as follows:
 - a) 93 per cent within the urban area where:
 - i. 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and
 - ii. 46 per cent is within the greenfield portion of the urban area;
 - b) 7 per cent within the rural area where:
 - i. 5 per cent is within the villages; and
 - ii. 2 per cent is outside of villages.

The boundaries establishing the urban areas and the villages are designated on Schedule A and Schedules B1 through B9.

- **The Subject Site is situated within the City of Ottawa's planned urban boundary, will integrate with the existing settlement area, and is designated within the *Official Plan (2022)* for future residential development.**

Policy 3.2 – Support Intensification

- 1) *The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area...*
 - 2) *Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.*
 - 3) *The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.*
 - 4) *Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.*
 - 8) *Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:*
 - a) *Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and*
 - b) *Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.*
- **The range and mix of housing options including “missing middle housing” and densities will contribute to the overall housing typologies and forms for the Leitrin community.**
 - **The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.**
 - **The proposed development will achieve the minimum density of 36 units per net hectare in accordance with the policies of Section 5.4.4(2) of the *City of Ottawa Official Plan (2022)*.**

Policy 3.3 – Design new neighbourhoods to be 15-minute neighbourhoods

- 1) *Residential growth within the greenfield portions of the urban area will be planned as complete 15-minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.*
 - 2) *Urban Greenfield growth areas include previous urban expansion areas that were undeveloped as of July 1, 2018 and areas subject to the Future Neighbourhood Overlay on the B-series of schedules.*
 - 3) *A secondary planning process, prepared in accordance with Section 5.6.2 and Section 12, shall be required for development within a Future Neighbourhood Overlay.*
 - 4) *New greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwellings types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.*
 - 5) *New neighbourhoods shall be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a station on the high-frequency transit network, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues.*
- **The range and mix of housing options including “missing middle housing” and densities will contribute to the overall housing typologies and forms for the Leitrin community.**
 - **The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.**
 - **As discussed previously, the development applications are being submitted concurrently with the *Official Plan Amendment* application initiated by the City of Ottawa to formally remove the Subject Site’s *Future Neighbourhood Overlay*. The approval of the *Official Plan Amendment* application will represent the conclusion of the proponent initiated *Local Plan* process currently being undertaken by the Edge at Pathways Regional Inc. The *Official Plan Amendment* application is anticipated to result in the Subject Site being redesignated as *Neighbourhood*.**

Policy 3.5 – Meet employment needs

- 1) *Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.*
- 2) *Employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.*

- **The proposed development will not include employment land uses.**

3.2.3 City-wide Policies

Section 4 of the *Official Plan* sets out the city-wide policies to be considered where all new development is proposed.

Subsection – 4.1 Mobility

Policy 4.1.1 – Provide mobility options to safely and equitably navigate the city

- 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.*
 - 2) *Equity considerations, in accordance with the City's Equity and Inclusion Lens, and Subsection 2.2.4, Policy 2) of this Plan, shall be included in the planning and evaluation of all transportation investments.*
 - 3) *The City's street hierarchy includes provincial and City highways, federally owned roads, arterials, major collectors, collectors, local roads or streets and lanes. The City will identify streets or segments of streets in the hierarchy that are intended to function as:*
 - a) *An access street, which is a public or private street with a close relationship to its surrounding land uses, exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation; or*
 - b) *A capacity and flow street, which is a public street that plays a structural role in the overall street grid by virtue of its length and its ability to link several areas of the City, and where the movement of people is an important part of its function;*
 - c) *The access or capacity and flow function shall be based on the transect, designations, overlays and consider elements such as surrounding land uses, density, connectivity, street frontage, mix of users, urban design considerations, as well as the allocation of space in the right of way and the road network functions; and*
 - d) *When capacity and flow functions are identified for a street, the priority is to ensure a high-quality public realm that maintains the safety of vulnerable users and the capacity and flow of public transit and sustainable modes in priority over general traffic.*
 - 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.*
- **The Subject Site is situated within the City of Ottawa's planned urban boundary that will be accessible by active and sustainable modes of transportation with public transit to be provided by OC Transpo as part of the build out of the residential subdivision.**
 - **The proposed development will include a series of sidewalks, cycle tracks, and pathways that will encourage active modes of transportation as well as connect to the existing Pathways community to the north.**

- The proposed development will include a network of new 18.0 metre and 14.75 metre right-of-way local roadways including the future extension of Kelly Farm Drive which will have a 26.0 metre ROW collector roadway.
- As per the MTS prepared by Arcadis dated August 19, 2025, it is recommended that private approaches on Kelly Farm Drive be avoided to limit conflict points with cyclists and pedestrians as well as to ensure maximizing tree coverage. The area of the Subject Site connecting to Bank Street is recommended to be used to provide a mid-block active transportation connection due to challenges with providing a road connection. The report recommends that local roads are to be designed with a 30km/h posted speed limit whereas the collector road be designed for a 40km/h posted speed limit.

Policy 4.1.2 – Promote healthy 15-minute neighbourhoods

- 1) *In general, this Plan equates a walking time of:*
 - a) *5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*
 - b) *10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and*
 - c) *15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.*
- 2) *Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:*
 - a) *600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations; and*
 - b) *300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned frequent street transit stops and street transit stops along a Transit Priority network.*
- 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; and*
 - c) *Pedestrian and cycling networks and shortcut public access through private properties may be required at the time of development approval, where appropriate or identified in this Plan and the TMP and associated plans; and*
 - d) *New and reconstructed local residential streets shall be designed to low operating speed; and*
 - e) *Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving overlay.*
- 4) *Development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.*

- 5) *Where public pedestrian and cycling routes or facilities intersect with roads, appropriate traffic control devices shall be provided to accommodate pedestrian and cycling movements.*
 - 6) *New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.*
 - 10) *The TMP and associated plans enact policies to protect on-road and off-road corridors for the provision of cycling facilities, including space to provide sufficient separation from motor vehicles as well as sufficient space to accommodate the separation of movements within signalized intersections to create safe and convenient facilities.*
 - 11) *During the review of development and as part of new road construction and road reconstruction projects, and where feasible through infrastructure renewal works, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach, as follows:*
 - a) *Arterials, Major Collectors and Collectors in the Urban area and Villages shall include:*
 - i. *Sidewalks on both sides;*
 - ii. *Unidirectional cycling facilities on each side or in limited circumstances bidirectional cycle tracks on one side; and*
 - iii. *Notwithstanding Policies a) i) and ii) above, multi-use pathways will be permitted within the Greenbelt Transect and the City may consider a multi-use pathways elsewhere in lieu of separate facilities where it would provide for improved system continuity and a safer condition for users. iv) In the case of Mainstreet and Minor Corridors with narrow rights of way, additional consideration shall be given to the provision of on-street parking to support small business, while balancing the need for pedestrian and cycling supportive infrastructure.*
 - b) *New local streets:*
 - i. *In the Downtown Core and Inner Urban Transects, shall include sidewalks on both sides in all cases;*
 - ii. *In the Outer Urban and Suburban Transects and in villages, shall include sidewalks on at least one side, and sidewalks on both sides of the street wherever needed to create continuous and direct connections to destinations on both sides of the street such as public transit stops or stations, schools, public parks, pathways, recreation centres, public buildings and institutions and commercial areas.*
 - c) *Existing Locals in the Urban Area and Villages: sidewalks will be pursued where possible, subject to practical considerations such as the existing context, available space in the right-of-way, impacts to the stormwater system and trees, network connectivity and financial affordability. Where the addition of sidewalks results in trade-offs between modes, safety for vulnerable road users will be prioritized over vehicular capacity;*
 - 16) *The timing and phasing of:*
 - a) *New subdivisions should be coordinated with the timing and provision of transit service where feasible and where such transit is planned. The timing of City-funded transit infrastructure improvements shall be based on funding and affordability. Where a new subdivision, is proposed to be occupied before the provision of transit service, the City may request, but not require early service agreements with development proponents, to coincide with early stages of occupancy;*
- **The Subject Site is situated within the City of Ottawa's planned urban boundary that will be accessible by active and sustainable modes of transportation with public transit**

services to be provided by OC Transpo as part of the build out of the residential subdivision.

- The proposed development will include a series of sidewalks, cycle tracks, and pathways that will encourage active modes of transportation as well as connect to the existing Pathways community to the north and Bank Street to the east as shown in Figure 18.
- The proposed development will include a network of new 18.0 metre and 14.75 metre right-of-way local roadways including the future extension of Kelly Farm Drive which will have a 26.0 metre ROW collector roadway.
- To ensure that conflicts are minimized between pedestrians, roadway users, and vehicles, no individual driveways or accesses to residential dwellings will be provided along the frontages of the future Kelly Farm Drive extension.

Policy 4.1.3 – Support growth management and a greener and more resilient city

- 1) *The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.*
 - 4) *The street and road network shall be developed as identified on Schedules C4, C5, C9 and C10 and in approved local plans and Environmental Assessments.*
 - 6) *New streets shall, and reconstructed streets shall wherever possible, include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.*
- The proposed development will include a network of new 18.0 metre and 14.75 metre right-of-way local roadways including the future extension of Kelly Farm Drive which will have a 26.0 metre ROW collector roadway. As per the *Earl Armstrong Road EA (2019) Function Design*, the extension of Kelly Farm Drive and Earl Armstrong Road will include 2.0 metre sidewalks and 1.8 metre cycle tracks to facilitate the safe movement of pedestrians and other roadway users. Kelly Farm Drive will be constructed in accordance with the *City of Ottawa's Designing Neighbourhood Collect Streets (2019) Cross Section 26C* which has a 2.0 m cycle tracks.

Policy 4.1.4 – Support the shift towards sustainable modes of transportation

- 1) *Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.*
- 10) *Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:*
 - a) *Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;*
 - b) *Including other uses along the street, at grade, to support pedestrian movement;*
 - c) *Providing landscaping, art, murals or decorative street treatments;*
 - d) *Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and*

- e) *Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.*
- **To ensure that conflicts are minimized between pedestrians, roadway users, and vehicles, no individual driveways or accesses to residential dwellings will be provided along the frontages of the future Kelly Farm Drive extension. As per the *Earl Armstrong Road EA (2019) Function Design*, the extension of Kelly Farm Drive and Earl Armstrong Road will include 2.0 metre sidewalks and 1.8 metre cycle tracks to facilitate the safe movement of pedestrians and other roadway users. Kelly Farm Drive will be constructed in accordance with the *City of Ottawa's Designing Neighbourhood Collect Streets (2019) Cross Section 26C* which has a 2.0 m cycle tracks. Accordingly, the residential subdivision will be lotted such that individual driveways and accesses will be provided through the new local streets.**
- **The MTS prepared by Arcadis dated August 19, 2025 recommends the Transportation Demand Management (TDM) measures including entering into an early service agreement with OC Transpo to provide direct transit service to the community from first occupancy and prior to the build out of the Earl Armstrong Road extension and providing multi-modal travel information to new residents.**

Policy 4.1.7 – Protect and invest in rights of way

- 1) *Under the provisions of the Planning Act, the City may require the dedication of lands for pedestrian or bicycle pathways and road and public transit rights of ways as a condition of development approval, and at no cost to the City.*
 - 2) *The City shall protect rights of way for the street and road network shown on Schedules C4, C5, C9 and C10 and as listed in detail in Schedule C16.*
 - 3) *Protected Transportation Corridors identified in this Plan, including in Schedule C2, the TMP, associated Plans and utility corridors shall be protected for future transportation purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail.*
 - 4) *The City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium, as detailed in Schedule C16, and as identified in Environmental Assessments or approved road designs at no cost to the City. This may involve equal or unequal road widenings, and the use of easements for streets, to fulfil the requirement for additional land for measures such as corner triangles and auxiliary lanes at intersections, active transportation facilities, transit corridors, transit stops, utilities and related infrastructure, railway crossings, intersections or roundabouts.*
- **Bank Street is designated as an Arterial – Existing as per the *City of Ottawa Official Plan Schedule C4 – Urban Road Network* and *Schedule C9 – Rural Road Network*.**
 - **Bank Street from the Urban Area – South Limit to Rideau Road is identified as having a 44.5 metre right-of-way (ROW) to be protected as per *City of Ottawa Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection*. A road widening identified as Block 121 on the Draft Plan of Subdivision will be provided as part of the proposed development to ensure the Bank Street ROW is protected.**

- The future Kelly Farm Drive extension which will be constructed as part of the proposed development is designated as **Collector – Future** and is identified as having a 26.0 metre ROW protection from the existing Kelly Farm Drive to the future Earl Armstrong Road extension.
- The proposed development will include a network of new 18.0 metre and 14.75 metre [window streets] right-of-way local roadways.
- The future Earl Armstrong Road extension is designated as a **Transit Priority Corridor** as per the *City of Ottawa Official Plan (2022) Schedule C2 – Transit Network Ultimate*. As per the *Earl Armstrong Road EA (2019) Function Design*, the extension of Kelly Farm Drive and Earl Armstrong Road will include 2.0 metre sidewalks and 1.8 metre cycle tracks to facilitate the safe movement of pedestrians and other roadway users. Kelly Farm Drive will be constructed in accordance with the *City of Ottawa's Designing Neighbourhood Collect Streets (2019) Cross Section 26C* which has a 2.0 m cycle tracks. The future Earl Armstrong Road extension corridor is not required serve the proposed development as per the MTS prepared by Arcadis.

Subsection 4.2 – Housing

Policy 4.2.1 – Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

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

- **A Zoning By-law Amendment application is required to rezone the Subject Site to permit the future low-rise residential development, public park, and stormwater management facility.**
- **The range and mix of housing options including “missing middle housing” and densities will contribute to the overall housing typologies and forms for the Leitrim community.**

Policy 4.4 – Parks and Recreation Facilities

Policy 4.4.1 – Identify park priorities within Ottawa’s growth areas

- 1) *The City shall provide parks through the following three mechanisms:*
 - a) *As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City’s Parkland Dedication By-law or any successor By-law; or*
 - b) *The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or*
 - c) *The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures.*
- 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.*
- 5) *The Park Development Manual will set out the park typologies to define and standardize the park development process for projects to the satisfaction of the Department responsible for parks and recreation.*
- 6) *Consistent with Subsections 4.8 and 4.9 and Section 7, the following lands and features shall not be considered as part of the parkland dedication, at the discretion of the Department responsible for recreation: Natural Heritage Features as defined by the City’s Environmental Impact Study Guidelines, the minimum setback from surface water features, Natural Environment Areas, Significant Wetlands, Open Spaces, Urban Natural Features and Conservation Areas*

- The proposed development will include a future public park on the western edge of the Subject Site to provide future residents of the community with passive and recreational greenspace area. Parkland dedication for the proposed development will be addressed through a combination of parkland dedication and cash-in-lieu of parkland. The parkland dedication requirements will be finalized prior to registration with the future public park block to be dedicated to the City of Ottawa.

Policy 4.4.2 – Guide decision-making for future parks

- 1) *A range of park typologies shall be identified in secondary plans and local plans. This does not preclude the City from identifying additional lands for acquisition or dedication.*
- Based on the *City of Ottawa's Parks and Pathways Manual 2nd Edition (2017)*, the future public park would be classified as a parkette given it's area of 0.42 hectares.
 - Parkland dedication for the proposed development will be addressed through a combination of parkland dedication and cash-in-lieu of parkland. The parkland dedication requirements will be finalized prior to registration with the future public park block to be dedicated to the City of Ottawa.

Policy 4.4.4 – Emphasize larger parks in the Outer Urban and Suburban transects

- 1) *For areas with a Future Neighbourhood Overlay in Outer Urban and Suburban areas, the City has the following preferences:*
 - a) *Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred;*
 - b) *In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks;*
 - c) *For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks; and*
 - d) *For lands with facilities such as recreation centres and libraries, the opportunity for co-location of housing, especially affordable housing, above the facility should be considered, or at least where an immediate co-development is unfeasible, the facility development should be designed to consider the loading of the addition of residential storeys above through future development.*
- The proposed development will include a future public park on the western edge of the Subject Site to provide future residents of the community with passive greenspace and active recreation. Parkland dedication for the proposed development will be addressed through a combination of parkland dedication and cash-in-lieu of parkland. The parkland dedication requirements will be finalized prior to registration with the future public park block to be dedicated to the City of Ottawa.
 - The future public park when completed will form part of the overall park and greenspace network for the Leitrim community as well as City of Ottawa.

Policy 4.4.6 – Design parks that 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;*
 - b) *Consider potential cultural development opportunities by including performance and cultural gathering spaces, or by reflecting diverse cultural groups through commemoration or park design;*
 - c) *Consistent with the City's Public Art Policy, opportunities will be explored to select appropriate sites for the installation of new public art in parks;*
 - d) *Some parks in the Downtown Core and Inner Urban Transects shall be built to withstand the impact of high usage and may require water, lighting and electricity, maintenance, more expensive recreational amenities and event/festival spaces that are of higher cost than that of parks that are less intensively used;*
 - 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.*
- **The future public park will have frontage along the local roadway with sidewalks provided to facilitate safe pedestrian movement to the passive and recreational greenspace area as shown in Figure 18.**
- **A Facility Fit Plan will be prepared for the proposed development prior to Draft Plan Approval.**

Subsection 4.5 – Cultural Heritage and Archaeology

Policy 4.5.4 – Conserve sites of archaeological value

- 1) *The City shall conserve sites of archaeological value where the City's Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.*
- 3) *The Archaeological Resource Potential Mapping Study shows the historic core of the City (as defined by the City limits at the time of its incorporation in 1855) as having archaeological potential, upon discovery of any archaeological resource during the course of construction in the City's historic core area, the site shall be immediately protected from further disturbance until a licensed archaeologist has completed an archaeological assessment and any necessary mitigation has been completed.*

- A portion of the Subject Site is identified as containing “Archaeological Potential” as per the City of Ottawa’s GeoOttawa overlay.
- A Stage 1 and 2 Archaeological Assessment was prepared by Adams Heritage dated May 2003 for a large study area including the Subject Site. The report provides the following conclusions:
 - Property has been farmed, largely by a single family since its earliest settlement in the eighteen thirties until well into the twentieth century. Most of the land along the frontages of both Albion Road and Bank Street have been developed and are occupied by businesses or dwellings. They retain no archaeological site potential.
 - Most of the western end of the property has been used as a source for aggregate in the past. This area retains no archaeological potential.
 - The Subject Site is identified as “Low Archaeological Potential” and located outside the areas identified on the Study Area as “Possible Wetland Area”.
 - Development of this property will have no negative impact on archaeological sites.
- It is understood that the report was entered into the Province of Ontario’s then Ministry of Tourism, Recreation, and Culture on July 3, 2003.
- Detailed information and findings can be found in the report which will accompany this submission.

Subsection 4.6 – Urban Design

Policy 4.6.2 – Protect views and enhance Scenic Routes including those associated with national symbols

- 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*
- Bank Street is designated as **Scenic Route** as per the **City of Ottawa Official Plan Schedule C13 – Scenic Routes** as shown in Figure 12.
- While a multi-use pathway is planned to connect the proposed development to Bank Street, there will be no lots, blocks, or buildings fronting onto Bank Street as per the Draft Plan of Subdivision.
- A Landscape Concept Plan was prepared by NAK dated August 18, 2025 in support of the proposed development which demonstrates opportunities for tree planting on the Subject Site. The Landscape Concept Plan would be finalized as part of detailed design in conjunction with the coordination of utilities and any tree planting setback requirements.

Policy 4.6.5 – Ensure effective site planning that support the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- 1) *Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.*
 - 3) *Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.*
- **Further discussion on the proposed development and the applicable *City of Ottawa's Urban Design Guidelines for Greenfield Neighbourhoods (2007)* and *Building Better and Smarter Suburbs (2015)* is provided in Section 5.**
 - **To ensure that conflicts are minimized between pedestrians, roadway users, and vehicles, no individual driveways or accesses to residential dwellings will be provided along the frontages of the future Kelly Farm Drive extension. As per the *Earl Armstrong Road EA (2019)* Function Design, the extension of Kelly Farm Drive and Earl Armstrong Road will include 2.0 metre sidewalks and 1.8 metre cycle tracks to facilitate the safe movement of pedestrians and other roadway users. Accordingly, the residential subdivision will be lotted such that individual driveways and accesses will be provided through the new local streets.**

Policy 4.6.6 – 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

- 1) *To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:*
 - a) *Between existing buildings of different heights;*
 - b) *Where the planned context anticipates the adjacency of buildings of different heights;*
 - c) *Within a designation that is the target for intensification, specifically:*
 - i. *Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - ii. *Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.*
 - 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 proposed development will feature a low-rise residential subdivision with no building heights greater than 4-storeys which will be compatible with the existing Pathways community to the north.**
 - **A separate *Site Plan Control* application will be filed for the multi-unit residential block when the proposed details are finalized.**

Subsection 4.7 – Drinking Water, Wastewater, and Stormwater Infrastructure

Policy 4.7.1 – Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area

- 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.*
- 3) In order to mitigate the impacts of development and climate change on drainage systems, local plans will:*
 - a) Demonstrate integration of receiving watercourse assessments and required mitigating works with the development of local plans, master drainage plans, environmental management plans and master servicing studies; and*
 - b) Identify requirements for Low Impact Development and implementation plans in environmental management plans and/or master servicing studies based on water budget calculations.*
- 4) The City will prepare and implement programs and policies to address the need for stormwater capacity to support a range of intensification development applications. This will include:*
 - a) Design and study requirements for on-site stormwater management, considering a range of intensification development application; and*
 - b) Regulatory mechanisms for on-site stormwater management to provide adequate capacity to support intensification in existing neighbourhoods.*
- 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;*
 - c) The Ottawa Sewer Design Guidelines and associated climate change considerations; and*
 - d) The Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.*
- 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.*
 - 13) New local plans in support of development in the Future Neighbourhood Overlay will be supported by a Council approved master servicing study, consistent with the requirements as outlined in the Infrastructure Master Plan. Local plans prepared in support of development outside of the future neighbourhood overlay will be supported by a scoped master servicing study that evaluates servicing alternatives and demonstrates that sufficient infrastructure capacity exists to support planned development.*
- **As previously noted, a Serviceability Report was prepared by Arcadis dated August 8, 2025 in support of the development applications and is intended to be a scoped-down Master Servicing Study (MSS) as part of the proponent initiated *Local Plan* process that was accepted by the City of Ottawa. The findings and recommendations from the report include:**
 - **The existing municipal water network can accommodate the proposed development without the need for significant off-site improvements or extensions.**
 - **The proposed development can be accommodated by the existing municipal wastewater network including the new wastewater overflow.**
 - **The proposed development can be accommodated by the natural outlet of the Leitrim Wetland Buffer to the existing Findlay Creek stormwater management facility.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Subsection 4.8 – Natural Heritage, Greenspace and the Urban Forest

Policy 4.8.1 – Protect the City's natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies

- 1) The Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies Ottawa's Natural Heritage System and, to the extent possible, Ottawa's Natural Heritage Features as overlays. Natural Heritage Overlay policies appear in Subsection 5.6.4.*
- 2) The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.*
- 3) The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:*

- a) Significant wetlands;
 - b) Habitat for endangered and threatened species;
 - c) Significant woodlands;
 - d) Significant valleylands;
 - e) Significant wildlife habitat;
 - f) Areas of Natural and Scientific Interest;
 - g) Urban Natural Features;
 - h) Natural Environment Areas;
 - i) Natural linkage features and corridors;
 - j) Groundwater features;
 - k) Surface water features, including fish habitat; and
 - l) Landform features.
- 4) The natural heritage overlay policies apply to all features in Policy 3) regardless of whether they appear on Schedules to the Official Plan.
- The Subject Site is identified with a **Natural Heritage Features Overlay** as per the **City of Ottawa Official Plan Schedule C11-C – Natural Heritage System (East)** as shown in Figure 10.
 - A Natural Heritage Existing Conditions Report was prepared by Arcadis for the Subject Site as part of the proponent initiated **Local Plan** process.
 - Six headwater drainage features were assessed within the study area, two of which are situated on the Subject Site. The proposed management recommendations for these features is “No Management Required” meaning that they can be removed with all associated flows to be incorporated into a stormwater management system.
 - One wetland inclusion was identified within the eastern extents of the Subject Site. The wetlands feature is not significant and should not warrant protection.
 - The habitat for Species of Conservation Concern identified within the Study Area included the Eastern Wood-pewee and Wood Thrush.
 - Field surveys confirmed the presence of two Species at Risk being Butternut and Black Ash which will require further assessment and potential authorization per the **Endangered Species Act (2007)**.
 - Despite the presence of environmentally significant features, the report concludes that with proper planning, mitigation, and adherence to regulatory requirements, the proposed development can proceed without causing long-term damage to the ecological functions of the Subject Site.
 - Due to the disturbed nature of the Subject Site, from an environmental perspective, the Subject Site is suitable for the proposed development.
 - A Tree Conservation Report was prepared by Arcadis dated August 2025. The findings and recommendations from the report include:
 - No valued woodlands designated as Natural Environment Areas, or significant woodlands on or adjacent to the Subject Site.
 - No rare communities or other unique ecological features such as Provincially Significant Wetlands (PSWs), and/or Areas of Natural and Scientific Interest (ANSI) within the Subject Site. It is acknowledged that the Leitrim PSW and ANSI is located more than 300 metres west of the Subject Site.
 - The Subject Site consists mainly of thicket habitat, and open meadow, with a mature hedgerow along the southern property limits.

- A total of twenty (20) Butternut and none (9) Black Ash (>8 cm dbh) were identified on the Subject Site.
- It is anticipated that trees on the Subject Site will be removed for the proposed development. Opportunities for tree retention such as the wooded hedgerows identified as being in 'good' condition on the southerly limits of the Subject Site will be confirmed during the detailed design process.
- A series of tree protection measures including preparation of a landscape/compensation plan, prioritizing removal of invasive species and replaced with suitable native species, retain healthy trees where possible and installation of tree protection fencing, retaining a qualified professional for tree removal, avoid damage to root trees during excavation, as well as post-construction maintenance to repair any damaged trees as part of construction.
- No development is proposed in proximity to the Leitrim Provincially Significant Wetlands (PSWs) which are located further west of the Subject Site.
- Detailed information and findings can be found in the reports which will accompany this submission.

Policy 4.8.2 – Provide residents with equitable access to an urban forest canopy

- 1) *Ottawa's urban forest includes all of the trees, and their growing environments, whether they grow singly, in groups or in woodlands, on both public and private property.*
- 2) *The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors.*
- 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.*
- 4) *The City shall consider trees to be an important element in:*
 - a) *Infrastructure design, especially in conjunction with Low Impact Development;*
 - b) *Good urban design;*
 - c) *Good park design;*

d) *The design of the City's active mobility network; and e) The design of local connections to the City's transit network.*

- **An EIS was prepared by Arcadis dated August 2025. The report concludes that due to the disturbed nature of the Subject Site, from an environmental perspective, the Subject Site is a suitable candidate for the proposed development.**
- **A Landscape Concept Plan was prepared by NAK dated August 18, 2025 in support of the proposed development which demonstrates opportunities for tree planting on the Subject Site. The Landscape Concept Plan would be finalized as part of detailed design in conjunction with the coordination of utilities and any tree planting setback requirements.**

Subsection 4.9 – Water Resources

Policy 4.9.1 – Protect, improve or restore the quality and quantity of surface water features and groundwater features

- 1) *Watershed and subwatershed plans will be prepared and updated by the conservation authority or the City, as applicable, to guide growth, intensification and development, where the City deems necessary for the long-term protection of the environment. Watersheds and subwatersheds are identified in Annex 8A, and areas with approved studies are identified in Annex 8B.*
 - 5) *Where no watershed or subwatershed plans exist, the City shall otherwise ensure that the quality and quantity of surface water and groundwater features are protected or improved in accordance with site specific studies and the City's groundwater management programs.*
- **The Subject Site is located within the *Castor Watershed and Findlay Creek (North Castor) Subwatershed* as per the *City of Ottawa Official Plan – Annex 8A – Watersheds and Subwatersheds*.**
 - **No Subwatershed Studies and Environmental Plans are identified for the Subject Site as per the *City of Ottawa Official Plan – Annex 8B – Subwatershed Studies and Environmental Plans*.**

3.2.4 Transect Policy Area

Section 5 of the Official Plan addresses the six concentric policy areas called transects that represent a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (Downtown Core) to least urban (Rural).

Subsection 5.4 – Suburban Transect

The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the *Greenbelt*. The objectives of the *Suburban Transect* as per *Section 5.4 of the Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, and provide direction for new development.

Policy 5.4.1 – Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods:

- 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;*
 - 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*
- **The proposed development will feature a low-rise residential subdivision with no building heights greater than 4-storeys which will be compatible with the existing Pathways community to the north.**
 - **The range and mix of housing options including “missing middle housing” and densities will contribute to the overall housing typologies and forms for the Leitrim community.**
 - **The residential subdivision will consist of ground-oriented housing forms including detached dwellings, street townhouse dwellings, and multi-unit residential dwellings.**

Policy 5.4.4 – Provide direction for new development in the Suburban Transect

- 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 placekeeping 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.*
- 2) *Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield, shall plan for a minimum density of 36 units per 154 net hectare and permit density increases through intensification and accessory dwelling units.*
- **The proposed development as implemented on the Draft Plan of Subdivision will include a fully-connected grid street network with short blocks. The layout of the residential subdivision will facilitate and encourage connectivity and walkability to the future public park, Pathways community to the north, and community destinations and amenities.**
 - **To ensure that conflicts are minimized between pedestrians, roadway users, and vehicles, no individual driveways or accesses to residential dwellings will be provided along the frontages of the future Kelly Farm Drive extension. As per the *Earl Armstrong Road EA (2019)* Function Design, the extension of Kelly Farm Drive and Earl Armstrong Road will include 2.0 metre sidewalks and 1.8 metre cycle tracks to facilitate the safe movement of pedestrians and other roadway users. Kelly Farm Drive will be constructed in accordance with the *City of Ottawa's Designing Neighbourhood Collect Streets (2019)* Cross Section 26C which has a 2.0 m cycle tracks. Accordingly, the residential subdivision will be lotted such that individual driveways and accesses will be provided through the new local streets.**
 - **The proposed development will achieve the minimum density of 36 units per net hectare in accordance with the policies of Section 5.4.4(2) of the *City of Ottawa Official Plan (2022)*.**
 - **A Landscape Concept Plan was prepared by NAK dated August 18, 2025 in support of the proposed development which demonstrates opportunities for tree planting on the Subject Site. The Landscape Concept Plan would be finalized as part of detailed design in conjunction with the coordination of utilities and any tree planting setback requirements as shown in Figure 22.**

3.2.5 Overlay Policy Area

Subsection 5.6 – Overlays

The *Overlays* are intended to complement the underlying designations and provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that are otherwise not included in the designation sections of the *Official Plan*. The objective of the *Overlay* as per *Section 5.6* of the *Official Plan* is to provide built form direction for the urban area where intensification is anticipated to occur.

Policy 5.6.2 – Future Neighbourhood Overlay

Policy 5.6.2.1 – Create 15-minute neighbourhoods supported by funded transit and infrastructure

- 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 Category 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 rapid or equivalent quality 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 must either be operational at the time of development approval or have sufficient funding secured for their implementation through a Council approved mechanism. In establishing equivalent transit service, consideration should be given to both the frequency and quality (reliability/speed) of transit operations; 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 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.
 - 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 commit to providing recreational pathways identified in the secondary plan or concept plan through development charges or at the expense of the developer.
- The development applications are being submitted concurrently with the **Official Plan Amendment** application initiated by the City of Ottawa to formally remove the Subject Site's **Future Neighbourhood Overlay**. The approval of the **Official Plan Amendment** application will represent the conclusion of the proponent initiated **Local Plan** process. The **Official Plan Amendment** application is anticipated to result in the Subject Site being redesignated as **Neighbourhood** in accordance with the **Official Plan (2022)** policies.
 - As the Subject Site is under one ownership, it was confirmed by City of Ottawa staff that the removal of the **Future Neighbourhood Overlay** could proceed under a Concept Plan. Accordingly, the Draft Plan of Subdivision prepared for the proposed development was derived from the Preferred Concept Plan that was developed as part of **Local Plan** process as shown in Figure 17.
 - The new local roadways will include sidewalks on one side of the local roadway that will integrate with pedestrian pathways, the future public park, and overall community as shown in Figure 18.

Policy 5.4.3 – Aggregate Overlays

Policy 5.6.3.2 – Protect mineral aggregate operations from incompatible development and minimize negative effects on neighbourhoods

- 3) *New development shall not be approved within 500 metres of lands within the Bedrock Resource Area Overlay, or within 300 metres of lands within the Sand and Gravel Resource Area Overlay, unless it can be demonstrated through a mineral aggregate impact assessment that such development shall not conflict with current or future mineral aggregate extraction. [Amendment 5, By-law 2023-403, Omnibus 1 item 60] Conflicting land uses are new sensitive land uses that interfere with mineral aggregate extraction, including but not limited to:*
 - a) *The creation of new lots; except where the intention is to sever a lot for a dwelling existing as of July 9, 1997 and the vacant parcel that remains is rezoned to prohibit the construction of a new dwelling or lodging place*
 - b) *Rezoning to permit dwellings or lodging places (motels, campgrounds, nursing homes, places of assembly etc.); and*
 - c) *Small-scale business uses where animals, equipment or employees may be adversely affected by pit or quarry activities.*
 - 4) *New development may be approved within 500 metres of an existing licensed bedrock quarry or within 300 metres of an existing sand and gravel pit if it can be demonstrated that the existing mineral aggregate operation, and potential future expansion of the operation in depth or extent, will not be affected by the development.*
 - 5) *Where the City approves the development of land in accordance with the Policies 3) or 4) above, it may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate area/operation.*
- **The Subject Site is located within 500 metres of properties identified with a *Bedrock Resource Area Overlay* as per the *City of Ottawa Official Plan Schedule B9 – Rural Transect*.**
 - **A Mineral Resource Impact Assessment was prepared by Paterson Group dated August 8, 2025. The report provides the following findings and conclusions:**
 - **The majority of the bedrock extraction has been completed at the western portion of the GIP Quarry.**
 - **The proposed development will not impact the existing and future operations at the GIP Bedrock Quarry by means of noise, dust, traffic, vibration, fly-rock, and groundwater impacts.**
 - **Similarly, the current operations at the GIP Quarry in proximity to the Subject Site will not impact the proposed residential development.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Policy 5.6.4 – Natural Heritage Overlays

Policy 5.6.4.1 – Protect the Natural Heritage System and Natural Heritage Features

- 1) *The Natural Heritage System Overlay consists of Natural Heritage System Core Area and Natural Heritage System Linkage Area, as follows:*

- a) *In Natural Heritage System Core Areas, development or site alteration shall maintain or enhance the integrity, biodiversity and ecosystem services of the area; and, not compromise the potential for long-term enhancement and restoration of the ecological integrity, biodiversity and ecosystem services of the area; and*
 - b) *In Natural Heritage System Linkage Areas, development or site alteration shall maintain or improve the ecological and recreational connectivity of the area; and, not compromise the potential for long-term enhancement and restoration of ecological and recreational connectivity of the area.*
 - 2) *The Natural Heritage Features Overlay consists of those natural heritage features identified in Subsection 4.8.1, Policy 3) which can reasonably be mapped and displayed at the resolution of the Official Plan schedules.*
 - 3) *The City shall protect natural heritage features for their natural character and ecosystem services.*
 - 4) *Development or site alteration proposed in or adjacent to natural heritage features shall be supported by an environmental impact study prepared in accordance with the City's guidelines.*
 - 5) *Development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features. Development and site alteration shall be consistent with the conclusions and recommendations of an approved environmental impact study.*
- **An Environmental Impact Statement was prepared by Arcadis dated August 2025. The findings and recommendations from the report include:**
 - **Six headwater drainage features were assessed within the study area, two of which are situated on the Subject Site. The proposed management recommendations for these features is “No Management Required” meaning that they can be removed with all associated flows to be incorporated into a stormwater management system.**
 - **One wetland inclusion was identified within the eastern extents of the Subject Site. The wetlands feature is not significant and should not warrant protection.**
 - **The habitat for Species of Conservation Concern identified within the Study Area included the Eastern Wood-pewee and Wood Thrush.**
 - **Field surveys confirmed the presence of two Species at Risk being Butternut and Black Ash which will require further assessment and potential authorization per the *Endangered Species Act (2007)*.**
 - **Despite the presence of environmentally significant features, the report concludes that with proper planning, mitigation, and adherence to regulatory requirements, the proposed development can proceed without causing long-term damage to the ecological functions of the Subject Site.**
 - **Due to the disturbed nature of the Subject Site, from an environmental perspective, the Subject Site is suitable for the proposed development.**
 - **A Landscape Concept Plan was prepared by NAK dated August 18, 2025 in support of the proposed development which demonstrates opportunities for tree planting on the Subject Site. The Landscape Concept Plan would be finalized as part of detailed design in conjunction with the coordination of utilities and any tree planting setback requirements.**
 - **Detailed information and findings can be found in the report and plan which will accompany this submission.**

3.2.6 Designation

Section 6.3 – Neighbourhoods

The *Official Plan* notes that neighbourhoods are contiguous urban areas that make up the heart of communities. The intent of the *Official Plan* is to allow *Neighbourhoods* to permit a mix of building forms and densities. It is acknowledged that not all *Neighbourhoods* are at the same stage of development, maturity, and evolution. The intent of the *Official Plan* is to reinforce those *Neighbourhoods* that contain all elements and presently function as 15-minute neighbourhoods, guide those that have missing elements to gain them, and enable conditions for future 15-minute neighbourhoods.

Policy 6.3.1 – Define neighbourhoods and set the stage for their function and change over the life of this Plan

- 1) *Neighbourhoods are designated on the B-series of schedules.*
 - 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 within the Neighbourhood designation.*
 - 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:*
 - d) *To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:*
 - i. *Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;*
 - ii. *Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;*
 - iii. *Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;*
 - iv. *May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met; v) May restrict or prohibit motor vehicle parking in association with such uses; and*
 - v. *Limits such uses to prevent undue diversion of housing stock to non-residential use.*
- **As discussed previously, the development applications are being submitted concurrently with the *Official Plan Amendment* application initiated by the City of Ottawa to formally remove the Subject Site's *Future Neighbourhood Overlay*. The approval of the *Official Plan Amendment* application will represent the conclusion of the proponent initiated *Local Plan* process currently being undertaken by the Edge at Pathways Regional Inc. The *Official Plan Amendment* application is anticipated to result in the Subject Site being redesignated as *Neighbourhood*.**
 - **It is suggested to rezone the Subject Site from *Rural Countryside – RU* to *Residential Third Density, Subzone YY, Urban Exception 2989 – R3YY[2989]* and *Residential Fourth***

Density, Subzone Z – R4Z, which permits various residential land uses, housing typologies, and a maximum building height of 4-storeys. The site-specific zoning provisions will be similar in nature to other City Council approved provisions for Regional Group projects in the City of Ottawa.

3.2.7 Protection of Health and Safety

Section 10 – Protection of Health and Safety

Environmental conditions whether occurring naturally or not can result in hazards to human life or health and damage or loss to property value. The environmental conditions or constraints to development may include natural hazards such as flood plains and unstable soils to hazards resulting from human activity such as contaminated sites, mine hazards, and land affected by noise. In accordance with *Section 10* of the *Official Plan*, development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to health or safety or of property damage and shall not create new or aggravate existing hazards.

Policy 10.1 – Prevent Injury, loss of life and property damage

Policy 10.1.1 – Natural Hazards: Flooding Hazards and Erosion Hazards

- 1) *Development and site alteration shall not be permitted in the 1 in 100 year flood plain or in an erosion hazard area.*
- **The Subject Site is not situated within any flood plains or unstable slopes as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.**

Policy 10.1.4 – Natural Hazards: Unstable soils or bedrock

- 1) *Development shall generally be directed to areas outside of unstable soils or bedrock as defined as a Hazardous Site in the Provincial Policy Statement.*
- **The Subject Site is not situated within unstable slopes or contain any organic soils as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.**
- **A Geotechnical Investigation was prepared by Paterson Group dated August 6, 2025. The report notes that from a geotechnical perspective, the Subject Site is suitable for the proposed development. The topographic plans for this site indicate that there are no significant slopes present.**

Policy 10.1.6 – Contaminated sites

- 1) *Required environmental site assessments, remedial or risk assessment/risk management activities and associated reports shall be completed in compliance with the applicable regulations and requirements, as amended, and shall be completed, signed and stamped by a Qualified Person as defined by applicable regulation. Where required, the City may use the holding provisions of the Planning Act to ensure receipt of satisfactory verification of suitable environmental condition prior to development.*

- 2) Phase one environmental site assessment reports shall include the City of Ottawa Historical Land Use Inventory reports and all other required environmental information sources that are reasonably and publicly available through public regulatory bodies and industry standard private environmental databases.
 - 3) When contamination is identified in a proposed development property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment / risk management plan to address the contamination shall be submitted to the City. A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.
 - 4) When the filing of a Record of Site Condition is required, a copy of the Record of Site Condition and all supporting documentations along with the Ministry's acceptance shall be submitted to City. The City shall consider a Record of Site Condition as acknowledged by the Ministry when:
 - a) It has been confirmed that the Record of Site Condition has passed the Ministry's audit; or
 - b) It has been confirmed that the Record of Site Condition will not be audited by the Ministry.
- **A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated August 11, 2025. The findings and recommendations from the report include:**
 - **Property was first developed before 1945 as an agricultural land use but since then has been developed and vacant with no environmental concerns based on the historical use of the property.**
 - **The historical use of the surrounding lands consists of agricultural, commercial, and residential land uses. Multiple potentially contaminated activities (PCAs) were identified with respect to the historical use/activities of some of the properties within the Phase I Study Area. However, based on their location and the results of the 2023 Phase I-II Environmental Site Assessment, no PCAs identified are considered to result in areas of potential environmental concern (APECs).**
 - **A Phase II ESA is not required for the Phase I property.**

Policy 10.2 – Minimize incompatible land uses

Policy 10.2.1 – Environmental noise control

- 1) All development shall comply with the City's Environmental Noise Control Guidelines which are based on the applicable Provincial noise guidelines [currently NPC – 300, MOEE 2013].
- 2) All noise studies prepared in support of development shall be consistent with the City's Environmental Noise Control Guidelines and shall include noise mitigation and a warning clause where necessary, as a condition of approval.
- 3) Development proposals for a new or expanded noise sensitive land-use shall require a noise feasibility study and/or detailed noise study pursuant to the Environmental Noise Control Guidelines in the following locations:
 - a) Within 100 metres of:
 - i. The right of way of an existing or proposed arterial road or collector or major Collector Street identified on Schedules C4; or

- ii. *The right-of-way of a rapid transit or transit priority corridor identified on Schedule C2; or*
- iii. *Lands designated as Industrial and Logistics or Mixed Industrial identified on the B-series of schedules, or lands zoned for industrial use; or*
- iv. *From an existing stationary noise source described in provincial certificate of approval under the Environmental Protection Act.*
- b) *Within 250 metres of:*
 - i. *The right-of-way of an existing or proposed provincial highway, of Ottawa Highway 174, or of a secondary main railway line.*
- c) *Within 300 metres of a pit licensed under the Aggregate Resources Act or lands with a Sand and Gravel Resource Overlay; and*
- d) *Within 500 metres from the right-of-way of:*
 - i. *A 400-series Provincial highway; or*
 - ii. *A Principal Main railway line; or*
 - iii. *A quarry licensed under the Aggregate Resources Act; or iv) Lands with a Bedrock Resource Overlay.*

Policy 10.2.2 – Protection of airport and aircraft operations

- 1) *Development inside the Airport Vicinity Development Zone, as shown on Schedule C14, shall be consistent with applicable City, provincial and federal guidelines and regulations. In the event of a variation between City, provincial or federal guidelines, the most restrictive provisions shall be applied.*
 - 2) *A noise control study consistent with the Council-approved Environmental Noise Control Guidelines is required as part of a complete application for any development proposal within the 25 Line (Composite of 25 NEF/NEP), as shown on Schedule C14.*
 - 3) *Development of new noise-sensitive land uses shall not be approved inside the 35 Line (Composite of 35 NEF/NEP), as shown on Schedule C14.*
- **The Subject Site is located within the boundary of the *Airport Zoning Regulations* and *Airport Vicinity Development Zone* as per the *City of Ottawa Official Plan Schedule C14 – Land Use Constraints Due to Aircraft Noise*.**
 - **A Noise Control Feasibility Study was prepared by Arcadis dated August 1, 2025 in support of the development applications. The findings and recommendations from the report include:**
 - **The Subject Site's lack of direct frontage and separation of dwelling units from Earl Armstrong Road by local window streets serving the subject development is anticipated to limit the number of dwelling units which will require warning clause Type 'D'.**
 - **The retention of existing commercial properties on Bank Street helps to buffer the Subject Site from traffic noise on this north-south arterial road. The nearest dwelling units are located more than 100 metres from the Bank Street ROW centreline.**
 - **All units directly fronting, backing onto or flanking Kelly Farm Drive will experience noise levels that will require alternative means of ventilation and a Type 'C' warning clause.**
 - **Dwelling units flanking or backing onto Kelly Farm Drive may require physical attenuation; therefore, potential noise barriers are required.**

- Given that the site is entirely located within the Airport Vicinity Development Zone (ADVZ), a warning clause will apply to Indoor or Outdoor Living Areas which conform to the City's criteria for 'noise-sensitive' land uses.
- Detailed information and findings can be found in the report which will accompany this submission.

3.2.8 Local Plans

Section 12 – Local Plans

Local plans establish more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans adapt and implement the overall planning approach of the *Official Plan* but may deviate from specific policies to fit local contexts. There are two types of statutory local plans: being Secondary Plans and Area-Specific Policies.

Policy 12.2 – Establish direction for the creation of secondary plans in Future Neighbourhoods

- 1) *The creation of a new secondary plan or revision to an existing secondary plan is required prior to development of any lands with a Future Neighbourhood Overlay and all of the following are required in advance of the City initiating an Official Plan Amendment to implement said secondary plan and remove the Future Neighbourhood Overlay:*
 - a) *A Community Design Plan, in accordance with Annex 4;*
 - b) *A designation schedule and associated secondary plan policies;*
 - c) *A transportation impact assessment submission that follows the Transportation Impact Assessment Guidelines and other related reference documents, that include an appropriate street network, connectivity for active transportation modes and any necessary h; and traffic calming measures;*
 - d) *Master servicing study;*
 - e) *An environmental management plan or subwatershed study, including the identification of natural heritage features and the natural heritage system independent of the developable area;*
 - f) *Minimum distance separation assessment, in accordance with provincial regulations;*
 - g) *A community energy plan, unless it can be demonstrated that the design of the proposed development complies or is consistent with the High-performance Development Standard;*
 - h) *A phasing plan; and*
 - i) *A financial implementation plan.*
- 2) *Natural heritage features and the natural heritage system shall be conveyed at no cost to the City.*
- 3) *Costs associated with required studies or plans as per Policy 1), shall be borne by the landowners.*
- 4) *The master servicing study and environmental management plan or subwatershed study, shall be prepared consistent with the Infrastructure Master Plan and the approved terms of reference for each study, as applicable.*
- 5) *The area under review for the purpose of creating a secondary plan within a Future Neighbourhood Overlay, may include adjacent urban lands that are not within the overlay where this will facilitate achieving the policies of the Official Plan, particularly with respect to creating 15-minute neighbourhoods. The adjacent lands within the urban area that are*

outside the overlay shall be taken into consideration when determining the appropriate location and mix of uses for a complete neighbourhood; for the determination of appropriate transportation, transit and servicing infrastructure; and, natural heritage linkages

- The development applications are being submitted concurrently with the **Official Plan Amendment** application initiated by the City of Ottawa to formally remove the Subject Site's **Future Neighbourhood Overlay**. The approval of the **Official Plan Amendment** application will represent the conclusion of the proponent initiated **Local Plan** process currently being undertaken by the Edge at Pathways Regional Inc. The **Official Plan Amendment** application is anticipated to result in the Subject Site being redesignated as **Neighbourhood**.
- Accordingly, the Draft Plan of Subdivision prepared for the proposed development was derived from the Preferred Concept Plan that was developed as part of **Local Plan** process as shown in Figure 17.

The **Plan of Subdivision** and **Zoning By-law Amendment** applications are in conformity with the policies of the **City of Ottawa Official Plan (2022)**.

4.0 DESIGN GUIDELINES

4.1 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The purpose of the *Urban Design Guidelines For Greenfield Neighbourhoods (2007)* is to “illustrate the City’s expectations during the development review process for greenfield neighbourhoods within the Urban Area of the City of Ottawa. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes”.

The following is a summary of the applicable urban design guidelines that have been considered in the layout and design of the proposed development as shown in **Table 1**:

Table 1: Summary of applicable Urban Design Guidelines for Greenfield Neighbourhoods (2007) as it relates to the proposed development.

Guideline (G) Topics	Proposed Development
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Structuring Layout (G: 1 – 20)	A series of sidewalks, cycle tracks, and pathways will encourage active modes of transportation as well as connect to the existing Pathways community to the north and Bank Street to the east (G: 2). Opportunities for tree retention on the southerly limits of the Subject Site will be confirmed during the detailed design process (G:5). The stormwater management facility will provide an opportunity for passive greenspace for future residents (G: 7). The future multi-residential development will be located at the future Kelly Farm Drive and Earl Armstrong Road intersection being the focal point of the new community (G: 9). A network of new 18.0 metre and 14.75 metre [window streets] right-of-way local roadways including the future extension of Kelly Farm Drive which will have a 26.0 metre ROW collector roadway (G: 11-12). A grid layout ensures it is easily walkable with development blocks in a north/south direction less than 150 metres in length (G: 13). No buildings will be greater than 4-storeys in height which will be compatible with the existing Pathways community to the north (G: 15). The future public park will be located on the western edge fronting onto a future local roadway and road connection (G: 20).
Street Design (G: 21 – 33)	The suggested residential zoning provisions and right-of-ways will provide opportunities for trees, sidewalks, utilities, and cycling facilities in accordance with City of Ottawa approved cross section design requirements (G: 21, 23, and 31). The use of 'window streets' in the layout will limit the requirement for sound attenuation walls except where lots back onto the future Kelly Farm Drive extension which ensures that conflicts are minimized between pedestrians, roadway users, and vehicles. As such, this portion of the future Kelly Farm Drive will be heavily landscaped to soften the streetscape and appearance of any sound attenuation walls (G: 22 and 29). A series of sidewalks, cycle tracks, and pathways will encourage active modes of transportation as well as connect to the existing Pathways community to the north and Bank Street to the east (G: 26). The Landscape Concept Plan prepared by NAK demonstrates opportunities for tree planting for the proposed development. Additional landscape buffering is to be provided between the Subject Site and the existing properties fronting onto Bank Street as shown in Figure 22 . (G: 27).
Residential Building and Site Design (G: 34 – 46)	Residential buildings will be located as close to the property line with the primary façade addressing the street and public realm in keeping with the requirements of zoning provisions, tree setbacks, and utility requirements (G: 34). Residential building typologies will include detached dwellings, street townhouse dwellings, and multi-unit residential dwellings (G: 35). The residential building typologies will consist of varying architectural design and elements as shown in Figures 23-25 (G: 37). Building typologies located along window streets on corner lots will include those with side yard entrances and porches to provide 'eyes on the street' along two frontages as shown in Figure 23 (G: 38 and 39). Residential building typologies will vary

	with garages and driveways to be provided for parking requirements (G: 44). It is anticipated that street townhouse dwellings will have shared driveways with opportunities for tree plantings subject to utility requirements as part of the detailed design process (G: 45).
Greenspace (G: 54 – 59)	The stormwater management facility will provide an opportunity for passive greenspace for future residents (G: 54). The future public park and stormwater management facility will have open accessible frontages onto future local roadways with a fence anticipated to be provided along the stormwater management facility to prevent indirect access from existing development (G: 56). The greenspaces will include trees along the frontages as shown in Figure 22 (G: 58). Multi-use pathways will connect the Subject Site to the existing Pathways community to the north as well as Bank Street to the east (G: 59).
Utilities and Amenities (G: 60 – 65)	Future transit stops are located on the future Kelly Farm Drive extension with public transit service to be provided by OC Transpo as part of the build out of the residential subdivision (G: 61). The location of communal mailboxes will be confirmed as part of the detailed design process (G: 63). Opportunities for trees, sidewalks, and utilities will be determined as part of the detailed design process in accordance with City of Ottawa cross section design requirements (G:65).

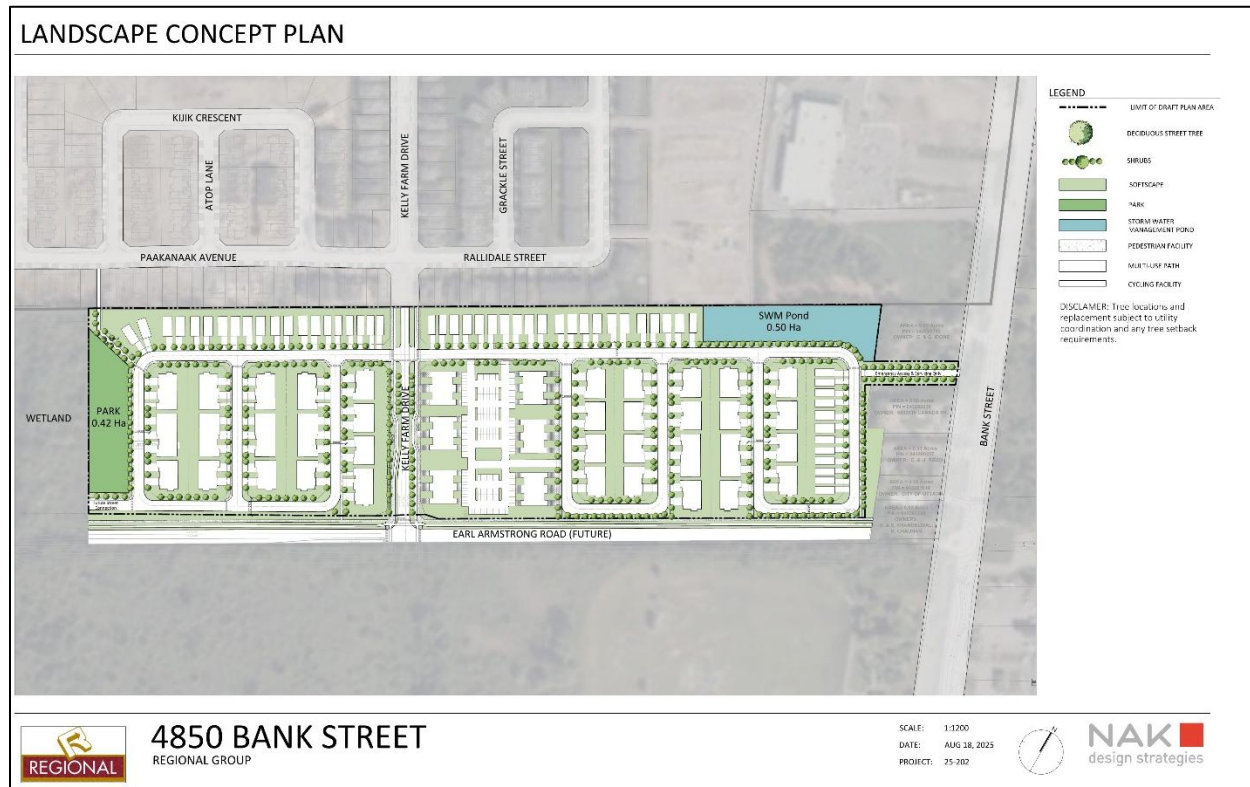


Figure 22: Landscape Concept Plan prepared by NAK dated August 18, 2025.



Figure 23: Conceptual townhouse end unit dwelling rendering prepared by eQ Homes.



Figure 24: Conceptual townhouse dwelling rendering prepared by eQ Homes.



Figure 25: Conceptual detached dwelling rendering prepared by eQ Homes.

4.2 Building Better and Smarter Suburbs (2015)

The purpose of the *Building Better and Smarter Suburbs (2015)* is to provide clarity and revisions to existing policies, plans, and practices with respect to the design of residential subdivisions in the City of Ottawa.

The following is a summary of the applicable strategic directions that have been considered in the layout and design of the proposed development as shown in **Table 2**:

Table 2: Summary of applicable Building Better and Smarter Suburbs (2015) Strategic Guidelines as it relates to the proposed development.

Strategic Direction (SD) Topics	Proposed Development
Street Network and Land Use (SD: 1 – 12)	A network of new 18.0 metre and 14.75 metre [window streets] right-of-way local roadways including the future extension of Kelly Farm Drive which will have a 26.0 metre ROW collector roadway (SD: 1 and 5). A street network based on a grid layout ensures it is easily walkable with short development blocks (SD: 2). A series of sidewalks, cycle tracks, and pathways will encourage active modes of transportation as well as connect to the existing Pathways community to the north and Bank Street to the east (SD: 3). The use of 'window streets' in the layout will limit the requirement for sound attenuation walls except where lots will back onto the future Kelly Farm Drive extension which ensures conflicts are minimized between pedestrians, roadway users, and vehicles. As such, this portion of the future Kelly Farm Drive will be heavily landscaped to soften the

	streetscape and appearance of any sound attenuation walls as shown in Figure 22 (SD: 9).
Parks and Open Space (SD: 1 – 4)	A future public park on the western edge of the Subject Site to provide future residents of the community with a passive and recreational greenspace area (SD: 1). Sidewalks and a multi-use pathway will be provided as part of the future public park that will encourage active modes of transportation as well as connect to the existing Pathways community to the north (SD: 2).
Stormwater Management (SD: 1 – 6)	The stormwater management facility will provide an opportunity for passive greenspace for future residents (SD: 3). The future stormwater management facility will have open accessible frontages onto future local roadways (SD: 2). The stormwater management facility will provide an opportunity for passive greenspace for future residents (SD: 3).
Parking (SD: 1 – 7)	Setbacks for driveways will comply with applicable zoning by-law provisions (SD: 2). Parking spaces within garages will ensure adequate and sufficient area can accommodate vehicles (SD: 4). On-street parking will be accommodated to serve the proposed development as per City of Ottawa approved cross section design requirements (SD: 6).
Road Right-of-Way (SD: 1 – 10)	The new local and collector roadway right-of-ways (ROW) will be designed in accordance with City of Ottawa approved cross section design requirements and <i>Earl Armstrong Road EA (2019)</i> which include landscaped areas (SD: 1). Future transit stops are located on the future Kelly Farm Drive extension with public transit service to be provided by OC Transpo as part of the build out of the residential subdivision (SD: 6). The location of communal mailboxes will be confirmed as part of the detailed design process (SD: 9). A series of sidewalks, cycle tracks, and pathways will encourage active modes of transportation as well as connect to the existing Pathways community to the north and Bank Street to the east. The placement of street trees will be confirmed as part of the detailed design process in conjunction with utility requirements (SD: 10).
Trees (SD: 1 – 4)	The placement of street trees will be confirmed as part of the detailed design process in conjunction with utility requirements (SD: 1 and 2).
Utility Placement (SD: 1 – 6)	The location and placement of all utilities and infrastructure will be confirmed as part of the detailed design process based on City of Ottawa approved cross section design requirements (SD: 1 – 5).

4.3 Designing Neighbourhood Collector Streets (2019)

As part of the layout and design of the proposed development for the Subject Site, the *City of Ottawa's Designing Neighbourhood Collect Streets (2019)* were reviewed. The extension of Kelly Farm Drive will be constructed as part of the proposed development and represents the only future collector roadway on the Subject Site. As per the *Earl Armstrong Road EA (2019)*, the extension of Kelly Farm Drive will include potential future bus stop platforms, 2.0 metre sidewalks, and 1.8 m cycle tracks on both sides of the roadway as shown above in **Figure 19**. As per the MTS prepared by Arcadis dated August 19, 2025, the future Kelly Farm Drive extension is

proposed to adhere to cross section 26C as shown in Figure . This cross section has sidewalks on both sides of the roadway but does not have any on-street parking to provide more opportunities for streetscaping. As no driveways are proposed along the western edge of the future Kelly Farm Drive, considerable streetscaping will be provided within this area to soften this edge.

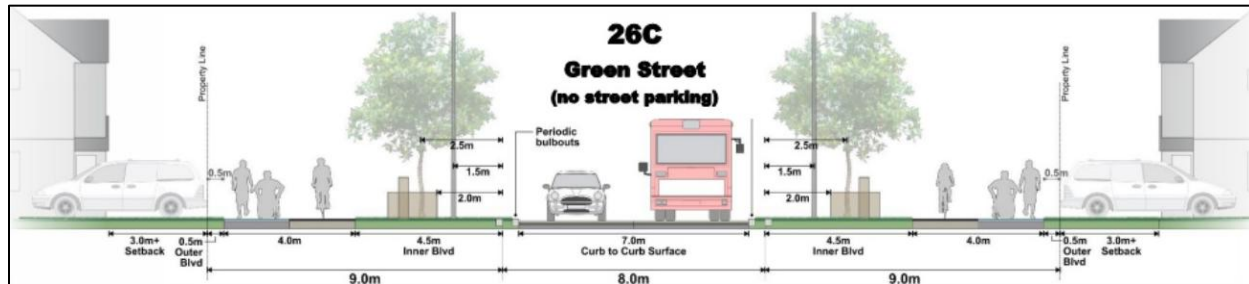


Figure 26: Excerpt of Cross Section 26C from the City of Ottawa's Designing Neighbourhood Collector Streets (2019).

5.0 INTEGRATED ENVIRONMENTAL REVIEW

The following provides an overview of the technical studies that have been prepared to inform the design of the proposed development and supports the proposed *Plan of Subdivision* and *Zoning By-law Amendment* applications for the Subject Site.

Environmental Impact Statement

An Environmental Impact Statement (EIS) was prepared by Arcadis dated August 2025. The findings and recommendations from the report include:

- Six headwater drainage features were assessed within the study area, two of which are situated on the Subject Site. The proposed management recommendations for these features is "No Management Required" meaning that they can be removed with all associated flows to be incorporated into a stormwater management system.
- One wetland inclusion was identified within the eastern extents of the Subject Site. The wetlands feature is not significant and should not warrant protection.
- The habitat for Species of Conservation Concern identified within the Study Area included the Eastern Wood-pewee and Wood Thrush.
- Field surveys confirmed the presence of two Species at Risk being Butternut and Black Ash which will require further assessment and potential authorization per the *Endangered Species Act (2007)*.
- Despite the presence of environmentally significant features, the report concludes that with proper planning, mitigation, and adherence to regulatory requirements, the proposed development can proceed without causing long-term damage to the ecological functions of the Subject Site.
- Due to the disturbed nature of the Subject Site, from an environmental perspective, the Subject Site is suitable for the proposed development.

Based on the findings from the report, while the Subject Site was identified as containing environmentally significant features, the report concludes that with proper planning,

mitigation, and adherence to regulatory requirements, the proposed development can proceed without causing long-term damage to the ecological functions of the Subject Site.

Tree Conservation Report

A Tree Conservation Report was prepared by Arcadis dated August 2025. The findings and recommendations from the report include:

- No valued woodlands designated as Natural Environment Areas, or significant woodlands on or adjacent to the Subject Site.
- No rare communities or other unique ecological features such as Provincially Significant Wetlands (PSWs), and/or Areas of Natural and Scientific Interest (ANSI) within the Subject Site. It is acknowledged that the Leitrim PSW and ANSI is located more than 300 metres west of the Subject Site.
- The Subject Site consists mainly of thicket habitat, and open meadow, with a mature hedgerow along the southern property limits.
- A total of twenty (20) Butternut and none (9) Black Ash (>8 cm dbh) were identified on the Subject Site.
- It is anticipated that trees on the Subject Site will be removed for the proposed development. Opportunities for tree retention such as the wooded hedgerows identified as being in 'good' condition on the southerly limits of the Subject Site will be confirmed during the detailed design process.
- A series of tree protection measures including preparation of a landscape/compensation plan, prioritizing removal of invasive species and replaced with suitable native species, retain healthy trees where possible and installation of tree protection fencing, retaining a qualified professional for tree removal, avoid damage to root trees during excavation, as well as post-construction maintenance to repair any damaged trees as part of construction.

Based on the findings from the report, the proposed development will require the removal of trees and vegetation on the Subject Site. However, opportunities for tree retention such as the wooded hedgerows would need to be confirmed during the detailed design process. The Landscape Concept Plan prepared by NAK dated August 18, 2025 demonstrates opportunities for tree planting on the Subject Site. The Landscape Concept Plan would be finalized as part of detailed design in conjunction with the coordination of utilities and any tree planting setback requirements.

Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group dated August 6, 2025. The findings and recommendations from the report include:

- The subsurface profile consists of a thick layer of topsoil which is underlain by glacial till deposit, which was observed to be compact to very dense, brown to grey clayey silt to silty sand with a varying amounts of gravel, cobbles, and boulders.
- From a geotechnical perspective, the Subject Site is suitable for the proposed development. The topographic plans for this site indicate that there are no significant slopes present.

Based on the findings from the report, the Subject Site is suitable for the proposed development and there are no significant slopes present based on the topographic plans. The report did not identify sensitive marine clay soils which would require certain tree planting requirements as per the *City of Ottawa's Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines*. The exact location and number of plantings will be confirmed as part of the detailed design process including considerations for utility placement.

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated August 11, 2025. The findings and recommendations from the report include:

- Property was first developed before 1945 as an agricultural land use but since then has been developed and vacant with no environmental concerns based on the historical use of the property.
- The historical use of the surrounding lands consists of agricultural, commercial, and residential land uses. Multiple potentially contaminated activities (PCAs) were identified with respect to the historical use/activities of some of the properties within the Phase I Study Area. However, based on their location and the results of the 2023 Phase I-II Environmental Site Assessment, no PCAs identified are considered to result in areas of potential environmental concern (APECs).
- A Phase II ESA is not required for the Phase I property.

Based on the findings from the report, the Subject Site's past historical and current land uses did not result in any environmental concerns as it has been agricultural and undeveloped/vacant more recently. While the report did identify PCAs within the study area, the location of the Subject Site as well as previous studies completed did not identify any APECs. The report concludes that a Phase II ESA is not required for the property.

Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by Arcadis dated August 1, 2025 in support of the development applications. The findings and recommendations from the report include:

- The Subject Site's lack of direct frontage and separation of dwelling units from Earl Armstrong Road by local window streets serving the subject development is anticipated to limit the number of dwelling units which will require warning clause Type 'D'.
- The retention of existing commercial properties on Bank Street helps to buffer the Subject Site from traffic noise on this north-south arterial road. The nearest dwelling units are located more than 100 metres from the Bank Street ROW centreline.
- All units directly fronting, backing onto or flanking Kelly Farm Drive will experience noise levels that will require alternative means of ventilation and a Type 'C' warning clause.
- Dwelling units flanking or backing onto Kelly Farm Drive may require physical attenuation; therefore, potential noise barriers are required.
- Given that the site is entirely located within the Airport Vicinity Development Zone (ADVZ), a warning clause will apply to Indoor or Outdoor Living Areas which conform to the City's criteria for 'noise-sensitive' land uses.

Based on the findings from the report, the design and layout of the proposed development where window streets are proposed limits the number of dwelling units that would require

a specific warning clause. The report notes that given the future Kelly Farm Drive extension and Earl Armstrong Road extension, some dwelling units will require warning clauses as well as noise attenuation measures. However, a more fulsome analysis will be completed as part of the detailed design of the residential subdivision.

Serviceability Report

A Serviceability Report was prepared by Arcadis dated August 8, 2025 in support of the development applications and is intended to be a scoped-down Master Servicing Study (MSS) as part of the proponent initiated *Local Plan* process that was accepted by the City of Ottawa. The findings and recommendations from the report include:

- The existing municipal water network can accommodate the proposed development without the need for significant off-site improvements or extensions.
- The proposed development can be accommodated by the existing municipal wastewater network including the new wastewater overflow.
- The proposed development can be accommodated by the natural outlet of the Leitrim Wetland Buffer to the existing Findlay Creek stormwater management facility.

Based on the findings from the report, the proposed development will be accommodated by existing municipal water and wastewater network as well as the Leitrim Wetland Buffer to the existing Findlay Creek stormwater management facility. The Subject Site will not require significant off-site improvements or extensions to adequately serve the proposed development.

Hydrogeological Study

A Hydrogeological Study was prepared by Paterson Group dated August 8, 2025. The findings from the report include:

- A number of wells were identified within 500 metres of the Subject Site based on a search of Ontario Water Well Records. It is anticipated that several of these wells are no longer in use due to their installation dates, developed nature of the area, function as monitoring wells, and development already serviced by municipal water supply. The properties fronting onto Bank Street may have the opportunity to connect to municipal services as the proposed development proceeds. Dewatering activities are not expected to cause any interference to the water supply of the surrounding properties or other negative impacts.
- The potential to interfere with the water quality/quantity of existing well users in the area is negligible and a water well monitoring program is not recommended.
- Based on water budget analyses completed, it is expected that post development will result in an infiltration deficit and increase in runoff. As such, the proposed development should incorporate various stormwater management measures into the design.

Based on the findings from the report, the proposed development is not anticipated to have any negative impacts on any existing wells within the Subject Site area with respect to water quality and quantity. The proposed development is also not anticipated to have any significant impacts on the overall hydrologic function of the area or sensitive features based on the EIS prepared by Arcadis dated August 2025. The proposed development will include various stormwater management measures which are further outlined in the Serviceability Report prepared by Arcadis dated August 8, 2025.

Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by Adams Heritage dated May 2003 for a large study area including the Subject Site. The report provides the following conclusions:

- Property has been farmed, largely by a single family since its earliest settlement in the eighteen thirties until well into the twentieth century. Most of the land along the frontages of both Albion Road and Bank Street have been developed and are occupied by businesses or dwellings. They retain no archaeological site potential.
- Most of the western end of the property has been used as a source for aggregate in the past. This area retains no archaeological potential.
- The Subject Site is identified as “Low Archaeological Potential” and located outside the areas identified on the Study Area as “Possible Wetland Area”
- Development of this property will have no negative impact on archaeological sites.

Based on the findings from the report, the proposed development will not impact any potential archaeological sites as none were discovered.

Mineral Resource Impact Assessment

A Mineral Resource Impact Assessment was prepared by Paterson Group dated August 8, 2025. The report provides the following findings and conclusions:

- The majority of the bedrock extraction has been completed at the western portion of the GIP Quarry.
- The proposed development will not impact the existing and future operations at the GIP Bedrock Quarry by means of noise, dust, traffic, vibration, fly-rock, and groundwater impacts.
- Similarly, the current operations at the GIP Quarry in proximity to the Subject Site will not impact the proposed residential development.

Based on the findings from the report, the proposed development on the Subject Site will not impact the existing and future operations of the bedrock quarry including any impacts relating to noise, dust, traffic, vibration, fly-rock, and groundwater impacts. The separation distance between the Subject Site and bedrock quarry provide distance and setbacks from the bedrock quarry.

6.0 PUBLIC CONSULTATION STRATEGY

As part of the proponent-initiated *Local Plan* process, extensive consultation with members of the public and other stakeholders has involved the following methods:

- Formal Notice of Commence for the urban expansion lands were completed on October 18, 2024.
- The first open house was held with the local ward councillor and community members on October 29, 2024 to discuss the overall scope of the Concept Plan project.
- Consultation was completed with various local school boards such as the Conseil des écoles catholiques du Centre-Est (CECCE), Conseil des écoles publiques de l'Est de l'Ontario (CEPEO), Ottawa-Carleton District School Board (OCDSB), and Ottawa Catholic

School Board (OCSB) on March 26, 2025. Through engagement with the various school boards, it was confirmed that they would not require any school sites.

- Engagement was undertaken by the City of Ottawa with Indigenous Communities such as the Algonquins of Ontario, Algonquins of Pikwakanagan First Nation (AOPFN), Huron-Wendat Nation, Kitigan Zibi Anishnabeg First Nation, Anishnabeg Algonquin National Tribal Council, and Algonquin Nation Secrétariat.
- The second open house was held with the local ward councillor and community members on July 22, 2025 to provide an update on the Concept Plan project including presentation of the alternative and preferred Concept Plan.
- Further up-to-date information on the *Local Plan* process has been made available for public viewing through the City of Ottawa's Engage Ottawa webpage ([Engage Ottawa](#)) on continued engagement and consultation.

The public consultation strategy as it relates to the proposed development will involve a variety of methods as follows:

- A public meeting will be held when the *Zoning By-law Amendment* application goes to the City of Ottawa's Planning and Housing Committee.
- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).

7.0 CONCLUSION

It is our assessment that the suggested proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*. This Planning Rationale and Public Consultation Strategy supports the *Plan of Subdivision* and *Zoning By-law Amendment* applications.

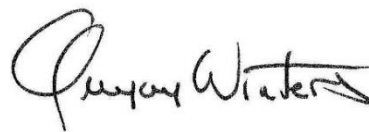
The proposed development is an appropriate and desirable addition to the Leitrim community and represents good planning.

Yours truly,

NOVATECH

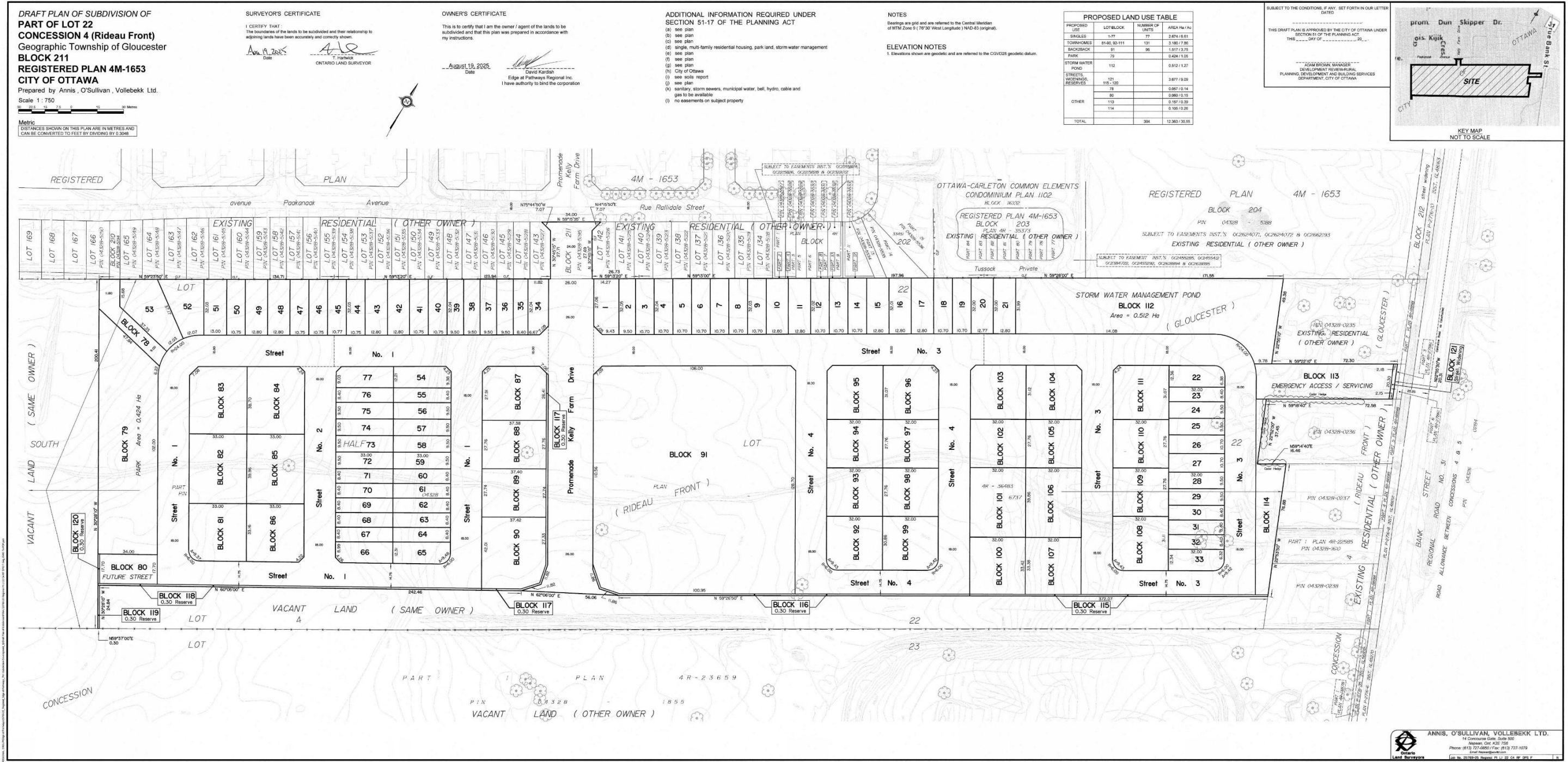


Robert Tran, M.Pl.
Project Planner, Planning & Development



Greg Winters, MCIP, RPP
Director, Planning & Development

Appendix A
Signed Draft Plan of Subdivision
Prepared by Annis O'Sullivan Vollebekk
Dated August 19, 2025



**Appendix B
Concept Plan
Prepared by Novatech
Dated August 15, 2025**

