FOTENN

Heron Gate Master Plan
(2848, 2851, 2881, 2898 Baycrest Drive, 2820, 2831 Cedarwood Drive, and 2816 Sandalwood Drive)

Planning Rationale – Revision 1
Draft Plan of Subdivision + Zoning By-law Amendment
October 23, 2025

FOTENN

Prepared for Hazelview Investments

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

October 2025

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0 Introduction 1

1.1 Project History 1
1.2 Proposed Applications 1

2.0 Site Context and Surrounding Area 5

2.1 Surrounding Area 6
2.2 Road Network 7
2.3 Transit Network 7

3.0 Proposed Development 9

3.1 Development Summary 9
3.2 Proposed Uses and Built Form 11
3.3 Building Massing and Scale 12
3.4 Roads, Pathways, and Connectivity 13
3.5 Site Servicing 14
3.6 Transit Connectivity 14
3.7 Parks and Open Space 15
3.8 Phasing 17

4.0 Policy and Regulatory Context 19

4.1 Provincial Planning Statement (2024) 19
4.2 City of Ottawa Official Plan (2022) 21
4.3 Area-Specific Policy 44 – Heron Gate (2851, 2848, 2881 and 2898 Baycrest Drive, 2820 and 2831 Cedarwood Drive and 2816 Sandalwood Drive) 35
4.4 City of Ottawa Comprehensive Zoning By-law (2008-250) 44
4.5 City of Ottawa Urban Design Guidelines 52

5.0 Proposed Zoning By-law Amendment 54

6.0 Plan of Subdivision Criteria 57

7.0 Integrated Environmental Review 60

8.0 Supporting Plans and Studies 61

9.0 Public Consultation Strategy 65

10.0 Conclusion 66

1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained by Hazelview Investments (the "Owner") to prepare this Planning Rationale in support of Draft Plan of Subdivision and Zoning By-law Amendment applications to facilitate the proposed development of the lands municipally known as 2848, 2851, 2881, 2898 Baycrest Drive, 2820, 2831 Cedarwood Drive, and 2816 Sandalwood Drive and commonly known as Heron Gate (the "subject property") in the City of Ottawa.

1.1 Project History

The proposed applications serve to implement previously approved applications relating to the subject property. The applicant previously pursued an Official Plan Amendment (OPA) application as part of the Heron Gate Master Plan which sought to establish land use policies and standards for the redevelopment of the lands. This application was recommended by Planning Committee and approved by City Council in Fall 2021. It was subsequently appealed to the Ontario Land Tribunal (OLT). The appeal has since been resolved and the resulting Area-Specific Policy (ASP) has been approved to be carried forward into Volume 2C of the Official Plan through City-initiated OPA 46. As Volume 2C has not yet been updated to reflect the recent approval, the area-specific policy details included in the staff report for OPA 46 are referred to throughout this Planning Rationale.

In addition to the previous OPA application for the subject property, a portion of the site municipally known as 2851 Baycrest Drive was subject to Site Plan Control and Minor Variance applications to establish a residential apartment building. The Minor Variance application was granted in November 2022, with the Site Plan Control application approved in July 2023.

1.2 Proposed Applications

Hazelview Investments intends to develop the subject lands with a largely residential subdivision consisting of low-rise (4 storeys), mid-rise (6 and 9 storeys), and high-rise (15 and 25 storeys) building typologies.

The proposed Draft Plan of Subdivision application is intended to subdivide the entirety of the property to establish the lot and street layout of the community as originally envisioned in the Heron Gate Master Plan. The Draft Plan of Subdivision will also include a block for parkland dedication and a new public street (Figure 1). The proposed development will continue to be accessed from Walkley and Heron Road, with the new public street providing connectivity between Sandalwood Drive and Cedarwood Drive. Private streets throughout the development will continue to provide additional connectivity for vehicles and pedestrians throughout the site, while new walkways will provide additional pedestrian connectivity.

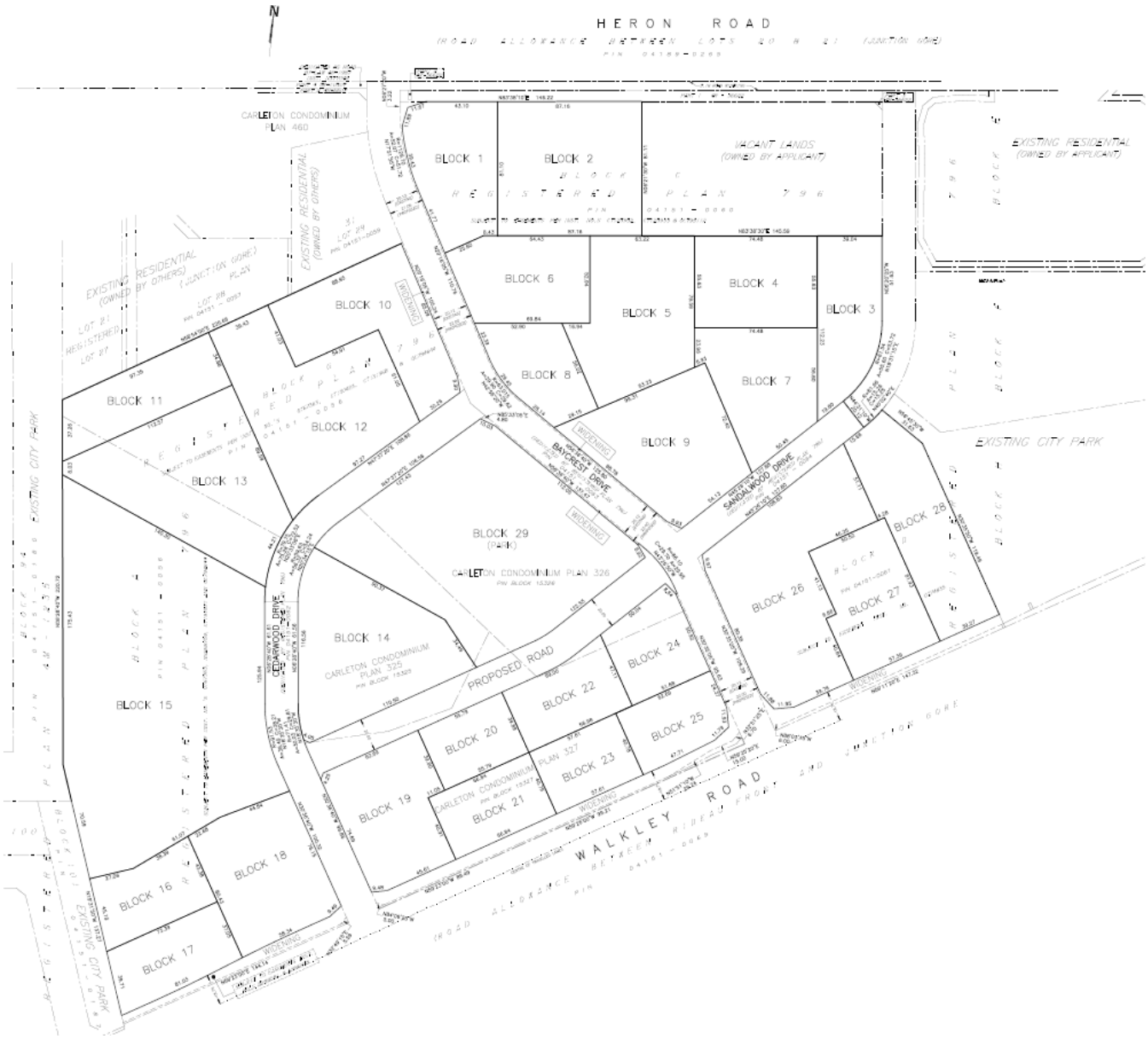

Figure 1. Draft Plan of Subdivision, prepared by Stantec Geomatics Ltd.

To facilitate the proposed development on the subject property, Draft Plan of Subdivision and Zoning By-law Amendment applications are required, in addition to future Site Plan Control applications for each development block. The Draft Plan of Subdivision application will establish the lot and street layout, while the Zoning By-law Amendment will rezone the subject lands to zones that will permit the proposed uses and the direction of Area-Specific Policy 44. More specifically, the following zones are proposed:

- Arterial Mainstreet 10, with a Site-Specific Exception and Site-Specific Schedule (AM10[XXXX] SYY) for the Walkley Road Corridor;
- Residential Fifth Density, Subzone Z, with a Site-Specific Exception and Site-Specific Schedule, Residential Neighbourhood Commercial (R5Z[XXXX] SYY-c) for the Heron Road Corridor and Heron Gate Neighbourhood designations; and

/ Parks and Open Space Zone (O1) for the new municipal park.

The Draft Plan of Subdivision application would facilitate the creation of 28 blocks set aside for mixed-use development, one (1) block for a public park, six (6) blocks for the required road widening and a new municipal street, as summarized in Table 1.

Table 1. Overview of the Draft Plan of Subdivision

Block #	Land Use	Area (m^2)
Block 1	Mixed-Use (Residential + Commercial)	4,188.6
Block 2	Mixed-Use (Residential + Commercial)	7,068.5
Block 3	Mixed-Use (Residential + Commercial)	3,653.7
Block 4	Mixed-Use (Residential + Commercial)	4,143.3
Block 5	Mixed-Use (Residential + Commercial)	6,186.1
Block 6	Mixed-Use (Residential + Commercial)	4,143.8
Block 7	Mixed-Use (Residential + Commercial)	4,558.5
Block 8	Mixed-Use (Residential + Commercial)	2,844.4
Block 9	Mixed-Use (Residential + Commercial)	6,295.9
Block 10	Mixed-Use (Residential + Commercial)	5,525.7
Block 11	Mixed-Use (Residential + Commercial)	3,611.7
Block 12	Mixed-Use (Residential + Commercial)	8,319.5
Block 13	Mixed-Use (Residential + Commercial)	8,555.0
Block 14	Mixed-Use (Residential + Commercial)	7,474.6
Block 15	Mixed-Use (Residential + Commercial)	23,077.9
Block 16	Mixed-Use (Residential + Commercial)	2,876.3
Block 17	Mixed-Use (Residential + Commercial)	2,967.4
Block 18	Mixed-Use (Residential + Commercial)	5,427.1
Block 19	Mixed-Use (Residential + Commercial)	4,829.4
Block 20	Mixed-Use (Residential + Commercial)	2,223.0
Block 21	Mixed-Use (Residential + Commercial)	2,730.4
Block 22	Mixed-Use (Residential + Commercial)	2,847.6
Block 23	Mixed-Use (Residential + Commercial)	2,348.7
Block 24	Mixed-Use (Residential + Commercial)	2,753.1
Block 25	Mixed-Use (Residential + Commercial)	2,457.9
Block 26	Mixed-Use (Residential + Commercial)	8,767.8

Block 27	Mixed-Use (Residential + Commercial)	4,421.0
Block 28	Mixed-Use (Residential + Commercial)	5,483.1
Total Area of Development: 149,790.7 m^2 (14.9790 ha)		
Other Blocks		
Block 29	Park	15,281.0
Road Widening	Road Widening	4,335.7
Proposed Road	New Road (20 m ROW)	4,914.9
Total Area of Subdivision: 174,321.4 (17.4321 ha)		

The following sections serve to discuss the planning considerations as they relate to the advancement of the aforementioned applications for Official Plan Amendment and Draft Plan of Subdivision.

2.0
Site Context and Surrounding Area

The subject property, municipally known as 2848, 2851, 2881, 2898 Baycrest Drive, 2820, 2831 Cedarwood Drive, and 2816 Sandalwood Drive, is located on the south side of Heron Road, bound by Walkley Road on the south in the Ledbury-Heron Gate-Ridgemont neighbourhood of the City (Ward 18 – Alta Vista) (Figure 2). The subject property has approximately 291.8 metres of frontage on Heron Road and 551.22 metres of frontage on Walkley Road, along with varying frontages on Baycrest Drive, Sandalwood Drive, and Cedarwood Drive, which traverse through the site providing connectivity between Heron Road and Walkley Road. The subject property has a total lot area of approximately 203,525.95 square metres (20.3 hectares).

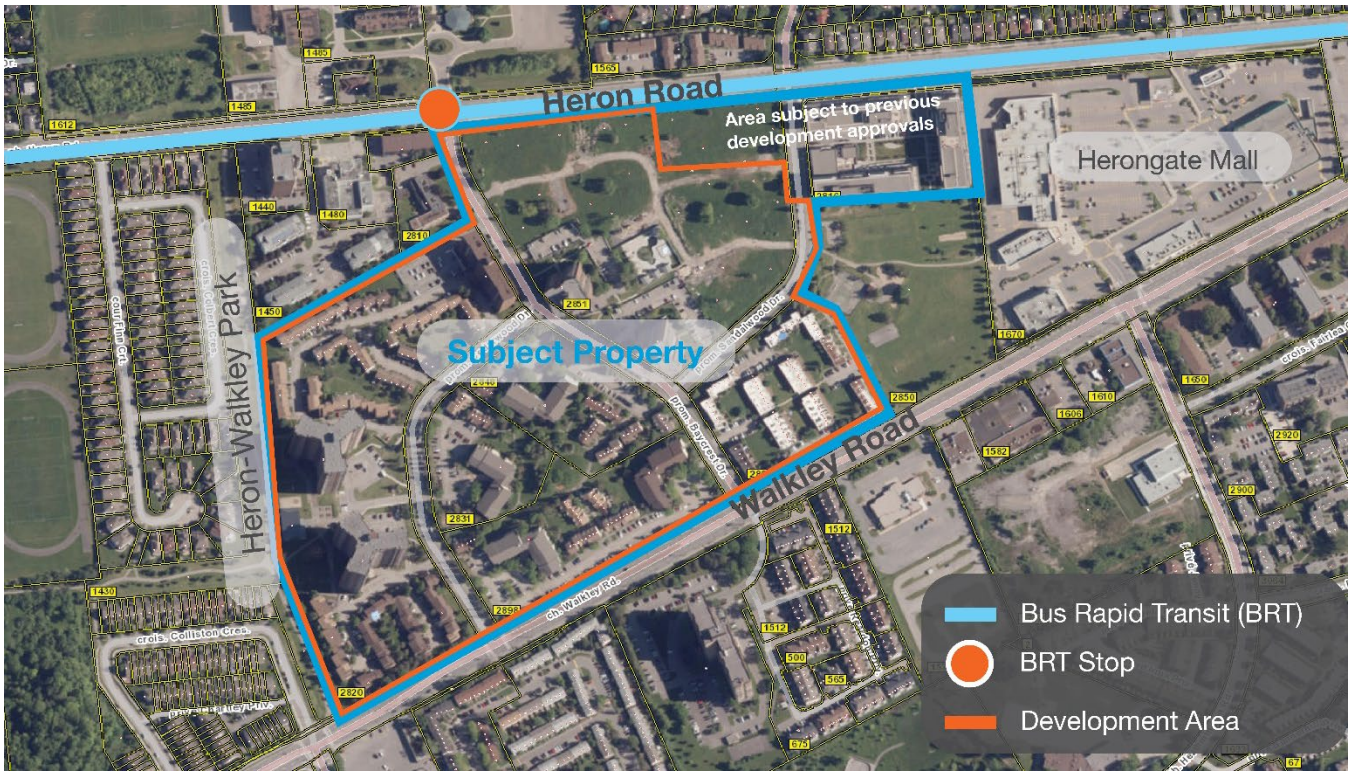

Figure 2. Site Context

The subject property has been historically occupied with an array of low-, mid-, and high-rise, planned unit development townhouse and apartment complexes. A portion of the site has had the existing building demolished, while a majority of the site remains developed with the existing townhouses and apartments. The portion of the subject property municipally known as 2816 Sandalwood Drive has been redeveloped with three (3) mid-rise apartment buildings. In additional to residential buildings, the subject property is also characterized by several surface parking lots that are accessory to the existing residential uses on site.

Sidewalks and light standards are provided along frontages of the subject property, while a multi-use raised pathway is also provided along Heron Road.

Figure 3. Existing dwelling typologies and community facilities on the subject property

2.1 Surrounding Area

The site is in an area characterized by a range of low-rise residential development and is also serviced by various commercial, institutional, and recreational uses. The surrounding area can generally be described as follows:

North: North of the site is the Heron Road street frontage. On the north side of Heron Road are a range of low-rise residential typologies. Further north is Featherston Drive Public School. Slightly northeast of the site are the Campanile Complex (a federal study centre currently subject to development applications to develop a new master-planned community); a Buddhist Monastery; Marie-Curie Public Elementary School; and Queen of the Angels Adult School.

East: East of the site is Herongate Square, a low-rise shopping centre with several commercial retail units and surface parking. The north side of Heron Road, east of the site, consists of a range of low-rise residential typologies. The south side of Walkley Road, east of the site, consists of a mix of low-rise commercial plazas and mid-rise residential typologies. Southeast of the site is Sandalwood Park, which is a community recreational space that includes greenspace and a basketball court.

South: South of the site is the Walkley Road street frontage. On the south side of Walkley Road is a residential neighbourhood consisting of low-rise planned unit development housing and a high-rise apartment. Within this neighbourhood is an Ottawa Community Housing Corporation community. Further south of the site along Heatherington Road is the Albion Heatherington Recreation Centre, a City-owned recreational facility. In addition to the residential uses along Walkley Road are some commercial uses.

West: West of the site is Heron-Walkley Park, which is a linear park with a multi-use pathway that extends between Heron Road and Walkley Road. Low-rise neighbourhoods abut this linear park on the west side. Further west of the low-rise neighbourhood are several schools and associated outdoor space (e.g. sports fields with tracks, play structures,

tennis courts, and basketball courts). These schools include St. Patrick's High School, Ridgemont High School, Charles H. Hulse Public School, Andrew Fleck Children's Services – Charles Hulse Centre, all of which front onto Alta Vista Drive. In addition to these schools is the Jim Durrell Recreation Centre, which is a City-owned recreational facility with an arena, fronting onto Walkley Road.

2.2 Road Network

The subject property fronts directly onto Heron Road and Walkey Road, which are Arterial Roads as identified on Schedule C4 – Urban Road Network, of the City of Ottawa Official Plan (Figure 4). Baycrest Drive is a Collector Road, while Sandalwood Drive and Cedarwood Drive are Local Roads.

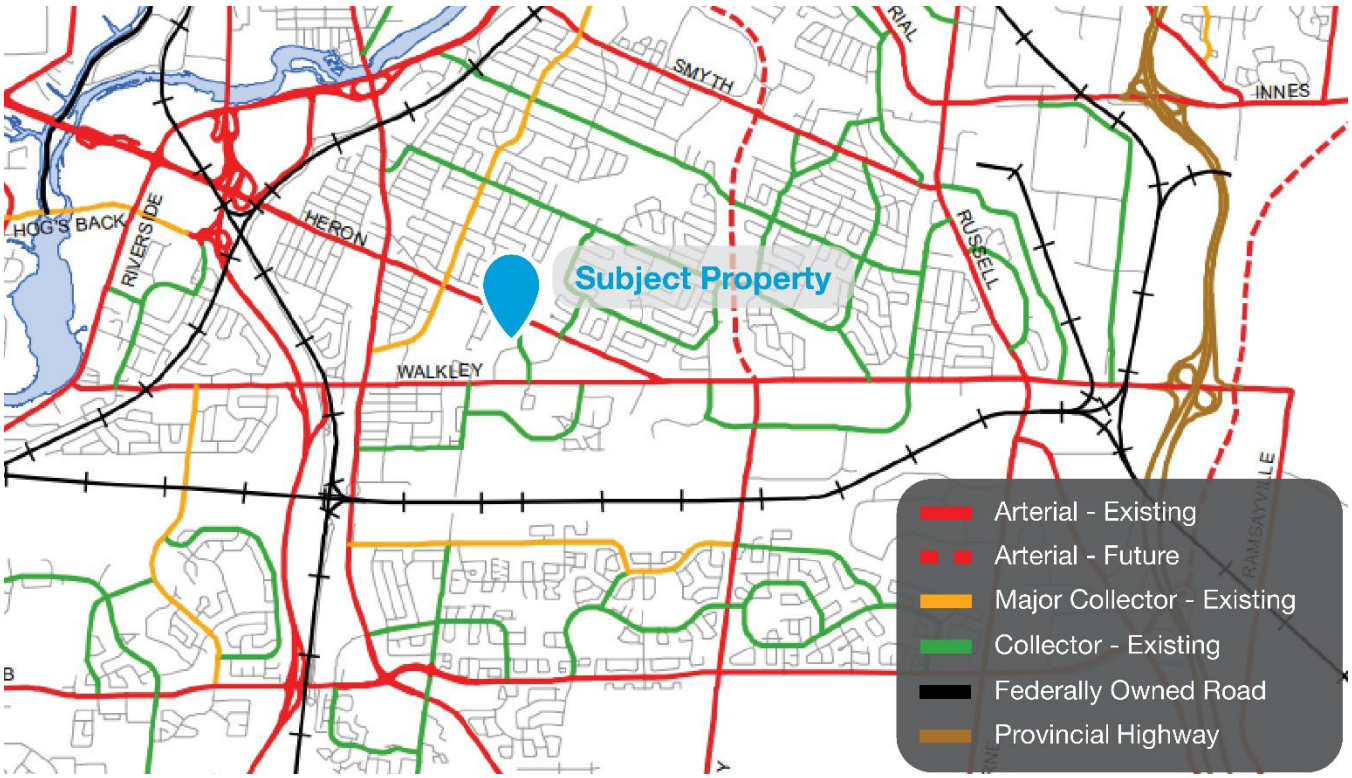

Figure 4. Extract of Schedule C4 - Urban Road Network, City of Ottawa Official Plan

2.3 Transit Network

The subject property is located within 300 metres walking distance of a planned Bus-Rapid Transit (BRT) Station on an At-Grade Crossing Transitway as identified on Schedule C2 – Transit Network Ultimate (Figure 5). The adjacent BRT provides connectivity to the primary grade separated BRT and Light-Rail Transit (LRT) (O-Train) service, which is located west of the subject property.

In addition to the transit network located on Heron Road, Walkey Road is identified as a Transit Priority Corridor. Local bus service is provided throughout the subject property on Baycrest Drive.

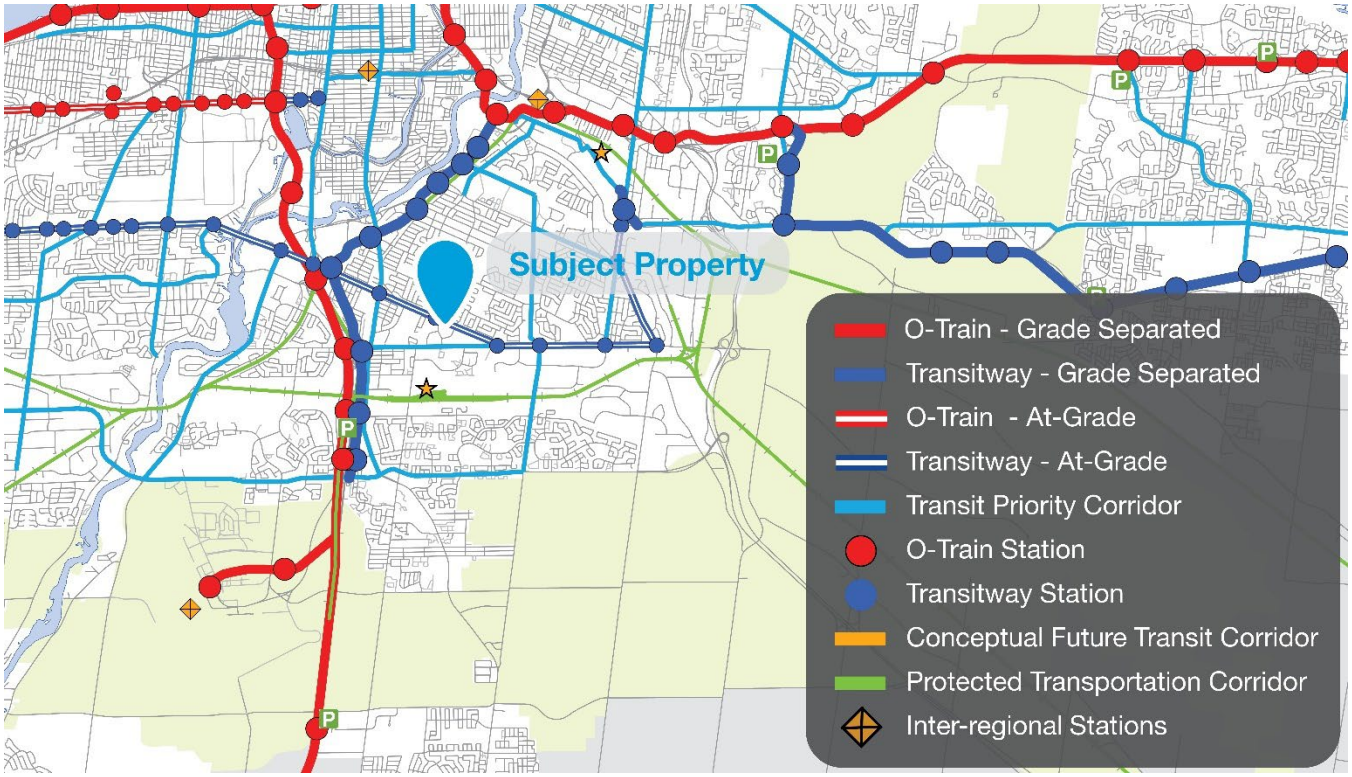

Figure 5. Extract of Schedule C2 - Transit Network (Ultimate), City of Ottawa Official Plan

3.0
Proposed Development

3.1 Development Summary

The proposed development land comprises approximately 17.4 hectares of area and is anticipated to be subdivided into 34 blocks and one (1) public street providing an east-west connection throughout the site connecting Sandalwood Drive and Cedarwood Drive. Blocks 1-27 are proposed to be developed with a mix of residential buildings with some buildings also including non-residential uses at-grade. Block 28 is proposed as a new 1.5 hectare municipal park and blocks 29-34 incorporate the required road widenings along Heron Road and Walkley Road.

In total, approximately 5740 residential units are anticipated at full build-out of the subject property, for a gross density of approximately 329.9 units per hectare and a net density of approximately 383.4 units per net hectare.

Table 2. Development Summary

Block (Separated by Phase)	Unit Total	Gross Floor Area Total
Block 1-2 Buildings 2.4, 2.5, 2.6	558 units	47,580 m^2
Block 3-9 Building 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.9 (existing), 3.10 (existing)	1,054 units (excluding existing units)	91,079 m^2 (excluding existing buildings)
Block 10-13 Buildings 4.1, 4.2, 4.3, 4.4, 45, 4.6, 4.7 (existing)	802 units (excluding existing units)	62,325 m^2 (excluding existing building)
Block 14 Buildings 6.1, 6.2	368 units	33,090 m^2
Block 15 Buildings 5.1, 5.2, 5.3 (existing), 5.4 (existing), 5.5 (existing)	54 units (excluding existing units)	5,180 m^2 (excluding existing buildings)
Block 16-18 Buildings 7.1, 7.2, 7.3, 7.4	673 units	65,650 m^2
Block 19-25 Buildings 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8	1,393 units	123,845 m^2
Block 26-28 Buildings 9.1, 9.2, 9.3, 9.4, 9.5	838 units	75,670 m^2
Total	**5740 units**	**504,419 m^2**

The Draft Plan of Subdivision (Figure 1) proposes development blocks that align with the Site Plan prepared by Figurr Architects (Figure 6) and Conceptual Demonstration Plan included as Annex A in the approved Official Plan Amendment (Figure 7).

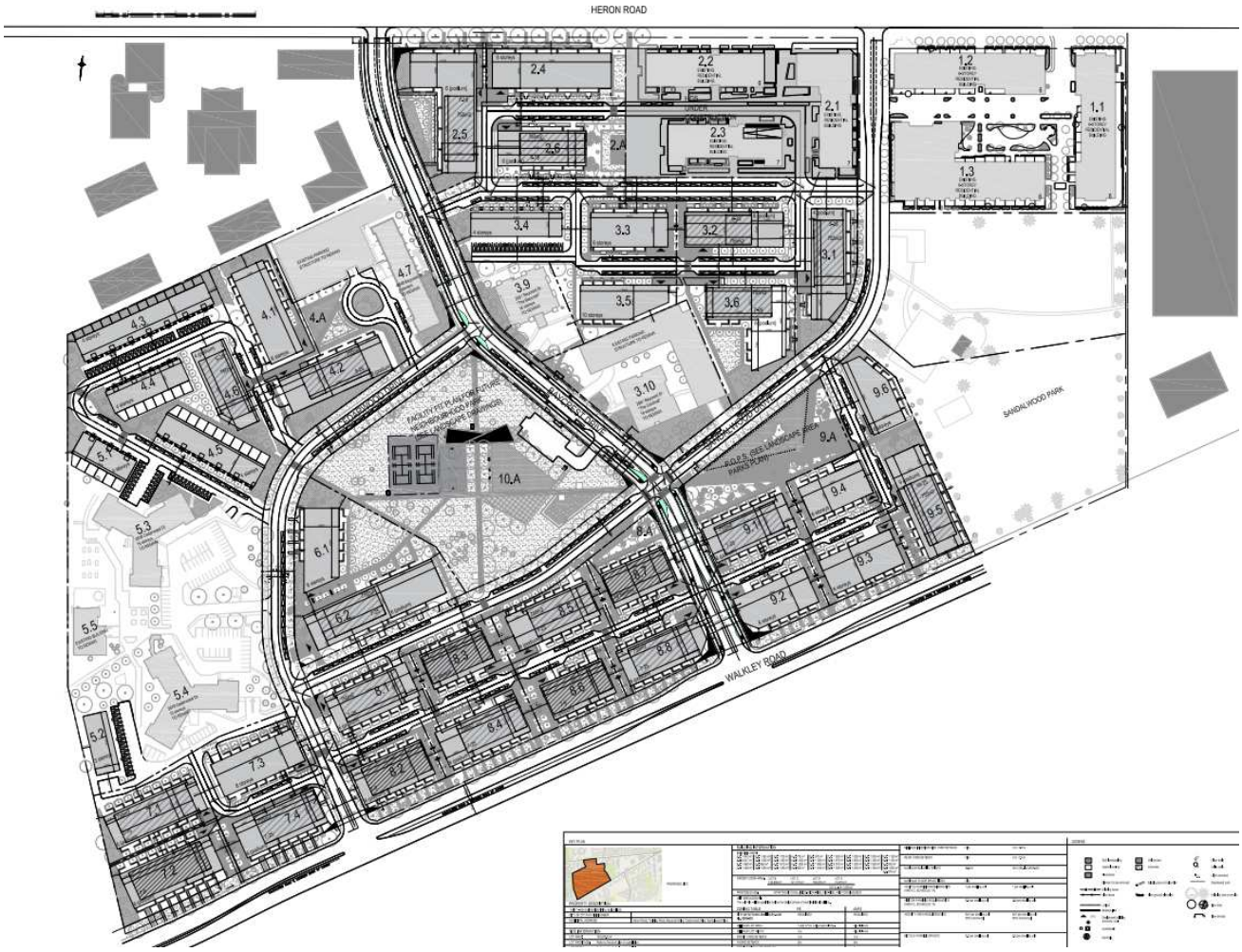

Figure 6. Site Plan, prepared by Figurr Architects

Figure 7. Conceptual Demonstration Plan - Annex A of the approved Official Plan Amendment (2021)

3.2 Proposed Uses and Built Form

The proposed land uses across the site will primarily be residential; however, in accordance with Area-Specific Policy 44, a range of non-residential uses complementary to residential uses will be permitted through the use of the residential neighbourhood commercial suffix. The following built forms are proposed throughout the subdivision:

Block (Separated by Phase)	Built Form*	Maximum Height*
Block 1-2 Buildings 2.4, 2.5, 2.6	Mid-Rise Apartment High-Rise Apartment	18 storeys
Block 3-9 Building 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.9 (existing), 3.10 (existing)	Low-Rise Stacked Townhouses Mid-Rise Apartment High-Rise Apartment	25 storeys
Block 10-13	Low-Rise Stacked Townhouses	25 storeys

Buildings 4.1, 4.2, 4.3, 4.4, 45, 4.6, 4.7 (existing)	Mid-Rise Apartment High-Rise Apartment	
Block 14 Buildings 6.1, 6.2	Mid-Rise Apartment High-Rise Apartment	25 storeys
Block 15 Buildings 5.1, 5.2, 5.3 (existing), 5.4 (existing), 5.5 (existing)	Low-Rise Stacked Townhouses High-Rise Apartment (existing)	15 storeys (existing)
Block 16-18 Buildings 7.1, 7.2, 7.3, 7.4	Mid-Rise Apartment High-Rise Apartment	25 storeys
Block 19-25 Buildings 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8	Mid-Rise Apartment High-Rise Apartment	25 storeys
Block 26-28 Buildings 9.1, 9.2, 9.3, 9.4, 9.5	Mid-Rise Apartment High-Rise Apartment	25 storeys
Block 29 Park	n/a	n/a

*the proposed uses and maximum building heights are subject to change, through the refinement of the Draft Plan and Subdivision and Zoning By-law Amendment applications.

3.3 Building Massing and Scale

Given the siting of the subject property along a rapid transit corridor (bus-rapid transit) and a transit priority corridor, the subject property represents an opportunity to support additional density than what exists today. The proposed building massing and scale respects the direction provided in Area-Specific Policy 44, the site-specific policies for the subject property.

As illustrated in Figure 5, the proposed development will provide a range of building heights with the greatest number of high-rise buildings located along Walkley Road, with heights transition down as you get closer to Heron Road. In addition to the transition in building heights, the proposed high-rise tower orientation varies. The proposed high-rise towers are generally proposed atop six (6) storey podiums, which contributes to creating a pedestrian-scale at-grade. Locating the tower portion of the high-rise buildings atop podiums also allows for a stepback above the sixth (6th) floor, providing opportunities for additional height transition between buildings on the subject property.

Figure 8. Massing of the proposed development

3.4 Roads, Pathways, and Connectivity

As outlined on the Site Plan, the proposed subdivision will convey one (1) new public street to the City, which will be designed with a 20 metre right of way. The public street will provide an east-west connection that extends Sandalwood Drive, connecting with Cedarwood Drive. The remainder of the street network will consist of existing municipal rights-of-way and private roads that will be maintained by the property owner. Baycrest Drive is proposed to be widened to 22 metres from 20 metres in accordance with the conceptual cross section illustrated in Figure 9.

The private street proposed through the centre of Blocks 19 to 25 will be a one-way street that provides access to the proposed buildings fronting Walkley Road. This private road is conceptualized to include on-street parking, sidewalks, and landscaping. Main entrances for the buildings within Blocks 18 to 25 will be oriented towards this internal private road.

The private street proposed through the Blocks 3 to 6 will be a two-way street that provides access to the proposed buildings within these blocks, and will include on-street parking, sidewalks, and landscaping. This private road will provide a connection between Sandalwood Drive and Baycrest Drive, and will provide direct access to the proposed Privately Owned Public Space (POPS) within Block 2.

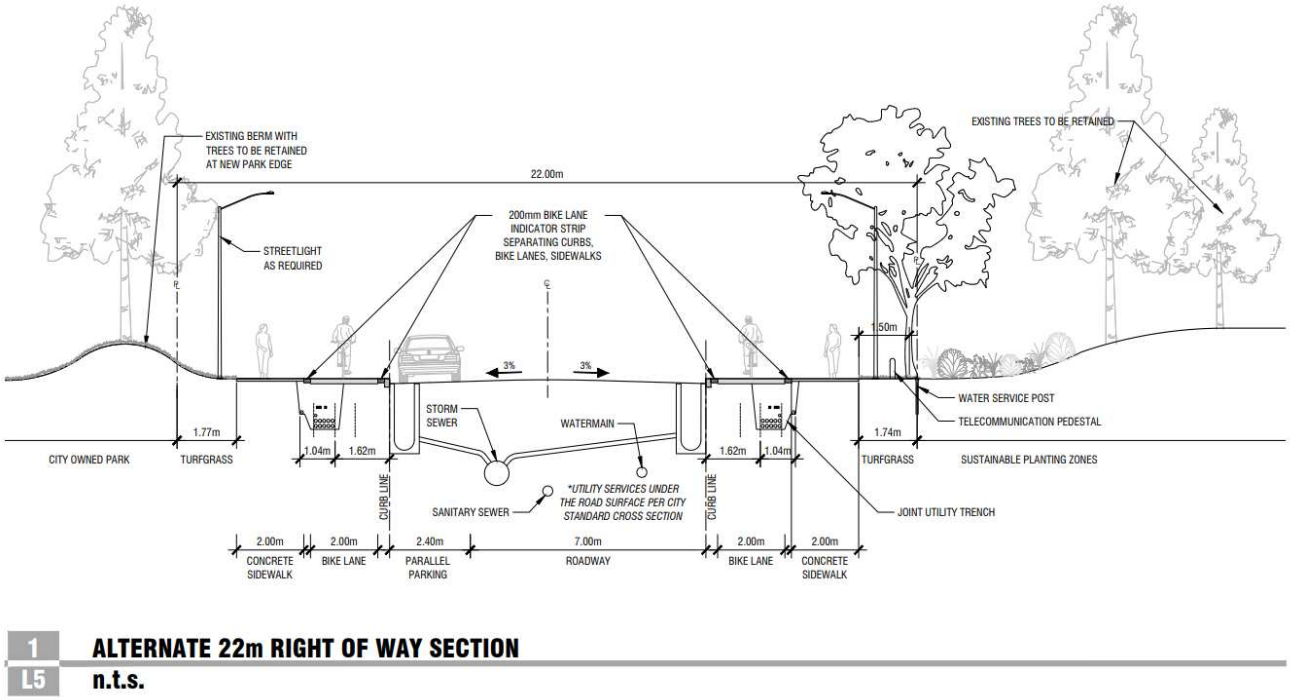

Figure 9. Alternate 22m Right of Way Section for Baycrest Drive, prepared by Fotenn Planning + Design

3.5 Site Servicing

The buildout of the site will supported by full urban services, as outlined in Arcadis' Assessment of Adequacy of Public Services report and summarized in Section 8 of this Planning Rationale. The sanitary outlet can be improved to handle wastewater for the full buildout of the development and the right-of-way watermain will be upgraded as needed. The existing storm sewers in the public right-of-way are sufficient to service the site. Further details for the servicing of each block and building will be determined through future Site Plan Control applications.

3.6 Transit Connectivity

The proposed development will ensure that access to transit throughout the site is convenient. Local bus routes will continue to be available throughout the site, with no changes proposed to the location of bus stops. Additionally, pedestrian access will be provided to Heron Road, Walkley Road, and the existing Heron-Walkley Linear Park, as outlined in Figure 10, below.

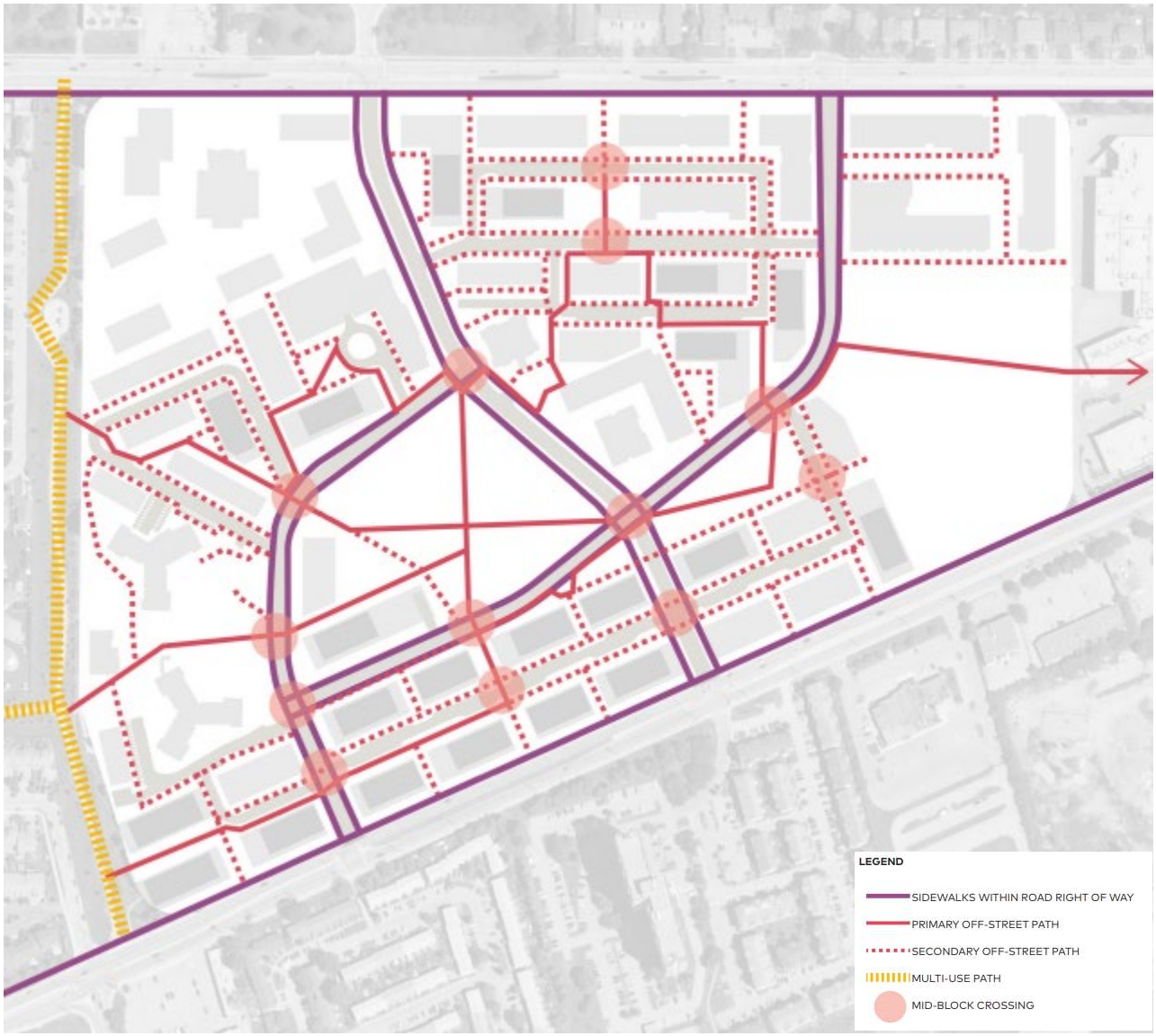

Figure 10. Proposed pedestrian network

3.7 Parks and Open Space

The proposed subdivision will convey dedicated parkland to the City in alignment with the Parkland Dedication By-law and the requirements under the *Planning Act*. It is noted that at the time of writing this report, the City of Ottawa Parkland Dedication By-law remains under appeal and is not in full force and effect. The *Planning Act* requires that parkland dedication for sites over 5 hectares in size be provided at a rate of 1 hectare per 600 units for land conveyance up to a limit of 15 percent of area of the subject property. In the case of the proposed development, the municipal park block is proposed to be 15,281 square metres (1.5 hectares), which is approximately 10.2 percent of the area being developed. The remaining parkland dedication is proposed to be paid as cash-in-lieu at a rate of 1 hectare per 1,000 units.

Consistent with the Heron Gate Master Plan, the proposed municipal park will be provided in a central location that offers a reasonable walking distance for all residents of the subject property. Three of the four edges of the new park

will have public street frontage, with a pathway network that permeates through the park and extends into the larger neighbourhood. A Facility Fit Plan has been prepared in support of the development applications for the subject property, demonstrating a range of facilities and amenities that can be accommodated on the park block. The proposed park is centrally anchored by a generously sized plaza and a large, architecturally distinctive open-air pavilion. As demonstrated on the Facility Fit Plan (Figure 11), additional facilities and amenities include:

- Community / Allotment Gardens;
- Splashpad;
- Play Equipment (18 months – 12-year old age-appropriateness);
- Full-size basketball court;
- 2 Tennis Courts (including pickleball line-markings);
- Walking paths;
- Fitness stations (on a looped circuit);
- Site furnishings (benches, waste receptacles, bike racks, picnic/games tables);
- Tree planting;
- Decorative planting at entries;
- Free-play/flex space on turfgrass;
- Existing mature trees (retained where feasible);
- Accessible parking for approximately 20 vehicles

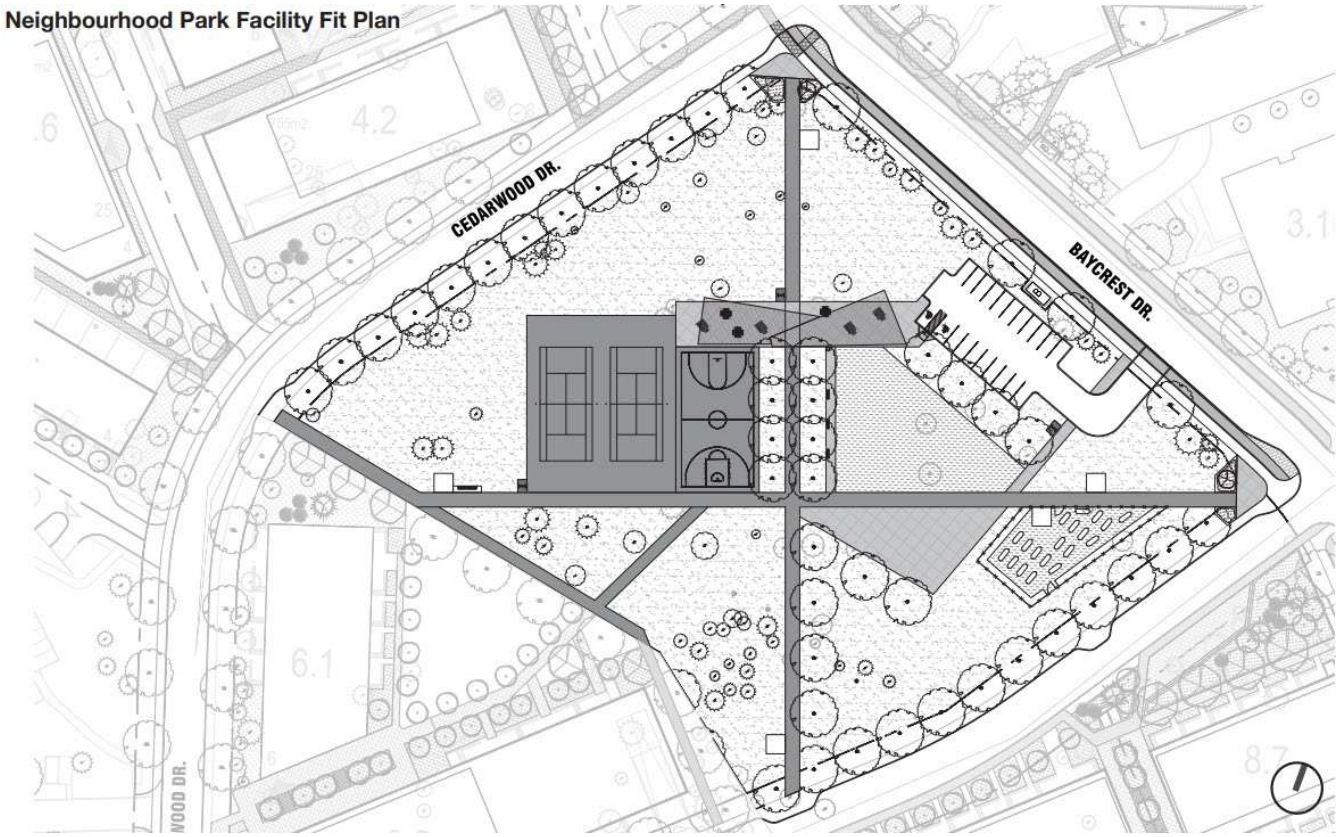

Figure 11. Neighbourhood Park Facility Fit Plan, prepared by Fotenn Planning + Design

3.8 Phasing

The overall buildout of the subdivision will be completed in phases. Each development block will be subject to a Site Plan Control application in order to receive approval to proceed with construction. The phasing of the development is still anticipated to follow Annex B – Conceptual Phasing Plan, of the approved Official Plan Amendment for the subject property (Figure 12). The earliest phases of development will be the Blocks 1 through 8.

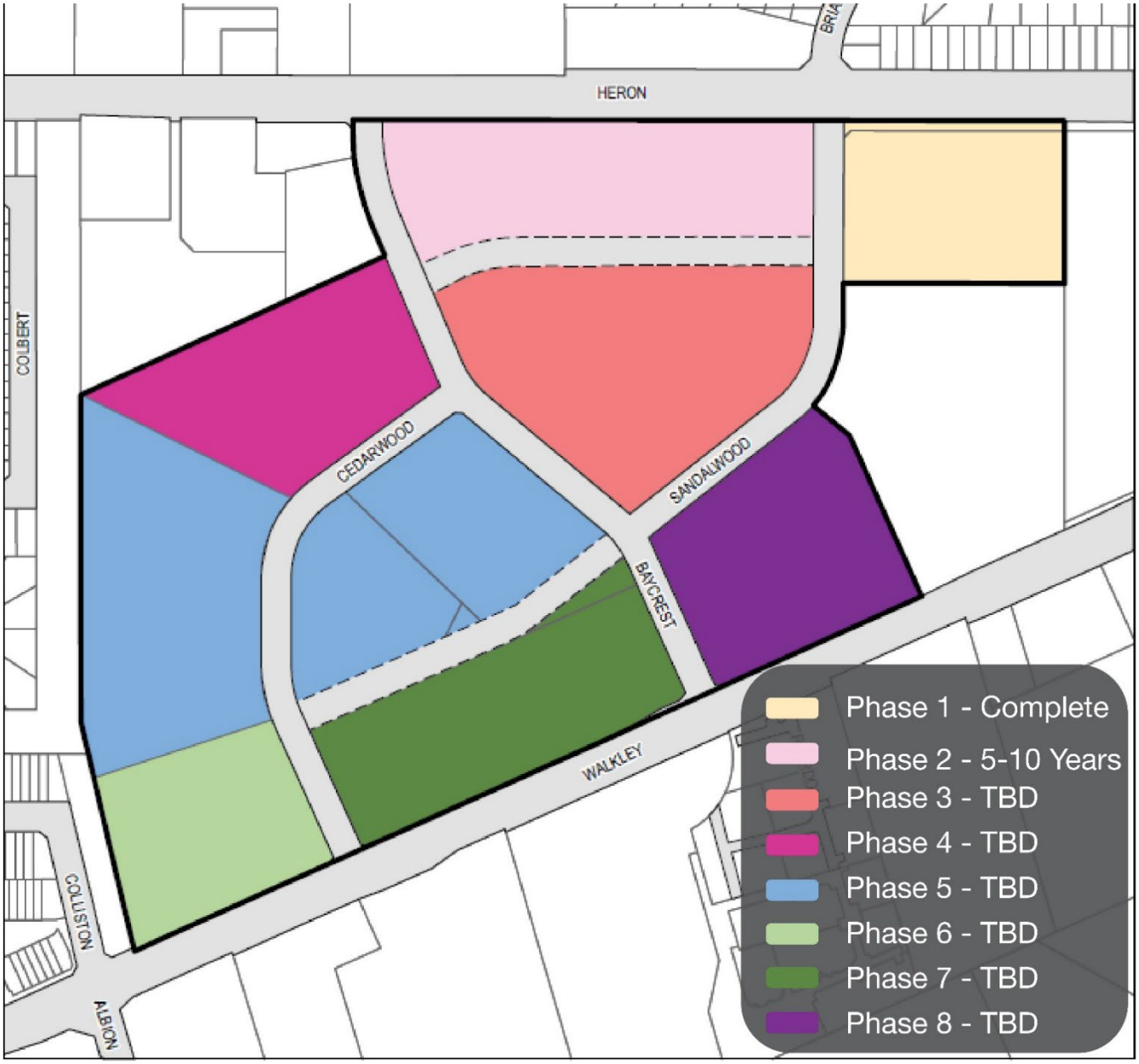

Figure 12. Extract of Annex B - Conceptual Phasing Plan, Area-Specific Policy 44, City of Ottawa Official Plan

4.0
Policy and Regulatory Context

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act, which includes the PPS.

The PPS came into effect on October 20, 2024, and consolidates the Provincial Policy Statement 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the Province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following PPS policies are applicable to the subject property and proposed development, among others:

Section 2.2 – Housing

- Policy 2.2.1 – 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:
  - b) Permitting and facilitating:
    1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    2. 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.

Section 2.4 – Strategic Growth Areas

- Policy 2.4.1.1 – Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
- Policy 2.4.1.2 – To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned;
  - a) To accommodate significant population and employment growth;
  - b) As focal areas for education, commercial, recreational, and cultural uses;
  - c) To accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
  - d) To support affordable, accessible, and equitable housing.
- Policy 2.4.1.3 – Planning authorities should:
  - a) Prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;

b) Identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;

c) Permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

/ Policy 2.4.3.1 – Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

Section 3.1 – General Policies for Infrastructure and Public Service Facilities

/ Policy 3.1.1 – 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.

/ Policy 3.1.2 – Before consideration is given to developing new infrastructure and public service facilities:

a) The use of existing infrastructure and public service facilities should be optimized; and

b) Opportunities for adaptive re-use should be considered, wherever feasible.

Section 3.2 – Transportation Systems

/ Policy 3.2.1 – 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.

/ Policy 3.2.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

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

/ Policy 3.9.1 – 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;

The proposed development is consistent with the policies of the Provincial Planning Statement 2024 (PPS). The proposed development will introduce additional residential density and commercial opportunities, consistent with the elements of a complete community. The proposed subdivision will make use of existing infrastructure and public services and proposes new lot boundaries based on the existing features on the subject lands. In addition to adding residential density to the existing lands, the proposed plan of subdivision will include a new parkland block, contributing to a healthy, active and inclusive community. Finally, the proposed development will maintain all existing transit stops on site while introducing new cycling and pedestrian connections throughout the site.

4.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

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

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
2. By 2046, the majority of the 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.

In addition to the broad policy directions above, the City has established cross cutting issues that policies will address and incorporate throughout the Official Plan to achieve a liveable City. The themes to be considered throughout the Official Plan include intensification, economic development, energy and climate change, healthy and inclusive communities, gender and racial equity, and culture. Each theme is discussed further below, along with what the City seeks to achieve with their policies:

Intensification and Diversifying Housing Options:

- Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods;
- Provide housing options for larger households;
- Improve public amenities and services.

Economic Development:

- Enhance Ottawa's high quality of life to attract a skilled workforce and businesses;
- Accommodate growth of post-secondary institutions (PSIs) and hospitals to support Ottawa's knowledge-based economy and health needs;
- Direct major employment to Hubs, Corridors and Special Districts;
- Integrate economic activities with residential and other land uses;
- Create conditions for small-business growth;
- Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land uses;
- Support growth of important economic generators through Special District policies;
- Protect locations for activities related to goods movement including freight, storage and logistics;
- Support rural economic development throughout all sectors.

Energy and Climate:

- Plan a compact and connected City;

- Apply sustainable and resilient site and building design as part of development;
- Prioritize a shift to energy efficient transportation modes;
- Enable the use of local renewable energy sources;
- Reduce the urban heat island effect and help protect the vulnerable from extreme heat;
- Build resilience to future flood risks and increased stormwater runoff;
- Protect, and enhance tree canopy and protect wetlands and other natural areas and use nature-based solutions;
- Enable sustainable local food production.

Healthy and Inclusive Communities:

- Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities;
- Build accessible, inclusive communities, and design for all ages, including children and older adults;
- Promote health through sustainability;
- Advance human health through decision-making on the built environment.

Gender and Racial Equity:

- Application of gender and racial equity lens to meet the housing needs of women, Black and racialized communities and new immigrants;
- Understand and address the specific housing needs of Indigenous peoples;
- Improve mobility options for women and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation;
- Improve access to amenities.

Culture:

- Create spaces and places for culture to live, grow and innovate;
- Reinforce neighbourhood and place identity through architecture and urban design;
- Promote the arts as an important element of placemaking;
- Strengthen the economic impact of the creative and cultural industries.

The proposed applications will result in residential intensification that is supportive of these objectives. It facilitates efficient growth in an area well-served by existing infrastructure and public services. It will result in new housing stock that meets contemporary sustainability and accessibility design standards. It will support the growth of Ottawa's population and contribute to the variety of housing stock available. Complementary non-residential uses will support the residents in providing commercial and personal service options in the immediate community which also may become an employment source.

4.2.1 Growth Management, Supporting Intensification

The Official Plan's growth management framework is premised 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 use existing infrastructure efficiently, while reducing greenhouse gas emissions. Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area

through intensification. It is anticipated that growth within the built-up portion of the urban area will represent 50% of urban growth through 2046.

The applicable policies of Section 3.2 for the proposed development are outlined as follows:

- Policy 2 of Section 3.2 – 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.
- Policy 3 of Section 3.2 – 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.
- Policy 4 of Section 3.2 – 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.
- Policy 8 of Section 3.2 – 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.
- Policy 10 of Section 3.2 – The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Mainstreet Corridors have a minimum area-wide density requirement of 120 people and jobs per gross hectares, a minimum residential density requirement of 120 dwellings per net hectare and a minimum proportion of large-household dwelling requirement of 5 percent with a target of 10 percent. Minor Corridors within the Outer Urban Transect have a target residential density range of 40 to 60 dwellings per net hectare and no minimum proportion of large-household dwellings requirement or target.

The proposed development is consistent with the policies of the Official Plan as they relate to growth management and intensification, as outlined above. The proposed applications will facilitate the intensification of an existing residential neighbourhood in accordance with the previously approved Official Plan Amendment which guides the strategic planning direction for the redevelopment of the lands. The proposed intensification will consist of new low-, mid-, and high-rise buildings across the lands and will contribute to the evolution of the site into a 15-minute neighbourhood by introducing complementary non-residential uses.

4.2.2 Outer Urban Transect

The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-along building, generous setbacks and low-rise building forms. These neighbourhoods were originally intended as predominantly residential bedroom neighbourhoods, planned and built around automobile travel, with a relatively small range of low-density housing types. The planning challenge in this Transect is to introduce more viable public transit and

active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing and evolving demographic.

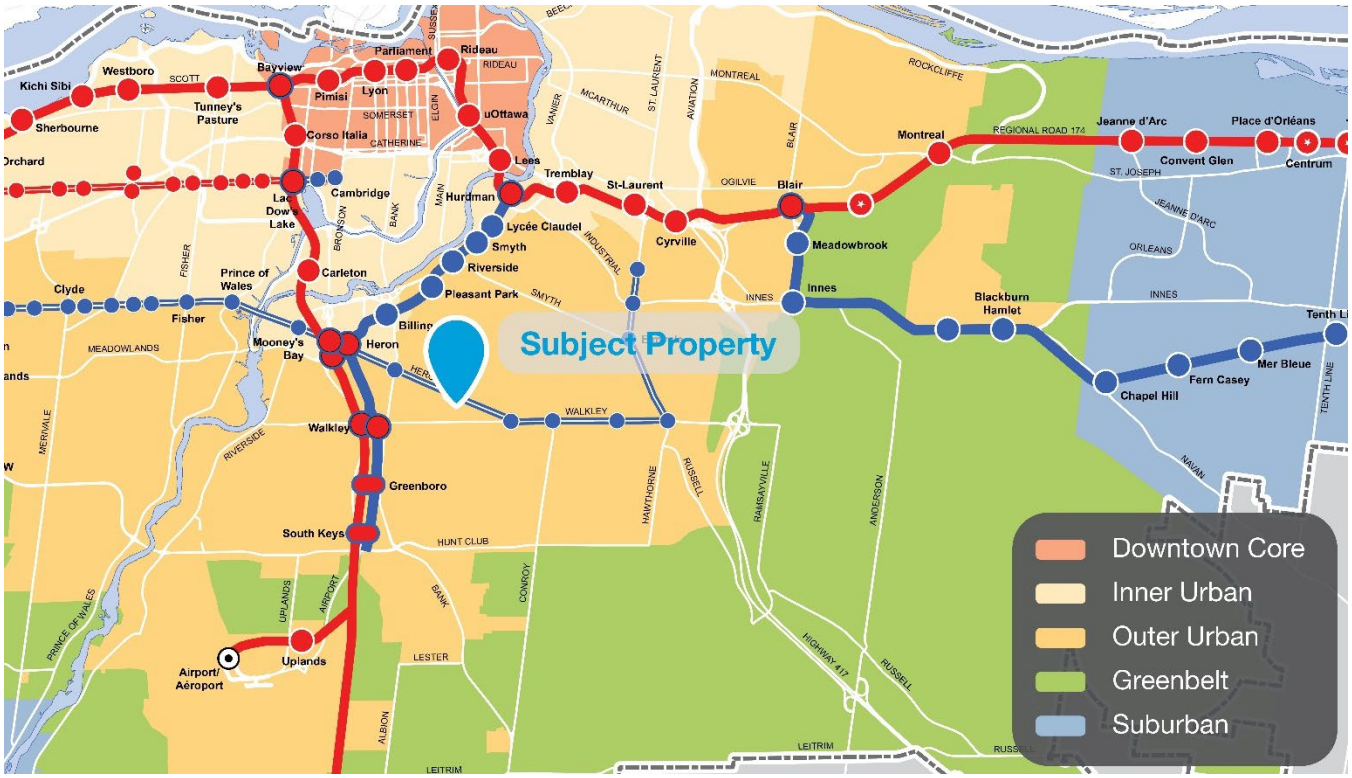

Figure 13. Extract of Schedule A - Transect Policy Areas, City of Ottawa Official Plan

The applicable policies of Section 5.3 for the proposed development are outlined as follows:

/ Policy 2 of Section 5.3.1 – The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

a) Low-rise within Neighbourhoods;

b) Low-rise to mid-rise along Minor Corridors;

c) Generally mid- or high-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and

d) Mid- or high-rise in Hubs.

The proposed applications will facilitate the development of buildings ranging in height from low-rise to high-rise, with the majority of high-rise buildings located closest to Walkley Road, a designated Mainstreet Corridor.

/ Policy 3 of Section 5.3.1 – In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and

b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

The proposed applications will facilitate intensification of the subject lands to a more urban fabric with opportunities for mixed-use buildings.

/ Policy 4 of Section 5.3.1 – In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

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

The proposed applications will support a mix of dwelling unit sizes in a range of built forms, including multi-unit buildings such as mid- and high-rise apartments as well as ground-oriented townhouse dwellings. The proposed development currently assumes all one-bedroom units but it is understood that as each block develops and undergoes Site Plan Control applications, the unit mix for each building will be refined to incorporate units that range from studios to two-bedroom+ units.

/ Policy 1 of Section 5.3.2 – The transportation network for the Outer Urban Transect shall:

a) Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;

b) Further to a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks; and

c) Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer urban trip ends by:

   i. Establishing park-and-ride facilities at strategic locations near rapid transit stations; and

   ii. Maximizing direct pedestrian access from residential areas to street transit stops.

The proposed applications are intended to facilitate the previously approved Official Plan Amendment for the subject property which established a Public Realm and Connectivity plan. The proposed development continues to conceptualize pedestrian and cycling connections throughout the site, ensuring that there are convenient and efficient routes throughout the site.

/ Policy 3 of Section 5.3.3 – Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes:

a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedyke C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to high-rise.

The proposed development does not include any buildings less than two (2) storeys in height. All buildings fronting the Mainstreet Corridor will generally have six (6) storey podiums and range in height from nine (9) storeys to 25 storeys.

/ Policy 4 of Section 5.3.3 – Along Minor Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than 2 storeys and up to 6 storeys except where a secondary plan or area-specific policy specifies different heights.

The proposed development will include buildings with a maximum height of 18 storeys along the Minor Corridor, in accordance with Area-Specific Policy 44. No buildings along the Heron Road frontage will be less than two (2) storeys in height.

4.2.3 Land Use Designation

The subject property is split-designated 'Minor Corridor', 'Mainstreet Corridor' and 'Neighbourhood' with the Evolving Neighbourhood Overlay, as shown on Schedule B3 – Outer Urban Transect (Figure 14).

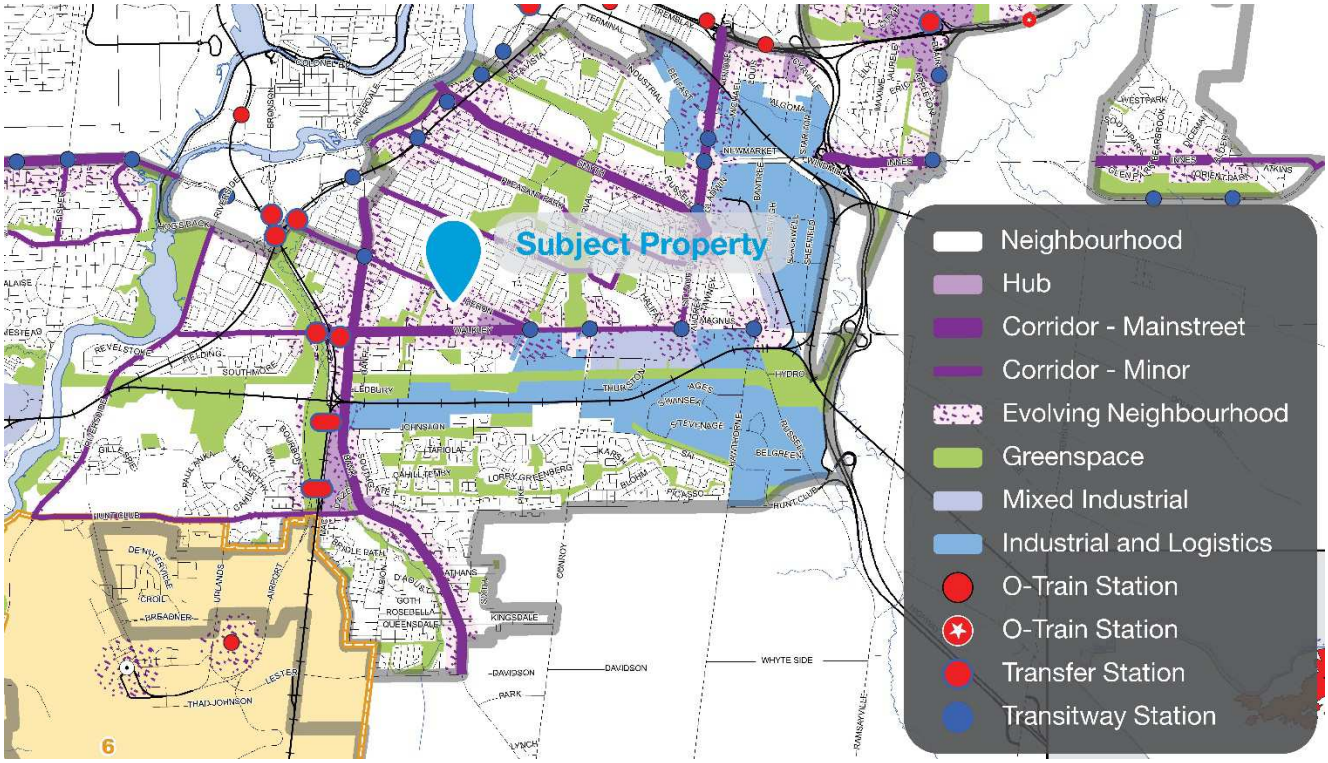

Figure 14. Extract of Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan

Corridor Designation (Mainstreet and Minor)

The Corridor designation applies to bands of lands along specified streets whose planned function combines higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors and Minor Corridors. Walkley Road is identified as a Mainstreet Corridor, while Heron Road is identified as a Minor Corridor.

The applicable policies of Section 6.2 for the proposed development are outlined as follows:

- Policy 1 of Section 6.2.1 – Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

  a) Generally a maximum depth of:

     i. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;

     ii. In the case of Minor Corridors, a maximum depth of 120 metes from the centreline of the street identified as a Minor Corridor;

     iii. Where part of the lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and

     iv. Despite Policy iii) above, where the part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;

The Mainstreet Corridor designation will apply for a depth of 220 metres from the centreline of Walkley Road, while the Minor Corridor designation will apply for a depth of 120 metres from the centreline of Heron Road in accordance with Policy 1 of Section 6.2.1. The remainder of the site outside of these depths is designated Neighbourhood.

/ Policy 2 of Section 6.2.1 – Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;

c) For sites generally of greater than one hectare in area or 100 metres in depth:

   i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and

   ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and

d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development will locate as many buildings as possible along the Corridors while respecting the required separation distances between towers and associated micro-climate impacts to ensure an appropriate transition in height to other buildings on site. The proposed development will provide mid-block connections from the Corridors into the interior of the site contributing to the overall connectivity of the subject property with the surrounding area. In addition to the mid-block connections, a new public street is proposed that will enhance pedestrian, cycling and vehicular connectivity throughout the site.

/ Policy 3 of Section 6.2.1 – Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;

b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or

c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

As previously noted, the proposed development will consist of residential and non-residential uses that will integrate with a dense, mixed-use urban environment. The intent of the non-residential uses on site is that they will be located on the ground floor of primarily residential buildings and will provide active frontage opportunities across the site.

/ Policy 1 of Section 6.2.2 – In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or services uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed applications will implement the permitted non-residential uses on the site in accordance with Area-Specific Policy 44, specifically as it relates to active frontages and location of non-residential uses.

- Policy 2 of Section 6.2.2 – In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:
  a) Include residential-only and commercial-only buildings;
  b) Include buildings with an internal mix of uses, but which remain predominantly residential;
  c) Include limited commercial uses which are meant to mainly serve local markets; or
  d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

  Similar to the lands designated Mainstreet Corridor, the forthcoming Zoning By-law Amendment will implement the permitted non-residential uses on the site in accordance with Area-Specific Policy 44, specifically as it relates to active frontages and location of non-residential uses.

Neighbourhood Designation

Neighbourhoods are identified as contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that Neighbourhoods, along with Hubs and Corridors, permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, and it is the intent of the Official Plan to seed the conditions for future 15-minute neighbourhoods in areas that currently are not.

The applicable policies of Section 6.3 for the proposed development are outlined as follows:

- Policy 2 of Section 6.3.1 – 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.

  The proposed development will consist of heights that range from low-rise to high-rise in accordance with Area-Specific 44, including on the lands designated Neighbourhood. In accordance with Policy 2 of Section 6.3.1, greater building heights are permitted as the applicable area-specific policy permits greater building heights, and existing portions of the site designated as Neighbourhood are currently characterized by high-rise buildings.

- Policy 3 of Section 6.3.1 – Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
  a) May be evaluated through a Zoning By-law Amendment without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions;

  Area-Specific Policy 44, which has been carried forward into Volume 2C of the Official Plan as part of Official Plan Amendment 46, permits building heights up to 25 storeys across the subject property, including on the portion of the property designated Neighbourhood. The Zoning By-law Amendment application seeks to implement the maximum permitted building heights of Area-Specific Policy 44, as outlined in greater detail in Section 5 of this Planning Rationale.

- Policy 4 of Section 6.3.1 – The Zoning By-law and approvals under the *Planning Act* shall allow a range of residential non-residential built forms within the Neighbourhood designation, including:
  a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b [of the Official Plan];
  b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2 Policy 1);

c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms;

d) To provide for a range of local services and promote the mergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services that primarily serve residents within walking distance and that:

   i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;

   ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;

   iii. Area appropriately integrated with the neighbourhood street network, pedestrian network and public realm;

   iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;

   v. May restrict or prohibit motor vehicle parking in association with such uses; and

   vi. Limits such uses to prevent undue diversion of housing stock to non-residential use.

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

f) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.

Within the Neighbourhood designation, the primary use proposed is residential along with complementary non-residential uses in accordance with Area-Specific Policy 44. In addition to the residential and non-residential uses, a new public park and additional Privately-Owned Public Spaces (POPS) are proposed.

/ Policy 5 of Section 6.3.1 – The Zoning By-law will distribute densities in the Neighbourhood by:

a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid transit stations, Corridors and major neighbourhood amenities;

b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid transit stations, Corridors and major neighbourhood amenities; and

c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

Given the subject site's proximity to rapid transit on Heron Road and frequent transit on Walkley Road, building heights area generally distributed equally throughout the site, with some additional density located along Walkley Road, a designated Mainstreet Corridor. Where lower-density housing options such as townhouses are proposed, these will be located within the portion of the site designated Neighbourhood.

/ Policy 3 of Section 6.3.3 – Where a small-scale non-residential use is currently not permitted as-of-right in the Zoning By-law and is proposed, the City will consider permitted these uses, provided the development meets all of the following:

a) They are small scale and serve the surrounding lands;

b) They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;

c) They help to facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods; and

d) They are of a size and scale that shall not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The Zoning By-law Amendment application seeks to establish permitted uses within a site-specific urban exception for the subject property. The permitted uses will be consistent with those listed in Area-Specific Policy 44 which align with the policies of the Neighbourhood designation.

- Policy 7 of Section 6.3.3 – In order to provide for current parking demand while enabling a transition over time towards less automobile-dependent development,

  a) The City may establish residential on-street parking permit zones in Neighbourhoods per Subsection 4.1.4, Policy 6);

  b) The Zoning By-law may allow communal parking garages and in accordance with Subsection 4.1.4, Policy 9) surface parking lots as a main use of land, where doing so provides an alternative to on-site parking on nearby residential lots; and

  c) The City will regulate private approaches as provided under the applicable Transect policies in order to maintain or enhance unbroken curb space for short-term, visitor and permit-zone street parking, as well as for other common purposes.

  The proposed development has identified conceptual underground parking garage entrances across the site, along with surface and street parking locations. While it is understood that the direction of the Official Plan is for the City to transition away from car dependency, each new development block will be subject to Site Plan Control at which time parking rates will be established based on the market need at the time of development. As illustrated on the submitted plans, the underground garage accesses have been consolidated where possible to limit the number of curb cuts, prioritizing pedestrian circulation and safety across the site.

Evolving Neighbourhood Overlay

The City has established overlays which provide additional policy direction to allow certain types of activities and prove built form guidance in evolving areas that is otherwise not included in the designation section of the Official Plan.

The Evolving Neighbourhood Overlay is applied to areas in close proximity to Hubs and Corridors to signal gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The applicable policies of Section 5.6.1 for the proposed development area outlined as follows:

- Policy 1 of Section 5.6.1 – The Evolving Neighbourhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighbourhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 metres from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

  a) Guidance for a gradual change in character based on proximity to Hubs and Corridors;

  b) Allowance for new building forms and typologies, such as missing middle housing;

  c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and

  d) Direction to govern the evaluation of development.

- Policy 2 of Section 5.6.1 – Where an Evolving Neighbourhood Overlay is applied:

a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and

b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

/ Policy 3 of Section 5.6.1 – In the Evolving Neighbourhood Overlay, the City:

a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;

The new City of Ottawa Zoning By-law, which is intended to implement the new Official Plan, has been drafted and is undergoing a consultation period with the public and municipal stakeholders. As currently written, there are no provisions related to the Evolving Neighbourhood Overlay. The proposed development contributes to the intensification of the site with additional residential density and results in the transition of the site to a more urban built form. While the Official Plan supports low-rise intensification within the Evolving Neighbourhood Overlay, the proposed low- to high-rise intensification is appropriate given the existing site context and the existing policy context for the site.

4.2.4 Parks and Recreation Facilities

Parks are a component of the City's greenspace and are important for quality of life, active recreation and health. Parks provide spaces for both active and passive recreation and opportunities to showcase the City's diverse cultural communities and for cultural expression. Parks should be of a shape and size that provide appropriate access and visibility and suit the scale and fabric of the surrounding neighbourhoods.

The applicable policies of Section 4.4 for the proposed development area outlined as follows:

/ Policy 2 of Section 4.4.1 – 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.

The proposed Plan of Subdivision has included a block for a new municipal park. The proposed parkland dedication block is 1.52 hectares in size, representing 10.2 percent of the net area to be developed. The

proposed parkland dedication block is of a usable shape, topography and size that can accommodate a mix of recreational uses, as illustrated on the supporting facility fit plan and in accordance with the previous direction for parkland set out in Area-Specific Policy 44. In accordance with the Parkland Dedication By-law and the *Planning Act*, the remaining parkland dedication is proposed to be provided as a cash-in-lieu of parkland contribution.

4.2.5 Urban Design

Urban design is the process of giving form and context to the City. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change.

The applicable policies of Section 4.6 for the proposed development area outlined as follows:

/ Policy 1 of Section 4.6.1 – Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5, DPA Tiers of Priority and the following policies apply:

a) DPAs may be identified or modified by City Council through the designation of new Special Districts, the creation of new or updates to existing City plans or policies

b) The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.

The subject property has been identified as being partially within a DPA given its location along a Mainstreet Corridor. Despite this, Staff have indicated that throughout the Plan of Subdivision and Zoning By-law Amendment applications, the project will not be subject to review by the UDRP. A UDRP visit is understood as being a requirement for each individual Site Plan Control application that will required once the Plan of Subdivision is registered.

/ Policy 5 of Section 4.6.1 – Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;

b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and

c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The proposed development has conceptualized many outdoor amenity areas, including a new municipal park along with other outdoor green spaces. Through the detailed design of each new building, interior private and communal amenity space will also be provided, and additional regard will be had for building materials, lighting, and mitigating micro-climate impacts to ensure four season comfort.

/ Policy 1 of Section 4.6.3 – Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways,

trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

The proposed development seeks to enhance the public realm, including within new public spaces and internal private spaces. As demonstrated in the Landscape Plan, a variety of materiality will be used, with special pavers applied to delineate a walking path from other pedestrian areas. Through the detailed design and future Site Plan Control applications for each development block, additional information regarding the landscaping program will be confirmed.

/ Policy 2 of Section 4.6.3 – Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:

a) Fit into their context, providing a meaningful contribution to existing and planned connections;

b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;

c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;

d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;

e) Be designed in a coordinated manner with the associated building(s); and

f) Bring nature into the built environment, where appropriate.

The proposed development includes four (4) new POPS, spread throughout the subject property. The POPS complement the proposed municipal park and allow for residents of the proposed development to have access to several different open spaces. The amenities located within each POPS have been carefully considered, having regard for the existing amenities in the area, at Sandalwood Park and being proposed in the new municipal park. The POPS have also been designed to integrate into the overall pathway network across the site. While the POPS are proposed to be constructed atop an underground parking garage, detail design will ensure that sufficient overburden depth is achievable to permit the planting of large structure trees.

/ Policy 1 of Section 4.6.5 – Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

As outlined in Section 4.5 of this Report, the proposed development demonstrates that the intent of the applicable Council-approved plans and design guidelines are met. Through the detailed design of each development block, the design guidelines will be reviewed again in detail to ensure the development continues to adhere to the applicable guidelines.

/ Policy 2 of Section 4.6.5 – Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

The proposed development places buildings to frame all streets where possible. All buildings are proposed to have podiums that are six (6) storeys or less, creating a pedestrian scaled streetscape. Where high-rise buildings are proposed, a podium and tower approach has been taken, resulting in setbacks from the street. While these setbacks will be further confirmed through future Site Plan Control applications, the proposed development in its broader format responds to the surrounding area context, the Outer Urban Transect policies, and the Evolving Neighbourhood Overlay policies.

/ Policy 3 of Section 4.6.5 – Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development has consolidated underground parking garage access where possible to minimize conflicts between vehicles and pedestrians. The proposed development also internalizes servicing, loading areas, mechanical equipment and utilities. Through the detailed design of each building, the location of these features will be confirmed and refined. As demonstrated on the Landscape Plan, new trees are proposed to be planted across the site. While underground garages are anticipated as a necessity as part of this development, through the detailed design of the site, efforts will be made to ensure there is sufficient overburden depth to permit the planting of large structure trees across the site.

/ Policy 4 of Section 4.6.5 – Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development will ensure universal accessibility through the detailed design of each development block.

/ Policy 3 of Section 4.6.6 – Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The proposed development introduces a variety of building heights, mixing the high-rise towers throughout the site to allow for a variation in heights from different vantage points.

/ Policy 4 of Section 4.6.6 – Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

a) Provide protection from heat, wind, extreme weather, noise and air pollution; and

b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development will comply with all amenity requirements of the Zoning By-law. While each building will be subject to detailed design through Site Plan Control applications, it is anticipated that each building will have a mix of interior and exterior amenity space, in addition to the new green spaces throughout the site.

/ Policy 6 of Section 4.6.6 – 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 low-rise buildings respond to the surrounding context and the Outer Urban Transect policies. The design of the proposed low-rise buildings will be refined through future development applications to include landscaping and amenity areas such as front porches or balconies.

/ Policy 7 of Section 4.6.6 – Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

a) Frame the street block and provide mid-block connections to break up large blocks;

b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;

c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and

d) Provide sufficient setbacks and step backs to:

   i. Provide landscaping and adequate space for tree planting;

   ii. Avoid a street canyon effect; and

   iii. Minimize microclimate impacts on the public realm and private amenity areas.

The proposed mid-rise buildings have been designed to frame the streets that they are located on, and the proposed buildings respond to the Outer Urban Transect policies. The proposed mid-rise buildings are located throughout the site, providing variation to the heights of the buildings on site. Where mid-rise buildings do not show a podium, the buildings are generally proportionate in height to the width of the right-of-way that they front.

/ Policy 8 of Section 4.6.6 – High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The proposed high-rise buildings respond to the surrounding are context and existing buildings on site, as well as the Outer Urban Transect policies. The proposed high-rise buildings are generally designed with a podium and tower; however, it is understood that the design of each building will be refined through future Site Plan Control applications. As currently proposed, the high-rise towers maintain a tower floorplate of approximately 750 square metres.

/ Policy 9 of Section 4.6.6 – High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The proposed high-rise buildings are proposed to be adequately separated in accordance with the Official Plan and Area-Specific Policy 44. A separation distance of 25 metres is proposed in accordance with Area-Specific Policy 44.

4.3 Area-Specific Policy 44 – Heron Gate (2851, 2848, 2881 and 2898 Baycrest Drive, 2820 and 2831 Cedarwood Drive and 2816 Sandalwood Drive)

The Heron Gate Area-Specific Policies implement the previously approved Official Plan Amendment for the subject property. The Area-Specific Policy was added to Volume 2C of the Official Plan through Official Plan Amendment 46, which was approved by City Council on June 25, 2025. At the time of this report, the appeal period for Official Plan Amendment 46 has lapsed, however Volume 2C of the Official Plan has not yet been updated. As such, the details of the area-specific policy outlined in Document 1 – Details of Recommended OPA 46 have been reviewed.

The Heron Gate Area-Specific Policy provides the strategic planning direction to guide the future redevelopment of lands within the planning area identified on Schedule A – Designation Plan (Figure 15), below. The vision for Heron Gate is that the area will be comprised of approximately 6,400 units and will be a complete, vibrant and sustainable 15-minute neighbourhood that enhances the quality of life for residents, while harmonizing with surrounding communities. The following guiding principles were established for Heron Gate:

- Shape a vibrant community identity that enhances the quality of life for all.
- Establish facilities to support the provision of basic needs and services to foster the future for Heron Gate as a safe, healthy, and diverse place.
- Create focal points, places of gathering for the community.
- Design for flexibility to meet the diverse needs of residents.
- Embrace environmental sustainability and social responsibility.
- Prioritize pedestrians and support multimodal transportation options.
- Strengthen the quality, utility and character of public spaces.
- Minimize social impacts during development of the lands.
- Provide a mix of unit types to meet a wide range of household structures and affordability.

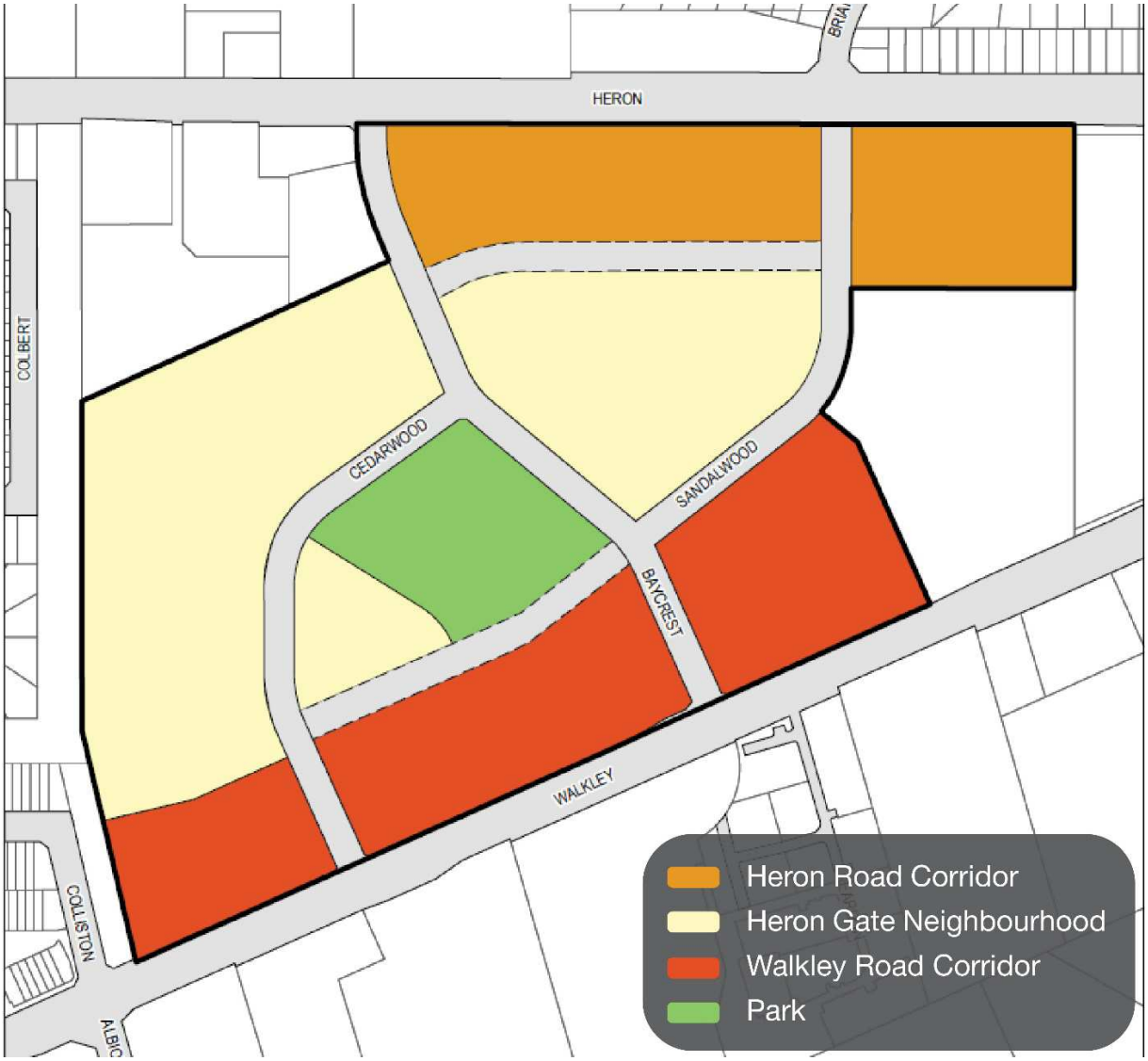

Figure 15. Extract of Schedule A - Designation Plan, Area-Specific Policy 44, City of Ottawa Official Plan (Volume 2C)

Section 44.3. of Area-Specific Policy 44 provides direction for each land use designation within the planning area. Section 44.3.2 provides direction for the Heron Road Corridor, which immediately abuts Heron Road. Building heights up to 18 storeys are permitted within the Heron Road Corridor. Buildings within the Heron Road Corridor must not project into a 45-degree angular plane along Heron Road, measured from the opposite side of the Heron Road right-of-way. Additionally, for the first 20 metres back from Heron Road, building heights are limited to a 6-storeys. Commercial uses fronting Heron Road are permitted within this designation.

The proposed development adheres to the policies of the Heron Road Corridor, proposing two (2) 18 storey buildings greater than 20 metres away from Heron Road, and two (2) six (6) storey buildings immediately abutting Heron Road. The proposed 18-storey buildings respect the 45-degree angular plane, ensuring an adequate transition to the north side of Heron Road, as demonstrated in Figure 16 below.

Figure 16. Demonstration of the 45-degree angular plane applied on Heron Road

Section 44.3.3 provides direction for the Heron Gate Neighbourhood designation, which applies to the lands within the interior of the site outside of the Heron Road and Walkley Road Corridors. Within the Heron Gate Neighbourhood, building heights up to 25 storeys are permitted. Limited commercial uses which are ancillary to and compatible with residential uses are permitted within the Heron Gate Neighbourhood. In addition to the permitted building heights and uses, building frontages parallel to a public road right-of-way should comprise a minimum of 50 percent of the lot width in order to achieve a series of continuous building facades and buildings themselves should be located close to the street to a achieve a continuous street frontage. In instances where a public art display, an entrance to a POPS or a public open space is provided, front yard setbacks may be increased.

The proposed development adheres to the policies of the Heron Gate Neighbourhood, proposing buildings up to 25 storeys in height. The Zoning By-law Amendment application seeks to create provisions related to active frontages in order to implement the policy direction of Area-Specific Policy 44.

Section 44.3.4 provides direction for the Walkley Road Corridor, which applies to lands immediately abutting Walkley Road. Within the Walkley Road Corridor, building heights up to 25 storeys are permitted and commercial uses fronting onto Walkley Road are permitted. In addition to the maximum permitted building heights within this area, buildings fronting Walkley Road are required to have a minimum building height of 3 storeys.

The proposed development adheres to the policies of the Walkley Road Corridor, proposing buildings up to 25 storeys in height, with opportunities for ground floor commercial along Walkley Road and along the new public street that separates the Walkley Road Corridor from the Heron Gate Neighbourhood. All buildings along Walkley Road will be greater than 3 storeys, respecting the minimum required building height in this area.

Section 44.3.5 provides direction for commercial uses on site. Policy 1 specifically states that commercial spaces in Heron Gate are intended to be neighbourhood-oriented, and meet the immediate needs of the community, such as convenience stores, personal services, grocery, medical, cafes, or restaurants within a short walking distance to encourage reduced vehicle trips. Commercial spaces are encouraged to be located in close proximity to each other to foster enhanced street level activity. Policy 2 directs that commercial uses only be provided in mixed-use buildings. In

addition to providing direction on the types of commercial uses that are permitted, Policy 3 requires that pedestrian access to commercial uses be provided at grade, conveniently accessible from a road, POPS, or park. Policy 4 requires that commercial uses provide active frontages, which may include windows, at-grade entrances, and architectural detail to support inviting and animated pedestrian realm.

While it is premature in the development process to explicitly detail commercial uses on site and within each new development block, the proposed Zoning By-law Amendment will establish provisions to allow scoped commercial uses on the subject property. Additionally, through future Site Plan Control applications, the details surrounding active frontages and architectural treatments to create an inviting and animated pedestrian realm will be further refined, particularly as more information is made available about potential commercial tenants. It is the intent that buildings fronting onto Heron Road and Walkley Road will provide opportunities for commercial uses at-grade.

Section 44.4 provides direction for built form within Heron Gate. The general policies of Section 44.4.1 related to built form include the following:

- Policy 1 – Buildings shall be designed with ground related frontages containing windows and doors (active frontages) facing streets, pathways and open spaces in order to achieve interest and activity.
- Policy 2 – Buildings will incorporate vertical and/or horizontal design elements, such as a mixture of setbacks, projections and articulations, along the façade, to create visual interest and maintain the pedestrian scale.
- Policy 3 – Building height and massing will avoid or mitigate undue negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces and other residential areas.
- Policy 4 – Height and massing transitions shall be achieved through a variety of means, including:
  a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); and
  b) Building fronting onto public or private internal streets should be setback and provide a stepback above 4 storeys.
- Policy 5 – Low-rise buildings will have a minimum height of two storeys.

As previously noted, the architectural details of all buildings on the site will be determined and refined through future Site Plan Control applications. At this time, the full build out of the site has been demonstrated as a mix of low-, mid- and high-rise buildings, with high-rise buildings proposed atop larger podium bases, resulting in a stepback from the public and private roads above the podium for the tower portions of these high-rise buildings. Where appropriate, the proposed Zoning By-law Amendment application incorporates provisions related to design such as maximum and minimum building heights. As currently proposed, the tower locations and orientations result in shadows that will move quickly across the site, with the new municipal park experiencing limited amounts of shadow impact.

Section 44.4.2 provides direction on condition building height across the site. The following policies apply:

- Policy 1 – Where an increase to permitted building height through a zoning by-law Amendment or a Minor Variance is proposed, the following provisions for building and site design applies:
  a) The height is consistent with the area policies in 44.3.2, 44.3.3, or 44.3.4 of this document; and
  b) The floor plate for towers should generally be a maximum of 750 square metres; and
  c) High-rise buildings shall include podiums up to 6 storeys, and incorporate a mixture of setbacks and articulation to define the lower portion, to provide a pedestrian friendly scale and interesting public realm; and
  d) Building podiums should relate to adjacent buildings through a mix of massing, height, datum lines, and architectural rhythm; and

e) Separation distance between towers shall generally be 25 metres. Where proposed development includes a variation to this provision, it shall be demonstrated that the proposed towers or future towers can be off-set to allow for enough space between tower units and that undue shadow impacts are not increased as a result of the proposed variation; and

f) The tower portion of a proposed building shall generally be setback a minimum of 12.5 metres from the side and rear property lines or centre line of an abutting public lane; and

g) The Zoning By-law will establish performance measures such as minimum yard setbacks, step backs, maximum and minimum building heights, and minimum lot sizes for High-rise buildings.

The proposed development demonstrates building heights that are consistent with the area policies in Section 44.3.2, 44.3.36, and 44.3.4 and has proposed high-rise building podiums that are six (6) storeys in height. Additionally, the proposed development also demonstrates tower floorplates that are generally 750 square metres and separation distances between towers of 25 metres, with offsetting of towers where possible. As previously noted throughout this report, the design of future towers will be subject to Site Plan Control, at which point the details regarding podium height, tower floorplate, separation distance, and setbacks from lot lines will be available and will be assessed thoroughly.

Section 44.4.3 provides direction for active frontages across the site. The following policies apply:

/ Policy 1 – The following policies apply to development proposed where a lot line abuts an area identified as Active Frontage, identified in Schedule B - Public Realm and Connectivity:

a) All development on the south side of Heron Road and north side of Walkley Road adjacent to an Active Frontage identified in Schedule B - Public Realm and Connectivity, will be designed to animate the public spaces they face through various techniques including incorporating pedestrian-oriented uses and architectural features and details that will enhance pedestrian safety and provide visual interest to enrich the pedestrian experience, including:

i. Provision of entrance doors at grade to promote active street frontages; and

ii. Use of high-quality building materials on all elevations facing the public realm; and

iii. Provision of a continuous built edge along the street or public space, with building breaks for Privately-Owned Public Space (POPS) or pedestrian through-block connections; and

iv. No exterior surface parking between the building and the street; and

v. Provision of individual direct pedestrian access to ground level uses; and

vi. Parking internal to a site being screened from view to any public realm space; and

vii. The public realm includes existing or new trees; and

viii. No direct vehicular access.

/ Policy 2 – At-grade dwelling units facing public streets shall be accessible from the public street.

As demonstrated on the site plan and in the building massing, the full build out of the site conceptualizes continuous built edges along all streets and public spaces, with breaks for pedestrian connections. While street parking is proposed on the streets within the planning area, no large surface parking lots are proposed between any buildings and the street. As illustrated on the Landscape Plan, tree planting is proposed along street frontages where possible.

Section 44.5 provides direction for public realm, transportation and circulation across the site. Section 44.5.1 provides direction for parks, with the following policies applying to the site:

/ Policy 1 – A central public park of approximately 1.55 hectares will be provided or as according to the City's Parkland Dedication By-law, to the satisfaction of the City.

a) The central public park shall be conveyed to the City upon approval of 50 per cent of the planning area.

- Policy 2 – The park shall be designed and constructed according to the City's Park Development Manual, to the satisfaction of the City.
- Policy 3 – The location of the park identified in Section 5.1, Policy 1. shall be located as shown on Schedules A and B, any changes to Schedules A and B shall be in accordance with the City's Park Development Manual, to the satisfaction of the City.
- Policy 4 – The park block shall be conveyed to match elevations of adjacent grades, provide positive surface drainage, provide standard servicing, topsoil and grass.
- Policy 5 – The majority of parkland dedication will be satisfied through land conveyance. If additional parkland dedication is required, as per the Parkland Dedication By-law, the proposed park block may be revised, or an additional park block may be identified for dedication, without an amendment to this area-specific policy. The balance owing shall be paid as cash-in-lieu of parkland as applicable.
- Policy 6 – Parkland may be permitted in any designation.

An Area Parks Plan and Facility Fit Plan have been provided in support of the Plan of Subdivision application. The proposed Neighbourhood Park has been designed to accommodate facilities and features that augment the amenities offered in nearby Sandalwood Park. A pathway network permeates through the proposed park, connecting to public and private greenspaces within the community and beyond. While it is understood that parkland dedication on this site is capped at 15 percent of the total area in accordance with the *Planning Act*, approximately 10.2 percent of the developed area (excluding roads, road widenings, etc.) is proposed to be conveyed as land. The remaining 4.8 percent will be provided as a cash-in-lieu contribution.

Section 44.5.2 provides direction for Privately-Owned Public Spaces (POPS). The following policies apply:

- Policy 1 – Schedule B identifies three POPS Which are conceptual and will be refined through a detailed design, as part of a planning application process.
- Policy 2 – Signage for each POPS is required and shall identify the name and address of the space and shall be placed in visible locations to the public. Signage shall also indicate that the space is open to the public.
- Policy 3 – POPS are intended to serve as outdoor open spaces in support of each development phase and are for the exclusive use of the public. No POPS are to be occupied with private space such as outdoor commercial patios.
- Policy 4 – POPS shall be accessible to the public through the registration of a 24-hour Public Access Easement in favour of the City of Ottawa.
- Policy 5 – POPS do not count towards parkland dedication.

As illustrated in the supporting Area Parks Plan, several POPS are proposed throughout the site. The proposed POPS range in size from 0.10 hectares to 0.41 hectares and are located in different areas of the site, ensuring that are residents regardless of location will have access to open space. The proposed POPS have not been included in the parkland dedication calculation.

Section 44.5.3, 44.5.4, 44.5.5, and 44.5.6 provide direction for site circulation as it relates to public roads, private roads, parking, and pedestrian connections, respectively. The following policies apply:

- Policy 1 of Section 44.5.3 – New Public Roads will be established as shown on Schedule B Public Realm and Connectivity. Road cross-sections will be refined through detailed design and should include the following within the right-of-way:

  a) Canopy trees lining the street; and

b) Sidewalks along both sides of the road.

/ Policy 2 of Section 44.5.3 – For each phase of development, existing public roads and new public roads will be built or rebuilt to provide enhanced pedestrian comfort and road safety measures including but not limited to, turn lanes, curb bumpouts, raised intersections, mid-block connections, and on-street parking, as required.

The proposed development has included one (1) new public street that will extend Sandalwood Drive to connect with Cedarwood Drive. As illustrated on the supporting Landscape Plan, the new public street will provide canopy trees where sidewalks are provided. The Site Plan and Landscape Plan both illustrate road safety measures including curb bulbouts, on-street parking, and mid block connections.

/ Policy 1 of Section 44.5.4 – Private roads shall be designed to enhance pedestrian comfort and road safety measures by including trees, curb bump-outs, raised intersections, pedestrian walkways, mid-block connections, and parking.

Similar to the proposed public road, private roads within the site will also be designed to ensure pedestrian safety by including on-street parking, curb bulbouts and street trees where possible.

/ Policy 1 of Section 44.5.5 – Minimal parking spaces are encouraged throughout the planning area, subject to implementation of Transportation Demand Management measures.

/ Policy 2 of Section 44.5.5 – A parking utilization study may be required where there is a substantial decrease to the required parking rate is proposed.

/ Policy 3 of Section 44.5.5 – Parking, where required should be minimized and must be located below grade or within enclosed at-grade and above-grade parkades separated from a public street, a public park or a POPS by an active use.

/ Policy 4 of Section 44.5.5 – Off-street surface parking is discouraged. Where surface parking is provided, it must be:

a) Provided as small, parking lots areas; and

b) Treated with landscape medians and tree plantings; and

c) Located to the rear or side yard; and

d) Screened from view from the street and public areas, with landscaping, fencing, and architectural design features; and

e) Provide for pedestrian safety and accessibility

Parking on the site has generally been directed to underground parking garages to maximise the area available for residential development and supporting amenities such as parks and open spaces. Where parking is provided above ground, it is primarily provided as on-street parking. No new surface parking lots are proposed as part of the redevelopment; however, the existing surface parking lots associated within Buildings 5.3 and 5.4 on the Site Plan will be retained. Additional landscaping is proposed along Cedarwood Drive to screen this existing surface parking. A new parking lot is proposed as part of the new municipal park, along with a new bus stop on Baycrest Drive, providing future users of the park multiple options for accessing the park.

/ Policy 1 of Section 44.5.6 – The location of future publicly accessible pedestrian connections shown on Schedule B Public Realm and Connectivity are conceptual. The locations and design of these connections will be established through a planning application process. The following connections shall be provided:

a) Heron Road Corridor:

i. A minimum of two north/south pedestrian connections along the Heron Road frontage, connecting Heron Road to Public Road A; and

ii. A minimum of one east/west connection east of Sandalwood Drive to Sandalwood Park, and connections internal to the block.

b) Heron Gate Neighbourhood:

i. A minimum of two connections along the Public Road A frontage, connecting through to Sandalwood Drive and Baycrest Drive; and

ii. A minimum of three connections from Cedarwood Drive to the Heron-Walkley Park; and

iii. A minimum of one connection from Cedarwood Drive through to the area of properties abutting the site to the north west (south of Heron Road, east of the Heron-Walkley Park and west of Baycrest Drive); and

iv. A minimum of one connection from Cedarwood Drive south through to Public Road B.

c) Walkley Road Corridor:

i. A minimum of one north/south pedestrian connection from Public Road B, between Cedarwood Drive and Baycrest Drive, through to Walkley Road; and

ii. A minimum of one east/west pedestrian connection from Baycrest Drive through to Sandalwood Park; and

iii. A minimum of one north/south pedestrian connection from the pedestrian connection south of Sandalwood Drive, east of Baycrest Drive, through to Walkley Road.

/ Policy 2 of Section 44.5.6 – Publicly accessible pedestrian connections should consider design elements to promote pedestrian comfort and safety such as, but not limited to lighting, decorative paving, landscaping and signage.

/ Policy 3 of Section 44.5.6 – Publicly accessible pedestrian connections shall be accessible to the public through the registration of a 24-hour public access easement in favour of the City or by transferring ownership of the block to the City.

As illustrated in the Urban Design Brief, the pedestrian and cycling connections outlined in the above policies and on Schedule B have been incorporated into the design of the proposed development. The proposed pedestrian connections have been designed with landscaping and a variation of materiality. For the designated walking loop, which connects key amenities across the site, specialty paving is proposed to differentiate this area from other pedestrian areas on the site. While these pedestrian connections have not been identified as separate blocks on the Plan of Subdivision, further discussion may be required to determine the best approach for ensuring 24-hour public access to these spaces in accordance with the policy direction above.

Section 44.6 provides direction on sustainability.
Through future Site Plan Control applications for each development block, the sustainability policies will be reviewed thoroughly and implemented.

Section 44.7 provides direction on community benefits, including affordable housing, housing security and diversity, and new or improvements to amenities on site. Section 44.7.1 addresses affordable housing and states that the Heron Gate Planning Area supports a diverse range of housing types and supports the development of a more inclusive and equitable community by maintaining a supply of affordable housing for low- to moderate-income households by:

a) A total of 510 new residential units as affordable housing is to be provided as approximately 10 percent of the new residential units for each development phase of the Heron Gate Planning Area, for a period of at least 15 years from the date of first residential occupancy of the unit for each phase; and

b) Replacing unit types from the previous development that have been or will be demolished through new development for existing tenants that opt to relocate to similar three- and four-bedroom units; and

c) Supporting the creation of affordable housing suitable for families.

Section 44.7.2 addresses housing security and diversity and states that existing occupied units can be demolished only when affected tenants are offered the ability to transfer their leases and relocate within the community to newly constructed units of an equivalent number of bedrooms at the same rent, subject to increase mechanisms set by the Province, to the satisfaction of the Director of Housing, community and Social Services Department. Affected tenants will also be given the option to relocate to a newly renovated equivalent unit of an equivalent number of bedrooms at the same rent at an earlier date.

The proposed development will continue to adhere to the policies related to affordable housing. The current landowner proposes to provide 510 units of affordable housing and will provide tenants with the opportunity to relocate to a new unit within the planning area.

4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

4.4.1 Existing Zoning

The subject property is split-zoned Residential Fifth Density, Subzone B, Maximum Height of 18 metres (R5B H(18)) and Arterial Mainstreet, Subzone 10 (AM10) (Figure 16.

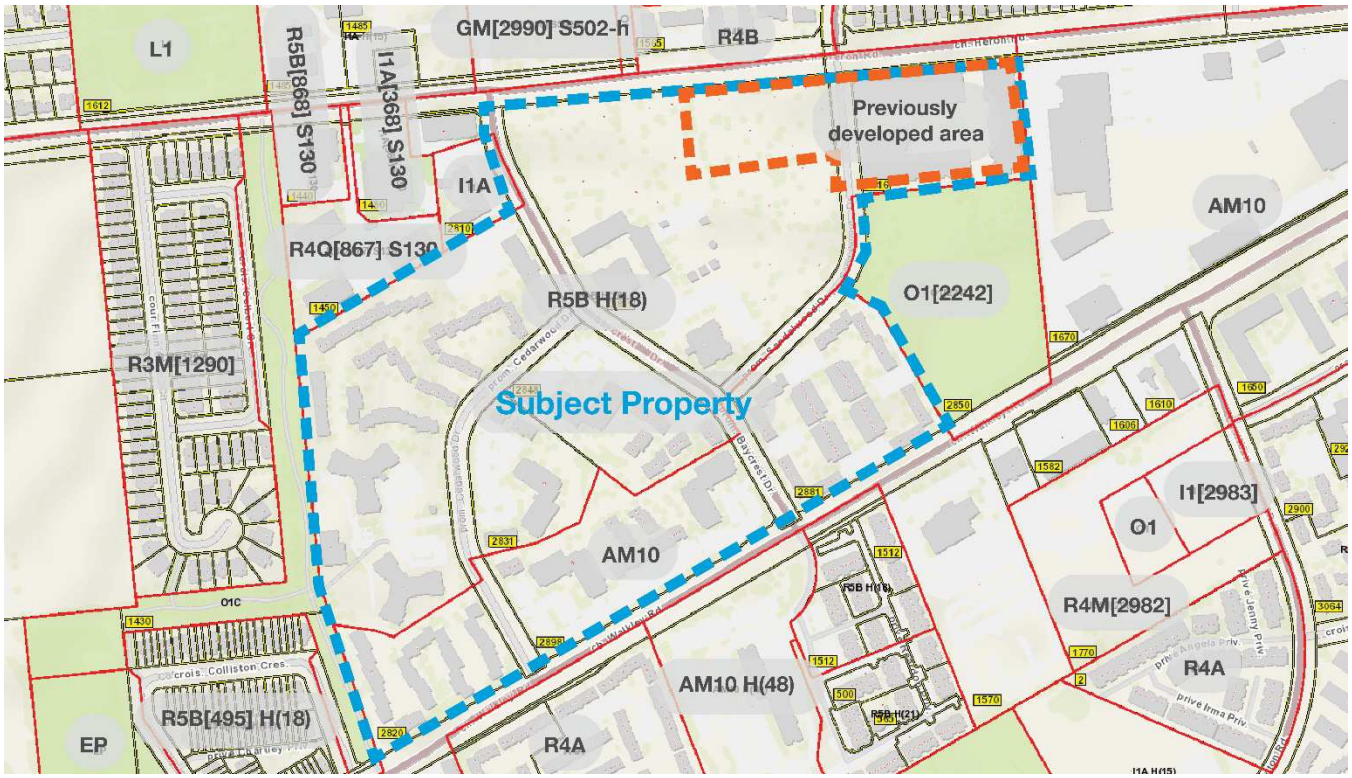

Figure 17. Zoning Map

The purpose of the R5 zone is to allow a wide mix of residential building forms ranging from detached to mid- and high-rise apartment dwellings, while the purpose of the AM zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings.

To implement Area-Specific Policy 44, a Zoning By-law Amendment application is required. It is proposed that the property be rezoned to three four new zones which would implement the four designations identified on Schedule A – Designation Plan, of the Area-Specific Policy. Section 5 of this Planning Rationale outlines the proposed Zoning By-law Amendment details.

For the purpose of the Plan of Subdivision application, lot area and lot width provisions have been reviewed to ensure that all proposed development blocks comply to the Zoning By-law. The R5B zone requires a minimum lot width of 22.5 metres and minimum lot area of 675 square metres, while the AM10 zone does not have a minimum required lot area or lot width. The proposed development blocks comply with the lot area and lot width provisions of the R5B and AM10 zones.

In addition to the R5B and AM10 zoning provisions, the provisions for high rise buildings, as they relate to lot area have also been reviewed for the blocks where high-rise development is proposed. Section 77 of the Zoning By-law requires that buildings 10 storeys and higher in height within Area A of Schedule 402 are required to have a minimum lot area of 1,150 square metres for corner lots and 1,350 square metres for interior lots. All development blocks being proposed are greater than 1,350 square metres in size and therefore comply with Section 77 of the Zoning By-law.

The proposed development blocks created through the Plan of Subdivision application comply with the City's Comprehensive Zoning By-law. It is proposed that the subject property be rezoned in accordance with the Designation Plan of the Area-Specific Policy to implement the provisions of the applicable Area-Specific Policy. The details of the proposed Zoning By-law Amendment is outlined in Section 5 of this Planning Rationale.

4.4.2 Proposed Zoning

As previously stated, to facilitate the development of the subject lands as proposed, it is recommended that the site be split-zoned in accordance with the land use designations of the Area-Specific Policy (Figure 17). The following zones are proposed:

- Arterial Mainstreet 10, with a Site-Specific Exception and Site-Specific Schedule (AM10[XXXX] SYY) for the Walkley Road Corridor;
- Residential Fifth Density, Subzone Z, with a Site-Specific Exception and Site-Specific Schedule, Residential Neighbourhood Commercial (R5Z[XXXX] SYY-c) for the Heron Road Corridor and Heron Gate Neighbourhood designations; and
- Parks and Open Space Zone (O1) for the new municipal park.

The following tables serve to break down the distinctions between the proposed zoning and the base zoning. Section 5.0 follows by providing a direct description of the zoning being recommended for adoption as part of this application.

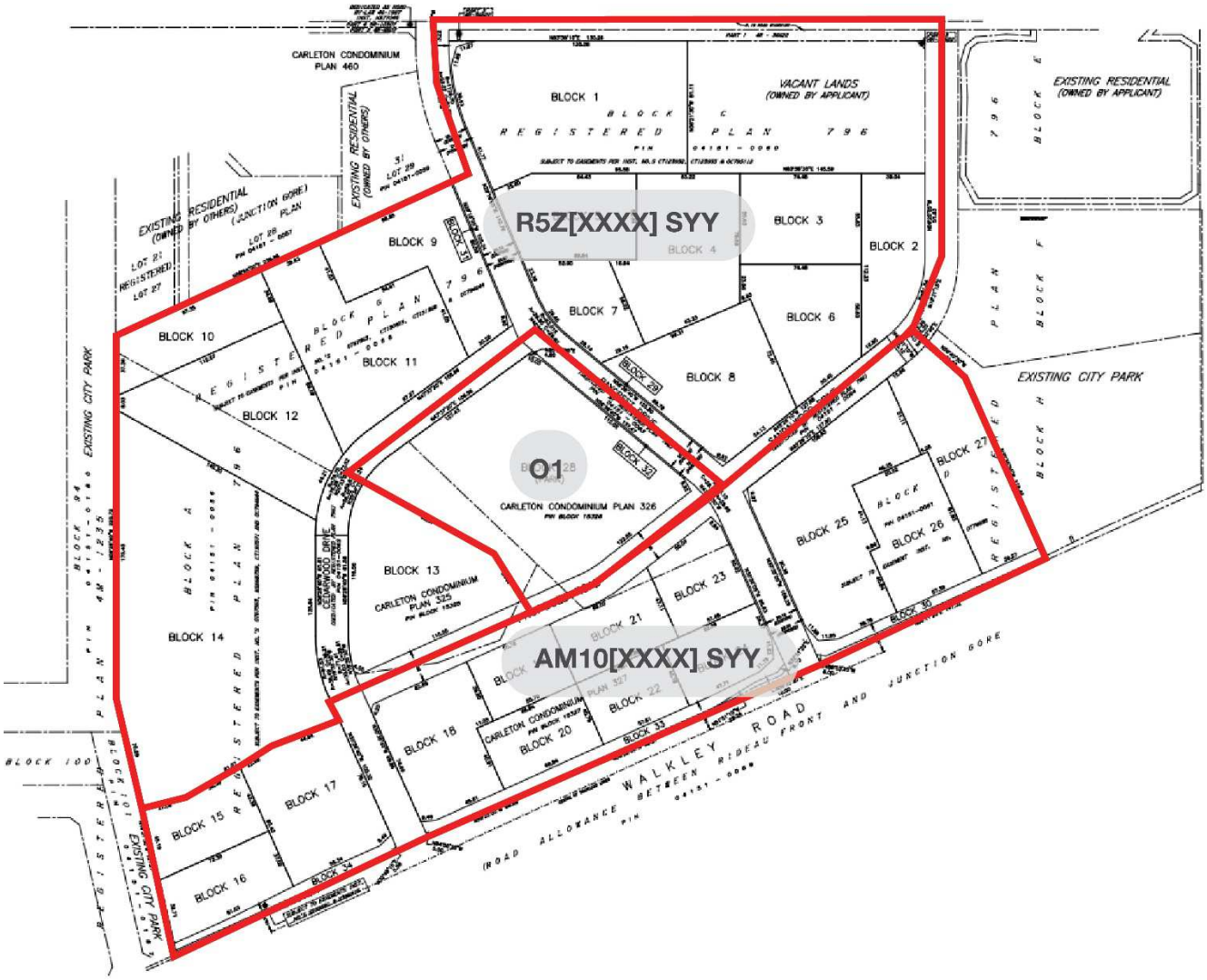

Figure 18. Proposed Zoning Map

The new site-specific exception and schedule would accommodate deviations from the AM10 and R5Z-c zones as determined through the rezoning process and would also accommodate maximum permitted building heights as demonstrated on the Site Plan.

Table 3, below, outlines the required AM10 provisions, with any proposed deviations from these provisions identified in the last column of the table. While this has been prepared based on the current site plan, any changes to the site plan and Plan of Subdivision may require changes to the amendments being sought.

Table 3. Proposed AM10 Zoning Provisions for the Walkley Road Corridor

Zoning Provisions	Required (AM10 Zone)	Proposed Changes
Minimum Lot Area Table 185(a)	No minimum	-
Minimum Lot Width Table 185(b)	No minimum	-

Minimum Front Yard and Corner Side Yard Section 186(10)(b)(i)		0 m and at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building and within 3.0 metres for Non-residential and Mixed-use buildings	Proposed to be removed
Minimum Interior Side Yard Setback Table 185(d) Section 186(10)(c)(i) & (ii)	**Abutting a residential zone**	3 m for the first 20 m back from the street; 7.5 m beyond 20 m back from the street	Simplify to 3 m
	All other cases	No minimum	-
Minimum Rear Yard Setback Table 185(e) Section 186(10)(d)(i) & (ii)	**Abutting a street**	3 m	-
	Rear lot line abutting a residential zone	3 m for any building wall within 20 m of a lot line abutting a public street; 7.5 m in all other cases	Simplify to 3 m
	For a residential use building	3 m for any building wall within 20 m of a lot line abutting a public street; 7.5 m in all other cases	Simplify to 3 m
	All other cases	No minimum	-
Minimum Building Heights for Buildings within 10 m of a Front Lot Line or Corner Lot Line Section 186(10)(e)(i) & (ii)	**Non-Residential or Mixed-Use Building**	Minimum ground floor height of 4.5 m; and Minimum building height is 7.5 and must contain 2 storeys	Minimum building height of 3 storeys applies to all buildings within this zone.
Maximum Building Height Table 185(f) Section 186(10)(j)(v)	**All other cases**	30 m	Per the Site-Specific Schedule
Maximum Floor Space Index Table 185(g)		None	-
Minimum Width of Landscaped Area Around a Parking Lot Table 185(h)		See Section 110 – Landscaping Provisions for Parking Lots	-
Front Lot Line Section 186(10)(a)		The lot line abutting the designated “Arterial Mainstreet” is the front lot line, and in the case of a lot line with more than	-

	one lot line abutting an arterial mainstreet the provisions applying to front lot line will apply to all of the lot lines abutting an arterial mainstreet regardless of it being a front or other lot line	
Ground Floor Facade of a Building within 4.5 m of the Front Lot Line or Corner Lot Line Facing a Public Street Section 186(10)(g)(i) & (ii)	Minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses; and A minimum of one active entrance in the case of a residential use building. Where an active entrance is angled on the corner of the building, such that it faces the intersection of the arterial mainstreet and a side street intersection the arterial mainstreet, it is deemed to face both streets.	-
Transparent Glazing Section 186(10)(h)	A minimum of 50% of the surface area of the ground floor facade, measured from the average grade up to a height of 4.5 m, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.	-

Table 4, below, outlines the required R5Z-c provisions, with any proposed deviations from these provisions identified in the last column of the table. While this has been prepared based on the current site plan, any changes to the site plan and Plan of Subdivision may require changes to the amendments being sought.

Table 4. Proposed R5Z Zoning Provisions for the Heron Road Corridor and Heron Gate Neighbourhood

Zoning Provisions	**Required (R5Z Zone)** Apartment dwelling low-rise, stacked Apartment dwelling mid- rise, Apartment dwelling high-rise	**Proposed Changes**
Minimum Lot Area Table 164A	18 m	-
Minimum Lot Width Table 164A	450 m^2 – 540 m^2 (per dwelling type)	-

Minimum Front Yard Setback Table 164A Endnote 26	3 m	-
Minimum Corner Side Yard Setback Table 164A Endnote 26	3 m	-
Minimum Interior Side Yard Setback Table 164A Endnote 4 and 28	Apartment dwelling low-rise, stacked: Building wall less than or equal to 11 m in height, the yard setback is 1.5 m for the first 21 m back from a street lot line. For building walls greater than 11 m in height, the yard setback is 3 m for the first 21 m back from a street lot line. All other cases the yard setback is 6 m. Apartment dwelling mid- and high-rise: If located within 21 metres of the front lot line: 1.5 m If located further than 21 metres from the front lot line: 6 m	-
Minimum Rear Yard Setback Table 164A Endnote 4 and 28	Apartment dwelling low-rise, stacked: Building wall less than or equal to 11 m in height, the yard setback is 1.5 m for the first 21 m back from a street lot line. For building walls greater than 11 m in height, the yard setback is 3 m for the first 21 m back from a street lot line. All other cases the yard setback is 6 m. Apartment dwelling mid- and high-rise: 25% of the lot depth but need not exceed 7.5 m	-

Maximum Building Height Table 164A Endnote 51	Apartment dwelling low-rise, stacked: 15 m Apartment dwelling mid- and high-rise: Maximum building height is either shown with an H(#), on a Schedule or in the exception zone.	Maximum height per new site-specific schedule
Total Landscaped Area Section 163(9)	30%	-

The following table includes provisions that apply to the full site. Similar to Table 3 and Table 4, the applicable provisions have been outlined with the proposed deviations indicated in the last column of the table.

Zoning Provisions	Required	Proposed Changes
Provisions for High-Rise Buildings Section 77		
Minimum Lot Area for a Corner Lot with a Tower Section 77(3)(a)	1,150 m^2	-
Minimum Lot Area for an Interior Lot with a Tower Section 77(3)(b)	1,350 m^2	-
Minimum Interior Side and Rear Yard Setback for a Tower Section 77(3)(c)	10 m	-
Minimum Separation Distance between Towers on the same lot Section 77(3)(d)	20 m	-
Parking, Queuing and Loading Provisions Section 100-114		
Minimum Parking Space Rates Section 101 Area C on Schedule 1A Dwelling, Stacked – 1.2 spaces/dwelling unit Dwelling, low-rise apartment – 1.2 spaces/dwelling unit Dwelling, Mid-high rise apartment – 1.2 spaces/dwelling unit Retail Store – 3.4 spaces/100 m^2 of GFA Restaurant – 10 spaces/100 m^2 of GFA	5,740 units x 1.2 spaces = 6,888 total spaces	A parking rate of zero spaces/unit is proposed for residential and non-residential uses, consistent with Draft 2 of the new Zoning By-law.

Minimum Visitor Parking Space Rates Section 102 Area C on Schedule 1A 0.2 spaces/dwelling unit	5,740 units x 0.2 spaces = 1,148 total visitor spaces	A visitor parking rate of 0.1 spaces/unit is proposed, with no building requiring more than 30 visitor spaces, consistent with Draft 2 of the new Zoning By-law.
Bicycle Parking Space Rates Section 111 Apartment dwelling, low rise; Apartment dwelling mid-rise; Apartment dwelling, high-rise; Stacked dwelling without a garage or carport 0.5 spaces/dwelling unit bank; convenience store; day care; office; post office; post secondary educational institution; restaurant; retail food store; retail store 1 space/250 m^2 of GFA	5,740 units x 0.5 spaces = 2,870 total bicycle parking spaces	A bicycle parking rate of 1 space/unit is proposed, consistent with Draft 2 of the new Zoning By-law. No changes proposed to the non-residential bicycle parking rate
Bicycle Parking Space Provisions Table 111B	Vertical: 0.5m x 1.5m Horizontal: 0.6m x 1.8m Stacked: 0.37m x 1.8m	-
Amenity Area Provisions Section 137 Total: 6 m^2 / dwelling unit Communal: 50% of the required total amenity area	Total: 6 m^2 x 5,740 units = 34,440 m^2 Communal: 17,220 m^2	-

4.4.3 City of Ottawa Draft New Comprehensive Zoning By-law (Draft #2, 2025)

The City is undertaking the preparation of a new Zoning By-law that will implement the City's Official Plan that was approved in November 2022. Draft 2 of the Zoning By-law was released in May 2025, with a third and final draft of the By-law anticipated in September 2025. It is understood that final approval of the new Zoning By-law is currently scheduled for early 2026.

Draft 2 of the Zoning By-law split-zones the subject property Neighbourhood Zone 5, Subzone C, Maximum Height of 18 metres (N5C H(18)), Mainstreet Zone 2, Maximum Height of 18 metres (MS2 H(18)), and Mainstreet Zone 2 (MS2). The majority of the site with the exception of the area between Sandalwood Park and Cedarwood Drive along Walkley Road also has been identified with the Evolving Neighbourhood Overlay.

Given the timing of this Zoning By-law Amendment application and the consideration of the new Zoning By-law by City Council, the project team will work with City staff to ensure that all provisions sought through this Zoning By-law Amendment are carried forward into the new Zoning By-law. It is anticipated that the AM10 zone will transition to the MS2 zone, while the R5Z-c zone will transition to the N6B-c zone. It is also anticipated that the proposed Urban Exception and Site-Specific Schedule will be carried forward, with references to specific provisions revised to reflect the new Zoning By-law.

4.5 City of Ottawa Urban Design Guidelines

4.5.1 Transit Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. Although the proposed development is not fully within 600 metres of a future rapid transit station, the proposed development is intended to be transit-supportive, and these guidelines are an important reference for future development. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines, among others:

- **Provides development blocks for transit-supportive land uses within 600 metres of a rapid transit station.**
- **Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel.**
- **Designs street blocks to be no more than 150 metres in length.**
- **Creates the opportunity for pedestrian and cycling "short cuts" that lead directly to transit.**
- **Locates buildings close to each other and along the front of the streets to encourage ease of walking between buildings and to public transit.**

4.5.2 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The Guidelines for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. The Urban Design Guidelines for High-Rise Buildings seek to highlight ways to:

- Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- Address compatibility and the relationship between high-rise buildings and their existing and planned context'
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- Promote development that responds to the physical environment and microclimate through design.

These guidelines will be addressed as part of the future Site Plan Control applications, ensuring that the proposed high-rise development references the Urban Design Guidelines for High-Rise Buildings.

4.5.3 Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines for Development Along Arterial Mainstreets were approved by Ottawa City Council in May 2006. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The urban design guidelines are organized into seven (7) sections that address the following: streetscape; built form; pedestrians and cyclists; vehicles and parking; landscape and environment; signs; and servicing and utilities.

The proposed development meets the following applicable design guidelines, among others:

- Locates new buildings along the public street edge;
- Uses buildings, landscaping and other streetscape elements to create continuous streetsapes;
- Bases new development on an internal circulation patten that allows logical movement through the site that will accommodate, and not preclude, intensification over time;
- Connects pedestrian walkways between adjacent properties in order to facilitate circulation between sites;
- Shares vehicular access to parking areas between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape;

While the proposed Plan of Subdivision application will facilitate the creation of development blocks and the Zoning By-law Amendment application will implement the permitted building heights of Area-Specific Policy 44, the detailed design of each block will be subject to Site Plan Control applications, at which point the Urban Design Guidelines for Arterial Mainstreets will be reviewed in greater detail.

4.5.4 Bird Safe Design Guidelines

The Bird Safe Design Guidelines were approved by City Council in November 2020 and serve to "inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions."

A total of seven (7) Bird Safe Design Guidelines are provided. They are as follows:

- Consider the environmental context;
- Minimize the transparency and reflectivity of glazing;
- Avoid or mitigate design traps;
- Consider other structural features;
- Create safe bird-friendly landscaping;
- Design exterior lighting to minimize light trespass at night; and
- Avoid nighttime light trespass from the building's interior.

As the proposed development is currently subject to a high-level Plan of Subdivision application and Zoning By-law Amendment application, the Bird Safe Design Guidelines have not yet been fully integrated into building design. Through future Site Plan Control applications for each development block, the design guidelines will be reviewed again and considered in future building designs.

5.0
Proposed Zoning By-law Amendment

As previously outlined in earlier sections of this report, to facilitate the development of the subject lands as proposed, it is recommended that the site be split-zoned in accordance with the land use designations of the Area-Specific Policy and site-specific height schedule be established (Figure 17 and Figure 18). The following zones are proposed:

- Arterial Mainstreet 10, with a Site-Specific Exception and Site-Specific Schedule (AM10[XXXX] SYY) for the Walkley Road Corridor;
- Residential Fifth Density, Subzone Z, with a Site-Specific Exception and Site-Specific Schedule, Residential Neighbourhood Commercial (R5Z[XXXX] SYY-c) for the Heron Road Corridor and Heron Gate Neighbourhood designations; and
- Parks and Open Space Zone (O1) for the new municipal park.

Figure 19. Proposed Height Schedule

The purpose of the Zoning By-law Amendment is to implement the previously approved Area-Specific Policy for the subject property. The proposed amendments for the new zones on the property are as follows:

Arterial Mainstreet 10, with a Site-Specific Exception and Site-Specific Schedule (AM10[XXXX] SYY):

- Section 186(10)(b)(i) permits a minimum front yard and corner side yard of 0 m and requires at least 50% of the lot frontage along the front lot line and corner side lot line be occupied by building walls located within 4.5 metres of the frontage for a residential use building and within 3.0 metres for non-residential and mixed-use buildings.
  It is proposed that this provision be removed, as Area-Specific Policy 44 provides direction for active frontages across the site.

- Table 185(d) and Section 186(10)(c)(i) and (ii) requires a minimum interior side yard setback of 3 metres for the first 20 metres back from the street and 7.5 metres beyond 20 metres back from the street for a lot abutting a residential zone.
  It is proposed that for a lot abutting a residential zone the required interior side yard setback is simplified to 3 metres.

- Table 185(d) and Section 186(10)(d)(i) and (ii) requires a minimum rear yard setback of 3 metres for the first 20 metres back from the street and 7.5 metres beyond 20 metres back from the street for a rear lot line abutting a residential zone an for a residential use building.
  It is proposed that for a lot abutting a residential zone the required rear yard setback is simplified to 3 metres.

- Section 186(10)(e)(i) and (ii) requires a minimum ground floor height of 4.5 metres and a minimum building height of 7.5 metres (2 storeys) for non-residential and mixed-use buildings within 10 metres of a front lot line or corner lot line.
  As Area-Specific Policy 44 requires a minimum building height of 3 storeys for the Walkley Road Corridor, it is proposed that this provision be removed and a minimum building height of 3 storeys apply for the entirety of the Walkley Road Corridor.

- Section 186(10)(j)(v) permits a maximum building height of 30 metres on the subject property. A maximum building height of 25 storeys / 80 metres is proposed for the Walkley Road Corridor in accordance with Area-Specific Policy 44.
  A site-specific schedule that identifies maximum permitted heights is proposed for the entirety of the subject property, and as such, it is proposed that this provision be removed and the urban exception state that maximum permitted building height is as per the new site-specific Schedule YY.

Residential Fifth Density, Subzone Z, with a Site-Specific Exception and Site-Specific Schedule, Residential Neighbourhood Commercial (R5Z[XXXX] SYY-c):

- Table 164A, Endnote 51 permits a maximum permitted building height of 15 metres for low-rise apartment dwellings and stacked dwellings, and permits maximum building heights per a height suffix, schedule or exception for mid- and high-rise apartment dwellings. A maximum building height of 18 storeys / 60 metres is proposed in the Heron Road Corridor area and 25 storeys / 80 metres is proposed in the Heron Gate Neighbourhood area in accordance with Area-Specific Policy 44.
  A site-specific schedule that identifies maximum permitted heights is proposed for the entirety of the subject property, and as such, it is proposed that this provision be removed and the urban exception state that maximum permitted building height is as per the new site-specific Schedule YY.

- The commercial suffix serves to allow neighbourhood-oriented non-residential uses and their location within a building within the Heron Road Corridor and Heron Gate Neighbourhood areas of the subject property, as directed by Section 44.3.5 of Area-Specific Policy 44.
  It is proposed that the Residential Neighbourhood Commercial suffix be applied to the subject property to permit neighbourhood-oriented commercial uses in accordance with Area-Specific Policy 44.

Parks and Open Space Zone (O1):

- The new municipal park is proposed to be rezoned Parks and Open Space (O1) with no changes proposed to the O1 zone.

Provisions Applicable to the Entire Site:

- The following uses are proposed to be prohibited, in accordance with Policy 5 of Section 44.3.5 of Area-Specific Policy 44:
  - Gas station;
  - Drive-through facility
- Section 101 requires a parking rate of 1.2 spaces per dwelling unit on the subject property for stacked dwellings, low-rise, mid-rise, and high-rise apartments. A parking rate of 3.4 spaces per 100 square metres of gross floor area is required for retail store and 10 spaces per 100 square metres of gross floor area is required for restaurant. A parking rate of zero spaces per unit is proposed in accordance with the direction of the draft new Zoning By-law. Permitting a parking rate of zero spaces per unit will allow for parking to be provided in accordance with market demands based on the timing of the development of the lot. As the proposed development will be subject to a long term build out, parking demands may change over time, and in accordance with Section 44.5.5 of the Area-Specific Policy, the vision for the redevelopment of the subject property is that parking will be minimized on the site. Additionally, the proposed reduction in parking for the non-residential uses is appropriate, given that the intent of these uses is that they will service the immediate neighbourhood.

- Section 102 requires a visitor parking rate of 0.2 spaces per dwelling unit on the subject property. It is proposed that this be reduced to 0.1 spaces per dwelling unit, up to a maximum of 25 spaces per building in accordance with the direction of the draft new Zoning By-law. The reduction in visitor parking implements the direction of Area-Specific Policy 44 to minimize parking on the subject property.

The proposed Zoning By-law Amendment is appropriate and is required to implement Area-Specific Policy 44. The proposed Zoning By-law Amendment will implement maximum permitted building heights and provisions related to parking and built form. The new Urban Exception and Site-Specific Schedule are proposed to apply to the entire property, and given that the new schedule will include maximum permitted building heights, no height-suffixes are proposed.

6.0
Plan of Subdivision Criteria

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

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

The proposed subdivision will advance several of the provincial interests listed in Section 2 of the *Planning Act* by facilitating the intensification of an existing neighbourhood within the urban area in close proximity to a future bus rapid transit station. The proposed subdivision will provide the full range of housing options for future residents and existing residents, and contributes to the creation of a neighbourhood where a mix of uses are provided and residents can be in proximity to their daily needs.

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

The proposed Plan of Subdivision is in the public interest, as it will facilitate the orderly development of the subject lands.

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

The proposed development conforms to the policies of the Official Plan. The proposed Plan of Subdivision seeks to implement Area-Specific Policy which guides the redevelopment of the lands, as approved by Ottawa City Council.

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

The subject property is ideally suited for redevelopment as it is located in proximity to a future bus-rapid transit station on Heron Road, and local bus routes throughout the site and on Walkley Road. The proposed Plan of Subdivision will facilitate the creation of development blocks that will accommodate a mix of residential and non-residential uses, as well as a new municipal park and open space, and a new public street, all in proximity to existing services.

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

The proposed development will provide one (1) new public street and one (1) new private street. The TIA and Urban Design Brief provide details associated with the new public street, including the proposed street cross section. The TIA also evaluates the surrounding road network as it relates to the proposed development.

f) The dimensions and shapes of the proposed lots

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

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

There are no known restrictions on the lands to be subdivided.

h) Conservation of natural resources and flood control

There are no identified natural resources or floodplains that are required to be conserved.

i) The adequacy of utilities and municipal services

An Assessment of Adequacy of Public Services report has been prepared in support of the Plan of Subdivision and Zoning By-law Amendment applications. Upon completion of some improvements to existing infrastructure, the proposed development can be readily serviced.

j) The adequacy of school sites

The proposed development does not propose a new school site and no comments have been received from the City of Ottawa regarding school accommodation concerns; however, this will be further confirmed through the circulation of the Plan of Subdivision application to the local school boards.

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

The Plan of Subdivision will convey a new public street, required road widenings (Blocks 29-34), and a municipal park (Block 29). The final areas and locations for conveyance of these elements will be finalized as part of the final subdivision registration.

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

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

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

Site Plan Control applications will be required for all development blocks. The Demonstration Plan included as part of the Area-Specific Policy 44 along with the Site Plan provided with the Plan of Subdivision application provides a guide for development of the subject lands. Although all blocks may be developed individually, the resulting development will contribute to the creation of a 15-minute neighbourhood.

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

7.0
Integrated Environmental Review

The Integrated Environmental Review is intended to summarize how the proposed development has incorporated key recommendations from the environmental impact study and other supporting technical studies to demonstrate the development's compliance with relevant Official Plan policies.

Through the pre-consultation meeting with City Staff, an Environmental Impact Study (EIS) was not identified as a requirement for the site as there are no natural heritage features, surface water features, or species at risk habitat present on or near the site that trigger the EIS.

City Staff identified that there may be potential butternut trees on site, which can be assessed through the Tree Conservation Report. A Tree Conservation Report has been completed for the site and has concluded that no butternut or black ash trees, which are both species at risk, have been found on or within 50 metres of the subject property.

Due to the limited number of environmental features on the site and there being no EIS for the site, there are no Official Plan policies applicable to the site that have not been included in the review in Section 4.2 of this Report. The proposed development's compliance with relevant Official Plan policies has been discussed in Section 4.2 of this Report.

8.0
Supporting Plans and Studies

The following plans and studies have been prepared in support of Zoning By-law Amendment and Draft Plan of Subdivision applications for the subject property.

Traffic Noise Feasibility Assessment (Report: 24-213-Traffic Noise Feasibility), prepared by Gradient Wind Engineers & Scientists, dated July 11, 2025

Gradient Wind Engineers & Scientists ("Gradient Wind") completed the Traffic Noise Feasibility Assessment for the proposed development by assessing exterior noise levels generated by local transportation traffic.

The assessment concluded that noise levels will range between 41 and 68 dBA during the daytime period and between 33 and 60 during the nighttime period. The highest noise level (68 dBA) occurs at the south facades of Buildings 9.2 and 9.3, which are nearest and most exposed to Walkley Road.

Upgraded building components and central air conditions will be required for Buildings 2.1, 2.2, 2.4, 2.5, 7.3, 7.4, 8.3, 8.4, 8.6, 8.7, 9.2, 9.3, and 9.5 as the noise levels predicted due to roadway traffic exceed the criteria of 65 dBA during the daytime in the ENCG. Detailed mitigation measures would be subject of a detailed noise assessment during the site plan approval stage. Additionally, a Type D warning clause will also be required in all Lease, Purchase and Sale Agreements.

For buildings 2.6, 3.4, 8.8, and 9.1, noise levels will fall between 55 dBA and 65 dBA during the daytime period. These buildings will need forced air heating with provisions for central air conditioning, as a minimum requirement. These requirements will allow occupants to keep windows closed and maintain a comfortable living environment. Additionally, a Type C warning clause will be required in all Lease, Purchase and Sale Agreements.

It is recommended that a stationary noise study be conducted once mechanical plans for the proposed development become available. This study would assess the impacts of stationary noise from rooftop mechanical units serving the proposed development on surrounding noise-sensitive areas.

Tree Conservation Report for Heron Gate Master Plan, prepared by IFS Associates Inc., dated June 30, 2025

IFS Associates Inc. ("IFS") prepared the Tree Conservation Report for the proposed development. The inventory provided in the report details the assessment of all individual trees on the subject and adjacent private property, including trees on nearby City of Ottawa property. Any endangered tree species have also been identified. The field work for this report was completed in March and June 2025.

The Endangered Species Act – ESA (2007) mandates that trees species on the Species at Risk in Ontario (SARO) list be identified. Butternut and black ash are present in Eastern Ontario, and are both listed as threatened on the SARO. No butternut or black ash trees were found on or within 50 m of the subject property.

Preservation and protection measures intended to mitigate dame during construction will be applied for the trees to be retained on and adjacent to the subject property. The following measures are the minimum required by the City of Ottawa to ensure tree survival during the following construction:

1. As per the City of Ottawa's tree protection barrier specification, erect a fence as close as possible to the CRZ of the trees.
2. Do not place any material or equipment within the CRZ of the tree(s).
3. Do not attach any signs, notices or posters to any tree.

4. Do not raise or lower the existing grade within the CRZ without approval.
5. Tunnel or bore instead of trenching within the CRZ of any tree.
6. Do not damage the root system, trunk or branches of any tree.
7. Ensure that exhaust fumes from all equipment are NOT directed towards any tree's canopy.

Geotechnical Investigation – Heron Gate Village Subdivision (22801-001), prepared by Cambium Inc., dated April 30, 2025

Cambium Inc. ("Cambium") completed a geotechnical investigation for the proposed development. The purpose of the fieldwork and testing was to obtain information on the general subsurface soil and groundwater conditions at the site by means of a limited number of boreholes and laboratory tests.

The report provides geotechnical design considerations based on the interpretation of the borehole information, the laboratory test data, and Cambium's understanding of the current project requirements. Due to the preliminary nature of the current investigation, it is expected that additional investigations will be required in the future to provide more detailed information for the construction of each building or development block, depending on the design requirements. The design considerations speak to the following:

- Site Preparation;
- Excavation;
- Vibration Monitoring;
- Bedrock Protection;
- Dewatering;
- Front Penetration;
- Foundation Design;
- Uplift Resistance;
- Seismic Site Classification;
- Floor Slabs;
- Perimeter and Underfloor Drainage;
- Basement Walls;
- Lateral Earth Pressures;
- Backfill and Compaction;
- Engineered Fill Placement;
- Buried Utilities;
- Frost Protection and Underground Services;
- Subgrade Preparation;
- Excavation and Dewatering;
- Pipe Bedding and Cover Materials;
- Pipe Backfill;
- Pavement Design;

/ Winter Construction;

CFD Pedestrian Level Wind Study (24168wind), prepared by Theakston Environmental, dated May 21, 2025

Theakston Environmental ("Theakston") has prepared a pedestrian level wind study to determine the areas of higher-than-normal wind velocities induced by the shape and orientation of the proposed development and surroundings. The objectives of the study were to quantitatively assess, by computational fluid dynamic (CFD) simulation, the pedestrian level wind environment under existing conditions and proposed conditions; to assess mitigative solutions in necessary cases; and to publish a Consultant's report documenting the findings and recommendations.

The Study has found that once the subject site is developed, ground level wind conditions remain relatively similar to the existing setting. The proposed development provides blockage to winds from some directions, resulting in localised improvements, and conversely, the proposed buildings redirect winds to flow down and around the facades, resulting in localised increases in winds. The results in wind conditions that are predicted suitable for sitting or standing through the majority of the year, with localised strolling conditions in the winter and spring. The site and surrounding area generally remain comfortable and appropriate to the areas' intended purposes throughout the year, and consideration of find design details and mitigative landscape features will result in more comfortable conditions than reported.

The report has concluded that mitigation plans may be explored through future submissions for the entrances to buildings 3.1, 4.6, 7.4, and 9.1, as well as the proposed park and POPS throughout the site if more comfortable conditions are desired.

Assessment of Adequacy of Public Services, prepared by Arcadis Canada Inc., dated May 27, 2025

Arcadis Canada Inc. ("Arcadis") has prepared an Assessment of Adequacy of Public Services report to investigate and confirm the adequacy of public services for the proposed redevelopment of the subject property. The Report has concluded that most of the required major municipal infrastructure to support the development as outlined in the 2021 Functional Servicing Report already exists. The sanitary outlet for the site can be improved to handle wastewater for the full development with an extension on Walkley and Albion Road. As the blocks develop, the right-of-way watermain will be upgraded from 200mm watermain to 250mm watermain as needed to maintain adequate service and fire protection. The existing minor storm sewers in the public right-of-way are sufficient to service the site. It has been confirmed that additional quality control will not be required.

Arcadis has concluded that with their noted improvements of local municipal infrastructure, the subject property can be readily serviced.

Phase One Environmental Site Assessment, prepared by Cambium Inc., dated May 15, 2025

Cambium Inc. ("Cambium") completed a Phase One Environmental Site Assessment (ESA) in support of the proposed development, as specified in Schedule D of O.Reg. 153/04. Through a review of historical documents, the ESA concludes that the first developed land use on the site was for residential purposes prior to approximately 1946.

The Phase One ESA identified 49 potentially contaminating activities (PCAs), 25 on-site and 24 off-site. The on-site PCAs and four (4) of the off-site PCAs contributes to areas of potential environmental concern (APECs) at the site. The related contaminants of potential concern (COPCs) were benzene, toluene, ethylbenzene, xylenes (BTEX), petroleum hydrocarbons (PHCs), polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), metals, hydride-forming metals, hot water soluble boron (HWS-B), chromium VI (CrVI), mercury (Hg), cyanide (CN), electrical conductivity (EC), and sodium adsorption ratio (SAR). Potentially contaminated media were soil and groundwater.

The Phase One ESA concluded that a Phase Two ESA is required for the site to support development applications.

Transportation Impact Assessment, prepared by CGH Transportation, dated July 2025

CGH Transportation has prepared a Transportation Impact Assessment (TIA) for the proposed development in accordance with the City of Ottawa's 2017 Transportation Impact Assessment Guidelines, incorporating the 2023 Revision to Transportation Impact Assessment Guidelines

The TIA forecasts 4,592 two-way people trips during the AM peak hour and 5,166 two-way people trips during the PM peak hour. Of these trips, 838 two-way trips will be vehicular trips during the AM peak hour and 1,023 two-way trips will be vehicular trips during the PM peak hour, while 1,061 trips will be transit trips in the AM peak hour and 680 trips will be transit trips in the PM peak hour. The proposed development is anticipated to generate 550 new additional AM peak hour vehicles and 686 new additional PM peak hour vehicles.

The TIA states that a total of 8,036 parking spaces are required across the site (resident + visitor spaces) and the current proposal only includes 6,308 parking spaces. Despite this, the TIA recognizes that the draft new Zoning By-law proposes the elimination of vehicle parking minimums in the City, and thus any minimum rate proposed is not anticipated to be applicable for the majority and possible all of the future development applications.

In the existing conditions, Heron Road, Walkley Road, Baycrest Drive, and Cedarwood Drive do not meet the pedestrian MMLOS targets. In the future conditions, Baycrest Drive and Cedarwood Drive, and Heron Road and Walkley Road west of Baycrest Drive will not meet the pedestrian LOS targets. To meet the pedestrian targets, the sidewalks would need to be widened to more than two (2) metres and boulevards wider than metres.

The TIA recommends supportive TDM measures to be included within the proposed development, which would include building component measures, exterior/community component measures, and monitoring measures.

The TIA recommends that, from a transportation perspective, the proposed development applications proceed.

9.0
Public Consultation Strategy

In partnership with Hazelview Investments and the City of Ottawa's Business and Technical Support Services (BTSS), the project team will discuss the best mechanism to conduct public engagement for the proposed Plan of Subdivision application and Zoning By-law Amendment applications. All public consultation will comply with the *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting.

The following public engagement activities will be undertaken:

- Notification of Ward Councillor, Councillor Marty Carr
- Community "Heads Up" to local registered Community Associations
  - Will be completed by the City of Ottawa pursuant to the *Planning Act* and the City of Ottawa's Public Notification Policy.
- Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
- Planning and Housing Committee Advertisement and Notice of the Public Meeting
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- Statutory Public Meeting for the Zoning By-law Amendment Application at Planning and Housing Committee
  - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.

10.0 Conclusion

It is our professional opinion that the proposed Plan of Subdivision and Zoning By-law Amendment applications constitutes good planning and is in the public interest. As outlined in the preceding section:

- The proposed development is consistent with the Provincial Planning Statement (2024) by intensifying an existing urban parcel of land with residential and non-residential uses, contributing to the creation of a complete community in proximity to a future rapid transit station. The proposed development will provide a mix of uses that contribute to a healthy, safe and liveable community.
- The proposed development conforms to the Official Plan's vision for managing growth and intensification. The proposed development represents residential intensification along a Mainstreet Corridor and in proximity to a future bus-rapid transit station. The proposed development contributes to the creation of a 15-minute neighbourhood in an area with existing services and amenities.
- The proposed development conforms to the Official Plan's policies as they relate to the Outer Urban Transect, Corridor and Neighbourhood Designations, urban design, and parks and recreation. The proposed development will introduce a new municipal park to the neighbourhood, increasing the amenities provided to existing and new residents of Heron Gate. The proposed development will adhere to urban design policies as they relate to separation distances and transition, and through future Site Plan Control applications will be designed with high-quality architecture.
- The proposed development conforms to Area-Specific Policy 44 – Heron Gate. The proposed development with facilitate the redevelopment of Heron Gate in accordance with Area-Specific Policy 44, which was approved by Ottawa City Council. The proposed development will maintain the intent of the demonstration plan that is included with the area-specific policy.
- The proposed development responds strongly to the Urban Design Guidelines for High-Rise Buidlings, the Urban Design Guidelines for Development along Arterial Mainstreets, and the Transit Oriented Development Guidelines. Through future refinement of the proposed development, these guidelines will continue to be implemented.
- The proposed development complies with the applicable requirements in the Comprehensive Zoning By-law 2008-250 and Draft 2 of the new Comprehensive Zoning By-law. The requested amendments are necessary to facilitate the proposed development and implement the direction of Area-Specific Policy 44. The amendments are appropriate and are not anticipated to create undue adverse impacts on the community or surrounding properties.
- The proposed development is supported by technical studies, reports, and plans submitted as part of the application package.

Sincerely,

Patricia Warren, RPP MCIP
Planner

Scott Alain, RPP MCIP
Senior Planner