

## Engineering

- Land/Site Development
- Municipal Infrastructure
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- Recreational

## Planning

- Land/Site Development
- Planning Application Management
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- Urban Design
- Expert Witness (OLT)
- Wireless Industry

## Landscape Architecture

- Streetscapes & Public Amenities
- Open Space, Parks & Recreation
- Community & Residential
- Commercial & Institutional
- Environmental Restoration

# South March Urban Expansion Area Planning Rationale & Public Consultation Strategy

Prepared for: South March Landowners Group

**SOUTH MARCH URBAN EXPANSION AREA  
OTTAWA, ONTARIO**

**PLANNING RATIONALE AND PUBLIC CONSULTATION STRATEGY  
AS PART OF AN APPLICATION FOR  
OFFICIAL PLAN AMENDMENT**

Prepared For:

South March Landowners Group

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## Executive Summary

Novatech has been retained by the South March Landowners Group “SMLG” to prepare this Planning Rationale and Public Consultation Strategy as part of an application for *Official Plan Amendment* for their properties within the South March Urban Expansion Area (SMUEA) in Ward 5 West Carleton-March Ottawa, Ontario.

The SMLG are proposing an amendment to the *City of Ottawa’s Official Plan (2022)* to designate the SMUEA as a *Category 1 – Future Neighbourhood Overlay*. The *Official Plan Amendment* would result in the SMUEA being designated as a *Category 1 – Future Neighbourhood Overlay* and included on *Official Plan Schedule C17 – Urban Expansion Area*. The SMUEA would then be eligible to proceed to the Local Plan/Secondary Plan process outlined by the *City of Ottawa Official Plan Annex 4: Local Plan Framework* and *Section 12 – Local Plans*. Recent legislative changes to the *Planning Act* through *Bill 185: Cutting Red Tape to Build More Homes Act* and the *Provincial Planning Statement (PPS) 2024*, allow private sector applications for settlement area boundary expansions that now can be made at any time.

The *City of Ottawa’s Official Plan (2022)* was adopted by City Council on November 24, 2021 and subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH) with modifications on November 4, 2022. The City Council adopted *Official Plan Schedule C17 – Urban Expansion Areas* did not include the SMUEA as a future urban expansion area. However, the series of modifications made by the MMAH as part of the approval of the *City of Ottawa Official Plan (2022)* included the SMUEA within *Official Plan C17 – Urban Expansion Areas* as a *Category 1 – Future Neighbourhood Overlay*. This decision was then subsequently reversed by the MMAH through *Bill 150: Planning Statutes Law Amendment Act, 2023*.

The new *PPS 2024* requires planning authorities use population forecasts from the Ministry of Finance (MoF) and ensure that sufficient land be made available to accommodate an appropriate range and mix of land uses for a time horizon of at least 20 years but not more than 30 years. The *PPS 2024* still requires that planning authorities maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential development lands which are designated and available.

As a result of a significantly higher population in the 25 year planning horizon shown in the MoF’s latest Fall 2024 population projections, the *City of Ottawa’s Official Plan (2022)* requires more land to address the additional land need. The MoF’s updated population projections released in the Fall 2024 for the City of Ottawa forecasts a population projection of 1.66 million people by 2046 compared to the 1.4 million people forecast completed by City staff in 2019. This application proposes a logical addition so City Council can make an early decision to use lands that had been previously recommended by City staff for inclusion in the urban boundary while the City of Ottawa conducts a longer comprehensive process to address the higher land need.

The *PPS 2024* requires that planning authorities have a 15 year land supply. Parcel Economics concluded that the City of Ottawa is short of satisfying this 15 year land supply obligation. The analysis indicates only providing a 13.7 year supply based on the household growth forecasts contained in the *City of Ottawa’s Official Plan (2022)*. Household growth forecasts based on the MoF’s Fall 2024 population projections result in there being only an 8.2-year land supply. It is

evident that whether using household growth forecasts contained within the *Official Plan (2022)* or MoF's Fall 2024 population projections, the City of Ottawa is below the 15 year supply requirement.

The land addition is needed now to address the minimum 15 year supply of lands designated and available for residential development required by *PPS 2024 Policy 2.1(4)(a)*. The application is not intended to establish the final land use designations or allow for the submission of development applications as this would occur following approval of the next step which is the Local Plan/Secondary Plan process including City Council approval of a Community Design Plan, a Land Use Plan, and accompanying Master Plans.

The SMUEA represents a logical and suitable candidate to be added to the City of Ottawa's urban boundary based on the total scoring it received through the evaluation criteria for urban boundary areas by City staff as well as Novatech's updated scoring completed in 2024. It addresses the new *PPS 2024* policies, and the process developed by City staff as outlined in the report titled "*New Urban and Village Boundary Expansion Official Plan Application Process*" that was presented at the joint Planning and Housing Committee and Agricultural and Rural Affairs Committee meeting on October 9, 2024.

The Planning Rationale and Public Consultation Strategy will demonstrate how the proposed *Official Plan Amendment* is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Plan (2022)*, and recent legislative changes to the *Planning Act*.

# Table of Contents

<b>1.0 INTRODUCTION .....</b>	<b>3</b>
1.1 Background.....	3
<b>2.0 OFFICIAL PLAN AMENDMENT .....</b>	<b>6</b>
2.1 Purpose.....	6
2.2 Background on the SMUEA in the City of Ottawa Official Plan (2022).....	6
2.3 Recent Changes to Provincial Legislation .....	8
2.3.1 <i>Planning Act</i> .....	8
2.3.2 <i>New Provincial Planning Statement 2024</i> .....	8
<b>3.0 POLICY JUSTIFICATION .....</b>	<b>8</b>
3.1 Provincial Planning Statement 2024.....	8
3.2 City of Ottawa Official Plan (2022).....	27
3.3 City of Ottawa Zoning By-law 2008-250 .....	34
3.4 Other Applicable City of Ottawa Policies .....	34
3.4.1 <i>Planning Committee and Agricultural and Rural Affairs Committee December 9, 2019</i> .....	35
3.4.2 <i>Planning Committee and Agricultural and Rural Affairs Committee May 11, 2020</i> .....	36
3.4.3 <i>Planning Committee and Agricultural and Rural Affairs Committee January 25 and 26, 2021</i> .....	38
3.5 City of Ottawa Scoring of South March Urban Expansion Area Property Parcels During The New Official Plan Review .....	41
3.6 Submissions For Individual Parcels As Part of the New Official Plan Review By Novatech 2021 .....	42
<b>4.0 CITY OF OTTAWA PROCESS FOR URBAN EXPANSION AREAS .....</b>	<b>43</b>
4.1 Summary of Process.....	43
<b>5.0 SUPPORTING TECHNICAL STUDIES .....</b>	<b>44</b>
5.1 Servicing Capacity Assessment .....	44
5.2 Transportation Capacity Assessment .....	46
5.3 Natural Environment Existing Conditions Report .....	46
5.4 Impact on Agricultural and Minimum Distance Separation Formulae .....	47
5.5 City of Ottawa Land Needs Assessment .....	47
<b>6.0 SOUTH MARCH URBAN EXPANSION AREA REVISED SCORING .....</b>	<b>48</b>
<b>7.0 PUBLIC CONSULTATION STRATEGY .....</b>	<b>49</b>
<b>8.0 CONCLUSION.....</b>	<b>50</b>

## Figures

FIGURE 1: OWNERSHIP PLAN OF THE SMUEA PREPARED BY NOVATECH. ....	4
FIGURE 2: CONTEXT PLAN OF THE SMUEA AND SURROUNDING AREAS PREPARED BY NOVATECH. ....	5
FIGURE 3: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE A – TRANSECT POLICY AREAS WITH THE SMUEA ADDED BY NOVATECH. ....	28
FIGURE 4: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE B9 – RURAL TRANSECT WITH THE SMUEA ADDED BY NOVATECH. ....	28
FIGURE 5: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE C1 – PROTECTED MAJOR TRANSIT STATION AREAS (PMTSA) WITH THE SMUEA ADDED BY NOVATECH. ....	29
FIGURE 6: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE C2 – TRANSIT NETWORK ULTIMATE WITH THE SMUEA ADDED BY NOVATECH. ....	29
FIGURE 7: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE C8 – ACTIVE TRANSPORTATION NETWORK RURAL CYCLING ROUTES WITH THE SMUEA ADDED BY NOVATECH. ....	30
FIGURE 8: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE C9 – RURAL ROAD NETWORK WITH THE SMUEA ADDED BY NOVATECH. ....	30
FIGURE 9: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE C11-A NATURAL HERITAGE SYSTEM (WEST) WITH THE SMUEA ADDED BY NOVATECH. ....	31
FIGURE 10: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE C13 – SCENIC ROUTES WITH THE SMUEA ADDED BY NOVATECH. ....	31
FIGURE 11: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE C15 – ENVIRONMENTAL CONSTRAINTS WITH THE SMUEA ADDED BY NOVATECH. ....	32
FIGURE 12: EXCERPT FROM CITY OF OTTAWA OFFICIAL PLAN SCHEDULE C17 – URBAN EXPANSION AREAS WITH THE SMUEA ADDED BY NOVATECH. ....	32
FIGURE 13: EXCERPT FROM CITY OF OTTAWA OMNIBUS 2 OFFICIAL PLAN AMENDMENT SCHEDULE C TO AMENDMENT No. 34 TO THE CITY OF OTTAWA OFFICIAL PLAN VOLUME 1 ADDING ANNEX 13 – URBAN EXPANSION AREAS. ....	33
FIGURE 14: EXCERPT FROM CITY OF OTTAWA OMNIBUS 2 OFFICIAL PLAN AMENDMENT SCHEDULE L TO AMENDMENT No. 34 TO THE CITY OF OTTAWA OFFICIAL PLAN VOLUME 1 SCHEDULES A, B-SERIES & C-SERIES. ....	33
FIGURE 15: EXCERPT OF THE SMUEA'S EXISTING ZONING FROM GEOOTTAWA. ....	34
FIGURE 16: EXCERPT FROM DOCUMENT 2 – PASS 1 AND 2 SUMMARY TABLES (CATEGORY 1 LANDS) PREPARED BY THE CITY OF OTTAWA. ....	39
FIGURE 17: EXCERPT OF MAP 2 – LAND EVALUATION CATEGORIES PREPARED BY THE CITY OF OTTAWA WITH THE SMUEA ADDED BY NOVATECH. ....	39

## 1.0 INTRODUCTION

### 1.1 Background

Novatech has been retained by the SMLG to prepare this Planning Rationale and Public Consultation Strategy as part of an application for *Official Plan Amendment* for their properties within the South March Urban Expansion Area (SMUEA) in Ward 5 West-Carleton March Ottawa, Ontario.

The SMLG are proposing an amendment to the *City of Ottawa's Official Plan (2022)* to designate the SMUEA as a *Category 1 – Future Neighbourhood Overlay*. The *Official Plan Amendment* would result in the SMUEA being designated as a *Category 1 – Future Neighbourhood Overlay* and included on *Official Plan Schedule C17 – Urban Expansion Area*. The SMUEA would then be eligible to proceed to the Local Plan/Secondary Plan process outlined by the *City of Ottawa Official Plan Annex 4: Local Plan Framework* and *Section 12 – Local Plans*. Recent legislative changes to the *Planning Act* through *Bill 185: Cutting Red Tape to Build More Homes Act* and the *Provincial Planning Statement (PPS) 2024*, allow private sector applications for settlement area boundary expansions that now can be made at any time.

The SMLG is comprised of homebuilders in the City of Ottawa including Claridge Homes, Mattamy Homes, Minto Communities, Regional Group, and Uniform Urban Developments. The various property parcels within the SMUEA that are under current ownership by members of the SMLG are shown in **Figure 1**. Other property parcels within the SMUEA are under ownership by other private individuals or corporate entities. A full size of the Ownership Plan prepared by Novatech dated October 21, 2024 is provided in **Appendix A**.



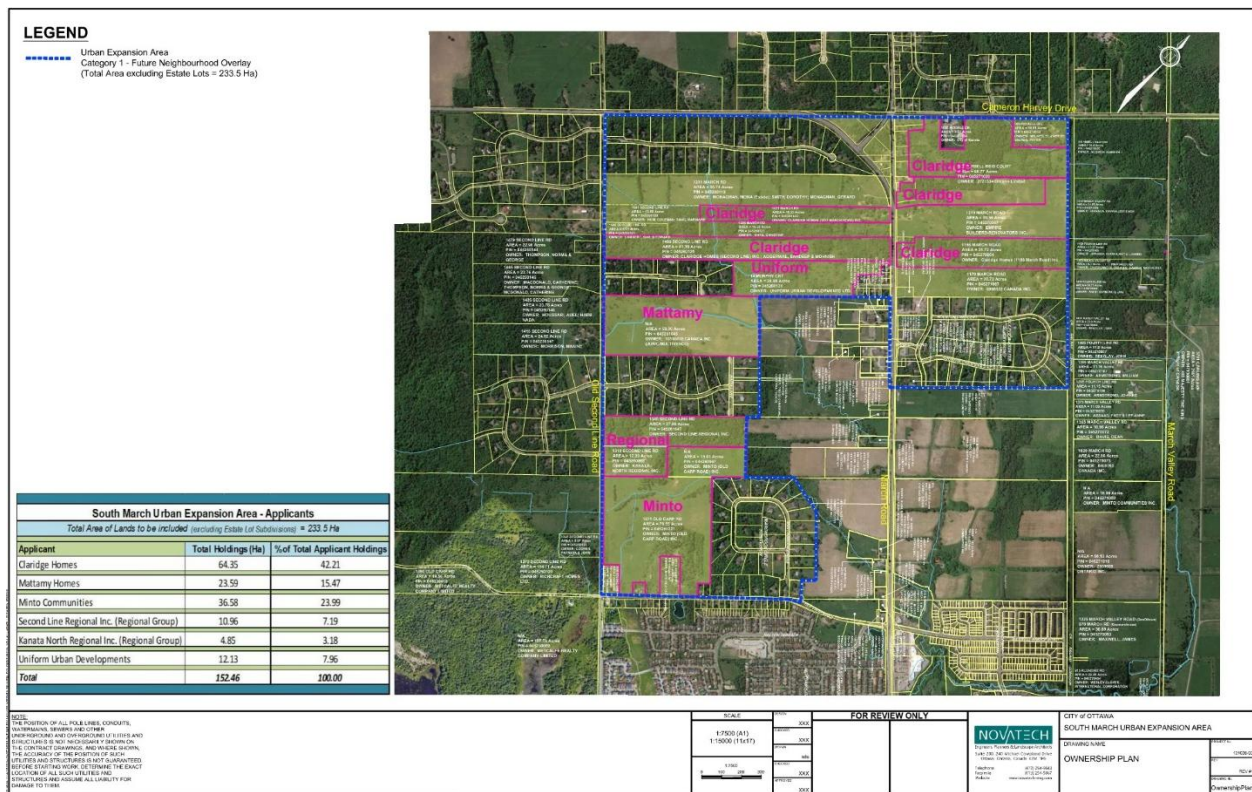


Figure 1: Ownership Plan of the SMUEA prepared by Novatech.

The SMUEA is situated in the community of South March and has a total area of 233.5 hectares excluding the existing rural estate country lot subdivisions. The SMUEA is located east of Old Second Line Road and south of March Road and Cameron Harvey Drive. The Beachburg Rail Corridor is a former active railway that is situated east of the SMUEA and now owned by the City of Ottawa. The SMUEA consists of various land uses including fields and forested areas, some agriculture and residential including various rural estate subdivisions. The tributaries and watercourses that form part of Shirley’s Brook are also located within the SMUEA.

The City of Ottawa’s existing urban boundary abuts the SMUEA immediately to the south with the City Council approved *Kanata North Community Design Plan (CDP) 2016* completed for the Kanata North Urban Expansion Area (KNUEA). The KNUEA was one of several other urban expansion areas brought into the City of Ottawa’s urban boundary as part of *Official Plan Amendment 76* in 2009. The *Kanata North CDP (2016)* process commenced in 2012 and was approved by City Council in June 2016 with building permits available for residential construction in 2022. The *Kanata North CDP (2016)* was prepared to demonstrate how development would achieve the requirements of the *Official Plan* policies in force and effect at the time.

Since the approval of the *Kanata North CDP (2016)*, several development applications have been filed for property parcels within the KNUEA and are at various stages including under municipal review, under construction, and homeowner occupied. The following is an overview of the development applications that were filed for property parcels with the *Kanata North CDP (2016)*:



- CU Developments Inc. filed their concurrent *Plan of Subdivision* and *Zoning By-law Amendment* applications with the City of Ottawa in 2016 and received Draft Plan Approval in 2022.
- 8409765 Canada Inc. (Valecraft Homes) filed their *Plan of Subdivision* and *Zoning By-law Amendment* applications with the City of Ottawa in 2019. These development applications were later revised by 1384341 Ontario Ltd. through their acquisition of the lands in 2021.
- Minto Communities Inc. filed their concurrent *Plan of Subdivision* and *Zoning By-law Amendment* applications with the City of Ottawa in 2019.
- 3223701 Canada Inc. (Brigil) filed their concurrent *Official Plan Amendment*, *Plan of Subdivision*, and *Zoning By-law Amendment* applications with the City of Ottawa in 2020.

Further detailed discussion on the *Kanata North CDP (2016)* process and other urban areas are addressed below in Section 3.1 Provincial Planning Statement 2024 of this report.

Several existing and planned community amenities are situated in close proximity of the SMUEA and include future school blocks, retail and commercial blocks, emergency services, and future open spaces/parks. A Context Plan prepared by Novatech dated September 2024 provides an aerial photograph of the immediate and surrounding area as shown in **Figure 2**. The Context Plan below illustrates the construction of the KNUEA area including new roadways and streets, new stormwater management facilities, and site preparation for the installation of municipal infrastructure services and utilities. A full size of the Context Plan prepared by Novatech dated September 2024 is provided in **Appendix B**.

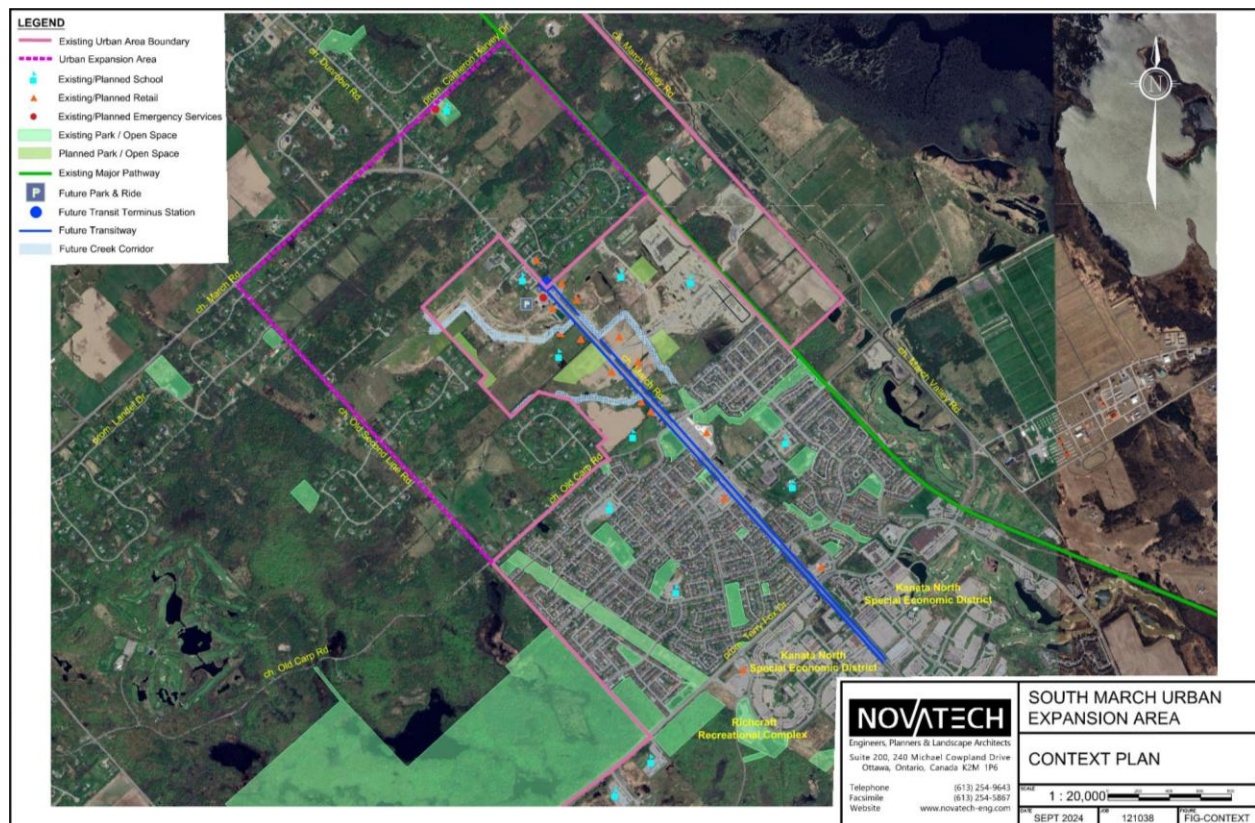


Figure 2: Context Plan of the SMUEA and surrounding areas prepared by Novatech.

## 2.0 OFFICIAL PLAN AMENDMENT

### 2.1 Purpose

The purpose of the *Official Plan Amendment* application is to designate the SMUEA as a *Category 1 – Future Neighbourhood Overlay* and included on *Official Plan Schedule C17 – Urban Expansion Area*.

Recent legislative changes to the *Planning Act* through *Bill 185: Cutting Red Tape to Build More Homes Act* and the *PPS 2024*, allow private sector applications for settlement area boundary expansions that now can be made at any time.

The proposal to designate the SMUEA as a *Category 1 – Future Neighbourhood Overlay* will address City Council's growth management strategy for the City of Ottawa to accommodate the projected growth to 2046.

The new *PPS 2024* requires planning authorities use population forecasts from the Ministry of Finance (MoF) and ensure that sufficient land be made available to accommodate an appropriate range and mix of land uses for a time horizon of at least 20 years but not more than 30 years. The *PPS 2024* still requires that planning authorities maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential development lands which are designated and available.

As a result of a significantly higher population in the 25 year planning horizon shown in the MoF's latest Fall 2024 population projections, the *City of Ottawa's Official Plan (2022)* requires more land to address the additional land need. The MoF's updated population projections released in the Fall 2024 for the City of Ottawa forecasts a population projection of 1.66 million people by 2046 compared to the 1.4 million people forecast completed by City staff in 2019. This application proposes a logical addition so City Council can make an early decision to use lands that had been previously recommended by City staff for inclusion in the urban boundary while the City of Ottawa conducts a longer comprehensive process to address the higher land need.

The land addition is needed now to address the minimum 15 year supply of lands designated and available for residential development as required by *PPS 2024 Policy 2.1(4)(a)*. The application is not intended to establish the final land use designations or allow for the submission of development applications as this would occur following approval of the next step which is the Local Plan/Secondary Plan process including City Council approval of a Community Design Plan, a Land Use Plan, and accompanying Master Plans.

### 2.2 Background on the SMUEA in the City of Ottawa Official Plan (2022)

Starting in 2019, the City of Ottawa began a comprehensive review of the *Official Plan* consistent with the *Provincial Policy Statement (PPS) 2020* in effect at the time. As part of that review, City Council approved implementing the Balanced scenario developed by City staff as the growth management approach for the new *Official Plan* as it best addressed the policy directions of the *PPS 2020*. The Balanced scenario proposed accommodating roughly half of future residential growth in existing built-up areas through infill and half through greenfield development.

For the required greenfield development land area, City staff evaluated candidate expansion areas around the City of Ottawa's urban boundary and rated the candidate lands in two categories. The higher ranked "Category 1" lands were those who have "strong adherence to the Growth Management Strategy criteria and Five Big Moves" and fulfill all of the criteria and minimum scoring under the *Growth Management Strategy*.

It is well documented that the SMUEA was recommended to be designated as *Category 1* lands by City staff based on the total scoring it received through the evaluation criteria for urban boundary areas. In a City staff report to joint Planning Committee and Agricultural Rural Affairs Committee (PC/ARAC) meeting dated January 25, 2021, City staff recommended the inclusion of the SMUEA as a future growth area in the *Official Plan*. City staff concluded that the SMUEA represents a logical location for urban expansion as it will enable integration with the KNUEA area to the south which was approved under the *Kanata North CDP* by City Council in 2016. The park and ride facility located in the northwest quadrant of the KNUEA, which is immediately adjacent to the SMUEA, was selected to capture ridership from the rural area and to allow the park and ride to function as the terminus of the Kanata North Transitway along March Road. The existing watermain and sanitary services constructed as part of the development applications within the KNUEA may be extended in a planned manner that is economical and efficient.

While City Council endorsed the bulk of the City staff report titled "*New Official Plan – Growth Management Strategy*" dated January 25 and 26, 2021, City Council directed City staff to not include the SMUEA lands in the final *Official Plan* to be brought to City Council but rather included another parcel.

The *City of Ottawa's Official Plan (2022)* was adopted by City Council on November 24, 2021 and approved by the MMAH on November 4, 2022 with a series of modifications. The below provides a timeline of the approval, modifications, and revisions made to the *City of Ottawa's Official Plan (2022)* regarding the SMUEA specifically, the decision to exclude it from the future urban expansion area by City Council and then the decisions to add, and then remove it, from the urban expansion area by the MMAH.

- November 24, 2021 – the *City of Ottawa Official Plan (2021)* is adopted by City Council and enacted as *By-law 2021-386*. The City Council adopted *Official Plan (2021)* did not include the SMUEA as part of the future urban expansion area despite City staff recommendation.
- November 4, 2022 – the *City of Ottawa Official Plan (2022)* is approved by the MMAH with a series of modifications made to the planning policy document. The modifications made by the MMAH included adding the SMUEA on *Official Plan C17 – Urban Expansion Areas* as a *Category 1 – Future Neighbourhood Overlay*.
- October 23, 2023 – the MMAH announces their intent to reverse the modifications made to *Official Plans* for municipalities throughout the Province of Ontario including the City of Ottawa.
- December 6, 2023 – the legislation that reverses the MMAH's decision to include the SMUEA as part of the future urban expansion area through *Bill 150: Planning Statutes Law Amendment Act, 2023* receives Royal Assent.

## 2.3 Recent Changes to Provincial Legislation

### 2.3.1 Planning Act

A series of legislative changes to the *Planning Act* were introduced through *Bill 185: Cutting Red Tape to Build More Homes Act* which received Royal Assent on June 6, 2024. Some of the changes to the *Planning Act* include:

- Limiting third-party appeal rights.
- Ability to appeal a refusal or non-decision to expand an existing settlement area boundary provided that the lands are not in the National Capital Commission (NCC) Greenbelt.
- Lapsing provisions to approved site plans and draft plans of subdivisions.
- Removing the requirement for mandatory pre-consultation meetings prior to the submission of a development application(s).

### 2.3.2 New Provincial Planning Statement 2024

The new *Provincial Planning Statement (PPS) 2024* was released on August 20, 2024, and came into effect on October 20, 2024; it replaces the previous *Provincial Policy Statement 2020* that came into effect on May 1, 2020. The *PPS 2024* differs from the previous *PPS 2020* with the notable changes pertinent to this application being:

- Requiring that planning authorities base population and employment growth forecasts using population projections by the MoF.
- Requiring that sufficient land be made available to accommodate an appropriate range and mix of land uses for a time horizon of at least 20 years but not more than 30 years, whereas the *PPS 2020* time horizon was up to 25 years.
- Planning for infrastructure and public service facilities may be planned beyond the 30 year time horizon.
- Enabling settlement areas to be expanded at any time whereas the *PPS 2020* allowed for settlement area expansion only at the time of an official plan comprehensive review.
- The *PPS 2024* still requires that planning authorities maintain at all times the ability to accommodate residential growth for a minimum of 15 years for residential development which are designated and available.
- Decisions made by planning authorities are still required to be consistent with the *PPS 2024* in force at the time of decision.

## 3.0 POLICY JUSTIFICATION

### 3.1 Provincial Planning Statement 2024

As noted above, the new *PPS 2024* came into effect on October 20, 2024 and replaces the previous *PPS 2020* that came into effect on May 1, 2020. The *PPS 2024* provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating development and land use province-wide, helping achieve the provincial

goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. The decisions that affect all planning matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3* of the *Planning Act*.

As part of the comprehensive review of the *Official Plan*, the City of Ottawa used the *PPS 2020* in effect at the time as a guiding document to develop the *Official Plan (2022)*. Since then, the *PPS 2024* has been updated to include new and revised policies such as requiring planning authorities to use population forecasts from the MoF and ensuring that sufficient land be made available to accommodate an appropriate range and mix of land uses for a time horizon of at least 20 years but not more than 30 years. As noted previously, the MoF’s updated population projections released in the Fall 2024 for the City of Ottawa forecasts a population projection of 1.66 million people by 2046 compared to the 1.4 million people forecast completed by City staff in 2019. Furthermore, the new *Policy 2.3.2* of *PPS 2024* titled *New Settlement Areas and Settlement Area Boundary Expansions*, permits private applications for additions to settlement areas outside of comprehensive reviews by the municipality.

Accordingly, this *Official Plan Amendment* application is being filed on the basis of the new *PPS 2024* policies and updated population projections by the MoF which indicate a higher population projection than forecasted by the City of Ottawa and contained in *Official Plan (2022)*. To accommodate the anticipated population projections to 2046 as determined by the MoF, the City of Ottawa needs to consider additional lands for urban boundary expansion. The addition of the SMUEA as an urban expansion area represents the most logical and suitable candidate location given the previous recommendation to designate the SMUEA as *Category 1* lands based on the scoring by City staff using the evaluation criteria for urban expansion and the updated assessment undertaken as part of this *Official Plan Amendment* application.

The following is an overall review of the applicable *PPS 2024* policies:

## **Chapter 1: Introduction**

### **Vision**

*Ontario is a vast, fast-growing province that is home to many urban, rural and northern communities distinguished by different populations, economic activity, pace of growth, and physical and natural conditions. More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031.*

*Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.*

- **The proposed *Official Plan Amendment* application to designate the SMUEA as a *Category 1 – Future Neighbourhood Overlay* will contribute to the future supply and mix of housing options to address the full range of housing affordability needs.**
- **City Council approved the Balanced scenario as the growth management approach for the new *Official Plan* as it best met the policy directions and was the most consistent**

with the then in effect *PPS 2020*. This scenario involves increasing intensification targets and requires urban area expansion to address the population projections for the City of Ottawa to 2046.

- Increasing the supply and mix of housing options is needed to address the Fall 2024 updated population projections forecasted for the City of Ottawa to 2046 by the MoF.
- The SMUEA will form part of the urban settlement area following its designation as a *Category 1 – Future Neighbourhood Overlay*. No impacts to the long-term viability of local food production and the agri-food network are anticipated as the evaluation criteria for urban expansion areas approved by City Council required that these areas be avoided.

### ***Role of the Provincial Planning Statement***

*The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.*

- The proposed *Official Plan Amendment* application to designate the SMUEA as a *Category 1 – Future Neighbourhood Overlay* will contribute to the future supply and mix of housing options to address the full range of housing affordability needs.
- Increasing the supply and mix of housing options is needed to address the Fall 2024 updated population projections forecasted for the City of Ottawa to 2046 by the MoF.
- City staff recommended the designation of the SMUEA as “*Category 1*” lands based on the total scoring using the evaluation criteria. *Category 1* lands demonstrated strong adherence to the *Residential Growth Management Strategy for the New Official Plan and Five Big Moves*.

## ***Chapter 2: Building Homes, Sustaining Strong and Competitive Communities***

### ***2.1 Planning for People and Homes***

- 1) *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
- 2) *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
- 3) *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon...*

- 4) To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
    - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
    - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
  - 6) Planning authorities should support the achievement of complete communities by:
    - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
    - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
    - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.
- The proposed **Official Plan Amendment** application to add the SMUEA to the urban expansion area is needed to accommodate the projected growth for the City of Ottawa given the Fall 2024 population projections published by the MoF.
  - As such, to ensure consistency with the **PPS 2024** the City of Ottawa should consider additional land areas that are required to accommodate an appropriate range and mix of land uses to meet the projected needs. The **PPS 2024** defines “designated and available” as “lands designated in the official plan for urban residential use. For municipalities where more detailed official plan policies (e.g., secondary plans) are required before development applications can be considered for approval, only lands that have commenced the more detailed planning process are considered to be designated and available for the purposes of this definition”. It is noted that lands are only “designated” once they have completed the Community Design Plan (CDP) and Secondary Plan (SP) processes such as *City of Ottawa Official Plan Annex 4: Local Plan Framework* and *Section 12 – Local Plans*. The term “designated” implies that it has been formally designated by City Council and completed the CDP and SP processes.
  - To elaborate on the above, in Section 1.1 Background, Novatech completed an analysis to review the CDP process timeframe from initiation to City Council approvals as well as when building permits would be available for existing and future urban expansion areas. In addition to reviewing the *Kanata North CDP (2016)*, other areas that were reviewed included the *Fernbank CDP (2009)* and *Mer Bleue Expansion Area CDP [Area 10] (2017)*. The Status of Other Urban Expansion Areas prepared by Novatech dated October 18, 2024 is provided in Appendix D.
  - Generally, it took 3-4 years from initiating these CDP processes to approval by City Council.
  - Generally, it took 8-10 years from the date of initiating CDP processes to the availability of building permits.



- Moving forward, it is anticipated that while the new CDPs have begun for some urban expansion areas added in 2021, it will likely take 2 years for smaller areas and 3 years for larger areas to complete based on the anticipated City Council approval as shown in Appendix D. The City staff report to joint PHC/ARAC meeting dated October 9, 2024, noted that of the current vacant greenfield land supply one-third will be available in the long-term over the next 16 to 25 years and that of the most recent 2021 added expansion areas, although 96 per cent (1,224 hectares) have formally commenced the Local Plan/Secondary Plan process, none have completed the work yet. These expansion areas are only beginning the process and are not designated and available. This demonstrates how long it takes for development approvals to be obtained and why land must be added to maintain a 15 year minimum supply.
- The City staff report titled, “*New Urban and Village Boundary Expansion Official Plan Application Process*” dated October 9, 2024 that went to joint PHC/ARAC meeting, incorrectly directs a private expansion application to use the population and growth projections as contained in the approved *Official Plan (2022)*. This is not correct because any decision made after October 20, 2024, will have to be consistent with the *PPS 2024* as directed by the *Planning Act*. The Province of Ontario has only issued forecasting for municipalities within the Greater Golden Horseshoe area.
- *Section 3(5)* of the *Planning Act* states that decisions made by an approval authority, like the City of Ottawa, shall be consistent with policy statements (including the *PPS*) in force at the time of decision. The *PPS 2024* clearly states in *Policy 6.1(7)* that even if an official plan has not been updated to implement, and hence be consistent with, a new *PPS*, any decision must still be consistent with the *PPS* in force at the time of decision.
- A decision considering a boundary expansion must be consistent with most recently available MoF population and employment forecasts, rather than what is contained in the *Official Plan (2022)*. *Policy 2.1(1)* of *PPS 2024*, directs that planning shall be based on population growth forecasts published by the MoF which are issued annually.
- The City of Ottawa has never previously received population and employment forecasts “*issued by the Province*”, so *PPS 2024 Policy 2.1(2)* is not applicable to the City of Ottawa. As stated in KPEC’s analysis, by using the City of Ottawa’s methodology in estimating its urban expansion land needs, KPEC found that if all other assumptions/inputs were held constant (unit mix, intensification rate, built densities), the City of Ottawa would require an additional 3,346 hectares (gross) over and above the City of Ottawa’s calculated greenfield land needs to 2046 for a 25 year supply.
- Parcel Economics concludes that based on recent forecasts prepared by the Ontario Ministry of Finance in the Fall 2024 and utilizing the same land needs assessment approach that was taken by the City of Ottawa as part of the *Residential Growth Management Strategy for the New Official Plan*, the City of Ottawa needs to expand the Urban Boundary to accommodate at least an additional 3,200 gross hectares, beyond the current approved 1,281 hectares expansion lands (4,500 hectares in total).
- The current in force *PPS 2024* stipulates that current MoF population projections should be utilized when assessing land supply needs. The recently issued City of Ottawa Terms of Reference stipulates utilizing the *City of Ottawa Official Plan (2022)* projections. In our opinion, this is contrary to *Policies 2.2(1)* and *6.1(7)* of the *PPS 2024*. The Parcel Economics report considers and analyzes both scenarios.
- As indicated in the analysis by Parcel Economics, submitted as part of this *Official Plan Amendment* application, the City of Ottawa falls short of their required 15 year supply required per the *PPS 2024*. Based on household growth forecasts contained within the

**Official Plan (2022)**, as of October 1, 2024, the greenfield area is estimated to have a 13.7 year supply of vacant land available for development when adjusting for the 2.2 years that have passed since the last update. Household growth forecasts when using the MoF's 2024 population projections results in the City of Ottawa being well below the 15 year supply target with only providing an 8.2 year supply. It is evident that whether using household growth forecasts contained within the *Official Plan (2022)* or MoF's Fall 2024 population projections, the City of Ottawa is below the 15 year supply requirement.

## **2.2 Housing**

- 1) *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
    - a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
    - b) *permitting and facilitating:*
      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*
    - 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.*
- **Through the Local Plan/Secondary Plan process and subsequent approvals of development applications for the SMUEA, an appropriate range and mix of housing options and densities will be established to meet projected needs of current and future residents in accordance with the policies of the *City of Ottawa Official Plan (2022)* and the *PPS 2024*.**
  - **The *Preliminary Policy Directions* for the new *Official Plan* require that communities for urban expansion areas achieve an overall 36 units per net hectare with a minimum 10% representing apartments.**
  - **Through the CDP or SP process, the specific targets, mix and density of residential uses for the SMUEA will be implemented.**
  - **The SMUEA when built out in accordance with the Local Plan/Secondary Plan process outlined by the *City of Ottawa Official Plan Annex 4: Local Plan Framework* and *Section 12 – Local Plans*, development applications will contribute to providing an appropriate range and mix of housing options and densities to meet the projected population projections for the City of Ottawa.**
  - **The location of the SMUEA is in proximity to planned transit with the Kanata North Transitway and park and ride. Including these lands in the urban area is consistent with development occurring in proximity to planned and existing transit.**

## 2.3 Settlement Areas and Settlement Area Boundary Expansions

### 2.3.1 General Policies for Settlement Areas

- 1) *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
  - 2) *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
    - a) *efficiently use land and resources;*
    - b) *optimize existing and planned infrastructure and public service facilities;*
    - c) *support active transportation;*
    - d) *are transit-supportive, as appropriate; and*
    - e) *are freight-supportive.*
  - 3) *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
  - 4) *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
  - 5) *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
  - 6) *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*
- **City Council approved the Balanced scenario as the growth management approach for the new *Official Plan* as it best met the policy directions and was the most consistent with the then in effect *PPS 2020*. This scenario involves increasing intensification targets and requires urban area expansion to address the population projections for the City of Ottawa to 2046.**
  - **The proposed *Official Plan Amendment* would result in the SMUEA being designated as a *Category 1 – Future Neighbourhood Overlay* and included within the City of Ottawa’s urban expansion area (settlement area).**
  - **City staff recommended the designation of the SMUEA as “*Category 1*” lands based on the total scoring using the evaluation criteria. *Category 1* lands demonstrated strong adherence to the *Residential Growth Management Strategy for the New Official Plan and Five Big Moves*.**
  - **The addition of the SMUEA is consistent with the above *PPS 2024* policies:**
    - **The proposal is to add the SMUEA to the City of Ottawa’s settlement area.**
    - **The SMUEA will be an urban community with a minimum density of 36 units per hectare in accordance with *City of Ottawa Official Plan* policies.**
    - **The SMUEA will build upon the existing service and transportation that was planned and constructed for the KNUEA.**

- The SMUEA will build upon the active transportation network that was planned for the KNUEA.
- Similar to the KNUEA, the SMUEA will include mixed use development and residential densities in proximity to the City of Ottawa's park and ride and Kanata North Transitway.

### **2.3.2 New Settlement Areas and Settlement Area Boundary Expansions**

- 1) *In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following:*
    - a) *the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*
    - b) *if there is sufficient capacity in existing or planned infrastructure and public service facilities;*
    - c) *whether the applicable lands comprise specialty crop areas;*
    - d) *the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*
    - e) *whether the new or expanded settlement area complies with the minimum distance separation formulae;*
    - f) *whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and*
    - g) *the new or expanded settlement area provides for the phased progression of urban development.*
  - 2) *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
- City Council approved the Balanced scenario as the growth management approach for the new **Official Plan (2022)** as it best met the policy directions and was the most consistent with the then in effect **PPS 2020**. This scenario involves increasing intensification targets and requires urban area expansion to address the population projections for the City of Ottawa to 2046.
  - City staff recommended the designation of the SMUEA as “**Category 1**” lands based on the total scoring using the evaluation criteria. **Category 1** lands demonstrated strong adherence to the **Growth Management Strategy** and **Five Big Moves**.
  - The proposed **Official Plan Amendment** to add the SMUEA to the urban expansion area will build upon the previously City Council approved **Kanata North CDP (2016)**. The SMUEA lands can use the infrastructure and services planned and provided in the KNUEA such as the park and ride facility, commercial development, terminus transit station located at the boundary between SMUEA and KNUEA, watermain and sanitary services constructed within the KNUEA, watermain upgrades in March Road, parks and schools planned to be constructed.
  - Integrating the SMUEA with the KNUEA area is consistent with the **PPS 2024**. In doing so, this will ensure that growth occurs in an efficient and logical manner that optimizes

the use of planned and existing infrastructure and services as stated in the corresponding Servicing Capacity Assessment and Transportation Capacity Assessment reports.

- This *Official Plan Amendment* application is not intended to establish the final land use designations or allow for the direct submission of development applications as this occurs following approval of the Local Plan/Secondary Plan process including City Council approval of a CDP including a Land Use Plan and accompanying Master Plans. The more detailed land use planning process will determine the specific land uses, densities and locations.
- The *Residential Growth Management Strategy for the New Official Plan* indicated that the criteria for urban expansion areas shall avoid *Agricultural Resource Areas*. There are no prime agricultural areas within the SMUEA.
- The *Residential Growth Management Strategy for the New Official Plan* notes that lands with characteristics such as wetlands, valley or escarpment, designated as *Natural Environment Areas*, flood plain, bedrock and sand and gravel resource, zoned for mineral extraction, impacted by existing or historic landfill operations, and within one kilometre of an existing village would not be considered or scored for urban expansion.
- The direct application of this policy will be evaluated as part of the Local Plan/Secondary Plan process outlined by the *City of Ottawa Official Plan Annex 4: Local Plan Framework* and *Section 12 – Local Plans* to determine appropriate setbacks or buffers.
- The above characteristics have been evaluated for the SMUEA and would not preclude any of the property parcels from being included in the City of Ottawa's urban boundary.
- In the following sections, the other criteria in *Policy 2.3.2(1)* are discussed in further detail.

## **2.9 Energy Conservation, Air Quality and Climate Change**

- 1) *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
    - a) *support the achievement of compact, transit-supportive, and complete communities;*
    - b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
    - c) *support energy conservation and efficiency;*
    - d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
    - e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*
- The SMUEA is situated immediately north of the future Kanata North Transitway with a planned park and ride facility located at the terminus transit station located at the southern edge of SMUEA within the northwest quadrant of the KNUEA.
  - The *Kanata North CDP (2016)* states that the location of the park and ride facility was selected to capture ridership from the rural area, which at the time included the SMUEA

and to allow the park and ride to function as the terminus of the Kanata North Transitway along March Road.

- It is a logical extension to continue the Kanata North Transitway further along March Road within the SMUEA lands.
- The cross sections for March Road as illustrated in the *Kanata North CDP (2016)* will include unidirectional cycle tracks that would logically be extended north through the SMUEA area providing alternative modes of transportation.
- The formerly active Beachburg Rail Corridor which forms the eastern boundary of the SMUEA is identified as a *Major Pathway* as per *Official Plan Schedule C8 – Active Transportation Network Rural Cycling Routes*. This provides an alternate form of pedestrian and cycling access.

### **Chapter 3: Infrastructure and Facilities**

#### **3.1 General Policies for Infrastructure and Public Service Facilities**

- 1) *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
    - a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
    - b) *leverage the capacity of development proponents, where appropriate; and*
    - c) *are available to meet current and projected needs.*
  - 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.*
  - 3) *Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.*
  - 4) *Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.*
  - 5) *Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in strategic growth areas, and other areas with a compact built form.*
- **A Servicing Capacity Assessment was prepared by Novatech dated October 23, 2024 in support of the proposed *Official Plan Amendment* application.**
  - **The SMUEA will be serviced by future local municipal sewage and water services to accommodate the forecasted growth. The location of the SMUEA abutting the existing KNUEA to the south enables the logical integration of sewage, water, and stormwater to maximize the efficiency of planned municipal infrastructure and services.**

- No major or foundation infrastructure components are required to be upgraded in order to accommodate the addition of the SMUEA. The projects are identified in the Servicing Capacity Assessment and Transportation Capacity Assessment reports prepared by Novatech.
- The *Kanata North CDP (2016)* includes four (4) future schools as part of the KNUEA which are located south the SMUEA. It is anticipated that through the Local Plan/Secondary Plan process for the SMUEA, school boards will be engaged and consulted on the various requirements for future institutional facilities
- It is an appropriate time to expand the urban area in proximity to the KNUEA area so infrastructure and public service facilities may be planned and constructed.

### **3.2 Transportation Systems**

- 1) *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*
  - 2) *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
  - 3) *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*
- A Transportation Capacity Assessment was prepared by Novatech dated October 22, 2024 as part of the proposed *Official Plan Amendment* application. Detailed information and findings can be found in the Transportation Capacity Assessment which will accompany this submission.
  - The SMUEA will have good access to the planned park and ride lot and future Bus Rapid Transitway (BRT) along March Road with a planned transit station at the southern edge of the SMUEA boundary.
  - It is a logical extension of the Kanata North Transitway to continue up March Road through the SMUEA.
  - In a City staff memo to Transportation Committee dated June 7, 2024, it was identified that the Province of Ontario would be committing up to \$80 million (1/3 of eligible capital costs) for the Kanata North Transitway as financial support to assist the City of Ottawa with implementing the project.
  - The SMUEA is well positioned with proximity to several amenities including shopping, employment centres, recreational facilities, and emergency services.

### **3.6 Sewage, Water, and Stormwater**

- 1) *Planning for sewage and water services shall:*
  - a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
  - b) *ensure that these services are provided in a manner that:*
    1. *can be sustained by the water resources upon which such services rely;*



2. *is feasible and financially viable over their life cycle;*
  3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
  4. *aligns with comprehensive municipal planning for these services, where applicable.*
- c) *promote water and energy conservation and efficiency;*
  - d) *integrate servicing and land use considerations at all stages of the planning process;*
  - e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
  - f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*
- 2) *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*
- 8) *Planning for stormwater management shall:*
    - a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
    - b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
    - c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
    - d) *mitigate risks to human health, safety, property and the environment;*
    - e) *maximize the extent and function of vegetative and pervious surfaces;*
    - f) *promote best practices, including stormwater attenuation and re-use, water, conservation and efficiency, and low impact development; and*
    - g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*
- **A Servicing Capacity Assessment was prepared by Novatech dated October 23, 2024 as part of the proposed *Official Plan Amendment* application. Detailed information and findings can be found in the Servicing Capacity Assessment which will accompany this submission.**
  - **The SMUEA will be serviced by future local municipal sewage and water services to accommodate the forecasted growth. The location of the SMUEA abutting an existing urban area to the south enables the logical integration of sewage, water, and stormwater to maximize the efficiency of planned municipal infrastructure and services.**
  - **It is logical to extend the Kanata North Transitway to continue up March Road through the SMUEA.**

- **The SMUEA is well serviced by existing and planned transportation, transit, pedestrian and cycling infrastructure.**

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

- 1) *Healthy, active, and inclusive communities should be promoted by:*
    - a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
    - b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
    - c) *providing opportunities for public access to shorelines; and*
    - d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*
- **It is anticipated that as part of the Local Plan/Secondary Plan process, the SMUEA will consider the requirements for future public spaces, recreation, parks, trails, and open space in accordance with the *City of Ottawa Official Plan (2022)* and *PPS 2024* policies. This will likely include cycling infrastructure and pedestrian pathways.**

## **Chapter 4: Wise Use and Management of Resources**

### **4.1 Natural Heritage**

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

- f) *coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
  - 6) *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
  - 7) *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
  - 8) *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*
  - 9) *Nothing in policy 4.1 is intended to limit the ability of agricultural uses to continue.*
- **A Natural Environment Existing Conditions Report was prepared by McKinley Environmental Solutions dated October 28, 2024 as part of the proposed *Official Plan Amendment* application.**
  - **The report did not identify any regulated wetlands including Provincially Significant Wetlands, valley or escarpment lands, or lands designated Natural Environment Areas as per the *Residential Growth Management Strategy for the New Official Plan*.**
  - **As such, the entire SMUEA should be considered as candidate lands for urban expansion.**
  - **Detailed information and findings can be found in the report which will accompany this submission.**

#### **4.2 Water**

- 1) *Planning authorities shall protect, improve or restore the quality and quantity of water by:*
  - a) *using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
  - b) *minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
  - c) *identifying water resource systems;*
  - d) *maintaining linkages and functions of water resource systems;*
  - e) *implementing necessary restrictions on development and site alteration to:*
    1. *protect all municipal drinking water supplies and designated vulnerable areas; and*
    2. *protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;*
  - f) *planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
  - g) *ensuring consideration of environmental lake capacity, where applicable.*

- 2) *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*
  - 3) *Municipalities are encouraged to undertake, and large and fast-growing municipalities shall undertake watershed planning to inform planning for sewage and water services and stormwater management, including low impact development, and the protection, improvement or restoration of the quality and quantity of water.*
  - 4) *Despite policy 4.2.3, where planning is conducted by an upper-tier municipality that includes one or more lower-tier large and fast-growing municipalities, the upper-tier municipality shall undertake watershed planning in partnership with lower-tier municipalities, including lower-tier large and fast-growing municipalities.*
  - 5) *All municipalities undertaking watershed planning are encouraged to collaborate with applicable conservation authorities.*
- **As noted above, the Natural Environment Existing Conditions Report did not identify any regulated wetlands including Provincially Significant Wetlands, valley or escarpment lands, or lands designated Natural Environment Areas as per the *Residential Growth Management Strategy for the New Official Plan*. As such, the SMUEA should be considered as candidate lands for urban expansion.**
  - **Detailed information and findings can be found in the report which will accompany this submission.**

### **4.3 Agriculture**

#### **4.3.1 General Policies for Agriculture**

- 1) *Planning authorities are required to use an agricultural system approach, based on provincial guidance, to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the agri-food network.*
  - 2) *As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.*
  - 3) *Specialty crop areas shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the prime agricultural area, in this order of priority.*
- **The *Residential Growth Management Strategy for the New Official Plan* indicated that the criteria for urban expansion areas shall avoid *Agricultural Resource Areas*. The recommendation to exclude land in agricultural areas from being considered or evaluated as candidate lands as part of the urban boundary expansion was approved at the City Council meeting on May 27, 2020.**
  - **The SMUEA does not include property parcels that are designated prime agricultural areas or specialty crop areas. The addition of the SMUEA would be consistent with the *PPS 2024* that requires these areas to be avoided.**

#### **4.4 Minerals and Petroleum**

##### **4.4.1 General Policies for Minerals and Petroleum**

- 1) *Minerals and petroleum resources shall be protected for long-term use.*
- **The Residential Growth Management Strategy for the New Official Plan** notes that lands with characteristics such as bedrock and sand and gravel resource and zoned for mineral extraction would not be considered or scored for urban expansion.
- **The SMUEA** does not include property parcels that are current mineral mining operations or petroleum resource operations or known to contain mineral deposits, petroleum resources and significant areas of mineral potential. The addition of the SMUEA would be consistent with the *PPS 2024* that requires these areas to be avoided.

#### **4.5 Mineral Aggregate Resources**

##### **4.5.1 General Policies for Mineral Aggregate Resources**

- 1) *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*
- **As noted above, the Residential Growth Management Strategy for the New Official Plan** notes that lands with characteristics such as bedrock and sand and gravel resource and zoned for mineral extraction would not be considered or scored for urban expansion.
- **To protect mineral aggregate production, the recommendation to not score, evaluate or consider candidate parcels adjacent to or within 200 metres of mineral aggregate areas unless it could be demonstrated that the resource would be exhausted by 2036 was approved at the City Council meeting on May 27, 2020.** The SMUEA does not include property parcels that are designated mineral aggregate resources or any property parcels within 200 metres of mineral aggregate areas. The addition of the SMUEA would be consistent with the *PPS 2024* that requires these areas to be avoided.

#### **4.6 Cultural Heritage and Archaeology**

- 1) *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
- 2) *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
- 3) *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*
- 4) *Planning authorities are encouraged to develop and implement:*
  - a) *archaeological management plans for conserving archaeological resources; and*
  - b) *proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*

- 5) *Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.*
- **The SMUEA does include property parcels that are identified as containing archaeological potential as per the City of Ottawa's GeoOttawa web application.**
  - **As part of the Local Plan/Secondary Plan process, the South March Landowners Group will be required to complete the Stage 1 archaeological assessments in accordance with the *Ontario Heritage Act, R.S.O. 1990, c 0.18*. This is standard and the same process was undertaken for other previous urban expansion areas.**

## ***Chapter 5: Protecting Public Health and Safety***

### ***5.1 General Policies for Natural and Human-Made Hazards***

- 1) *Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.*
- **As part of the Local Plan/Secondary Plan process, the SMLG will be required to complete the necessary studies to demonstrate that future development would be directed away from areas of natural or human-made hazards.**
  - **The *Residential Growth Management Strategy for the New Official Plan* notes that lands with characteristics such as wetlands, valley or escarpment, designated as *Natural Environment Areas*, flood plain, bedrock and sand and gravel resource, zoned for mineral extraction, impacted by existing or historic landfill operations, and within one kilometre of an existing village would not be considered or scored for urban expansion.**
  - **It is anticipated that these other criteria would be evaluated as part of the Local Plan/Secondary Plan process outlined by the *City of Ottawa Official Plan Annex 4: Local Plan Framework* and *Section 12 – Local Plans*.**
  - **The above characteristics have been evaluated for the SMUEA and would not preclude any of the property parcels from being included in the City of Ottawa's urban boundary.**
  - **No property parcels within the SMUEA were identified as containing unstable slopes as per *Official Plan Schedule C15 – Environmental Constraints*.**

## ***Chapter 6: Implementation and Interpretation***

### ***6.1 General Policies for Implementation and Interpretation***

- 1) *The Provincial Planning Statement shall be read in its entirety and all relevant policies are to be applied to each situation.*
- 2) *The Provincial Planning Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the Constitution Act, 1982.*
- 3) *The Provincial Planning Statement shall be implemented in a manner that is consistent with Ontario Human Rights Code and the Canadian Charter of Rights and Freedoms.*

- 4) *When implementing the Provincial Planning Statement, the Minister of Municipal Affairs and Housing may make decisions that take into account other considerations to balance government priorities.*
- 5) *Official plans shall identify provincial interests and set out appropriate land use designations and policies. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas. In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with the Provincial Planning Statement. The policies of the Provincial Planning Statement continue to apply after adoption and approval of an official plan.*
- 6) *Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development.*
- 7) *Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the Provincial Planning Statement.*
- 8) *In addition to land use approvals under the Planning Act, infrastructure may also have requirements under other legislation and regulations. For example, an environmental assessment process may be required for new infrastructure and modifications to existing infrastructure under applicable legislation. Wherever possible and practical, approvals under the Planning Act and other legislation or regulations should be integrated provided the intent and requirements of both processes are met.*
- 9) *To assess progress on implementation of the Provincial Planning Statement, the Province may:*
  - a) *identify key indicators to measure the outcomes, relevance and efficiency of the policies in the Provincial Planning Statement in consultation with municipalities, Indigenous communities, other public bodies and stakeholders;*
  - b) *monitor and assess the implementation of the Provincial Planning Statement through the collection and analysis of data under each indicator; and*
  - c) *consider the resulting assessment in each review of the Provincial Planning Statement.*
- 10) *Municipalities are encouraged to monitor and report on the implementation of the policies in their official plans, in accordance with any requirements for reporting planning information to the Province, data standards, and including through any other guidelines that may be issued by the Minister.*
- 11) *Strategic growth areas and designated growth areas are not land use designations and their delineation does not confer any new land use designations, nor alter existing land use designations. Any development on lands within the boundary of these identified areas is still subject to the relevant provincial and municipal land use planning policies and approval processes.*
- 12) *Density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.*



- 13) *Minimum density targets will be revisited at the time of each official plan update to ensure the target is appropriate.*

## **6.2 Coordination**

- 1) *A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including:*
    - a) *managing and/or promoting growth and development that is integrated with planning for infrastructure and public service facilities, including schools and associated child care facilities;*
    - b) *economic development strategies;*
    - c) *managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;*
    - d) *infrastructure, multimodal transportation systems, public service facilities and waste management systems;*
    - e) *ecosystem, shoreline, watershed, and Great Lakes related issues;*
    - f) *natural and human-made hazards;*
    - g) *population, housing and employment projections, based on regional market areas, as appropriate; and*
    - h) *addressing housing needs in accordance with provincial housing policies and plans, including those that address homelessness.*
  - 2) *Planning authorities shall undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.*
  - 3) *Planning authorities are encouraged to engage the public and stakeholders early in local efforts to implement the Provincial Planning Statement, and to provide the necessary information to ensure the informed involvement of local citizens, including equity-deserving groups.*
- **The Public Consultation Strategy for the proposed *Official Plan Amendment* application will be carried out in accordance with the strategies outlined in Section 7.0 Public Consultation Strategy of this report.**
  - **It is anticipated that through the Local Plan/Secondary Plan process for the SMUEA, further engagement and consultation will be undertaken per the requirements of the *Planning Act* and *Integrated Environmental Assessment* process.**
  - **The addition of the SMUEA will be consistent with the *PPS 2024* and other obligations will be satisfied as part of the Local Plan/Secondary Plan process.**

### 3.2 City of Ottawa Official Plan (2022)

The SMUEA is located within the *Rural Transect* as per the *City of Ottawa Official Plan (2022) Schedule A – Transect Areas* as shown in **Figure 3**. The SMUEA is designated as *Rural Countryside* as per *Official Plan Schedule B9 – Rural Transect* as shown in **Figure 4**.

The future planned transitway and transitway station proposed along March Road terminates south of the SMUEA as per *Official Plan Schedule C1 – Protected Major Transit Station Areas (PMTSA)* and *Official Plan Schedule C2 – Transit Network Ultimate* as shown in **Figures 5** and **6**. The former active Beachburg Rail Corridor which forms the eastern boundary of the SMUEA is identified as a *Major Pathway* as per *Official Plan Schedule C8 – Active Transportation Network Rural Cycling Routes* as shown in **Figure 7**. Old Second Line Road, Old Carp Road, and Cameron Harvey Drive are designated as existing collector roadways whereas March Road is designated as an existing arterial roadway as per *Official Plan Schedule C9 – Rural Transportation Network* as shown in **Figure 8**.

The SMUEA includes some property parcels with a *Natural Heritage Features Overlay* or watercourses as per *Official Plan Schedule C11-A – Natural Heritage System (West)* as shown in **Figure 9**. March Road, Old Carp Road, and Cameron Harvey Drive are designated as *Scenic Routes* as per *Official Plan Schedule C13 – Scenic Routes* as shown in **Figure 10**. The tributaries/watercourses on some of the property parcels within the SMUEA are identified on *Official Plan Schedule C15 – Environmental Constraints* as shown in **Figure 11**.

The SMUEA is currently identified as a *Category 1 – Future Neighbourhood Overlay* on the latest version of *Official Plan Schedule C17 – Urban Expansion Areas* as shown in **Figure 12**. While the MMAH initially approved the *City of Ottawa Official Plan (2022)* with a series of modifications to include the SMUEA as a future urban expansion area, this decision was subsequently reversed by the MMAH through *Bill 150: Planning Statutes Law Amendment Act, 2023*. A report to the City of Ottawa's joint PHC/ARAC meeting dated October 3, 2024 presented a series of policy and mapping updates to the *Official Plan (2022)* as part of the City of Ottawa's initiated *Omnibus 2 Official Plan Amendment*. The purpose of the report was to update the *Official Plan (2022)* to ensure it aligned with Provincial legislation, is accurate, and is effective. The effect of *Omnibus 2 Official Plan Amendment* as it pertains to the SMUEA would delete *Official Plan Schedule C17 – Urban Expansion Areas* and add the City Council approved *Category 1 – Future Neighbourhood Overlay* areas onto the relevant *Official Plan Schedule B Series*. A new Annex would replace *Official Plan Schedule C17 – Urban Expansion Areas* that labels each of the *Future Neighbourhood* urban expansion areas as shown in **Figure 13**. At the time of preparing this report, the City of Ottawa has not yet updated this schedule to remove the SMUEA as a future urban expansion area to reflect *Bill 150: Planning Statutes Law Amendment Act, 2023*.

The SMUEA does not fall under a *Development Zone of Influence* or *Heritage Conservation Districts* as per *Official Plan Annex 2 – Development Zone of Influence* and *Official Plan Annex 3 – Heritage Conservation Districts*. No *Area-Specific Policies* or *Rural Secondary Plans* are applicable to the SMUEA as per *Official Plan Annex 5 – Urban and Rural Areas Subject to Area-Specific Policies* and *Official Plan Annex 7 – Rural Areas Subject to a Secondary Plan*.

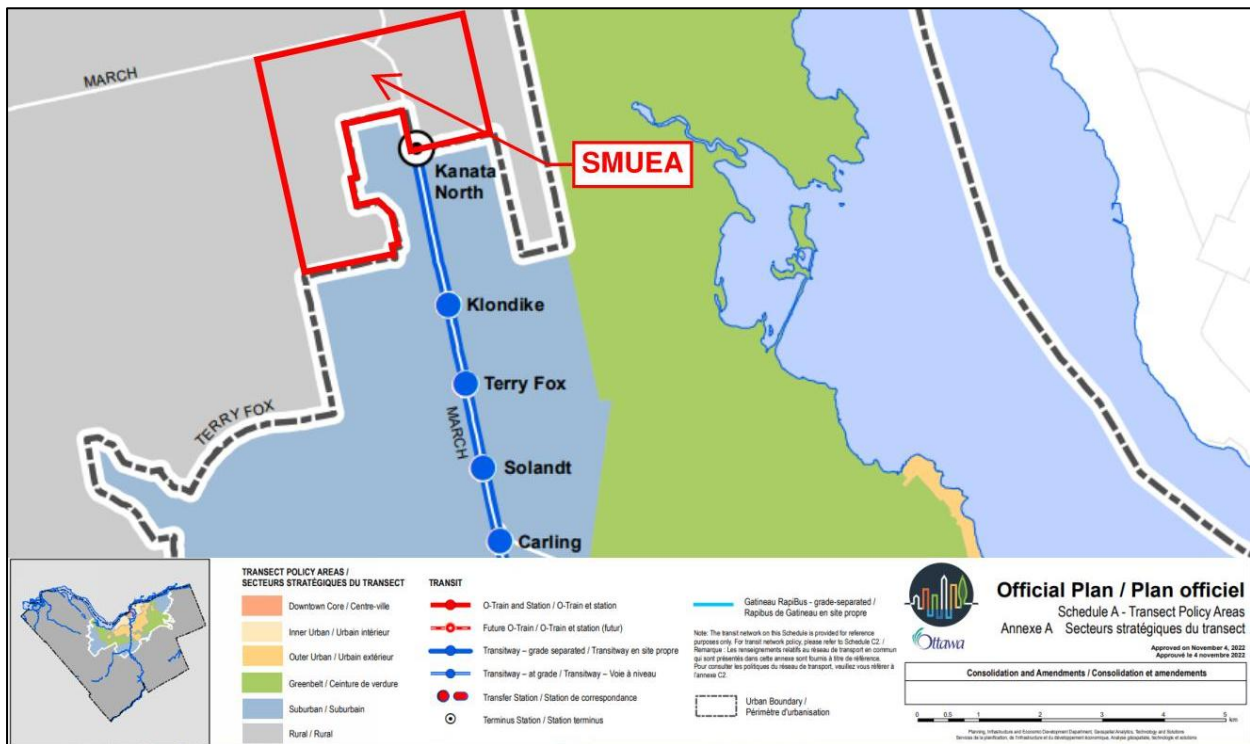


Figure 3: Excerpt from City of Ottawa Official Plan Schedule A – Transit Policy Areas with the SMUEA added by Novatech.

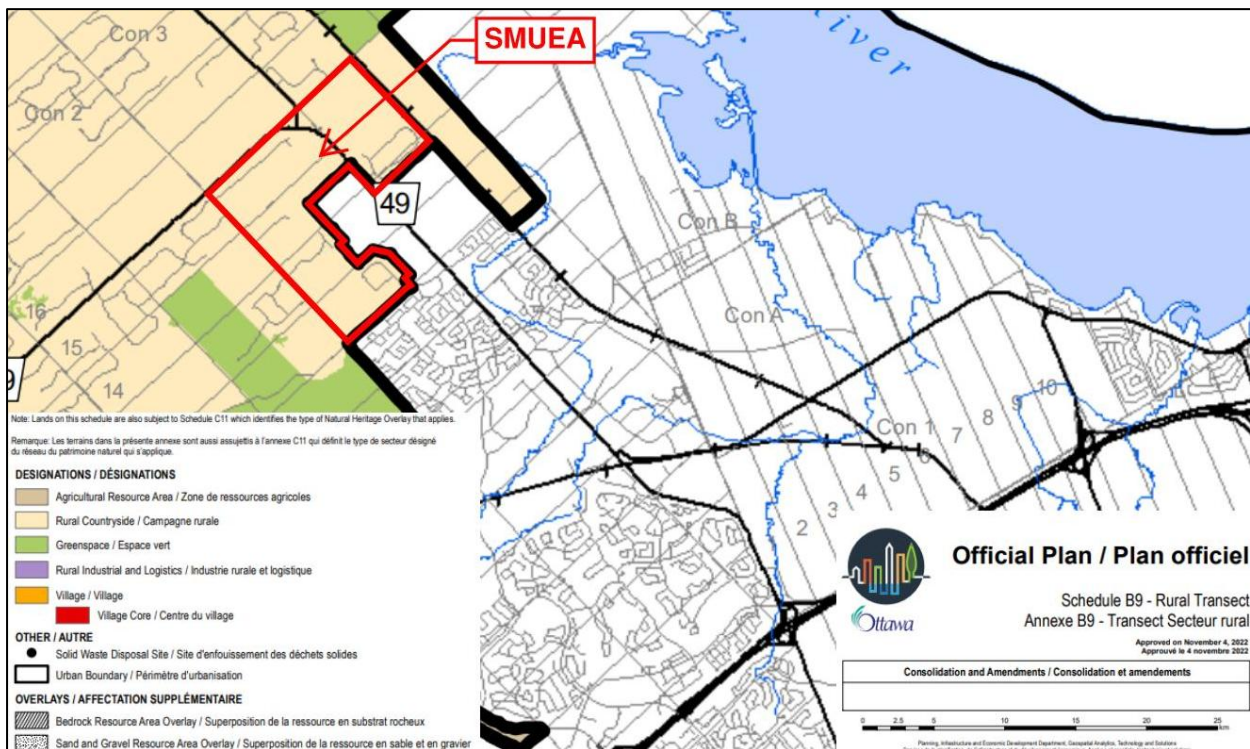


Figure 4: Excerpt from City of Ottawa Official Plan Schedule B9 – Rural Transect with the SMUEA added by Novatech.

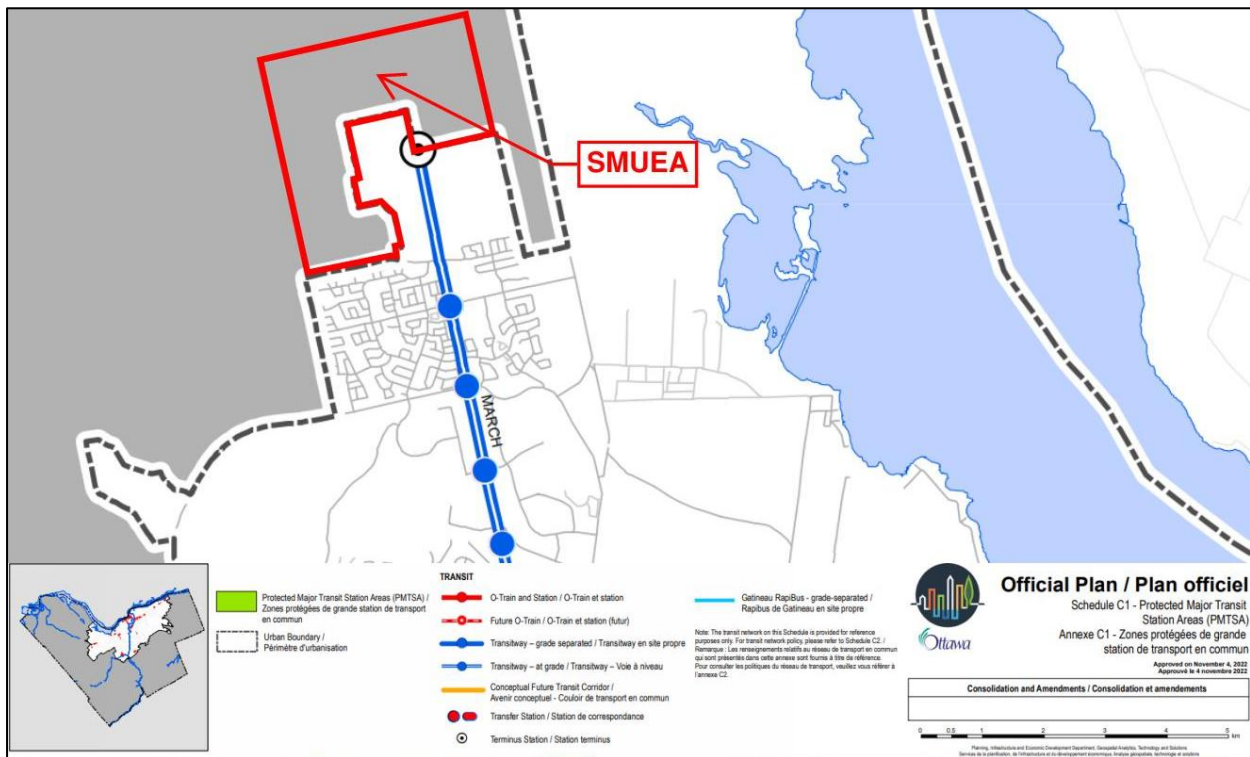


Figure 5: Excerpt from City of Ottawa Official Plan Schedule C1 – Protected Major Transit Station Areas (PMTSA) with the SMUEA added by Novatech.

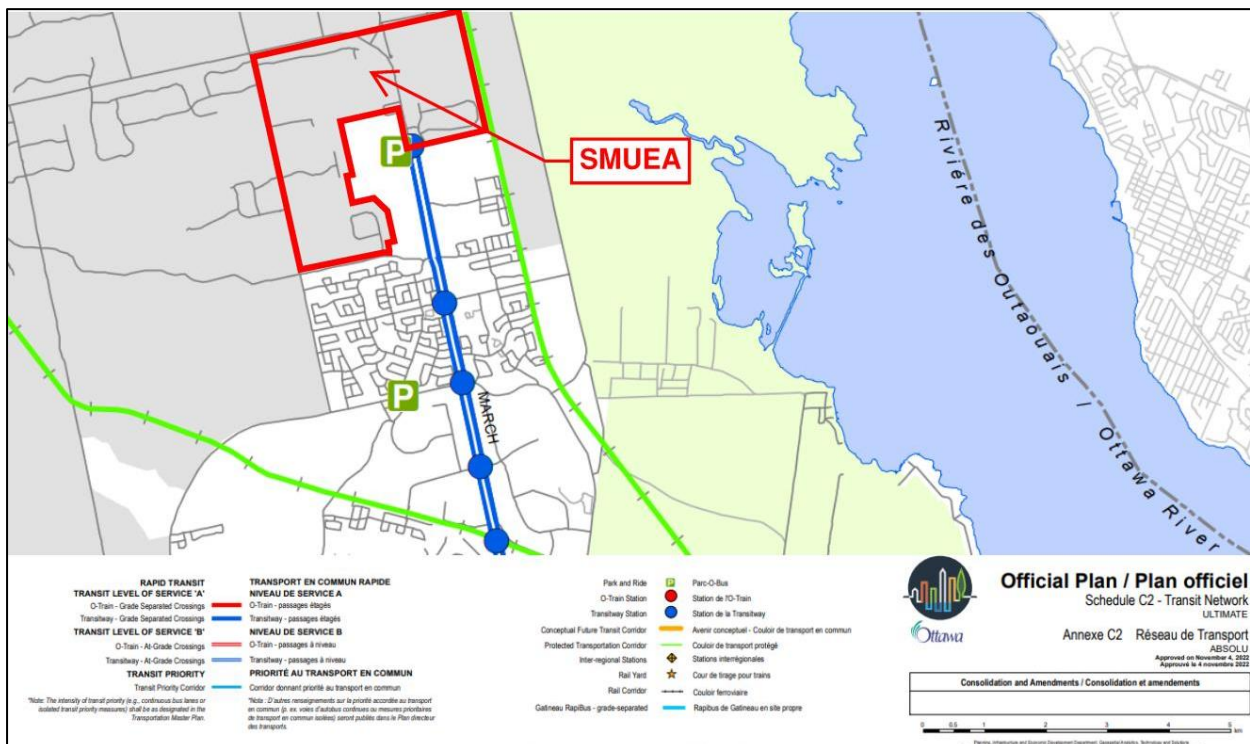


Figure 6: Excerpt from City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate with the SMUEA added by Novatech.



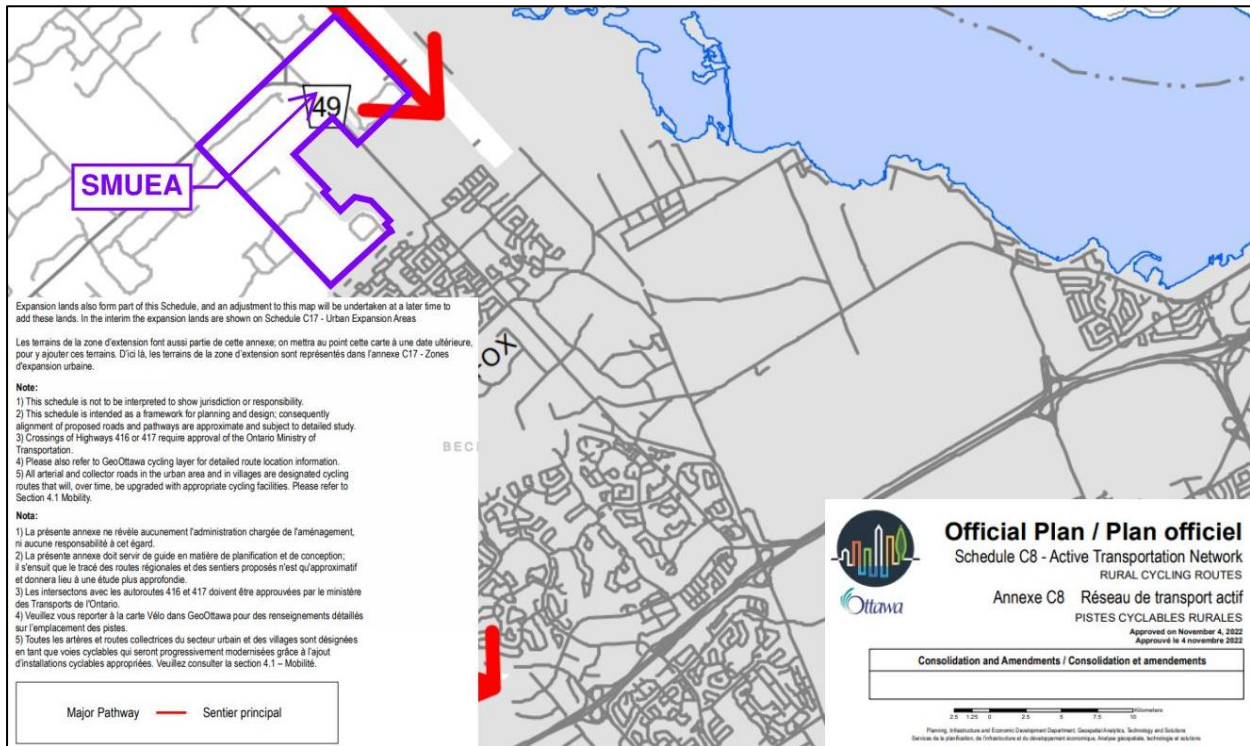


Figure 7: Excerpt from City of Ottawa Official Plan Schedule C8 – Active Transportation Network Rural Cycling Routes with the SMUEA added by Novatech.

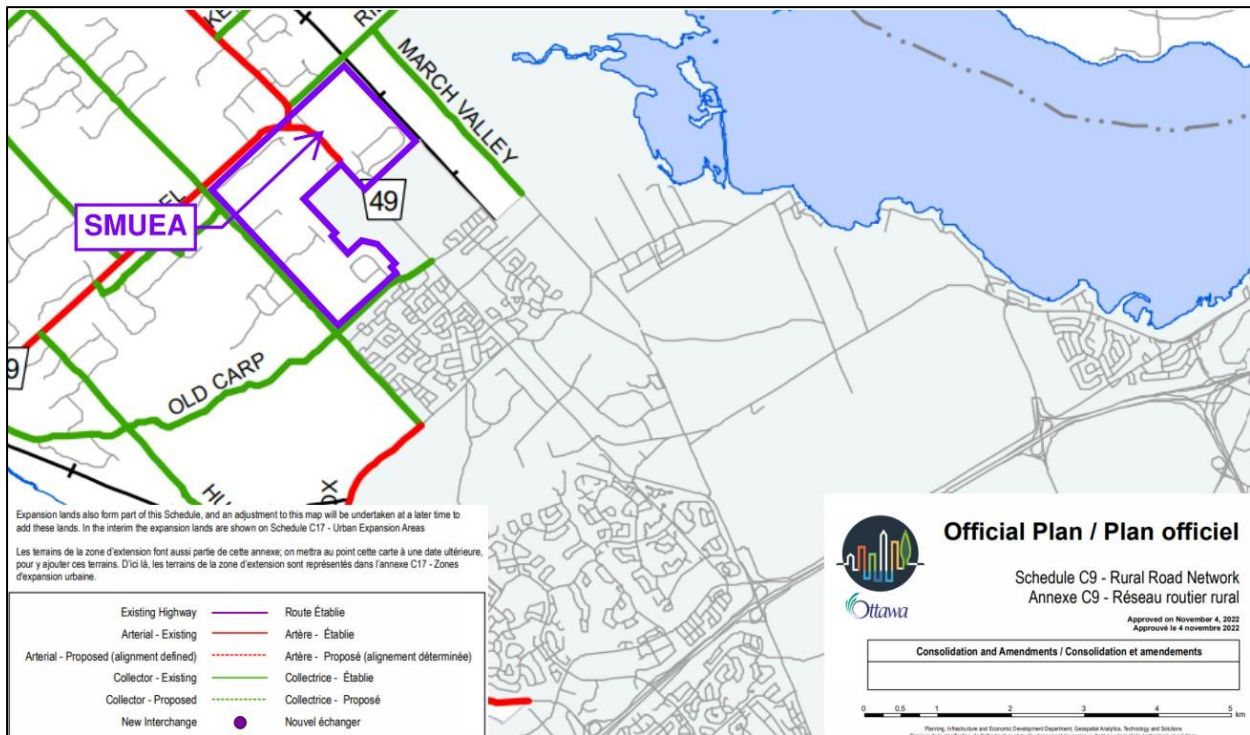


Figure 8: Excerpt from City of Ottawa Official Plan Schedule C9 – Rural Road Network with the SMUEA added by Novatech.

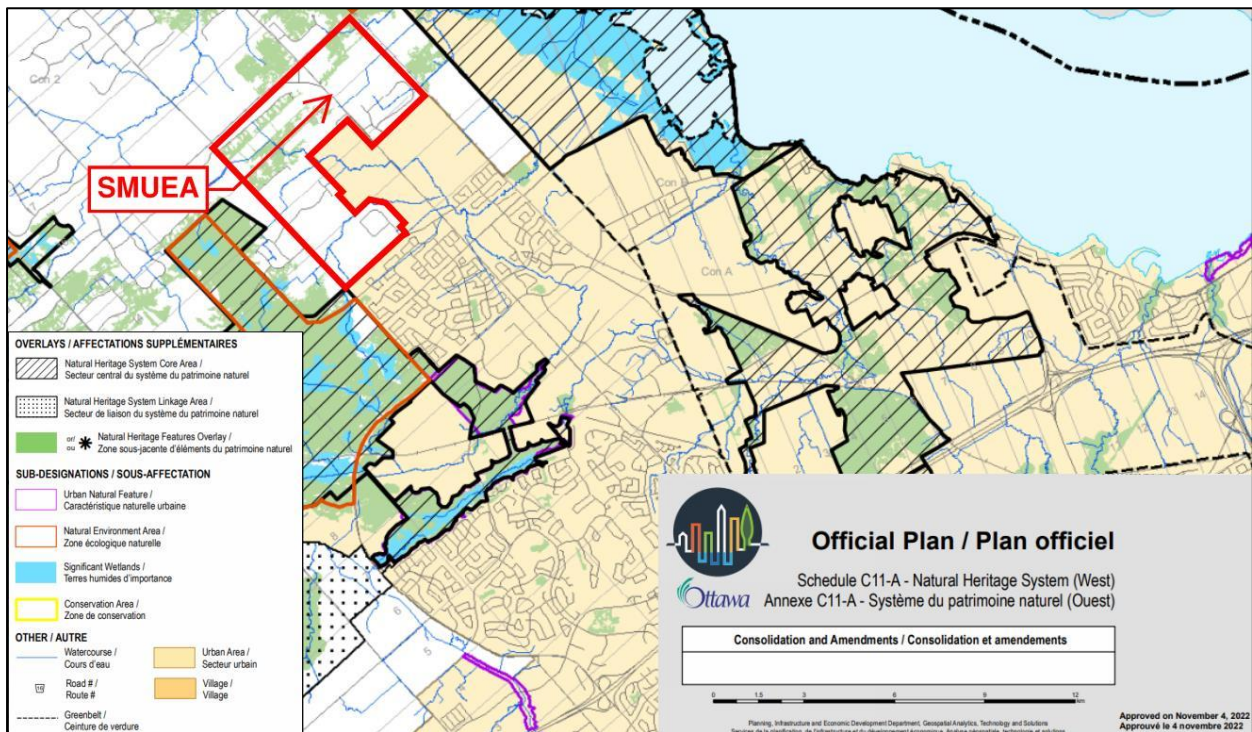


Figure 9: Excerpt from City of Ottawa Official Plan Schedule C11-A Natural Heritage System (West) with the SMUEA added by Novatech.

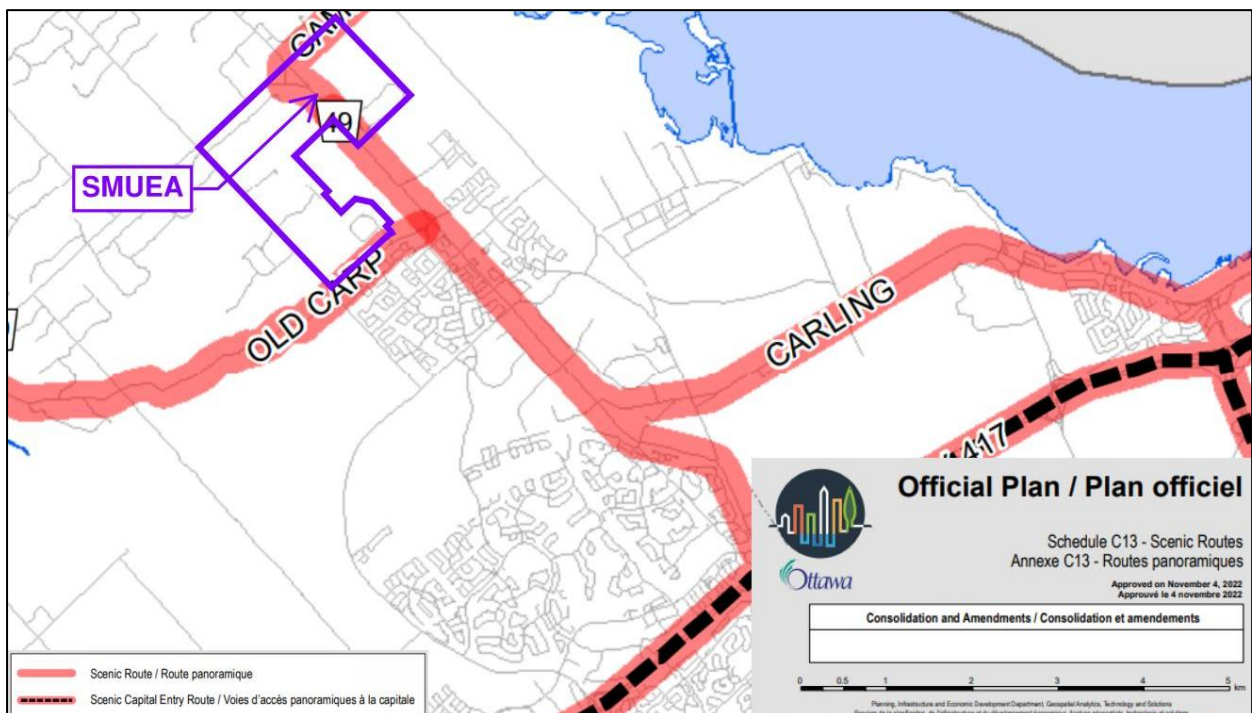


Figure 10: Excerpt from City of Ottawa Official Plan Schedule C13 – Scenic Routes with the SMUEA added by Novatech.



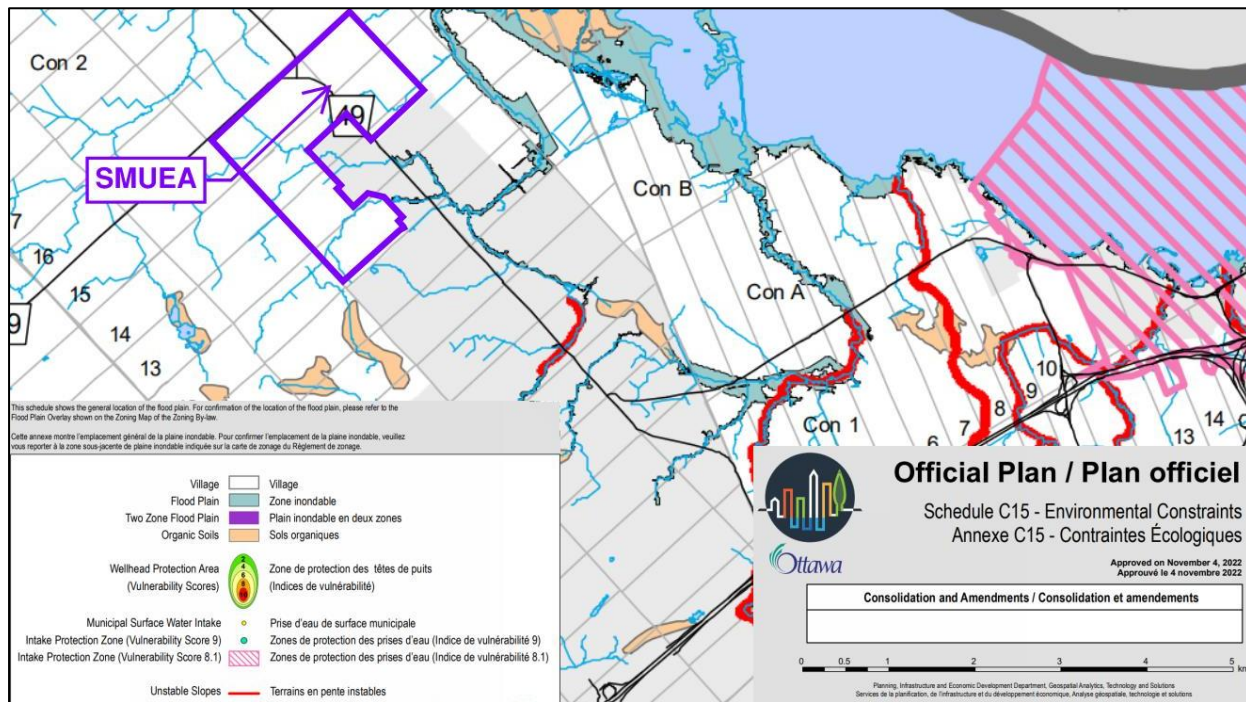


Figure 11: Excerpt from City of Ottawa Official Plan Schedule C15 – Environmental Constraints with the SMUEA added by Novatech.

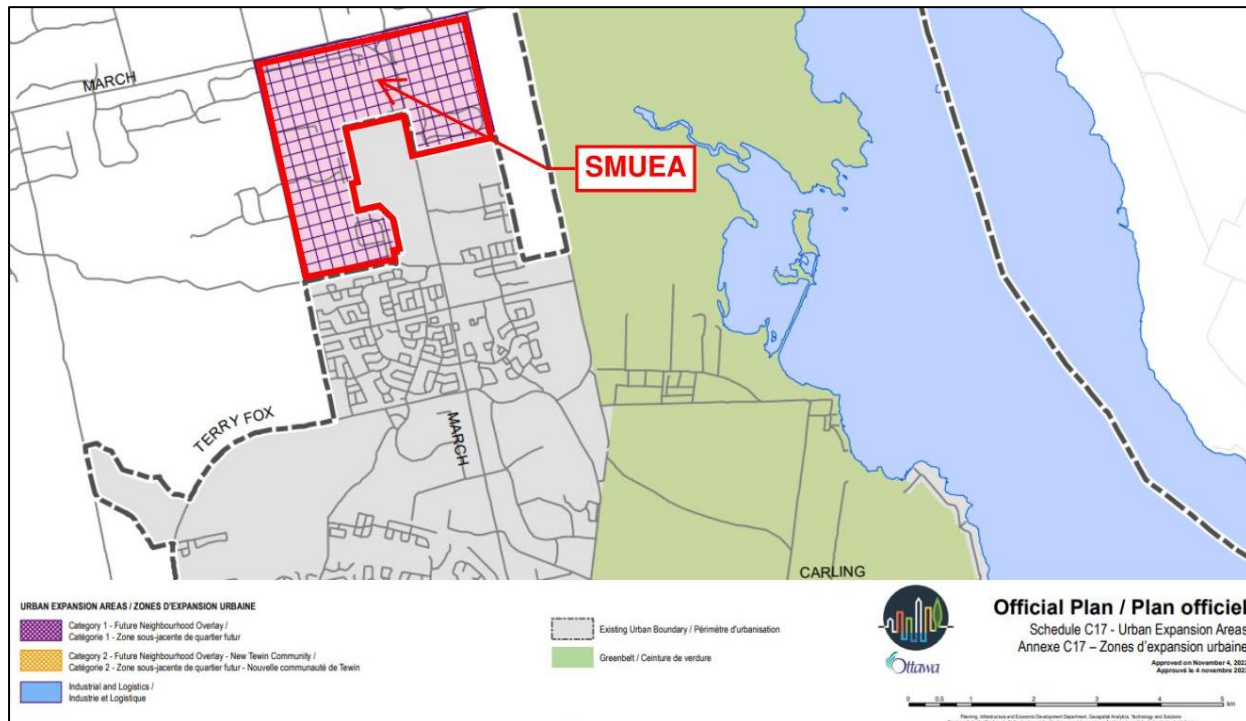


Figure 12: Excerpt from City of Ottawa Official Plan Schedule C17 – Urban Expansion Areas with the SMUEA added by Novatech.



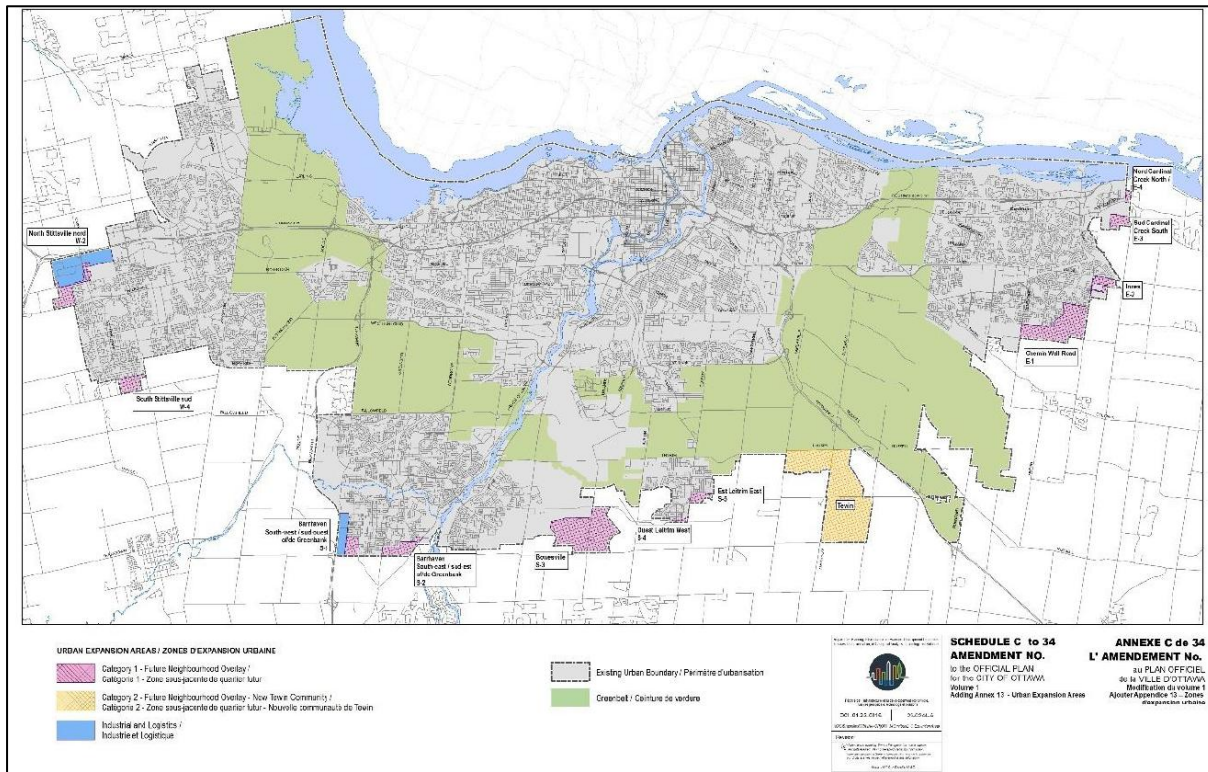


Figure 13: Excerpt from City of Ottawa Omnibus 2 Official Plan Amendment Schedule C to Amendment No. 34 to the City of Ottawa Official Plan Volume 1 Adding Annex 13 – Urban Expansion Areas.

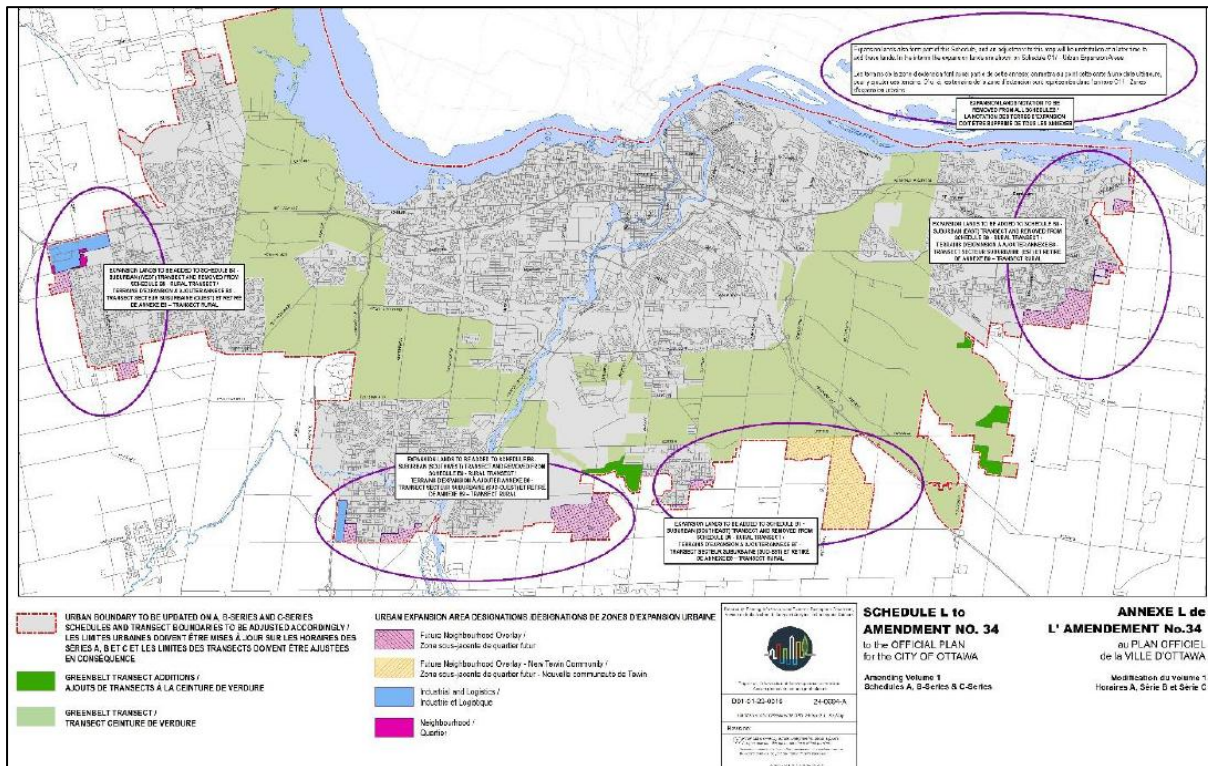


Figure 14: Excerpt from City of Ottawa Omnibus 2 Official Plan Amendment Schedule L to Amendment No. 34 to the City of Ottawa Official Plan Volume 1 Schedules A, B-Series & C-Series.



### 3.3 City of Ottawa Zoning By-law 2008-250

The SMUEA is currently zoned various rural zones under the *City of Ottawa's Zoning By-law 2008-250* as shown in **Figure 15**. The existing rural zones for the SMUEA include *Rural Countryside – RU*, *Rural Residential – RR*, *Rural Commercial – RC*, and *Rural Industrial – RI* with various rural subzones and site-specific rural exceptions.

It is anticipated that property parcels within the SMUEA will be rezoned through future development applications submitted to the City of Ottawa following the completion of the Local Plan/Secondary Plan process outlined by the municipality to bring the SMUEA into the existing urban boundary.

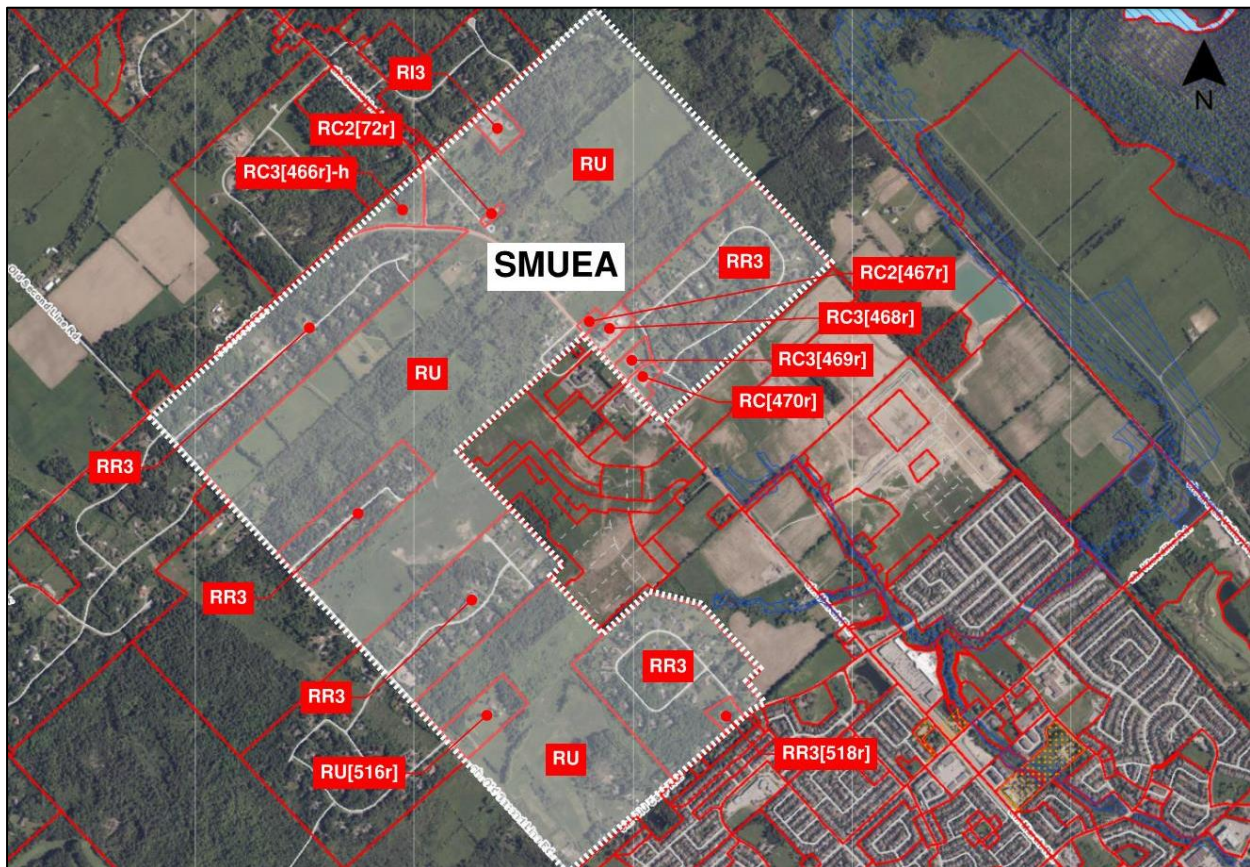


Figure 15: Excerpt of the SMUEA's existing zoning from GeoOttawa.

### 3.4 Other Applicable City of Ottawa Policies

In 2019, the City of Ottawa began a comprehensive review for the new *Official Plan*. A series of policy discussion papers were developed by City staff and presented at various joint Planning Committee and Agriculture and Rural Affairs Committee (PC/ARAC) meetings with recommendations to City Council for consideration as part of the new *Official Plan*. The following section provides an overview of the policy discussion papers regarding the City of Ottawa's anticipated population projections, overall growth management strategies, evaluation criteria for

urban expansion, and urban expansion areas that were designated by City Council as *Category 1 – Future Neighbourhood Overlay* lands.

The SMUEA is not subject to any current *City of Ottawa Community Design Plans* or *Secondary Plans*. As such, the proposed *Official Plan Amendment* application to designate the SMUEA as a *Category 1 – Future Neighbourhood Overlay* will seek to replicate the methodology process developed by the City of Ottawa in considering this area for urban expansion.

### **3.4.1 Planning Committee and Agricultural and Rural Affairs Committee December 9, 2019**

The City staff report to the City of Ottawa’s joint PC/ARAC meeting presented the *Preliminary Policy Directions* for the new *Official Plan* and recommended the preparation of the draft *Official Plan*. The supporting documents included:

- *Document 1 – Growth Projections for the New Official Plan: Methods and Assumptions for Population, Housing, and Employment 2018 to 2046.*
- *Document 2 – City of Ottawa – New Official Plan: Preliminary Policy Directions.*
- *Document 3 – Consultation Details.*
- *Document 4 – As We Heard It.*

The growth projections for the new *Official Plan*, including methodology and assumptions from which they were developed, were presented in *Document 1 – Growth Projections for the New Official Plan: Methods and Assumptions for Population, Housing, and Employment 2018 to 2046*. The new population projections were based on the then most recent detailed 2019 data from Statistics Canada and the Ministry of Finance for the City of Ottawa with three scenarios developed as part of this analysis including “Low Projection”, “Medium Projection”, and “High Projection”. The document concludes that by 2046, the medium scenario projects a population of 1,409,649 for the City of Ottawa and recommended this scenario to be included for the growth projections in the *Official Plan* as it incorporated the most reasonable set of assumptions when considering all available information and on an annual basis tracked close to the population growth over the previous ten years.

The *Preliminary Policy Directions* for the new *Official Plan* are described in *Document 2 – City of Ottawa – New Official Plan: Preliminary Policy Directions*. The City staff report to PC/ARAC summarizes the “most consequential directions” as *Growth Management, Energy and Climate Mitigation, Climate Resiliency, Transportation/Mobility, The Transect, and Economic Development*.

The PC/ARAC recommendations as amended, presented to City Council with respect to the urban expansion areas, included:

- Approve the recommended population, household, and employment projections as the basis for the new *Official Plan*.
- Approve the *Preliminary Policy Directions* for the new *Official Plan*.
- Approve an additional joint PC/ARAC meeting to:

- Present growth strategy policies for the new *Official Plan* and discuss revisions to ensure consistency with the *PPS 2020* and have regard for matters of provincial interest.
- Present information relating to intensification targets and details related to candidate urban expansion areas to conform with the land supply policies and other policies in the *PPS 2020*.
- Direct City staff to bring a report to joint PC/ARAC and City Council in March 2020 outlining the land budget and detailed expansion area criteria that would be used to inform the growth strategy in new *Official Plan*.
- Direct City staff to prepare a draft *Official Plan* to be tabled in October 2020 based on the *Preliminary Policy Directions* and the land budget and detailed expansion criteria approved in March 2020.
- Direct City staff to prepare work in Q1 of 2020 to implement the new *Official Plan* in the Zoning By-law and bring a work plan to City Council by Q4 of 2020.

The above PC/ARAC recommendations as amended were carried at the City Council meeting on December 11, 2019.

### 3.4.2 Planning Committee and Agricultural and Rural Affairs Committee May 11, 2020

A subsequent City staff report to the joint PC/ARAC meeting dated May 11, 2020 was prepared to respond to the direction from the joint PC/ARAC and City Council on a residential growth management strategy and detailed expansion area criteria. The supporting documents included:

- *Document 1 – Residential Growth Management Strategy for the New Official Plan.*
- *Document 2 – Selected Growth Management Policies PPS 2020.*
- *Document 3 – Vacant Urban Residential Land Survey.*
- *Document 4 – Village Residential Land Survey Mid 2018 Update.*
- *Document 5 – Analysis of Ottawa Residential Net to Gross Ratios.*
- *Document 6 – Urban Expansion Detailed Evaluation Criteria.*
- *Document 7 – Responses to Expansion Criteria Feedback.*

The *Document 1 – Residential Growth Management Strategy for the New Official Plan* evaluated three possible scenarios to accommodate the projected growth to 2046 based on the new *Official Plan* policy directions and the *PPS 2020*. The three scenarios included:

- Status Quo – maintains the previous *Official Plan* incremental intensification targets.
- No Expansion – no further expansion of the urban area.
- Balanced – increases intensification targets and requires urban area expansion.

The document recommended the “Balanced” scenario as the growth management approach for the new *Official Plan* as it best met the policy directions and was the most consistent with the *PPS 2020*. From this Balanced scenario, it was calculated that approximately 1,281 hectares of urban expansion area was required to accommodate the resulting 23,300 dwelling unit shortfall on greenfield lands that resulted from the assumed intensification rates and greenfield dwelling

shares in this scenario. The evaluation criteria for urban expansion candidate parcels was also outlined in this document; criteria included as engineering (serviceability), transportation, community integration, and conflicting uses. The candidate areas would be evaluated and scored based on further detailed criteria including water, wastewater, stormwater availability, servicing integration factor, servicing risk factors, availability of rapid transit, proximity to nearest rapid transit station, proximity to jobs, proximity to convenience retail, distance to major facilities, distance to emergency services – fire, connectivity, conflict with agricultural land uses, and natural heritage linkages.

- **These evaluation criteria are consistent with the policies of Section 2.3.2 New Settlement Areas and Settlement Area Boundary Expansions of the new PPS 2024.**

The applicable growth management policies from the *PPS 2020* are provided in *Document 2 – Selected Growth Management Policies PPS 2020*. An overview of the vacant greenfield lands including total unit potential in the City of Ottawa are provided *Document 3 – Vacant Urban Residential Land Survey*. An overview of the village residential land survey is provided in *Document 4 – Village Residential Land Survey Mid 2018 Update*. Existing, developing, and proposed development ratios (proportion of land used for residential development) is examined in *Document 5 – Analysis of Ottawa Residential Net to Gross Ratios*. The purpose of this document is to determine a suitable ratio that is applicable to potential new residential hectares to estimate the total area requirements for new complete communities. A summary of the detailed evaluation criteria with applicable scores for urban expansion areas as noted above are discussed in *Document 6 – Urban Expansion Detailed Evaluation Criteria*. Feedback from consultations on the urban expansion criteria are summarized in *Document 7 – Responses to Expansion Criteria Feedback*.

The PC/ARAC recommendations as amended, to City Council with respect to the urban expansion areas, included:

- Approve the Balanced scenario as the *Residential Growth Management Strategy* for the new *Official Plan*.
- Approve the inclusion of new urban residential and employment land expansion between 1,350-1,650 gross hectares using the criteria established for residential and employment lands on the basis of strategic additions to the urban employment lands base with the final amount and locations of new urban residential and employment lands to be brought forward as part of the draft *Official Plan*.
- Exclude lands in *Agricultural Resource Areas* from consideration as candidate areas from urban or village boundary expansion including any urban infrastructure that would support the development of new suburban communities.
- Adjust the scoring of the evaluation criteria to account for impacts to agricultural and livestock operations and Minimum Distance Separation.
- Protect mineral aggregate production from urban or village boundary expansion by not scoring, evaluating, or considering candidate areas adjacent or within 200 metres of a mineral aggregate resource unless it can be demonstrated that the resource will be exhausted by 2036.
- Develop policies to ensure that urban expansion areas would be planned, funded, phased, and built with the necessary infrastructure and community amenities in place with development approvals.

The above PC/ARAC recommendations, as amended through a series of motions made by City Council, were carried at the City Council meeting on May 27, 2020.

### 3.4.3 Planning Committee and Agricultural and Rural Affairs Committee January 25 and 26, 2021

The joint PC/ARAC meetings on January 25 and 26, 2021, were a continuation of the discussions from the May 11, 2020 joint PC/ARAC meeting, regarding the draft *Official Plan*. The City staff report presented where the new greenfield areas would be located as well as the results from the land evaluation undertaken by City staff using the criteria for urban expansion previously approved by City Council. These urban expansion areas would fulfill the City's growth requirements to 2046. The supporting documents included:

- *Document 1 – Methodology Details.*
- *Document 2 – Pass 1 and 2 Summary Tables (Category 1 Lands).*
- *Document 3 – Potential New Community Areas Summary Tables.*
- *Document 4 – Submissions for Urban Expansion.*
- *Document 5 – Industrial and Logistics Land Strategy.*
- *Document 6 – Appendices A – E.*
  - *Appendix A – Category 1 Lands.*
  - *Appendix B – Category 2 Lands.*
  - *Appendix C – Category 3 Lands.*
  - *Appendix D – New Traditional Industrial, Freight, and Storage (TIFS) Areas.*
  - *Appendix E – New Rural Industrial, Freight, and Storage (RIFS) Areas.*
- *Document 7 – Responses to Expansion Criteria Feedback.*
  - *Preliminary Factors for Further Study of Potential Expansion Lands*

The details of how City staff used the “Five Big Moves”, the *Growth Management Strategy Criteria* (as amended by City Council), and *PPS 2020* to identify prospective lands for urban expansion are outlined in *Document 1 – Methodology Details*. A planning overview and results from the evaluation of candidate lands for the City of Ottawa’s urban expansion areas are presented in *Document 2 – Pass 1 and 2 Summary Tables (Category 1 Lands)*. The document summarizes the evaluation results for the *Category 1* lands (Pass 1 and 2) with strong adherence to the *Growth Management Strategy* and *Five Big Moves* as well as the *Category 2* lands with partial adherence to those growth management policies. In total, seven clusters of land are evaluated through this document including overviews of existing land area, *Official Plan* designation(s), land use, planning context, proximity to employment, retail and recreational facilities, the natural environment as well as servicing and transportation evaluation criteria.

The SMUEA was identified within *Document 2* as the “South March Cluster” by City staff. The South March Cluster total score based on the evaluation criteria as discussed above was recommended to be designated as a “*Category 1*” lands as shown in **Figures 16** and **17**. *Category 1* lands are those who have “*strong adherence to the Growth Management Strategy criteria and Five Big Moves*” and fulfill all of the criteria and minimum scoring under the *Growth Management Strategy*. City staff recommended the inclusion of all *Category 1* clusters including the SMUEA as growth areas in the *Official Plan*.



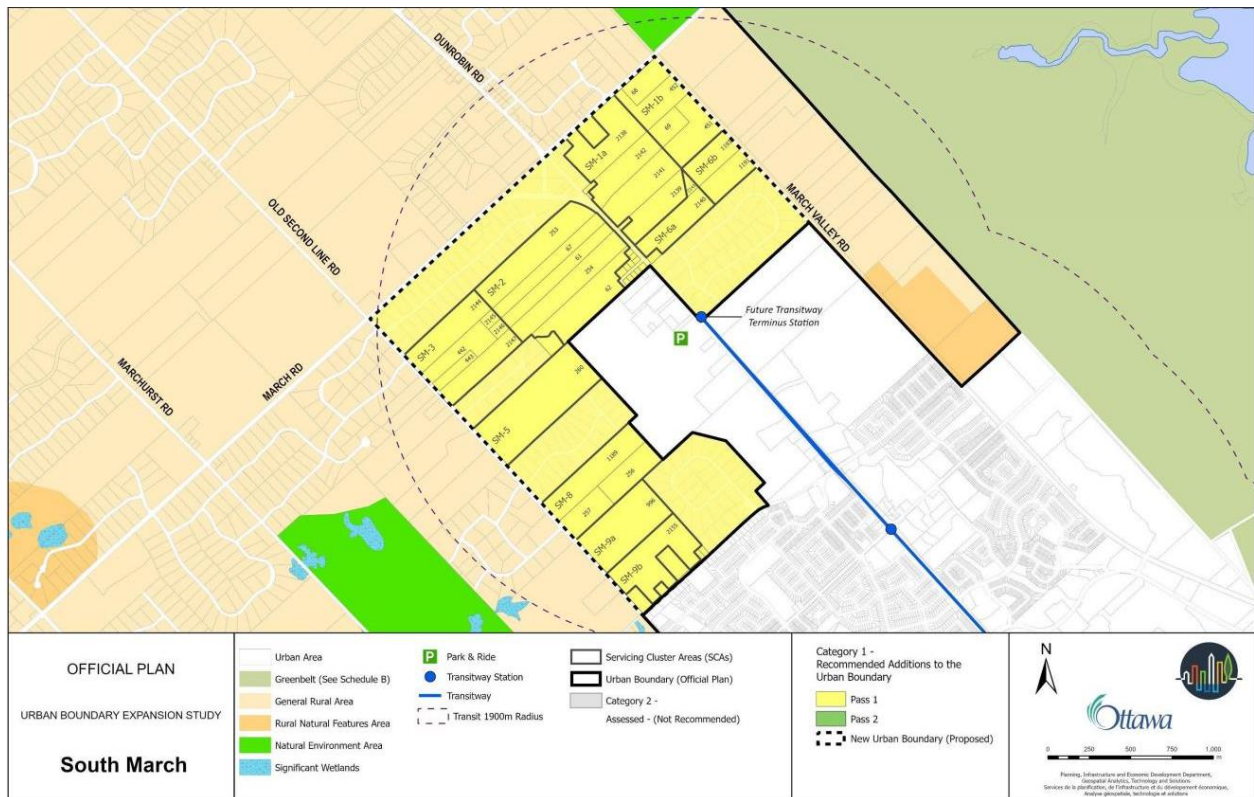


Figure 16: Excerpt from Document 2 – Pass 1 and 2 Summary Tables (Category 1 Lands) prepared by the City of Ottawa.

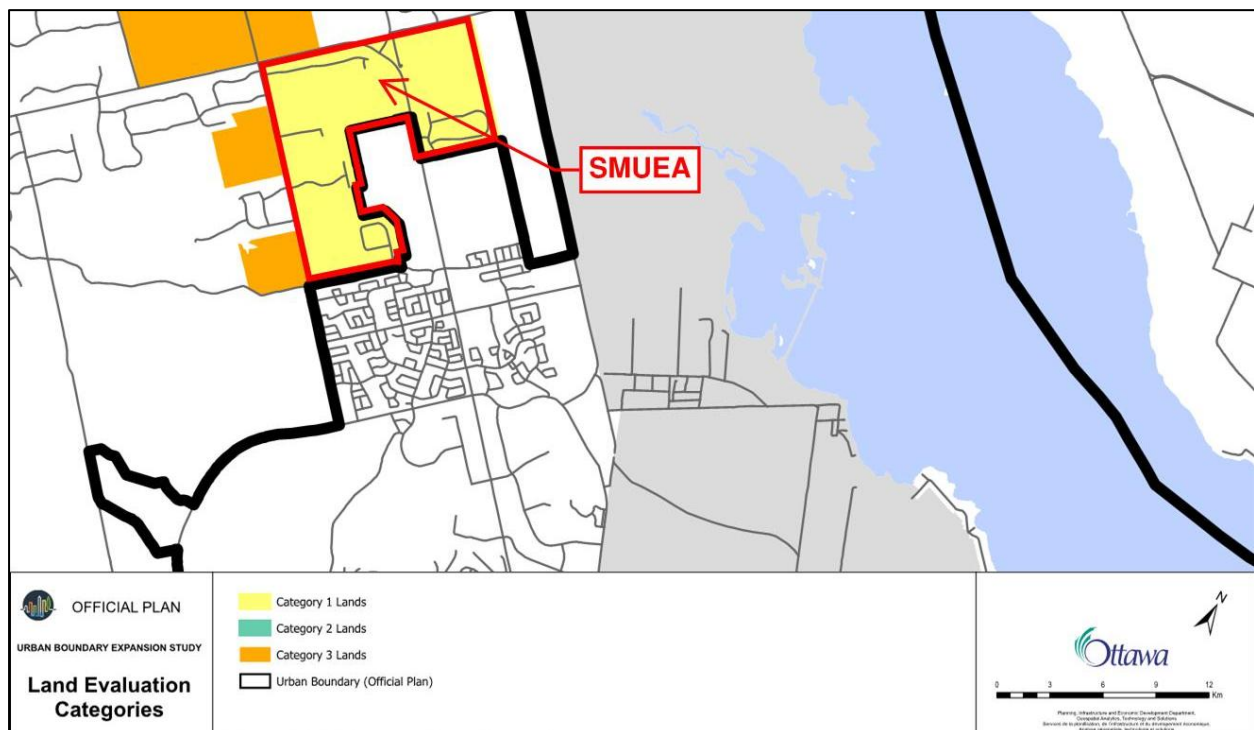


Figure 17: Excerpt of Map 2 – Land Evaluation Categories prepared by the City of Ottawa with the SMUEA added by Novatech.

A high-level evaluation of three potential new community options guided by the *Growth Management Strategy*, *Five Big Moves*, and criteria for urban expansion are discussed in *Document 3 – Potential New Community Areas Summary Tables*. Submissions to the City of Ottawa for lands to be considered for inclusion into the urban boundary are summarized in *Document 4 – Submissions for Urban Expansion*. The comprehensive review of the City of Ottawa's employment areas and a land budget of the industrial and logistics job component for the new *Official Plan* is addressed in *Document 5 – Industrial and Logistics Land Strategy*. The mapping of the *Category 1, 2, and 3* lands as well as traditional and rural industrial, freight, and storage areas are provided in *Document 6 – Appendices A – E*. Factors for further study prior to consideration of lands for inclusion into the urban boundary are listed in *Document 7 – Responses to Expansion Criteria Feedback*.

The PC/ARAC recommendations as amended, presented to City Council with respect to the urban expansion areas included:

- Direct City staff to submit to City Council amending by-laws to the Tree Protection and Site Alteration By-laws to apply the relevant provisions of each by-law to protect trees and natural features on any lands evaluated in *Documents 2 or 3* until such time as the new *Official Plan* is approved by the MMAH and appropriate limits of each by-law's protections are finalized.
- Approve the *Category 1* lands which represented land clusters equating 1,011 hectares that best met the evaluation criteria of the *Five Big Moves* as candidate areas to be added to the urban boundary in the new *Official Plan*.
  - The Pass 2 cluster in Riverside South (106.29 net developable hectares) be removed and an equivalent amount of land be added to the existing Riverside South Community and the Pass 1 lands proposed to be added to Riverside South form a logical boundary that is contained north of Rideau Road.
  - The South March land cluster (175.35 net developable hectares per the City's report) be removed, and the land supply be added to the new community option of the staff report. Note, this was not a City staff recommendation.
  - The amended motion from PC/ARAC to City Council reads as follows:
    - 4) *approve the Category 1 lands identified in Appendix A and described in Document 2, representing land clusters of 1,011 hectares that best meet the evaluation criteria and the Five Big Moves, as candidate areas to be added to the urban boundary in the new Official Plan, and direct staff to insert this Appendix into the draft Official Plan for technical circulation purposes, as amended by the following:*
      - a) *that the Pass 2 cluster in Riverside South, representing 106.29 net hectares, be removed and an equivalent amount of land be added between the existing Riverside South Community and the Pass 1 lands proposed to be added so that Riverside South to form a logical boundary that is contained north of Rideau Road.*
      - b) *that the South March land cluster identified in Recommendation 3 be removed and that the land supply (175.35 net hectares) be added to the new community option in Recommendation 5 of the staff report, as amended.*
- Direct City staff to include gating policies for mobility and infrastructure upgrades that would be required before development could occur as part of the recommended urban

expansion of *Category 1* lands that would be recommended to City Council in the draft *Official Plan*.

- Direct City staff to monitor the uptake of identified growth lands and the number of units created through intensification against the *Growth Management Strategy* adopted by City Council in May 2020 and report back to City Council on the municipality's compliance with the *PPS 2020*'s requirement for a 15 year land supply no later than in Q4 2026.
- Approve that City staff review the City of Ottawa's intensification targets and 15 year land supply required by the *PPS 2020* and consider residential development patterns through intensification and on greenfield lands from 2020 to 2026 and whether that has resulted in observable change to market housing demand and affordability, review of gross to net ratios on land utilization to ensure that the required number of units from gross hectares are being realized, and adequacy of residential and industrial land supply as required by the *PPS 2020*.
- PC/ARAC be delegated the authority to hold public meetings pursuant to the *Planning Act* for the consideration of the comprehensive *Official Plan* and receive a report and provide recommendations to City Council with respect to any draft decision by the MMAH with respect to the comprehensive *Official Plan*.

The above PC/ARAC recommendations with a series of amendments and motions were carried at the City Council meeting on February 10, 2021. It is noted that while City staff recommended that the SMUEA be added to the urban boundary as part of the new *Official Plan* as it best met the evaluation criteria of the *Five Big Moves* and was designated as *Category 1* lands, City Council instead removed it and considered other lands for a new urban community expansion in the City of Ottawa.

### **3.5 City of Ottawa Scoring of South March Urban Expansion Area Property Parcels During The New Official Plan Review**

The City of Ottawa established in the *Residential Growth Management Strategy for the New Official Plan*, that candidate parcels were to be ranked in order by their total score, from highest to lowest, and must have a Transit Score (Criteria 6 and 7) greater than zero, a combined servicing score (Criteria 1 to 5) of 14 or greater, and a total score of at least 30 points. The City of Ottawa also considered lands to be added to the urban boundary area where it was a logical addition to the urban area even though the minimum score may not have been achieved.

As noted previously, SMUEA was designated as *Category 1* lands based on the total scoring calculated by City staff using the evaluation criteria for urban expansion areas. A copy of the scoring of the SMUEA from *Document 2 – Pass 1 and 2 Summary Tables (Category 1 Lands)* is provided in **Appendix C**.

The total servicing scores for property parcels within the SMUEA ranged from 10-24 points. The servicing evaluation criteria included water, wastewater (sanitary), stormwater characteristics and availability of surface water outlets, stormwater – expected grade raise requirement relative to restrictions and other topographic constraints on drainage, servicing integration factor, and servicing risk factors. Although some parcels scored below the threshold for combined servicing score, they were included as logical additions to the urban boundary.



The total transit scores for property parcels within the SMUEA ranged from 14-18 points. The transit evaluation criteria included availability of rapid transit or transit priority, proximity to nearest rapid transit station, transit priority corridor, or park and ride. Other evaluation criteria included community integration, amenities/facilities, emergency services, conflicts with agricultural land uses, active agricultural operation, and natural heritage linkages. These individual scores were calculated in the overall total scoring for property parcels within the SMUEA.

It was noted in the *Pass 1 and 2 Summary Tables (Category 1 Lands)* that connectivity and integration with the existing urban boundary would be achieved with the City Council approved *Kanata North CDP (2016)* and active *Plan of Subdivision* applications that contemplated road connections to the SMUEA. The SMUEA was identified as being in close proximity various existing facilities and services such as retail (including grocery stores), recreational facilities, schools, and employment uses. Most notably, the Kanata North Technology Park (referred to as the *Kanata North Special Economic District* in the *Official Plan 2022*) represents the largest concentration of non-governmental employment opportunities in the City of Ottawa.

In regard to engineering and servicing considerations, the SMUEA was identified as being able to be serviced with good water pressure by an extension of the watermain connections from the KNUEA lands to the south. For wastewater, the future March Road Collector and East March Trunk were identified as having the capacity to service the SMUEA contiguous from the KNUEA lands. For stormwater management, the SMUEA Servicing Cluster Areas (SCA) are all located within the Shirley's Brook watershed.

With respect to transportation, the SMUEA includes property parcels that are within 1.9 kilometres of the radical catchment area from the planned Kanata North Transitway transit stations. A planned park and ride facility located at the terminus transit station is situated at the southern edge of the SMUEA within the northwest quadrant of the KNUEA. The *Kanata North CDP (2016)* states that the location of the park and ride facility was selected to capture ridership from the rural area and to allow the park and ride to function as the terminus of the March Road Transitway along March Road. The designation of the SMUEA as a *Category 1 – Future Neighbourhood Overlay* would enable the integration with the existing urban boundary.

### **3.6 Submissions For Individual Parcels As Part of the New Official Plan Review By Novatech 2021**

As part of the comprehensive *Official Plan* review, Novatech made numerous submissions to the City of Ottawa on behalf of individual property parcels within the SMUEA for consideration to be included into the urban boundary. The six property parcels included 680 Cameron Harvey Drive, 17 Campbell Reid Court, 1221 March Road, 1480 Old Second Line Road, and 1310 and 1340 Old Second Line Road. The submissions made by Novatech included our independent scoring using the City's evaluation criteria and a rationale for why the individual property parcels represented logical candidate sites to be considered for urban expansion. Novatech's scoring was generally consistent with the approach and methodology adopted by the City of Ottawa. The submissions for individual property parcels reaffirmed the scoring and evaluation completed by City staff to support the inclusion of individual property parcels for urban expansion.

As stated above, notwithstanding City staff's recommendations and the submissions, the SMUEA was not included by City Council in the *Official Plan 2021*.

## 4.0 CITY OF OTTAWA PROCESS FOR URBAN EXPANSION AREAS

On October 9, 2024, City staff presented a report to the joint PHC/ARAC meeting titled “*New Urban and Village Boundary Expansion Official Plan Application Process*”. The *New Urban and Village Boundary Expansion Official Plan Application Process* report was prepared in response to the Province of Ontario’s announcement on August 20, 2024, that a new *Provincial Planning Statement 2024* will take effect on October 20, 2024, and the change to policy that enables applicants to apply to municipalities to expand urban and village area boundaries. The City staff report states that a new application process is required to assess private applications for urban and village expansions. The *New Urban and Village Boundary Expansion Official Plan Application Process* was approved by City Council including the joint PHC/ARAC meeting recommendations, with the additional recommendation that City staff be directed to seek written clarification from the MMAH on whether the City of Ottawa’s process boundary as outlined in the report could direct applicants to use population and growth projections as contained the *Official Plan (2022)* or whether applicants are to use the most recently published MoF projections. A response from the MoF’s was requested before City Council’s consideration of the *New Urban and Village Boundary Expansion Official Plan Application Process* on October 16, 2024. It is unclear at the time of writing this report whether the City of Ottawa has received directions from the MMAH. It is anticipated that the MMAH will provide clarification that planning shall be based on population growth forecasts published by the MoF which are issued annually, and that a decision made by the City of Ottawa with respect to an application for urban expansion shall be consistent with policy statements in force at the time of decision which means the most current MoF numbers shall be used.

### 4.1 Summary of Process

The *New Urban and Village Boundary Expansion Official Plan Application Process* outlined a new process studies that the City of Ottawa would request for a *Planning Act* application for an urban boundary expansion. The process proposed the following new studies:

1. Land Needs Assessment: A report that uses growth projections as the basis to determine if there is less than a 15 year supply.
2. Infrastructure Capacity Assessment: Servicing and Transportation reports that confirm existing or planned capacity to service the subject lands, including off-site network capacity and need for any off-site works to create the required capacity.
3. Settlement Area Parcel Analysis (SAPA): a report on how the subject lands meet the location criteria established in the *Official Plan* including alternative locations.

The new process fundamentally follows the requirements for *Policy 2.3.2 New Settlement Areas and Settlement Area Boundary Expansion* in the *PPS 2024*, other than the SAPA report, and requires the following information to be submitted in support an application:

1. Evaluate if the subject lands avoid agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands;
2. Determine whether the subject lands comply with minimum distance separation formulae;
3. Determine whether impacts on the agricultural system are avoided, or where avoidance is not possible, impacts are minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis;

4. Evaluate if the subject lands exclude the natural heritage system overlay; and
5. Determine how the subject lands provide for phased progression of urban or village development.

The following section addresses the above on how the SMLG has fulfilled the City of Ottawa's submission requirements.

## 5.0 SUPPORTING TECHNICAL STUDIES

In support of this *Official Plan Amendment* application, various supporting technical reports and studies were prepared by consultants to evaluate the proposal to designate the SMUEA as a *Category 1 – Future Neighbourhood Overlay*. The purpose of the supporting technical reports and studies were to supplement and update the City of Ottawa's previous process as discussed above. As such, this Planning Rationale and Public Consultation Strategy shall be read in conjunction with the following technical reports and studies:

- Servicing Capacity Assessment Ref: R-2024-119, prepared by Novatech dated October 23, 2024.
- Transportation Capacity Assessment Ref: R-2024-111, prepared by Novatech dated October 22, 2024.
- Natural Environment Brief Conditions Report: South March Urban Expansion Area prepared by McKinley Environmental Solutions dated October 28, 2024.
- Impact on Agricultural Lands and Minimum Distance Separation (MDS).
- City of Ottawa – Land Needs Assessment prepared by Parcel Economics Inc. dated October 28, 2024.
- South March Lands – Economic Review and Planning Policy Analysis prepared by Keleher Planning & Economic Consulting Inc. dated October 28, 2024.

The following is a summary of the purpose and findings of each study.

### 5.1 Servicing Capacity Assessment

A Servicing Capacity Assessment was prepared by Novatech dated October 23, 2024 in support of the *Official Plan Amendment* application for the SMUEA. The purpose of the report is to provide an overview of the engineering and servicing considerations for the SMUEA, to confirm servicing capacity including off-site network capacity that the lands subject to the application connect to, and need for any off-site works to create the required capacity in accordance with the City of Ottawa process. The report is also prepared to address how the subject lands meet the location criteria established in the *Residential Growth Management Strategy for the New Official Plan* and update the scoring based on the evaluation criteria for urban expansion areas. The engineering and servicing considerations include water, wastewater, and stormwater.

The intent of this report is to update and supplement the work already completed by City staff as part of the total scoring for urban expansion areas as discussed in *Document 2 – Pass 1 and 2 Summary Tables (Category 1 Lands)* included with the report to joint PC/ARAC on January 25 and 26, 2021. A further detailed analysis of the precise engineering and servicing considerations will be evaluated as part of the Local Plan/Secondary Plan process outlined by the *City of Ottawa*

Official Plan Annex 4: Local Plan Framework and Section 12 – Local Plans. The key findings of the Servicing Capacity Assessment are summarized as follows:

- An existing trunk watermain on March Road was recently constructed to serve the developments in the KNUEA with the opportunity to extend this watermain up into the SMUEA. The SMUEA could be serviced with minimal additional offsite works.
- An existing March Road Collector/North Kanata Trunk sanitary sewer on March Road was recently constructed to serve the developments in the KNUEA with the opportunity to utilize local sanitary sewers with the proposed residential subdivisions in proximity to the SMUEA. The sanitary sewers could be extended to the SMUEA from the KNUEA residential subdivision developments.
- The SMUEA will be served using a dual-drainage system consisting of storm sewers with overland flow paths following proposed road networks and drainage easements. Stormwater runoff will be conveyed to end-of-pipe wet ponds for water quality and quantity control.
- The 2023 Draft Infrastructure Master Plan (IMP) reviewed the SMUEA with regards to being able to extend existing municipal services. Minimal offsite works were identified in the 2023 Draft IMP as being required to service the subject lands as urban residential lands.
- There is existing capacity within the City of Ottawa water distribution system based on the recommended projects in the 2023 Draft IMP.
- There is existing capacity within the City of Ottawa wastewater system, and there were no recommended upgrade projects in the 2023 Draft IMP.
- The SMUEA can be serviced with minimal offsite works and no identified Development Charge projects.
- Storm runoff generally flows from west to east and is conveyed by a network of tributary channels which are tributary to Shirley's Brook, and ultimately to the Ottawa River.
- The SMUEA will be serviced using a dual-drainage system consisting of storm sewers (minor system) with overland flow paths following proposed road networks and drainage easements (major system).
- End-of-Pipe stormwater management facilities (wet ponds) are proposed to provide water quality and quantity control for the SMUEA lands.
- The proposed stormwater management strategy will need to accommodate the existing watercourses crossing the SMUEA, but this will be planned in detail as part of the Local Plan/Secondary Plan process.
- The SMUEA servicing scoring as determined by the City of Ottawa in 2021, recommended these lands to be designated as *Category 1 – Future Neighbourhood Overlay*.
- Novatech completed an updated scoring of the SMUEA lands, with scoring that is generally consistent with or higher than the scoring by City of Ottawa in 2021 which confirms these lands satisfy the servicing component of the analysis.

The Servicing Capacity Assessment concludes that the SMUEA could be serviced with minimal offsite works as indicated in the 2023 Draft IMP. Further evaluation and detailed planning will be completed during the later Local Plan/Secondary Plan process once the SMUEA have been included in the urban area.

## 5.2 Transportation Capacity Assessment

A Transportation Capacity Assessment was prepared by Novatech dated October 22, 2024 in support of the *Official Plan Amendment* application for the SMUEA. The purpose of the report is to provide an overview of the transportation engineering considerations for the SMUEA and update the total scoring based on the evaluation criteria for urban expansion areas.

Similar to the above, the intent of this report is to update and supplement the work already completed by City staff as part of the total scoring for urban expansion areas and to confirm their findings. A further detailed analysis of the transportation considerations will be evaluated as part of the Local Plan/Secondary Plan process outlined by the *City of Ottawa Official Plan Annex 4: Local Plan Framework* and *Section 12 – Local Plans*. The key findings are summarized as follows:

- The SMUEA will have good access to the planned park and ride lot and future Bus Rapid Transitway (BRT) along March Road with a planned transit station at the southern edge of the SMUEA boundary. It would be logical that the BRT as part of the Kanata North Transitway maybe extended along March Road into the SMUEA lands.
- The SMUEA is well positioned with amenities in the area including shopping, employment centres, recreational facilities, and proximity to emergency services.
- The above were summarized in City staff's total scoring in 2021 for the SMUEA using the evaluation criteria for urban expansion areas.
- Novatech completed an updated scoring of the SMUEA lands, with scoring that is generally consistent with or higher than the City of Ottawa scoring completed in 2021.

The Transportation Capacity Assessment concludes that the subject lands are well served with the planned park and ride lot and future BRT along March Road. Further evaluation will be completed during the later Local Plan/Secondary Plan process once the subject lands have been included in the urban area.

## 5.3 Natural Environment Existing Conditions Report

The *Natural Environment Existing Conditions Report* was prepared by McKinley Environmental Solutions dated October 28, 2024 (the "Environmental Report") in support of the *Official Plan Amendment* application for the SMUEA. The purpose of the report is to address the portions of the SMUEA that have not been previously developed with exception to the rural estate country subdivisions within the SMUEA. The SMUEA does not include property parcels that are considered as wetlands including Provincially Significant Wetlands, valley or escarpment land, and Natural Environment Area as per the *Residential Growth Management Strategy for the New Official Plan*.

The Environmental Report did not identify any regulated wetlands including Provincially Significant Wetlands, valley or escarpment lands, or lands designated Natural Environment Areas as per the *Residential Growth Management Strategy for the New Official Plan*. As such, the SMUEA should be considered as candidate lands for urban expansion.

## 5.4 Impact on Agricultural and Minimum Distance Separation Formulae

In accordance with the *PPS 2024* and City of Ottawa application process, the SMUEA does not include property parcels that are designated *Agricultural Resource Area* on *Official Plan Schedule B9 – Rural Transect*. The SMUEA parcels are designated *Rural Countryside* and therefore eligible for evaluation as outlined under the City of Ottawa’s *Residential Growth Management Strategy for the New Official Plan*. There are no designated *Agricultural Resource Area* lands within 250 metres of the SMUEA, which the City used as a surrogate for Minimum Distance Separation (MDS) through the original City process.

Further detailed evaluation on MDS was completed by Novatech as part of this Planning Rationale and Public Consultation Strategy. Surrounding property parcels around the SMUEA were reviewed in accordance with the Ontario Ministry of Agriculture, Food, and Rural Affairs (OMAFRA) *Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks Publication 853* guidelines. It was determined that the minimum distances required of 1429 March Valley Road were outside of the SMUEA. For property parcels along Old Second Line Road, the MDS setbacks required ranged from between 184 metres to 198 metres. It should be noted that there are some intervening residential land uses along Second Line Road that would be taken into consideration. The MDS evaluation can be further reviewed as part of the later Local Plan/Secondary Plan process when evaluating opportunities and constraints. The evaluation of MDS from surrounding property parcels concludes that the SMUEA property parcels should not be excluded from inclusion into the urban boundary.

## 5.5 City of Ottawa Land Needs Assessment

A report was prepared by Parcel Economics Inc. titled “*City of Ottawa – Land Needs Assessment*” dated October 28, 2024 as a component of the *Official Plan Amendment* application for the SMUEA. The purpose of the report was to identify the amount of land required in the City of Ottawa to accommodate residential growth to 2046 and specifically address the 20-30 year land supply and 15 year of lands designated and available as per the *PPS 2024* policies. The key findings are summarized as follows:

- As indicated in the analysis by Parcel Economics, the City of Ottawa falls short of their required 15 year supply required per the *PPS 2024*. Based on household growth forecasts contained within the *Official Plan (2022)*, as of October 1, 2024, the greenfield area is estimated to have a 13.7 year supply of vacant land available for development when adjusting for the 2.2 years that have passed since the last update. Household growth forecasts when using the MoF’s Fall 2024 population projections results in the City of Ottawa being well below the 15 year supply target with only providing an 8.2 year supply.
- Parcel Economics concludes that based on recent forecasts prepared by the Ontario Ministry of Finance in the Fall 2024 and utilizing the same land needs assessment approach that was taken by the City of Ottawa as part of the *Residential Growth Management Strategy for the New Official Plan*, the City of Ottawa needs to expand the Urban Boundary to accommodate at least an additional 3,200 gross hectares, beyond the current approved 1,281 hectares expansion lands (4,500 hectares in total).

A report was prepared by Keleher Planning & Economic Consulting Inc. (KPEC) titled “*South March Lands – Economic Review and Planning Policy Analysis*” dated October 28, 2024 as a

component of the *Official Plan Amendment* application for the SMUEA. The purpose of the report was to review economic issues relating to the inclusion or exclusion of the SMUEA from the City of Ottawa's urban boundary. The key findings are summarized as follows:

- As stated in KPEC's analysis, by using the City of Ottawa's methodology in estimating its urban expansion land needs, KPEC found that if all other assumptions/inputs were held constant (unit mix, intensification rate, built densities), the City of Ottawa would require an additional 3,346 hectares (gross) over and above the City of Ottawa's calculated greenfield land needs to 2046 for a 20 year supply.
- If the updated 2051 forecast horizon from Ministry of Finance was used, the achievement of the forecast of 1,785,700 persons would also require an annual pace of growth that is over 10,000 persons per year higher than current City forecasts.

## 6.0 SOUTH MARCH URBAN EXPANSION AREA REVISED SCORING

In support of this *Official Plan Amendment* application, Novatech completed an updated scoring for the SMUEA which reaffirms the scoring completed by City staff and in some instances scores higher than the scoring completed in 2021. A copy of the updated scoring prepared by Novatech dated October 29, 2024 is provided in **Appendix E**.

### Servicing Scoring

Based on Novatech's updated servicing scoring for the SMUEA, some of the property parcels received higher points for evaluation criteria such as "Wastewater (Sanitary)" and "Servicing Integration Factor". The following is a general overview of where property parcels within the SMUEA scored higher than the evaluation completed by City staff.

- Wastewater (Sanitary) – additional scores ranging from 2-4 points were awarded to some property parcels within the SMUEA.
- Servicing Integration Factor – additional scores of 2 points were awarded to some property parcels within the SMUEA.

### Transit Scoring

Based on Novatech's updated transit scoring for the SMUEA, some of the property parcels received higher points for evaluation criteria such as "Distance to Emergency Services – Fire" and "Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride Feeding Rapid Transit System". The following is a general overview of where property parcels within the SMUEA scored higher than the evaluation completed by City staff.

- Distance to Emergency Services – Fire – additional scores of 1 point were awarded to some property parcels within the SMUEA.
- Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride Feeding Rapid Transit System – additional scores of 4 points were awarded to some property parcels within the SMUEA.

## **Other Scoring**

Based on Novatech's updated scoring for other non servicing and transit evaluation criteria, some of the property parcels received higher points for evaluation criteria such as "Proximity to Jobs", and "Connectivity". The following is a general overview of where property parcels within the SMUEA scored higher than the evaluation completed by City staff.

- Proximity to Jobs – additional scores of 2 points were awarded to some property parcels within the SMUEA.
- Connectivity – additional scores of 2 points were awarded to some property parcels within the SMUEA.

As demonstrated above, the updated scoring for the property parcels within the SMUEA reaffirms the scoring completed by City staff and in some instances scores higher than the scoring completed in 2021. As such, the SMUEA should be designated as *Category 1 – Future Neighbourhood Overlay* and included in the City of Ottawa's urban boundary.

In accordance with the Settlement Area Parcel Analysis (SAPA) above, Novatech completed an updated scoring using the City of Ottawa's evaluation criteria for the SMUEA and determined that our revised scoring ranged from 48 points to 64 points. When comparing the SMUEA updated scoring with other urban expansion areas:

- Stittsville Category 1 ranged between 38 points to 43 points.
- Stittsville Category 2 ranged between 15 points to 41 points.
- Barrhaven South Cluster Category 1 ranged between 41 points to 68 points.
- Barrhaven South Cluster Category 2 ranged between 17 points to 40 points.
- Riverside South Clusters Category 1 ranged between 17 points to 66 points.
- Leitrim Clusters Category 1 ranged between 48 points to 54 points.
- Leitrim Clusters Category 2 ranged between 12 points to 47 points.
- Orléans South Clusters Category 1 ranged between 21 points to 57 points.
- Orléans South Clusters Category 2 ranged between 22 points to 27 points.
- Orléans North (Cardinal Creek) Clusters Category 1 ranged between 52 points to 61 points.

As per the above, the SMUEA property parcels matched or exceeded the scoring of other evaluated parcels. Further, it should be noted that the SMUEA was the only *Category 1 – Future Neighbourhood Overlay* lands that were not brought into the City of Ottawa's urban boundary. It was a motion from joint PC/ARAC meeting to City Council that recommended the removal of the SMUEA from the land supply and be added to a new community option.

## **7.0 PUBLIC CONSULTATION STRATEGY**

- As part of the *Official Plan Amendment* application, the City of Ottawa will be posting signage on the SMUEAs which provides members of the public with details of the proposed *Official Plan Amendment* application and means of contacting the file lead to provide comments and/or questions.



- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City of Ottawa staff.
- A meeting(s) with the City of Ottawa ward councillor could be arranged, if requested.

## 8.0 CONCLUSION

The *Official Plan Amendment* application is seeking to expand the urban boundary through a designation of the SMUEA as a *Category 1 – Future Neighbourhood Overlay* and included on *Official Plan Schedule C17 – Urban Expansion Area*. Recent legislative changes to the *Planning Act* through *Bill 185: Cutting Red Tape to Build More Homes Act* and the *Provincial Planning Statement (PPS) 2024*, allow private sector applications for settlement area boundary expansions that now can be made at any time.

The following is a summary for why the *Official Plan Amendment* boundary expansion proposal, in our professional opinion, represents good land use planning.

- The *PPS 2024* requires planning authorities to base population and employment growth forecasts using population projections by the MoF and the requirement that sufficient land be made available to accommodate an appropriate range and mix of land uses for a time horizon of at least 20 years but not more than 30 years must be satisfied. Settlement areas can be expanded in accordance with *Policy 2.3.2(2)*, through a private application process submitted any time.
- The analysis completed by Parcel Economics and KPEC both concluded that the City of Ottawa is short of providing the required 25 year land supply to 2046.
- The current in force *PPS 2024* stipulates that current MoF population projections should be utilized when assessing land supply needs. The recently issued City of Ottawa Terms of Reference stipulates utilizing the *City of Ottawa Official Plan (2022)* projections. In our opinion, this is contrary to *Policies 2.2(1)* and *6.1(7)* of the *PPS 2024*. The Parcel Economics report considers and analyzes both scenarios.
- The *PPS 2024* requires that planning authorities have a 15 year land supply. Parcel Economics concluded that the City of Ottawa is short of satisfying this 15 year land supply obligation. The analysis indicates only providing a 13.7 year supply based on the household growth forecasts contained in the *City of Ottawa's Official Plan (2022)*. Household growth forecasts based on the MoF's Fall 2024 population projections result in there being only an 8.2-year land supply. It is evident that whether using household growth forecasts contained within the *Official Plan (2022)* or MoF's Fall 2024 population projections, the City of Ottawa is below the 15 year supply requirement.
- The MoF's updated population projections released in the Fall 2024 for the City of Ottawa forecasts a population projection of 1.66 million people by 2046 compared to the 1.4 million people forecast completed by City staff in 2019. The land addition is needed now to address the minimum 15 year supply of lands designated and available for residential development required by *PPS 2024 Policy 2.1(4)(a)*.

- There is a significant need for additional expansion lands to meet the 15 year land supply under either population projection scenario and to meet the 25 year supply to 2046 under the updated MoF projections.
- As noted above, lands are only “designated” once they have completed the Community Design Plan and Secondary Plan processes such as *City of Ottawa Official Plan Annex 4: Local Plan Framework* and *Section 12 – Local Plans*. It takes many years for the development approval process to conclude so that lands are designated and available. This must be accounted for by adding an appropriate amount of urban land to accommodate the projected growth and land needs.
- The City staff report to joint PHC/ARAC meeting on October 9, 2024, noted that of the current vacant greenfield land supply one-third will be available in the long-term over the next 16 to 25 years and that of the most recent 2021 added expansion areas, although 96 per cent (1,224 hectares) have formally commenced the Local Plan/Secondary Plan process, none have completed the work yet. These expansion areas are only beginning the process and are not designated and available. This demonstrates how long it takes for development approval to be obtained and why land must be added to maintain a 15 year minimum supply.
- The City of Ottawa’s original methodology and approach for evaluating urban expansion areas was sound and reasonable.
- In 2021, the SMUEA received its total scoring from City staff based on the evaluation criteria as discussed above and City staff’s recommendation was to designate the SMUEA as “*Category 1*” lands.
- The *Official Plan Amendment* application fulfills the City of Ottawa’s submission requirements as required by *Urban and Village Boundary Expansion Official Plan Amendment* applications.
- The *Official Plan Amendment* application submission meets the intent of the Urban and Village Area Boundary Expansion – Land Needs Assessment, Infrastructure Capacity Assessment: Servicing and Transportation, and Settlement Area Parcel Analysis (SAPA).
- *Category 1* lands are those who have “*strong adherence to the Growth Management Strategy criteria and Five Big Moves*” and fulfill all of the criteria and minimum scoring under the *Growth Management Strategy*. City staff originally recommended the inclusion of all *Category 1* clusters, including the SMUEA, as growth areas in the *Official Plan*.
- The updated analysis by Novatech, including detailed scoring in 2024, continues to reaffirm City staff’s recommendation to designate the SMUEA as *Category 1 – Future Neighbourhood Overlay* lands.
- The various supporting technical reports and studies reinforce the position that the SMUEA represents a logical and suitable candidate to be added to the urban boundary.
- The designation of the SMUEA to *Category 1 – Future Neighbourhood Overlay* is self-evident.

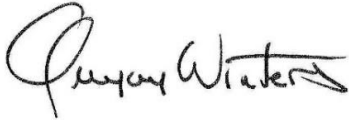
The Planning Rationale and Public Consultation Strategy demonstrates how the proposed *Official Plan Amendment* is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Plan (2022)*, and recent legislative changes to the *Planning Act*.

It is our professional opinion that the SMUEA be brought into the urban boundary based on the rationale provided throughout this report in regard to addressing the growth management strategy and consistency with the policies of the *PPS 2024*.

**NOVATECH**



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



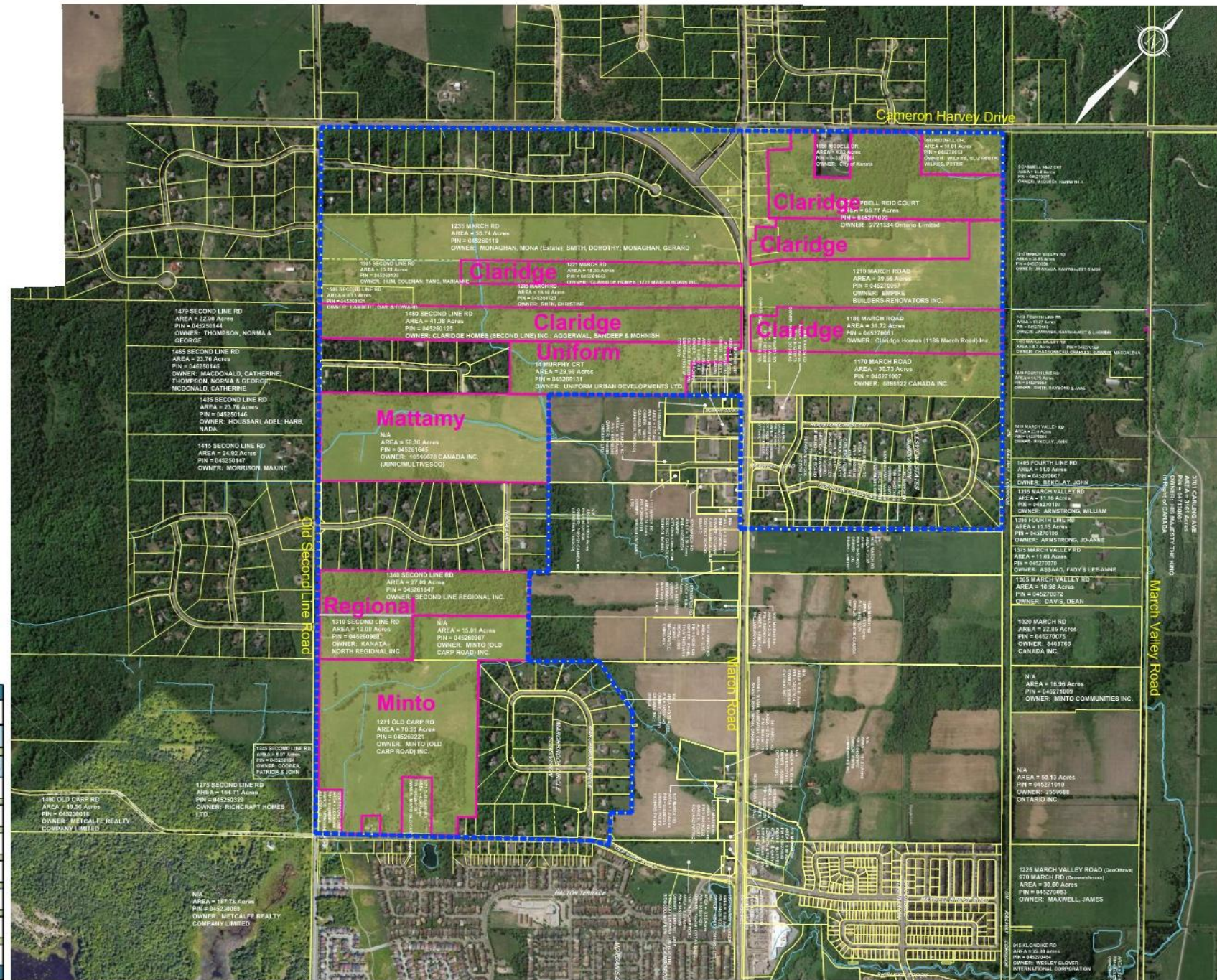
Greg Winters, MCIP, RPP  
Director, Planning & Development

**Appendix A  
Ownership Plan  
Prepared by Novatech  
Dated October 21, 2024**



**LEGEND**

Urban Expansion Area  
 Category 1 - Future Neighbourhood Overlay  
 (Total Area excluding Estate Lots = 233.5 Ha)



South March Urban Expansion Area - Applicants		
Total Area of Lands to be included (excluding Estate Lot Subdivisions) = 233.5 Ha		
Applicant	Total Holdings (Ha)	% of Total Applicant Holdings
Claridge Homes	64.35	42.21
Mattamy Homes	23.59	15.47
Minto Communities	36.58	23.99
Second Line Regional Inc. (Regional Group)	10.96	7.19
Kanata North Regional Inc. (Regional Group)	4.85	3.18
Uniform Urban Developments	12.13	7.96
<b>Total</b>	<b>152.46</b>	<b>100.00</b>

NOTE:  
 THE POSITION OF ALL POLE LINES, CONDUITS,  
 WATERMANS, SEWERS AND OTHER  
 UNDERGROUND AND OVERGROUND UTILITIES AND  
 STRUCTURES IS NOT NECESSARILY SHOWN ON  
 THE CONTRACT DRAWINGS, AND WHERE SHOWN,  
 THE ACCURACY OF THE POSITION OF SUCH  
 UTILITIES AND STRUCTURES IS NOT GUARANTEED.  
 BEFORE STARTING WORK, DETERMINE THE EXACT  
 LOCATION OF ALL SUCH UTILITIES AND  
 STRUCTURES AND ASSUME ALL LIABILITY FOR  
 DAMAGE TO THEM.

SCALE	1:7500 (A1) 1:15000 (11x17)	FOR REVIEW ONLY
0 100 200 300		

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CITY OF OTTAWA  
 SOUTH MARCH URBAN EXPANSION AREA

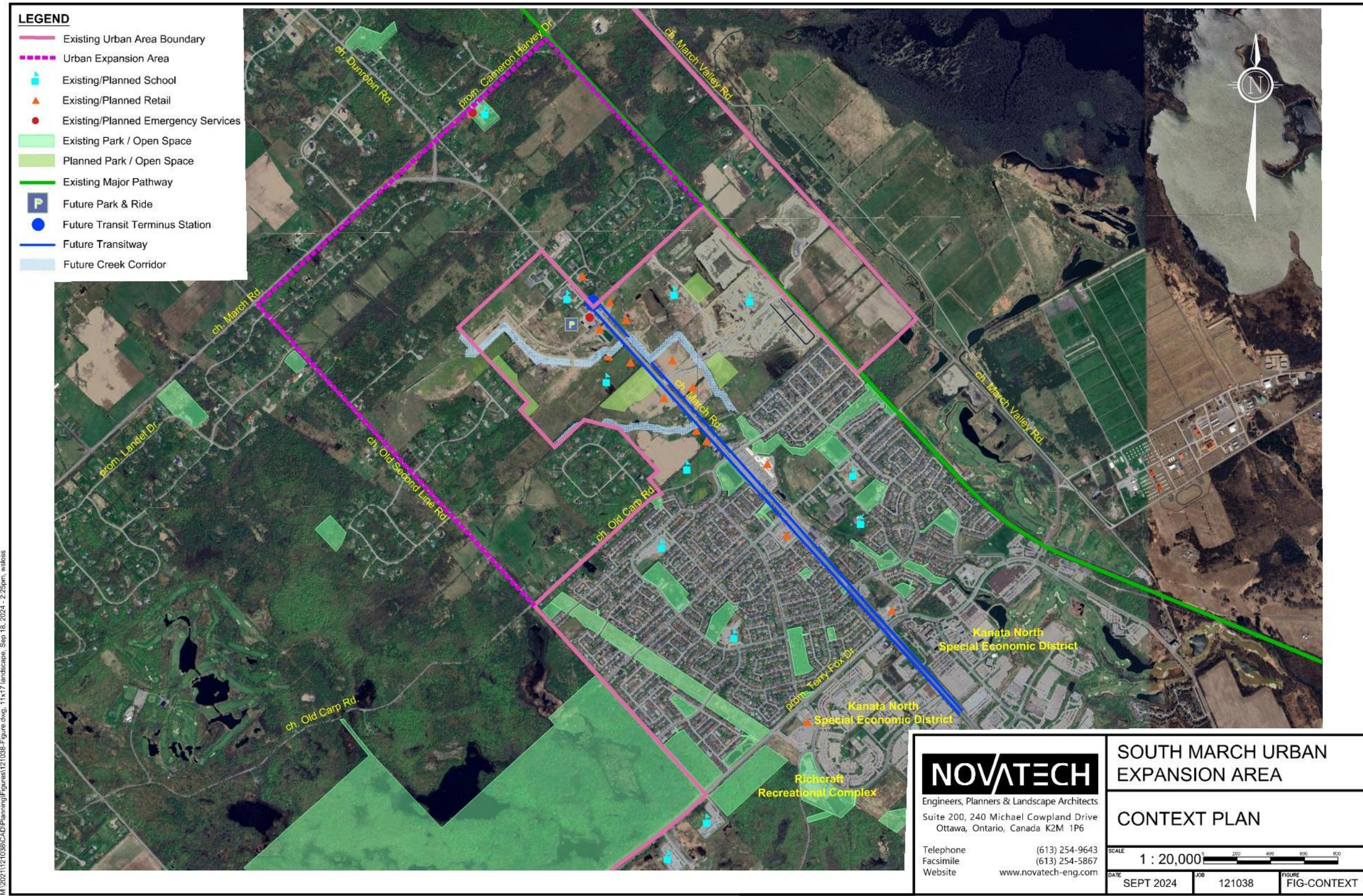
DRAWING NAME  
**OWNERSHIP PLAN**

DATE: 12/19/2012  
 REV: #1  
 DRAWING BY: OwnershipPlan



**Appendix B  
Context Plan  
Prepared by Novatech  
Dated September 2024**







**Appendix C**  
**Document 2 – Pass 1 and 2 Summary Tables**  
**(Category 1 Lands) Prepared by City of Ottawa**  
**Planning Committee and**  
**Agricultural and Rural Affairs Committee**  
**Dated January 25 and 26, 2021**



# DOCUMENT 2

## Category 1 and 2 Lands

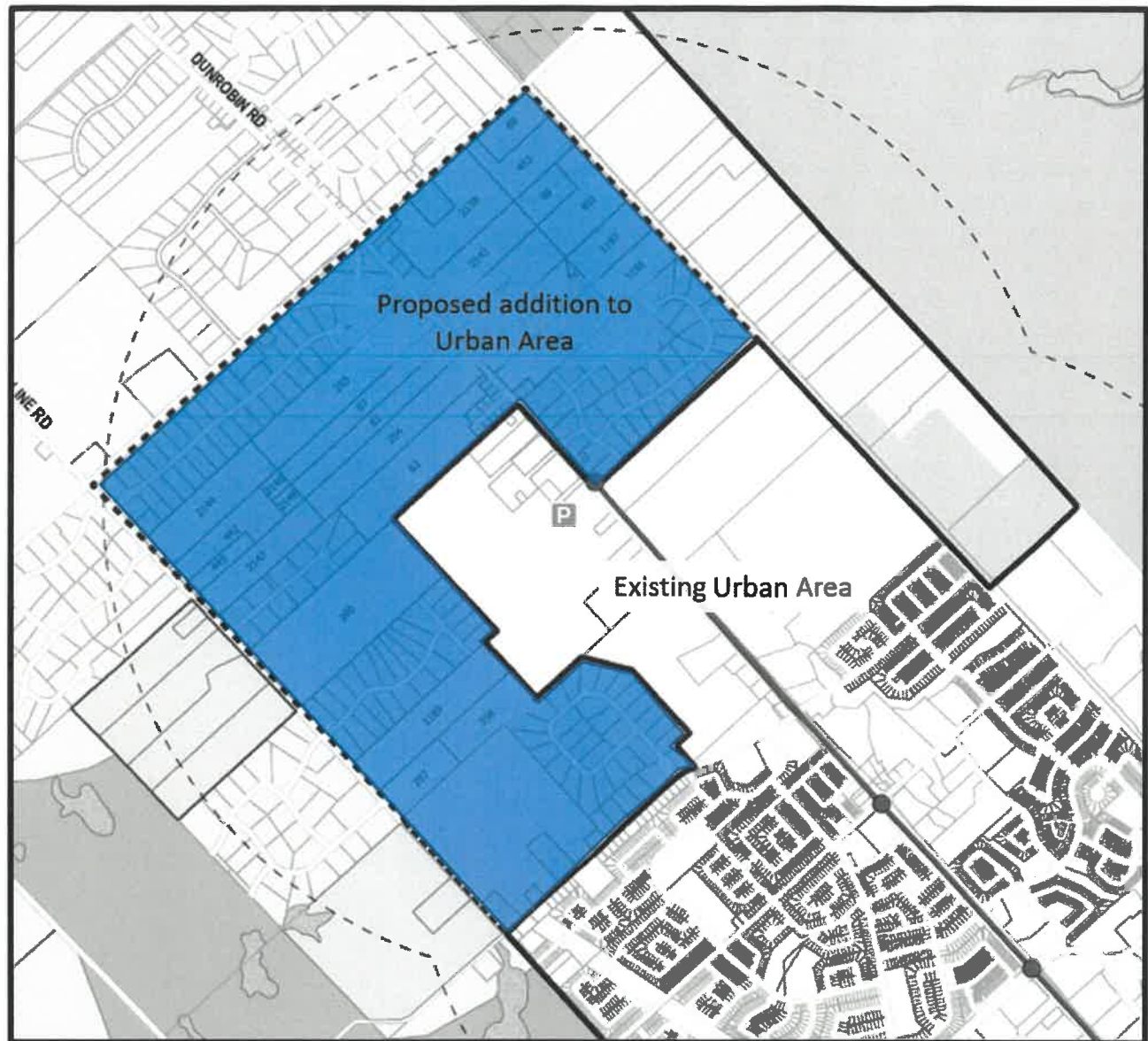
- South March Cluster
- Stittsville Cluster
- Barrhaven South Cluster
- Riverside South Cluster
- Leitrim Cluster
- Orléans South Cluster
- Orléans North Cluster

### Introduction

This document presents a planning overview and the results of the evaluation of candidate lands for urban expansion. It summarizes the evaluation results for Category 1 lands (Pass 1 and 2) with strong Adherence to the GMS and Five Big Moves and Category 2 lands with partial adherence to the GMS and Five Big Moves. Additional refinements and detail are outlined in Document 1.

The land use planning overview includes commentary on existing land area, Official Plan designation(s), land use, planning context and proximity to employment, retail and recreational facilities and the natural environment. The servicing and transportation evaluation criteria and implications are provided for seven clusters of land across the city. The servicing evaluation and scoring for each of the clusters considers on-site and off-site requirements and is presented in five main factors: water supply; wastewater capacity; stormwater outlet; integration factor and penalty factors / geotechnical conditions. The Transportation analysis and evaluation focuses on the primary evaluation criteria including lands within or in proximity to the 1.9 km radial Transit Catchment Area as well as transit capital and operating, road capacity, modal share and vehicle kilometres traveled (VKT) considerations.

# South March Cluster



Net Developable Area:	<b>175.35 ha</b>	Planning Status:	no applications
Official Plan Designation:	General Rural Area	Zoning:	RU – Rural Countryside
Land Use:	Fields and forested areas with some agricultural and single detached residential uses. Pockets of rural estate subdivisions. Some tributaries of Shirley's Brook can be found within the cluster.		
Description:	<p>Located in South March east of Old Second Line Road and south of March Road. The Beachburg rail corridor (non-active) runs along the eastern edge of the cluster. East of the corridor are lands constrained from development by the Connaught Range and Primary Training Facility (DND).</p> <p>The lands include five existing subdivisions which would be added to the urban boundary and public service area.</p> <p>The current urban boundary is irregular shaped, a result of the previous urban expansion approved through OPA 76 hearings. The approved Kanata North Community Design Plan as well as active subdivision applications contemplate</p>		

## Servicing

further road connections to the cluster. This would facilitate connectivity and integration with the existing urban area.

The cluster is in close proximity to existing facilities and services such as retail (including grocery store), recreational facilities, schools and employment uses including the Kanata North Technology Park, the largest non-governmental cluster of jobs in Ottawa.

Parcels east of the Beachburg rail corridor adjacent to March Valley Road are impacted from the Connaught Range and Primary Training Facility and have therefore been excluded from further consideration. This is consistent with the outcome of OPA 76 hearings on the matter as well as recent correspondence from the Department of National Defense confirming the range is intended to continue to operate on a daily basis (both day and nighttime) and with a range of noise sources including firearms, explosives and heavy vehicles.

### **Water**

The South March Servicing Cluster Areas (SCAs) are situated adjacent to two pressure zones: 2W/2C and the Morgan's Grant pressure zone. With the exception of areas west of Old Second Line Road, and SM-9b, (see Identification map below) the area can be serviced with good water pressure from Zone 2W/2C via watermain connections in the Kanata North Urban Expansion Area (KNUEA) lands.

Due to high elevation, of the parcels west of Old Second Line Road, and SCA SM-9b they would ideally be serviced by pressure zone 3W, which would require the construction of a new watermain on Old Second Line south to Terry Fox Drive. The construction of this watermain would create an opportunity to eliminate the Morgan's Grant pressure zone, and by connection to the Morgan's Grant water distribution network, provide looping for redundancy. A 3W zonal capacity upgrade, MG pump station decommissioning, and installation of PRV's in the existing MG area would also be required. If the parcels west of Old Second Line Road and SM-9b are not serviced by pressure zone 3W then the water pump station serving the Morgan's Grant pressure zone would require an upgrade to service these SCAs, a new watermain constructed on Old Second Line and several watermains would need to be upgraded in the Morgan's Grant area to provide redundancy.

### **Wastewater**

The future March Road Collector and East March Trunk have capacity to service expansion areas contiguous to the Kanata North Urban Expansion Area (SM-1a, SM-2, SM-5, SM-6a, SM-8) by gravity. However, service to areas SM-3, SM-9a, SM-9b and the parcels west of Old Second Line Road would require major upgrades to the March Road Collector or a new sewer conveying flows to the East March Trunk. Furthermore, twinning sections of the East March Trunk would also be required to store excess flow during large wet weather events.

Servicing areas SM-1b, SM-6b, would require a new off-site trunk discharging to future sanitary sewers within the Kanata North Urban Expansion area.

Depending on actual future flows, sufficient residual capacity to service SM-3, SM-9a, SM-9b and the parcels west of Old Second Line Road could be available in the downstream trunk sewers. To reduce off-site servicing costs and minimize impacts on existing development areas, SCAs SM-3, SM-9a, SM-9b and the parcels west of Old Second Line Road could be gated until flow monitoring demonstrates sufficient residual capacity.

### **Stormwater**

All South March SCAs are located within the Shirley's Brook watershed. Surface runoff from the SCAs is collected in small tributaries or ditch drainage systems of Shirley's Brook, which are expected to require some improvements to establish a reliable outlet for urban drainage. Shirley's Brook itself has existing erosion problems that require analysis and implementation of a long-term mitigation plan prior to any new development. Geotechnical conditions and topographic relief in the area of available stormwater outlets are favourable in all SCAs to avoid long-term maintenance challenges associated with submerged storm sewer systems.

#### **Penalty Factors**

Much of the area is underlaid by shallow bedrock, and some SCAs are located adjacent to Country lot subdivisions on private services (well and septic) that could be at risk due to blasting. Isolated areas have depression storage / imperfect drainage that, if lost through urbanization, would add to the increase in runoff volume that would be normally expected as a result of development based on conventional practices. This would contribute further to erosion conditions in Shirley's Brook.

#### Transportation

Parcels in this cluster are within the 1.9km radial catchment area from the planned March Road Transitway transit stations. There is a planned park & ride lot located at the terminus transit station on March Road, at the southern edge of the cluster boundary.

March Road provides the only direct arterial road access to Highway 417.

**South March Cluster – Scoring – Category 1**

SCA	ID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factors	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated Measures	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride Feeding Rapid Transit System	Total Transit	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Services – Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Uses	15. Active Agricultural Operation	16. Natural Heritage Linkages	Total Score	Category
SM-1-a	2138	8	8	0	6	6	-4	24	10	4	14	6	1	1	3	0	6	0	-1	0	54	1
SM-1-a	2142	8	8	0	6	6	-4	24	10	4	14	6	1	1	3	0	8	0	-2	0	55	1
SM-1-a	2141	8	8	0	6	6	-4	24	10	8	18	6	1	1	3	0	6	0	-2	0	57	1
SM-1-a	2139	8	8	0	6	6	-4	24	10	8	18	8	1	1	3	0	6	0	-1	0	60	1
SM-1-b	68	8	2	0	6	4	-4	16	10	4	14	6	1	0	3	0	6	0	-1	0	45	1
SM-1-b	452	8	2	0	6	4	-4	16	10	4	14	6	1	1	3	0	6	0	-1	0	46	1
SM-1-b	69	8	2	0	6	4	-4	16	10	4	14	6	1	1	3	0	8	0	-2	0	47	1
SM-1-b	451	8	2	0	6	4	-4	16	10	8	18	6	1	1	3	0	6	0	-2	0	49	1
SM-2	253	8	8	0	6	6	-4	24	10	4	14	8	1	1	3	0	6	0	-2	0	55	1
SM-2	67	8	8	0	6	6	-4	24	10	8	18	8	1	1	3	0	8	0	-1	0	62	1
SM-2	61	8	8	0	6	6	-4	24	10	8	18	8	1	2	3	0	8	0	-1	0	63	1
SM-2	254	8	8	0	6	6	-4	24	10	8	18	8	1	2	3	0	6	0	-1	0	61	1
SM-2	62	8	8	0	6	6	-4	24	10	8	18	8	1	2	3	0	6	0	-1	0	61	1
SM-3	2144	6	2	0	6	6	-4	14	10	4	14	8	1	1	3	0	6	0	-2	0	45	1
SM-3	442	6	2	0	6	6	-4	14	10	4	14	8	1	2	3	0	6	0	-1	0	49	1
SM-3	2145	6	2	0	6	6	-4	14	10	8	18	8	1	1	3	0	8	0	-1	0	52	1
SM-3	2146	6	2	0	6	6	-4	14	10	8	18	8	1	2	3	0	8	0	-1	0	53	1
SM-3	443	6	2	0	6	6	-4	14	10	4	14	8	1	2	3	0	8	0	-1	0	49	1
SM-3	2147	6	2	0	6	6	-4	14	10	8	18	8	1	2	3	0	6	0	-1	0	51	1
SM-5	260	6	6	0	6	6	-2	22	10	8	18	8	1	2	3	0	2	0	-1	0	55	1
SM-6-a	2143	8	2	0	6	4	-2	18	10	8	18	8	1	1	3	0	6	0	-1	0	60	1
SM-6-a	2140	8	2	0	6	4	-2	18	10	8	18	8	1	2	3	0	2	0	-1	0	57	1
SM-6-b	1193	8	2	0	6	4	-2	18	10	8	18	8	1	1	3	0	6	0	-1	0	54	1

		1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factors	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated Measures	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor - Isolated Measures or Park and Ride feeding Rapid Transit System	Total Transit	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Services - Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Uses	15. Active Agricultural Operation	16. Natural Heritage Linkages	Total Score	Category
SM-6-b	1191	8	2	0	6	4	-2	18	10	8	18	8	1	2	3	0	2	0	-1	0	51	1
SM-8	1189	6	8	0	6	6	-2	24	10	8	18	8	1	3	3	0	6	0	0	0	63	1
SM-8	257	6	8	0	6	6	-2	24	10	4	14	8	1	3	3	0	8	0	-1	0	60	1
SM-8	256	6	8	0	6	6	-2	24	10	8	18	8	1	3	3	0	6	0	0	0	63	1
SM-9a	996	6	2	0	6	4	-2	16	10	4	14	8	3	4	3	0	6	0	0	0	54	1
SM-9b	2155	2	2	0	6	2	-2	10	10	4	14	8	3	4	3	0	6	0	0	0	48	*

\*Note the area (ha) of SM-9b has not been included in the total area due to servicing constraints however the entire parcel which consist of SM-9a and b has been included since this logical urban area boundary.



**OFFICIAL PLAN**

URBAN BOUNDARY EXPANSION STUDY

**South March**

- Urban Area
- Greenbelt (See Schedule B)
- General Rural Area
- Rural Natural Features Area
- Natural Environment Area
- Significant Wetlands

- Park & Ride
- Transitway Station
- Transitway
- 1900m Transit Radius

- Servicing Cluster Areas (SCAs)
- Urban Boundary (Official Plan)
- Category 2 - Assessed - (Not Recommended)

**Category 1 - Recommended Additions to the Urban Boundary**

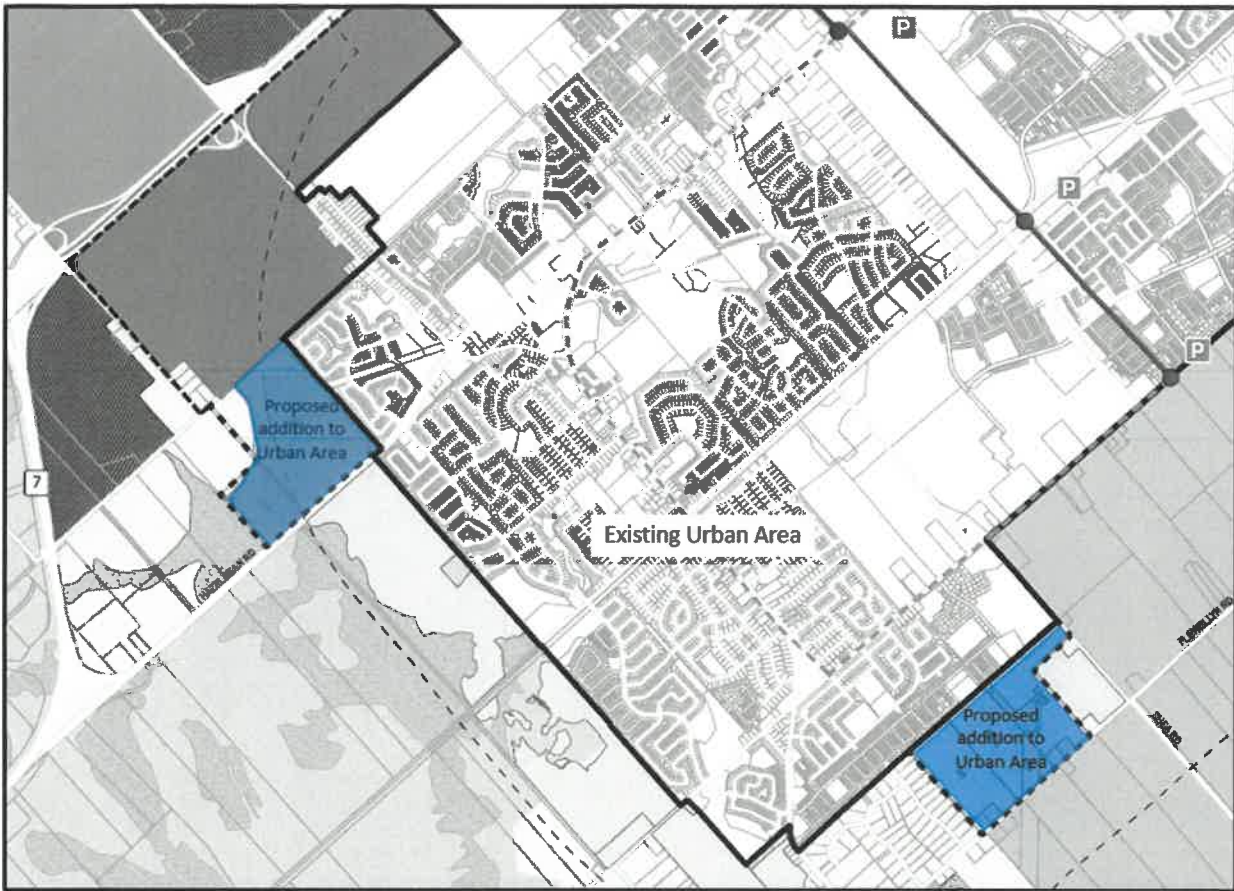
- Pass 1
- Pass 2
- New Urban Boundary (Proposed)



Planning, Infrastructure and Economic Development Department,  
 Bureau de planification, d'infrastructure et de développement  
 Service de planification, d'infrastructure et de développement économiques,  
 2019/01/09/2019-01-09



# Stittsville



Net Developable Area: **Pass 1: 38.17 ha** Planning Status: no applications

**Pass 2: 37.15 ha**

**Total: 75.32 ha**

Official Plan Designation: General Rural Area Zoning: RU – Rural Countryside

O1 - Open Space (part of the hydro corridor)

Land Use: Fields, forest, some single detached residential, stormwater pond - mainly cleared land.

Description: Northwest Cluster S1/S2 is located adjacent to the Stittsville urban area and is north of Hazeldean Road and southeast of Highways 417 and 7. A hydro corridor which includes a pathway system traverses the cluster in the urban portion. A quarry and the A.G. Reed Industrial Area are to the north and the Goulburn Wetland Complex is located to the south. The A.G. Reed Industrial Area is recommended to be added to the urban area in the Traditional Industrial Freight and Storage designation.



## Servicing

The S1/S2 cluster as shown is outside the 500m aggregate buffer, however, to avoid an irregular shaped urban boundary it is recommended that the proposed boundary follow the property lines. The portion of the parcel within the buffer from the quarry has been excluded from the net developable area calculation.

This S1/S2 cluster is close to, existing schools, parks, employment and to retail including grocery stores on Hazeldean Road and Stittsville Main Street.

The South S10/S11 cluster abuts previous expansion lands north of Flewellyn Road and east of Shea Road. A hydro corridor traverses the cluster and a stormwater management pond can also be found within the cluster.

The existing and planned roads, as well as the hydro corridor, would allow to the cluster to connect and integrate with the existing urban area, accommodating both road and active transportation connections. (planned road connections in development to the north

Parcels west of the Stittsville urban area were assessed and determined to have complexities related to servicing and connection because of the wetland complex located on or adjacent to the parcels. It was also determined that the parcels were not of adequate size and shape to allow for a transit supportive gridded street pattern. A parcel located northwest of Shea Road and Flewellyn Road was also excluded due to an active court case related to a site alteration by-law violation.

### **Water**

All Servicing Cluster Areas (SCAs) in Stittsville are located adjacent to the 3W pressure zone. As topography rises from east to west, water pressures reduce from good in SCAs S-10 and S-11, to borderline in the remaining SCAs during peak hour on a Max Day. Off-site watermains would also be required for all SCAs on the west side of Stittsville to tie-into larger diameter watermains to provide sufficient capacity – and to provide redundancy. Generally, SCAs closest to Hazeldean Road require the least off-site work for capacity. SCAs south of Hazeldean Road require additional off-site work to establish redundancy, and for some SCAs may require crossing the Goulbourn Provincially Significant Wetland Complex.

Improving borderline water pressure in the affected SCAs by pressure zone reconfiguration could prove to be cost prohibitive, given the comparatively small area that would benefit from the required works. Consequently, should development be considered in any of the affected SCAs, alternative approaches to improving water pressure could include increasing watermain size, requiring private plumbing upgrades, and/or other measures that would reduce water head loss.

### **Wastewater**

Capacity is generally available in downstream trunk sewers to service all SCAs in West Stittsville – but not necessarily in the receiving collector sewers and local sewers located adjacent to the SCAs.

Areas S-1 and S-2 are readily serviceable via a connection to a sewer on Hazeldean Road. Area S-3 would require upgrading existing sewers on Thrasher Avenue and West Ridge Drive or constructing a new sewer to Beverley Street. Areas S-4, S-5 and S-6 can be serviced by a 1000m sewer extension on Abbott Street.

Local upgrades to existing sewers on Fernbank Road would also be required to service areas S-7, a portion of S-8 and S-9. Areas in S-8 east of the watercourse

can be serviced by existing infrastructure within the Shea Road Pump Station sewershed which may require local upgrades. Area S-9 would require a local pump station that would outlet to future infrastructure within area S-8.

A local capacity upgrade at the Shea Road pump station would be required to service areas S-10 and S-11.

### **Stormwater**

Storm drainage from the Stittsville SCAs outlets to four different drainage systems: S-1 to a headwater system that drains to Feedmill Creek; S-2 - S-6 to the Hazeldean Municipal Drain / Goulbourn Wetland Complex; S-7 & S-8 to the headwaters of the Faulkner Municipal Drain; S-10 & S-11 to the Faulkner Municipal Drain; and S-9 to a headwater system of Flowing Creek. With the exception of SACs S-10 and S-11, all storm drainage outlets are minor and would likely require off-site works to establish a stable outlet. Topographic conditions in SCAs S-1 - S-8 and S-11, are expected to constrain grading and storm servicing and create long-term maintenance challenges associated with submerged storm sewer systems.

### **Penalty Factors**

All of the Stittsville SCAs are underlaid by shallow bedrock. Several clusters are adjacent to Country lot subdivisions on private services and could be impacted by blasting. Isolated areas have depressional storage / imperfect drainage that, when urbanized, would exacerbate the conventional increase in runoff volume and requires additional stormwater management measures to avoid downstream impacts.

### **Transportation**

The clusters are within or adjacent to the 1.9km radial catchment area from the Transit Priority Corridor (Isolated Measures) that is planned for the Stittsville community. The southerly cluster is just outside the capture area of the planned Transitway and park and ride which is planned to be located at the intersection of Robert Grant and Fernbank Road.

The northerly cluster has good connectivity, it is close to the highway interchange, has frontage on Hazeldean Rd and Rothbourne Rd and can access existing services by active transportation (walking/bike). The cluster can connect to existing pathway in hydro corridor allowing for a direct active transportation connection to convenience retail and existing parks in the vicinity.

Stittsville South Cluster – Scoring – Category 1

SCA	OPID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factors	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated Measures	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride feeding Rapid Transit System	Total Transit	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Services – Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Uses	15. Active Agricultural Operation	16. Natural Heritage Linkages	Total Score	Category
S-10	54	4	4	7	6	6	-4	17	6	8	14	6	0	4	3	-4	6	-4	-1	0	41	1
S-10	1371	4	4	7	6	6	-4	17	6	8	14	6	0	4	3	-2	6	-4	-1	0	43	1
S-11	1369	4	4	1	3	6	-3	15	10	4	14	6	0	4	3	-2	6	-4	-1	0	41	1
S-1	458	4	4	0	3	4	-3	12*	6	4	14	6	5	2	0	-2	6	0	-1	0	38	1
S-2	458	4	4	0	3	4	-3	12*	6	4	14	6	5	2	0	-2	6	0	-1	0	38	1
S-2	623	4	4	0	3	4	-3	12*	6	4	14	6	5	2	0	-2	6	0	-1	0	38	1

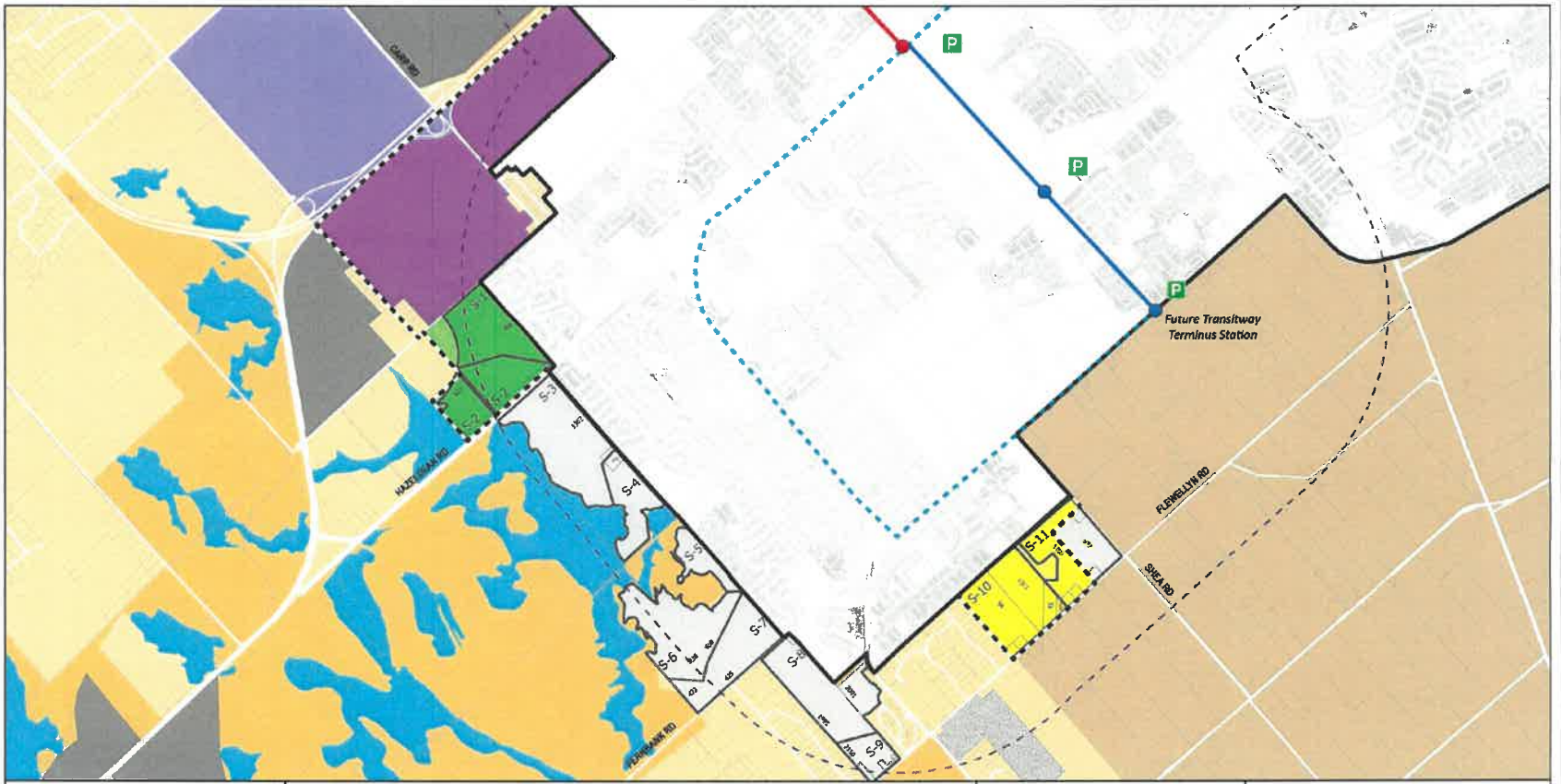
\*Note – While these parcels score below the minimum servicing threshold they can be serviced. See servicing comments for further details.

## Category 2

The parcels within Category 2 do not meet the minimum thresholds scores for servicing and some do not meet the transit threshold score, with one exception (see below). The parcels west of the Stittsville urban area were further accessed beyond the scoring criteria and have been excluded due to complexities related to servicing and connectivity caused by the provincially significant wetland complex located on or adjacent to the parcels, as well as protected habitat of provincially and federally threatened species. It was also determined that the parcels were not of adequate size and shape to allow for a transit supportive gridded street pattern. A parcel located northwest of Shea Road and Flewellyn Road (S-11 - 977) while meeting the mining scoring thresholds was also excluded due to an active court case related to an alleged site alteration by-law violation.

The gross area of the clusters west of Stittsville (S-3 to S-9) is approximately 215 ha, but it should be noted that the environmental features as well as other non-developable areas have not been removed and once removed will likely significantly reduce the developable area of this cluster. The gross area of the parcel south of Stittsville (S-11 – 977) is 14.28 ha.

SCA	OPID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3.b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factor	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor - Isolated Measures or Park and Ride feeding Rapid Transit System	Transit Total	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Facilities - Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Use	15. Active Agricultural Operation	16. Natural Heritage Linkage	Total Score	Category
S-3	1362	4	4	0	3	4	-3	12	6	4	10	6	3	3	0	-2	2	0	-1	0	33	2
S-4	1362	4	4	0	3	4	-3	12	6	4	10	6	3	3	0	-2	2	0	-1	0	33	2
S-5	608	2	4	0	3	3	-1	10	6	4	10	6	1	3	3	-2	6	0	-2	0	35	2
S-6	238	2	4	0	3	2	-1	10	6	4	10	6	1	2	3	-2	6	0	-1	0	25	2
S-6	423	2	4	0	3	2	-1	10	0	0	0	6	1	2	3	-2	6	0	-1	0	15	2
S-6	608	2	4	0	3	2	-1	10	6	4	10	6	1	3	3	-2	6	0	-2	0	35	2
S-7	425	2	4	0	3	2	-2	10	6	4	10	6	0	3	3	-2	8	0	-2	0	36	2
S-7	608	2	4	0	3	2	-2	10	6	4	10	6	1	3	3	-2	6	0	-2	0	35	2
S-7	238	2	4	0	3	2	-2	10	6	4	10	6	1	2	3	-2	6	0	-1	0	35	2
S-7	423	2	4	0	3	2	-2	10	0	0	0	6	1	2	3	-2	6	0	-1	0	25	2
S-8	1994	2	4	0	3	2	-4	4	6	4	10	6	0	3	3	-2	6	0	0	0	30	2
S-8	1995	2	4	0	3	2	-4	7	6	4	10	6	0	2	3	-2	4	0	-1	0	29	2
S-8	2001	2	4	0	3	2	-4	4	6	4	10	6	0	3	3	-2	4	0	-1	0	27	2
S-9	1992	2	2	0	6	2	-2	6	6	4	10	6	0	2	3	-2	8	0	0	0	33	2
S-9	1998	2	2	0	6	2	-2	6	6	4	10	6	0	2	3	-2	6	0	0	0	31	2
S-11	977	4	4	1	3	6	-3	15	10	4	14	6	0	4	3	-2	6	4	-1	0	41	2



**OFFICIAL PLAN**

URBAN BOUNDARY EXPANSION STUDY

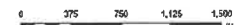
**Stittsville**

- Urban Area
- Greenbelt (See Schedule B)
- Agricultural Resource Area
- General Rural Area
- Rural Natural Features Area
- Bedrock Resource Area
- Sand and Gravel Resource Area
- Significant Wetlands
- Rural Employment Area

- Park & Ride
- Transitway Station
- O-train Station
- Transitway
- O-train
- Transit Priority Corridor
- Transit 1900m Radius

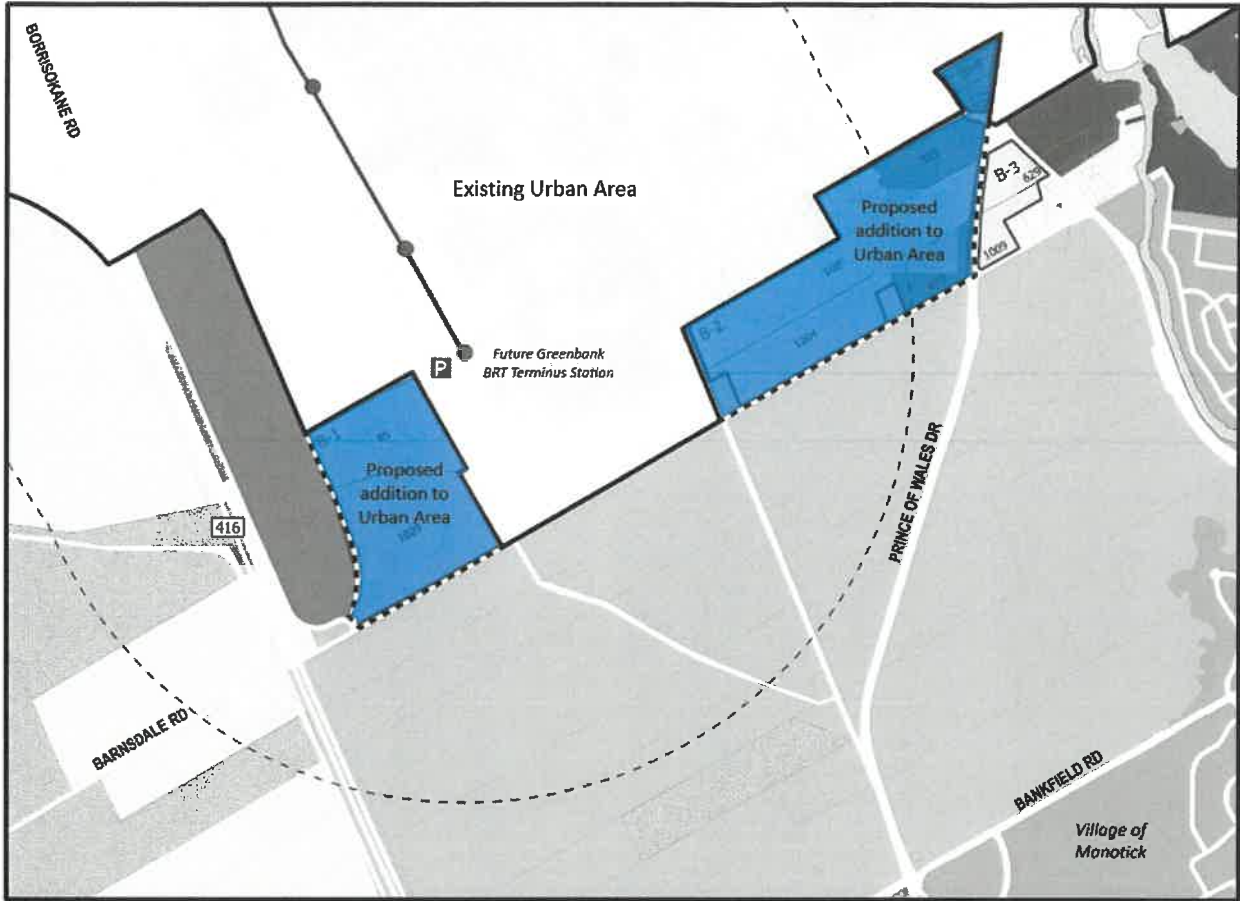
- New TIPS
- Servicing Cluster Areas (SCAs)
- Urban Boundary (Official Plan)
- Category 2 - Assessed - (Not Recommended)

- Category 1 - Recommended Additions to the Urban Boundary
- Pass 1
- Pass 2
- New Urban Boundary (Proposed)



Planning, Infrastructure and Economic Development Department,  
 Géographie, Transport, Technologie and Services  
 Services de la planification, des infrastructures et du développement économique  
 Analyse préliminaire de scénarios de solutions

# Barrhaven South Clusters



Net Developable Area:	<b>Pass 1: 92.74 ha</b>	Planning Status:	no applications
	<b>Pass 2: 15.75 ha</b>		
	<b>Total: 108.49 ha</b>		
Official Plan Designation:	General Rural Area	Zoning:	RU – Rural Countryside, MR - Mineral Aggregate Reserve Zone, O1A - Open Space
	Sand and Gravel		
Land Use:	Fields, forest, some single detached residential and, to the east, a golf course works yard		
Description:	<p>Located south of Barrhaven, East of Highway 416, west of Prince of Wales and north of Barnsdale Road.</p> <p>A portion of the current urban boundary ends at Barnsdale Road, a result of the previous urban expansion. The proposed urban expansion clusters would round out the remaining rural parcels on either side of the existing urban area ending at Barnsdale Road. This would create a clear delineation between the urban area, north of Barnsdale Road and the Agricultural Resource Area to the south.</p>		



The following approved Community Design Plans are applicable to the lands adjacent to the clusters; Barrhaven South Urban Expansion Area Community Design Plan and Barrhaven South Community Design Plan.

The clusters are in close proximity to existing or planned facilities and services including the Minto Recreation Complex, schools, parks and retail.

A portion of the cluster is zone as Mineral Aggregate Reserve however the reserve has been depleted and license removed and can be redeveloped for other purposes.

The Trail Road Waste disposal facility is located to the west on the other side of Highway 416. The clusters are outside 500m buffer of the waste disposal facility.

Future proposed urban industrial land (Traditional Industrial Freight and Storage (TIFS) Future highway interchange at Barnsdale and Highway 416 as identified in TMP.

The east boundary of cluster B-2 has been set at Prince of Wales Drive. Due to topography, there are about seven hectares of land towards the east side of B-2 that have not been included in the expansion area total because they cannot be serviced through B-2. Expansion of developable land in this area on the basis of a new pump station is not recommended and staff further recommend against any retaining walls. For this reason staff recommend against further consideration of the lands.

The cluster identified as (B-4) contain small parcels (less than 2.0ha in size) with existing homes and has not been included in the Net Developable Area however they have been included in the proposed area since, given their location, they form a logical boundary of the urban area.

## Servicing

### **Water**

A suitable water supply to the Servicing Cluster Areas (SCAs) in South Barrhaven would be available with implementation of the planned South Urban Community (SUC) pressure zone reconfiguration project. There would be no need for any pump station upgrades or pipe upsizing. Area B-1 can be serviced by extending local watermains in South Barrhaven. Area B-2 can be serviced from connecting into the feeder main on Greenbank Rd. Area B-3 and B-4 can be serviced from the feeder main on Prince of Wales Dr. The Manotick watermain and the future watermain along re-aligned Greenbank Rd would provide secondary supply ensuring system reliability.

### **Wastewater**

Sanitary sewers (existing and proposed through the Barrhaven South Master Servicing Study) on Greenbank Road and Barnsdale Road have capacity to accommodate SCAs B-1 and B-2 by gravity.

The topography of B-3 and B-4, and the east limits of B-2 are at a lower elevation from the existing servicing. This complicates serviceability because, for example, the SCA B-3, a relatively small cluster, would require a sanitary pumping station. The east limits of SCAs B-2 and B-4 have been shown as Prince of Wales Drive. The development limit, however, is intended to be restricted to areas that can drain by gravity to available outlets, and without the use of retaining walls in their respective grading plans.

### **Stormwater**

Stormwater drainage in SCAs B-1 and B-2 is generally southward towards Barnsdale Road. B-1 is situated in the Mud Creek watershed and overlays the

Kars Esker. B-2 outlets to a small tributary that follows a circuitous route before outletting to the Rideau River. B-3 drains to a small tributary just upstream of its outlet to the Rideau River. B-4 outlets to a local watercourse just before its outlet to the Rideau River.

Storm servicing in the approved Barrhaven South Urban Expansion Area provides an outlet option for SCAs B-1 and B-2. It is anticipated that minor system flow could be directed to an existing stormwater pond that outlets to the Jock River, and major system flow would be directed to existing outlets south of Barnsdale Road. Overall, the Barrhaven South SCAs are expected to be well drained with no topographic constraints that would result in long-term maintenance problems due to submerged sewers

### **Penalty Factors**

SCAs B-2, and B-3 include depressional areas greater than 10% of their coverage area or imperfect drainage that, when if urbanized without additional controls, would result in an increase in runoff volume above what would normally be expected as a result of development based on conventional practices. SCAs B-2 also includes bedrock shallower than 5 metres in areas.

SCA B-1 is located overtop the Kars Esker. Servicing of B-1 will need to be set above the seasonal high groundwater level, and management systems implemented to maintain pre-development infiltration rates. Prior to development of B-1, the impact of the development proposal will have to be checked against an existing groundwater model in the area of the Trail Road landfill site to confirm that the leachate plume will not be affected.

### **Transportation**

The clusters are within or are immediately adjacent to the 1.9 km radial catchment area from the planned new Greenbank Road Transitway terminus transit station. There is a planned park & ride lot located at the terminus transit station on new Greenbank Road.

The existing and planned roads would allow the clusters to connect and be integrated with the existing urban area, accommodating both road and active transportation connections.

## Barrhaven South Cluster – Scoring - Category 1

SCA	ID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factors	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated Measures	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride feeding Rapid Transit System	Total Transit	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Services – Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Uses	15. Active Agricultural Operation	16. Natural Heritage Linkages	Total Score	Category
B-1	85	8	8	2	6	6	0	30	10	12	24	4	0	4	4	0	8	-4	0	0	68	1
B-1	1020	8	8	2	6	6	0	30	10	8	18	4	0	3	0	0	8	-4	0	0	59	1
B-2	461	8	8	2	6	6	-3	27	10	4	14	6	0	4	4	0	8	0	-1	0	63	1
B-2	1005	8	8	2	6	6	-3	27	10	4	14	6	0	4	4	0	8	0	-1	0	63	1
B-2	1204	8	8	2	6	6	-3	27	10	4	14	6	0	4	4	0	8	-4	-1	0	58	1
B-2	825	8	8	2	6	6	-3	27	0*	0*	0*	6	1	4	4	0	8	0	-1	0	49	1
B-2	827	8	8	2	6	6	-3	27	0*	0*	0*	6	0	4	4	-2	8	-4	-2	0	41	1

\*Note – while these parcels score zero for transit they are considered to be part of the cluster and are recommended for inclusion.

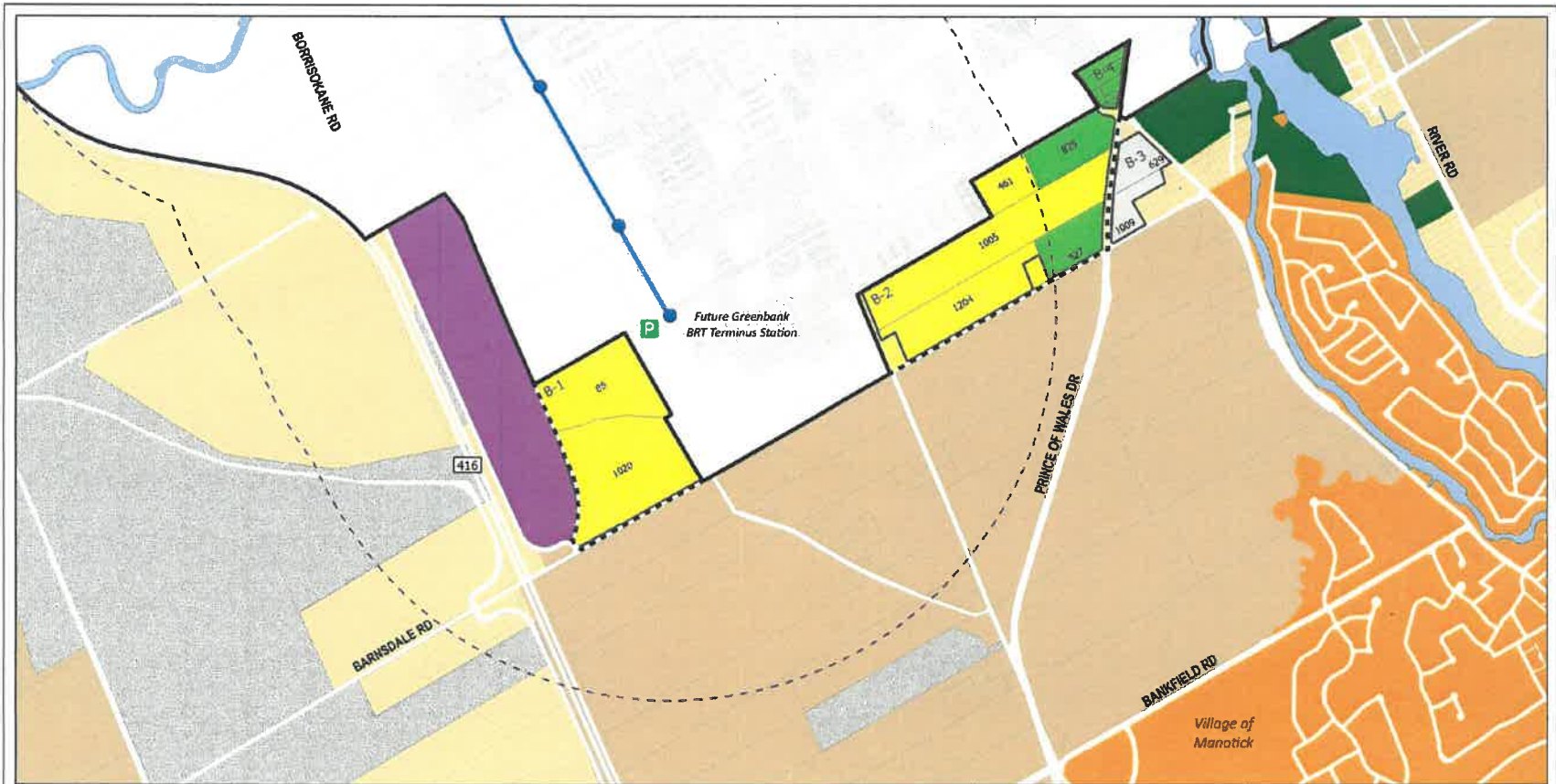
## Category 2

The parcels (B-3) east of Prince of Wales Drive do not meet the minimum threshold for transit. While they meet the servicing threshold they would require their own sanitary pump station and given their size (\*8.9 ha gross) this is considered to be cost prohibitive. Given their location there are also constraints related to connectivity and integration with the surrounding community. For these reasons these lands have been excluded.

The parcels near Cedarhill Estates and Highway 416 (HWY416-1, 2) do not meet the minimum threshold for servicing and transit. These lands were assessed beyond the scoring criteria and ultimately excluded since there would be a very high off-site servicing costs and require major facilities. The configuration of these lands and surrounding land use present issues with connectivity and integration with the surrounding community. There is also a Provincially Significant Wetland within the HWY416-1 which would reduce the overall developable area. The gross developable areas of these clusters are \*65 ha for HWY416-1 and \*41.5 ha for HWY416-2.

\*Note the area (ha) does not include any potential exclusions such as environmental constraints, hydro corridors, etc. and the actual developable area may be smaller.

SCA	OPID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3.b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factor	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor - Isolated Measures or Park and Ride feeding Rapid Transit System	Transit Total	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Facilities - Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Use	15. Active Agricultural Operation	16. Natural Heritage Linkage	Total Score	Category
B-3	629	8	2	1	6	4	-2	19	0	0	0	6	1	4	4	0	8	0	-2	0	40	2
B-3	1009	8	2	1	6	4	-2	19	0	0	0	6	0	4	4	-2	8	-4	-1	0	34	2
HWY416-1	2033	2	4	1	3	2	-4	10	0	0	0	8	0	4	4	-2	2	0	-1	0	22	2
HWY416-1	2034	2	4	1	3	2	-4	10	0	0	0	8	0	3	4	-2	2	0	-1	0	22	2
HWY416-1	2035	2	4	1	3	2	-4	10	0	0	0	8	0	1	4	-4	2	0	-1	0	18	2
HWY416-2	2035	2	2	0	3	2	-2	7	0	0	0	8	0	1	4	-4	2	0	-1	0	17	2
HWY416-2	2036	2	2	0	3	2	-2	7	0	0	0	8	1	4	4	-2	8	0	0	0	30	2



**OFFICIAL PLAN**

URBAN BOUNDARY EXPANSION STUDY

**Barrhaven**

- Urban Area
- Village
- Agricultural Resource Area
- General Rural Area
- Sand and Gravel Resource Area
- Major Open Space

- Park & Ride
- Transitway Station
- Transitway
- Transit 1900m Radius

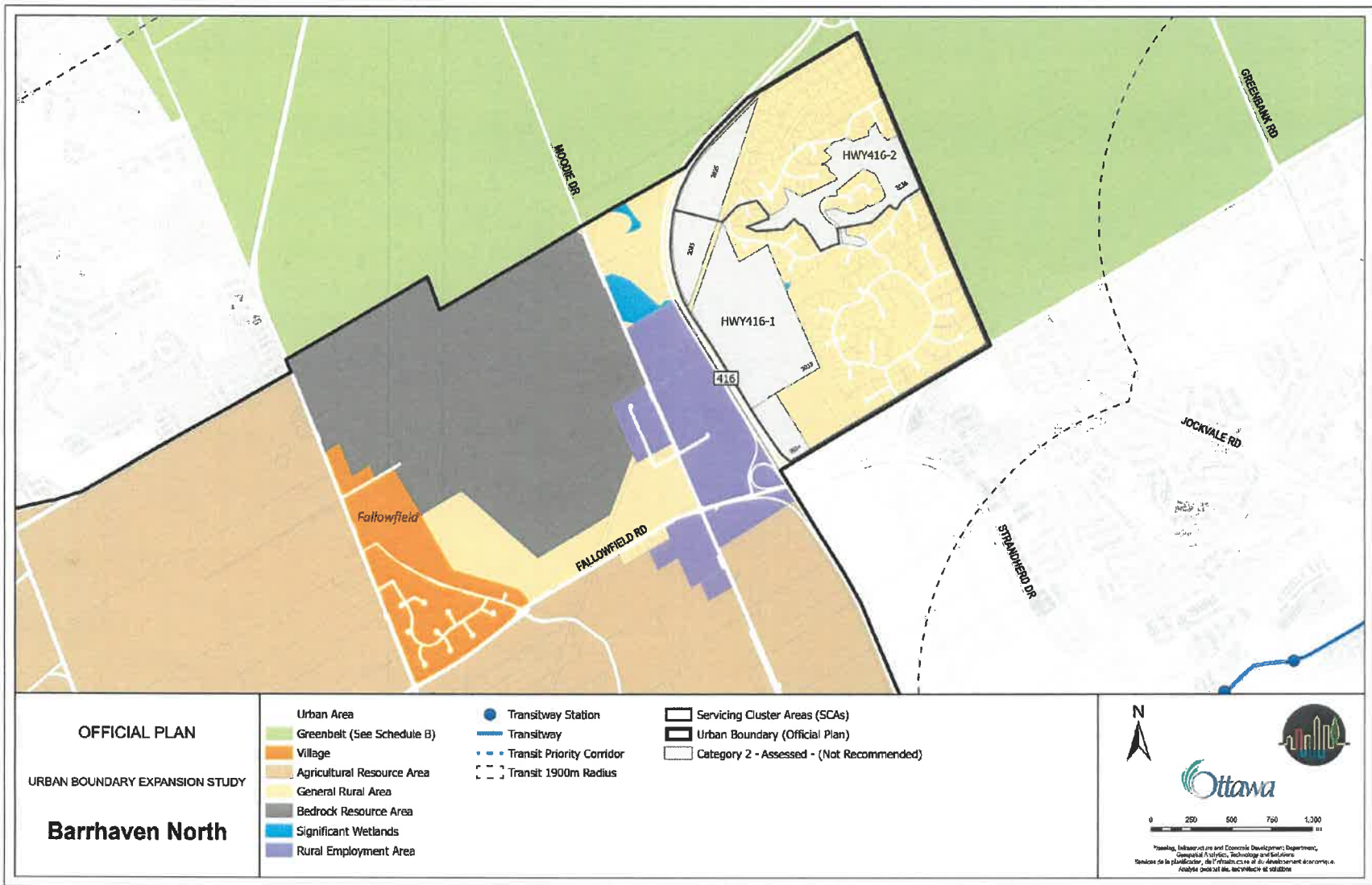
- New TIFS
- Servicing Cluster Areas (SCAs)
- Urban Boundary (Official Plan)
- Category 2 - Assessed - (Not Recommended)

- Category 1 - Recommended Additions to the Urban Boundary
- Pass 1
  - Pass 2
  - New Urban Boundary (Proposed)

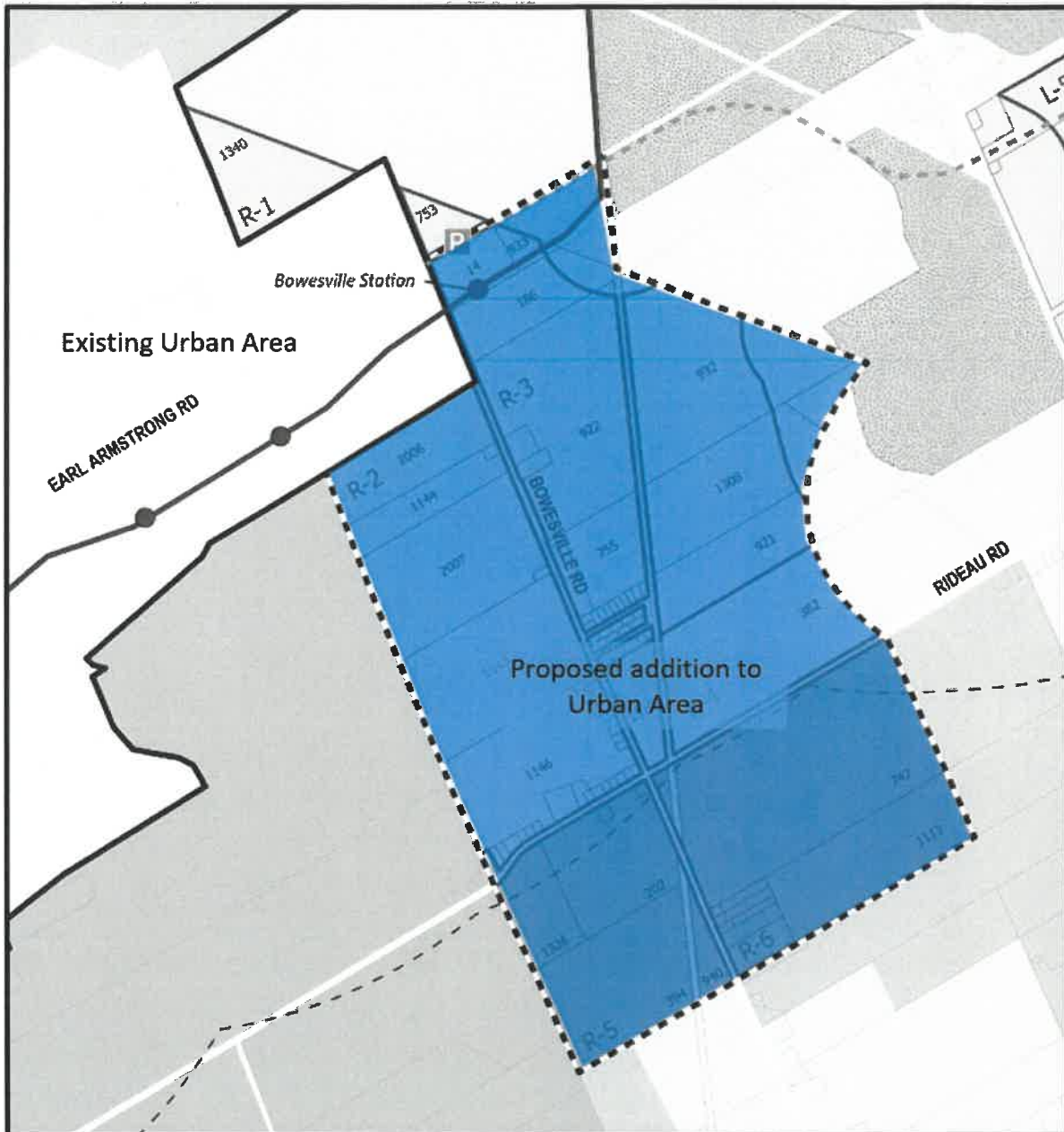


Planning, Infrastructure and Economic Development Department  
 Services de la planification, des infrastructures et du développement économique  
 Analyse d'impact de la planification et des infrastructures





# Riverside South Cluster



Net Developable Area:

**Pass 1: 202.8 ha**

**Pass 2: 106.29 ha**

**Total: 309.09 ha**

Planning Status:

Sand and Gravel Resource Areas east of the cluster have been removed in the mineral aggregate overlay of the new Official Plan due to proximity of the international airport. The

			required buffer from aggregate lands therefore has not been applied.
Official Plan Designation:	General Rural Area	Zoning:	RU – Rural Countryside,
	Rural Natural Area		O1 – Open Space
			RC - Rural Commercial
Land Use:	Fields, forest, some single residential uses and golf (Falcon Ridge).		
Description:	<p>The clusters are located southeast of the Riverside South urban area, north of the Village of Greely (beyond the 1km village exclusion area) and south of Stage 2 O-Train Bowesville Station and park and ride. Bisecting the lands is a city owned rail corridor. The future use of the rail corridor has not been determined – future study is necessary to determine the appropriate setback from this railway line.</p> <p>The lands to the west are designated as Agricultural Resource Area. Land and may also be within the Airport Influence Operating Zone (AOIZ) which prohibits noise sensitive uses such as residential. Lands within the AOIZ have been excluded from consideration.</p> <p>A former landfill is located to the south east at corner of Albion Rd and Rideau Rd. All the lands included in the expansion cluster are outside the 500m influence area of the landfill.</p> <p>The cluster is in close proximity to the planned Riverside South town centre, which is planned to include a City library and recreational complex and commercial uses and the Ottawa International Airport Special Study Area), and employment areas.</p> <p>The cluster includes a potential natural linkage identified in Annex 16 to the current Official Plan. The scoring reflects the impacts on this linkage, which subsequently would not be carried forward into the new Plan.</p> <p>The stormwater servicing for the clusters would outlet to sensitive natural features, the provincially-significant Leitrim Wetland and cool-water Findlay Creek. Additional mitigation measures might be required to protect these features.</p> <p>Hydro and pipeline corridors cut across the southwestern corner of the cluster.</p> <p>The Riverside South CDP applies to the lands abutting the northwest portion of the cluster.</p>		

**Servicing**

**Water**

A suitable water supply to the Servicing Cluster Areas (SCAs) in Riverside South would be available with implementation of the South Urban Community (SUC) pressure zone reconfiguration project due to be completed by 2023. With the facility upgrade projects identified in the 2013 Water Master Plan, there would be no need for any major pump station upgrades or pipe upsizing to service R-2, R-3, R-4, R-5, R-6, and R-7. It is anticipated that progression of development would occur from north-to-south, through which the large diameter transmission main on Bowesville Rd would be extended to service R-2, R-3, R-4, R-5, R-6

and R-7. Extension of watermain along Earl Armstrong and internal looping through approved and future growth areas would provide redundancy.

### **Wastewater**

The future extension of the Spratt Road collector and downstream trunk sanitary infrastructure would have capacity to service all SCAs. Areas R-2, R-3, and R-4 could be conveyed by gravity to the Spratt Road collector. Areas R-5, R-6 and R-7 would require a new pumping station and forcemain to outlet north to future sanitary sewers within area R-2.

### **Stormwater**

All SCAs are located in the Mosquito Creek watershed. Exacerbation of existing erosion conditions along Mosquito Creek and its tributaries due to an increase in runoff volume resulting from further urbanization is a significant concern that would need to be addressed in any future development. Topographic conditions of SCAs R-5 and R-6 are expected to allow for a free-flowing storm outlet. SCAs R-2 and R-3 would require a channel to be constructed to establish an outlet to Mosquito Creek. SCA Area R-4 would require a storm sewer outlet along Rideau Road to establish an outlet to Mosquito Creek. SCA R-7 sits in a low-lying area that outlets to a tributary of Mosquito Creek with topographic constraints that would result in maintenance problems associated with submerged storm sewer systems.

### **Penalty Factors**

SCAs R2 - R-7 have areas of shallow bedrock. SCA R-2 includes areas with compressible clays, while SCAs R-3 - R-7 include depressional areas greater than 10% of their coverage area / imperfect drainage that, when urbanized, would result in an increase in runoff volume above what would normally be expected as a result of development based on conventional practices. The loss of this storage function would need to be accounted for in stormwater management measures to avoid aggravation of erosion conditions in Mosquito Creek.

### **Transportation**

Parcels in this cluster are within or are adjacent to the 1.9km radial transit catchment area from the Bowesville O-Train transit station and park & ride. The parcels primarily have their frontage on Bowesville Road with some also having frontage on Rideau Road. These roads may require upgrade to urban standards to support future growth.

The former Prescott rail corridor (Non-Active) owned by the City of Ottawa traverses the cluster and is currently used as a multipurpose pathway (MUP) however it is reserved for potential future rail transportation and would require setbacks for any adjacent development.

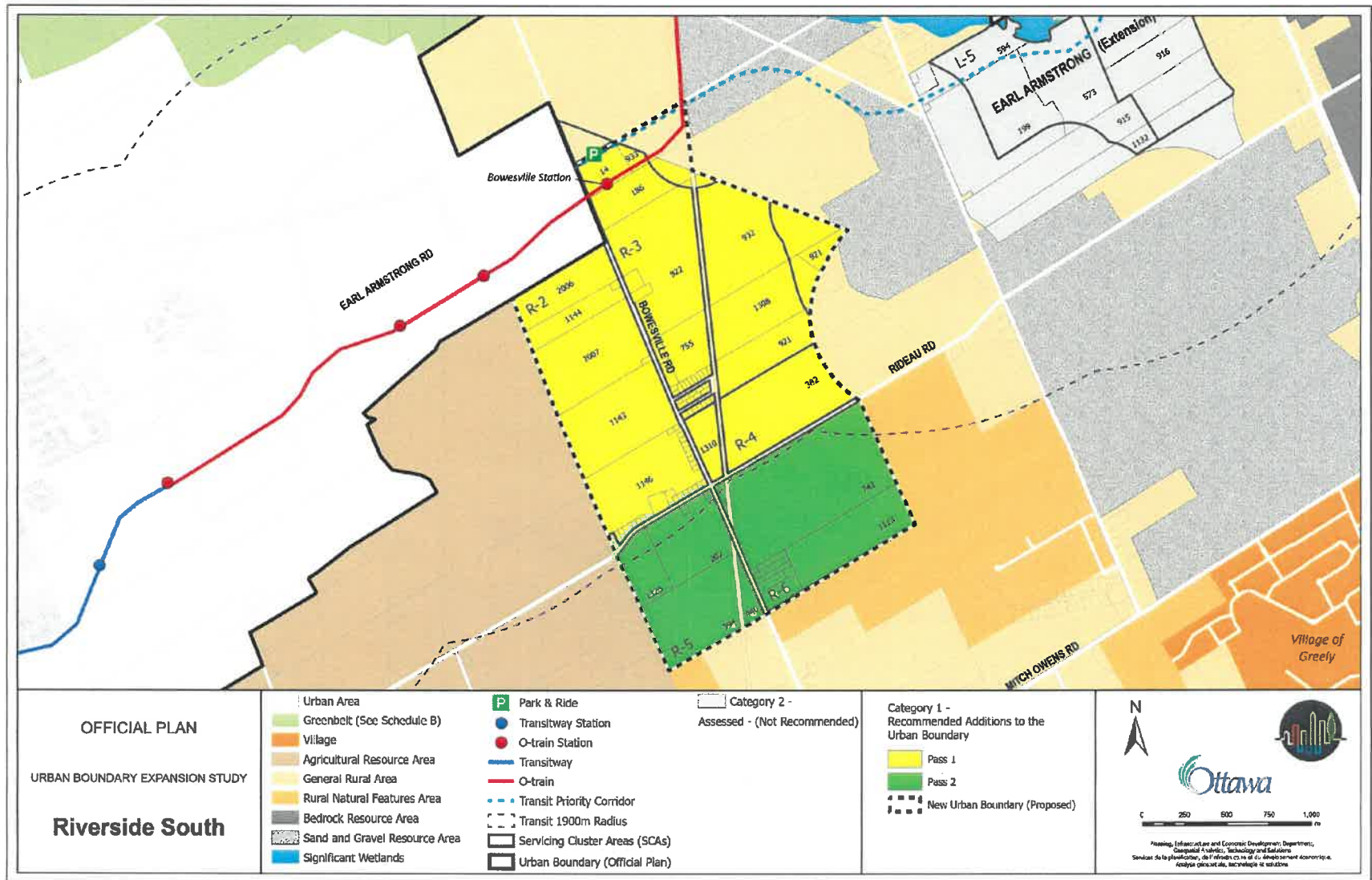
Riverside South Clusters – Scoring - Category 1

SCA	ID	1. Water	2. Wastewater (sanitary)	3. a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factors	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated Measures	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride feeding Rapid Transit System	Total Transit	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Services – Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Uses	15. Active Agricultural Operation	16. Natural Heritage Linkages	Total Score	Category
R-2	2006	8	8	0	3	4	-2	21	18	12	30	8	0	3	0	0	8	-4	0	0	66	1
R-2	1144	8	8	0	3	4	-2	21	18	12	30	8	0	3	0	0	8	-4	0	0	66	1
R-2	2007	8	8	0	3	4	-2	21	18	8	26	8	0	3	0	0	8	-4	0	0	62	1
R-2	1143	8	8	0	3	4	-2	21	18	4	22	8	0	3	0	0	8	-4	-1	0	57	1
R-2	1146	8	8	0	3	4	-2	21	18	4	22	8	0	3	0	0	8	-4	-1	0	57	1
R-3	186	8	8	0	3	4	-3	20	18	12	30	8	0	2	3	0	6	0	0	-4	65	1
R-3	922	8	8	0	3	4	-3	20	18	12	30	8	0	2	0	0	6	0	0	-4	62	1
R-3	932	8	8	0	3	4	-3	20	18	12	30	8	1	1	0	0	2	0	0	-2	60	1
R-3	755	8	8	0	3	4	-3	20	18	8	26	8	0	2	0	0	6	0	0	-4	58	1
R-3	1308	8	8	0	3	4	-3	20	18	4	22	8	0	1	0	0	6	0	0	-4	53	1
R-3	921	8	8	0	3	4	-3	20	18	8	26	6	0	0	0	0	2	0	0	-2	52	1
R-4	1310	8	8	0	3	4	-3	20	18	4	22	8	0	2	0	0	6	0	0	-4	54	1
R-4	382	8	8	0	3	4	-3	20	18	4	22	8	0	1	0	0	6	0	0	-4	53	1
R-5	1326	8	2	0	6	4	-3	17	0*	0*	0*	6	0	3	3	-4	8	-4	-4	-1	24	1
R-5	202	8	2	0	6	4	-3	17	0*	0*	0*	6	0	2	0	-4	6	-4	-1	-4	17	1
R-5	394	8	2	0	6	4	-3	17	0*	0*	0*	6	0	2	0	-4	6	-4	-1	-4	17	1

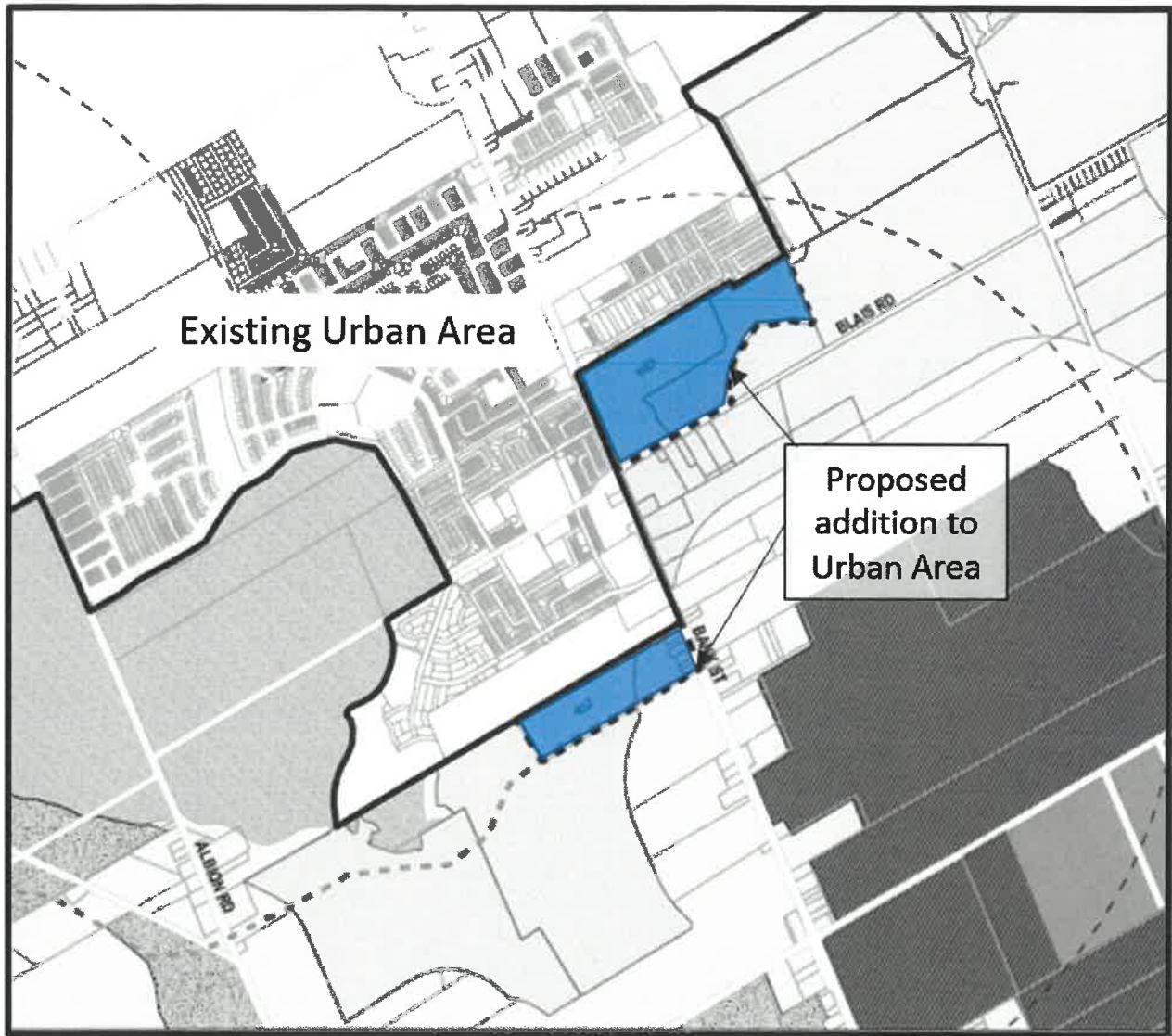


		1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factors	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated Measures	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride feeding Rapid Transit System	Total Transit	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Services – Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Uses	15. Active Agricultural Operation	16. Natural Heritage Linkages	Total Score	Category
R-6	742	8	2	0	6	4	-3	17	0*	0*	0*	6	0	1	0	-6	6	0	0	-2	22	1
R-6	1113	8	2	0	6	4	-3	17	0*	0*	0*	6	0	1	0	-12	8	0	0	-2	18	1

\*Note – while these parcels technically score zero points for transit because the centroid of the parcel is outside the 1.9km radius from a transit station. They are considered to have met the criteria since the 1.9km radius was to represent a 2.5km over roads and these parcels are within this distance via Bowesville Road.



# Leitrim Clusters



Net Developable Area:  
 Official Plan Designation:  
 Land Use:

**22 ha**  
 General Rural Area  
 Fields and forested areas with some agricultural and single residential uses.  
 Planning Status: no applications  
 Zoning: RU – Rural Countryside  
 The land available for urban expansion within the Leitrim area is limited at this time in part due to active quarry operations in the vicinity.

Two small clusters have been identified for potential urban expansion.

The portion of the cluster along Bank Street is partially within the 500m buffer of the Bedrock Resource Area and has been removed from the net developable area calculation. Further west is the Leitrim wetland (PSW) and southwest is the Rideau Carleton (Hard Rock) racetrack and casino.

The [Leitrim Community Design Plan](#) is applicable to lands abutting the cluster

The second cluster is located in the southeastern area of Leitrim with frontage on Bank Street and Blais Road. The cluster includes an existing Stormwater

## Servicing

management pond and has urban development to the north and west. A watercourse also traverses this cluster.

The clusters are in proximity to existing retail and commercial uses, which includes a grocery store, as well as other existing and planned amenities and services, such as parks and schools and are also close to the Ottawa International Airport and other employment areas.

### **Water**

A suitable water supply to the Servicing Cluster Areas (SCAs) in Leitrim would be available with implementation of the planned South Urban Community (SUC) pressure zone reconfiguration project. There would be no need for any pump station upgrades. Area L-1, L-2, L-3, and L-3a could be serviced from the existing feeder main on Bank St. Area L-4a could be serviced by extending the feeder main on Kelly Farm Dr. A looping option for area L-4a also exists from the feeder main on Bank St, which would provide redundancy. Areas L-4 and L-5 would be serviced via watermains constructed along the future Earl Armstrong Rd watermain, or off site from a 1.5 km extension from the Albion Rd feeder main. Area L-6 would require local watermain upsizing in the recently developed Lilythorne subdivision to the west.

### **Wastewater**

There is no residual capacity at the Leitrim pumping station to service new growth areas in Leitrim. A capacity upgrade is planned for 2024 at the facility to accommodate lands added in the previous urban boundary expansion. Furthermore, twinning of the Conroy Trunk downstream of the pump station was identified in the 2013 Infrastructure Master Plan to accommodate growth to the year 2036.

Any proposed expansion areas would require a major upgrade to the Leitrim Pump Station. Property constraints at the station make it very challenging to accommodate additional expansion. SCA L-1 would require a new off-site sewer on Bank Street. L-2 could be serviced by upsizing local sewers to the west of Bank Street. Drainage from L-3 and L-3a to the pump station is constrained by a large diameter storm sewer crossing Bank Street. As a result, servicing these SCAs is expected to require a new pumping station and forcemains to cross under the storm pipe and Findley Creek.

Areas L-4 and L-5 would require a new pump station south of the current urban boundary that outlets to a new sewer on Bank Street. Expansion area L-6 would require a new local pump station near Hawthorne Road that outlets to existing pipes east of Bank street and north of the SWMF. A portion of L-4 north of Earl Armstrong Drive (L-4a) could be serviced by upsizing local sewers on Kelly Farm Drive. Modifications to the Conroy Trunk twinning project is required to accommodate expansion areas L-3, L-3a, L-4, L-5 and L-6.

### **Stormwater**

SCAs L-1, L-2, and L-3 outlet to Findlay Creek, downstream from Leitrim. SCAs L-4 and L-4a would outlet to the constructed channel south of the Remer Subdivision, which discharges into the Leitrim Provincially Significant Wetland. L-5 drains to the Leitrim Wetland, and if developed, would require mitigation measures to avoid impacts to the PSW. L-6 drains to a headwater system of Bear Brook. All Leitrim SCAs have adequate relief and suitable geotechnical conditions that should avoid long-term maintenance problems associated with submerged storm sewer systems.

### **Penalty Factors**

All Leitrim SCAs are located in areas of shallow bedrock. SCAs L-3 - L-6 include depressional areas greater than 10% of their coverage area / imperfect drainage that, when urbanized, would result in an increase in runoff volume above what would normally be expected as a result of development based on conventional practices.

### Transportation

The clusters are within the 1.9km radial catchment area from the Transit Priority Corridor - Isolated Measures that is planned for the future extension of Earl Armstrong Road to the Leitrim community. This planned extension will connect the community to the Bowesville O-Train station and park & ride lot to the west.

The cluster located in the southwestern area of Leitrim has frontage on Bank Street to the east and the future Earl Armstrong Road to the south. The cluster to the northeast has frontage on Bank Street to the west and Blais Road to the south. Frontage on these streets will allow for connectivity and integration into the existing urban area to the north.



**Leitrim Clusters – Scoring - Category 1**

SCA	ID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater- expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4.Servicing Integration Factor	5.Servicing Risk Factors	Total Servicing	6.Availability of Rapid Transit or Transit Priority - Isolated Measures	7.Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride feeding Rapid Transit System	Total Transit	8. Proximity to Jobs	9.Proximity to Convenience Retail	10.Distance to Major City Facilities	11.Distance to Emergency Services – Fire	12.Potential Arterial Road Upgrades	13.Connectivity	14. Conflict with Agricultural Land Uses	15.Active Agricultural Operation	16.Natural Heritage Linkages	Total Score	Category
L-1	967	8	2	1	6	4	-1	20	6	4	10	8	5	0	3	0	8	0	2	4	48	1
L-2	414	8	2	1	6	4	-1	20	6	4	10	8	5	0	3	0	8	0	2	4	48	1
L-4a	402	8	4	1	6	6	-3	22	6	12	18	6	1	0	0	-1	8	0	0	0	54	1

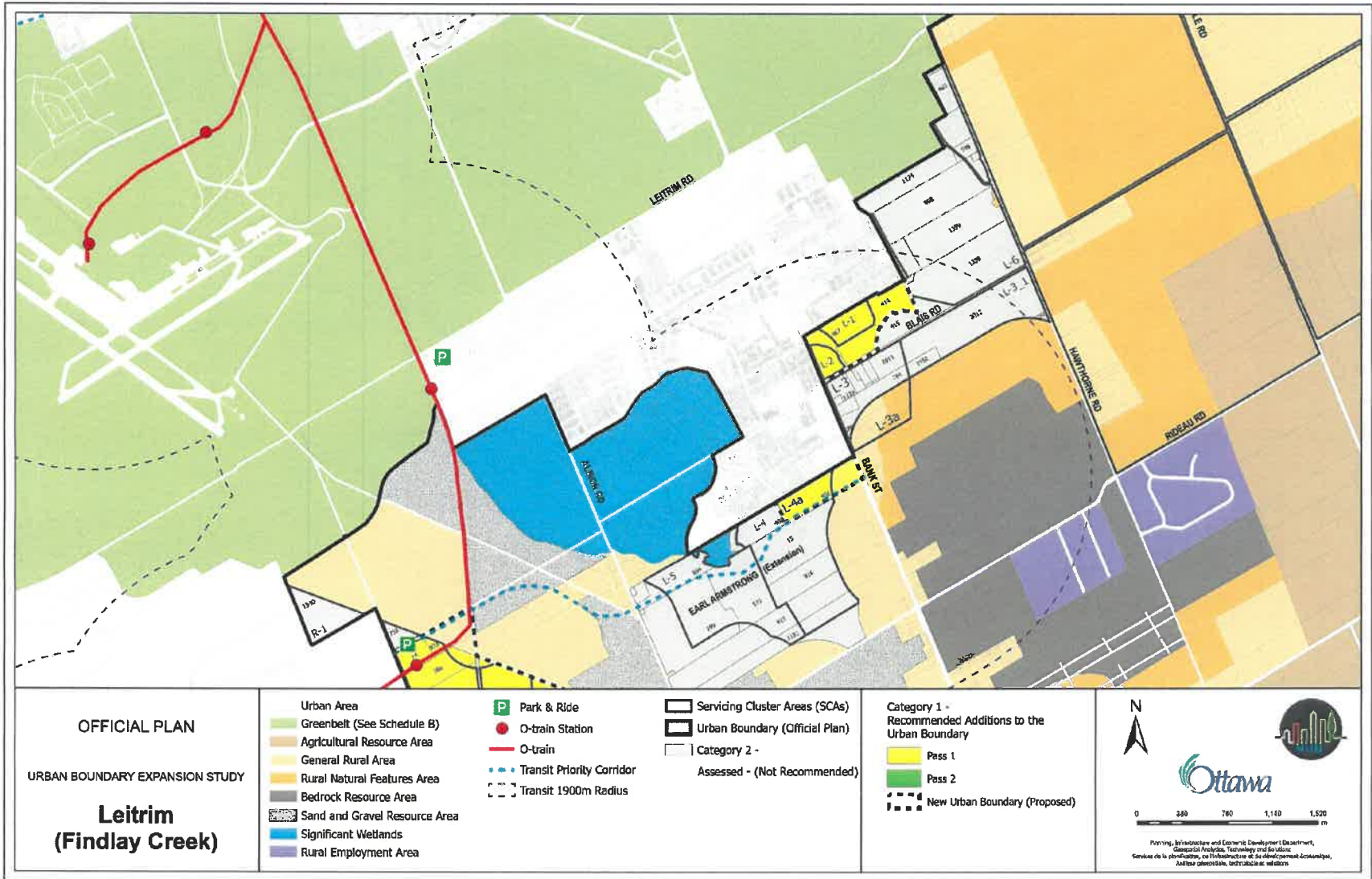
## Category 2

The parcels within Category 2 do not meet the minimum thresholds scores for servicing as well some did not meet the threshold for transit. Urban expansion is constrained by limited capacity in the Letrim pump station and Conroy Road Trunk Sewer. Cluster L-4 and L-5 is part the remaining drainage area for the Leitrim Provincially Significant Wetland and development would have unpredictable impacts on hydrology and natural conditions of the wetland. Cluster Areas L-3, L-4, L-5, and L-6 could all be serviced by a new sanitary pump station constructed in the Hawthorne Road and Blais Road area with a new trunk outlet to the Green Creek Collector.

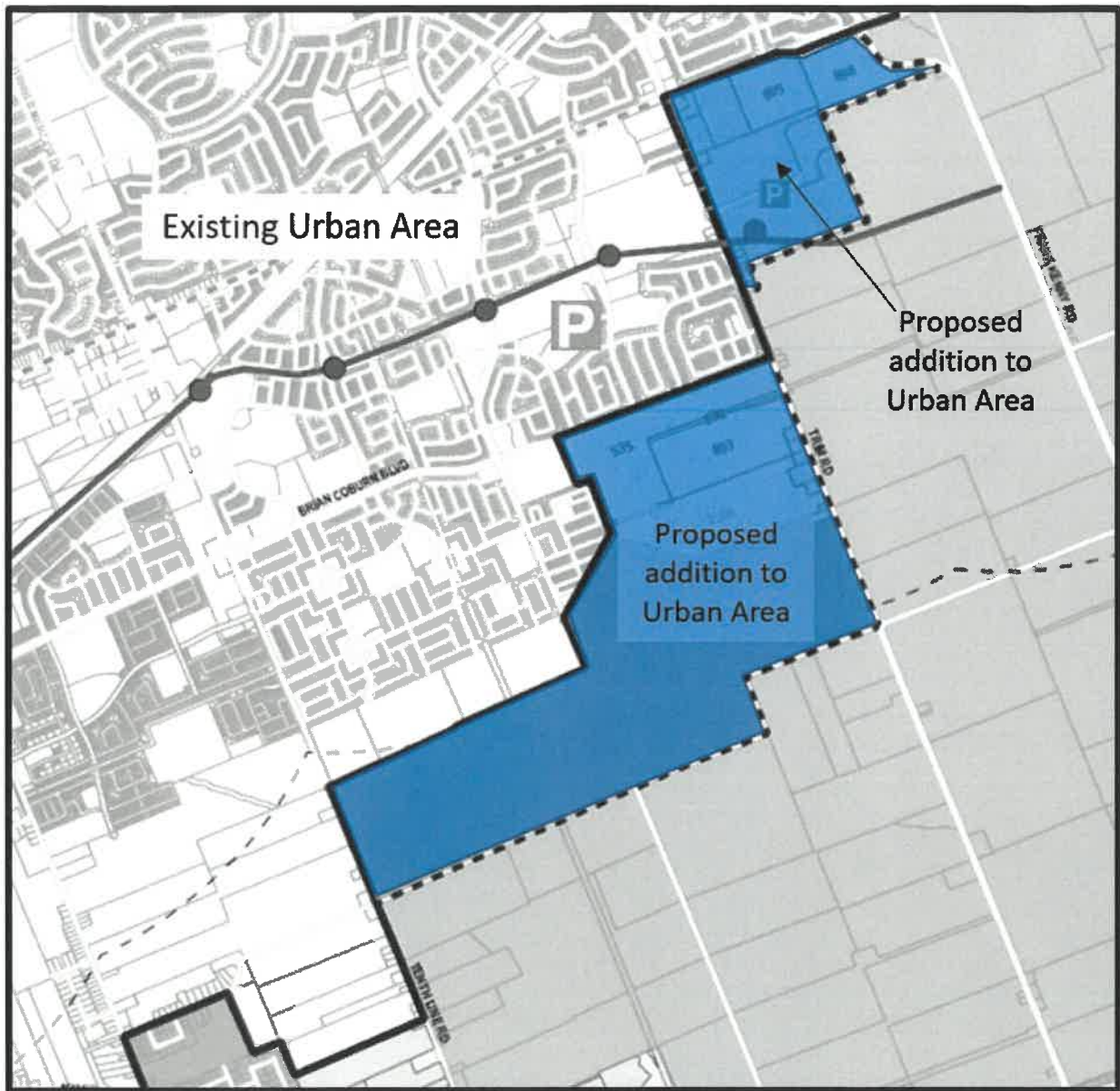
The gross area of the clusters south of Leitrim (L-4 and L-5) is approximately \*190 ha. It should be noted that this includes approximately 63.5 ha occupied by the Rideau Carleton (Hard Rock) racetrack and casino. The gross area of the clusters east of Leitrim L-3 and L-6 is approximately \*200 ha.

\*Note the area (ha) does not include any potential exclusions such as environmental constraints, hydro corridors, etc. and the actual developable area may be smaller.

SCA	OPID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3.b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factor	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor - Isolated Measures or Park and Ride feeding Rapid Transit System	Transit Total	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Facilities - Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Use	15. Active Agricultural Operation	16. Natural Heritage Linkage	Total Score	Category
L-3	570	8	0	1	6	0	-3	12	6	12	18	6	1	0	3	-2	8	0	-1	0	45	2
L-3	1129	8	0	1	6	0	-3	12	6	8	14	8	3	0	3	0	8	0	-1	0	47	2
L-3	764	8	0	1	6	0	-3	12	6	8	14	8	3	0	3	-2	6	0	-1	-2	41	2
L-3	2013	8	0	1	6	0	-3	12	6	4	10	8	3	0	3	-2	6	0	-1	-4	35	2
L-4	916	4	0	1	6	0	-3	8	6	12	18	6	1	0	0	-1	8	0	0	0	40	2
L-4	15	4	0	1	6	0	-3	8	6	12	18	6	1	0	0	-1	8	0	0	0	40	2
L-5	915	4	0	0	6	0	-3	8	6	12	18	6	1	0	0	-4	6	0	0	0	35	2
L-5	594	4	0	0	6	0	-3	8	6	12	18	6	1	0	0	-5	6	0	0	0	34	2
L-5	1132	4	0	0	6	0	-3	8	6	8	14	6	1	0	0	-4	6	0	0	0	31	2
L-6	1358	4	0	1	6	0	-3	8	0	0	0	8	1	0	3	-2	8	0	-1	-4	21	2
L-6	1174	4	0	1	6	0	-3	8	0	0	0	8	1	0	3	-6	8	0	-1	0	21	2
L-6	596	4	0	1	6	0	-3	-1	0	0	0	8	1	0	3	-6	8	0	-1	0	12	2
L-6	968	4	0	1	6	0	-3	8	0	0	0	8	1	0	3	-4	8	0	-1	0	23	2
L-6	1359	4	0	1	6	0	-3	8	0	0	0	8	1	0	3	-4	8	0	-1	-2	21	2



# Orléans South Clusters



**Net Developable Area:**

Pass 1: 92.33 ha

Pass 2: 186.55 ha

Total: 278.88 ha

**Official Plan Designation:**

General Rural Area

**Land Use:**

Fields, forest and some single residential uses.

**Planning Status:**

Southern cluster subject to a City initiated zoning by-law amendment to change from AG to RU zone per LPAT decision

**Zoning:**

RU – Rural Countryside,  
AG3, AG - Agricultural Zone

**Description:**

Located southeast of Orléans urban area, the southern cluster is situated north of Wall Road, east of 10th Line Road and west of Trim Road. The northern cluster is south of Innes Road and east of Trim Road. There are lands designated as Agricultural Resource Area south west of both clusters.

The clusters are in close proximity to existing facilities and services including multiple retail centres (including grocery stores), recreational facilities (Francois Dupuis Recreational and Facility and Millennium Park), schools, parks and employment uses many of which can be accessed by sustainable transportation (walking/bike)

A hydro corridor traverses the southern cluster which includes a pathway system in the urban portion of the corridor.

Some tributaries of McKinnon's Creek (Lepage Charbonneau Municipal Drain) can be found within the southern cluster.

The Mer Bleue Urban Expansion Area 10 Community Design Plan applies to the lands east of the southern cluster.

**Servicing****Water**

SCAs in the East Urban Community area could be serviced by pressure zone 2E. There would be no need for any pump station upgrades and pressure in the SCAs would be very good. Area E-1 could be serviced from a watermain on Tenth Line. Watermain extension on Portobello Blvd. would provide redundancy to area E-1. SCAs E-2, E-3, E-4, E-5 and E-6 could be serviced via an extension of the watermain on Tenth Line Rd per the approved Mer Bleue Master Servicing Study. Redundancy to areas E-2 and E-3 would be provided through connections to the planned Mer Bleu community to the north. In order to provide redundancy to E-4, E-5 and E-6, about 0.5 km of existing Navan Road watermain would require upsizing, and a 2 km extension of the watermain.

**Wastewater**

There is no residual capacity at the Tenth Line Pump Station to service new growth areas in the East Urban Community (EUC). A capacity upgrade to the pump station is scheduled to service lands added in the previous urban boundary expansion.

Any proposed expansion areas would require either a major upgrade to the Tenth Line Pump Station or constructing a new facility near Wall Road to service existing, planned growth and SCAs. Decommissioning the existing facility would be a requirement if the new pump station is built. Areas E-5 and E-6 south of Navan Road would also require a new local pump station due to low elevation challenges. The Gloucester Cumberland Trunk downstream of the Ottawa River Sub-Trunk has limited capacity to service candidate expansion areas in the EUC. Twinning sections of the trunk sewer or increasing capacity at the Orleans Cumberland Collector Pump Station would be required to service SCA's E-2 to E-6.

**Stormwater**

All SCAs outlet to either McKinnons Creek or to the East Savage Municipal Drain. A Petition process to convert a portion of McKinnons Creek to a municipal drain is underway. This process is intended to provide a deeper storm outlet for lands planned in the Mer Bleue expansion area. If lands in the EUC are added to the Urban Boundary, amendments to the Municipal Drain By-laws would be required, although the need for physical changes to the Drains is not anticipated.



Due to topographic and/or soils conditions it is expected that SCAs E-1- E-4 would have long-term maintenance problems due to submerged storm sewers. Area S-4 would also require lowering of a tributary of McKinnons Creek and a portion of McKinnons Creek to establish a functional outlet. E-5 and E-6 have sufficient topographic relief that would avoid the need for a submerged storm sewer system.

#### **Penalty Factors**

SCAs E-2 - E-6 all include depressional areas greater than 10% of their coverage area / imperfect drainage that, when urbanized, would result in an increase in runoff volume above what would normally be expected as a result of development based on conventional practices. The availability of the Mer Bleu South SWM Pond and deeper outlet to McKinnons would likely avoid exceeding grade raise restrictions in E-2. All other SCAs have grade raise restrictions due to compressible clay soils.

Note: discussion of servicing scoring for SCAs C-1 and C-4 are found in the table below in the Cardinal Creek section.

#### **Transportation**

Parcels in the clusters are within or are adjacent to the 1.9km radial transit catchment area from the future Cumberland Transitway transit stations. They have proximity to the existing Millennium park & ride lot.

The parcels within the clusters primarily have their frontage on Trim Road with some also having frontage on Wall Road. These roads may require upgrade to urban standards to support future growth. The existing and planned roads would allow to the clusters to connect and integration with the existing urban area, accommodating both road and active transportation connections. The clusters have good connectivity to the surrounding community and can connect further to the north to the existing pathway in the hydro corridor allowing for an active transportation connection to convenience retail and existing parks in the community.

Orléans South (EUC) Cluster – Scoring - Category 1

SCA	ID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4.Servicing Integration Factor	5.Servicing Risk Factors	Total Servicing	6.Availability of Rapid Transit or Transit Priority - Isolated Measures	7.Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride feeding	Total Transit	8. Proximity to Jobs	9.Proximity to Convenience Retail	10.Distance to Major City Facilities	11.Distance to Emergency Services – Fire	12.Potential Arterial Road Upgrades	13.Connectivity	14. Conflict with Agricultural Land Uses	15.Active Agricultural Operation	16.Natural Heritage Linkages	Total Score	Category
C-1	895	8	4	0	3	4	-1	18	10	12	24	4	5	4	3	0	6	-4	-1	0	57	1
C-1	898	8	4	0	3	4	-1	18	10	8	18	4	3	3	0	0	8	-4	-1	0	49	1
C-4	535	8	4	0	3	4	-1	17	10	8	18	4	1	5	3	0	8	-4	-1	0	51	1
C-4	893	8	4	0	3	4	-1	17	10	8	18	4	1	5	3	0	8	-4	-2	0	50	1
C-4	2008	8	4	0	3	4	-1	17	10	4	14	4	1	5	3	0	8	-4	-1	0	47	1
E-1	2009	8	2	0	3	2	-2	13*	10	4	14	4	1	5	3	0	8	-4	-1	0	43	1
E-1	1387	8	2	0	3	2	-2	13*	10	4	14	4	1	4	3	0	8	-4	-1	0	42	1
E-1	593	8	2	0	3	2	-2	13*	0**	0**	0**	4	1	5	0	-4	8	-4	-2	0	21	1
E-1	533	8	2	0	3	2	-2	13*	0**	0**	0**	4	1	5	4	0	8	-4	-1	0	30	1
E-1	352	8	2	0	3	2	-2	13*	0**	0**	0**	4	1	5	0	-2	8	-4	-1	0	24	1
E-1	1285	8	2	0	3	2	-2	13*	0**	0**	0**	4	1	4	4	0	8	-4	-1	0	29	1
E-1	540	8	2	0	3	2	-2	13*	0**	0**	0**	4	1	5	0	-2	8	-4	-1	0	24	1
E-1	349	8	2	0	3	2	-2	13*	0**	0**	0**	4	1	4	4	0	8	-4	-2	0	28	1
E-1	165	8	2	0	3	2	-2	13*	0**	0**	0**	4	1	5	0	-2	8	-4	-2	0	23	1
E-1	534	8	2	0	3	2	-2	13*	0**	0**	0**	4	1	4	4	0	8	-4	-2	0	28	1
E-1	166	8	2	0	3	2	-2	13*	0**	0**	0**	4	0	4	4	-2	8	-4	-2	0	25	1

\*\*Note – While these parcels score zero points for transit because the centroid of the parcel is outside the 1.9km radius from a transit station they are considered to have met the criteria however since the 1.9km radius represents a 2.5km over roads.

\*Note – While these parcels score below the minimum servicing threshold they can be reasonably serviced. See servicing comments for further details.

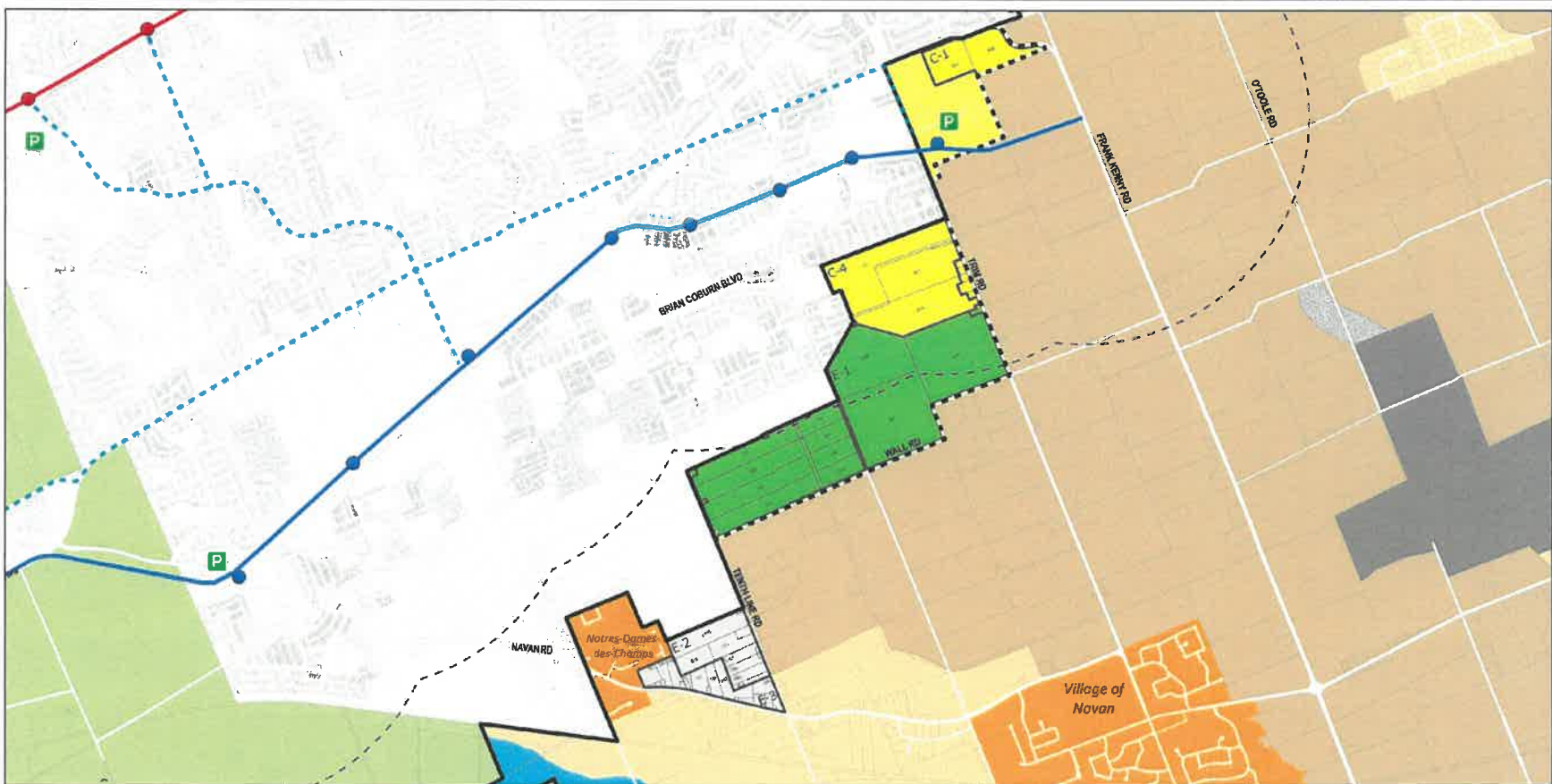
## Category 2

The parcels within Category 2 (E-2, E-3) do not meet the minimum thresholds scores for servicing and transit. Despite the serviceability of Cluster Areas E-2 and E-3 to the planned pump station, system modelling indicates that the cumulative impact of development of these cluster areas in combination with other development in the east end exceeds the capacity threshold of the Gloucester-Cumberland Trunk Sewer. Costs on a per hectare basis would be Very High.

The gross area of the clusters E-2, E-3 is approximately \*55 ha.

\*Note the area (ha) does not include any potential exclusions such as environmental constraints, hydro corridors, etc. and the actual developable area may be smaller.

SCA	OPID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3.b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factor	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor - Isolated Measures or Park and Ride feeding Rapid Transit System	Transit Total	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Facilities - Fire	12. Potential Arterial Road Upgrades	13. Connectivity	14. Conflict with Agricultural Land Use	15. Active Agricultural Operation	16. Natural Heritage Linkage	Total Score	Category
1445	E-2	8	0	0	3	0	-2	13	0	0	0	4	0	2	4	-2	6	-4	-1	0	22	2
1266	E-2	8	0	0	3	0	-2	13	0	0	0	4	0	2	4	-2	6	-4	-2	0	23	2
873	E-2	8	0	0	3	0	-2	13	0	0	0	4	0	2	4	-2	6	-4	-1	0	24	2
878	E-2	8	0	0	3	0	-2	13	0	0	0	4	0	2	4	-2	6	0	-2	0	27	2
520	E-2	8	0	0	3	0	-2	13	0	0	0	4	0	2	4	-2	6	-4	-1	0	24	2
1265	E-2	8	0	0	3	0	-2	13	0	0	0	4	0	2	4	-2	6	-4	-2	0	23	2
1082	E-2	8	0	0	3	0	-2	13	0	0	0	4	0	2	4	-2	6	-4	-1	0	24	2
702	E-3	8	0	0	3	0	-4	11	0	0	0	4	0	2	4	-2	6	0	-2	0	25	2
148	E-3	8	0	0	3	0	-4	11	0	0	0	4	0	2	4	-2	6	0	-2	0	23	2
331	E-3	8	0	0	3	0	-4	11	0	0	0	4	0	2	4	-2	6	0	-2	0	25	2
699	E-3	8	0	0	3	0	-4	11	0	0	0	4	0	2	4	-2	6	-4	-1	0	22	2
147	E-3	8	0	0	3	0	-4	11	0	0	0	4	0	2	4	-2	6	0	-2	0	23	2
705	E-3	8	0	0	3	0	-4	11	0	0	0	4	0	2	4	-2	6	0	-1	0	24	2
146	E-3	8	0	0	3	0	-4	11	0	0	0	4	0	2	4	-2	6	0	-2	0	25	2



**OFFICIAL PLAN**

URBAN BOUNDARY EXPANSION STUDY

**Orleans South**

- Urban Area
- Greenbelt (See Schedule B)
- Village
- Agricultural Resource Area
- General Rural Area
- Bedrock Resource Area
- Sand and Gravel Resource Area
- Significant Wetlands
- Park & Ride
- Transitway Station
- O-train Station
- Transitway
- O-train
- Transit Priority Corridor
- Transit 1900m Radius
- Servicing Cluster Areas (SCAs)
- Urban Boundary (Official Plan)
- Category 2 - Assessed - (Not Recommended)

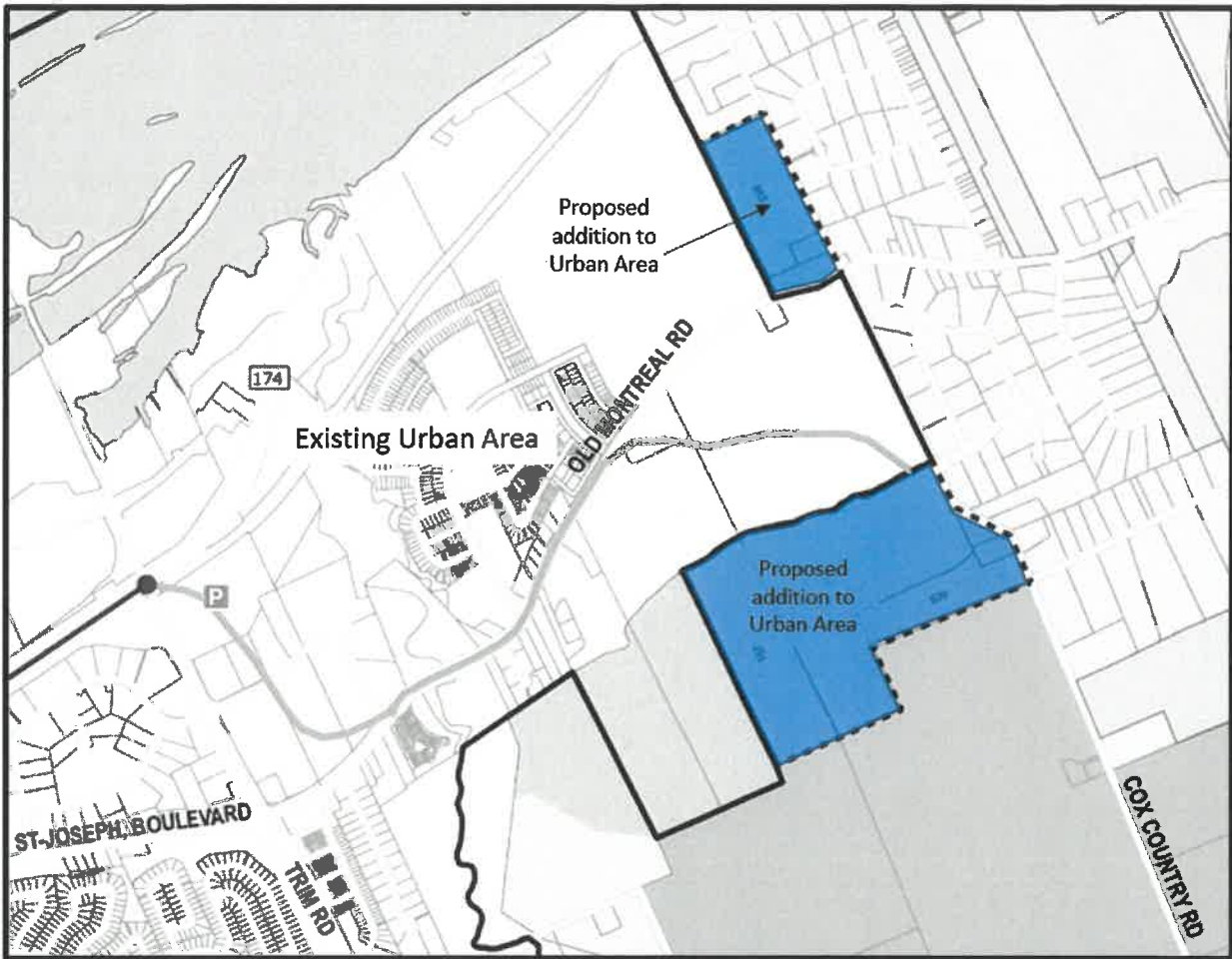
- Category 1 - Recommended Additions to the Urban Boundary**
- Pass 1
  - Pass 2
  - New Urban Boundary (Proposed)



0 250 500 750 1,000 m

Planning, Infrastructure and Economic Development Department,  
 Conception, analyse, ingénierie et suivi des  
 services de la planification, de l'infrastructure et du développement économique,  
 et des transports, du village et des villes

# Orléans North (Cardinal Creek) Clusters



Net Developable Area:	<b>41.87 ha</b>	Planning Status:	N/A
Official Plan Designation:	General Rural Area	Zoning:	RU – Rural Countryside, Rural Natural Area
Land Use:	Fields, forest and some single residential uses		
Description:	<p>Located northeast of the Orléans urban area and adjacent to the Cardinal Creek community.</p> <p>The southern cluster has frontage on Cox County Road to the east, to the south are lands designated as Agricultural Resource Area, to the west are undeveloped lands added in the previous urban boundary expansion (known as 11H). A tributary of Cardinal Creek is located within this cluster and including some steep slopes along the northern edge.</p>		



## Servicing Summary

The northern cluster on fronts Ted Kelly Lane and is just north of Old Montreal Road. There is a country lot subdivision to the east, urban residential development to the north (Cardinal Creek) and south is single family residential.

The clusters are close to employment uses within the Taylor Business park as including some commercial uses as well as planned parks, schools and other services with the Cardinal Creek Community.

From Old Montreal Road south to Watters Road, the Cardinal Creek Valley and tributary are deep with unstable slopes. They contain provincially significant karst features, including an active cave under Watters Road. Transportation and servicing is not feasible through this area.

The following approved Community Design Plan is applicable to the lands adjacent to the clusters; Cardinal Creek Village Concept Plan.

### **Water**

SCAs C-1, C-2, C-3, C-4, and C-5 could be serviced by pressure zone 2E, all with good pressure. C-1 would be serviced by a watermain connection on Innes Rd. Watermain looping is possible by extending a watermain on Millenium Blvd. C-2, C-3, and C-5 could be serviced from an extension of the watermain on Old Montreal Rd. However, providing redundancy to C-2, C-3, and C-5 would be a challenge, and would require additional off-site work. SCAs C-3 and C-5 would further require servicing from Pressure zone 1E and extension of watermain on Old Montreal Rd to provide reliable water supply during a disruption in Pressure Zone 2E. Area C-4 has good pressure and could be readily serviced from the watermain on Trim Rd. SCAs C-6 and C-7 are at higher elevations than other areas, and cannot be serviced by Pressure Zone 2E. To service SCAs C-6 and C-7 a new Pressure Zone would be required, with the need for two new pump stations to provide a reliable supply.

### **Wastewater**

Expansion areas C-1 and C-4 would require new off-site trunk sewers, but could be serviced by gravity systems by connecting to the existing sanitary trunk sewer on Trim Road. Proposed trunk sewers identified in the Cardinal Creek Village Expansion Area have capacity to service areas C2 and C3. A significant extension of off-site trunk sewers would be required to service expansion areas C-5, C-6 and C-7 coupled with local upgrades on future sewers within Cardinal Creek Village, and twinning of sections of the Gloucester Cumberland Trunk or major expansion of the Orleans Cumberland Collector Pump Station.

### **Stormwater**

All Cardinal Creek SCAs outlet to Cardinal Creek or its tributaries, with the exception of SCA C-2 , which drains to an existing SWM Pond in Cardinal Creek Village with outlet to the Ottawa River and C-5, which drains to small tributaries of the Ottawa River. Due to significant topographic relief, further urbanization of the Cardinal Creek watershed creates the potential to exacerbate existing erosion conditions affecting the stream and channel banks.

SCA C-4 includes lands that drain to Cardinal Creek and to McKinnons Creek under existing conditions. The south limit of C-4 is based on maximizing the area that could be serviced by a gravity sanitary outlet. If SWM measures cannot mitigate the impact of draining all of C-4 to Cardinal Creek, original storm drainage patterns should be maintained.

Topographic constraints in C-1 are likely to result in a submerged sewer system in this SCA. SCAs C-2 and C-3 have sufficient topographic relief to avoid

submerged sewers. All other SCAs will require off-site storm sewer or channel improvements to establish a functional outlet without submerged sewers. The existing Cardinal Creek Village SWM pond is expected to require a minor expansion to accommodate drainage from C-3.

#### **Penalty Factors**

With the exception of SCA C-4, all areas have shallow bedrock. SCA C-4 has compressible clay soils. All SCAs except C-1 and C-4 include depressional areas greater than 10% of their coverage area / imperfect drainage that, when urbanized, would result in an increase in runoff volume above what would normally be expected as a result of development based on conventional practices.

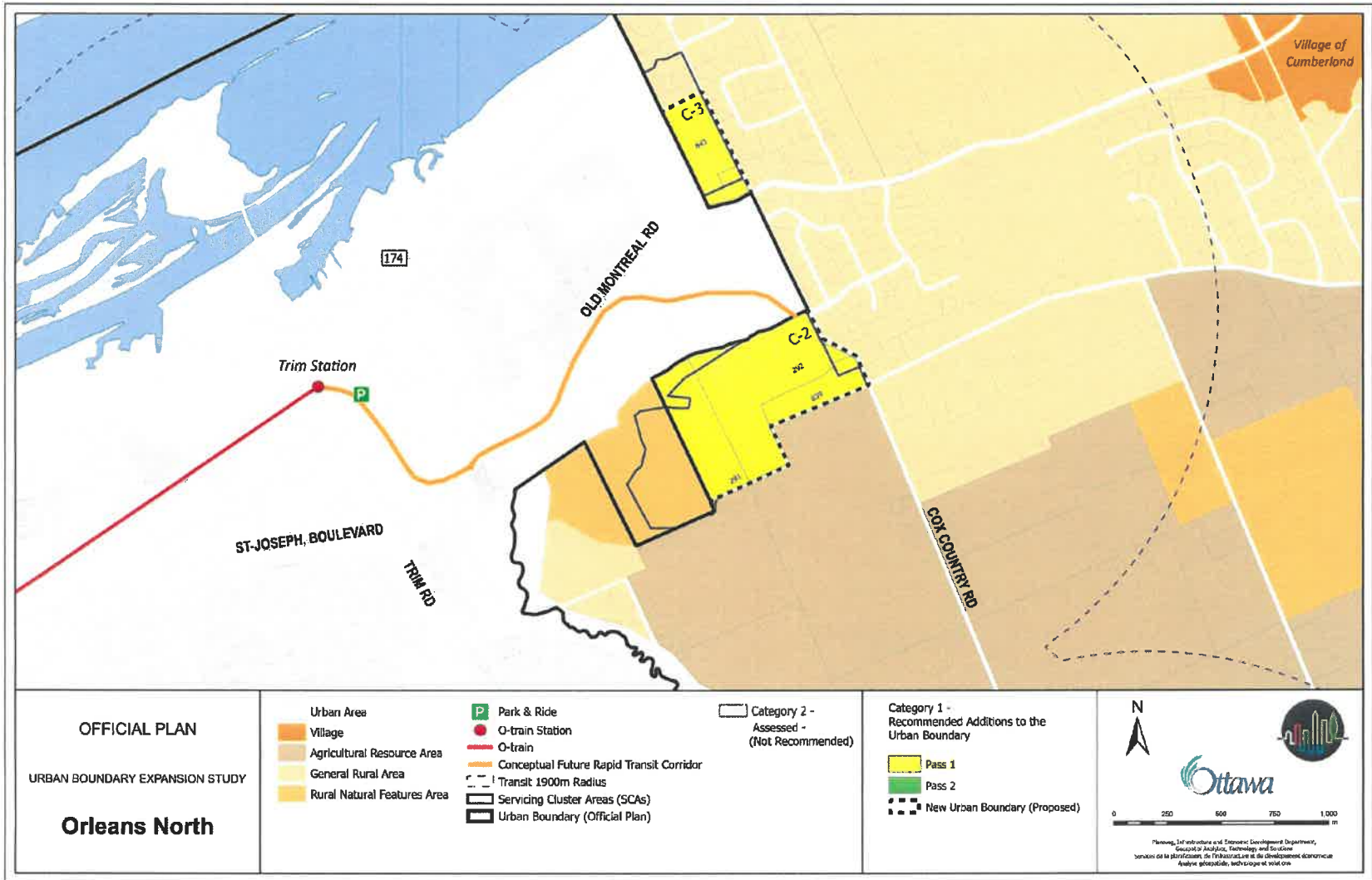
#### Transportation

Parcels in the clusters are primarily adjacent to the 1.9km radial transit catchment area from the Trim Road O-Train station and park & ride lot, but are within the 1.9km capture area of the conceptual future rapid transit corridor that terminates near Cox Country Road.

Parcels in the southerly cluster generally have frontage on Cox Country Road and the northerly cluster on Ted Kelly Lane, both of which may require upgrade to urban standards in order to support growth.

Orléans North (Cardinal Creek) – Scoring - Category 1

SCA	ID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4.Servicing Integration Factor	5.Servicing Risk Factors	Total Servicing	6.Availability of Rapid Transit or Transit Priority - Isolated Measures	7.Proximity to nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride feeding Rapid Transit System	Total Transit	8. Proximity to Jobs	9.Proximity to Convenience Retail	10.Distance to Major City Facilities	11.Distance to Emergency Services – Fire	12.Potential Arterial Road Upgrades	13.Connectivity	14. Conflict with Agricultural Land Uses	15.Active Agricultural Operation	16.Natural Heritage Linkages	Total Score	Category
C-2	292	4	6	0	6	6	-3	19	18	12	30	4	1	1	4	0	8	-4	-2	0	61	1
C-2	291	4	6	0	6	6	-3	19	18	8	24	4	1	2	0	0	6	-4	-2	0	52	1
C-2	839	4	6	0	6	6	-3	19	18	12	30	4	1	1	4	0	8	-4	-2	0	61	1
C-3	843	4	4	1	6	7	-4	17	18	8	26	4	0	0	4	0	8	0	0	0	59	1



**Appendix D**  
**Status of Other Urban Expansion Areas**  
**Prepared by Novatech**  
**Dated October 18, 2024**





Engineers, Planners & Landscape Architects

**South March Urban Expansion Area [SMUEA] (121038) | Status of Other Urban Expansion Areas**

**Applicant: South March Landowners Group**

**Official Plan Amendment**

**Created: October 7, 2024**

**Updated: October 18, 2024**

Previous and New City of Ottawa Urban Expansion Areas	Approximate Units	Actual or Projected CDP/CP Process Started	Actual or Projected CDP Approved By City Council	Actual or Projected Building Permits Available	Projected Buildout Year
<b>Approved Urban Expansion Areas</b>					
Kanata North Community Design Plan	3,000	2012	June 2016	2022	2031
Fernbank Community Design Plan	11,000	2006	June 2009	2014	2031
Mer Bleue Expansion Area Community Design Plan (Area 10)	3,500	2013	June 2017	2017	2032
<b>West Urban Community</b>					
North Stittsville (W-2)	603	2025	2028	2032	2035
South Stittsville (W-4)	618	February 2024	2026	2029	2032
<b>South Urban Community</b>					
Barrhaven South - West of Greenbank (S-1)	694	March 2024	2026	2028	2033
Barrhaven South - East of Greenbank (S-2)	1,041	March 2024	2026	2028	2034
Riverside South [Bowesville Road Lands] (S-3)	4,879	February 2024	2026	2029	2039
Leitrim - West of Bank Street (S-4)	181	January 2024	2026	2028	2030
Leitrim - East of Bank Street (S-5)	227	2024	2027	2030	2032
<b>East Urban Community</b>					
South Orleans - Wall Road Lands (E-1)	4,225	April 2024	2026	2029	2035
South Orleans - Trim & Innes Road Lands (E-2)	239	January 2024	2025	2028	2031
Cardinal Creek Village - Central (E-4)	540		2028	2031	2034
Cardinal Creek Village - North (E-5)	130		2028	2031	2033
<b>Tewin</b>					
Tewin	7,180	2024	2028	2032	2046
<b>TOTAL</b>	<b>20,557</b>				

**Notes:**

- 1) The above information was obtained from the City of Ottawa's Infrastructure Master Plan (2024). Please refer to Schedule 1 of the City of Ottawa Infrastructure Master Plan (2024) for urban expansion areas.
- 2) Confirmation on the status of Community Design Plan or Concept Plan initiation process as well as buildout year obtained from publicly available information or Novatech's involvement.
- 3) Optimistic assumptions except for Kanata North, Fernbank Community, and Mer Bleue Area 10 Urban Expansion Areas where the information is known.
- 4) Estimated Process Timeline (Optimistic):
  - Concept Plan - 2 yrs, Community Design Plan - 3 yrs, and Draft Plan Approval - 2 yrs.
  - Approvals/Servicing/Permits Available - 2 yrs.
  - If servicing constraints add 3-5 yrs.
  - Buildout - Small 200 units/yr and Large 500-700 units/yr.

**Appendix E**  
**Updated Evaluation Criteria Scoring 2024**  
**Prepared by Novatech**  
**Dated October 29, 2024**

**South March - Novatech Scoring**

29-Oct-24

M:\2021\121038\DATA\Calculations\2024 Parcel Scoring

SCA	ID	1. Water	2. Wastewater (sanitary)	3.a) Stormwater characteristics and availability of surface water outlets	3. b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	4. Servicing Integration Factor	5. Servicing Risk Factors	Total Servicing	6. Availability of Rapid Transit or Transit Priority - Isolated Measures	7. Proximity to nearest Rapid Transit Station, Transit Priority Corridor - Isolated Measures or Park and Ride feeding Rapid Transit System	Total Transit	8. Proximity to Jobs	9. Proximity to Convenience Retail	10. Distance to Major City Facilities	11. Distance to Emergency Services - Fire	12. Potential Arterial Road Upgrades	13. Connectivity	15. Active Agricultural Operation	16. Natural Heritage Linkages	Total Novatech Score	Total City Score	Novatech Score + /1 relative to City Score	
SM-1a	2138	8	8	0	6	6	-4	24	10	4	14	8	1	1	4	0	6	-1	0	57	54	3	Novatech +2 on jobs, +1 on fire = TOTAL +3
SM-1a	2142	8	8	0	6	6	-4	24	10	8	18	8	1	1	4	0	8	-1	0	63	55	8	Novatech +4 on proximity to transit, +2 on jobs, +1 on fire, +1 on active ag = TOTAL +8
SM-1a	2141	8	8	0	6	6	-4	24	10	8	18	8	1	1	4	0	6	-2	0	60	57	3	Novatech +2 on jobs, +1 on fire = TOTAL +3
SM-1a	2139	8	8	0	6	6	-4	24	10	8	18	8	1	1	4	0	6	-1	0	61	60	1	Novatech +1 on fire = TOTAL +1
SM-1b	68	8	4	0	6	6	-4	20	10	4	14	8	1	0	4	0	6	-1	0	52	45	7	Novatech +2 on jobs, +1 on fire = TOTAL +3
SM-1b	452	8	4	0	6	6	-4	20	10	4	14	8	1	1	4	0	6	-1	0	53	46	7	Novatech +2 on jobs, +1 on fire = TOTAL +3
SM-1b	69	8	4	0	6	6	-4	20	10	4	14	8	1	1	4	0	8	-1	0	55	47	8	Novatech +2 on jobs, +1 on fire, +1 on active ag = TOTAL +4
SM-1b	451	8	4	0	6	6	-4	20	10	8	18	8	1	1	4	0	6	-2	0	56	49	7	Novatech +2 on jobs, +1 on fire = TOTAL +3
SM-2	253	8	8	0	6	6	-4	24	10	8	18	8	1	1	4	0	6	-2	0	60	55	5	Novatech +4 prox to transit, +1 on fire = TOTAL +5
SM-2	67	8	8	0	6	6	-4	24	10	8	18	8	1	1	4	0	8	-1	0	63	62	1	Novatech +1 on fire = TOTAL +1
SM-2	61	8	8	0	6	6	-4	24	10	8	18	8	1	2	4	0	8	-1	0	64	63	1	Novatech +1 on fire = TOTAL +1
SM-2	254	8	8	0	6	6	-4	24	10	8	18	8	1	2	4	0	8	-1	0	64	61	3	Novatech +1 on fire, +2 on connectivity = TOTAL +3
SM-2	62	8	8	0	6	6	-4	24	10	8	18	8	1	2	4	0	6	-1	0	62	61	1	Novatech +1 on fire = TOTAL +1
SM-3	2144	4	6	0	6	6	-4	18	10	4	14	8	1	1	4	0	6	-2	0	50	45	5	Novatech +1 on fire = TOTAL +1
SM-3	442	4	6	0	6	6	-4	18	10	4	14	8	1	2	4	0	6	-1	0	48	47	1	* Note there is an error in City score adding up - it should be 47 but is 49 in City table. True difference is Novatech is +1 (fire)
SM-3	2145	4	6	0	6	6	-4	18	10	8	18	8	1	1	4	0	8	-1	0	57	52	5	Novatech +1 on fire = TOTAL +1
SM-3	2146	4	6	0	6	6	-4	18	10	8	18	8	1	2	4	0	8	-1	0	58	53	5	Novatech +1 on fire = TOTAL +1
SM-3	443	4	6	0	6	6	-4	18	10	4	14	8	1	2	4	0	8	-1	0	54	49	5	Novatech +1 on fire = TOTAL +1
SM-3	2147	4	6	0	6	6	-4	18	10	8	18	8	1	2	4	0	6	-1	0	56	51	5	Novatech +1 on fire = TOTAL +1
SM-5	260	6	6	0	6	6	-2	22	10	8	18	8	1	2	4	0	4	0	0	59	55	4	Novatech +1 on fire, +2 on connectivity, +1 on active ag (no data) = TOTAL +4
SM-6a	2143	8	8	0	6	6	-2	26	10	8	18	8	1	1	4	0	6	-1	0	63	54	9	* Note there is an error in City score adding up - it should be 54 but is 60 in City table. True difference is Novatech is +1 (fire)
SM-6A	2140	8	8	0	6	6	-2	26	10	8	18	8	1	2	4	0	2	0	0	61	51	10	* Note there is an error in City score adding up - it should be 51 but is 57 in City table. True difference is Novatech is +2 (fire and active ag, no data)
SM-6B	1193	8	4	0	6	6	-2	22	10	8	18	8	1	1	4	0	6	-1	0	59	54	5	Novatech +1 on fire = TOTAL +1
SM-6B	1191	8	4	0	6	6	-2	22	10	8	18	8	1	2	4	0	2	0	0	57	51	6	Novatech +1 on fire, +1 on active ag (no data) = TOTAL +2
SM-8	1189	4	6	0	6	6	-2	20	10	8	18	8	1	3	4	0	6	0	0	60	63	-3	Novatech +1 on fire = TOTAL +1
SM-8	257	4	6	0	6	6	-2	20	10	4	14	8	1	3	4	0	8	-1	0	57	60	-3	Novatech +1 on fire = TOTAL +1
SM-8	256	4	6	0	6	6	-2	20	10	8	18	8	1	3	4	0	6	0	0	60	63	-3	Novatech +1 on fire = TOTAL +1
SM-9A	996	4	6	0	6	6	-2	20	10	4	14	8	3	4	4	0	6	0	0	59	54	5	Novatech +1 on fire = TOTAL +1
SM-9B	2155	4	6	0	6	6	-2	20	10	4	14	8	3	4	4	0	6	0	0	59	48	11	Novatech +1 on fire = TOTAL +1

\*Note the area (ha) of SM-9b has not been included in the total area due to servicing constraints however the entire parcel which consist of SM-9a and b has been included since this logical urban area boundary