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Institutional
Environmental
Restoration

5970 & 6038 Ottawa Street

Planning Rationale & Integrated Environmental Review Statement

Prepared for: Taggart Investments

5970 & 6038 Ottawa Street

Ottawa, Ontario

Planning Rationale & Integrated Environmental Review Statement

in support of

**Official Plan Amendment, Zoning By-law Amendment, and Plan of
Subdivision**

Prepared for:

Taggart Investments

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
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Novatech File: 125081

Ref: R-2025-52

April 30, 2026

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

Attention: Jerrica Gilbert, Planner II, Development Review Rural

**Reference: Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision
5970 & 6038 Ottawa Street
Our File No.: 125081**

The following revised Planning Rationale has been prepared in support of an Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision to facilitate residential development at 5970 and 6038 Ottawa Street in the Village of Richmond (the "Subject Site").

The Subject Site is designated Village within the Rural Transect of the City of Ottawa Official Plan (2022). The Subject Site is designated Village Residential 1, Village Park, Village Greenspace, Village Commercial, Village Industrial, and Southeastern Development Area in the Village of Richmond Secondary Plan. The Subject Site is zoned Rural General Industrial, Subzone 3, Rural Exception 385 (RG3[385r]-h) and is subject to a Holding Zone in the City of Ottawa Zoning By-law 2008-250.

It is proposed to develop the Subject Site with a subdivision consisting of 536 detached dwellings, 144 semi-detached dwellings, 386 townhouse dwellings, and 106 back-to-back townhouse units. In addition, an institutional block, a commercial block, a stormwater management facility block, and a parkland block are proposed on the Subject Site. An Official Plan Amendment is required to amend the Village of Richmond Secondary Plan in order to redesignate portions of the Subject Site from Southeastern Development Area and Village Industrial to Village Residential 1. It is proposed for the Southeastern Development Overlay to apply to the whole site and for policies permitting back-to-back townhouses and regulating the maximum permitted densities to be added to the Secondary Plan. A Zoning By-law Amendment is required to rezone the Subject Site from RG3[385r]-h to Village Residential Third Density, Subzone A (V3A), Parks and Open Space (O1), Rural Commercial (RC), and Rural Institutional (RI) to facilitate the proposed development.

This Planning Rationale examines the location and context of the Subject Site, provides a description of the proposed development, sets out the planning policy and regulatory framework of the Subject Site, and makes a recommendation on the Official Plan Amendment, Major Zoning By-law Amendment, and proposed development.

Should you have any questions regarding any aspect of this application please feel free to contact me at your earliest convenience.



Yours truly,

NOVATECH

Simran Soor, MCIP, RPP
Project Planner | Planning & Development

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EXECUTIVE SUMMARY

Novatech has been retained by Taggart Investments to prepare this Planning Rationale in support of an Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision application to facilitate the development of a residential subdivision on the Subject Site.

The Subject Site is located at the southwest corner of Eagleson Road and Ottawa Street in the Rideau-Jock Ward (Ward 21). The Subject Site has approximately 349 metres of frontage along Ottawa Street, approximately 882 metres of frontage along Eagleson Road, and an approximate area of 67.2 hectares.

The Subject Site is located in an area primarily comprised of rural industrial and residential uses with agricultural uses to the east and south. The VIA rail corridor is located to the north of the site and abuts the western portion of the Subject Site. The Marlborough Creek watercourse runs to the north of the Subject Site and separates part of the site from the uses to the south of Ottawa Street. The South Carleton High School is located to the north of the Subject Site.

It is proposed to develop the Subject Site with a residential subdivision consisting of 1,172 dwelling units. The proposed residential subdivision will feature 536 detached dwellings, 144 semi-detached dwellings, 386 townhouse dwellings, and 106 back-to-back townhouse dwellings. A school and neighbourhood park will be located in the center of the subdivision while a commercial block will be located at the intersection of Eagleson Road and Ottawa Street.

In order to facilitate the proposed subdivision, an Official Plan Amendment is required to redesignate portions of the Subject Site from Southeastern Development Area and Village Industrial to Village Residential. It is also proposed for the Southeastern Development Overlay to be extended to apply to the whole site. This will enable policies to be added to the Secondary Plan to differentiate this area from other residentially designated lands in the Village and regulate these lands accordingly. Policies permitting back-to-back townhouses and regulating the maximum permitted densities are proposed to be added to the Secondary Plan.

A Zoning By-law Amendment will be required to rezone the Subject Site from Rural General Industrial, Subzone 3, Rural Exception 385 (RG3[385r]-h) to Village Residential Third Density, Subzone A (V3A), Parks and Open Space (O1), Rural Commercial (RC), and Rural Institutional (RI) to facilitate the proposed subdivision. Site specific exceptions for the minimum lot width and minimum lot area of the townhouse and back-to-back townhouse units will be required.

The proposed development is consistent with the Provincial Planning Statement as it will provide additional residential units within a village and will contribute to a greater diversity of dwelling types in the village. The proposed subdivision will support the achievement of complete communities by providing commercial uses, a future school site, and a neighbourhood park within walking distance of residents. The proposed subdivision will tie into the proposed communal well system and existing municipal sanitary sewer system for the Village of Richmond. The existing and proposed infrastructure will be able to adequately accommodate the projected need created by the proposed subdivision. The proposed transportation system will be multimodal and will provide sidewalks and pathways to encourage active transportation. A 30-metre setback from the Marlborough Creek will be provided and no negative impacts on natural heritage features are anticipated.

The Subject Site is designated Village in the Rural Transect in the City of Ottawa Official Plan (2022). The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision will facilitate the development of 1,172 dwelling units within a village, which will contribute to 7% of new housing being accommodated in the rural area. The proposed development will contribute to the housing mix in the Village of Richmond. The proposed development will include sidewalks and pathways in order to support active transportation and give priority to those who walk and cycle. Adequate servicing will be provided to support the residential development, and 1.96 hectares of parkland will be conveyed to the City. The proposed subdivision will include low-rise ground-oriented dwellings that fit into the Rural Transect and Village context and support a transition to a more urban built form.

The Subject Site is designated Village Residential 1, Village Park, Village Greenspace, Village Commercial, Village Industrial, and Southeastern Development Area in the Village of Richmond Secondary Plan. The portions of the Subject Site that are designated Southeastern Development Area and Village Industrial will be redesignated to Village Residential 1 to permit a greater density of residential development. This increased density on the Subject Site is appropriate and is consistent with what is proposed in other new development areas in the Village. The proposed density will support a transition towards a more urban form compared to what exists in the built-up parts of the Village. A more urban built form will support the efficient use of land, resources, infrastructure, and public service facilities and will support the use of active transportation. The proposed subdivision will be serviced through communal and municipal services and can therefore support smaller lot sizes than what exists in the older parts of the Village which were developed with individual private services. There will be adequate water and wastewater services to support the proposed development. The Southeastern Development Lands Overlay is proposed to be extended across the whole site to provide more specific policies for the development of the Subject Site. This includes permitting back-to-back townhouses and regulating the maximum density of the different unit typologies. This will allow for a greater diversity of residential uses which will support more housing options in the Village. The Southeastern Development Lands Overlay will also allow for the potential relocation of the park location, subject to the Plan of Subdivision process.

The Subject Site is currently zoned Rural General Industrial, Subzone 3, Rural Exception 385, with a Holding Zone (RG3[385r]-h) in the City of Ottawa Zoning By-law. The Subject Site is proposed to be rezoned to Village Residential Third Density, Subzone A (V3A), Parks and Open Space (O1), Rural Commercial (RC), and Rural Institutional (RI), with site-specific exceptions to permit a reduced lot width and lot area for the townhouse and back-to-back townhouse dwellings. The proposed Zoning By-law Amendment will facilitate the development of the Subject Site with residential and commercial uses, while permitting the park and future school uses. The site-specific zoning provisions will permit the development of townhouse and back-to-back townhouse dwellings, which will provide for increased residential diversity in the Village of Richmond and help support the City's housing targets. By providing smaller and more compact housing forms, the proposed subdivision will be able to offer a greater range of housing and price options for residents. The proposed lot width and lot area aligns with typical lot sizes for townhouse units in the suburban area and can be accommodated since the subdivision will be serviced with communal and municipal services rather than individual private services.

The Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications are appropriate for the development of the Subject Site and represent good land use planning.

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of an Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision to permit the development of detached, semi-detached, townhouse, and back-to-back townhouse dwellings, as well as institutional, commercial, and park uses on the property municipally known as 5970 and 6038 Ottawa Street (the “Subject Site”).

The Subject Site is designated Village in the Rural Transect of the City of Ottawa Official Plan (2022). The property is designated Village Residential 1, Village Park, Village Greenspace, Village Commercial, Village Industrial, and Southeastern Development Area in the Village of Richmond Secondary Plan. The Subject Site is zoned Rural General Industrial, Subzone 3, Rural Exception 385 (RG3[385r]-h) and is subject to a Holding Zone in the City of Ottawa Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision will:

- Be consistent with the policies of the Provincial Planning Statement (2024);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Generally conform to the policies of the Village of Richmond Secondary Plan (2022);
- Establish appropriate Zoning standards for the Subject Site; and
- Maintain compatibility with the surrounding uses and community context.

1.1 Site Location and Description

The Subject Site is located at the southwest corner of Eagleson Road and Ottawa Street in the Rideau-Jock Ward (Ward 21) of the City of Ottawa. The Subject Site is within the Village of Richmond and is located near the southeast corner of the Village.

The Subject Site has an approximate area of 67.2 hectares with approximately 349 metres of frontage along Ottawa Street and approximately 882 metres of frontage along Eagleson Road. The Subject Site abuts the VIA rail corridor to the north as well as the Marlborough Creek watercourse.

Figure 1: Aerial Photo of the Subject Site (Source: Google Earth, 2024)



Figure 2: Subject Site from Eagleson Road (Source: Google Streetview, Nov 2024)



The Subject Site is legally known as:

FIRSTLY: UNIT 23 PLAN 4D-24 PART 1 PLAN 4R30848; SECONDLY: UNIT 25 PLAN 4D-24 PART 1 PLAN 4R31263; THIRDLY: PART PARKLOTS 1,2 & 3 SOUTH OF OTTAWAST & PART LOT 26 CON 2 GOULBOURN PART 1 PLAN 4R1802 CITY OF OTTAWA

FIRSTLY: PART OF UNIT 9, PLAN 4D-24, BEING PART 2 ON PLAN 4R-32842 AND PART 3 ON PLAN 5R-1585; CITY OF OTTAWA, SECONDLY: UNIT 11, PLAN 4D-24 EXCEPT PART 3 ON PLAN 4R-32842 AND PART 2 ON PLAN 4R-4631; CITY OF OTTAWA, THIRDLY: PART OF UNIT 19, PLAN 4D-24, BEING PART 1 ON PLAN 4R-2606; TOGETHER WITH AN EASEMENT OVER PART OF UNIT 22, PLAN D-24 DESIGNATED AS PART 2 ON PLAN 4R-2606 AS IN RI1308; CITY OF OTTAWA.

1.2 Community Context and Connectivity

1.2.1 Village Context

The Village of Richmond is a village located in the rural area to the southwest of the urban area of the City of Ottawa. The Village is located to the east of Eagleson Road and to the west of Joys Road and is broadly located between Garvin Road to the north and Dobson Lane to the south. The Jock River runs through the Village as well as the VIA Rail corridor.

The Village of Richmond consists primarily of low-rise buildings. The core of the Village is located along Perth Street and McBean Street. The Village core consists of a mix of uses including residential uses, commercial uses and restaurants, and recreational uses such as the Richmond Memorial Community Centre, Richmond Curling Club, and Richmond Fairgrounds.

The Village primarily consists of residential uses in a detached dwelling typology. There are some other low-rise residential typologies throughout the Village, including semi-detached dwellings, townhouse dwellings, and low-rise apartment buildings. These residential uses are primarily located on larger lots in order to provide space for individual private services. There are also some commercial uses located along further along on Perth Street and McBean Street, as well as industrial uses along McBean Street and Ottawa Street. There are three schools located in the Village. These schools are Richmond Public School, St. Philip School, and South Carleton High School, which is located on the opposite side of Ottawa Street from the Subject Site.

The western part of the Village of Richmond consists of a number of new residential subdivisions with a variety of low-rise residential uses, including detached dwellings and townhouse dwellings. This area is primarily residential with some commercial uses located along Perth Street. This area of new development is characterized by a more urban character compared to the rest of the Village, with smaller lot sizes and a more dense built form. Future development is anticipated to the northeast and southeast of the Village, which includes the Subject Site. Both areas are anticipated to be developed with primarily residential uses as well as some commercial uses along arterial roads. These new areas of development are expected to be developed with municipal and communal services rather than individual private services. This means that these areas of new development can support a higher residential density than exists in the rest of the Village.

1.2.2 Neighbouring Community Context

The Subject Site is located in an area comprised of rural industrial and residential uses with agricultural uses to the east and south. A VIA rail corridor is located to the north of the site and abuts the western portion of the Subject Site. There is also a watercourse that runs to the north of the Subject Site and separates part of the site from the uses to the south of Ottawa Street.

Directly to the north of the Subject Site, there is a garden centre and an auto repair shop. There are also some detached dwellings to the north of the Subject Site. Most of these dwellings are located to the north of the watercourse. Further to the north, there are primarily ground-oriented dwelling units. On the opposite side of the VIA Rail Corridor, there is the South Carleton High School, which serves the residents of the Village. Directly to the west of the Subject Site, there is a self-storage facility and a motorcycle repair shop. Further to the west, there are detached dwellings on larger lots. Directly to the south of the Subject Site, there are agricultural uses. Directly to the east of the Subject Site, there are agricultural uses. The Subject Site is approximately 1.5 kilometres from the Village Core.

Figure 3: Subject Site's Surrounding Context

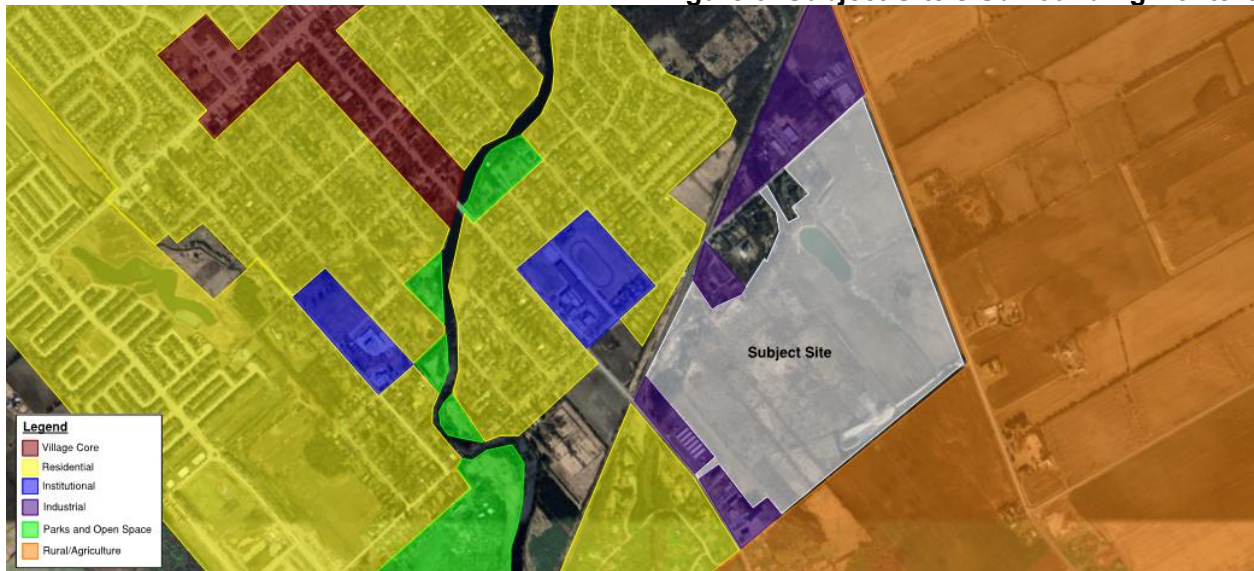


Figure 4: Land uses to the north of the Subject Site (Source: Google Streetview, Nov 2024)



North: Immediately north of the Subject Site across Ottawa Street is a garden centre and an auto repair shop.

Figure 5: Land uses to the south of the Subject Site (Source: Google Streetview, Oct 2024)



South: Immediately south of the Subject Site are agricultural uses.

Figure 6: Land uses to the west of the Subject Site (Source: Google Streetview, Oct 2024)



West: Immediately west of the Subject Site is a self-storage use.

Figure 7: Land uses to the east of the Subject Site (Source: GeoOttawa, 2022)



East: Immediately east of the Subject Site across Eagleson Road are agricultural uses.

1.2.3 Connectivity

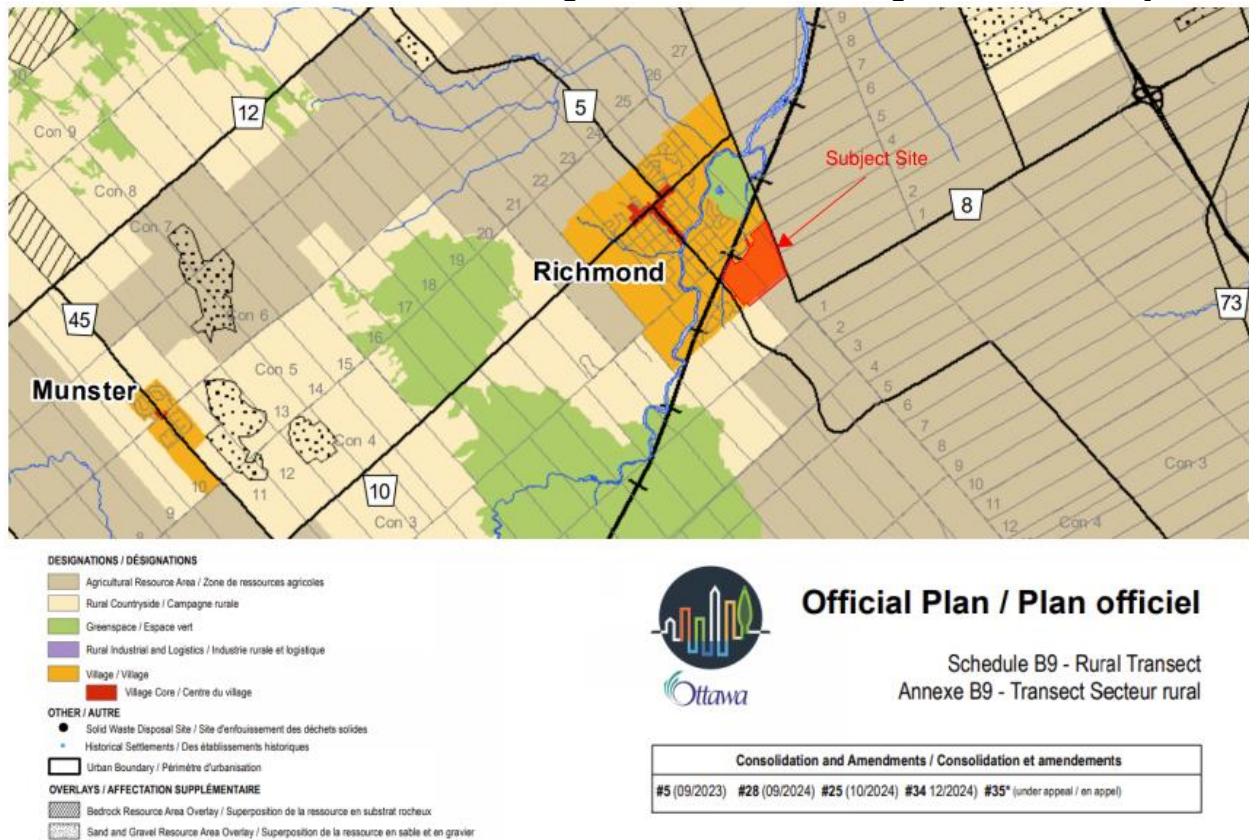
The Subject Site has frontage on Eagleson Road and Ottawa Street. Eagleson Road is designated as an arterial road and Ottawa Street is designated as a collector road on *Schedule C10 – Road Network Select Villages* of the Official Plan.

There is a bus stop to the north of the Subject Site at the intersection of Ottawa Street and King Street. This bus stop is serviced by bus route 283 which provides transit access to Limebank LRT station a few times per day.

1.3 Planning and Regulatory Context

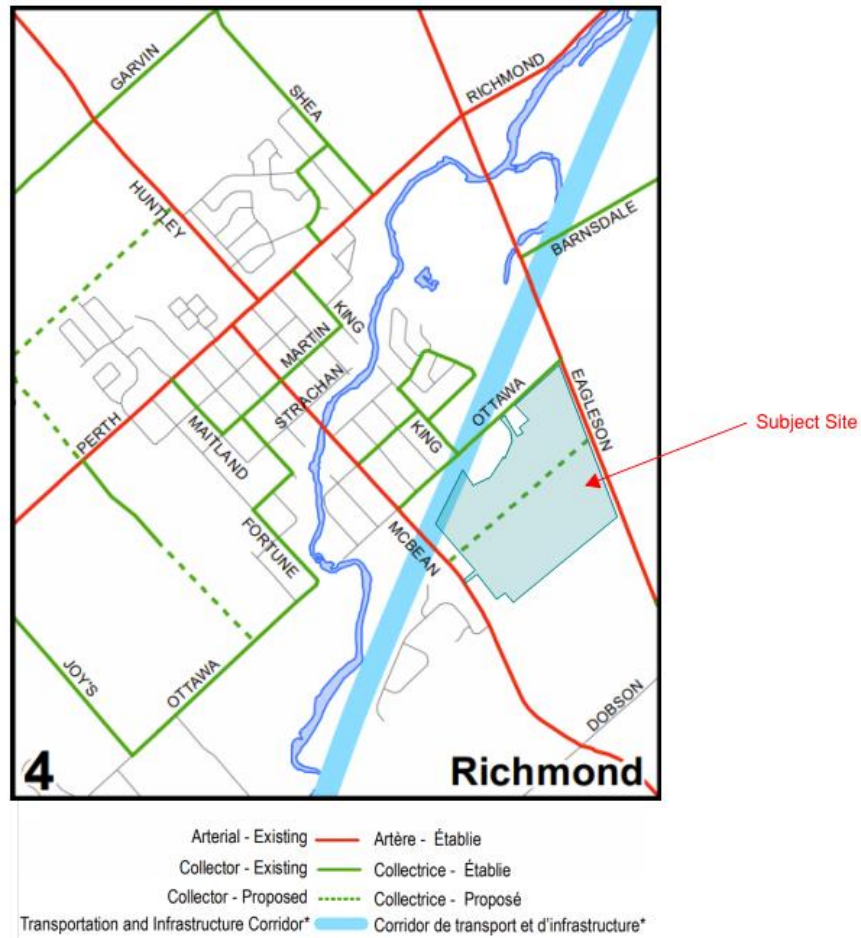
The Subject Site is designated Village in the Rural Transect on *Schedule B9 – Rural Transect* of the City of Ottawa Official Plan (2022) (see Figure 8).

Figure 8: Official Plan Designation for the Subject Site



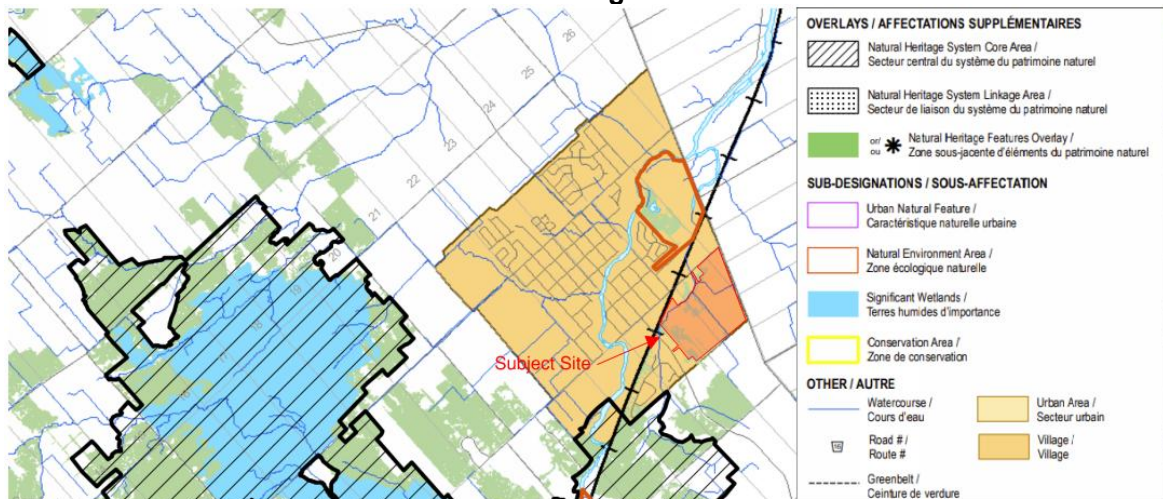
The Subject Site is located on the southwest corner of the intersection of Eagleson Road and Ottawa Street. Eagleson Road is designated as an arterial road on *Schedule C10 – Road Network Select Villages* of the Official Plan while Ottawa Street is designated as a collector road on Schedule C10. Schedule C10 also identifies a Transportation and Infrastructure Corridor to the north of the Subject Site.

Figure 9: Official Plan Schedule C10 Excerpt



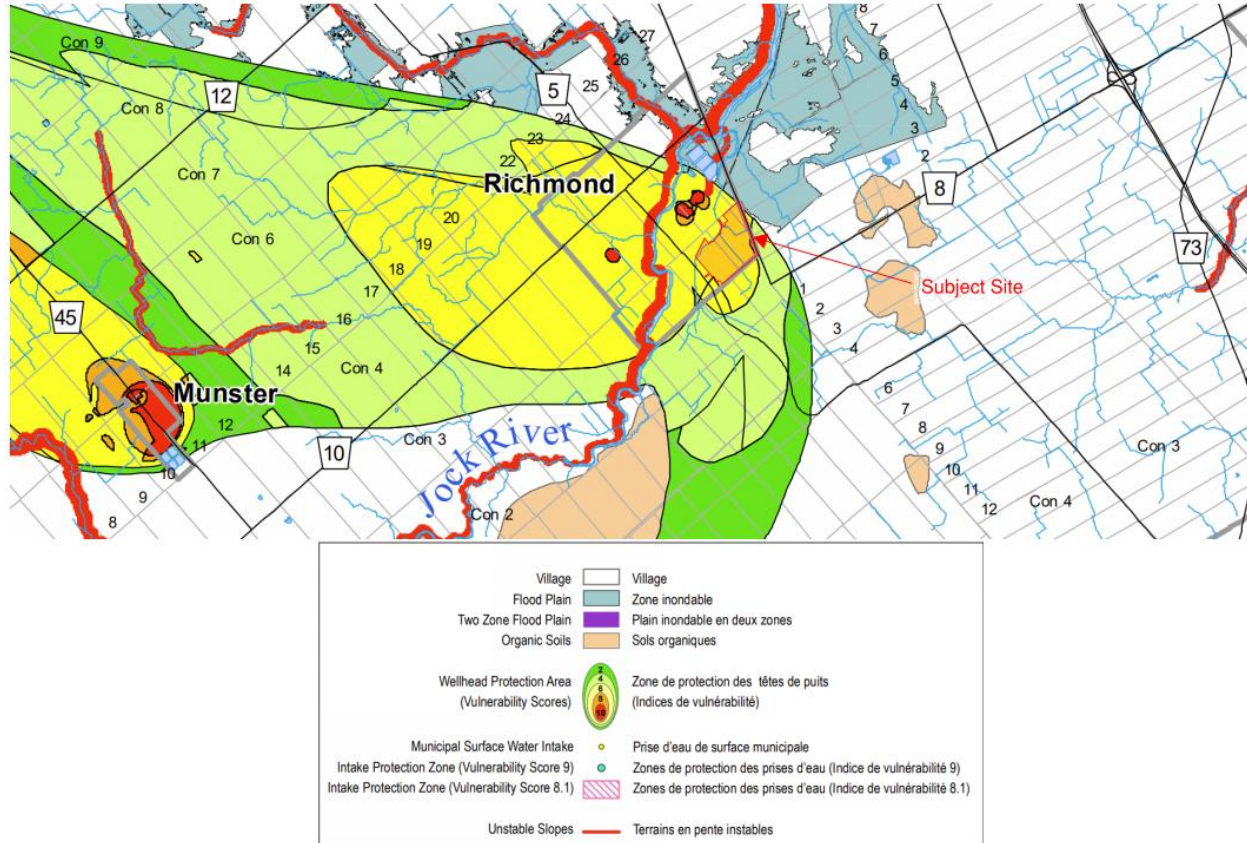
Schedule C11B – Natural Heritage System (South) identifies that there are watercourses running through the Subject Site, with the Natural Heritage Features Overlay over portions of the Subject Site (see Figure 10).

Figure 10: Official Plan Schedule C11-B Excerpt



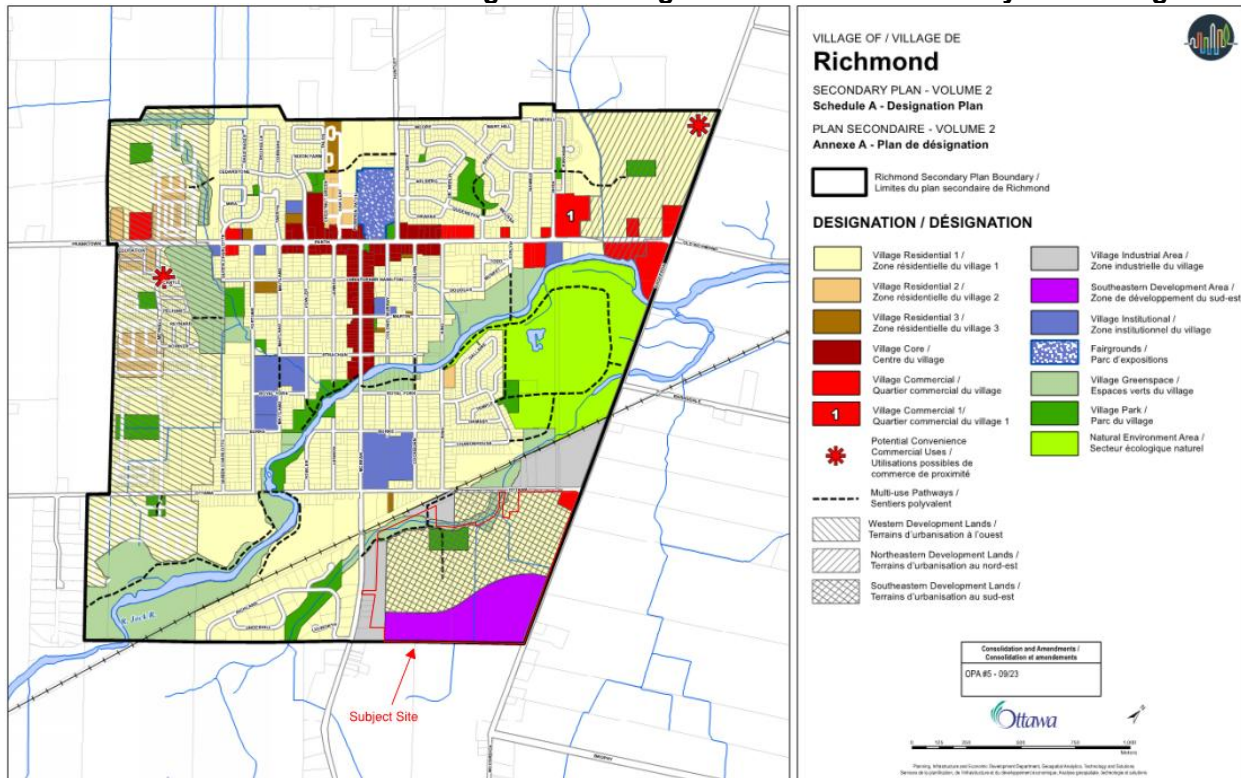
Schedule C15 – Environmental Constraints identifies that the Subject Site is within the Wellhead Protection Area (Figure 11).

Figure 11: Official Plan Schedule C15 Excerpt



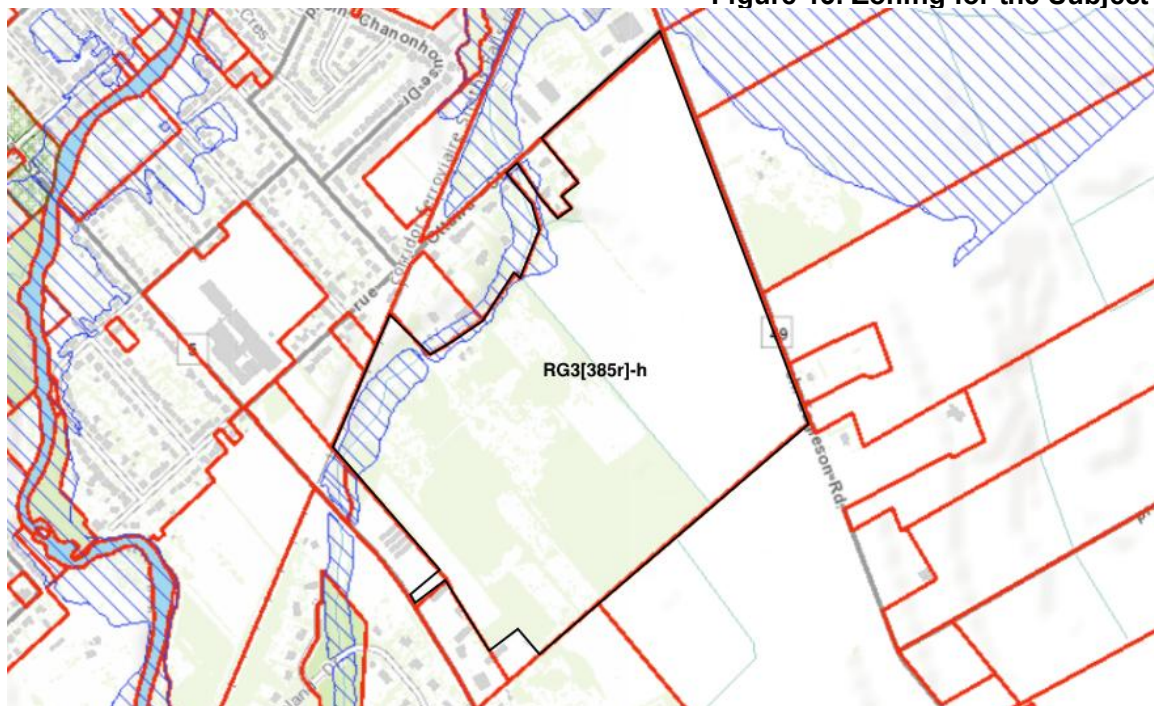
The Subject Site is located within the Village of Richmond Secondary Plan Area. The Subject Site is designated Village Residential 1, Village Park, Village Greenspace, Village Commercial, Village Industrial, and Southeastern Development Area on *Schedule A – Designation Plan* of the Village of Richmond Secondary Plan. Schedule A also shows the Southeastern Development Lands Overlay on the Subject Site (Figure 12).

Figure 12: Village of Richmond Secondary Plan Designation



The Subject Site is zoned Rural General Industrial, Subzone 3, Rural Exception 385 (RG3[385r]-h) and is subject to a Holding Zone in the City of Ottawa Zoning By-law 2008-250.

Figure 13: Zoning for the Subject Site



2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

2.1.1 Evolution of Proposed Subdivision

An application for Plan of Subdivision and a Zoning By-law Amendment at 5970 and 6038 Ottawa Street was initially submitted to the City of Ottawa and deemed complete on August 16, 2021. This application proposed to develop a 703 unit residential subdivision with a commercial/employment block of 18.69 hectares. The proposal also included a school block, two separate park blocks, and a stormwater management block. The commercial/employment block was proposed to be located at the southern end of the Subject Site. The school block was proposed to be located in the middle of the subdivision, along with one of the community park blocks. The other park block was proposed to be located at the northeast end of the subdivision.

Th comments from staff on the initial proposal raised several concerns regarding water and sanitary connections. In addition, direction from City Council and the policies of the Official Plan indicated a move away from locating industrial uses within the Village. Based on this, the application was revised to include a 0.82 hectare block for a new communal well to service the subdivision. In addition, the Draft Plan of Subdivision was revised to remove the commercial/employment block at the southern end of the Subject Site and instead include a commercial block at the intersection of Ottawa Street and Eagleson Road and 1,173 dwelling units.

Based on the increased number of units and potential new residents to the area, it was determined by the applicant that one large park that is centrally located within the subdivision would be more desirable than two smaller parks. This would allow for a central gathering space and for larger community-level recreational amenities to be provided for residents of the subdivision. This park location will also be next to the school block, which will take advantage of efficiencies from co-locating these compatible uses next to each other. This is consistent with the direction for new schools and parks in new urban communities across the City and other community design plans such as Kanata North Urban Expansion Area.

2.1.2 Description of Subdivision and Proposed Land Uses

The latest proposal for the Subject Site is to develop a residential subdivision consisting of 1,172 dwelling units. A school and neighbourhood park will be located in the center of the subdivision. A block for commercial uses is proposed at the corner of Eagleson Road and Ottawa Street. A Stormwater Management Facility is proposed in the northern portion of the Subject Site in proximity to the existing drain.

Figure 14: Draft Plan of Subdivision for the Subject Site

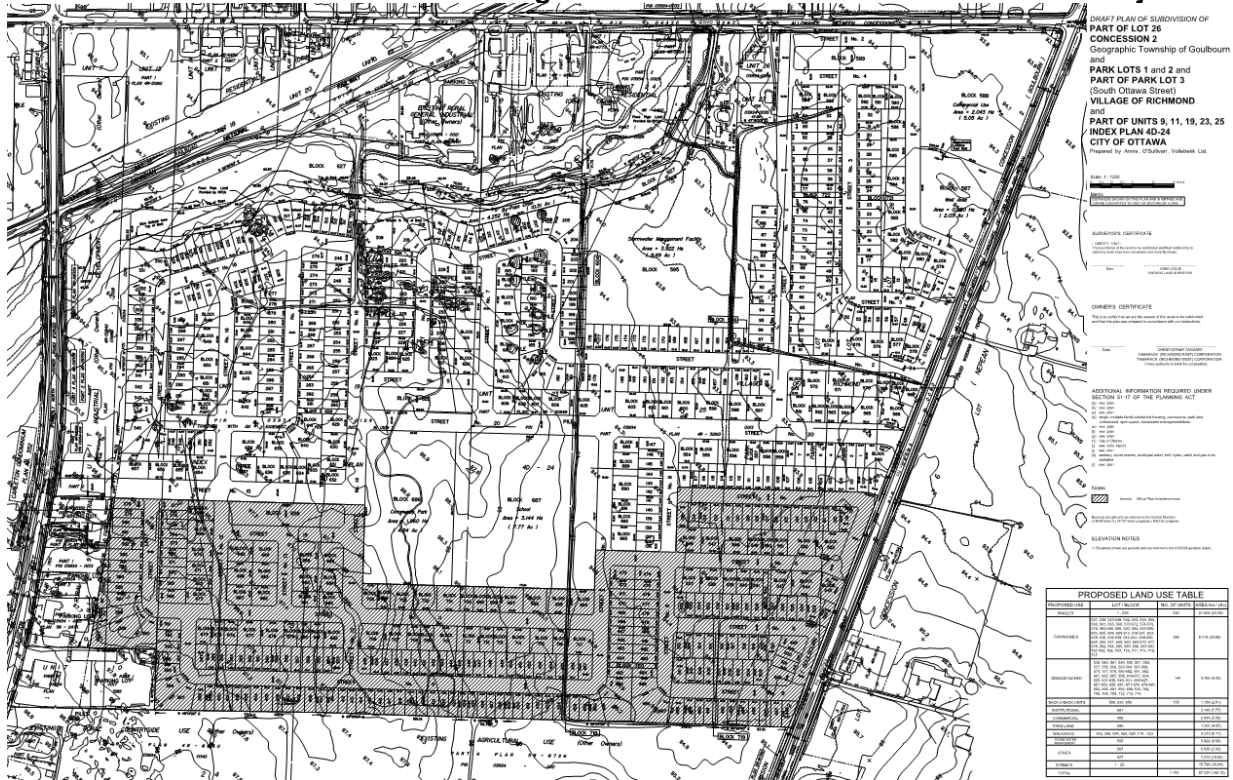
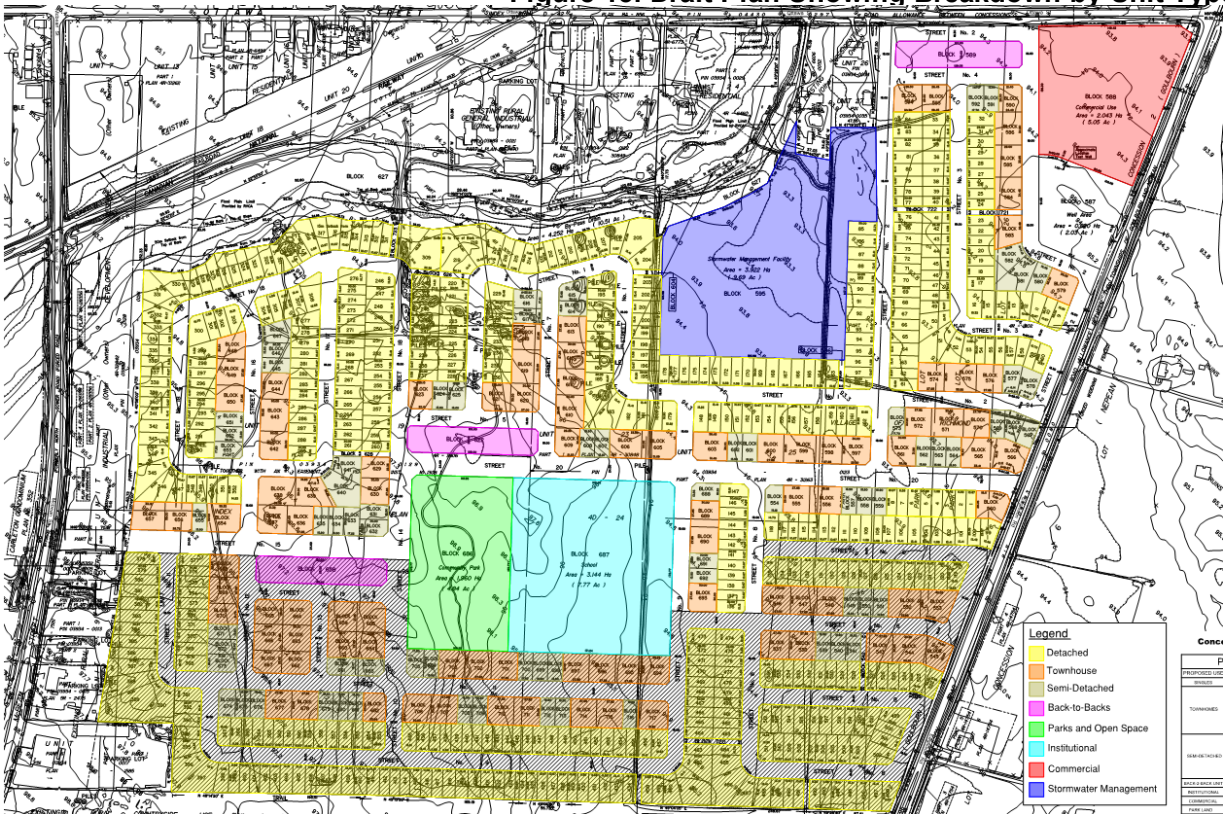


Figure 15: Draft Plan Showing Breakdown by Unit Type



2.1.2.1 Residential Uses

The proposed development on the Subject Site will provide 1,172 new dwelling units to the Village of Richmond. This will include 536 detached dwellings, 144 semi-detached dwellings, 386 townhouse dwellings, and 106 back-to-back townhouse dwellings. The proposed residential density for the subdivision is 33.5 units per net hectare. Table 1 provides a breakdown of the proposed number of residential units and densities.

Table 1: Breakdown of Proposed Number of Residential Units and Densities

Dwelling Type	Number of Units	Net Residential Density
Detached Dwellings	536 units	24.8 units per net hectare
Semi-Detached Dwellings	144 units	38.2 units per net hectare
Townhouse Dwellings	386 units	45.8 units per net hectare
Back-to-back Townhouses	106 units	93.1 units per net hectare
TOTAL	1,172 units	33.5 units per net hectare

The proposed densities are similar to what is permitted in the Western Development Lands. Policy 38 of the Village of Richmond Secondary Plan permits a maximum density of 30 units per net hectare for detached dwellings and semi-detached dwellings, a maximum density of 45 units per net hectare for townhouse dwellings, and a maximum density of 99 units per net hectare for back-to-back townhouses in the Western Development Lands.

The proposal will strive to provide a mix of different unit types to meet the needs of a variety of users. The subdivision layout will allow for a mix of unit types within a single block, with a number of blocks consisting of detached, semi-detached, and townhouse dwelling types in the same block.

A few back-to-back townhouse blocks are also proposed within the subdivision. These back-to-back townhouse blocks are currently located near community amenities, with two blocks located near the proposed park and one block located near the commercial use.

2.1.2.2 Commercial Uses

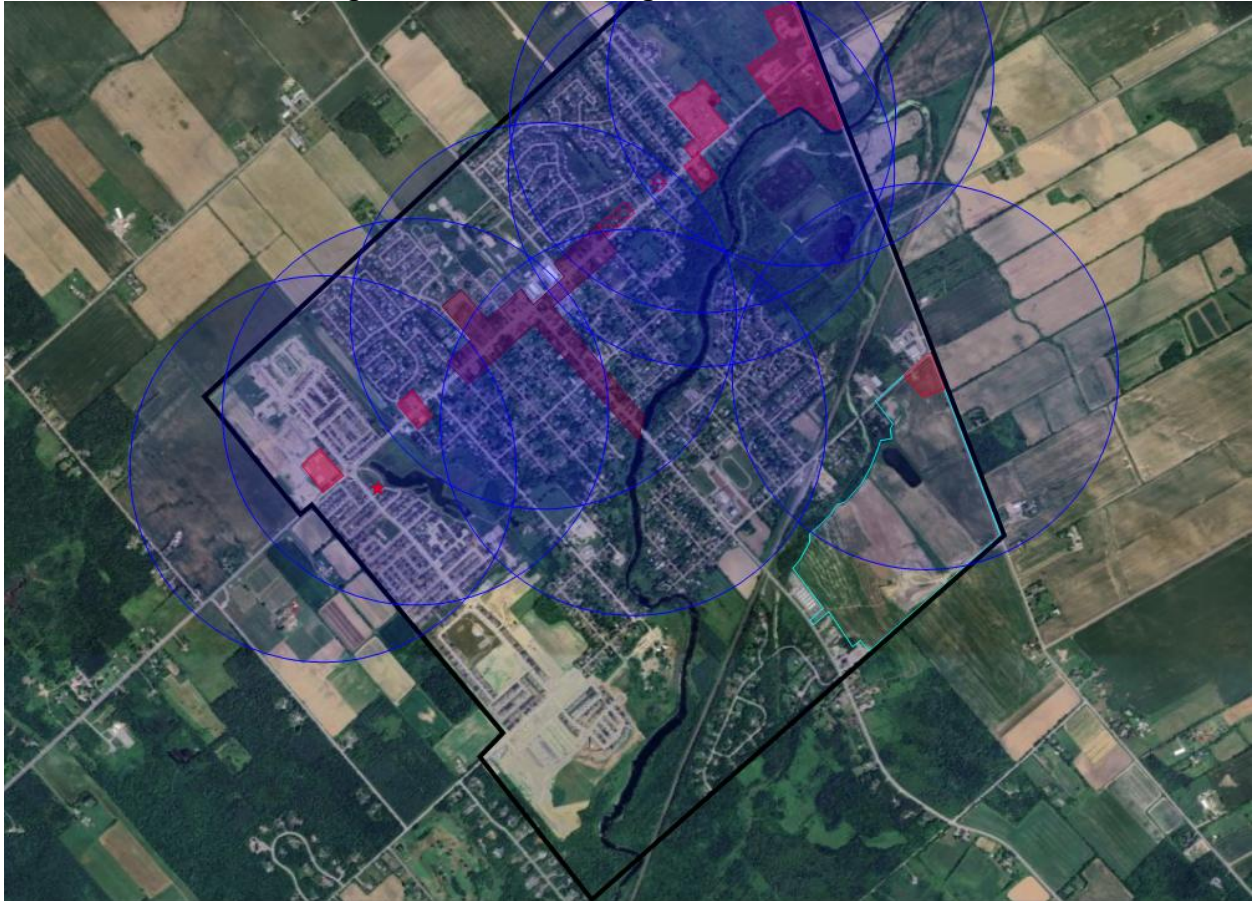
A 2.04 hectare commercial block is proposed to be located at the corner of Ottawa Street and Eagleson Road. This commercial block will contribute to the variety of uses in the neighbourhood and will provide commercial uses within walking distance of residents, which will support the creation of a 15 minute community.

The commercial block is located along both Eagleson Road and Ottawa Street, which will provide for more access points to the future commercial uses on the block. This is consistent with the location for commercial uses identified on the Secondary Plan. The commercial block is also located along an arterial road (Eagleson Road). This is consistent with the location of other commercial uses within the Village of Richmond, which are located along arterial road including Perth Road and McBean Street.

The proposed commercial uses will fill a gap in the distribution of commercial services within the Village of Richmond and will contribute to creating 15 minute neighbourhoods. Figure 16 shows the location of commercial uses in the Village and a 900 metre radius around these uses. Most of

the commercial uses in the neighbourhood are located near the Village Core and in the northern part of the Village. The proposal will provide commercial uses in the southern portion of the Village and will provide access to additional commercial amenities for the existing residential areas to the north of Ottawa Street.

Figure 16: 15 Minute Neighbourhood Radius Around Commercial Uses



The option for potential convenience commercial uses within the neighbourhood will be considered, particularly in the western portion of the subdivision. There is a potential for the industrial uses along McBean Street to eventually be converted to commercial uses in the future. Permitting the potential development of convenience commercial uses in the western portion of the subdivision will help provide commercial uses to the southwestern portion of the Village if these industrial uses are not converted in the future.

2.1.2.3 Parkland and School Uses

A 3.14 hectare school block and a 1.96 hectare park block are proposed to be located in the centre of the subdivision. The school block and park block will both have frontage on two streets and along a collector street. This will ensure that residents can easily access the proposed school and park space. Sidewalks will also be provided to ensure that pedestrians can safely access the park and school.

The park block has been located next to the proposed school in order to take advantage of efficiencies between these two compatible uses. With the evolution of the proposed subdivision and the transition from commercial/employment uses to residential uses on the southern portion of the subdivision, the park block was moved to a more central location to ensure all future residents will have access to the park. The co-location of the park and school, as well as their location in the middle of the subdivision, will create a central gathering space within the neighbourhood. This will contribute to creating a sense of community for residents. The proposed park location is also consistent with the direction for new schools and parks in new urban communities across the City and other community design plans such as Kanata North Urban Expansion Area.

2.1.2.4 Open Space Uses

The Subject Site is located to the south of Marlborough Creek. The proposed subdivision will provide two pathway connections to the Marlborough Creek.

A Stormwater Management Facility will also be provided as part of the proposed subdivision. This block has been located along the Marlborough Creek, which will contribute to creating a passive open space in the northern portion of the subdivision. One pathway connection to the Stormwater Management Facility is proposed, as well as a sidewalk along the Street 2 frontage.

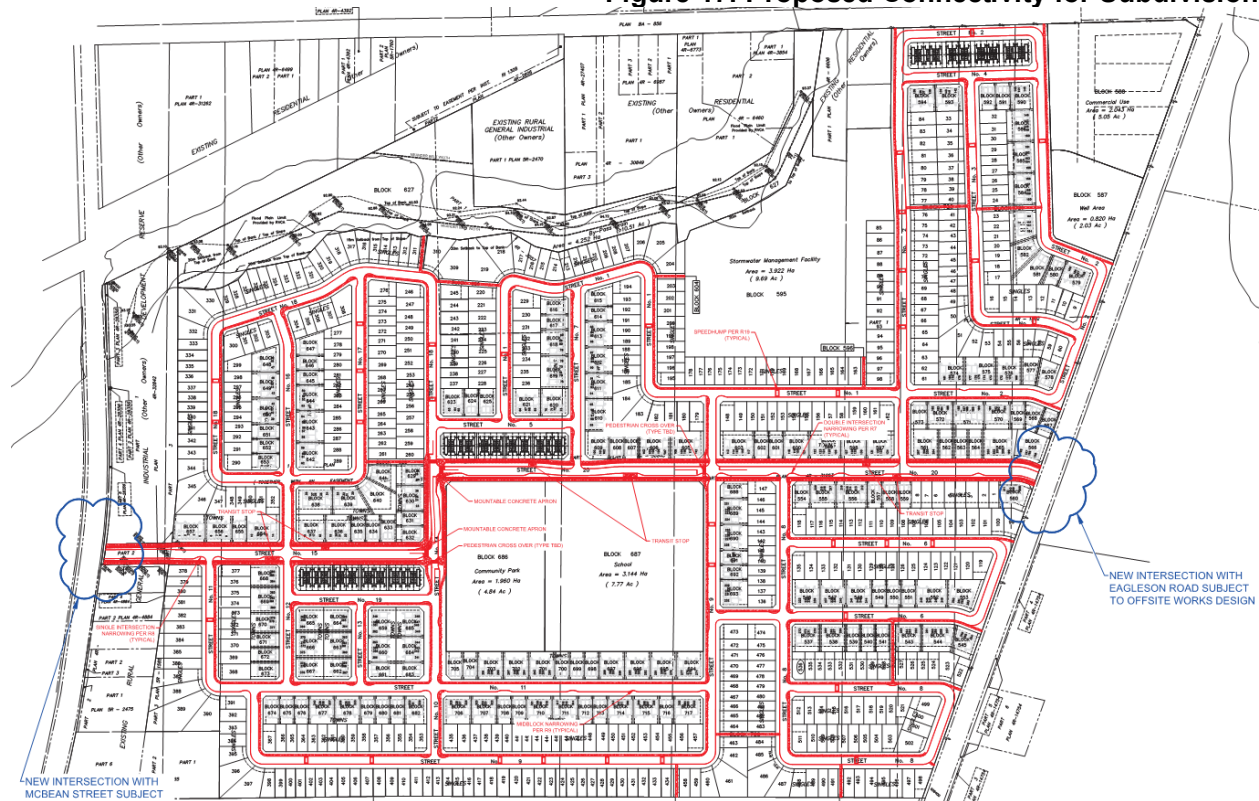
The Stormwater Management Facility and Marlborough Creek will create an open space for the passive enjoyment of residents. This space will be distinct from the central park block, which will be designed for more active recreational uses.

2.1.3 Proposed Connectivity

The proposed subdivision will be designed to provide multi-modal connectivity throughout the neighbourhood and contribute to the connectivity in the broader Village. The proposed subdivision will include a new collector road connecting Eagleson Road with McBean Street, as well as 17 local roads. Sidewalks will be provided on at least side of all proposed roads. This includes sidewalks on all frontages for the park, school, and stormwater management facility.

A sidewalk and a cycle track will be provided on both sides of the proposed collector road. This will support walking and cycling in the neighbourhood and broader Village by providing safe pedestrian and active transportation amenities. Transit stops will also be located along the new collector road which will support alternative modes of transportation in the neighbourhood. Figure 17 shows the proposed connectivity for the Subject Site.

Figure 17: Proposed Connectivity for Subdivision



In order to support pedestrian circulation throughout the neighbourhood, 11 pathway blocks will be provided in the subdivision. These pathway blocks will help break up the larger residential blocks and will provide more direct pedestrian connections for residents. Two pathway blocks are also proposed to Marlborough Creek and a pathway block is proposed to provide access to the stormwater management pond. This will allow residents to access and enjoy the stormwater pond and creek for passive recreation purposes.

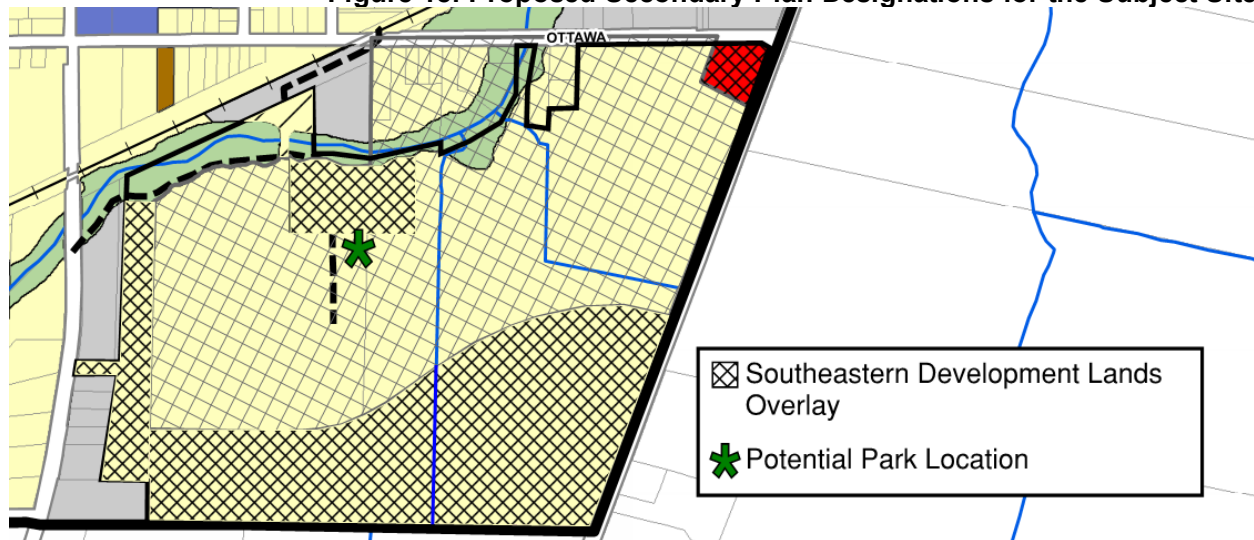
Pathway connections will also be provided from the southern portion of the subdivision to the lands to the south. These pathway blocks will support future pedestrian connectivity if the lands to the south are brought into the Village boundary in the future.

2.2 Details of Proposed Official Plan Amendment

5970 and 6038 Ottawa Street are designated Village Residential 1, Village Park, Village Greenspace, Village Commercial, Village Industrial, and Southeastern Development Area in the Village of Richmond Secondary Plan.

The Official Plan Amendment proposes to redesignate the portions of the Subject Site that are designated Southeastern Development Area and Village Industrial to Village Residential 1. Figure 18 shows the proposed Secondary Plan designations for the Subject Site.

Figure 18: Proposed Secondary Plan Designations for the Subject Site



The Subject Site is subject to the Southeastern Development Lands Overlay. It is proposed to extend this Overlay across the whole site and separate the policies for the Southeast Development Lands from the Northeast Development Lands. The policies for the Southeast Development Lands will provide more detailed policies to direct the development of the Subject Site. This includes the following policies.

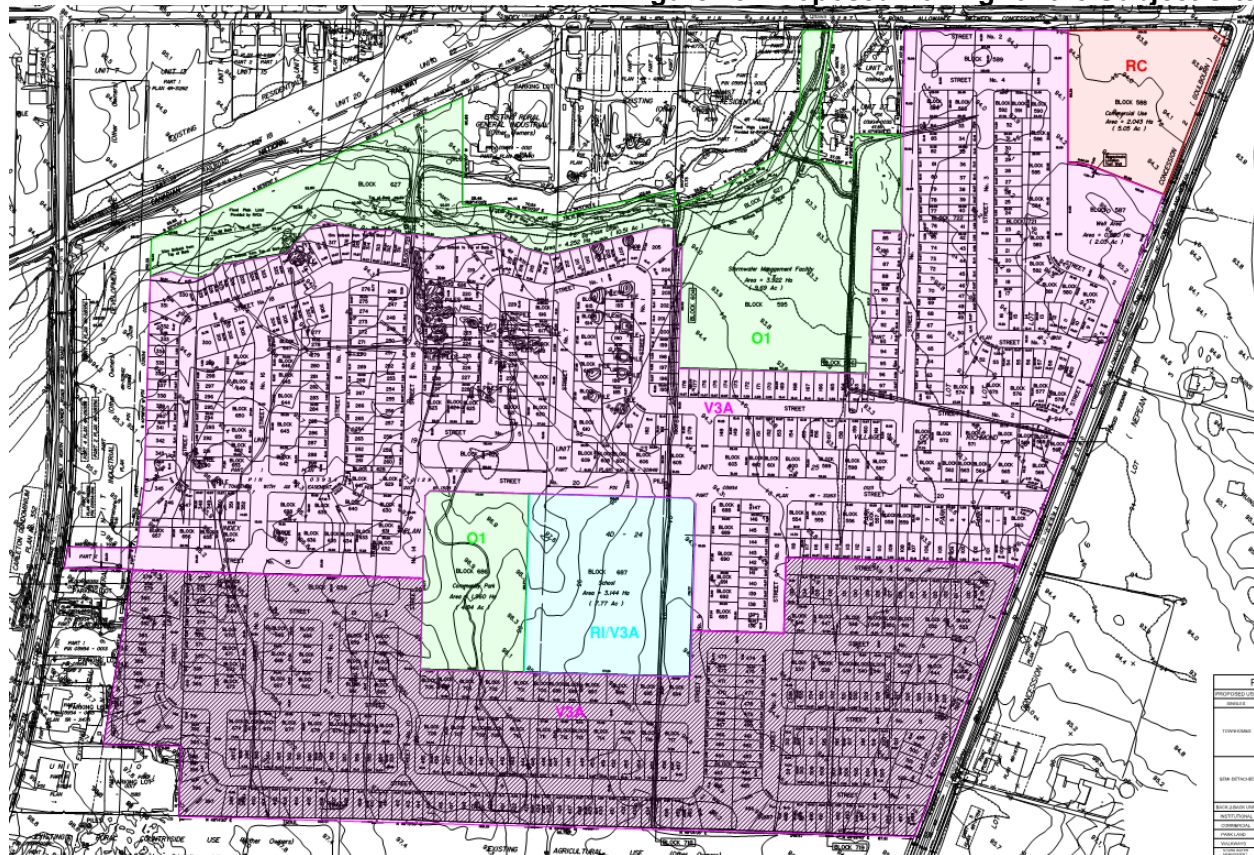
- The maximum density of detached and semi-detached dwellings in the Southeastern Development Lands is 30 units per net hectare.
- The maximum density of townhouses in the Southeastern Development Lands is the greater of 45 units per net hectare or a unit mix of 35%.
- Back-to-back townhouses will be permitted in the Southeastern Development Lands, up to a maximum density of 95 units per net hectare.
- Potential convenience commercial uses may be developed on the western side of the Southeastern Development Lands.
- A Village Park will be required in the Southeastern Development Lands. The location of this park will be determined through a Draft Plan of Subdivision application.
- Appropriate buffering will be required for the lands abutting the Industrial designation along McBean Street. The details of these buffering measures will be determined through the Draft Plan of Subdivision application.

The proposed amendments to the Secondary Plan will be discussed in further detail in Section 3.4.1 of this Planning Rationale.

2.3 Details of Proposed Zoning By-law Amendment

5970 and 6038 Ottawa Street is currently zoned Rural General Industrial, Subzone 3, Rural Exception 385 (RG3[385r]-h) and is subject to a Holding Zone in the City of Ottawa Zoning By-law 2008-250. The Subject Site is proposed to be rezoned to Village Residential Third Density, Subzone A (V3A), Parks and Open Space (O1), Rural Commercial (RC), and Rural Institutional (RI) to facilitate the proposed subdivision.

Figure 19: Proposed Zoning for the Subject Site



2.4 Previous Consultations, Applications and Approvals

The Subject Site is subject to a Zoning By-law Amendment and Plan of Subdivision application (D02-02-20-0118 & D07-16-20-0028) that was submitted in 2021. A pre-consultation and document review meeting regarding the proposed Official Plan Amendment application was held on May 14, 2025.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Planning Act

The Planning Act is provincial legislation that regulates land use planning in Ontario. Section 51 of the Planning Act regulates Plan of Subdivision approvals. Section 51(24) provides the criteria that a draft plan of subdivision must have regard for.

Section 51(24) states:

“51(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with

disabilities and welfare of the present and future inhabitants of the municipality and to,”

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

The proposed Plan of Subdivision will have regard for the following matters of provincial interest:

- the supply, efficient use and conservation of energy and water
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management system
- the orderly development of safe and healthy communities
- the adequate provision and distribution of education, health, social, cultural and recreational facilities
- the adequate provision of a full range of housing, including affordable housing
- the appropriate location of growth and development

(b) whether the proposed subdivision is premature or in the public interest;

The Subject Site is located within a Village boundary. The proposed subdivision is located within an area with a number of residential uses that are compatible with the proposed development. Adequate services will be available to support the proposed subdivision, as outlined in the Functional Servicing Report prepared by David Schaeffer Engineering Ltd. The proposed subdivision is not premature and is in the public interest.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

The Subject Site is designated Village in the Rural Transect of the City of Ottawa Official Plan (2022). The Subject Site is designated Village Residential 1, Village Park, Village Greenspace, Village Commercial, Village Industrial, and Southeastern Development Area in the Village of Richmond Secondary Plan. An Official Plan Amendment is required to redesignate the Subject Site to Village Residential 1 in order to facilitate development on the Subject Site. The proposed development will support residential growth which will help meet the Growth Management Framework targets. The increased density on the Subject Site is supported by adequate water and wastewater services to support the proposal. Further details on the applicable policies of the Official Plan can be found in Section 3.3 of this Planning Rationale.

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

The proposed subdivision will create a number of lots that will be suitable to support residential development. The requested site-specific relief from the proposed zones in the Zoning By-law will allow for the development of townhouse and back-to-back townhouse dwellings on the Subject Site. The proposed lot sizes for these uses are typical of the lot sizes provided for townhouse units in the suburban area of the City. In addition, the proposed development will be supported by municipal and communal services, which reduces the need for large lots to support individual private services.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

Not applicable.

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

The proposed subdivision will include a planned street network with several local roads and a new collector road connecting Eagleson Road with McBean Street to the west. The collector road will have a right-of-way width of 24 metres while the local roads will have widths of 18 metres. The proposed collector road will include a sidewalk on one side and a multi-use pathway on the other side. Traffic calming elements such as bulb-outs are recommended in order to ensure the safety of the transportation system. More details on the proposed transportation design and potential impacts can be found in the Transportation Impact Assessment included with the submission.

The proposed subdivision has regard for the number, width, location, proposed grades, and adequacy of roads and highways.

(f) the dimensions and shapes of the proposed lots;

The proposed subdivision will include 536 lots for detached dwellings as well as Blocks for the future development of 144 semi-detached dwellings, 386 townhouse dwellings, and 106 back-to-back townhouses. The majority of the proposed lots are regularly shaped and are an appropriate size to support the proposed dwellings. The reduced lot sizes for the townhouse dwellings are consistent with typical lot sizes in other areas of the City, including within the suburban area, and can support the required infrastructure for the proposed dwellings. The dimensions and shapes of the proposed lots are appropriate.

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

The proposed subdivision will respect the restrictions on the property. Setbacks from the Marlborough Creek will be respected.

(h) conservation of natural resources and flood control;

The proposed development will respect the required setback from Marlborough Creek. As outlined in the Environmental Impact Statement prepared by Kilgour & Associates, there will be minimal impacts on Marlborough Creek as a result of the proposed development.

(i) the adequacy of utilities and municipal services;

The Functional Servicing Report prepared by David Schaeffer Engineering Ltd. confirms that there is adequate servicing to support the proposed subdivision. More details can be found in the Functional Servicing Report included with the submission package.

(j) the adequacy of school sites;

The Subject Site is located near South Carleton High School, St. Philip School, and Richmond Public School. A school block has been included on the Draft Plan of Subdivision and can be provided as a school based on discussions with the school boards.

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

The proposed subdivision will include a 1.96 hectare park that is proposed to be conveyed to the City. This park will be located in the centre of the subdivision along with the school block and will have pathways along the entirety of its street frontage. The proposed park is an adequate size to accommodate recreational amenities. The details of the park design will be refined at a later time.

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

The proposed subdivision will more efficiently use the Subject Site by facilitating residential development on vacant land within a Village boundary.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The proposed subdivision is not subject to Site Plan Control.

The Plan of Subdivision application meets the criteria of Section 51(24) of the Planning Act.

3.2 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.1 of the PPS provides policy direction for Planning for People and Homes. Policy 4 states:

“To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*

- b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.”*

The proposed development will provide a range of housing options including detached dwellings, semi-detached dwellings, townhouse dwellings, and back-to-back townhouse dwellings. The proposed Official Plan Amendment will facilitate residential development on the Subject Site, which will help accommodate residential growth in the Village and City. The proposed density will be similar to what is anticipated in the Western Development Lands and will provide a similar variety of dwelling types to the Village. The Functional Servicing Report prepared by David Schaeffer Engineering Ltd. confirms that there is adequate servicing in the existing municipal wastewater system and proposed communal well system to support the proposed subdivision.

Policy 6 states:

“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 development includes commercial uses at the corner of Eagleson Road and Ottawa Street. A potential convenience commercial area is contemplated for the western portion of the Subject Site. The proposed subdivision will also include a future school site and a neighbourhood park for use by residents of the neighbourhood. These uses will support the achievement of complete communities within the City.

Section 2.2 of the PPS provides policy direction for Housing. Policy 1 states:

“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 wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The proposed subdivision will provide for a range and mix of housing options within the Village of Richmond. The proposed development will efficiently use land within the Village boundary and support residential growth in the Village and City.

Section 2.3 of the PPS provides policy direction for Settlement Areas. Policy 1 of Section 2.3.1 states:

“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.”

The Subject Site is located within the Village of Richmond, which is considered a settlement area. The proposed development will contribute to growth and development within the settlement area.

Policy 2 of Section 2.3.1 states:

“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”*

The proposed development will provide a mix of land uses that will efficiently use vacant land within the Village of Richmond. The municipal wastewater system and communal well system proposed to service the subdivision will be able to support the proposed density and intensity of development, as detailed in the Functional Servicing Report.

Section 3.1 of the PPS provides policy direction for Infrastructure and Public Service Facilities. Policy 1 states:

“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.”*

The proposed subdivision will include infrastructure and public service facilities that are efficiently located. The proposal development includes a future school and neighbourhood park that are located next to each other. By locating these compatible uses next to each other, the proposed development efficiently uses the site while providing more functional community amenities. These community amenities will also be located in the center of the subdivision to provide easy access to residents and create a central gathering space in the community.

The Functional Servicing Report prepared by David Schaeffer Engineering Ltd., dated October 6, 2025 details the servicing strategy for the proposed subdivision and confirms that there will be adequate services to support the proposed number of units. The proposed development will tie into the proposed communal well system and existing municipal sanitary sewer system for the Village of Richmond. The existing and proposed infrastructure will be able to adequately accommodate the projected need.

Policy 4 of Section 3.1 states:

“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.”

The proposed subdivision includes a future school site that has been co-located with the neighbourhood park. This will promote cost-effectiveness and facilitate service integration. The location of these co-located facilities at the center of the subdivision will create a central gathering space in the community. Both facilities will have frontage along an arterial road, which will allow residents to access the school and park through active modes of transportation such as walking or cycling.

Section 3.2 of the PPS provides policy direction for Transportation Systems. Policy 1 of Section 3.2 states:

“Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.”

Policy 2 of Section 3.2 states:

“Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.”

Policy 3 of Section 3.2 states:

“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.”

The Transportation Impact Assessment prepared by CGH Transportation, dated September 2025 details the existing and planned transportation conditions. As part of the transportation design for the proposed subdivision, a number of sidewalks and pathways are proposed throughout the subdivision. This includes a pathway through the north of the site along the railway corridor, terminating at Ottawa Street. The planned street network includes local roads designed with 18 metre right-of-ways and window streets with 16.3 metre right-of-ways. A collector road with a 24 metre right-of-way is proposed to run through the subdivision, connecting Eagleson Road with McBean Street to the west. This collector street will have a sidewalk on one side and a multi-use pathway on the other side. Traffic calming elements such as bulb-outs are recommended, which will improve the safety of the transportation system.

Section 3.6 of the PPS provides policy direction for Sewage, Water, and Stormwater. Policy 1 of Section 3.6 states:

“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.”*

The Functional Servicing Report prepared by David Schaeffer Engineering Ltd., dated October 6, 2025 confirms that the existing municipal sewer services and private communal water services will be able to adequately accommodate the residential growth proposed by the development.

Policy 2 of Section 3.6 states:

“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.”

Policy 3 of Section 3.6 states:

“Where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.”

Sanitary services for the proposed development will be provided through municipal sewage services via the Richmond Pump Station. Municipal upgrades are planned to the Pump Station which will ensure that there is enough capacity to service the proposed development. Water service will be provided through an internal watermain distribution network that connects to communal well facilities. The City of Ottawa is in the process of identifying a communal well location and servicing strategy for the Village. The proposed subdivision will tie into the existing and planned municipal sewage system and private communal water system, as directed by Policies 2 and 3.

Policy 8 of Section 3.6 states:

“Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.”*

The Functional Servicing Report prepared by David Schaeffer Engineering Ltd., dated October 6, 2025, details the stormwater management strategy for the proposed subdivision. A Stormwater Pond will be included as part of the subdivision. Low Impact Development (LID) measures are addressed in Section 5.2.5 of the report. The report concludes that *“the study area is generally not conducive to infiltration-type LID measures as defined in the City’s Technical Bulletin IWSTB-2024-04”*. More detail on the Stormwater Management approach can be found in Section 5 of the Functional Servicing Report.

Section 3.9 of the PPS provides policy direction for Public Spaces, Recreation, Parks, Trails and Open Spaces. Policy 1 states:

“Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

- b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) *providing opportunities for public access to shorelines; and*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.”*

The proposed subdivision will include a neighbourhood park that is approximately 1.96 hectares in size. The park will be located in the center of the subdivision along with a school block and will have pathways along the entirety of its street frontage. This will provide residents with easy access to the park by walking or cycling. The details of the park design will be refined at a future date.

Section 4.1 of the PPS provides policy direction for Natural Heritage. Policy 1 of Section 4.1 states:

“Natural features and areas shall be protected for the long term.”

Policy 2 of Section 4.1 states:

“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.”

The Environmental Impact Statement prepared by Kilgour & Associates Ltd., dated October 9, 2025, concludes that *“no negative impacts are anticipated to significant natural heritage features or SAR or their habitat under the proposed development if the recommended mitigations are followed.”* These recommendations include erosion and sediment control mitigation measures near surface water features, limiting tree removal to whatever is necessary to accommodate construction, tree protection measures, and fencing to reduce impacts to wildlife, among others.

Section 4.2 of the PPS provides policy direction for Water. Policy 1 of Section 4.2 states:

“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 crosswatershed 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.”*

The Marlborough Creek is located on a portion of the Subject Site. A 30-metre setback will be provided from the Marlborough Creek to reduce impacts on the creek.

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

3.3 City of Ottawa Official Plan

The Subject Site is designated Village within the Rural Transect in the City of Ottawa Official Plan (2022).

3.3.1 Strategic Directions & Cross Cutting Issues

Section 2 of the Official Plan (2022) provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

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

1. *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
2. *By 2046, the majority of trips in the city will be made by sustainable transportation.*
3. *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
4. *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
5. *Embed economic development into the framework of our planning policies.*

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications address the objectives of the following Cross-Cutting Issues:

3.3.1.1 Intensification and Diversifying Housing Options

The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications will facilitate the development of 1,172 dwelling units on the Subject Site. The proposed subdivision will include detached dwellings, semi-detached dwellings, townhouses dwellings, and back-to-back townhouse dwellings which will diversify housing options within the Village of Richmond.

3.3.1.2 Economic Development

The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications will provide 1,172 dwelling units on the Subject Site, which supports the City's Growth Management Framework. The proposed development will contribute to the 7% of new housing that is allocated to the rural area, as per Policy 3.1(4)(b)(i). Commercial uses are also proposed at the intersection of Eagleson Road and Ottawa Street to support the residential uses.

3.3.1.3 Energy and Climate Change

The proposed development will more efficiently use the Subject Site and will contribute to the creation of a compact and complete community. Sidewalks and pathways are proposed for the subdivision to encourage active transportation within the neighbourhood. The proposed development will respect the 30 metre setback from the Marlborough Creek.

3.3.1.4 Healthy and Inclusive Communities

The proposed development will include sidewalks and pathways to encourage residents to walk and cycle. The proposed development will also include commercial uses in proximity to residential uses, which will allow residents to easily access commercial amenities within walking distance.

3.3.1.5 Gender and Racial Equality

The proposed development includes a school and neighbourhood park located in the center of the neighbourhood. This location will provide easy access to the school and park for all residents, regardless of their gender, race, age, or abilities.

3.3.1.6 Culture

The Subject Site is located within the Village of Richmond. The proposed development will fit into the village context. The pedestrian pathway to Ottawa Street will provide residents with a connection to the rest of the Village and the Village Core, which is located around one kilometre from the Subject Site.

3.3.2 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa. Section 3 states:

“Most of the remaining rural growth will be directed to villages with some rural highway interchanges reserved as strategic locations for future Industrial and Logistics uses.”

Section 3 also states:

“The rural area is expected to account for about seven per cent of the new housing, mostly in the form of single-detached dwellings.”

The Subject Site is located within the Village of Richmond and is an appropriate location for residential growth. The proposed development will provide 1,172 dwelling units which will contribute to the 7% of new housing being accommodated in the rural area. 536 of these dwelling units will be single-detached dwellings.

Policy 3 of Section 3.1 states:

“The urban area and villages shall be the focus of growth and development.”

Policy 4 of Section 3.1 states:

“The City will allocate household growth targets as follows:

- a) 93 per cent within the urban area where:
 - i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and*
 - ii) 46 per cent is within the greenfield portion of the urban area;**
- b) 7 per cent within the rural area where:
 - i) 5 per cent is within the villages; and*
 - ii) 2 per cent is outside of villages.”**

The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision will facilitate the development of 1,172 dwelling units within the Village of Richmond. This will contribute to meeting the City’s target of 7% of household growth being within the rural area and 5% of household growth being within villages.

Section 3.4 encourages rural growth to be focused in villages and provides policy direction for residential growth within villages. Policy 1 of Section 3.4 states:

“Most of the village growth shall be directed to where municipal services exist or are planned in the villages of Richmond, Manotick, Greely and Carp.”

The Subject Site is located within the Village of Richmond, which is identified as one of the villages that will accommodate residential growth. The proposed development will be serviced by municipal sanitary service. The City is in the process of determining a communal well location which will provide water service to the Subject Site.

3.3.3 City-wide Policies

Section 4 of the Official Plan (2022) provides City-Wide policy direction.

3.3.3.1 Section 4.1: Mobility

Section 4.1 of the Official Plan provides policy direction for transportation and mobility.

Policy 1 of Section 4.1.1 states:

“In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. The resolution of overlapping priorities in the Urban area and Villages, as well as the establishment of priorities in the Rural area, will be informed by Multi-Modal Level of Service targets outlined in the Transportation Master Plan (TMP) and Multi-Modal Level of Service Guidelines.”

The Transportation Impact Assessment prepared by CGH Transportation in support of the proposed development includes a conceptual pedestrian and cycling network. This network includes sidewalks on at least one side of the proposed streets in the subdivision as well as a multi-use pathway on the south side of the proposed collector street. These sidewalks and pathways will provide more safety for pedestrians and cyclists, which will promote the use of sustainable transportation modes within the neighbourhood.

Policy 5 of Section 4.1.1 states:

“New subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing Urban boundary or Village boundary.”

The proposed development will include a pathway from the Subject Site to the railway line located to the north of the Subject Site, as anticipated in the Village of Richmond CDP. The proposed street network will tie into the existing road network and proposes a new collector road connecting Eagleson Road with McBean Street. All proposed streets will be consistent with the City's standards. The proposed road network is appropriate.

The proposed subdivision will also include two pathway blocks connecting the proposed subdivision to the lands directly to the south. This will allow for future pathway connections if the lands to the south of the Subject Site are brought into the Village boundary.

Policy 18 of Section 4.1.2 states:

“The street network in new plans of subdivision shall be capable of accommodating direct transit routes through the neighbourhood, with the potential for transit routes to be spaces such that 95 percent of all households are within a 400-metre walking distance of a transit stop, in accordance with OC Transpo service policy.”

The Transportation Impact Assessment for the Subject Site prepared by CGH Transportation, dated December 2024, includes a figure illustrating potential transit stop locations along the new collector road. These conceptual locations are subject to OC Transpo requirements.

Policy 22 of Section 4.1.2 states:

“The City shall require new development on land adjacent to all Transportation and Infrastructure Corridors and facilities shown on Schedules C2, C9 and C10 to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective is to ensure that new development has proximity to rail corridors to make good use of urban land but in a way that is compatible with the long-term purposes of the corridors and facilities and to avoid, mitigate or minimize negative impacts on and from the Transportation and Infrastructure and facilities. [OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]

- a) *The FCM-RAC Guidelines for New Development or its successor shall apply where Transportation and Infrastructure Corridors or segments thereof fall within any of the following categories: [OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]*
 - i) *Corridors used for freight.*
 - ii) *Corridors used for both freight and urban transit.*
 - iii) *Corridors where there is a reasonable prospect of rail freight operations resuming.*
- b) *For Transportation and Infrastructure Corridors or segments thereof that fall within the following categories, development will be subject to any setbacks as determined through an O-Train Network Proximity Study. The report may be peer reviewed by an expert third party, at the applicant's expense: [OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]*
 - i) *Corridors that do not carry freight. [OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]*
 - ii) *Corridors where there is no reasonable prospect of rail freight operations resuming.*
- c) *The City shall protect the corridors and expand the transit network as detailed in Schedule C2 and implement transit priority measures in other appropriate locations. Schedule C2 illustrates the network for which the City will pursue funding and will remain consistent with the Transportation Master Plan.”*

The Subject Site is located in proximity to a Transportation and Infrastructure Corridor, as identified on Schedule C9 of the Official Plan. This Transportation and Infrastructure Corridor is located to the north of the Subject Site and is separated from the Subject Site by a watercourse. A 30-metre setback has been applied from this watercourse. In turn, this means that the proposed subdivision will be setback more than 30 metres from the Transportation and Infrastructure Corridor and will have minimal impact on the corridor. A Transportation Noise & Vibration Study for the proposed subdivision was prepared by Gradient Wind dated March 4, 2025. The report concludes that no mitigation measures will be required for potential vibration levels from the VIA rail corridor since the predicted vibration levels are below the criterion of 0.14 mm/s RMS.

3.3.3.2 Section 4.2: Housing

Section 4.2 of the Official Plan provides policy direction related to housing.

Policy 1 of Section 4.2.1 states:

“A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

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

The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications will facilitate the development of 1,172 new dwelling units that range in typology and density. The proposed development will contribute to the housing diversity in the Village of Richmond and will provide for a range of housing options for future residents. The proposed densities are appropriate for the Village of Richmond and will contribute to the evolution of the Village. The proposed densities are similar to what is proposed for the new residential subdivisions in the Western Development Lands. The residential dwellings will not require individual private services and the subdivision can therefore accommodate smaller lot sizes than the existing neighbourhoods in the Village. The proposed development will support the City's anticipated housing growth within a Village.

3.3.3.3 Section 4.4 Parks and Recreation Facilities

Section 4.4 of the Official Plan provides policy direction for parks and recreation facilities.

Policy 2 of Section 4.4.1 states:

“All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:

- a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and*

- b) *Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:*
- i) *Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;*
 - ii) *Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;*
 - iii) *Be of a usable shape, topography and size that reflects its intended use*
 - iv) *Meet applicable provincial soil regulations; and*
 - v) *Meet the minimum standards for drainage, grading and general condition.”*

The proposed development will include 1.96 hectares of parkland in the form of a neighbourhood park located at the center of the subdivision. This park is located next to a future school, which will likely include recreation facilities compatible with the neighbourhood park. As per Section 51.1(2) of the Planning Act, a parkland dedication rate of one hectare per 600 net residential units must be provided. This is equivalent to 1.95 hectares.

Section 4.4.5 provides policy direction for parks in Villages. Policy 1 of Section 4.4.5 states:

“In the Rural Transect, the City will encourage the location of new parks and recreation amenities in the Villages. Development in the Rural area outside of Villages shall contribute via cash-in-lieu of parkland towards parks and recreation amenities in Villages, however the City may consider developing groupings of fields and amenities for tournament locations in the Rural Transect outside of agricultural designated land.”

The proposed development will provide a new rural park within the Village of Richmond. This park will be located in the center of the subdivision next to a future school site. The details of the park design will be determined at a future date.

3.3.3.4 Section 4.5: Cultural Heritage and Archaeology

Section 4.5 of the Official Plan provides policy direction for conserving cultural heritage resources and archaeology.

Policy 5 of Section 4.5.1 states:

“The City shall list properties that City Council believes to have cultural heritage value or interest on a Heritage Register under Section 27 of the Ontario Heritage Act.”

The Subject Site is listed on the City's Heritage Register. However, as confirmed by staff, the detached dwelling listed on the City's Heritage Register is not located on the Subject Site. The proposed development will not require heritage approval.

3.3.3.5 Section 4.6: Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 1 of Section 4.6.4 states:

"Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives."

The High-Performance Development Standard is not in effect at this time. The proposed dwellings in the subdivision will be Certified ENERGY STAR homes and will deliver up to 20% more energy efficiency than the minimum requirement.

Policy 1 of Section 4.6.5 states:

"Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met."

The Subject Site will permit the development of low-rise ground-oriented residential units that are in line with the City's approved plans and guidelines.

3.3.3.6 Section 4.7: Drinking Water, Wastewater and Stormwater Infrastructure

Section 4.7 of the Official Plan provides policy direction to ensure that adequate drinking water, wastewater, and stormwater infrastructure is provided.

Policy 2 of Section 4.7.1 states:

"The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events."

The Functional Servicing Report provides details on the servicing and stormwater infrastructure for the proposed subdivision. The report indicates that the 1:100-year return period has been considered when designing the stormwater infrastructure for the subdivision and that the infrastructure should be able to accommodate a 100-year rainfall event. The proposed infrastructure will be resilient to the current and future climate.

Policy 7 in Section 4.7.1 states:

"As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on

requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.”

The Functional Servicing Report prepared by David Schaeffer Engineering Ltd., dated October 6, 2025, concludes that minor stormwater system flows on the Subject Site will be captured and conveyed to the proposed Stormwater Management Pond 1 via an internal storm sewer network while major system flows will be conveyed to the Stormwater Management Pond via the internal road network. A legal and sufficient outlet can be established to support the proposed development through the Jock River.

Policy 23 of Section 4.7.1 states:

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

- a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development; and*
- b) Where adequate services or servicing capacity do not exist to support a proposed plan of subdivision, the City will not issue draft plan approval.”*

The Functional Servicing Report prepared by David Schaeffer Engineering Ltd. provides details on the proposed servicing strategy for the proposed subdivision on the Subject Site. The report details the ongoing work by the City of Ottawa on the Village watermain network strategy. The report indicates that the proposed development has been considered in this process in order to ensure adequate water supply will be provided and that a new communal well will be required on the Subject Site. This block is shown on the Draft Plan of Subdivision.

The Functional Servicing Report also indicates that there will be adequate capacity sewer capacity for the proposed subdivision once the planned upgrades to the Richmond Pump Station are complete.

More details on the civil design and servicing will be provided through the Draft Plan of Subdivision process and in detailed design post-approval. For the purposes of the Official Plan Amendment, there will be adequate services to support the proposed development and densities.

Section 4.7.2 speaks to creating a sustainable pattern of infrastructure. Policy 1 of Section 4.7.2 states:

“Water and wastewater servicing are vital to health and protection of the environment. The City provides these services in defined Public Service Areas. As illustrated in the Infrastructure Master Plan, the City has a number of Public Service Areas that are comprised of:

- a) The central water distribution and sanitary sewage collection systems in the urban area;*
- b) Public water and/or sanitary sewer services in the Villages of Munster, Carp, Richmond, areas of Greely, Manotick, Carlsbad Springs, Notre-Dame-des-Champs and Vars;*
- c) Specific locations in the Greenbelt; and d) A limited number of locations where services have been provided due to a unique circumstance, such as to remedy a specific health concern.”*

The Subject Site is located in the Village of Richmond. Public infrastructure is available in the form of the Richmond Pump Station for sanitary services and a proposed communal well for water services. These services will ensure a sustainable pattern of infrastructure by utilizing existing and planned infrastructure to support the proposed development.

3.3.3.7 Section 4.9: Water Resources

Section 4.9 provides policy direction to ensure that water resources are protected.

Policy 2 of Section 4.9.3 states:

“Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:

- a) Development limits as established by the conservation authority’s hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;*
- b) Development limits as established by the geotechnical hazard limit in keeping with Council-approved Slope Stability Guidelines for Development Applications;*
- c) 30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and*
- d) 15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.”*

A 30 metre setback is proposed from the top of bank of the surface water feature location on the Subject Site. This setback is captured by Block 627 on the Draft Plan of Subdivision.

Policy 3 of Section 4.9.3 states:

“Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.”

The lands surrounding the Marlborough Creek will remain in a naturally vegetated condition in order to ensure that there are minimal impacts on the ecological function of the creek. This setback and natural area is captured by Block 627 on the Draft Plan of Subdivision. There are pathway connections proposed to connect to this area. This will allow residents to access and enjoy this natural, passive recreational space.

3.3.4 Rural Transect

Section 5.5 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Greenbelt and Rural Transects.

Policy 1 of Section 5.5.1 states:

“Built form in the Greenbelt and Rural Transect areas, where development is permitted shall be low-rise. Mid-Rise buildings may be permitted with the Greenbelt Transect area identified by the Zoning By-law and within Villages as identified in a secondary plan.

- a) Within Villages, development will be context sensitive and characteristic of the Rural area. Secondary plans will guide the evolution of Villages to become 15-minute neighbourhoods with vibrant core areas. Within Villages, secondary plans will generally support urban built form development within the Village Cores, as described in Table 6, and both urban and sustainable suburban forms elsewhere, in accordance with context.*
- b) Outside Villages, where development is permitted, built form and site design shall be premised on maintaining the rural character, image and identity; and*
- c) Outside of Villages, sites shall be designed to locate surface parking, storage and paved areas far from the road frontage, and access to such areas shall be designed to maintain rural character. The frontage along the road shall be landscaped and treed in a way that respects the rural landscape and enhances the green edge of rural roads. Elements such as low fences, hedges or landscape-based ornaments may be used to enhance the site frontage.”*

The proposed subdivision proposes a range of low-rise residential dwelling types, including detached dwellings, semi-detached dwellings, townhouse dwellings, and back-to-back townhouse dwellings. The proposed subdivision will fit in well with the character of the Village of Richmond and is consistent with the Village of Richmond Secondary Plan, as detailed in Section 3.3 of this report. The proposed subdivision represents a transition in the built form of the Village from primarily detached dwellings on larger lots to a more dense built form. This is consistent with new development in the growth areas identified in the Village, including the Western Development Lands.

Policy 2 of Section 5.5.1 states:

“Development in the Greenbelt and Rural Transect areas shall:

- a) Be of low density throughout, with the majority of residential uses and commercial and institutional uses concentrated within Villages;*
- b) Allow for higher densities within serviced Villages;*
- c) Allow for uses that integrate well with the natural environment and rural area;*
- d) Direct high-intensity rural industrial uses to locations near highway interchanges;*
- e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area; and*
- f) Within the Greenbelt, allow for higher institutional or employment uses where the use can be supported by the available transportation network, including consideration for the availability of public transit service.”*

The proposed subdivision will have a net density of approximately 33.5 units per net hectare. The proposed subdivision is located within the Village of Richmond and will be serviced through municipal sewage and private communal water service. The proposed development is an appropriate density for the Village as it is consistent with the proposed densities for new development areas in the Village. The move towards municipal and communal services rather than individual private services means that the Subject Site can support a greater density than what exists in the built-up area of the Village. The proposed subdivision will provide a range of built forms that are appropriate for the Village context and will support a transition towards a more sustainable and urban neighbourhood.

Policy 1 of Section 5.5.2 states:

“Mobility in the Rural area shall be premised on a recognition of the necessity to cover long distances, and that the use of personal vehicles is the most prevalent means of transportation within, and to and from, the Rural area. The Rural mobility network shall:

- a) Have arterial rural roads designed to a rural cross-section;*
- b) Have a designated road network to provide for the efficient movement of goods;*
- c) Include right of way designs within Villages that support walkability while also providing for the movement of goods in the surrounding agricultural area;*
- d) Within villages that have transit service, and as opportunities arise, introduce pedestrian shortcuts from residential areas to street transit stops;*
- e) Connect the rural neighbourhoods with pathways and trails to provide access to services and amenities where opportunities to do so are identified, including tourism and recreation; and*
- f) Provide for cycling infrastructure where feasible to support rural tourism and sustainable modes of transportation.”*

The proposed subdivision will provide a well-connected road network. This includes a new collector street that will connect Eagleson Road with McBean Street. The proposed road network will support walkability and active transportation by providing sidewalks on at least one side of the proposed streets, as well as a multi-use pathway along the south side of the proposed collector street. The proposed collector street has also been identified as a location for future transit stops and sidewalks will be provided to all of these potential transit stops. A pathway will also connect through the Subject Site to the railway line to provide increased connectivity with the rest of the Village.

3.3.5 Village Policies

Section 9.4 of the Official Plan provides policy direction for development in the Village designation.

Policy 2 of Section 9.4.1 states:

“The distribution of land uses and permitted development within a Village shall be identified by:

- a) A secondary plan in Volume 2; and*

- b) *Based on the ability to support development on private water and wastewater services or on municipal services where such services exist.”*

The proposed subdivision is within the Village of Richmond Secondary Plan area. There are adequate communal and municipal services to support the proposed subdivision, as detailed in the Functional Servicing Report prepared by David Schaeffer Engineering Ltd., dated October 6, 2025. The proposed distribution of land uses and level of development will support the transition towards a more urban built form in the Village and will support the efficient use of land, resources, infrastructure, and public service facilities. The proposed uses and densities are consistent with other new development in the Village, including the Western Development Lands. The proposed development is appropriate for the Village of Richmond.

Policy 1 of Section 9.4.2 states:

“The following are generally permitted uses within Villages unless otherwise prescribed by a secondary plan:

- a) *Residential uses, the form and scale of which shall be limited by the available servicing methods and subject to the policies related to water and wastewater servicing;*
- b) *Small-scale office, retail and commercial uses;*
- c) *Institutional uses such as schools, care facilities, recreation and community facilities and places of worship;*
- d) *Community gardens, indoor and outdoor crop production market gardens and farmers markets;*
- e) *Small scale craft manufacturing of food, beverages and goods for sale; and*
- f) *Parks, recreation and community facilities which may include fairgrounds but does not include large scale facilities.”*

The proposed subdivision includes residential uses, commercial uses, a future school site, and park facilities. The proposed residential uses will be low-rise ground-oriented dwelling types that will fit in well with the existing and future village context. Adequate servicing is available for these residential uses as confirmed by the Functional Servicing Report prepared by David Schaeffer Engineering Ltd. A commercial block (Block 588) is proposed for the corner of Eagleson Road and Ottawa Street. This is an appropriate location for the commercial block as it will be at the intersection of an arterial road and a collector road. This will allow for optimal access to the commercial uses without creating additional traffic impacts on the local roads within the subdivision. Potential convenience commercial can be provided on the western portion of the Subject Site in order to allow for future commercial uses to be developed based on future need. The future school and park will be located in the center of the subdivision to ensure all residents can easily access these amenities and to create a central gathering space in the community.

Policy 2 of Section 9.4.2 states:

“The following are uses that are prohibited within Villages unless otherwise prescribed by a rural secondary plan:

- a) *Heavy industrial uses that could negatively impact nearby residential uses with noise, vibrations, dust fumes, groundwater contamination and/or heavy equipment vehicle traffic;*
- b) *Outdoor storage fronting a street; and*
- c) *New drive-through facilities and commercial parking lots in core areas.”*

No heavy industrial uses, outdoor storage, drive-through facilities, or commercial parking lots are proposed within the subdivision on the Subject Site. The proposal will redesignate a portion of the Subject Site from Industrial to Residential, which will support the intent of this policy. Buffering and other mitigation measures between the existing industrial uses and proposed residential uses will be provided to ensure that there are minimal impacts on residents. The details of these measures will be determined through the Plan of Subdivision process.

3.3.6 Protection of Health and Safety

Section 10 of the Official Plan provides policy direction for the protection of health and safety.

Section 10.1.1 speaks to natural hazards such as flooding or erosion hazards. Policy 1 of Section 10.1.1 states that *“Development and site alteration shall not be permitted in the 1 in 100 year flood plain or in an erosion hazard area.”* A portion of the Subject Site is included in the 1 in 100 year floodplain. This floodplain is included in the 30 meter watercourse setback. As a result, all development on the Subject Site will be located outside of the floodplain limits.

Section 10.1.6 speaks to contaminated sites and requires development to only take place on sites where the environmental conditions are suitable for the proposed use. Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase 1 Environmental Assessment to be completed as part of the application. A Phase 1 ESA has been completed by Paterson Group dated December 4, 2024. The report concluded that a Phase 2 ESA would not be required.

Section 10.2.1 speaks to environmental noise control. Policy 3 of Section 10.2.1 requires a Noise Study to be prepared since the Subject Site is:

- a) *“Within 100 metres of:*
 - i) *The right of way of an existing or proposed arterial road or collector road or major Collector Street identified on Schedules C4; or*
- c) *Within 250 metres of:*
 - ii) *A Principal Main railway line; or”*

A revised Noise and Vibration Study was prepared by Gradient Wind dated August 28, 2025. The report concluded that the *“[r]esults of the roadway traffic noise calculations indicate that dwellings exposed to Eagleson Road, Ottawa Street and McBean Street will possibly require internal ventilation such as forced air heating or central air conditioning. Results of the roadway traffic noise calculations also indicate that outdoor living areas on blocks adjacent to and having direct exposure to Eagleson Road, Ottawa Street and McBain Street will likely require noise control measures in the form of noise barriers.”* These noise control measures will be implemented as conditions of Draft Plan Approval.

Policy 15 of Section 10.2.1 states:

“The City may require a vibration study for development within 75 metres of a railway right of way or an existing or proposed light rail transit corridor and shall

require vibration mitigation and a warning clause were necessary as a condition of approval.”

The Subject Site is located 73 metres from the VIA Rail line. The revised Noise and Vibration Study prepared by Gradient Wind dated August 28, 2025, concluded that no mitigation measures will be required for the proposed development since the vibration levels are below the threshold.

The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision is consistent with the policies of the City of Ottawa Official Plan.

3.4 Village of Richmond Secondary Plan

The Subject Site is designated Village Residential 1, Village Park, Village Greenspace, Village Commercial, Village Industrial, and Southeastern Development Area in the Village of Richmond Secondary Plan.

Section 2 of the Village of Richmond Secondary Plan speaks to Infrastructure and Transportation. Policy 1 states:

“Development of the Western Development Lands, Northeast Development Lands and lands designated as Village Industrial Area on Schedule A - Designation Plan, shall be on the basis of public communal well services. Development in the other areas of the village shall be based on private or public communal wells, unless it is deemed necessary to convert the village to a communal well system.”

The Functional Servicing Report prepared by David Schaeffer Engineering Ltd states that the City of Ottawa is in the process of identifying a preferred communal well location for the Village of Richmond to meet the projected water demands in the Village. The determination that a communal well system is the preferred watermain network strategy was made by the City as part of the Master Servicing Study for the Village and was not required solely by the proposal on the Subject Site. The development statistics for the proposed subdivision have been provided to the City to ensure that the Village’s ultimate water supply network has sufficient capacity to support the proposed subdivision.

Policy 2 states:

“Existing wastewater infrastructure services shall be upgraded over time to provide the required capacity for the full development of the village. Upon submission of a development application, the proponent shall be required to demonstrate that capacity exists to service the proposed development.”

The Functional Servicing Report prepared by David Schaeffer Engineering Ltd. concludes that there will be adequate capacity within the Richmond Pump Station to support the proposed subdivision once the planned upgrades have been completed. More details on the servicing strategy for the proposed development will be provided as part of the Plan of Subdivision process and at detailed design for the subdivision.

Section 3 of the Village of Richmond Secondary Plan provides policy direction for the different land designations. Policy 1 of Section 3 states:

“For any development proposed, the following must be demonstrated:

- a) The development complies with the servicing policies of this secondary plan and those of the Official Plan.*
- b) Through appropriate design analysis, the development addresses the provisions of the Design Guidelines for Rural Villages.”*

The proposed subdivision complies with the servicing policies of the Secondary Plan, as noted above and in Section 3.2.3.6 of this Planning Rationale. The Design Guidelines for Rural Villages have been addressed by the proposed subdivision. Further analysis of the Design Guidelines can be found in Section 4.0 of this Planning Rationale.

Policy 2 of Section 3 states:

“Planning applications for proposed development on any lands shall contribute to the achievement of parks, greenspace, and connectivity, as shown on Schedule A – Designation Plan, to the satisfaction of City staff.”

The proposed subdivision includes a 1.96 hectare park located in the center of the subdivision. While this is not the same location as anticipated on Schedule A, this meets the intent of the Schedule to ensure that park space is provided within the development lands. As part of the evolution of the subdivision, the proposed parkspace was changed from two smaller parks located closer to the north of the Subject Site to one large park located at the centre of the subdivision. The proposed park will allow for a larger space where more active recreational amenities can be provided. The central location will provide easier access to the park for residents and will create a central gathering space. Greenspace will also be provided along the watercourse and near the stormwater management pond, as anticipated in the Schedule. Pathway connections are proposed to provide access to this greenspace for the passive enjoyment of residents.

Section 3.3 of the Secondary Plan provides policy direction for the Residential designation. Policy 28 states:

“Uses permitted on lands designated Village Residential 1 include: detached dwellings, semi-detached dwellings, duplexes, bed and breakfast, home-based businesses, and retirement homes.”

Policy 29 states:

“Subject to a Zoning By-law amendment, a limited number of ground-oriented townhouses may be permitted provided that the lands are:

- a) Surrounded by a mix of detached and semi-detached dwellings; and*
- b) On an arterial or collector street; or*
- c) Abutting a park or area designated as a green space; or*
- d) At the edge of a neighbourhood.”*

The proposed subdivision includes detached dwellings and semi-detached dwellings which are permitted in the Village Residential 1 designation. 386 townhouses and 106 back-to-back units are proposed. A Zoning By-law Amendment will be required to permit the townhouse and back-to-back units. As part of the Official Plan Amendment for the Subject Site, it is proposed to add a set of new policies that would apply to the Southeast Development Lands. These policies would

permit the development of townhouse dwellings with a density of 45 units per net hectare or a unit mix of 35% and would permit the development of back-to-back townhouse dwellings with a maximum density of 95 units per net hectare. These proposed densities are consistent with what is proposed for the Western Development Lands and will support a transition in the Village towards a more urban form of development.

Despite the required amendments, the proposed subdivision will meet the intent of these provisions to ensure that the primary form of development is detached and semi-detached dwellings. Approximately 58% of the residential units in the proposed subdivision will be either detached or semi-detached dwellings. In addition, most of the townhouse blocks will be located in proximity to either Eagleson Road, the new proposed collector road, or the park block. Some of the proposed townhouse blocks will be located along new streets that directly connect to the proposed collector road.

Policy 31 states:

“New plans of subdivision will use the historical grid pattern for streets and will ensure that parks are provided according to the Official Plan and at general locations shown on Schedule A – Designation Plan of this secondary plan.”

The proposed plan of subdivision will generally maintain a grid pattern for streets, with the exception of the streets to the north of the Subject Site that correspond to the jogging of the watercourse. The proposed park location has been shifted to a more central location to provide more equitable access for all residents and in order to co-locate with the future school site.

Policy 44 states the following regarding the Northeast and Southeast Development Lands:

“The maximum density for one and two units, is 17 units per net hectare and a minimum unit mix of 2-7%, shall apply to all plans of subdivision on these lands. If greater densities or a wider range of unit mix are desired, the proponent shall be required to submit a concurrent Zoning By-law Amendment, to determine the appropriate density and housing mix, to the satisfaction of the City.”

The proposed subdivision will have a net density of 33.5 units per net hectare. This exceeds the maximum in the Southeast Development Lands. The unit mix within the proposed subdivision is detailed in Table 2.

Table 2: Breakdown of Proposed Unit Mix

Unit Type	Percentage of Residential Units
Detached Dwellings	45.7%
Semi-Detached Dwellings	12.3%
Townhouse Dwellings	33%
Back-to-back Townhouse Dwellings	9%

The requested Official Plan Amendment will redesignate the Subject Site to Village Residential 1 in order to permit the proposed development with the increased density. The Official Plan Amendment proposes to create a separate set of policies for the Southeast Development Lands that would permit a density of 35 units per hectare on the Subject Site and a range of maximum

density requirements for the proposed unit typologies. More details on the proposed Official Plan Amendment can be found in Section 3.4.1 of the Planning Rationale.

Policy 45 states the following regarding the New Development Area:

“The lands may not permit industrial uses.”

Policy 46 states:

“Prior to development of these lands, an area-specific design plan will be required. The plan will be prepared according to the policies of the Official Plan and will upon completion require an amendment to this secondary plan to recognize the new land designations and to include other development policies if determined necessary by the City.”

The proposed subdivision does not include any industrial uses, and the Zoning By-law Amendment will facilitate a change in the Rural Industrial zoning on the Subject Site. This Official Plan Amendment will facilitate the necessary changes to the secondary plan to recognize the new land designations for the proposed subdivisions. These changes in land designations will be determined through cooperation with City staff.

Section 3.6 provides policy direction for the Industrial Area. Policy 52 states:

“Uses permitted on lands designated Village Industrial Area and Village Industrial Area 1 on Schedule A - Designation Plan, include: light industrial uses, office, printing plant, service and repair shop, small batch brewery, warehouse and heavy equipment and vehicle sales, rental and servicing, research, technology, nurseries, greenhouses, catering, places of assembly, broadcasting and training.”

The proposed subdivision does not include any of these permitted use. The Subject Site will be redesignated to remove the Industrial designation in order to restrict the development of these uses.

The neighbouring area to the west along McBean Street is designated Industrial and contains a variety of uses, including a self-storage facility, an auto repair shop, and a cabinet maker. It is not anticipated that these uses will create an impact that will warrant a specific buffer. The primary impact expected from these uses is potential noise impacts. The preliminary noise study prepared for the Subject Site indicates that the noise levels from these uses are expected to fall below the ENCG noise criteria and that the proposed development is expected to be compatible with these uses. More details on potential buffering or mitigation measures to further reduce any noise from these neighbouring uses will be determined during the Plan of Subdivision process.

Policy 56 states:

“Adequate buffering including landscaping and screening will be provided between uses in the Industrial Areas to ensure that storage areas and parking areas are screened from adjacent properties and from McBean Street.”

Policy 57 states:

“In addition to the above policies, for those lands identified as Village Industrial Area 1, the boundaries of the designation are approximate. The minimum area of 18.5 ha of employment land shall be developed through plans of subdivision.”

Industrial uses are not proposed on the Subject Site and the Subject Site will be redesignated to remove the Industrial designation. The neighbouring area to the west along McBean Street is designated Industrial and contains a variety of uses, including a self-storage facility, an auto repair shop, and a cabinet maker. It is not anticipated that these uses will create an impact that will warrant a specific buffer. The primary impact expected from these uses is potential noise impacts. The preliminary noise study prepared for the Subject Site indicates that the noise levels from these uses are expected to fall below the ENCG noise criteria and that the proposed development is expected to be compatible with these uses. More details on potential buffering or mitigation measures to further reduce any noise from these neighbouring uses will be determined during the Plan of Subdivision process.

Section 3.7 provides policy direction for the Parks designation. Policy 58 states:

“Uses permitted on lands designated Village Park are limited to parks and recreation and athletic facility.”

The proposed development will include a neighbourhood park. The location of this park has been moved to a more central location, but the proposed uses will be limited to a park or recreation and athletic facility.

Policy 59 states:

“Parks will be developed in consultation with local residents and the City and include the following:

- a) Pedestrian connections to sidewalks and pathways should be provided in consideration of connectivity; and*
- b) The park should be exposed to local streets with a minimum of two street frontages and sidewalks along all street frontages; and*
- c) Parks may be associated with other community facilities or infrastructure.”*

The proposed park will be located to the south of the proposed collector road. Sidewalks and pathways are proposed for all sides of the park, which will provide pedestrian and active transportation connection to the park. The park will also be associated with a future school directly to the east.

Policy 60 states:

“New parks will be required in the Western Development Lands, Northeast and Southeast Development Lands, and in the Industrial Areas shown on Schedule A – Designation Plan. Their specific locations will be determined through the development review process.”

A new park is proposed as part of the subdivision. The location of the park does not align with Schedule A. The proposed park will be more centrally located than the park location on Schedule

A. In addition, the proposed park will be located next to the future school site, which will allow for efficiencies between the two uses. The specific location of the park will be determined through the Plan of Subdivision process.

Section 3.8 provides policy direction for the Village Greenspace designation. Policy 61 states:

“Uses permitted on lands designated Greenspace are limited to passive recreation, community garden, environmental preserve and education area. Agricultural uses limited to the growing of crops shall be permitted at a minimum setback of 30 metres from of the Jock River.”

The areas of the Subject Site that are designated Village Greenspace are located around the watercourse. A 30-metre setback from this watercourse will be captured within the Village Greenspace designation. This area will be used for passive recreation and environmental preservation. Pathway blocks are proposed to connect the proposed subdivision with this greenspace, which will allow residents to use this space for passive recreation.

Policy 62 states:

“Lands designated as Greenspace on Schedule A – Designation Plan are approximate. The precise boundary of these lands is defined by the Zoning By-law. As information is made available, minor adjustments may be made to the boundary by a Zoning By-law Amendment. An Official Plan Amendment is not required to adjust the boundaries of these lands. Where removal of these lands or changes to the policies of this secondary plan are proposed, an Official Plan Amendment is required.”

The Village Greenspace designation will be maintained on the Subject Site. Minor adjustments may be required and will be made as part of the Zoning By-law Amendment application.

3.4.1 Proposed Secondary Plan Designation for the Subject Site

The proposed Official Plan Amendment requests that the Subject Site be redesignated from Southeastern Development Area and Village Industrial Area to Village Residential 1 as shown on Figure 18. As part of the Official Plan Amendment, the Village Park designation will also be relocated to correspond with the location of the park block on the Draft Plan of Subdivision. The Village Greenspace, Village Commercial, and existing Village Residential 1 designations will remain.

It is proposed for a Southeast Development Lands Overlay to apply to the Subject Site with a number of policies directing the development of these lands. The proposed policies for the Subject Site are below.

- The maximum density of detached and semi-detached dwellings in the Southeastern Development Lands is 30 units per net hectare.
- The maximum density of townhouses in the Southeastern Development Lands is the greater of 45 units per net hectare or a unit mix of 35%.
- Back-to-back townhouses will be permitted in the Southeastern Development Lands, up to a maximum density of 95 units per net hectare.

- Potential convenience commercial uses may be developed on the western side of the Southeastern Development Lands.
- A Village Park will be required in the Southeastern Development Lands. The location of this park will be determined through a Draft Plan of Subdivision application.
- Appropriate buffering will be required for the lands abutting the Industrial designation along McBean Street. The details of these buffering measures will be determined through the Draft Plan of Subdivision application.

The redesignation of the southern portion of the Subject Site from Southeastern Development Area to Village Residential 1 is appropriate as it will allow for greater residential density to be provided on the Subject Site. This residential density will support the residential growth that is anticipated in Villages as outlined in the Official Plan’s Growth Management Framework. The proposal will provide a range of dwelling units that serve the needs of people with various backgrounds and will help attract residents with a range of income levels to the Village. The proposed Official Plan Amendment, including permitting back-to-back townhouse dwellings, supports the development of new housing to accommodate the growth of the City.

With the evolution of the Village over time, new development is anticipated to have a greater density than what exists in the built-up portion of the Village. This evolution towards a more dense and urban form of development is supported by the PPS, which supports the creation of complete communities, and the policies of the Official Plan, which strives to create 15 minute communities. A more dense form of development will support these goals by more efficiently using existing and future infrastructure and providing residential units in proximity to commercial amenities and transit services. This will have the effect of providing more users for these services, which will allow for their expansion.

The proposed residential densities are consistent with other growth areas in the Village, particularly the Western Development Lands. Table 3 compares the densities permitted in the Western Development Lands with what is proposed for the Southeast Development Lands. The proposed densities on the Southeastern Development Lands are equal to what is permitted in the Western Development Lands and in some cases is less than what is permitted. The proposed densities are appropriate for the context of new development in the Village of Richmond.

Table 3: Permitted Densities in the Western Development Lands Compared to Proposed Densities

Unit Type	Western Development Lands	Proposed Southeastern Development Lands
Detached & semi-detached dwellings (large lots)	17 units per hectare (2-7% unit mix)	30 units per hectare
Detached & semi-detached dwellings (small lots)	30 units per hectare (58-78% unit mix)	
Townhouse dwellings	45 units per hectare (20-35% unit mix)	Greater of 45 units per hectare or a unit mix of 35%
Townhouse dwellings with rear lanes	80 units per hectare (20-35% unit mix)	N/A
Back-to-back townhouse dwellings	99 units per hectare (20-35% unit mix)	95 units per hectare

The proposed densities are also supported by the proposed servicing strategy for the Subject Site. The proposal will include a municipal sanitary connection and a communal well. As no

individual private services are proposed, smaller lot sizes can be accommodated since no space is required on each lot to accommodate an individual well.

There is sufficient existing and planned servicing to support the proposed development with the increased residential density. The proposed subdivision is a more efficient use of the Subject Site and is consistent with the policies of the Provincial Planning Statement and Official Plan. The increased density will help support the upgrades to servicing in the Village, which will benefit both existing and future residents in the Village.

The redesignation of the western part of the Subject Site from Village Industrial Area to Village Residential 1 is appropriate as it will permit residential uses on the Subject Site. In addition, Policy 2 of Section 9.4.2 of the Official Plan restricts the development of industrial uses within Villages. The proposed redesignation would bring this portion of the Subject Site into conformity with the Official Plan policies and would reduce potential impacts from industrial uses on the proposed residential uses.

The proposed redesignation will not negatively impact the industrial uses along McBean Street. This area contains a variety of light industrial uses, including a self-storage facility, an auto repair shop, and a cabinet maker. The primary impact expected from these uses is potential noise impacts. The preliminary noise study prepared for the Subject Site indicates that the noise levels from these uses are expected to fall below the ENCG noise criteria and that the proposed development is expected to be compatible with these uses. More details on potential buffering or mitigation measures to further reduce any noise from these neighbouring uses will be determined during the Plan of Subdivision process.

The proposed policies for the Southeastern Development Lands includes policies permitting potential convenience commercial to the west of the Subject Site. It is anticipated that, as the Village evolves, the existing light industrial uses along McBean Street may be converted to commercial uses that are compatible with residential uses. In the case that these existing uses are not converted, a potential convenience commercial use could be developed on the western portion of the Subject Site. This would help fill a gap in the catchment area of commercial uses in the Village and would support the creation of 15 minute neighbourhoods.

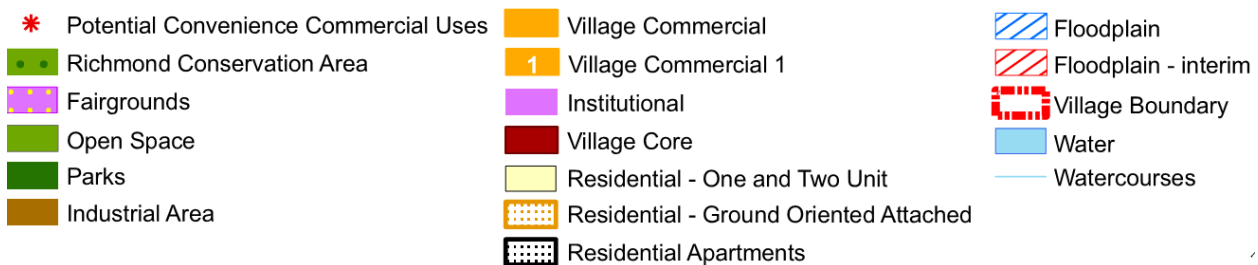
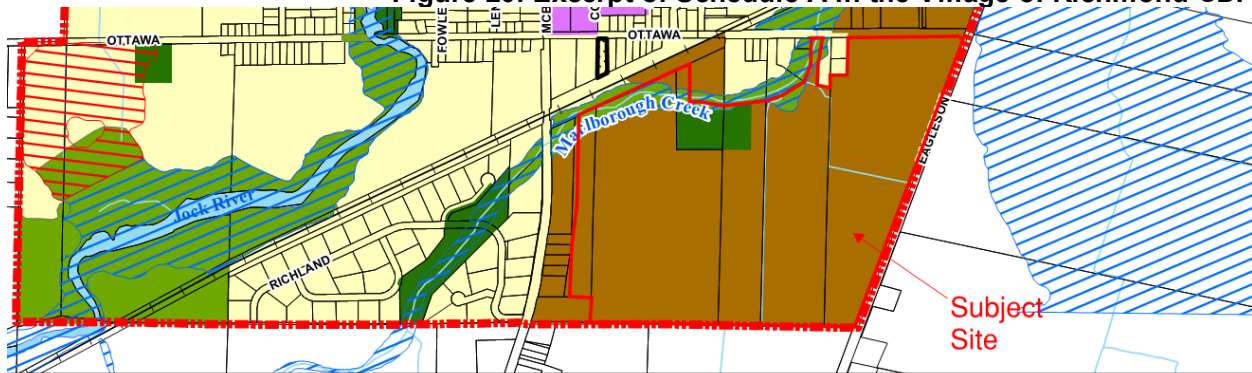
The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications are generally consistent with the policies of the Village of Richmond Secondary Plan. The Official Plan Amendment is appropriate for the Subject Site.

3.5 Village of Richmond Community Design Plan

The Subject Site is located within the Village of Richmond Community Design Plan (CDP). The Village of Richmond CDP guides the long-term growth of the Village of Richmond.

Schedule A: Land Use shows the Subject Site's land use as Industrial Area, Parks, and Open Space (Figure 20). The Subject Site is no longer contemplated for industrial uses, as indicated by the Village of Richmond Secondary Plan, which has designated the Subject Site for residential uses and future development.

Figure 20: Excerpt of Schedule A in the Village of Richmond CDP



Section 3.1 of the CDP speaks to the Master Servicing Study that was prepared for the Village. The policies for water speak to development being based on a mix of communal and private well systems unless it is deemed necessary to convert the remainder of the Village to a communal well system. The proposed subdivision will tie into the communal well system. The policies for wastewater require all development to be connected to the central wastewater collection system. The proposed subdivision will connect to the Richmond Pumping Station.

Section 3.3 of the CDP provides policy direction for the Natural Environment. The policies require a watercourse setback to be provided based on the previous Official Plan policies and technical studies. The Environmental Impact Assessment prepared by Kilgour & Associates recommends a 30-metre setback from the Marlborough Creek watercourse. This setback from the watercourse will be provided.

Section 3.4 of the CDP provides policy direction for Transportation. The proposed subdivision will include a new collector road as shown on Schedule C of the CDP. This collector road will have a width of 24 metres, which meets the 22-metre-wide requirement in the CDP. The proposed local roads will have widths of 18 metres, which meets the 16.5 metre width in the CDP.

Section 4.0 of the CDP provides general land use policies. This includes policy direction regarding changing the designation of land. The change in land designation from Industrial to Residential is appropriate as it will better align with the policies of the Official Plan and Secondary Plan. In addition, there is sufficient servicing capacity to support residential uses on the Subject Site and the proposed ground-oriented dwelling types will fit in well with the Village character.

Section 4.3 of the CDP provides policy direction for residential uses. The policies of Section 4.3.1. Residential – One and Two Unit permit detached and semi-detached dwellings as well as multiple attached dwellings as long as they are on an arterial or collector road, abutting a park, or at the edge of the neighbourhood. The proposed townhouses dwellings have been located in proximity

to arterial or collector roads and the proposed park. The townhouse dwellings that do not directly front onto a collector road are located on a road with a direct connection to the proposed collector road to minimize potential impacts on the local roads.

Section 4.6 of the CDP provides policy direction for Industrial Lands. While the Subject Site is shown as Industrial on the Land Use Plan, this does not reflect the Secondary Plan designation or Official Plan policies for the Subject Site. Appropriate buffering and mitigation measures will be provided from the Subject Site to the abutting light industrial uses, as determined through the Plan of Subdivision process.

Section 4.7 of the CDP provides policy direction for Parks. The policies for Neighbourhood Parks state that the size of a neighbourhood park should be no less than 0.8 hectares. The proposed park will be 1.96 hectares and will be located in the center of the subdivision for easier access for all residents.

Section 7.0 of the CDP provides guidelines related to building design. Section 7.1 speaks to Views, Gateways, and Focal Points. Views are identified from the Subject Site looking towards the agricultural lands to the east, as well as a gateway at the southeastern point of the Subject Site and a focal point at the intersection of Eagleson Road and Ottawa Street. The guidelines for views direct development that abuts viewpoints to face the view and provide opportunities for the public to see agricultural lands. The proposed subdivision includes window streets along Eagleson Road which will allow residents to access and enjoy the view of the neighbouring agricultural lands.

The guidelines for gateways and focal points direct development to face and address the gateway or focal point. The proposed lots in proximity to the gateway do not face the gateway. The lots in this area have been laid out to present a more logical lot orientation, in the case that there is a future expansion of the Village boundary. It would be impractical to provide a window street in this location as it would not be an efficient use of infrastructure and services. However, the dwellings in this location will include design features such as a secondary entrance which will address the gateway features. The details of these design features will be determined as part of the detailed design process for the Plan of Subdivision.

Section 7.3 speaks to Village-Wide Building Design, including buildings of heritage interest. The policies of this section state that applications on heritage properties should consider the impacts on the proposed heritage character. Appendix 3 lists 6038 Ottawa Street as containing a Tier Two Building of Heritage Interest. This building is located on the neighbouring property. The proposed development will not require heritage approval.

Section 7.4 of the CDP provides direction on subdivision design for residential development. The proposed subdivision will be laid out in a modified grid pattern that respects the existing natural heritage features such as the Marlborough Creek watercourse, as directed by Guidelines 1 to 3. The proposed building footprints and heights have not been determined at this time. The remaining guidelines regarding building design, setback, garages, and landscaping will inform the design of the dwellings on the Subject Site, which will be determined at a later date.

The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications are generally in line with the guidelines of the Village of Richmond Community Design Plan.

3.6 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned Rural General Industrial, Subzone 3, Rural Exception 385 (RG3[385r]-h) and is subject to a Holding Zone in the City of Ottawa Zoning By-law 2008-250. The Rural General Industrial zone does not permit residential development. A Zoning By-law Amendment is proposed to rezone the Subject Site to Village Residential Third Density (V3), Parks and Open Space (O1), Rural Commercial (RC), and Rural Institutional (RI) to facilitate the development of the proposed subdivision.

3.6.1 Proposed Zoning for the Subject Site

It is proposed to rezone the Subject Site to Village Residential Third Density (V3), Parks and Open Space (O1), Rural Commercial (RC), and Rural Institutional (RI) to facilitate the development of the proposed subdivision. Figure 19 shows the proposed zoning for the Subject Site.

The purpose of the V3 zone is to:

1. *permit a range of low and medium density housing types in areas designated as Village in the Official Plan;*
2. *restrict the building form to low rise, medium density, based on existing development patterns;*
3. *allow a limited range of compatible uses, and*
4. *regulate development in a manner that adopts existing land use patterns so that development is compatible with the scale and density of a neighbourhood.*

The proposed subdivision will include a range of low and medium density housing types within an area designated Village in the Official Plan. The built form of the proposed residential uses will be low rise and the proposed ground-oriented dwelling types will fit in well with the scale and density of new residential development in the Village. The proposed subdivision is consistent with the purpose of the V3 zone.

The purpose of the O1 zone is to:

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

A 1.96 hectare park is proposed as part of subdivision on the Subject Site. The portion of the Subject Site containing the park will be rezoned to O1. This is consistent with the purpose of the O1 zone.

The purpose of the RC zone is to:

1. *permit the development of highway and recreational commercial uses which serve the rural community and visiting public in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment Area in the Official Plan;*

2. *accommodate a range of commercial uses including services for the travelling public as well as agriculture-related, vehicle-oriented and construction products and services;*
3. *permit research facilities in areas designated Greenbelt Employment and Institutional Area in the Official Plan; and*
4. *regulate development in a manner that has a minimal impact on the surrounding rural area or villages.*

The proposed development will include a commercial block in the northeast corner of the Subject Site. This commercial block will be located at the intersection of Eagleson Road and Ottawa Street, which will be able to better accommodate the commercial use than the local roads within the subdivision. The commercial uses within this block will be determined at a later date but are intended to support the residential uses within the subdivision. The commercial uses will have a minimal impact on the surrounding village and will be consistent with the purpose of the RC zone.

The purpose of the RI zone is to:

1. *permit a range of community-oriented and emergency service uses which serve the needs of the rural population in areas designated primarily as Village in the Official Plan;*
2. *permit a limited range of educational and religious-related institutional uses where they exist in areas designated General Rural Area and Agricultural Resource Area in the Official Plan, and,*
3. *ensure that future development will have a minimal impact on adjacent land uses and will respect the character of the surrounding village or rural areas.*

The RI zone will permit a future school site within the subdivision. This school site is located in the center of the subdivision. It is proposed that the future school block be dual zoned V3 and RI to permit residential development if it is determined by the school boards that they do not require a school to be built within the proposed subdivision.

Section 235(1)(d) of the Zoning By-law lists “*detached dwelling*”, “*semi-detached dwelling*”, and “*townhouse dwellings*” as permitted uses in the V3 zone. The proposed detached dwellings, semi-detached dwellings, townhouse dwellings, and back-to-back townhouse dwellings are permitted in the V3 zone.

Table 4 below summarizes the zoning standards for the V3A zone.

Table 4: Zoning Provisions for the V3A Zone

Zoning Provision – V3A	Required	Provided
Minimum Lot Width (m)	6.5 m per dwelling unit	10.67 m (detached) 7.5 m (semi-detached) 6 m (townhouses) 4.5 m (back-to-backs)
Minimum Lot Area (m ²)	200 m ² per dwelling unit	300 m ² (detached) 230 m ² (semi-detached) 150 m² (townhouses) 105 m² (back-to-backs)
Minimum Front Yard Setback (m)	6 m	

Minimum Corner Side Yard Setback (m)	4.5 m	
Minimum Interior Side Yard Setback (m)	2 m	
Minimum Rear Yard Setback (m)	7.5 m	
Maximum Building Height (m)	11 m	
Minimum Landscaped Area (%)	30%	
Maximum Lot Coverage (%)	40%	
Maximum Density (units per hectare)	40 units per hectare	33.5 units per hectare

Table 5 provides the Zoning provisions that apply to the O1 zone.

Table 5: Zoning Provisions for the O1 Zone

Zoning Provision – O1	Required
Minimum Lot Width (m)	No minimum
Minimum Lot Area (m ²)	No minimum
Maximum Height (m)	11 m
Minimum Front Yard Setback (m)	7.5 m
Minimum Corner Side Yard Setback (m)	7.5 m
Minimum Rear Yard Setback (m)	7.5 m
Minimum Interior Side Yard Setback (m)	7.5 m

Table 6 provides the Zoning provisions that apply to the RC zone.

Table 6: Zoning Provisions for the RC Zone

Zoning Provision – RC	Required	Provided
Minimum Lot Width (m)	30 m	149.42 m
Minimum Lot Area (m ²)	4000 m ²	20,440 m ² (2.044 ha)
Minimum Front Yard Setback (m)	10 m	
Minimum Corner Side Yard Setback (m)	6 m	
Minimum Interior Side Yard Setback (m)	4.5 m (abutting residential) 3 m (abutting all other zones)	
Minimum Rear Yard Setback (m)	10 m	
Maximum Building Height (m)	11 m	
Maximum Lot Coverage (%)	25%	

Table 7 provides the Zoning provisions that apply to the RI zone.

Table 7: Zoning Provisions for the RI Zone

Zoning Provision	Required	Provided
Minimum Lot Width (m)	30 m	166.06 m
Minimum Lot Area (m ²)	2000 m ²	31,400 m ² (3.144 ha)

Minimum Front Yard Setback (m)	6 m	
Minimum Corner Side Yard Setback (m)	6 m	
Minimum Interior Side Yard Setback (m)	6 m	
Minimum Rear Yard Setback (m)	10 m	
Maximum Building Height (m)	10 m	
Minimum Landscaped Area (%)	20%	
Maximum Lot Coverage (%)	50%	

Site specific zoning provisions will be required for the townhouse and back-to-back townhouses proposed for the Subject Site. The following site-specific relief is requested for the Subject Site at this time.

- To permit a reduced lot width of 6 metres for a townhouse dwelling, whereas the V3A zone requires a minimum lot width of 6.5 metres.
- To permit a reduced lot width of 4.5 metres for a back-to-back townhouse dwelling, whereas the V3A zone requires a minimum lot width of 6.5 metres.
- To permit a reduced lot area of 150 square metres for a townhouse dwelling, whereas the V3A zone requires a minimum lot area of 200 square metres.
- To permit a reduced lot area of 105 square metres for a back-to-back townhouse dwelling, whereas the V3A zone requires a minimum lot area of 200 square metres.

The proposed rezoning to V3 is appropriate to facilitate the proposed development. The V3 zone will permit a diversity of dwelling typologies in the subdivision. The proposed density of development is appropriate and is consistent with new development within the Village, particularly the Western Development Lands.

The proposed rezoning to the O1 zone is appropriate as it will allow for the development of a park in the subdivision. It will also protect the setback from the creek and provide greenspace for the use of residents.

The proposed rezoning to the RC zone is appropriate to facilitate commercial development at the corner of Eagleson Road and Ottawa Street. The commercially zoned area will be along an arterial road, which will allow for access to the commercial uses while having a minimal impact on local streets. The commercial block will provide commercial amenities in the southern portion of the Village and will fill a need for commercial uses in this area.

The proposed rezoning to the RI zone is appropriate to facilitate the development of a school in the subdivision. The proposed school block will be dual zoned to both RI and V3 in order to permit residential development similar to the rest of the subdivision if the school boards determine that they do not need a school block on the Subject Site.

The proposed site-specific zoning provisions will permit the development of townhouse and back-to-back townhouses in the subdivision. The proposed townhouses units will provide for increased residential diversity in the Village of Richmond and will help support the City’s housing targets. In

addition, by providing a smaller and more compact housing form, the proposal will be able to offer a greater range of housing and price options for residents and attract residents with diverse backgrounds and needs. The proposed densities are consistent with the Western Development Lands and will contribute to the evolution of residential development in the Village of Richmond to a more urban form that supports 15 minute neighbourhoods.

The requested lot width and lot area for the townhouse units are consistent with typical lot sizes that are provided for townhouse units in the suburban area. The proposed subdivision will not require individual private services and will instead use municipal sanitary services and a communal well. Since individual lots do not require space for private services, smaller lot sizes can be accommodated in the proposed subdivision. The requested site-specific provisions are appropriate for the proposed development.

The proposed Zoning By-law Amendment and Plan of Subdivision applications are consistent with the purpose of the Village Residential Third Density, Parks and Open Space, and Rural Institutional zones and are appropriate for the Subject Site.

3.6.2 New City of Ottawa Zoning By-law 2026-50

The City of Ottawa approved a new Zoning By-law on January 28, 2026. This was subsequently enacted on March 11, 2026. The proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision were deemed complete prior to the enactment of the new Zoning By-law. The applications will be reviewed under the provisions of Zoning By-law 2008-250 rather than Zoning By-law 2026-50.

It is expected that once the Zoning By-law Amendment for the proposed development is approved, the approved Zoning would be carried forward to Zoning By-law 2026-50. Under Zoning By-law 2026-50, the areas of the Subject Site rezoned to V3[XXXXr] would be zoned V4A[XXXXr], with the same site-specific exceptions as approved under Zoning By-law 2008-250. The V4A zone under Zoning By-law 2026-50 carries over the minimum lot sizes, setbacks, height permissions, and maximum lot coverage as the V3 zone under Zoning By-law 2008-250 and would therefore be appropriate for the Subject Site. This would also be consistent with the zoning for new development areas in the Village, which are zoned V4B.

The RC and RI zoned areas of the Subject Site are expected to be carried over with the RC and RI zoning in Zoning By-law 2026-50. The O1 zoned areas of the Subject Site will be carried over with the Greenspace Zone (GRN) for the proposed park block and with the Open Space Facility Zone (FAC) for the Stormwater Pond and 30 metre setback around Marlborough Creek.

The proposed zones under the new Zoning By-law 2026-50 can be discussed with City staff as part of the Zoning By-law Amendment and Plan of Subdivision applications.

4.0 URBAN DESIGN GUIDELINES

The City of Ottawa's Urban Design Guidelines provide guidance in order to promote and achieve appropriate development within key growth areas throughout the City. Where the Urban Design Guidelines apply, not all of the direction provided will apply to the proposed development. The

Urban Design Guidelines are not statutory documents and are intended to supplement the policies and regulations of the Official Plan and Zoning By-law.

4.1 Design Guidelines for Rural Villages

The Design Guidelines for Rural Villages provides design guidance to promote appropriate development within Villages. The objective of the Design Guidelines is to:

- To promote development that acknowledges the unique traditions, culture, history and familiar character that defines Villages
- To promote development that reinforces the quality and diversity of heritage buildings
- To promote development that strengthens Village cores as the focus of where people live, work, play and gather
- To maintain and promote relatively low-density and small-scale development
- To promote development that enhances the existing links between Villages and nature, water, clean air and the countryside

The following Guidelines apply to the Subject Site.

Community Layout and Design

Guideline 2: *Ensure new development respects the natural topography of land, and integrates existing landforms such as hills, terraces, cliffs, valleys, rocky outcrops and watercourses. Avoid altering natural terrain to accommodate development.*

The proposed subdivision will respect the watercourse to the north of the Subject Site. A 30 metre setback will be provided from the watercourse and the watercourse will not be altered to accommodate the proposed development.

Guideline 3: *Avoid the development of looping, circuitous, suburban-style roadway patterns. New roadway patterns should be direct and reflect the traditional development pattern that exists in the village core. Patterns should also provide multiple pedestrian, bicycle and vehicular connections to adjacent and future development.*

The proposed development will include a generally grid-pattern road network that avoids looping or circuitous roadway patterns. Pedestrian and bicycle connections will also be provided through sidewalks and pathways that will be provided on at least one side of the streets in the proposed subdivision. There is also a pathway proposed that will connect the Subject Site to Ottawa Street to the north. Pathway connections will also be provided to the passive recreation space around the creek and to the areas to the south to ensure future access if the Village boundary expands. Opportunities to provide pedestrian access to the high school located on the other side of Ottawa Street will be explored.

Guideline 5: *Establish a variety of lot sizes in residential developments. Creating a mix of lot sizes promotes a range in dwelling types and, in turn, creates housing options for residents. Explore innovative servicing methods where lot sizes may be restricted by servicing capabilities.*

The proposed subdivision will include a variety of lot sizes and a range of dwelling types. This will create more housing options for residents. The proposed subdivision will be serviced through communal and municipal services and can therefore support smaller lot sizes. The proposed lot sizes and densities will be consistent with the development pattern in other new development areas in the Village and will support an evolution towards a more urban development patterns with a greater variety of dwelling types.

Built Form

Guideline 20: Ensure new buildings are compatible with adjacent development by using a common scale, massing and height to complement the existing context. New buildings, including gas stations, should respond to the village context.

The proposed development includes various low-rise, ground-oriented residential dwelling types. This will fit in well with the village context, which primarily consists of low-rise, ground-oriented residential uses. The buildings will be designed to be sustainable and energy efficient, with the ENERGY STAR certification. This will help meet the objectives of the Official Plan and the Design Guidelines.

5.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

The following section provides an overview of the technical studies that have been prepared to inform the design of the proposed development and support the proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications.

Functional Servicing Report

A revised Functional Servicing Report was prepared by David Schaeffer Engineering Ltd., dated October 6, 2025 to provide details on the proposed servicing strategy for the proposed development. The report details the proposed water supply strategy, wastewater servicing strategy, and stormwater servicing strategy in addition to making conclusions regarding utilities and erosion and sediment control for the Subject Site.

With respect to the water supply strategy for the proposed development, the report concludes that “[a]n internal watermain distribution network with multiple connections to the external watermain network and communal well facilities will service the Tamarack Richmond Lands.” The report also states that “[t]he City of Ottawa and Stantec are currently in the process of identifying the preferred communal well location and village watermain network strategy for the Village of Richmond, which will identify the preferred strategy to service the study area with a communal system, including new communal well facilities and trunk watermains. The ongoing functional design process incorporates the latest development statistics for the Tamarack Richmond Lands to ensure the village’s ultimate water supply network has sufficient capacity to support the proposed development”.

With respect to the wastewater servicing strategy, the report concludes that “[t]he Tamarack Richmond Lands will be serviced by the Richmond Pump Station via an internal network of sanitary sewers and proposed offsite trunk sanitary sewers within Ottawa and Cockburn Street. Capacity within the Richmond Pump Station is available once the planned upgrades, detailed in

the Technical Memorandum No. 2 – Proposed Richmond Pumping Station Upgrade (Parsons, May 2019), have been completed.”

With respect to the stormwater servicing strategy, the report concludes that “[m]inor system flows for the Tamarack Richmond Lands and adjacent parcels of land currently draining through the study area will be captured and conveyed to the proposed SWM Pond 1 via an internal storm sewer network. Major system flows will also be conveyed to the proposed SWM Pond 1 via the internal road network.”

Based on the conclusions of the Functional Servicing Report, the proposed subdivision will have adequate services to support the proposal. More details can be found within the Functional Servicing Report included with the submission package.

Transportation Impact Assessment

A Transportation Impact Assessment was prepared by CGH Transportation, dated September 2025. The report includes a screening report, a scoping report, and a strategy report.

The report indicates that the trip generation, location, and safety triggers were met for the TIA Screening. The existing conditions note that “*no areas of high collisions are noted within the study area*” and that the “*study area intersections operate well during the peak hours*”. The report concludes that the proposed development is “*forecasted produce 955 two-way person trips during the AM peak hour and 1033 two-way person trips during the PM peak hour*” and that of the forecasted person trips, “*771 two-way trips will be vehicle trips during the AM peak hour and 791 two-way trips will be vehicle trips during the PM peak hour based on a 73%-87% auto mode share*”.

The TIA also describes the proposed transportation design for the Subject Site. This includes a pathway from the Subject Site “*through the north of the site continuing along the railway line terminating at Ottawa Street*”, internal transit stops, traffic calming measures such as bulb-outs, 18 metre local roads, 16.3 metre local window roads, and a 24 metre collector road with a sidewalk on one side and a multi-use pathway on the other side that connects Eagleson Road with McBean Street.

The report concludes that “*[i]t is recommended that, from a transportation perspective, the proposed development applications proceed.*” More details can be found in the Transportation Impact Assessment that is included with the submission package.

Transportation Noise & Vibration Feasibility Assessment

A Transportation Noise & Vibration Feasibility Assessment was prepared by Gradient Wind, dated October 2, 2025. The report assesses the potential transportation noise and vibration impacts on the proposed development and makes recommendations to mitigate these impacts.

The report concludes that “*[t]he results of the current study indicate that noise levels due to transportation over the site will range approximately between 45 and 70 dBA during the daytime period (07:00-23:00) and approximately between 38 and 63 dBA during the nighttime period (23:00-07:00). The highest transportation noise levels will occur nearest to Eagleson Road. Results of the roadway traffic noise calculations indicate that dwellings exposed to Eagleson Road, Ottawa Street and McBean Street will possibly require internal ventilation such as forced*

air heating or central air conditioning.” The report also concludes that the “[r]esults of the roadway traffic noise calculations also indicate that outdoor living areas on blocks adjacent to and having direct exposure to Eagleson Road, Ottawa Street and McBean Street will likely require noise control measures in the form of noise barriers.”

Regarding potential vibrations, the report concludes that “*[b]ased on an offset distance of 78 metres between the VIA Rail line and the property line, the estimated vibration level at the nearest possible point of reception is expected to be 0.125 mm/s RMS (73.8 dBV) based on the FTA protocol*” and “*[s]ince predicted vibration levels are below the criterion of 0.14 mm/s RMS, no mitigation will be required.*”

More details can be found in the Transportation Noise & Vibration Feasibility Assessment that is included with the submission package.

Environmental Impact Statement

A revised Environmental Impact Statement was prepared by Kilgour & Associates Ltd. dated October 9, 2025. The report assesses the impact of the proposed development on the natural heritage features on the Subject Site.

The report concludes that no negative impacts to the broader watershed are anticipated to occur as a result of the removal of Headwater Reaches 1 to 4 from the Subject Site. Reach 4 may also be removed but would need to be replaced with a new feature. The report also concludes that “*Marlborough Creek will be fully preserved and protected within a retained corridor of natural habitat with a width of 30 m or more, corresponding with the required setback*” and that “*no negative impacts are anticipated to this feature.*”

With respect to trees and vegetation, the report states that “*94% of the Site is fully devoid of tree cover. Most of the remaining 6% of the Site will retain its existing tree cover*”. The report goes on to state that the “*removal of any of these trees from the property, however, will ultimately be mitigated primarily through the planting of trees on or adjacent to house lots throughout the new community and within common areas such as stormwater management areas and parks*”.

With respect to impacts to species at risk, the report states that “*[a]s the development area beyond the 30 m setback to Marlborough Creek would not serve as a transit corridor for Blanding’s Turtles anyway, development could proceed there without limiting turtle transit. With the full preservation of Category 2 habitat on the Site, site development does not constitute a negative impact to Blanding’s habitat.*” No significant impacts are expected to Wood Thrush or Eastern Wood-pewee habitats either.

Several mitigation measures are provided in the report. These include preservation and protection of a 30 metre corridor around Marlborough Creek, tree replanting, and protective fencing around turtle habitats. More details can be found in the EIS included with the submission package.

Phase 1 Environmental Site Assessment

A Phase 1 ESA has been completed by Paterson Group dated December 4, 2024. The report identifies whether there are any environmental concerns that have the potential to impact the Subject Site. The report concludes that “*it is our opinion that a Phase II – Environmental Site Assessment is not required for the Phase I Property.*”

Geotechnical Investigation

A revised Geotechnical Investigation has been completed by Paterson Group, dated October 3, 2025. The report determines the subsoil and groundwater conditions for the Subject Site and provides geotechnical recommendations.

The report observes that *“the subsurface profile encountered at the test hole locations consisted of topsoil underlain by a compact to dense glacial till deposit and by a deposit of silty clay and further by glacial till throughout the east portion of the subject site”*. The report concluded that *“[f]rom a geotechnical perspective, the subject site is considered suitable for the proposed development.”* The report recommends a grade raise restriction on grading where silty clay is present below the services and foundations of the proposed buildings, as well as sampling and testing of concrete and fill materials and observation of subgrades prior to backfilling among other recommendations. More details on the conditions and recommendations can be found in the Geotechnical Report included with the submission.

Stage 1 Archaeological Assessment

A revised Stage 1 Archaeological Assessment has been prepared by Paterson Group, dated January 28, 2025. The report assesses the archaeological potential of the Subject Site.

The report concludes that *“[t]he study area is considered to have areas of archaeological potential based on the City of Ottawa’s Archaeological Master Plan and the MCM Standards and Guidelines for Consultant Archaeologists (2011).”* The report recommends that *“a Stage 2 archaeological assessment be conducted”*. More details can be found in the Stage 1 Archaeological Assessment included with the submission.

Stage 2 Archaeological Assessment

A revised Stage 2 Archaeological Assessment has been prepared by Paterson Group, dated June 13, 2025. The report concludes that *“[d]espite having archaeological potential, nothing of archaeological significance was found in the study area”* and recommends that *“[n]o further archaeological study is required for the subject property as delineated in Map 1”*. More details can be found in the Stage 2 Archaeological Assessment included with the submission.

Marlborough Creek Meander Belt Width Delineation

A Meander Belt Width Assessment for Marlborough Creek has been prepared by GEO Morphix Ltd. dated March 10, 2025. The report delineates the limits of the meander belt around Marlborough Creek based on desktop and field assessments.

The report concludes that *“[g]iven the results of the rapid assessment, including no evidence of erosion, cohesive substrate characteristics along channel banks and bedrock outcrops contributing to the overall stability of the watercourse, a meander belt of 67 metres is appropriate and conservative in nature”*. More details can be found in the Marlborough Creek Meander Belt Width Delineation Report included with the submission.

In summary, the supporting technical studies have been used to inform the design of the proposed development of the Subject Site. The Official Plan Amendment, Zoning By-law

Amendment, and Plan of Subdivision applications are appropriate for the development of the Subject Site.

6.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A pre-consultation meeting was held with City staff on May 14, 2025.

Upon Submission

The public will be consulted regarding the proposed Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

Immediately following the filing of the application, an information meeting will be coordinated with the Councillor's office. If necessary, a second public meeting will take place to discuss this development application with the community.

Virtual Open House (optional)

Who:	Residents of the community
Where:	The Open House will be held virtually via Zoom, subject to coordination with the Community Association and Councillor's office.
When:	Soon after the City's circulation. This is to ensure that members of the public are aware of the project well in advance of any public meeting of Agriculture and Rural Affairs Committee.
City rep:	The File Lead may wish to attend, depending on the level of interest from the public. This meeting will be coordinated with the Ward Councillor.
Follow up:	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be considered by Agriculture and Rural Affairs Committee.

Community Heads Up

A "Community Heads Up" notice will be circulated to the local Community Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

Statutory Public Meeting (Agriculture and Rural Affairs Committee)

Who:	Members of Agriculture and Rural Affairs Committee, registered delegations
Where:	The Planning and Housing Committee meeting will be held in hybrid format (in-person and virtually via Zoom), subject to coordination with Committee staff.

- When:** After staff review and comment on first submission, issue resolution and resubmission (if required) and final submission.
- City rep:** The File Lead(s) will be in attendance. This meeting will be coordinated with Committee staff.
- Follow up:** Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead.

7.0 CONCLUSION

This Planning Rationale has been prepared in support of an Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision application to facilitate the development of 1,172 residential dwelling units at 5970 and 6038 Ottawa Street. The proposed development will consist of 536 detached dwellings, 144 semi-detached dwellings, 386 townhouses dwellings, and 106 back-to-back townhouse dwellings. A 1.96 hectare park will be provided in the center of the subdivision and a commercial block will be provided at the intersection of Eagleson Road and Ottawa Street.

The Subject Site is designated Village in the Rural Transect in the City of Ottawa Official Plan (2022). The Subject Site is designated Village Residential 1, Village Park, Village Greenspace Village Commercial, Village Industrial, and Southeastern Development Area in the Village of Richmond Secondary Plan. The Subject Site is zoned Rural General Industrial, Subzone 3, Rural Exception 385 (RG3[385r]-h) and is subject to a Holding Zone in the City of Ottawa Zoning By-law 2008-250.

The proposed development is appropriate to support the growth and development of a settlement area within the City of Ottawa. The proposed development will provide additional residential units within a village and will contribute to a greater diversity of dwelling types in the village. The proposed subdivision will include commercial uses which will support the proposed residential uses and provide commercial amenities to the southern portion of the Village. This will contribute to creating a complete community. The proposed subdivision will create a transportation network that is safe and encourages multi-modal transportation use. This includes providing sidewalks and a multi-use pathway to encourage the use of sustainable modes of transportation, as well as pathway blocks providing connections to the creek and to the lands to the south to create connectivity with the existing and future Village. Adequate servicing will be provided to the Subject Site through a communal well system and municipal sanitary services. The requested Official Plan Amendment, Zoning By-law Amendment, and proposed subdivision are consistent with the policies of the Provincial Planning Statement.

The Official Plan Amendment and Zoning By-law Amendment generally conform to the policies of the City of Ottawa Official Plan (2022) and Village of Richmond Secondary Plan. The proposed subdivision supports the City's Growth Management Framework by contributing 1,172 dwelling units to a village. The proposed subdivision will include a range of low-rise, ground-oriented dwelling types that will provide for a greater range of housing options for residents while fitting into the future context of the Village of Richmond. Adequate servicing will be available to support the proposed subdivision. The proposed redesignation of the Subject Site in the Village of Richmond Secondary Plan is appropriate to facilitate the proposed residential development as it will allow for a greater diversity of residential dwelling types. The proposed residential density is consistent with new development in the Village and can be supported by the proposed communal well and upgrades to the existing pump station. The requested Zoning By-law Amendment

establishes appropriate zoning provisions for the proposed subdivision and permits development that is compatible with the Village.

The Plan of Subdivision meets the criteria of Section 51(24) of the Planning Act. The Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications are appropriate for the development of the Subject Site and represent good land use planning.

Yours truly,

NOVATECH

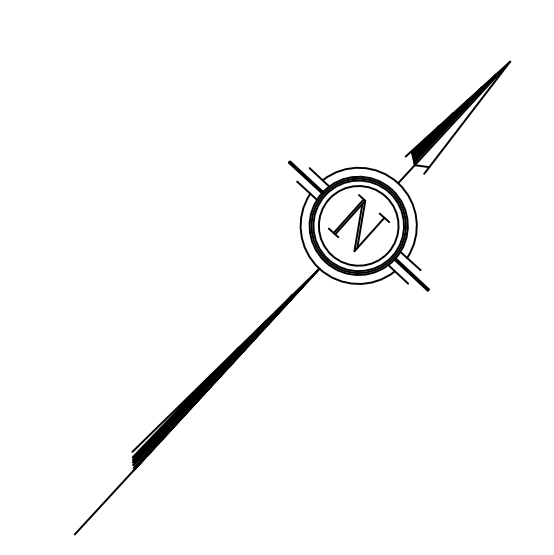
Prepared by:

A handwritten signature in black ink, appearing to read 'S. Soor', with a horizontal line underneath.

Simran Soor, MCIP, RPP
Project Planner | Planning & Development

Appendix A

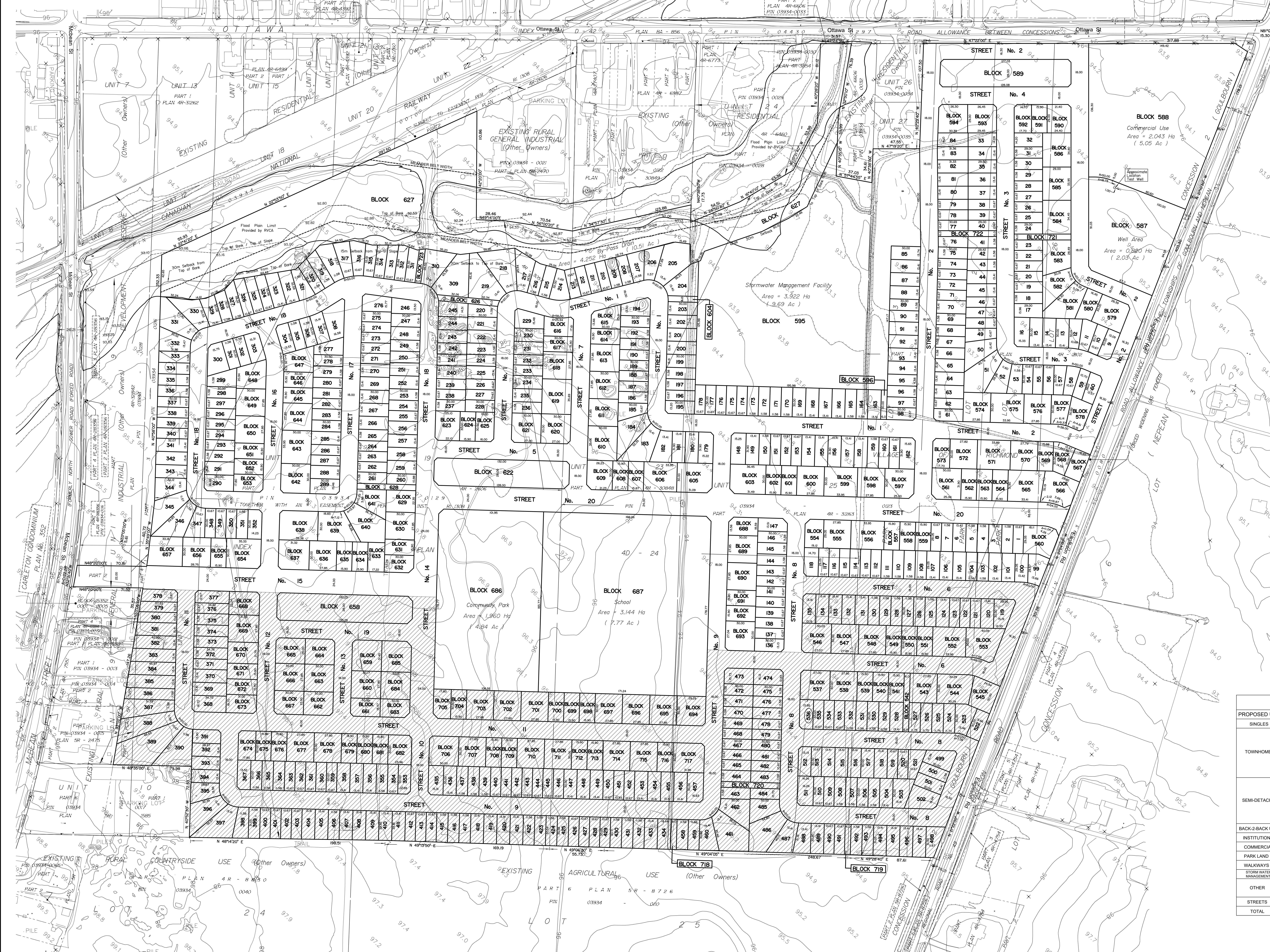
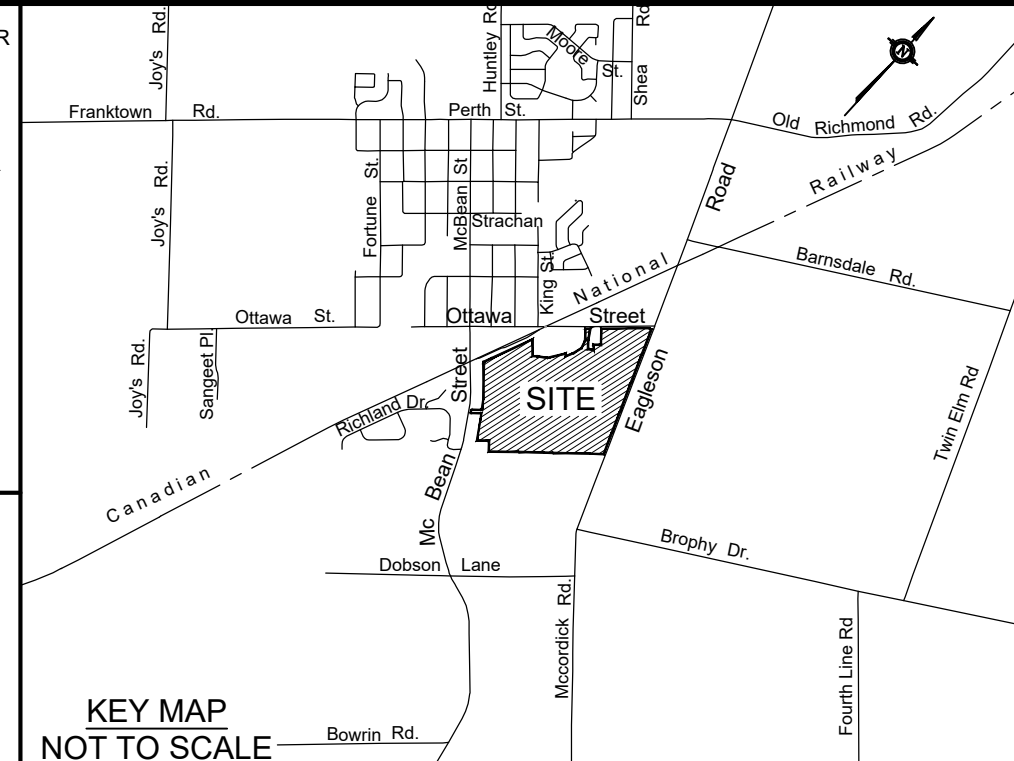
REVISION SCHEDULE			
NO.	REVISION	DATE	BY
15	WALKWAY BLOCKS ADDED	SEPT. 25, 2025	N
14	REVISED NEAR LMT LOTS 317, 318, 317-330	JUNE 24, 2025	N
13	BULKY ADJ. PER FLX FILE	JUNE 24, 2025	N
12	WATERMAIN LINK BET. ST. 635	OCT. 3, 2024	N
11	REVISED CONCEPT	AUG. 22, 2024	N
10	REVISIONS PER CITY / LOTTING	MAY. 30, 2024	N
9	REVISED	MAR. 29, 2024	N
8	REVISED CONCEPT	FEB. 7, 2024	N
7	REVISED FLOOD LIMIT PER RVCA	JULY 26, 2023	N
6	REVISED CONCEPT	JULY 11, 2023	N
5	REVISED CONCEPT	JULY 6, 2023	N
4	AREA TABLE ADDED	MAY 9, 2023	N
3	REVISED CONCEPT	MAR. 17, 2023	N
2	REVISIONS	SEPT. 15, 2020	N
1	PLAN PREPARED	FEB. 15, 2020	PA



SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER (DATED) _____

THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT. THIS PLAN IS NOT TO SCALE.

ADAM BROWN, MANAGER
DEVELOPMENT REVIEW BUREAU
PLANNING, DEVELOPMENT AND BUILDING SERVICES
DEPARTMENT, CITY OF OTTAWA



DRAFT PLAN OF SUBDIVISION OF PART OF LOT 26 CONCESSION 2
Geographic Township of Goulbourn and
PARK LOTS 1 and 2 and PART OF PARK LOT 3 (South Ottawa Street)
VILLAGE OF RICHMOND
and
PART OF UNITS 9, 11, 19, 23, 25 INDEX PLAN 4D-24
CITY OF OTTAWA
Prepared by Annis, O'Sullivan, Vollebek Ltd.

Scale 1 : 1250

Distances shown on this plan are in metres and can be converted to feet by dividing by 3.048

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
The boundaries of the lands to be subdivided and their relationship to adjoining lands have been accurately and correctly shown.

Date: _____
JAMIE LESLIE
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

This is to certify that we are the owners of the lands to be subdivided and that this plan was prepared in accordance with our instructions.

Date: _____
CHRISTOPHER TAGGART
TAMARACK (RICHMOND EAST) CORPORATION
TAMARACK (RICHMOND WEST) CORPORATION
I have authority to bind the corporation.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51-17 OF THE PLANNING ACT

(a) see plan
(b) see plan
(c) see plan
(d) single, multiple family residential housing, commercial, park land, institutional, open space, stormwater management/drain
(e) see plan
(f) see plan
(g) see plan
(h) City of Ottawa
(i) see soils report
(j) see plan
(k) sanitary, storm sewers, municipal water, bell, hydro, cable and gas to be available
(l) see plan

Notes

denotes Official Plan Amendment area

Bearings are grid and are referred to the Central Meridian of MTM Zone 9 (76°30' West Longitude) NAD-83 (original).

ELEVATION NOTES

1. Elevations shown are geodetic and are referred to the CGVD2011 geodetic datum.

PROPOSED LAND USE TABLE			
PROPOSED USE	LOT / BLOCK	NO. OF UNITS	AREA Ha / (Ac)
SINGLES	1-536	536	21,604 (53.38)
	537, 538, 543-548, 552, 553, 555, 556, 560, 561, 565, 566, 570-572, 574-576, 579, 583-586, 590, 593, 594, 597-600, 603, 605, 607, 609-613, 618-621, 624, 629, 630, 635-639, 642-644, 648-650, 654, 656, 657, 659, 660, 662-670, 673, 678, 682, 684, 685, 689, 690, 693-697, 701, 702, 706, 707, 710, 711, 714, 715, 717		
TOWNHOMES		386	8,419 (20.80)
SEMI-DETACHED	539, 540, 541, 549, 550, 551, 554, 557, 558, 559, 562-564, 567-569, 573, 577, 578, 580-582, 591, 592, 602, 604, 606, 608, 614, 616-617, 623, 625, 631-635, 640, 641, 645-647, 651-655, 655, 661, 671-676, 679, 681, 683, 688, 691, 692, 698-700, 704, 705, 708, 709, 712, 713, 716	144	3,765 (9.30)
BACK-2-BACK UNITS	589, 622, 658	106	1,139 (2.81)
INSTITUTIONAL	687		3,144 (7.77)
COMMERCIAL	588		2,044 (5.05)
PARK LAND	686		1,961 (4.85)
WALKWAYS	542, 596, 604, 626, 628, 718 - 723		0,310 (0.77)
STORM WATER MANAGEMENT	595		3,922 (9.69)
OTHER	587		0,820 (2.03)
STREETS	1-20		4,313 (10.66)
TOTAL		1,172	67,237 (166.15)