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Tunney's Pasture, Ottawa ON

Planning Rationale

September 19, 2024

Tunney's Pasture Planning Rationale
Draft Plan of Subdivision
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Executive Summary

Arcadis Professional Services Canada Inc. (Arcadis) was retained by Canada Lands Company (CLC) and Public Services and Procurement Canada (PSPC) to prepare a Planning Rationale in support of a Draft Plan of Subdivision (DPS) application for Tunney's Pasture, a 49-hectare (121-acre) federally owned land parcel in Ottawa, ON ("subject site" or "site"). The intent of this DPS application is to facilitate the upgrade and transfer of existing roadway and servicing infrastructure to the City of Ottawa, integrating the campus into the broader community and supporting the future redevelopment and build-out of the site. Establishing new public roadways within the site and upgrading municipal storm, water, and wastewater infrastructure will support future mixed-use and transit-oriented development of the subject site in accordance with the City of Ottawa Official Plan, the Scott Street Secondary Plan, and the Tunney's Pasture Master Plan, among other guiding documents.

In accordance with the City of Ottawa's Terms of Reference, this Planning Rationale provides an overview of the subject site and its local context, including a description of the surrounding area and existing site conditions; a description of the proposed DPS; an overview of the planning history and required approvals, a summary of the technical studies prepared in support of the DPS; an analysis of applicable federal, provincial, and municipal land use policy; and a planning rationale as to why the proposed DPS represents good planning and is in the public interest.

The proposed DPS is consistent with federal and provincial policy, including The Plan for Canada's Capital: 2017 – 2067, the Capital Urban Lands Plan, the Ottawa South Shore Riverfront Plan, and the Provincial Policy Statement. The proposed DPS will facilitate the redevelopment of the site with a mix of uses, enhance a currently underutilized site, and support the creation of a complete community.

The subject site is identified as being within the *Inner Urban Transect* and designated as a *Hub* under the City of Ottawa Official Plan and is subject to the Scott Street Secondary Plan and Tunney's Pasture Master Plan. The proposed DPS conforms with the City of Ottawa Official Plan as it will support the creation of 15-minute neighbourhoods and transit-oriented development, as well as addresses community needs. As a mixed-use site, the proposed DPS will facilitate the introduction of residential, community, commercial, and office uses. While the proposed DPS generally aligns with the Tunney's Pasture Master Plan, slight modifications are proposed to land uses, heights, and densities in light of post COVID impacts to work patterns, anticipated reduced federal office presence, introduction of light-rail transit, and prioritisation of creating new housing units. The client has been working with the National Capital Commission on the proposed modifications to the Tunney's Pasture Master Plan under a separate FLUDTA process. It is understood that FLUDTA approval may need to be obtained prior to receiving DPS approval. The City will be made aware should any changes arise to the DPS from the FLUDTA process.

The City of Ottawa Zoning By-law is currently being updated, with a final draft anticipated for release at the end of 2025. The subject site is currently designated as *MC F(1.75) – Mixed Use Centre, Floor Space Index (FSI) 1.75*. Future development applications for individual blocks will need to conform with the in-effect zoning or the new Zoning By-law pending timing of a submission, unless an amendment application is required.

The proposed DPS illustrates new municipal rights-of-way (ROWs) to be conveyed to the City. The proposed road network largely mirrors the existing private roads and driveway locations on the site, however, proposes modifications to facilitate an urban and pedestrian oriented built form. The road network maintains the legacy corridors of Tunney's Pasture Driveway and Colombine Driveway, as intended by the Gréber Plan. Non-standard ROWs are proposed given the existing width of these driveways, locations of underground infrastructure, and federal buildings to remain. Chardon Driveway, Sorrel Driveway, Eglantine Driveway, and Goldenrod Driveway between Scott Street and Colombine Driveway are proposed to be upgraded to 24-metre municipal ROWs. Yarrow Driveway is also proposed to be upgraded to a 24-metre municipal ROW designed as a pedestrian focused street, or "Woonerf". Sir Fredrick Banting Driveway is proposed as a 26-metre ROW to align with the ideal width identified in the City of Ottawa Designing Neighbourhood Collector Road Guidelines (2019) by affording additional space to accommodate transportation elements to support a variety of travel modes.

Goldenrod Driveway north of the Brooke Claxton building is proposed to remain in its current form until future development occurs.

The roadway cross-sections are designed with the objective of prioritizing safety, mobility, and comfort for vulnerable road users, as well as increasing the tree canopy and additional vegetation to provide shelter, increase stormwater infiltration, and mitigate the urban heat island effect. The active transportation network will be built out through the collector roads with accessible sidewalks and in-boulevard cycle tracks. The proposed development includes several greenways, such as along Tunney's Pasture Driveway and Parkdale Avenue, also adding to a network of linked greenspaces.

The creation of new ROWs through the DPS will establish the infrastructure backbone needed to support future development. Upon full build-out of the subject site, the DPS will support the creation of 7,000 – 9,000 new residential units; the retention of 93,700 m² of federal office and laboratory space, which could include the conversion of these buildings into residential, institutional, or community uses; the introduction of approximately 7,900 m² of commercial uses; and the establishment of new parkland, community uses, and open spaces. The specific uses and built form of each development block will be determined through individual site plan applications carried forward by future builders and developers, in accordance with the in-effect policy framework at the time.

Overall, the proposed DPS application seeks to facilitate the evolution of the site from a single-use, auto-oriented federal office campus into a vibrant and mixed-use community supported by light-rail transit by establishing a cohesive and pedestrian-oriented street network. This network will create new development opportunities on the underutilized site to accommodate new homes, commercial uses, and community amenities. Several development blocks are included within this DPS application based on the federal government's disposal strategy and through the creation of new proposed roads. It is understood that additional parcels may become available for development as the federal government continues to divest properties on the site. These parcels are excluded from this DPS application at this time. As such, the proposed phasing seeks to construct the road network between 2025 and 2029, followed by sequential redevelopment of the individual blocks in coordination with the federal government's disposal plan for the site.

The proposed DPS will facilitate the appropriate intensification of the site to a compact, mixed-use area, responding to the City of Ottawa's intentions for intensification, economic development, and a sustainable, healthy, and inclusive community. Furthermore, the proposed DPS corresponds to the Scott Street Secondary Plan by supporting high-density development, enhancing active transportation and greenspace networks, and upholding a high standard of design excellence. As such, the proposed development is appropriate when considering applicable planning policies and regulations. Arcadis is of the opinion that this DPS application for the proposed development on the subject site is an appropriate use for the lands, is consistent with policy direction and represents good land use planning.

1 Introduction

Arcadis Professional Services Canada Inc. (Arcadis) was retained by Canada Lands Company (CLC) and Public Services and Procurement Canada (PSPC) to prepare a Planning Rationale in support of a Draft Plan of Subdivision (DPS) application for Tunney's Pasture, a 49-hectare (121-acre) federally owned land parcel in Ottawa, ON ("subject site" or "site") (Figure 1). The intent of this DPS application is to facilitate the upgrade and transfer of existing roadway and servicing infrastructure to the City of Ottawa, integrating the campus into the broader community and supporting the future redevelopment and build-out of the site. Establishing new public roadways within the site and upgrading municipal storm, water, and wastewater infrastructure will support future mixed-use and transit-oriented development of the subject site in accordance with the City of Ottawa Official Plan, the Scott Street Secondary Plan, and the Tunney's Pasture Master Plan, among other guiding documents.



Figure 1 – Tunney's Pasture Site Boundary

The introduction of new ROWs through the DPS will establish the essential infrastructure to support future development. Upon full build-out of the subject site, the DPS will support the creation of 7,000 – 9,000 new residential units; the retention of 93,700 m² of federal office and laboratory space, which could involve their future conversion into residential, institutional, or community uses; the introduction of an estimated 7,900 m² of commercial uses; and the establishment of new parkland, community uses, and open spaces. The specific uses and built form of each development block will be determined through individual site plan applications, in accordance with the in-effect policy framework at the time.

In accordance with the City of Ottawa's Terms of Reference, this Planning Rationale provides:

- an overview of the subject site and its surrounding context, including a review of nearby development applications;
- a description of the proposed DPS application and the future build-out of the site;
- a summary of the background and technical studies prepared in support of the DPS;
- an analysis of applicable federal, provincial, and municipal policy as applicable to the subject site and DPS application including the NCC Plan for Canada's Capital, the Capital Urban Lands Plan, the Ottawa River South Shore Riverfront Park Plan, the Provincial Policy Statement, the City of Ottawa Official Plan, the City of Ottawa Zoning By-law No. 2008-50 and draft New Zoning By-law, the Scott Street Community Design Plan, the Scott Street Secondary Plan, the Tunney's Pasture Master Plan, the Transit Oriented Development Guidelines, and the Parkland Dedication By-law; and,
- a rationale as to why the proposed DPS represents good planning and is in the public interest, in consideration of the above.

1.1 Planning History

The Tunney's Pasture Master Plan (TPMP) was established by PSPC and approved by the NCC in 2014 to guide the transformation of the site from a traditional employment centre into a vibrant, transit-oriented, sustainable, and inclusive mixed-use community that would serve the needs of the broader community as well as the federal employees. The TPMP was subsequently implemented into the City of Ottawa Official Plan under the Scott Street Secondary Plan. It should be noted that reference to the TPMP under Section 6 of the Scott Street Secondary Plan does not specify the 2014 document specifically, instead providing a general reference for the Tunney's Pasture Master Plan. As such, any modifications to the TPMP being discussed with the NCC should not require an Official Plan Amendment.

Since the establishment of the 2014 TPMP, there have been several on-going initiatives at the subject site, including the construction of a new Heating and Cooling Plant as part of the Energy Services Acquisition Program (ESAP) and the disposal of the light-rail-transit (LRT) parcel to the City.

From 2014 to 2019, PSPC undertook planning and due diligence studies to guide future development phasing and land divestiture decisions and advance the implementation of the TPMP. In 2020, PSPC partnered with CLC, a non-agent crown corporation, as a collaborator for this project to accelerate the transition of the site from the federal campus to an integrated part of the city.

While modifications to the 2014 TPMP are required in response to recent influential events such as the global pandemic, the need for more housing and affordable housing to address the housing crisis, the rise of hybrid work models, and heightened focus on Indigenous reconciliation, inclusion, and accessibility, the proposed DPS

application seeks to carry forward the established vision and principles from the TPMP while also recognizing the impacts of these new influences to inform the ultimate build-out of the site. These revisions are being worked through with the NCC and City will be made aware should any changes arise to the DPS from the FLUDTA process.

CLC and PSPC also formed a Communities Perspectives Group (CPG) to initiate preliminary conversations with community stakeholders on various elements of the TPMP and on the proposed road network, as well as hosted a public open house at Tunney's Pasture and virtually in November 2023. CLC and PSPC have also engaged with Indigenous Peoples since 2021 including Algonquin Anishinaabeg Nation Tribal Council, Kitigan Zibi Anishinaabeg, Algonquins of Pikwakanagan First Nation, Algonquins of Ontario, and urban Indigenous populations. Engagement with stakeholders will continue as the project progresses.

1.2 Pre-Application Consultation

A Pre-Application Consultation meeting was held virtually with municipal staff and invited community associations on May 9, 2024 to discuss the proposed DPS application. The intent of the Pre-Application Consultation meeting was to receive preliminary feedback from participants on the preliminary DPS and to discuss submission requirements. This Planning Rationale and documents accompanying this DPS application submission have been prepared in accordance with the City's requirements and applicable Terms of References. This Report also addresses the planning related comments and questions provided by the City in the feedback form dated June 5, 2024.

2 Subject Site and Surrounding Context

2.1 Subject Site

Tunney's Pasture is a 49-hectare (121-acre) federal government workplace campus in the City of Ottawa (Figure 2). Several federal government departments operate on the site, including Health Canada, Statistics Canada, National Defence, Library and Archives Canada, and Measurement Canada (an agency of Industry Canada). Originally conceived in the 1950s by French urban planner Jacques Gréber, Tunney's Pasture was designed as an auto-centric office campus in a park-like setting. Today, the wide-open spaces punctuated by office and research buildings contribute to Tunney's Pasture's underutilization and presents a significant opportunity for revitalization and redevelopment, particularly given the introduction of rapid transit directly at the southern limits of the site. Currently, initial phases of infrastructure updates are underway in the northwest quadrant of the site with the new Central Heating and Cooling Plant under construction.



Figure 2 – Tunney's Pasture Site Boundary

2.1.1 Site Constraints and Topography

The proposed development is planned for a greyfield site. Tunney's Pasture currently functions as a federal office campus with an established network of roads, sidewalks, greenspaces, and underground infrastructure, which are integral to its current function. The federal government's disposal of roadways and buildings presents constraints on development phasing, requiring coordination to ensure the retained offices and laboratories are functional which accommodating new development.

The site is fairly flat with vegetation around the perimeter. The greatest grade changes are located north of Colombine around the Brooke Claxton Building where grades slope downwards from Colombine Driveway towards Goldenrod Driveway at the northern limit of the site.

2.1.2 Federal Commitment to Housing

On August 25th, 2024, the federal government announced their plan to make 56 federal properties available for housing development. Included in the list are five properties at Tunney's Pasture, which include 100 Chardon Driveway, 50 Colombine Driveway, 70 Colombine Driveway, and Sir Frederick Banting Driveway, Colombine Driveway, and Tunney's Pasture Driveway, all of which comprise the lands subject to this DPS application. These lands are projected to include a mix of uses, including residential. Upon completion, the Tunney's Pasture project should support the creation of 7,000 – 9,000 new residential units on the site, in support of the federal government's pledge to facilitate housing development. This DPS submission provides the first step in completing this task.

2.2 Surrounding Context

The subject site is located approximately 3.5 km west of Ottawa's downtown core and is surrounded by a wide-ranging mix of land uses. Several mature neighbourhoods border the eastern, western, and southern sides of the site, while the NCC parkway lands and Ottawa River border the northern limit of the site. Nearby, Scott Street and Wellington Street West contain a mix of commercial, retail, and residential buildings. The Tunney's Pasture LRT station is located at the south of the subject site, providing both LRT and bus connections for OC Transpo and STO.

The following uses surround the subject site:

North: Kichi Zībī Mīkan and the Ottawa River South Shore Riverfront Park (ORSSRP) are located directly to the north of the site. Kichi Zībī Mīkan can be accessed via Goldenrod Driveway or Parkdale Avenue. The riverfront can also be accessed by sidewalks and pathways located in the northwest corner of the site. These lands, which also include multi-use pathways and shoreline corridors, are owned and managed by the NCC. Further north, beyond the parkway, is the Ottawa River (Figures 3 and 4). Across the Ottawa River is the Province of Quebec.



Figure 4 – NCC lands north of Goldenrod Driveway



Figure 3 – Ottawa River South Shore Riverfront Park

East: Parkdale Avenue and the community of Mechanicsville are located to the east of the subject site (Figures 5 and 6). The residential lands abutting the east side of Parkdale Avenue consist mostly of mid- and high-rise buildings. Building heights in the community of Mechanicsville become progressively lower moving east towards Laroche Park, which was recently redeveloped by the City of Ottawa and re-opened in 2023. The Bayview LRT station, which connects to the north-south extension of the Trillium Line, is located beyond Mechanicsville to the east.



Figure 5 – Carruthers Avenue, Mechanicsville



Figure 6 – Lyndale Avenue, Mechanicsville

West: Bordering the western limit of the site is the Kichi Sibi Winter Trail. Further to the west is the low-rise residential community of Champlain Park (Figures 7 and 8). Island Park Drive is located further west, which is a federally owned and municipally maintained north-south roadway. Island Park Drive connects to the Champlain Bridge leading north and crossing the Ottawa River to Gatineau, Quebec.

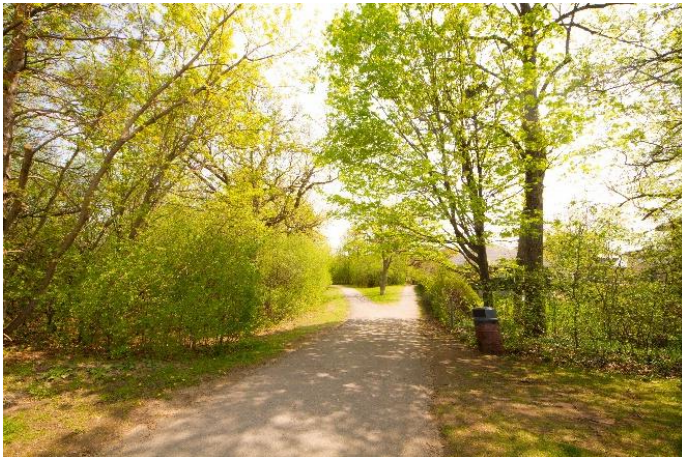


Figure 7 – Pathway connection in northwestern corner of Tunney's Pasture



Figure 8 – Island Park Drive, Champlain Park

South: The O-Train Confederation Line and the Tunney's Pasture station are located at the south of the site, with Scott Street, an east-west arterial road, forming the southern boundary (Figure 9). Given the O-Train line is separated by grade, southern access to Tunney's Pasture is provided by Sir Frederick Banting Driveway, Goldenrod Driveway, Tunney's Pasture Driveway, and Parkdale Avenue. Further south of the site are the communities of Hintonburg and Wellington West (Figure 10).



Figure 9 – Tunney's Pasture Station



Figure 10 – Hamilton Avenue, Wellington West

2.2.1 Surrounding Developments

Several development applications are in the vicinity of the subject site as of August 2024, with some concentrated around Holland Avenue and Scott Street, and along Parkdale Avenue (Figure 11). The introduction of the light rail transit line has spurred growth in the area, promoting transit-oriented development and intensification. As a result, a series of new mid- and high-rise developments have recently been completed, are under construction, or are planned for future development.



Figure 11 – Surrounding development applications.

99 Parkdale Avenue

99 Parkdale Avenue is located immediately east of Tunney's Pasture at Colombine Driveway. The proposed development consists of a 28-storey apartment building and underground parking garage. A total of 240 dwelling units and 207 parking spaces are planned for the site. The site plan control application was approved in 2021.

1546 Scott Street

1546 Scott Street is located immediately to the south of Tunney's Pasture. The proposed development consists of a 25-storey mixed-use, high-rise apartment building, with a total of 230 dwelling units and a 222 m² commercial unit on the ground floor. The site plan control application is currently in the review stage.

1560 Scott Street

1560 Scott Street is an existing mixed-use complex at the corner of Scott Street and Holland Avenue south of Tunney's Pasture. A development is approved for a 25-storey tower addition on the existing podium. The ground floor will have 54 m² of commercial space, while the rest of the building will be dedicated for residential uses. The building will contain a total of 281 dwelling units and 20 visitor parking spaces. The application was approved in 2023.

2.2.2 Road Network

The subject site is bordered by an east-west arterial road, Scott Street to the south, a north-south arterial road, Parkdale Avenue to the east, and a federally owned parkway, Kichi Zībī Mīkan, to the north. There is no road abutting the western side of the site. Parkdale Avenue provides access to Highway 417, while Kichi Zībī Mīkan is a scenic route that runs along the Ottawa River and connects to Island Park Drive, Booth Street, and Wellington

Street, providing connections to Quebec, as shown in Figure 12. All driveways internal to the site are currently privately owned by the federal government. All driveways internal to the site are currently private.

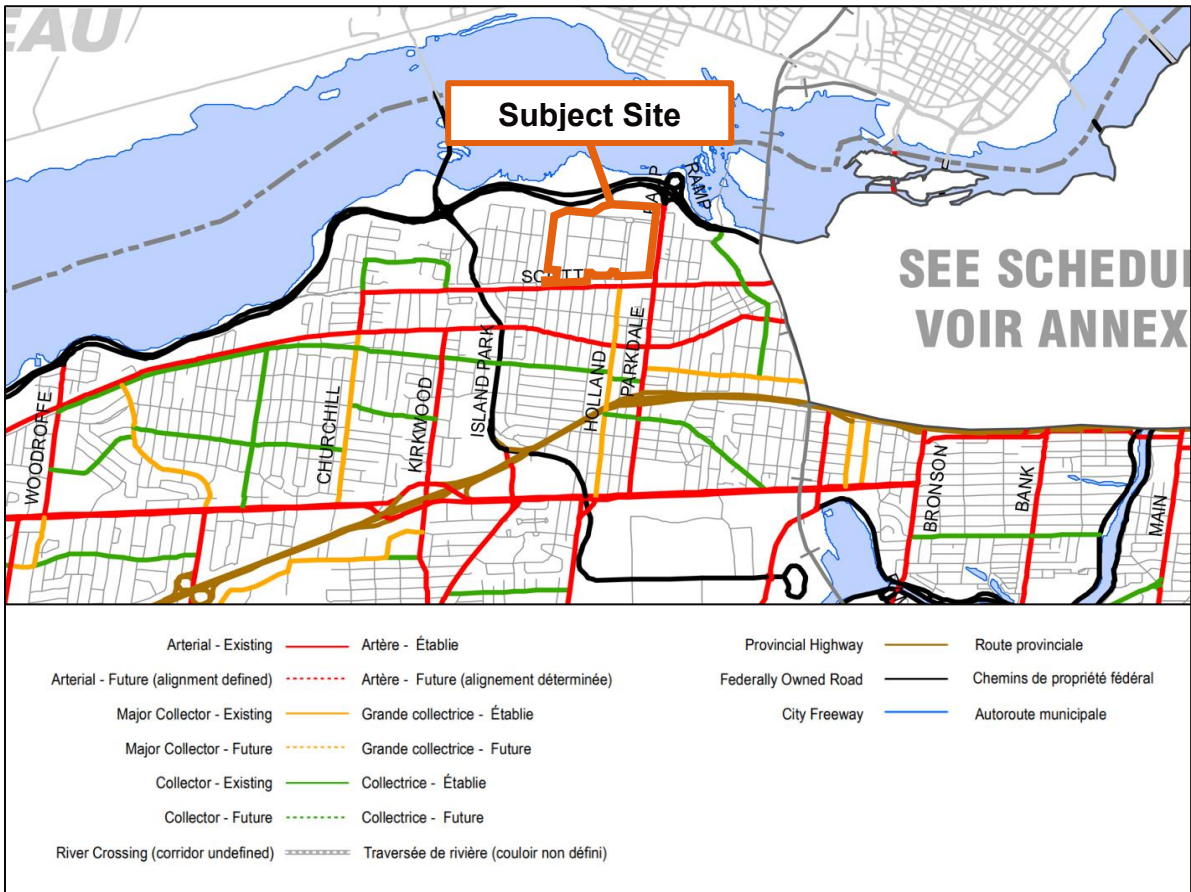


Figure 12 – City of Ottawa Official Plan Schedule C4: Urban Road Network.

2.2.3 Public Transit

The subject site is well-connected to public transit, with the Tunney's Pasture O-Train station located immediately at the southern limit of the site. This station also links to a transit priority corridor on Parkdale Avenue. Currently, the O-Train's Line 1 ends at Tunney's Pasture to the west and runs through downtown to Blair Station in the east. In the future, Line 1 will be extended further west to Moodie Station and Algonquin Station. The O-Train stop at Tunney's Pasture is within a short walking distance from any point in the subject site, with the farthest point being under a 10-minute (approximately 700 m) walk away.

The site is designed to serve as a hub for public transportation, featuring not only the LRT station but also multiple frequent and local bus routes for OC Transpo in Ottawa and STO in the Gatineau and Outaouais Region, as illustrated in Figure 13 and Figure 14.

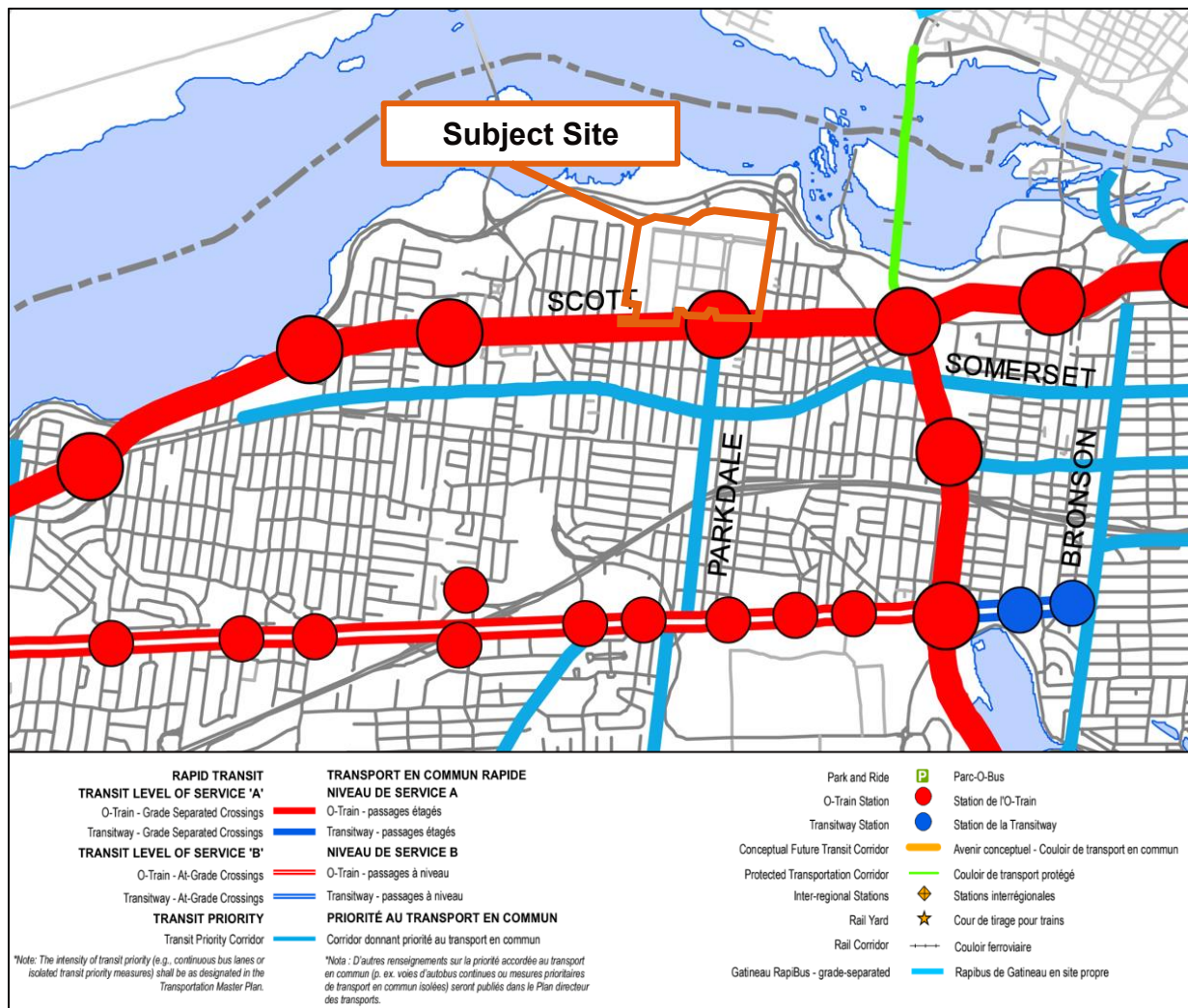


Figure 13 – City of Ottawa Official Plan Schedule C2 – Transit Network.



Figure 14 – OC Transpo System Map.

2.2.4 Active Transportation

The site is situated adjacent to Scott Street to the south, an existing arterial road. Pursuant to the City of Ottawa's Official Plan, the Transportation Master Plan, and the Active Transportation Master Plan, all arterial and collector roads are designated for future upgrades to include cycling facilities and improve pedestrian movements. Currently, Scott Street has cycling routes that connect to the site. Additionally, the site links to cycling routes along the Ottawa River via Parkdale Avenue and Goldenrod Driveway at the northernmost point of the subject site, as shown in Figure 1515. As part of the redevelopment, new cycling paths within the site will be created, connecting to existing bike paths in the surrounding network and enhancing the accessibility and multimodal transportation options for users of the site. All proposed collector roads will include cycling routes further supporting active transportation in the area.

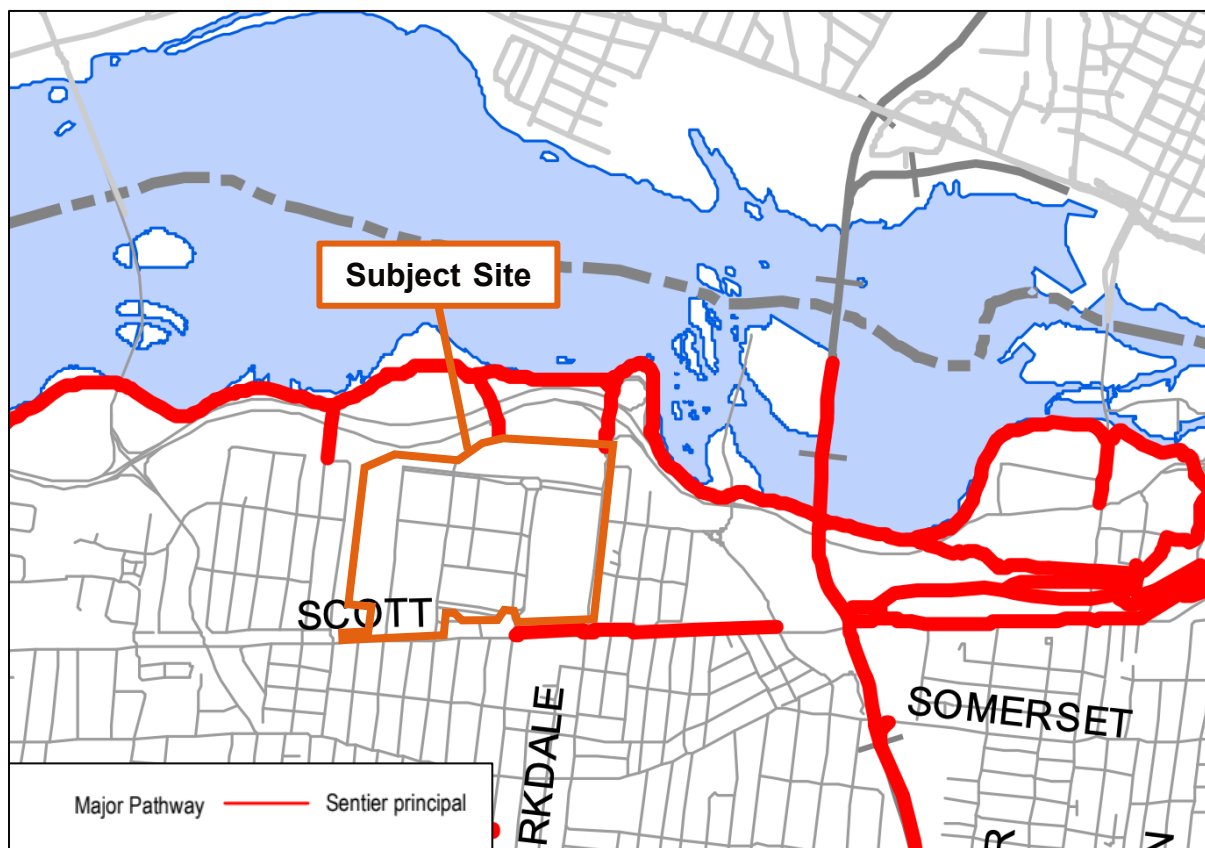


Figure 15 – City of Ottawa Official Plan Schedule C3: Active Transportation Network, Urban – Major Pathways.

3 Development Proposal

The proposed DPS seeks to facilitate the transfer of roadways and subsurface infrastructure to the City of Ottawa, updating existing privately owned roads and driveways to meet City standard ROW requirements, while including Low Impact Development (LID) measures into the ROWs as appropriate. It is important to note that this DPS application is the first step in the overall redevelopment scheme. The intent of the application is to establish municipal roads and servicing infrastructure to be conveyed to the municipality that will support the future build-out of the site over the long term to be carried out by the builders and developers who will eventually purchase the development blocks from CLC.

3.1 Description of Development Proposal

The proposed DPS seeks to establish a municipal ROW network and define new development blocks while recognizing the location of existing buildings, new buildings such as the ESAP heating and cooling plant, federal tenants to remain on site in the short term, and other physical constraints of the site. Some of the larger parcels on the site have been divided into individual parcels to facilitate the transfer and eventual development of the site. Areas outlined in yellow in Figure 16 represent the initial roadways and blocks that are required to support future

redevelopment, and which form part of this DPS application. Please refer to Appendix A for the formal proposed DPS.



Figure 16 – Proposed DPS - Phase 1 Lands Highlighted in Yellow

Table 1 summarizes the proposed land uses and areas for the DPS. Please refer to Appendix A for a detailed breakdown.

Table 1. Land Use Schedule

Blocks	Description	Area (ha)
Blocks 1 – 5	Mixed Use	8.94
Block 6	Transit (to be conveyed)	0.636
Blocks 7 – 10	Open Space	0.775
Blocks 11- 14	Public ROW (Goldenrod Driveway)	2.123
Blocks 15 – 16	Public ROW (Colombine Driveway)	2.234
Blocks 17 – 18	Public ROW (Sir Fredrick Banting Driveway)	1.434
Blocks 19 - 21	Public ROW (Sorrel Driveway)	0.873
Blocks 22 – 23	Public ROW (Eglantine Driveway)	0.531
Block 24	Public ROW (Chardon Driveway)	0.435
Block 25	ROW Widening – Future (Chardon Driveway)	0.063
Blocks 26-27	Public ROW (Chardon Driveway)	0.494
Block 28	Public ROW (Yarrow Driveway)	0.631
Block 29	Public ROW (Tunney's Pasture Driveway)	2.051
Block 30	ROW Widening (Parkdale Avenue)	0.175
Total		21.395

3.1.1 Transportation Network

The proposed DPS illustrates new municipal ROWs to be conveyed to the City. The proposed road network largely mirrors the existing driveway locations on the site, however, seeks modifications to allow for an urban and pedestrian-oriented built form. The roadway cross-sections are based on the latest municipal standards for local and collector streets with the overarching objective of prioritizing safety, mobility, and comfort. All internal streets feature sidewalks on both sides, while collector streets feature additional in-boulevard cycle tracks.

Legacy Corridors

The road network maintains the legacy corridors of Tunney's Pasture Driveway (Block 29) and Colombine Driveway (Blocks 15 and 16), as outlined by the Gréber Plan. Non-standard ROWs are proposed given the existing width of these driveways and federal buildings to remain. As legacy corridors, the cross-sections were customized to highlight their significance from a heritage perspective while ensuring they can remain functional for movement and underground infrastructure.

Collector Roads

Chardon Driveway, Sorrel Driveway, Eglantine Driveway, and Goldenrod Driveway between Scott Street and Colombine Driveway are proposed to be upgraded to 24-metre municipal ROWs. Yarrow Driveway is also proposed to be upgraded to a 24-metre municipal ROW, however, is proposed to accommodate a pedestrian focused street, or "Woonerf". Sir Fredrick Banting Driveway is proposed as a 26 metre ROW to align with the ideal width identified in the City of Ottawa Designing Neighbourhood Collector Road Guidelines (2019). This wider ROWs affords

additional space to accommodate transportation elements to support a variety of travel modes, including high frequency transit, accessible bus stops, a mature tree canopy on both sides of the street, alternating on-street parking, as well as in-boulevard sidewalks and cycle tracks.

Goldenrod Driveway north of the Brooke Claxton building is proposed to remain in its current form until future development occurs. As part of this upgrade, municipal ROWs within the site will accommodate cycling infrastructure in the form of bike lanes. Multi-use paths are also proposed to support the integration of the site into surrounding communities and link to open spaces and other community amenities.

Active Transportation

An active transportation network is proposed around the site and will be implemented along collector roads. This network will include accessible sidewalks and in-boulevard cycle tracks, sheltered by a tree canopy, providing a direct connection to the LRT Station Plaza. Furthermore, the proposed development proposes the formalization of the Kichi Sibi Winter Trail to an all-season, active transportation corridor to increase year-round connectivity to the NCC lands and strengthen external connections at the periphery to facilitate integration with adjacent communities of Champlain Park and Wellington West.

Parking

Where provided, off-street parking will be structured and concealed, where access to these facilities will be confined to minor corridors and service routes. On-street parking will be provided throughout the internal roadway network. Dedicated electric vehicle charging stations will be implemented to support the redevelopment of Tunney's Pasture.

3.1.2 Land Use and Built Form

The proposed DPS will establish the backbone to support future block development. Upon full build-out of the subject site, the DPS will support the creation of 7,000 – 9,000 new residential units; the retention of approximately 93,700 m² of federal office and laboratory space, which could include the conversion of these buildings into residential, institutional, or community uses; the introduction of 7,900 m² of commercial uses; and the establishment of new parkland, community uses, and open spaces. The specific uses and built form of each development block will be determined through individual site plan applications carried forward by builders and developers who purchase the lands from CLC, in accordance with the in-effect policy framework at the time. Figure 17 below outlines a potential distribution of uses and units. Specific details on land use and built form will be explored as development applications for individual blocks are advanced in the future, separate from this DPS process, and in accordance with applicable policies and the TPMP. No new development of specific blocks is proposed through this DPS application. Proposed densities are currently shown as conceptual to support determining future servicing requirements and anticipated traffic generation.

Site Statistics

- Please note these site statistics are estimates and may change as the project evolves.
- Last updated: July 24, 2024

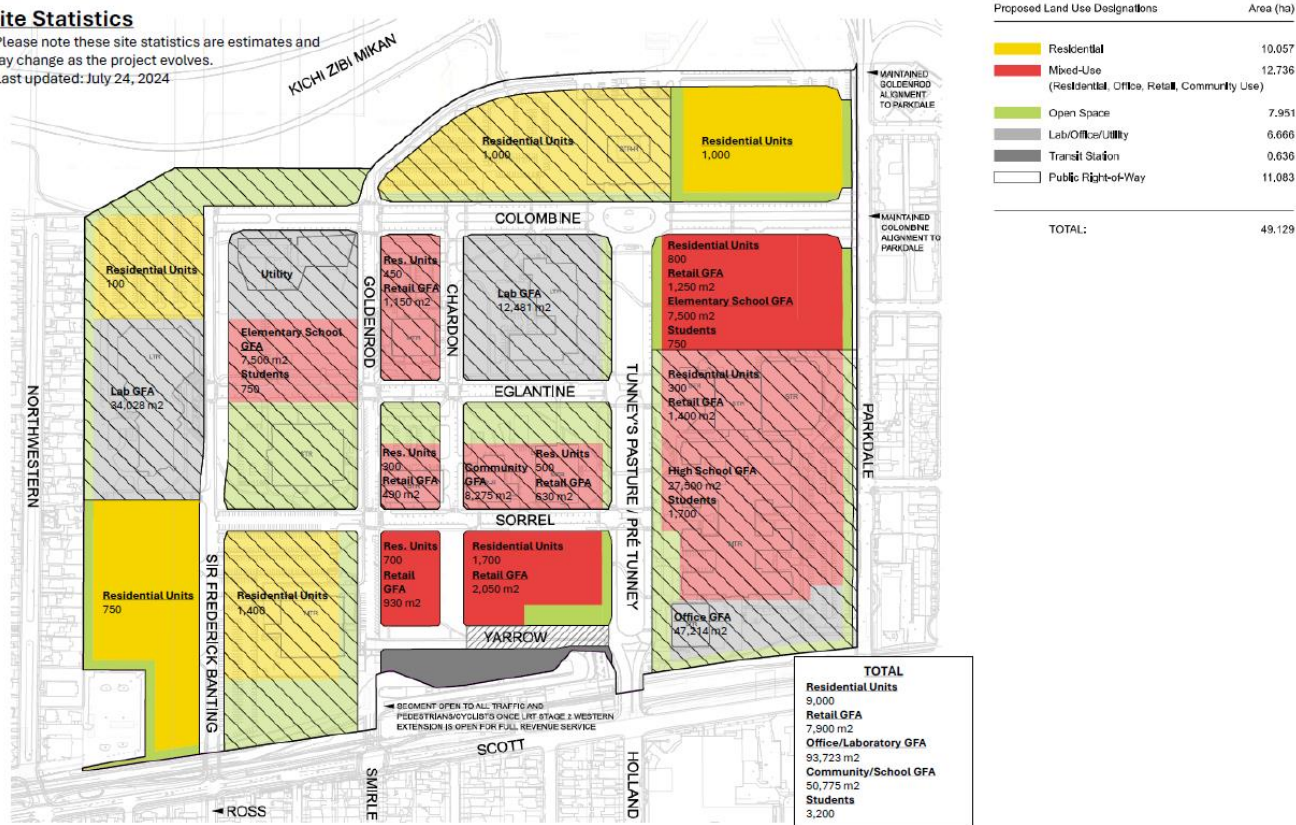


Figure 17 – Conceptual Land Uses and Densities

As shown on the conceptual land use plan, a mix of uses are proposed on the site, while certain federal office buildings and labs are proposed to be retained over the long term. Potential mixed-use sites are also identified. The potential land use plan also highlights areas reserved for open space, trails, and parks. The parcel identified for the Neighborhood Park in the TPMP and CDP is proposed to be brought forward in this DPS. Parkland dedication requirements are being reviewed with City Staff. Given the proximity of the Tunney's Pasture LRT Station, the site is an ideal location from which residents can access employment and social support services on site and off site. Affordable housing provisions will continue to be explored with City of Ottawa staff as the overall redevelopment moves forwards. Notwithstanding, CLC and PSPC are committed to ensuring that a minimum of 20% of residential units are affordable upon full build-out, addressing a wide range of housing needs.

3.1.3 Landscape and Open Space

The proposed ROWs will include robust landscaping such as street trees and pedestrian amenities to support active transportation and a high-quality public realm in line with the TPMP and other guiding documents.

As part of the DPS application, Blocks 7 to 10 are proposed as Open Space blocks. The proposed DPS accounts for a greenway along Parkdale Avenue on the eastern edge of the site (Blocks 7 and 8). The proposed DPS also seeks to formalize a portion of the Kichi Sibi Winter Trail on the western edge of the site between the Sir Fredrick Banting Lab and down to Scott Street for conveyance to the City of Ottawa (Block 9). Formalizing these open spaces will allow for conveyance to the municipality and ensure future block development does not encroach into these

areas. An open space block (Block 10) is also proposed between the Brooke Claxton building and Block 1 to accommodate a stormwater outlet sewer. Additional parkland and open spaces will be identified as the DPS application progresses, with conversations surrounding parkland dedication ongoing.

Low Impact Development (LID) measures are also proposed within ROWs to offer alternative ways of managing stormwater runoff that allows rainwater to be absorbed locally rather than diverted to sewers, contributing to protecting waterways, reducing flood risks, protecting against erosion, and increasing the resiliency of communities and stormwater infrastructure against the impacts of climate change.

3.1.4 Phasing

The overall redevelopment of Tunney's Pasture is proposed to be phased. This DPS application represents the first and second phase of redevelopment, as shown in Figure 18 below. The phasing plan seeks to establish the municipal ROW network as shown on the proposed DPS between 2025 and 2028, followed by sequential redevelopment of the individual blocks. The phasing plan corresponds directly with PSPC's disposal plan for assets currently declared surplus. Private and public open spaces will follow the establishment of the ROW network, aligned with the development of some private development blocks in Phase 2. Lands identified for development in Phases 3 and 4 are those lands remaining as a federal office uses for a longer-period, extending the redevelopment period of those blocks. Nine buildings are intended to remain, with four remaining as a federal use (i.e., ESAP, R.H. Coats, Sir Frederick Banting, and Laboratory Centre for Disease Control), and five to potentially be repurposed for another use (i.e., Brooke Claxton, the existing CHP building, Jean Talon, Jeanne Mance, and Main Stats).

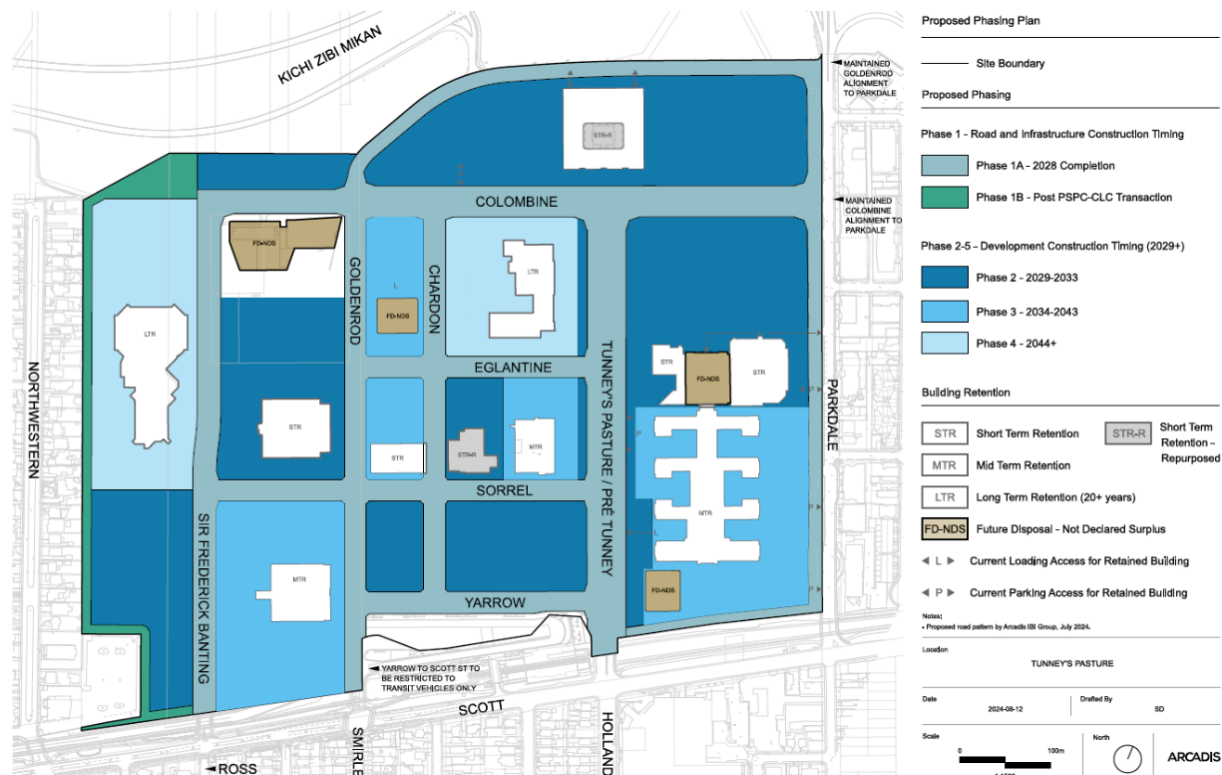


Figure 18 – Proposed Phasing Plan

3.2 Required Approvals

This Planning Rationale has been prepared in support of a DPS application pursuant to Section 51 of the *Planning Act*. This DPS application is required to facilitate the upgrade and transfer of roads and subsurface infrastructure to the municipality, as well as create new development blocks, representing the first step in the overall redevelopment of the site. No buildings or structures are being proposed as part of this DPS application.

Following the disposal of PSPC properties to CLC and to the ultimate builder, individual Site Plan Control Approval applications may be required for specific development blocks. Site Plan Approval applications are regulated under Section 41 of the *Planning Act*, and are required for the construction, erection or placing of one or more buildings or structures, or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability. As such, future development applications for new buildings, structures, or enlargements/additions on the site will require review and approval by the City. It should be noted that there are some cases where SPA is not required, pursuant to the City of Ottawa's Site Plan Control By-law and as implemented by various Provincial bills. Any Site Plan Control application will be required to provide details on the proposed built form, landscaping, and other matters for the site, and comply with the in-effect Zoning By-law unless an amendment is sought.

Should a future builder submit a development proposal that does not conform with the Official Plan and/or Zoning By-law, applications for an Official Plan and/or Zoning By-law Amendment or Minor Variance may be required; whereby additional technical studies and drawings will be required for submission to the City to demonstrate the feasibility of any proposed development. It is understood CLC has its own processes for ensuring future development proceeds in accordance with all relevant guiding documents, such as the Urban Design Manual, Sustainability Charter, and Site Animation Strategy, among others.

Concurrent to this DPS application, CLC and PSPC are working through the Federal Land Use, Design, and Transaction Approval (FLUDTA) to advance the disposal of certain properties. The City will be made aware should any changes arise to the DPS from the FLUDTA process.

4 Summary of Technical Studies

To be completed upon finalisation of Transportation Impact Study and Functional Servicing and Stormwater Management Report.

5 Planning Policy and Regulatory Framework

The following section outlines the applicable federal, provincial, and municipal regulatory framework that informs the redevelopment of the subject site. This includes a review and analysis of The Plan of Canada's Capital (2016), the Capital Urban Lands Plan (2015), the Ottawa River South Shore Riverfront Park Plan (2018); the Planning Act, the Provincial Policy Statement (2020), the Provincial Planning Statement (2024), City of Ottawa Official Plan (2022), the City of Ottawa Zoning By-law No.2008-50, the draft New Zoning By-law, the Scott Street Community Design Plan (2014), the Scott Street Secondary Plan (2018), the Tunney's Pasture Master Plan (2014), as well as the Transit Oriented Development Guidelines (2007), the Parkland Dedication By-law (2022), and the Inclusionary Zoning Framework. Summaries of recent Provincial Bills are also provided.

5.1 Federal Regulatory Framework

5.1.1 The Plan for Canada's Capital: 2017 to 2067 (2016)

The Plan for Canada's Capital: 2017 to 2067 (The Plan) was released by the NCC in June 2016 to guide the federal management of lands and ensure that the legacy of Canada's Capital is passed onto future generations. The Plan builds on the preservation of key features in Ottawa and the legacy of previous plans while focusing on Capital-building projects over time. All plans prepared by other federal departments and/or agencies should comply with and advance the policies and vision of The Plan for Canada's Capital: 2017 to 2067. Local and regional governments are encouraged to recognize the policies of the Plan.

The Plan notes that offices accommodating the federal public service have a significant presence in the Capital. The Plan provides that over the next 50 years, federal departments and agencies will integrate their offices into the city fabric and take advantage of transit-oriented locations. Any future redevelopment must consider federal office needs. The proposed DPS and phasing strategy were developed based on PSPC's disposal strategy for federal offices at Tunney's Pasture. As a result, certain labs and/or office buildings are proposed to remain in-situ until such time that they are no longer required by the government. Existing federal office buildings deemed surplus on the site may be repurposed into residential, commercial, or community uses in the future.

Key policy directions for federal head offices and accommodations over the next 50 years include:

- a) *The federal government will strive to present a pleasing public face for client-centred services in the Capital. To respond to the changing needs of the urban region, PSPC and the NCC will continue to encourage the location of offices near transit stations and in support of active mobility. Both will develop strategies to promote environmental sustainability through "noncommuter" federal accommodations and to create adapted and inclusive workspaces.*
- b) *In collaboration with the municipalities, both organizations will ensure that federal sites become better integrated with their context and more closely linked to the urban fabric of the community. As demonstrated in the recent redevelopment plans for Tunney's Pasture, some federal sites offer opportunities to adopt a mixed-use, compact development model that can improve sustainable transportation modes and the shared use of public spaces.*

- c) *The head offices of federal departments, Crown corporations and agencies will locate, wherever possible, in the Capital's core area, or will cluster in inner-urban transit-oriented sites.*
- d) *Other federal accommodations may be located at other sites within the urban areas, provided that there is good access to rapid transit services.*
- e) *Some head offices could be located at the urban edge or within the Greenbelt, for security requirements, for example, intelligence, or military and defence installations, which require large, secure perimeters.*
- f) *Future generations of intensification projects for federal office campuses will provide for more integrated mixes of land uses.*
- g) *The NCC will work with PSPC and public safety agencies to ensure that the security measures implemented for federal accommodations are proportional to the level of security sensitivity. The NCC and its partners will promote the use of security measures at sites in the core area that are blended into the surrounding landscape, wherever feasible, so that the Capital remains both secure and open. In doing so, the NCC and its partners will seek out best practices for security installations from other world capitals to ensure that the best design approaches are adopted.*
- h) *Federal accommodations should be located and designed in a manner that contributes positively to the character of the Capital.*

Pursuant to the above policies, the proposed DPS will appropriately integrate the federal office site into the broader urban fabric, presenting an opportunity to adopt a mixed-use and compact built form that can improve active transportation, leverage transit access, and promote the shared use of public spaces.

As noted in the Plan, the NCC supports redevelopment of federal employment nodes, such as Tunney's Pasture, into mixed-use areas that integrate with their surroundings and more closely linked to their urban context. The NCC also supports intensification near rapid transit stations including Tunney's Pasture through the use of surplus lands. As such, the proposed development is consistent with the policy direction of The Plan for Canada's Capital: 2017 to 2067 and has regard for the federal government's disposal strategy.

5.1.2 Capital Urban Lands Plan (2015)

In 2015, the NCC developed a master plan for all urban lands within the National Capital Region. The Capital Urban Lands Plan (CULP) is a land-use plan providing detailed policy guidance to support the planning and stewardship of these lands. The CULP ensures that project proposals, land-use planning, and development activities are consistent with the vision for the future of Canada's Capital.

The CULP designates Tunney's Pasture as a *Major Federal Employment Area* (Figure 19). Under this designation, the NCC supports projects that improve the integration of federal employment areas into their surroundings, while continuing to accommodate federal needs; preserves built heritage of significance to the Capital; fosters urban design excellence; and locates intensification near rapid transit. Non-federal uses such as residential, office, retail, restaurants, hotels and cultural facilities such as public art and interpretation are complementary uses to the designation.

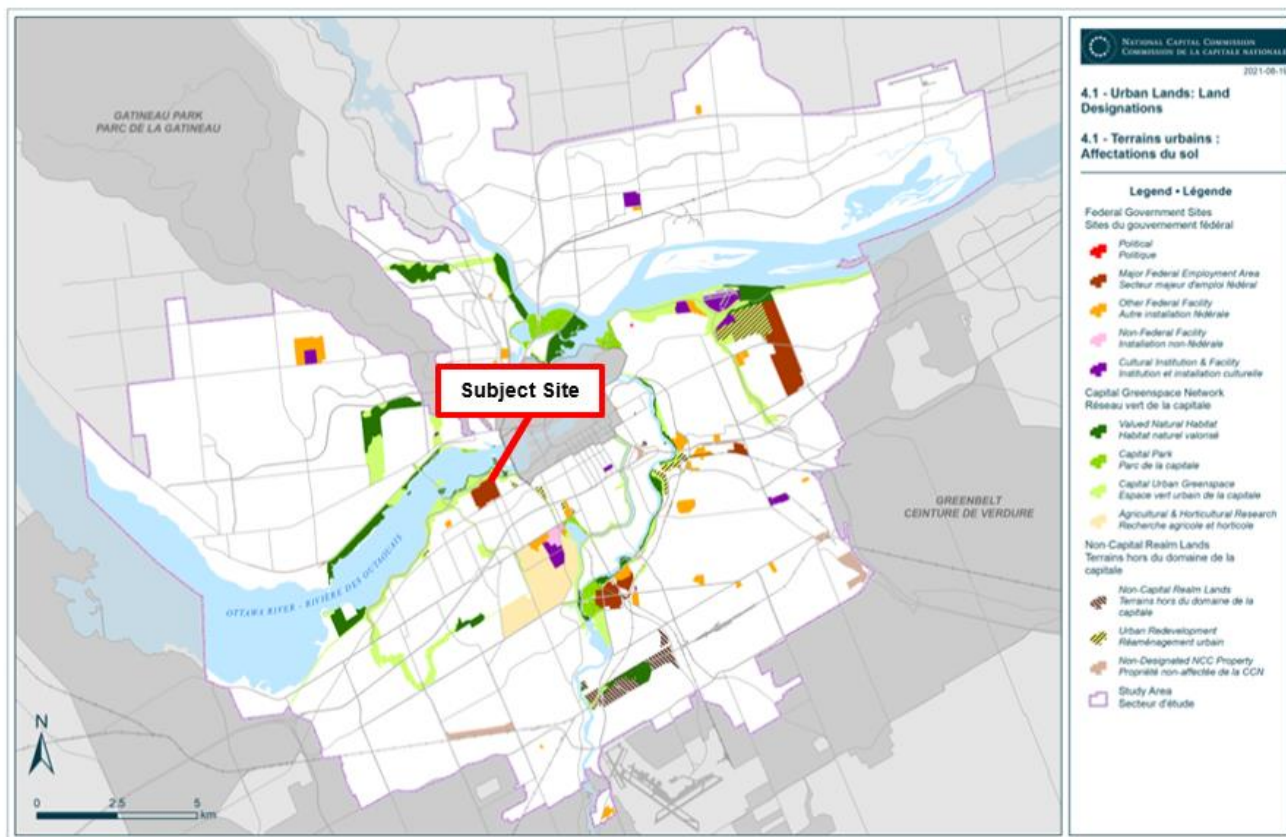


Figure 19 – Capital Urban Lands Plan, Urban Lands: Land Designations.

The Capital Urban Greenspace lands to the north contribute to the Capital's recreation, ecological and cultural functions. The parkway and riverfront connect Tunney's Pasture with the wider region and offers opportunities for recreation and scenic views of the Ottawa River. It should be noted that the CULP states that federal lands adjacent to *Valued Natural Habitat* designated lands will be used in a manner that does not reduce the quality of habitat provided, and will in certain cases, be used to support ecological connectivity through protected linkages and buffer areas to ensure consistency with the International Union for Conservation of Nature (IUCN) management protocol.

As shown above, the subject site is not identified as a Valued Natural Habitat; however, it should be noted that the Tunney's Pasture lands border the Ottawa River shoreline which is designated a *Valued Natural Habitat*. No adverse impact on the shoreline is anticipated through the proposed DPS.

The proposed DPS has regard for the federal government's disposal strategy on the site and will facilitate the introduction of a complementary mix of residential and commercial uses, among others, in accordance with the CULP.

5.1.3 Ottawa River South Shore Riverfront Park Plan (2018)

The NCC prepared the Ottawa River South Shore Riverfront Park Plan (Riverfront Park Plan), which addresses the future of the Ottawa River's riverfront parks and facilities. Based on extensive consultations with Indigenous communities, local residents, stakeholders, and the general public, the Riverfront Park Plan provides a vision, principles, and strategies for protecting and enhancing the environmental and ecological integrity, heritage and

cultural value, and quality waterfront experience that the riverfront offers. The TPMP has also informed the recommendations of the Riverfront Park Plan.

The riverfront comprises 220 hectares of publicly owned lands under NCC stewardship along the southwest shores of the Ottawa River, between Lebreton Flats and Mud Lake. The concept plan for the riverfront includes nodes and sectors, where the specific policies build on the broader strategies and principles of the plan, while also being based on specific principles that are sensitive to the local conditions and unique context of each site. The subject site is located immediately south of two such sectors being *Sector C, Node 3* and *Sector D, Node 1*, as shown in Figure 20.



Figure 20 – Sectors and Nodes

Sector C is an important segment for visitors from adjacent communities, Tunney's Pasture, and for tourists as it offers scenic views and access to the river and riverfront. Also within *Sector C* is a lookout on top of a pump station for the Tunney's Pasture federal employment facility, where users can view the Ottawa River, downtown Ottawa, and Gatineau. *Sector C, Node 3* is identified as the Rémic Rapids area which is well known for its public art rock sculptures and provides a parking area for access to the shoreline features. Recommendations for the area include expanding programmable areas for additional events and activities, including winter activities, as well as enhancement of the trails and pathways, continued support for public art initiatives, and a potential future facility for public amenities, among other recommendations. Recommendation #1 speaks to a relocation of the existing parking lot close to the riverfront to a location further south and closer to Kichi Zībī Mīkan while taking into account functional connectivity with the subject site.

The proposed DPS will support the redevelopment of the site and seeks to enhance active transportation connections to the riverfront through the formalization of the Kichi Sibi Winter Trail and the inclusion of the Parkdale Greenway. As future redevelopment occurs, additional opportunities to strengthen the connections between the site and the riverfront will be explored.

Tunney's Pasture also falls within a second planning area being *Sector D, Node 1* identified as the Parkdale area. *Sector D* represents the Riverfront Park's transitions from an urban to natural setting from the core to Mud Lake. *Sector D, Node 1* encompasses the extension of Parkdale Avenue where it connects to the Kichi Zībī Mīkan on-ramp. Recommendations include working with PSPC to potentially relocate the on-ramp interchange in order to add more public green space, enhance viewsheds, and improve connectivity from the riverfront to the Tunney's Pasture lands (Figure 21). This relocation would allow for a transformation of this area with the potential for programmable spaces, such as a pavilion or lookout, in addition to park related commercial spaces or public amenities such as

restrooms and respite areas. To advance the plan, the Ottawa River South Shore Riverfront Park Plan includes a recommendation for the NCC to consult with the City of Ottawa, PSPC and the public to examine the feasibility of removing the Parkdale Avenue on-ramp and converting the shoreline lands to public park space.

The removal of the Parkdale Avenue on-ramp is not currently considered as part of this DPS submission.



Figure 21 – Concept for recommended relocation of on-ramp at Parkdale.

5.2 Provincial Legislative Context

In recent years, the Government of Ontario has introduced several significant legislative changes aimed at addressing the province's housing crisis and improving the development application review process. These changes have been enacted through a series of Bills, each introducing reforms and updates to existing policies. These legislative measures aim to streamline the development process, incentivize housing construction, and address the ongoing housing crisis in Ontario.

Bill 109

On April 14, 2022, *Bill 109* received Royal Assent providing legislative direction for the implementation of the *More Homes for Everyone Act, 2022*. Through *Bill 109*, the province mandated a series of changes that affect the development application review process. For instance, Zoning By-law Amendment application timelines are limited to 90 days. If the timeline is not met, the applicant will be refunded the application fee.

Bill 23

On November 28, 2022, the government of Ontario's *Bill 23, More Homes Built Faster Act* received Royal Assent. *Bill 23* was tabled in support of the Provincial Government's *Housing Supply Action Plan*, which seeks to address

the province's housing crisis. The government previously pledged to table a new housing bill every year, and this legislation follows upon *Bill 109 (the More Homes for Everyone Act, 2022)*, and other moves aimed at increasing the housing supply by incentivizing the construction of 1.5 million homes over the next 10 years. Notable changes include a reduction in the maximum parkland dedication rates for land and cash-in-lieu; streamlining the existing 36 Conservation Authorities into a single regulation and updating regulated areas and permit requirements; largely prohibiting third-party appeals; and providing Development Charge exemptions for affordable and attainable housing, non-profit Inclusionary Zoning housing, and secondary suites (similar policies introduced for Community Benefit Charges and Parkland Dedication).

Development Charge exemptions came into effect on June 1, 2024, in which affordable housing is defined as follows:

- For housing ownership, affordable criteria are met when the purchase price is at or below the lesser of:
 - Income-based purchase price: A purchase price that would result in annual accommodation costs equal to 30% of a household's gross annual income for a household at the 60th percentile of the income distribution for all households in the local municipality. This is currently determined to be \$438,300 for all housing types in Ottawa; and
 - Market-based purchase price: 90% of the average purchase price of a unit of the same unit type in the local municipality. This is currently determined to be in the range of \$441,000 and \$801,000, based on housing type, in Ottawa.
- For rental housing, affordable criteria are met when the rent is at or below the lesser of:
 - Income-based rent: Rent that is equal to 30% of gross annual household income for a household at the 60th percentile of the income distribution for renter households in the local municipality. Depending on unit type, affordable rent is currently defined as being in the range of \$1,172 to \$2,118 in Ottawa; and
 - Market-based rent: Average market rent of a unit of the same unit type in the local municipality. Depending on unit type, affordable rent is also currently defined as being in the range of \$1,172 to \$2,118 in Ottawa.
- Agreements must also stipulate that residential units will remain affordable for 25 years.

The remaining proposed changes through *Bill 23* did not come into force immediately. Some came effect in January 2023, while several are still being determined or are reliant on future regulations for implementation at the Municipal level.

Bill 97

On April 6, 2023, the Government of Ontario introduced *Bill 97, Helping Homebuyers, Protecting Tenants Act*, and as a result of this new legislation, released a draft Provincial Planning Statement to replace the existing Provincial Policy Statement and Growth Plan. *Bill 97* received Royal Assent on June 8, 2023. Major changes as a result of this *Act* involve delaying the requirement for municipalities to refund zoning by-law amendment and site plan application fees to applications submitted on or after July 1, 2023 and creating a new regulation-making authority to modify the application of Provincial Policy Statements on particular matters to support implementation of policies on a case-by-case basis.

As with *Bill 109* and *Bill 23*, implementation of elements within *Bill 97* will occur over time with their implications will be better understood at the time of implementation. The Ministry of Municipal Affairs and Housing received comments on the new Provincial Policy Statement until August 4, 2024 and have released the final version of the

Provincial Planning Statement, which will replace both the Provincial Policy Statement and the Growth Plan and take effect on October 20, 2024. In the meantime, the 2020 Provincial Policy Statement continues to be in effect.

Bill 150

Bill 150: The Planning Statute Law Amendment Act, 2023 received Royal Assent on December 6, 2023. This *Act* reverses provincial decisions on official plans for the municipalities of Barrie, Belleville, Guelph, Hamilton, Peterborough, and Ottawa, as well as the regional municipalities of Halton, Niagara, Peel, Waterloo, York, and the County of Wellington. The *Act* enacts the *Official Plan Adjustments Act, 2023*, and reverses certain provincial decisions, reverting to those made by the respective councils. *Bill 150* does not invalidate or revoke any building permits and allows construction already underway to continue. *Bill 150* also amends Section 47 of the *Planning Act* to limit the ability to take legal action against the province for the enactment of Municipal Zoning Orders (MZOs). The new limitation of liability provisions are now in force and effect. The affected municipalities were given until December 7, 2023, to submit information about circumstances or projects that are already underway, as well as any changes that the municipality desires based on the original modifications under *Bill 150*. Following the December 7, 2023 deadline, the Province reviewed proposed changes and explored, in consultation with municipalities, the most effective way to implement – through further legislative solutions or other tools – any changes to the official plans.

Bill 162

On February 20, 2024, the provincial government introduced *Bill 162: The Get It Done Act, 2024*. *Bill 162* retroactively reinstated specific municipality-requested official plan modifications for the municipalities of Barrie, Belleville, Guelph, Hamilton, Ottawa, and Peterborough, the County of Wellington, and regional municipalities of Niagara, Peel, Halton, York, and Waterloo. The City of Ottawa opted to retain provincial modifications 7, 8, 9, 10, 12 and 13 to the Official Plan. These modifications raised maximum heights around certain hubs and corridors. The third reading for *Bill 162* was carried on May 8, 2024 and the *Bill* received Royal Assent on May 16, 2024.

Bill 185

Bill 185 the Cutting Red Tape to Build More Homes Act, received Royal Assent on June 6, 2024. *Bill 185* eliminated third-party appeal rights on municipally approved official plans, official plan amendments, zoning by-laws, and zoning by-law amendments to specified persons and public bodies who make written or oral submissions. The *Bill* also provides new appeal rights for private applicants for settlement area expansion applications. The *Bill* also proposes to expand municipal authority to attach lapsing provisions to approved site plans and draft plans of subdivision. The *Bill* removed municipal authority to require pre-consultation for applications for official plan amendments, zoning by-law amendments, site plan approvals, and draft plans of subdivision. *Bill 185* also reversed the *Bill 109* fee refund requirement in the *Planning Act*. *Bill 185* restricts municipal council from approving official plans or enacting zoning by-law requirements for parking in *Protected Major Transit Station Areas*. The Province also provided further public comment on an updated draft of a new Provincial Planning Statement 2024, which will eventually replace the existing Provincial Policy Statement 2020.

5.2.1 Planning Act

The Ontario *Planning Act* sets out matters of provincial interest that planning authorities, including council of a municipality, should respect. This application addresses the following matters as described in Part 1, Section 2 of the *Planning Act*:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) the minimization of waste;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (k) the adequate provision of employment opportunities;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) the promotion of built form that,*
 - i. is well-designed,*
 - ii. encourages a sense of place, and*
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Section 51 of the *Planning Act* deals with the subdivision land in Ontario. According to Section 51(17), the following information is required to be submitted to the approval authority:

- (a) the boundaries of the land proposed to be subdivided, certified by an Ontario land surveyor;*
- (b) the locations, widths and names of the proposed highways within the proposed subdivision and of existing highways on which the proposed subdivision abuts;*
- (c) on a small key plan, on a scale of not less than one centimetre to 100 metres, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision and the relationship of the boundaries of the land to be subdivided to the boundaries of the township lot or other original grant of which the land forms the whole or part;*

- (d) the purpose for which the proposed lots are to be used;*
- (e) the existing uses of all adjoining lands;*
- (f) the approximate dimensions and layout of the proposed lots;*
- (f.1) if any affordable housing units are being proposed, the shape and dimensions of each proposed affordable housing unit and the approximate location of each proposed affordable housing unit in relation to other proposed residential units;*
- (g) natural and artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands and wooded areas within or adjacent to the land proposed to be subdivided;*
- (h) the availability and nature of domestic water supplies;*
- (i) the nature and porosity of the soil;*
- (j) existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided;*
- (k) the municipal services available or to be available to the land proposed to be subdivided; and*
- (l) the nature and extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements. 1994, c. 23, s. 30; 1996, c. 4, s. 28 (3); 2016, c. 25, Sched. 4, s. 8 (1).*

Section 51(24) provides criteria for draft plans of subdivision to ensure that there is regard for the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants. As such, draft plans of subdivision should have consideration for:

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- (b) whether the proposed subdivision is premature or in the public interest;*
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- (d) the suitability of the land for the purposes for which it is to be subdivided;*
- (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- (f) the dimensions and shapes of the proposed lots;*
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- (h) conservation of natural resources and flood control;*
- (i) the adequacy of utilities and municipal services;*
- (j) the adequacy of school sites;*

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

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

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 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).

Tunney's Pasture is an underutilized site located in immediate proximity of a rapid transit station and represents an appropriate location for growth within a pedestrian and transit-oriented environment. The redevelopment of the site promotes efficient use of municipal services, the surrounding transportation system, and energy and water usage.

The proposed development will be mixed-use, providing employment opportunities, as well as services such as educational institutions. The proposed development will include at minimum 20% affordable housing units and provide a range of housing opportunities. The rights-of-way and public spaces are proposed to be fully accessible, with high quality design to foster a strong sense of place.

LID features and additional landscape plantings included within the public realm and rights-of-way will increase stormwater infiltration and reduce the urban heat island effect, responding to the impacts of a changing climate. The proposed development maintains some of the site's built heritage, preserving heritage buildings and the wide avenue of Tunney's Pasture Driveway.

The proposed DPS meets the submission requirement standards under the *Planning Act*. Through thoughtful design, the proposed DPS has regard for health and safety, accessibility, and the welfare of present and future inhabitants. The subdivided lands are suitable for proposed development at this stage, largely compromising the required areas for new rights-of-way to enable the future build-out of the development.

5.2.2 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning matters of provincial interest. Land use planning decisions in Ontario should be consistent with the PPS which includes direction on Building Strong and Healthy Communities, Wise Use and Management of Resources, and Protecting Public Health and Safety. Below is a summary of the policies in the PPS applicable to this application.

Section 1.1.1 promotes healthy, liveable and safe communities by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term*
- b) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs*

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

Section 1.1.3.2 supports land use patterns that:

- a) efficiently use land and resources*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion*
- e) support active transportation*
- f) are transit-supportive, where transit is planned, exists or may be developed*

The proposed DPS will facilitate the redevelopment of the site into a mixed-use and liveable community, establishing the necessary infrastructure to meet current and projected needs. The proposed DPS represents the integration of land use planning, growth management, transit-supportive development, and infrastructure planning to optimize investments, minimize land consumption, and promote a compact built form that is transit supportive, consistent with the PPS.

Section 1.1.3.3 encourages planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The subject site is currently underutilized in its current form. The proposed DPS will facilitate the creation of new development blocks to accommodate a mix of uses, including housing, while ensuring the appropriate infrastructure is in place to support future growth.

Section 1.4.1 supports an appropriate range and mix of housing options and densities to meet projected requirements of current and future residents by ensuring planning authorities:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, 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 to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

The proposed DPS will ensure land is available to accommodate future residential growth through the creation of new development parcels. As the federal office buildings and parcels continue to be disposed, additional land may be available for housing in the future.

Section 1.4.3 encourages planning authorities to provide for housing options and densities that meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

While no housing units are proposed through the proposed DPS at this time and will be introduced through subsequent development applications, the creation of new municipal roads and development blocks through the proposed DPS will establish new opportunities for intensification and a compact built form in proximity to transit. The formalization and upgrade of existing driveways on the site to municipal standards will support public health and safety.

Section 1.7 of the PPS provides guidelines for Long-Term Economic Prosperity that supports:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

The subject site is currently occupied by federal offices and labs, representing a single type of use. The redevelopment of the subject site following the DPS process will create new opportunities to diversify economic opportunities and introduce new and diverse employment opportunities to the area.

Section 2.6.1 states that significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Several federal heritage properties are located on the subject site. As the redevelopment of the site continues, CLC and PSPC are working with the City to determine which heritage assets should be brought forward to the Provincial/Municipal heritage register to ensure the appropriate protection of heritage features. The proposed DPS maintains the legacy corridor of Tunney's Pasture Driveway and Colombine Driveway in accordance with the Gréber Plan. Future development applications will be required to have regard for and appropriately address the heritage features on the site, as outlined by the various guiding documents pertaining to heritage. This careful integration of historical features with new development enhances the area's character and contributes to its unique identity.

The redevelopment of Tunney's Pasture aligns with the 2020 PPS and supports the creation of a vibrant, sustainable community. By transforming the area into a mixed-use development, the proposed DPS will facilitate and promote efficient land use and development patterns by supporting intensification, therefore enhancing the financial sustainability of the municipality. Opportunities exist on the site to incorporate new schools, parks, and commercial spaces, creating a balanced community that supports both residential and employment needs. The integration of green spaces and public amenities further supports a healthy, liveable community, ensuring that necessary infrastructure and public services are available to meet current and future needs.

The project integrates land use planning with transit-oriented development by leveraging the existing O-Train station and frequent bus routes, promoting cost-effective and efficient infrastructure use. This approach, which supports transit, is complemented by new and upgraded cycling paths and pedestrian-friendly design, which together enhance active transportation options and aim to reduce reliance on private vehicles. The integration of green spaces and public amenities further supports a healthy, liveable community, ensuring that necessary infrastructure and public services are available to meet current and future needs. Overall, the proposed DPS application is consistent with the PPS.

5.2.2.1 Provincial Planning Statement (2024)

As noted, the Provincial Planning Statement ("Statement") was released on April 6, 2023, further amended on June 16, 2023 and April 10, 2024, and finalized on August 20, 2024. The new changes are to be in-effect as of October 20, 2024. The document, which is proposed to replace the existing Provincial Policy Statement, 2020 as well as the Growth Plan for the Greater Golden Horseshoe, by creating a single province-wide, housing-focused land use planning document. While this document is not yet in effect, the proposed policies provide direction on future provincial objectives.

Section 2.1 of the Statement outlines policy direction related to planning for people and homes, including direction for planning authorities to provide an appropriate range and mix of housing options and densities to meet projected requirements of the regional market area. Planning authorities are to further support the achievement of complete communities by providing an appropriate range and mix of land uses, housing options, transportation options, public services facilities, and other institutional uses, among others, to meet long term needs.

Section 2.2 of the Statement pertains to housing, including promoting densities for new housing which effectively uses land, resources, infrastructure, and public service facilities, while supporting active transportation. Policy 2.2.1 d) of the draft Statement specifically requires transit supportive development and the prioritization of intensification in proximity to transit, including corridors and stations. The proposed development introduces new housing units within proximity to a range of transit options and includes area for an existing community use to remain in the area.

Section 2.4 of the Statement discusses strategic growth areas. More specifically, Section 2.4.2 discusses *MTSAs*, with Policy 2.4.2.2 b) providing that *MTSAs* served by light rail or bus rapid transit should have a minimum of 160 residents and jobs combined per hectare. Upon full build-out of the subject site, the DPS will support the creation of 7,000 – 9,000 new residential units; the retention of approximately 93,700 m² of federal office and laboratory space, which could include the conversion of these buildings into residential, institutional, or community uses; the introduction of approximately 7,900 m² of commercial uses; and the establishment of new parkland, community uses, and open spaces.

While not currently in-force, the proposed DPS considers the Provincial Planning Statement as the DPS will ensure the efficient utilization of the through promoting intensification adjacent to a variety of transit options to support housing creation.

5.3 Municipal Policy and Regulations

5.3.1 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan (OP) was amended and passed by Council on October 27, 2021. The OP was further updated and was adopted on November 24, 2021. The OP was approved with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022. The OP provides a vision for the future growth of the City and a policy framework to guide its development to the year 2046. Additionally, the modifications included by the Minister seek to bring the policies of the plan in line with provincial legislation implemented through Bill 109 and Bill 23.

The strategic directions proposed in Section 2 of the OP include the following 5 major policy moves for the City of Ottawa:

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

The following cross-cutting issues represent themes that support the development of livable communities. The following demonstrates how the proposed development addresses each cross-cutting issue.

- **Intensification:** The proposed DPS will support the redevelopment of Tunney's Pasture and contribute to the City's goal of having 60% of all new dwelling units built in existing neighborhoods. This is achieved by increasing urban density and introducing a mix of uses on an underutilized site to create a complete community. Services, parks, recreational facilities, public spaces, and infrastructure are planned to support increasing population.
- **Economic Development:** The redevelopment of subject site through the proposed DPS will provide safe, affordable, mixed-use commercial amenities, green spaces, and space for cultural activities. The retention of office buildings through the ultimate redevelopment will continue to provide employment opportunities, while the introduction of new schools and commercial uses will further add and diversify employment

opportunities. These elements will provide a high-quality environment to attract new businesses and skilled workers, in turn strengthening economic vitality in the community.

- **Energy and Climate Change:** The proposed DPS will facilitate a compact and complete community, which will promote the reduction of energy consumption for transportation and housing. Further, a number of existing buildings are being considered for adaptive reuse into schools, community facilities, and residential buildings. Stormwater management and low impact development design will build resilience to future flood risks and increased stormwater runoff associated with climate change through the implementation of LIDs. Other natural features such as trees will be retained and new trees planted to provide shade and mitigate against the urban heat island effect.
- **Healthy and Inclusive Communities:** The proposed DPS will support the establishment of a healthier and more sustainable community through the development of a 15-minute walkable neighbourhood. 15-minute neighbourhoods provide access and opportunities to goods and services while encouraging active modes of transportation and social connection.
- **Gender and Racial Equity:** As the proposed DPS will upgrade existing driveways to municipal standards, additional pedestrian amenity will be added such as streetlighting and clear pedestrian corridors which will promote safety. An important part of the design of Tunney's Pasture is to create an inclusive and diverse community that is accessible and safe. A Gender Based Plus Analysis has been prepared to support future redevelopment of the site, while equity strategies will be informed by the consultation process and will continue to be refined and improved through further input from various stakeholders and the public.
- **Culture:** The proposed DPS incorporates open spaces and pedestrianized areas that have the capacity to hold artistic, cultural and heritage activities. A heritage framework will be implemented through future development to preserve and improve upon the area's cultural and built heritage.

With regards to growth management, Section 3 of the OP outlines the strategies and policy intent for the different types of growth to be accommodated in the City. The following policies speak to the intent for growth management:

- *To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;*
- *To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;*
- *To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;*
- *To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and*
- *To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.*

The proposed DPS will support the transition away from private vehicles to transit usage and active transportation by adding new infrastructure such as bike lanes to the site, as well as encourage residential growth where there is existing infrastructure available.

According to Section 3.2 of the OP, intensification will support 15-minute neighbourhoods by being directed to *Hubs* and *Corridors*, where the majority of services and amenities are located, as well as the portions of *Neighbourhoods* within a short walk to those *Hubs* and *Corridors*.

Residential density and proportion of large household dwelling targets for Tunney's Pasture are shown in Table 3a of the OP. The following summarizes the minimum density requirement and proportion of large dwelling units:

- The minimum density requirement for people and jobs per gross hectare is 250. Gross hectares refer to the area within the designation including non-developable lands such as roads and parks.
- The minimum residential density requirement for intensification is 250 dwellings per net hectare. Net hectares refers to privately owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.
- The minimum proportion of large-household dwellings within intensification is 5% while the target is 10%.

Section 4 of the OP includes city-wide policies on topics such as mobility, housing, large scale institutions and facilities, parks and recreation, cultural heritage and archaeology, urban design, underground infrastructure, greenspace, water resources, and school facilities.

According to Annex 2, the subject site is adjacent to the *Development Zone of Influence*, meaning that the land may be subject to temporary or permanent easements for construction of transportation corridors, stations and related facilities (Figure 22). Additionally, a Network Proximity Study is required for Plan of Subdivision applications (Policy 4.1.2.20). This study is being prepared in support of the DPS application.



Figure 22 - Annex 2 – Development Zone of Influence, City of Ottawa

According to Schedule C7-A, the site is designated as a *Design Priority Area* (Figure 23). In Section 4 of the OP, Table 5 provides a breakdown of three tiers of *Design Priority Areas*. The site falls within *Tier 3 – Local (Major)* which includes *Hubs* outside of the Downtown Core, and are characterized as follows:

- *Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and intensification.*
- *Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.*

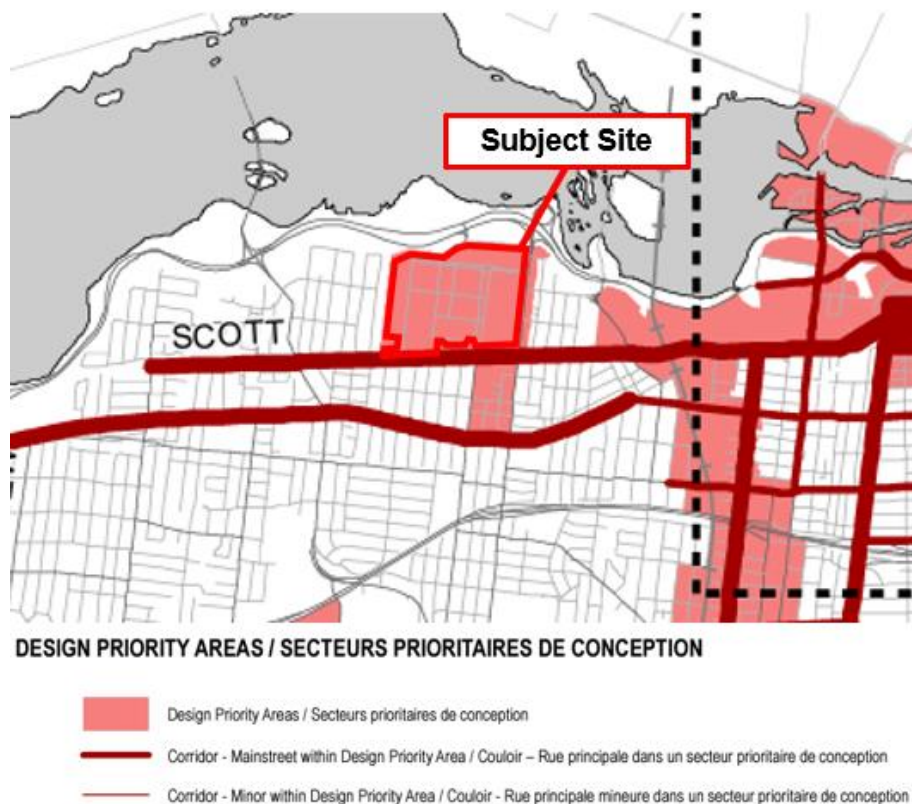


Figure 23 – Schedule C7-A - Design Priority Areas – Urban, City of Ottawa Official Plan

Section 4.6 of the OP provides policy direction for lands designated as *Design Priority Areas*.

The following policies under Section 4.6.1 promote design excellence in *Design Priority Areas* and are applicable to the site:

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

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

- c) Development review within the Kanata North Economic District will be guided by applicable policies of the Plan, including the Special Economic District policies contained in Section 6.6.3.2, and use of the UDRP will be optional.*
- 2) The City shall retain an Urban Design Review Panel (UDRP) as an independent advisory panel who provide objective peer review of both development applications and capital projects. The role of the UDRP is to promote design excellence in Ottawa's Design Priority Areas.*
- 3) Design excellence within the DPA's public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in Table 5 and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces. In recognition of a shared interest in promoting design excellence, development or capital works within Tier 1 and Tier 2 Design Priority Areas shall consider the relevant policies of the National Capital Commission, where applicable.*
- 4) Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.*
- 5) Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:*
- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;*
 - b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and*
 - c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.*
- 6) High-impact city building projects are encouraged to locate in Design Priority Areas and may follow a competitive design review process. These globally recognizable buildings, public spaces or infrastructure projects shall help define Ottawa's international image, advance tourism and contribute to the longterm competitiveness of the city's economy.*

An Urban Design Brief has been prepared in support of this DPS application and will serve as the submission to the Urban Design Review Panel. The Urban Design Brief demonstrates how design excellence will be achieved in the public realm. Consideration has also been given to creating an enjoyable environment during all four seasons through the provision of amenities, street furnishings and landscaping as well as conservation of heritage assets and site features such as the Kichi Sibi Winter Trail.

Section 5 of the OP provides direction for development broken down into each transect. The subject site falls within the *Inner Urban Transect* (Figure 24).

Minimum and maximum heights for the subject site are summarized in Table 7 and further described in Section 5.2.3(1) of the OP. Within *Hubs*, permitted building heights, are as follows:

- a) Up to a 300-metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;*

- b) *High-rise 41+ where permitted by a secondary plan;*
- c) *Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and*
- d) *On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.*

The City of Ottawa's Official Plan policies permit heights in the high-rise range on this site, which equates to a range of 10- to 40-storeys high. Height-related policies are further elaborated on in the Scott Street Secondary Plan (2022) in Section 5.3.3 of this Report.

Building heights on the subject site will be determined in accordance with the policies of the Official Plan which permits heights in the range of 3 to 40 storeys in *Hubs* within the *Inner Urban Transect*, and the Scott Street Secondary Plan which states that building heights at Tunney's Pasture should develop generally in accordance with the TPMP. The TPMP does not define minimum and maximum heights but allows heights in the range of less than 5 storeys to more than 20 storeys. Future development applications following this DPS submission will have regard for both the general policies of the OP, the Scott Street Secondary Plan, and the TPMP.

Section 6 of the OP informs development according to land designations. According to Schedule B2, the subject site is designated as a *Hub* with an *Evolving Neighbourhood* overlay. Scott Street to the south is designated *Corridor – Mainstreet* and Parkdale Avenue to the east is designated *Corridor – Minor* (Figure 24).

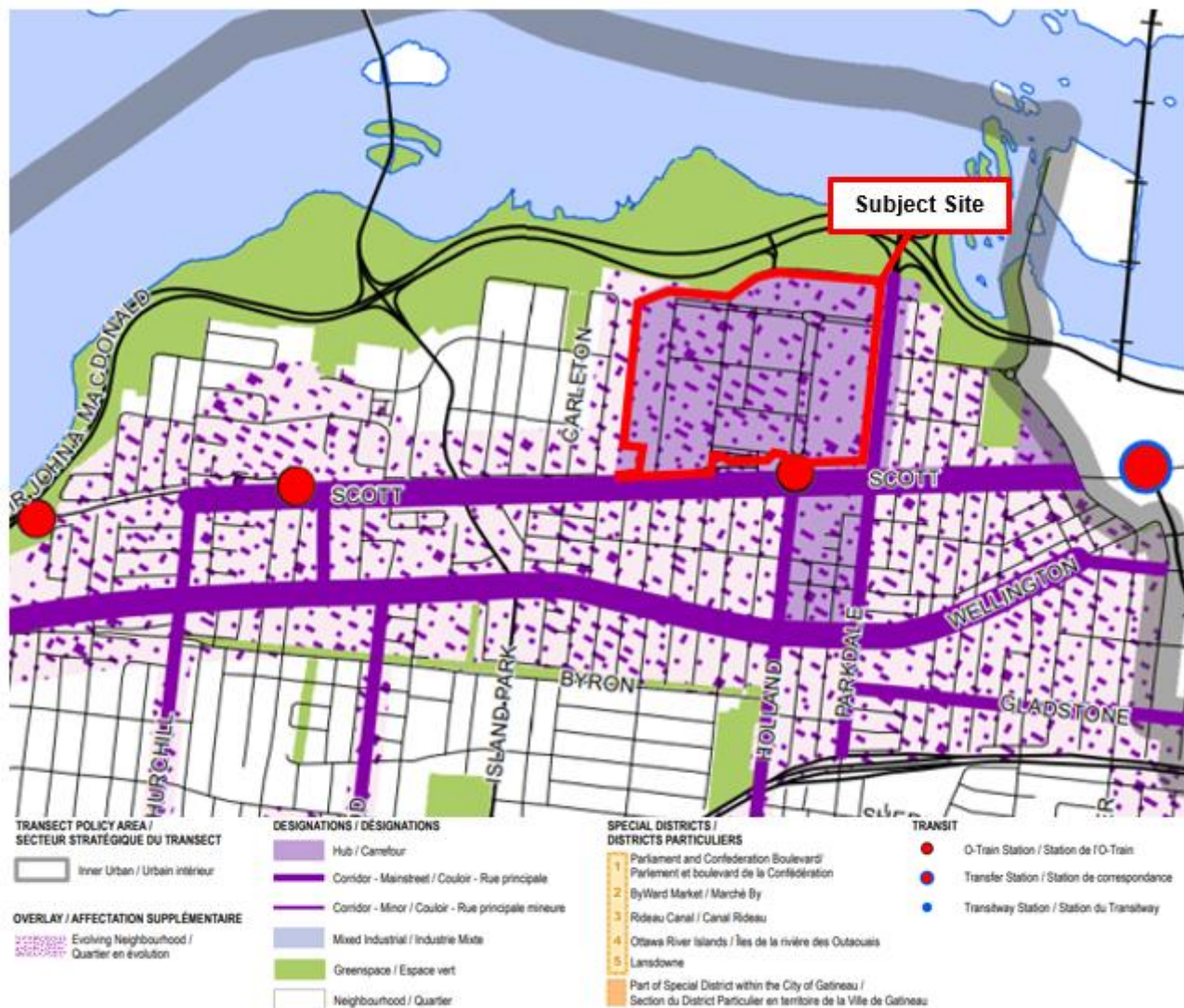


Figure 24 – Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan

According to Section 6.1, *Hubs* are areas centered on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of *Hubs* is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the *Hub*. *Hubs* are also intended as major employment centres. The proposed DPS will facilitate the redevelopment of the subject site in accordance with the OP.

Section 6.1.1 of the OP defines the *Hubs* and set the stage for their function and change over the life of the Plan. Development within a *Hub*:

- Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;*
- Shall encourage large employment, commercial or institutional uses locate close to the transit station;*

- c) *May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:*
 - i. *Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;*
 - ii. *Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and*
 - iii. *May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;*
- d) *Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;*
- e) *Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;*
- f) *Shall establish buildings that:*
 - i. *Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;*
 - ii. *Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and*
 - iii. *Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.*

The proposed DPS will facilitate the redevelopment of the site which will involve concentrating density near the Tunney's Pasture LRT Station. Provisions for employment, commercial and institutional uses have been contemplated in the land use plan to encourage the creating a vibrant community around the transit station. The right-of-way cross sections prioritize safety, mobility, and comfort for vulnerable road users, as well as increase the tree canopy and provide opportunities for additional vegetation to provide shelter, increase stormwater infiltration, and mitigate the urban heat island effect. The active transportation network will be developed through the collector roads with accessible sidewalks and in-boulevard cycle tracks.

According to Schedule C1, the site is defined as a *Protected Major Transit Station Areas (PMTSAs)* (Figure 25). Section 6.1.2 sets out the direction for *PMTSAs*.

- 1) *Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.*
- 2) *Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.*
- 3) *Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.*
- 4) *The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:*
 - a. *Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and*

- b. Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.

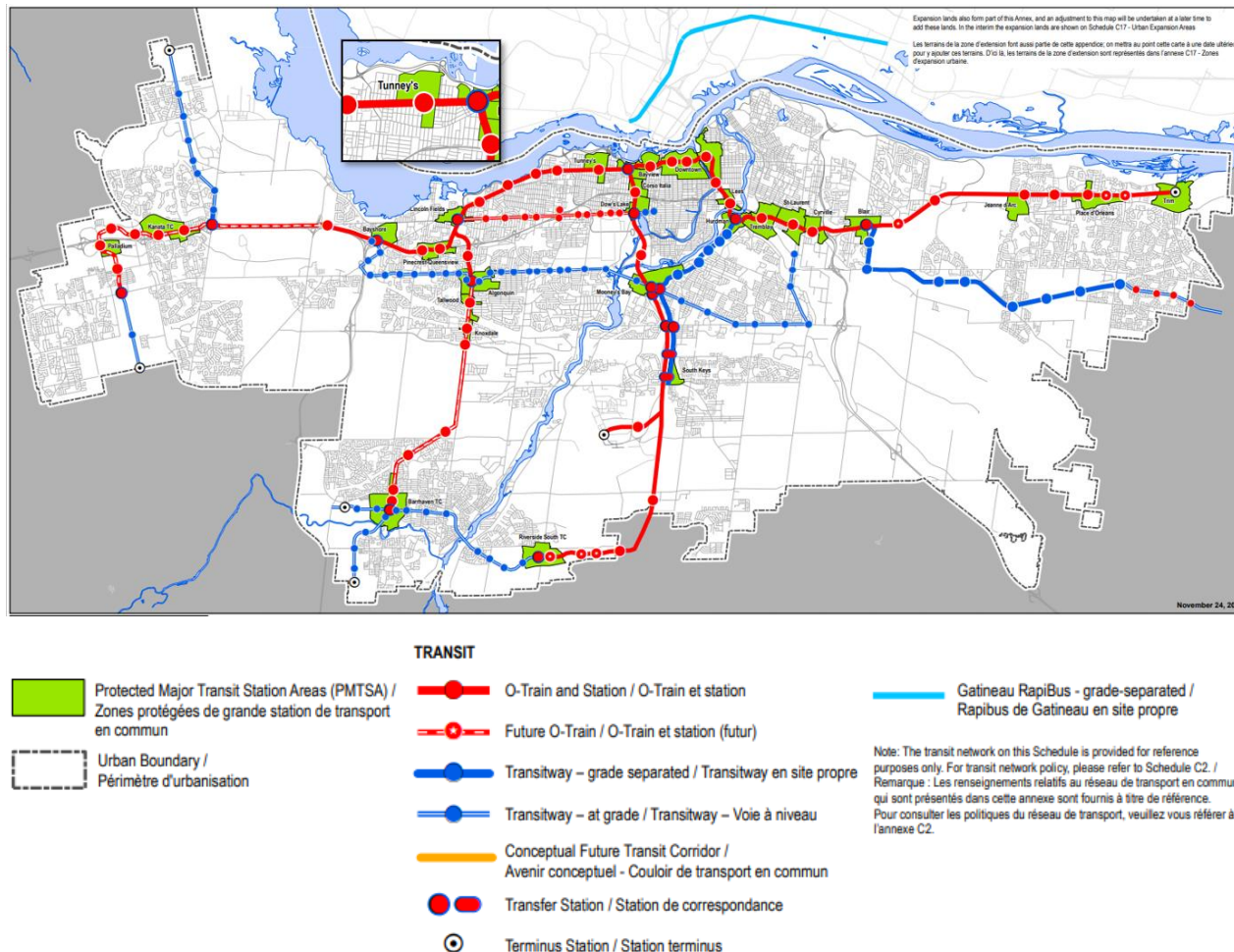


Figure 25– Schedule - C1 - Protected Major Transit Station Areas (PMTSA), City of Ottawa Official Plan

In accordance with the PMTSA policies, the proposed DPS will support the development of a range of mid- and high-density housing types and a range of non-residential functions including employment, commercial services and education institutions within the mixed-use areas.

The OP's Schedule C15 – Environmental Constraints plan identifies the subject site as being within an *Intake Protection Zone* (Figure 26). The OP states that within these areas any new development will need to be reviewed per the *Clean Water Act*. At the time of application, the municipality, in conjunction with the conservation authority, will analyze the impacts of the proposed development on drinking water and, if a threat is determined, propose adequate mitigation measures to reduce the risk of contaminating drinking water.

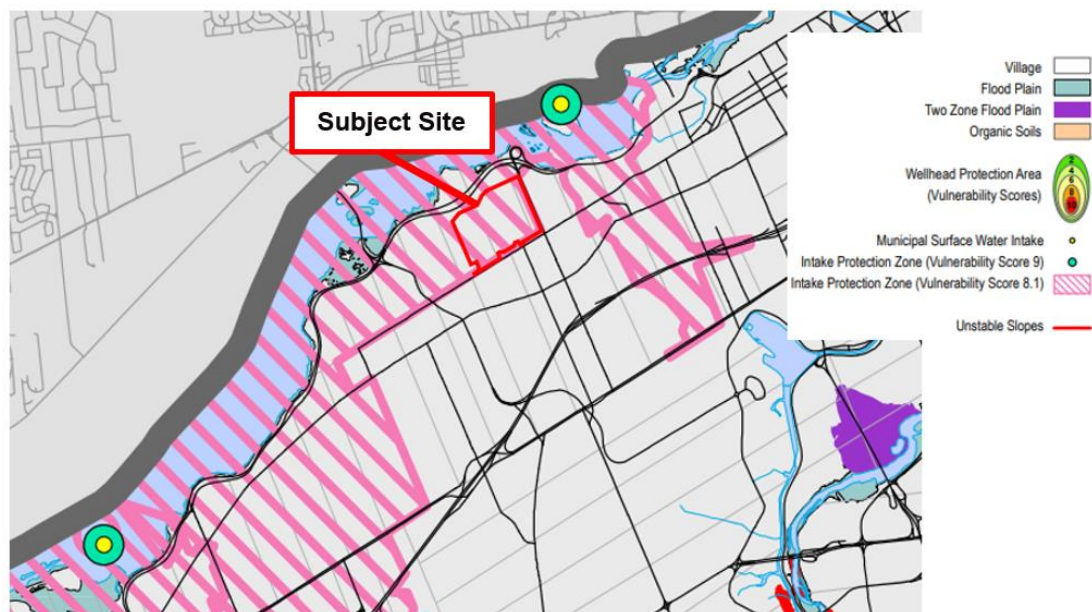


Figure 26 – Schedule C15 - Environmental Constraints, City of Ottawa Official Plan

No natural heritage features are shown on or near the subject site according to Schedule C11-C of the OP (Figure 27).

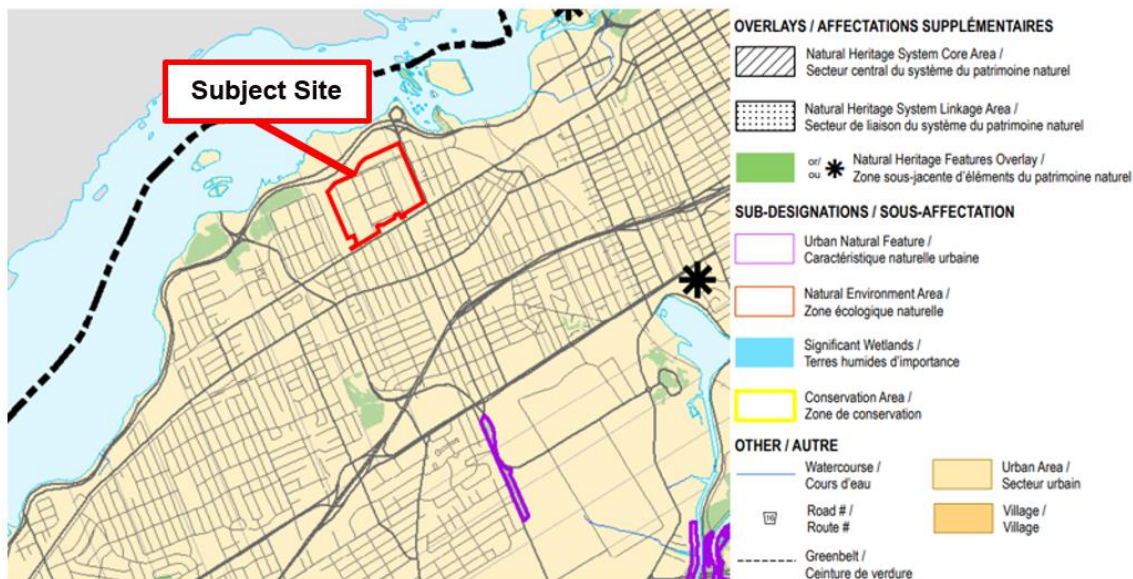


Figure 27 – Schedule C11-C - Natural Heritage System (East), City of Ottawa Official Plan

Overall, the proposed development conforms with the vision, general policies, and land use policies of the OP. The proposed DPS application will facilitate the creation of a 15-minute mixed-use community that both supports, and is supported by, light rail transit. In accordance with the site's *Hubs* land use designation, the proposed DPS will support the concentration of a diversity of functions, a higher density of development, a greater degree of mixed uses, and a higher level of public transit connectivity.

5.3.2 Scott Street Community Design Plan (2014)

The Scott Street Community Design Plan (Scott Street CDP) was approved by City Council on January 22, 2014. The Scott Street CDP was prepared to guide development around the Tunney's Pasture Transit Station. The subject site is designated as a *Mixed Use Centre* under the Scott Street CDP (Figure 28).

Six core principles were developed to guide the Scott Street CDP based on public input, the City's policy context, and analysis of opportunities. These include:

1. Reinforce and respect the character of existing neighbourhoods;
2. Establish a vibrant, diverse and attractive mixed-use centre;
3. Integrate higher density development strategically and sensitively;
4. Enhance and interconnect the open space network;
5. Improve mobility connections and create complete, inviting streets; and
6. Promote design excellence.

Section 4.2 of the Scott Street CDP provides land use and site development direction that encourages a more complete community that serves the daily needs of residents and employees working in the area. Mixed-use development is strategically located in areas such as Tunney's Pasture and the Holland-Parkdale Node, which established neighbourhoods are to maintain their residential character. A *Secondary Mainstreet* designation is proposed south side of Scott Street, east side of Parkdale Avenue and west side of Holland Avenue to permit a mix of uses along these streets.

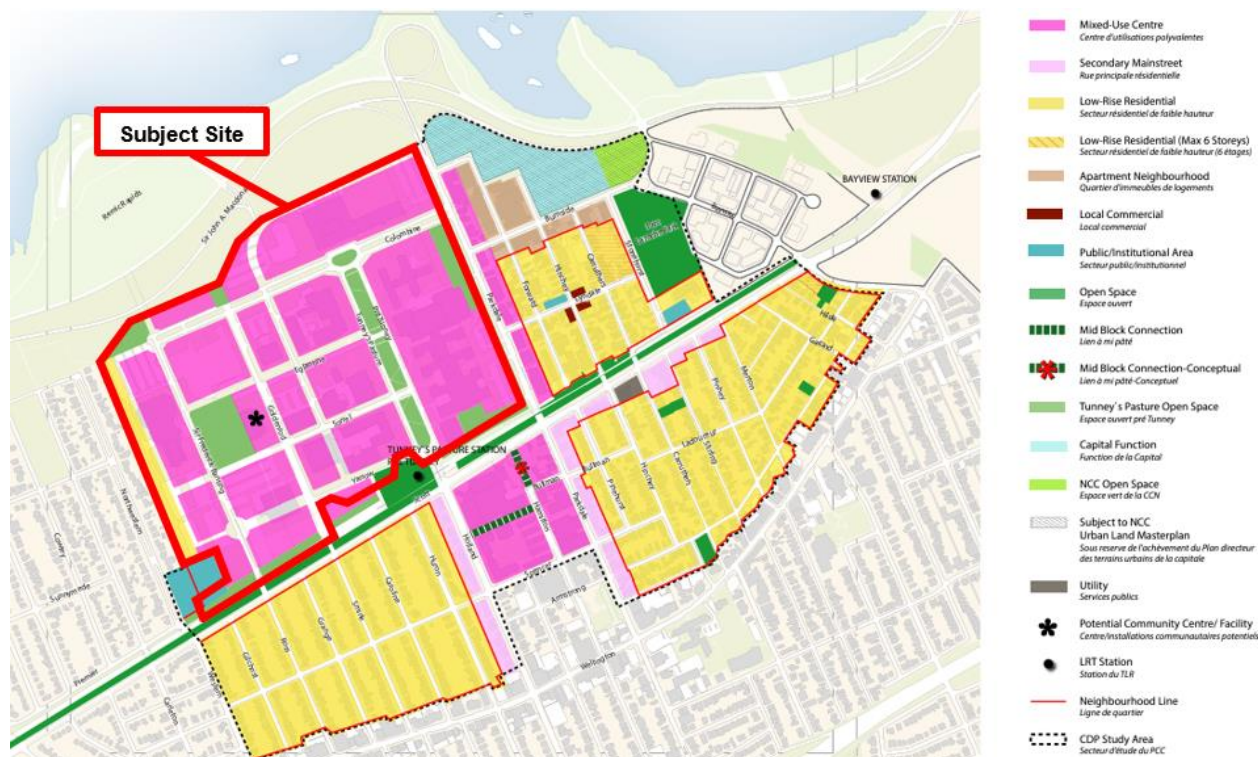


Figure 28 – Proposed Land Use, Scott Street CDP

Section 4.2.1 provides guidance for *Mixed-Use Centre* Areas with a focus on the Holland-Parkdale Node. While relevant to Tunney's Pasture, it should be noted that specific land use guidance for the site can be found in the

Tunney's Pasture Master Plan (Figure 29). The guidelines applicable to Tunney's Pasture encourage a range of uses, including commercial, residential and institutional uses. Highest density development is encouraged next to the transit station and *Mixed-Use Centres* should have minimum FSI of 2.0. New buildings should be built near rights-of-way to contribute to a lively public realm.

Building heights should vary to contribute to an interesting skyline. Guidelines on set-backs, step-backs, balconies, entrances, and façade treatment are included in the CDP for mid-rise buildings and high-rise buildings to ensure sensitive development. Parking, loading and servicing guidelines are also included to ensure parking is located underground, or concealed should it be provided in above-ground structures. Loading and garbage should be located away from public view through screening or placement in the rear of buildings. Specific building design will be determined through future development applications for specific blocks.

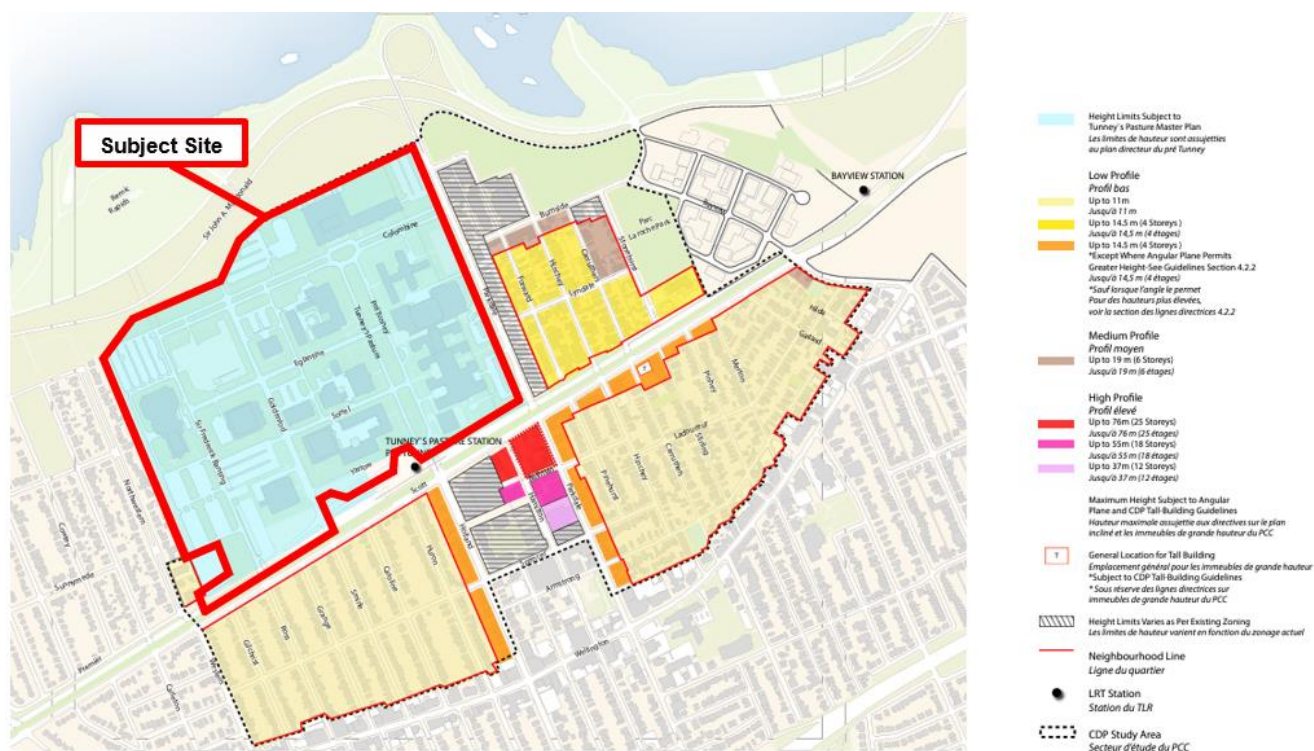


Figure 29 – Proposed Height Map, Scott Street CDP

Section 4.4.1 of the Scott Street CDP focuses on Tunney's Pasture. A public realm demonstration plan was prepared to inform the Tunney's Pasture Master Plan and future iterations of the plan for the site (Figure 30). Notable elements include a transit plaza at Tunney's Pasture Station, greenways along Parkdale Avenue, Sir Frederick Banting Driveway and the transitway, cycling routes along Colombine Driveway and Eglantine Driveway, the enhancement of the Tunney's Pasture Driveway Allee, and the addition of a Neighbourhood Park and community centre. The proposed DPS seeks to formalize the proposed greenway along Parkdale Avenue, with cycling routes proposed throughout the site within future ROWs.



Figure 30 – Proposed Tunney's Pasture Public Realm Demonstration Plan, Scott Street CDP

The proposed DPS aligns with the vision of transforming the area into a mixed-use center, facilitating new growth while preserving the established residential character of the surrounding neighborhoods. The highest density development is proposed to be clustered primarily around the Tunney's Pasture LRT Station and along Parkdale Avenue, before transitioning to lower density, context-sensitive development to the west. The CDP requires a minimum FSI of 2.0; however, this 2.0 minimum contradicts the maximum FSI of 1.75 under the Zoning Bylaw. It is anticipated that future individual block development will exceed minimums for the overall site. The densities and FSI contemplated for the site are similar to what is proposed in the TPMP.

Planning and design for the ROWs and the public realm will support the creation of a lively streetscape, including the transit plaza, community park, and new community spaces. Additional street activation will be provided through future retail and commercial uses at grade, as required for individual block development. Greenways along Tunney's Pasture Driveway, Parkdale Avenue, Colombine Driveway, and the southern portion of Goldenrod Driveway, the proposed Woonerf, and the formalization of the Kichi Sibi Winter Trail, provide additional pedestrian focused areas. Guidelines for parking, loading, servicing, and waste collection are not proposed for public-facing locations at this time and will be addressed during the future development of individual blocks.

The proposed DPS is consistent with the Scott Street Community Design Plan as it will facilitate the evolution of the site from a single-use, auto oriented, federal office campus into a vibrant Mixed-Use Centre that appropriate accommodates and distributes densities.

5.3.3 Scott Street Secondary Plan (2018)

The subject site falls within the boundary of the Scott Street Secondary Plan (Secondary Plan) and is subject to its policies. The purpose of the Secondary Plan is to ensure key elements of the Scott Street CDP become statutory policy guiding the development of the Scott Street area including Mechanicsville, Champlain Park, Hintonburg, Wellington Village and Tunney's Pasture. The Secondary Plan directs intensification to appropriate areas and preserves the low-rise character of established neighbourhoods.

Section 3 outlines the goals and principles of the Secondary Plan. The following is a list of principles and associated policy direction relevant to the subject site.

According to the second principle, *Hubs* and *Minor Corridors* shall meet the following:

- a. Support intensification of Tunney's Pasture with both residential and employment uses; and*
- b. Support a mix of uses, including a range of commercial amenities, around the Tunney's Pasture O-Train station; and*
- c. Support a mix of uses, including small-scale commercial uses, along Holland and Parkdale Avenues; and*
- d. Ensure streets and greenspaces in the Mixed-Use Centre are designed as people places, lined with active uses and incorporating high-quality materials and pedestrian amenities.*

The third principle is to integrate high density development sensitively through the following measures:

- a. Focus new higher density development in Tunney's Pasture and on large sites in the Mixed-Use Centre designation of this secondary plan between Holland and Parkdale Avenues; and*
- b. Design mid- and high-rise buildings in accordance with the urban design policies of the Official Plan and the CDP; and*
- c. Parking should be located underground.*

The fourth principle looks to enhance the greenspace network through the following:

- a. Improve access to the Ottawa River and the associated Capital Greenspaces from Mechanicsville and to Tunney's Pasture;*
- b. Support the provision of parks through the provision of land for parks or by the creation of privately-owned public spaces in Tunney's Pasture, internally and along Parkdale Avenue;*
- d. Add pedestrian and cycling amenities and landscaping to the Scott Street greenway; and*
- e. Support the National Capital Commission (NCC) to increase connectivity and enhance connections to Capital Greenspaces.*

The fifth principle is to promote improved connections and complete streets:

- a. Transform Scott Street into a complete street, with dedicated cycling facilities, wider sidewalks and enhanced landscaping on both sides; and*
- b. Improve intersections for pedestrians and cyclists along and across Scott Street; and*
- d. Enhance the Parkdale Avenue streetscape, incorporating cycling facilities within a parallel greenway north of Scott Street.*

The sixth principle promotes design excellence:

- a. Support resiliency in buildings and site design, infrastructure and landscaping that meet or exceed the High Performance Development Standards, including implementing green roofs where possible; and*
- b. Ensure all new buildings enhance adjacent streetscapes and the pedestrian experience; and*
- c. Ensure durable and high-quality materials are used for buildings and landscapes.*

The proposed DPS has regard for the principles of the Secondary Plan as it will facilitate redevelopment for a mix of uses, enhance greenspace, ensure improved connections and the creation of complete streets, and promote design excellence in the public realm,

Section 4 speaks to land uses, building height and locations. According to Schedule A – Designation Plan (Figure 31), the subject site is categorized as a *Hub*.

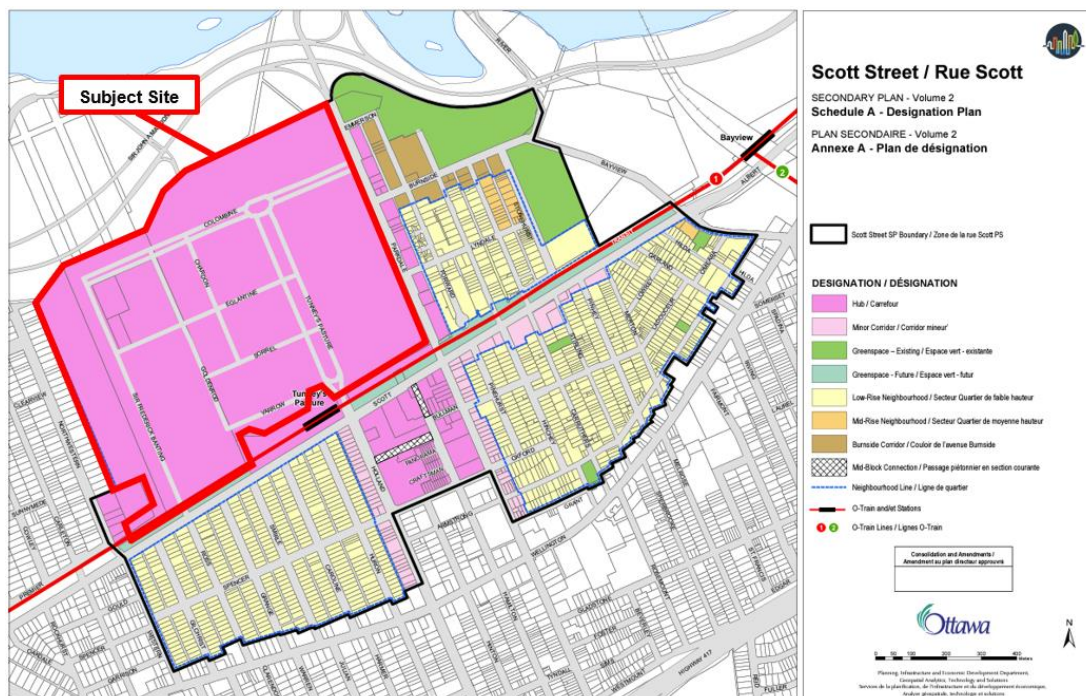


Figure 31 – Scott Street Secondary Plan Schedule A - Designation Plan

The purpose of the *Hub* designation is to create a distinct place around the Tunney's Pasture LRT station through promoting intensification and the introduction of residential and non-residential uses to serve the broader community. The following policies apply to the site:

- 2) Development shall have a minimum density of two times the lot area. The highest development in density and height will be located closest to Tunney's Pasture OTrain Station.*
- 4) Development on lots with frontage on the west side of Parkdale Avenue will provide minimum building setbacks of generally 1.0 metre from the protected right of way. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's*

discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.

Permitted Uses

The uses permitted in the Hub designation in the Official Plan are permitted in the Hub designation of this secondary plan with the exception of drive-throughs which are prohibited in this Hub designation.

The proposed DPS conforms with the Secondary Plan policies as it will facilitate the redevelopment of an underutilized site to create a distinctive place around the LRT station through the introduction of residential and non-residential uses.

Section 4, Policies 8 to 16 provide direction for the built form, heights, setbacks and building separation distances for high-rise buildings. Policies 17 and 18 provide direction for ground-level facades, setbacks and site design for mid-rise buildings. These policies will be relevant for future site plan control application as no buildings are being proposed at this time. As shown in Figure 32, Schedule B – Maximum Building Heights within the Scott Street Secondary Plan establishes that the site is subject to provisions within the Tunney's Pasture Master Plan.

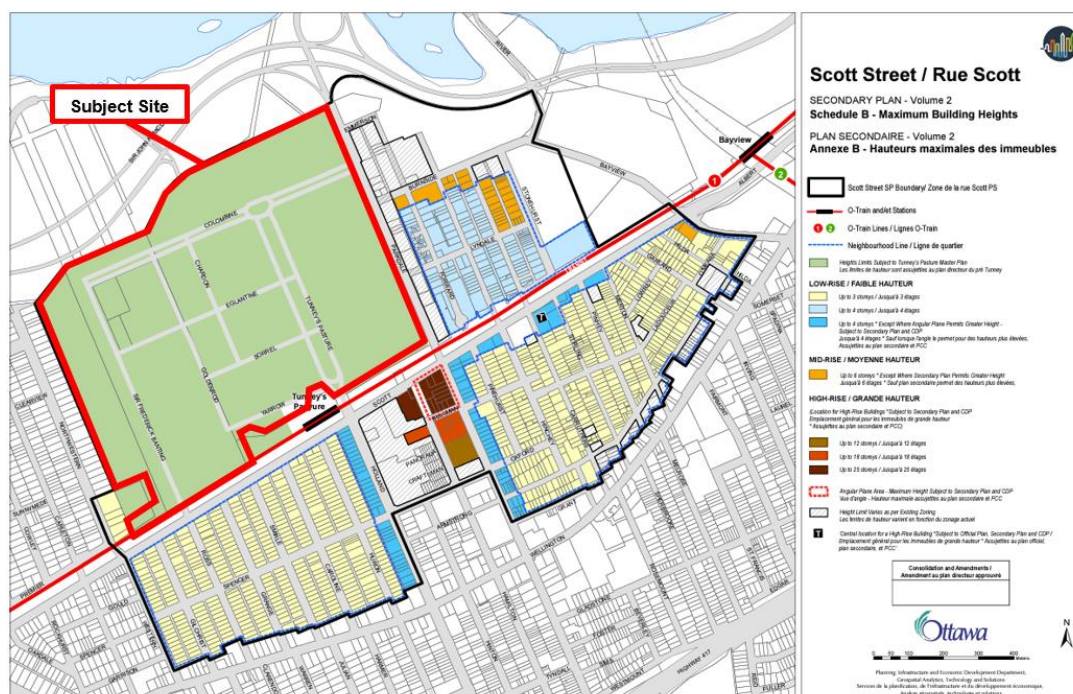


Figure 32 – Scott Street Secondary Plan Schedule B - Maximum Building Heights

Section 5 contains guidance for improvements to the public realm including the addition of new neighbourhood parks in Tunney's Pasture and smaller greenspaces to provide relief from future intensification. Tree-lined pathways are also prioritized to create a comfortable and attractive environment for multiple modes of travel.

- 1) *The City shall pursue the implementation of the vision of Scott Street, in support of the Ottawa Cycling Plan, prepared by the City in 2020, to ensure pedestrian and cycling facilities are prioritized.*

2) The City shall continue to work with Public Works and Government Services Canada to improve pedestrian and cycling infrastructure and greenway connections to Tunney's Pasture and pedestrian connections to the Tunney's Pasture O-Train Station.

3) The City shall continue to work with Public Works and Government Services Canada and the National Capital Commission to enhance the north/south greenway network between the Ottawa River and the secondary plan area.

Section 6 provides specific policy direction for Tunney's Pasture ensuring it develops in general conformance with the CDP and TPMP. Specifically:

1) Public realm features including the location and extent of parks, cycling and pedestrian pathways and publicly accessible greenspaces will develop generally in accordance with the TPMP and the CDP. New public parks will be acquired through the development process as specified in the TPMP.

2) The location and size of any future neighbourhood parks will develop generally in accordance with the TPMP and the CDP.

3) Building heights, uses, street layouts and any new intersections will develop generally in accordance with the TPMP and the CDP.

4) The City will support a variety of housing, including affordable housing, and mixed-use development that is public transit supportive.

5) Development will have regard for the historic significance of any existing streets, buildings and greenspaces identified in the TPMP.

6) If required, the City will update the CDP and this secondary plan to reflect any future changes to the TPMP.

The proposed redevelopment of Tunney's Pasture through this DPS application will transform the site into a vibrant, mixed-use community, aligning with the Scott Street Secondary Plan and *Hub* designation for the site. The proposed DPS will facilitate the introduction of a diverse range of residential options, including affordable housing, concentrated near the Tunney's Pasture O-Train station to support transit-oriented development and incorporate new street-level retail and services, creating a lively pedestrian-friendly environment. The proposed DPS will also ensure significant enhancements to the public realm through tree-lined pathways and improved connectivity to the NCC-owned lands. The proposed DPS will feature dedicated cycling and pedestrian infrastructure, promoting active transportation and reducing car dependency. Future architectural design will also prioritize high-quality materials and sustainable building practices, including energy-efficient features and the potential for green roofs. Overall, the proposed Development conforms with the Secondary Plan.

5.3.4 Tunney's Pasture Master Plan (2014)

The Tunney's Pasture Master Plan (TPMP) was created in 2014 to guide the development of underutilized lands into a vibrant, mixed-use community that applies best practices in Transit-Oriented Development, urban design, and sustainable development. The TPMP envisions the redevelopment of the site as respecting the Gréber Plan legacy, integrating within the surrounding urban fabric, adapting to changing and long-term market conditions, enabling development flexibility, and creating an intensified, mixed-use, transit-oriented community. The TPMP was

endorsed by the NCC in 2014 and has been embedded into the policies of the City of Ottawa's Scott Street Secondary Plan. The proposed DPS represents a first step to implementing the TPMP.

5.3.4.1 Land Use

Pursuant to Section 5.2 of TPMP, the goals of the land use plan are to:

- *foster a highly animated and active mixed-use node around Tunney's Pasture Station;*
- *integrate office, retail, and residential uses into the site to allow for a vibrant community at all times of the day;*
- *provide appropriate transitions towards existing stable residential neighbourhoods adjacent to the site;*
- *connect open spaces to provide an integrated network of areas for people to gather, relax, and recreate; and*
- *connect with natural features and amenities beyond the study area.*

The 2014 TPMP had a considerable amount of land solely dedicated to office space, as seen in Figure 33. Through on-going discussions with the NCC, modifications are being contemplated to the 2014 Master Plan to reflect current conditions such as a reduced demand for office space and PSPC's disposal strategy. It is anticipated that the planned office footprint in the TPMP will be replaced with residential and mixed-uses to better reflect market conditions and community needs.



Figure 33 – Tunney's Pasture Master Plan Land Use

In keeping with the TPMP, the proposed DPS will accommodate a mix of office, residential, mixed-use, commercial, and open space distributed across the site. Modifications proposed to the TPMP land use plan through the FLUDTA process seek to respond and adapt to market-driven demand, as well as social and environmental requirements. The proposed DPS intends to facilitate conditions for the development of 15-minute communities to ensure there is access to regular needs within walking distance and respond to equity objectives.

The proposed DPS helps achieve goals of the TPMP to create a mixed-use node around Tunney's Pasture Station as it will allow for the integration of a mix of uses to allow to support a vibrant community; appropriately transition towards existing residential neighbourhoods; incorporate a network of open spaces; and connect natural features and amenities in the surrounding area.

5.3.4.2 Building Heights

The TPMP includes a proposed built form and building height plan (Figure 34) that respects the prominence of towers proposed to be retained while sensitively introducing density within the site.



Figure 34 – Tunney's Pasture Master Plan Building Heights

The proposed DPS will facilitate the anticipated massing and density projected for the subject site, which seeks to cluster higher density and taller buildings around the LRT station, with lower densities and heights around the perimeter of the site to ensure an appropriate the established low-rise residential communities. Specifically, density and height are concentrated around key nodes such as the LRT station and proposed future community park. Low-rise residential development is proposed abutting existing neighbourhoods such as Champlain Park west of the site. Low-rise and mid-rise buildings are proposed along Parkdale, providing relief from the taller built form on the eastern edge of Parkdale. Mid-rise and high-rise buildings are proposed along Scott Street, building up towards the LRT station. A high-rise building directly north of the LRT station is proposed as a counterpart to the R.H. Coats tower framing the key gateway at Tunney's Pasture Driveway and Scott Street. The proposed DPS will support the implementation of the height and density plan in accordance with the TPMP and considers potential modifications resulting from the FLUDTA process. Further details on the built form and urban design that will be supported through the DPS can be found in the Urban Design Brief accompanying this submission.

The proposed concept for the site accounts for the approximate densities proposed in the TPMP with exceptions that recognize development potential has changed immediately surrounding the LRT Station, ESAP parcel, and areas identified for parkland contributions. The intent of the 2014 TPMP to introduce the highest densities in proximity of the LRT station and lower densities in transition areas near the eastern and western limits of the property will continue to be met.

5.3.4.3 Circulation

The proposed road network in the TPMP aims to use the existing street grid as the foundation while introducing new connections forming a finer-grained network. The TPMP proposed a hierarchy of streets with primary streets that include bike lanes, high-quality landscaping, and a well-defined pedestrian realm (Figure 35). Secondary streets are meant to be more intimate, with smaller rights-of-way and easy access to buildings and courtyards. Tertiary streets are meant to provide access into larger parcels accommodating slower traffic and creating a comfortable environment for multiple modes of travel.

The site is intended to act as a node for public transportation and will include the LRT station on the southern edge of the site and connections to Bus Rapid Transit and local bus systems, providing a number of options to those entering and leaving the site.

The active transportation network prioritizes pedestrians and cyclists through the introduction of mid-block connections, a network of paths, wide sidewalks, bicycle lanes, bicycle infrastructure, specialized intersection conditions, public art and spaces for rest and recreation.

As a TOD, strategies to reduce parking demand will be employed on site. Where parking spaces are required, they will be concealed from the street through strategic placement in underground or above-grade parking garages or hidden by buildings or screening structures. On-street parking will also be provided for short-term parking near building entrances. Loading and servicing will also be considered and sensitively incorporated.



Figure 35 – Tunney's Pasture Master Plan Street Network

Tunney's Pasture has an existing private road network that serves the federal office campus. The changes proposed to the transportation network, originally identified in the TPMP, better supports the redevelopment of the site and improves community integration and connectivity to the surrounding neighbourhoods and riverfront. Despite the proposed modifications to the transportation network, the proposed DPS seeks to conserve the heritage aspects of the Gréber Axis formed by Tunney's Pasture Driveway and Colombine Driveway, while also strengthening active transportation connections and providing an opportunity for servicing infrastructure upgrades. Proposed changes to the TPMP road network include:

- **Removal of Eglantine connection between Goldenrod and Sir Frederick Banting – The proposed removal of Elgantine between Goldenrod and Sir Fredrick Banting results in the creation of one large parcel that integrates the ESAP building, a potential Neighbourhood Park and mixed-use developments. The resulting block allows pedestrianized movement between three community uses that will be unimpeded by a ROW. Land that was originally reserved for a ROW could accommodate a potential school. Future private roads or lanes may be integrated on the parcel as needed for elements such as school bus drop off, loading, and parking.**
- **Removal of Yarrow extension between Goldenrod and Sir Frederick Banting – The proposed extension of Yarrow to Sir Frederick Banting is proposed to be excluded from this DPS application, as the National Defence Data Centre has not been declared surplus. Future**

- development plans for this site may consider a roadway, which could be implemented as either a private road or a public ROW, depending on future needs and development outcomes.
- **Maintaining Goldenrod north of Colombine in its existing configuration** – Rather than relocating the northern segment of Goldenrod to Colombine connection to Chardon and Colombine, the DPS proposes to maintain the existing roadway configuration north of Colombine considering ongoing discussions on the long-term use of the lands north of Colombine, including the use of the parking lot west of the Brooke Claxton Building by Health Canada. Future considerations may include formalizing the road into a municipal ROW or proposing realignments, as necessary, based on site specific land use plans.
 - **Roadway Network West of Sir Frederick Banting** – While originally proposed to become part of the tertiary road network in the TPMP, this element of the network was removed through this DPS application to provide flexibility and allow for the development of an internal transportation network, through future municipal application processes, that is more compatible with the specific uses, density and built form determined.
 - **Woonerf** – A pedestrian priority street or “Woonerf” is proposed through this DPS application on Yarrow from the Chardon Driveway extension to Tunney’s Pasture Driveway which will increase permeability with the Tunney’s Pasture LRT Station and bus loop to the south, as well as the proposed plaza immediately to the north further entrenching this area as a key gateway and entry point into the site.
 - **Removal of Roundabouts** – Removing roundabouts proposed in the 2014 TPMP will allow for more compact intersection designs and reduced crossing distances for pedestrians and cyclists.

While the proposed ROWs through the DPS application are generally consistent with the TPMP street network, some elements of the TPMP Street Network do not form a part of this DPS application to allow for greater flexibility of future uses. The tertiary streets proposed through the TPMP have also not been included on the Draft Plan of Subdivision since their configuration and implementation will be determined through future Site Plan Control applications. Overall, the proposed ROW network through this DPS application seeks to establish a connected and logical grid that will facilitate the safe and efficient movement of cyclists, pedestrians, and vehicles.

5.3.4.4 Open Space

The TPMP open space network incorporates green space throughout the site to prioritize connectivity, accessibility, and permeability (Figure 36). This is achieved through various means such as proposing enhanced streetscapes, namely Tunney’s Pasture Driveway, linear parks, a community park, amenity areas, internal courtyards, green roofs, and pedestrianized mid-block connections.



Figure 36 – Tunney's Pasture Master Plan Open Space Typology

As part of the DPS application, Open Space blocks are proposed throughout the site. The proposed DPS accounts for the Parkdale Avenue Greenway on the eastern edge of the site and seeks to formalize a portion of the Kichi Sibi Winter Trail on the western edge of the site between the Sir Fredrick Banting Lab property and down to Scott Street for conveyance to the City of Ottawa. Formalizing these open spaces will allow for conveyance to the municipality and ensure future block development does not encroach into these areas. An open space block is also proposed between the Brooke Claxton building and Block 1 to accommodate a stormwater outlet sewer. All proposed ROW will include pedestrian infrastructure. Additional parkland and open spaces may be identified as the DPS application progresses, with conversations surrounding parkland dedication ongoing.

The proposed DPS generally conforms to the Open Space direction of the TPMP as it will introduce public open space on the site through a variety of means, supporting the creation of an integrated and connected open space system.

5.3.5 Transit Oriented Development Guidelines (2007)

The City of Ottawa developed Transit-Oriented Development Guidelines to provide direction for the design of sites within a 600m walking distance of a rapid transit station within the City of Ottawa. The Guidelines encourage creating vibrant, sustainable communities around transit station through promoting mixed-use development, higher densities, and pedestrian-friendly environments. A list of guidelines that are satisfied by the proposed development is provided below:

Guideline 1: Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station.

Transit-supportive land uses encourage transit use and transportation network efficiency as they:

- Establish high residential and/or employee densities
- Create travel outside of the am/pm peak periods
- Promote reverse-flow travel
- Attract and generate pedestrian and cycling traffic
- Provide extended hours of activity, throughout the day and week.

Guideline 2: Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user. Non transit-supportive land uses are those that:

- Generate exclusively high levels of vehicle activity.
- Use large amounts of land with low-density form.
- Require extensive surface parking areas and are oriented towards users arriving by automobile.
- Create negative impacts for pedestrians, such as isolation, windswept walks, and numerous vehicle crossings on sidewalks.
- Typically do not encourage extended hours of activity.

Guideline 3: Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another.

Guideline 4: Lay out new streets, laneways, pedestrian and cycling connections in a connected network of short block lengths that offer route choice.

Guideline 6: Create pedestrian and cycling "short cuts" that lead directly to transit. Pathways require a minimum 6-metre right-of-way. Ensure these "short cuts" are maintained and free of ice and snow in winter. Look for opportunities to link "short cuts" to the larger greenspace, pedestrian and cycling networks. Note that carefully planned street networks should not require "short cuts".

Guideline 7: Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design.

Guideline 8: Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station. This could be provided within one building or within several adjacent buildings.

Guideline 9: Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station.

Guideline 16: Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.

Guideline 28: Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

Guideline 31: Design infrastructure to enhance the cycling environment and to help increase access to transit for cyclists.

Guideline 33: Develop a Transportation Demand Management (TDM) plan that is integrated with the City's TDM initiatives and mechanisms. The City's TDM Section, within the Public Works and Services Department, is available to assist in developing a TDM plan.

Guideline 34: Encourage the sharing of parking spaces for uses that have peak parking demands at different times of the day, such as offices, restaurants and cinemas. The City's Zoning By-law includes reduced parking requirements for shared parking provisions, which helps to make more efficient use of parking areas.

Guideline 35: Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.

Guideline 39: Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.

Guideline 48: Provide quality benches, tree guards, street lighting, bicycle racks, and garbage receptacles. A Maintenance and Liability Agreement may be required for the installation of non-standard streetscape material in the public right-of-way.

Guideline 49: Provide seating along walkways and sidewalks greater than 50 metres in length and at key scenic viewing locations. Ensure benches and other amenities are located as to provide at least two metres of unencumbered sidewalk.

Guideline 53: Concentrate amenities at transit stops for convenience and to reduce visual clutter along the streetscape.

The design for Tunney's Pasture represents a shift from a car-oriented place dominated by cars, surface parking and open spaces that are not accessible to the public, to a pedestrian-friendly environment with a well-connected network of green spaces, sidewalks and bicycle lanes. The introduction of a mix of residential, commercial, community, institutional and office uses will create a multi-purpose destination for transit users and local residents alike. An Urban Design Manual has been developed for the site and will guide future development within the blocks. The Urban Design Manual will ensure that transit-oriented development measures are implemented at the site plan stage.

5.3.6 Zoning By-law No. 2008-50

The subject site is zoned as *MC F(1.75) – Mixed Use Centre, Floor Space Index (FSI) 1.75* under the City of Ottawa By-law No. 2008-50. It should be noted that there is a discrepancy between the Zoning By-law's Floor Space Index maximum cap of 1.75 whereas the current Scott Street Secondary Plan states that development will have a minimum density of two times the lot area effectively meaning a minimum FSI permission of 2.0.

Pursuant to the Zoning By-law, the purpose of the *MC* zone is to:

- *ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care*

centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses;

- *allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and,*
- *impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.*

The following uses are permitted in the MC zone:

- | | | |
|--|--|-------------------------------------|
| • amusement centre | • home-based day care | • recreational or athletic facility |
| • animal care establishment | • hospital | • research and development centre |
| • animal hospital | • hotel | • residential care facility |
| • apartment dwelling, low rise | • instructional facility | • restaurant |
| • apartment dwelling, mid rise | • library | • retail food store |
| • apartment dwelling, high rise | • medical facility | • retail store |
| • artist studio | • municipal service centre | • retirement home |
| • bank | • museum | • retirement home, converted |
| • bank machine | • nightclub | • rooming house |
| • bar | • office | • school |
| • broadcasting studio | • parking garage | • service and repair shop |
| • cinema | • parking lot | • shelter |
| • click and collect facility | • payday loan establishment | • sports arena |
| • community centre | • personal brewing facility | • stacked dwelling |
| • community health and resource centre | • personal service business | • storefront industry |
| • convenience store | • place of assembly | • technology industry |
| • court house | • place of worship | • theatre |
| • day care | • planned unit development | • townhouse dwelling |
| • diplomatic mission | • post office | • training centre |
| • drive-through facility | • post-secondary educational institution | • urban agriculture |
| • dwelling units | • production studio | |
| • emergency service | | |
| • group home | | |
| • home-based business | | |

The Table below outlines the specific zone provisions applicable to the subject site. As the site will eventually be divided into separate development parcels, each future parcel will be subject to specific lot requirements outlined in the Zoning By-law.

Table 2. Zoning By-law 2008-250 – Mixed Use Centre, Floor Space Index 1.75

	MC F (1.75) Provisions	
Minimum Lot Area	No Minimum	
Minimum Lot Width	No Minimum	
Minimum Front and Corner Yard Setback	Abutting a lot in a Residential Zone	3 m
	Abutting the rapid transit corridor	2 m
	All other cases	No minimum
Minimum Interior Side Yard Setback	Abutting a lot in a residential zone	3 m
	Abutting the rapid transit corridor	2 m
	All other cases	No minimum
Minimum Rear Yard Setback	Rear lot line abutting a lot in a residential zone	6 m
	Rear lot line abutting the rapid transit corridor	2 m
	All other cases	No Minimum
Maximum Floor Space Index	1.75	
Minimum Building Height	For all uses within 400 metres of a rapid transit station, other than a gas bar where it is permitted by an exception	6.7 m
	other cases	No minimum
Maximum Building Height	In an area up to and including 15.0 m from a property line abutting a R1, R2, or R3 zone	11 m
	in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 residential zone	20 m
	All other Cases	No maximum, or as shown by the suffix "H" on a zoning map, or specified in a subzone or exception where applicable
Amenity Area	6 m ² per dwelling unit	
Minimum width of landscaped area	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	

	MC F (1.75) Provisions		
Minimum Required Driveway Width	Minimum 3 m for a single traffic lane and 6 m for a double traffic lane		
Minimum Required Drive Aisle Width	6 m		
Parking Space Dimensions	Minimum width: 2.6 m Minimum length: 5.2 m		
Minimum Required Width of a Landscaped Buffer of a Parking Lot	abutting a residential zone	3 m	
	in all other cases	1.5 m	
Minimum Required Width of a Landscaped Area Outside of a Parking Lot	The perimeter of the parking lot where it abuts a residential zone must be screened from view by an opaque screen with a minimum height of 1.5 m.		
Minimum Required Bicycle Parking	0.5 spaces per dwelling unit		
Minimum Bicycle Parking Space Dimensions	Horizontal: 0.6 m by 1.8 m Vertical: 0.5 m by 1.5 m (max 50% of required space)		
Bicycle Parking Access	Minimum aisle width: 1.5 m		
Vehicle Loading Spaces	Retail food store, retail store, shopping centre, except in the TM Zone	2,000-4,999 m ² GFA	1 space
		5,000 + m ² GFA	2 spaces

Parking Provisions

The City of Ottawa has special parking provisions for lands located near rapid-transit stations. Schedule 1A of the Zoning By-law identifies the subject site as being in Area Z: Near Major LRT Stations. Within Area Z, there are no minimum parking requirements for uses. However, there is a minimum parking requirement for visitor spaces of 0.1 spaces per dwelling unit for low-mid-high-rise apartments, mixed-use buildings, stacked dwellings and townhouse dwellings. This requirement does not apply for the first twelve dwelling units of a building.

Zoning By-law 2008-250 establishes a maximum number of parking spaces on lands located within 600 m of a rapid transit station. Table 2 outlines the maximum parking rates for this area for relevant potential uses:

Table 3. Zoning By-law 2008-250 Maximum Parking Rates

LAND USE	MAXIMUM RATE
Apartment Dwelling; Mid Rise, Apartment Dwelling, High Rise, and Apartment Dwelling, Low Rise	1.75 per dwelling unit (combined total of resident and visitor parking)
Dwelling Units, in the same building as a non-residential use	1.75 per dwelling unit (combined total of resident and visitor parking)

LAND USE	MAXIMUM RATE
Office	2.7 per 100 m ² of gross floor area
Retail Store; Retail Food Store	4.0 per 100 m ² of gross floor area

5.3.7 Draft New Zoning By-Law

On April 18, 2024, the City of Ottawa released a summary report of the first draft of the New Zoning By-law and released the full first draft on May 31, 2024. A second draft of the New Zoning By-law will be released in Q1 2025 following public consultation. The final draft of the New Zoning By-law is scheduled for Council approval in December 2025. Given that the draft New Zoning By-law will continue to evolve in response to policy changes, public feedback, and directions from Council, the regulations and built form standards contained in the first draft should be viewed as provisional and subject to change. The current Zoning By-law 2008-250 will remain in effect until Council approves the final draft of the New Zoning By-law in Q4 2025, and all appeals are resolved.

The site is currently zoned as *(MC F(1.75)) Mixed Use Centre*, with a maximum FSI of 1.75 under the current Zoning By-law No. 2008-250. The draft New Zoning By-law proposes to zone the site as *(H3 F(1.75)) Hub Zone 3*, with a maximum FSI of 1.75.

Should future applications be filed for individual development blocks, depending on the timing of those applications being deemed complete, the applications may need to comply with the draft New Zoning By-law. Overall building heights are likely to be dictated by the TPMP under the Secondary Plan.

5.3.8 Parkland Dedication By-law (2022)

The City of Ottawa adopted a Parkland Dedication By-law on August 31st, 2022. Under the *Planning Act*, municipalities are authorized to require parkland dedication in the form of land conveyed or cash-in-lieu when development or redevelopment occurs and there is a net increase in density for any use. The City of Ottawa's Parkland By-law is currently under appeal and under review, it is anticipated that changes to the by-law will be implemented during the application review process for this submission.

According to the City of Ottawa's current Parkland Dedication By-law, the required conveyance is at a rate of one hectare per 300 dwelling units when parkland is to be conveyed, and one hectare per 500 dwelling units for cash-in-lieu of parkland. Where the conveyance is comprised entirely of cash-in-lieu of parkland, the payment of cash-in-lieu of parkland shall not exceed an amount equivalent to 10% of the gross land area.

With the introduction of Bill 23, the Planning Act has capped parkland dedication conveyance requirements as described below:

- Setting a maximum parkland dedication cap of 10% for sites less than 5 ha in area, and 15% for larger sites.
- Halving the maximum parkland dedication rates for land and cash-in-lieu.
- Allowing the provision of encumbered lands and privately-owned parks to be counted for parkland credit.

Based on both the existing Parkland Dedication By-law as well as the proposed changes in Bill 23, a preliminary estimate of the parkland dedication contribution can be calculated. For sites larger than 5 hectares, there is a maximum conveyance of 15% of the land area which would total about 7.35 hectares in this case. More certainty can be applied to this calculation following the City of Ottawa's implementation of Bill 23.

The parkland strategy for this application will be to provide programmed green space through municipal parks, privately owned public spaces (POPS), open spaces, and school facilities.

The Neighbourhood Park is proposed in the same location as the one proposed in the TPMP serving as a focal point of the community. The approximately 1.59-ha space is able to accommodate a range of functions including passive and active recreational uses. Additionally, the Neighbourhood Park has street frontage along Goldenrod, Sorrel and Sir Frederick Banting, making it accessible from multiple directions. Additional parks forming an east-west link across the center of the site creates a network of linked greenspaces for enhanced access to public spaces and ease of travel for active users. The parks will be developed in phases in accordance with the phasing plan and the federal government's disposal plan.

5.3.9 Inclusionary Zoning Framework

The *Planning Act* includes a land use planning tool known as Inclusionary Zoning that allows municipalities to require affordable dwelling units for new residential developments located within *Protected Major Transit Station Areas (PMTSAs)*. The OP identifies 26 *PMTSA*'s in the City of Ottawa, including the subject site, as demonstrated in Figure 37.

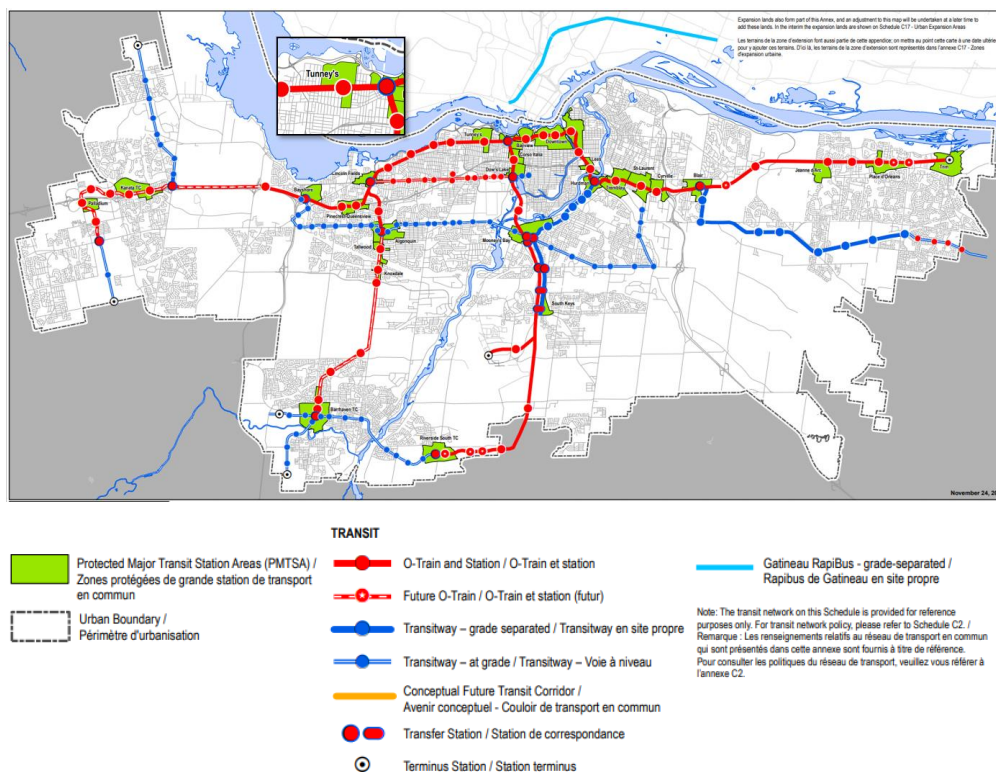


Figure 37 - Schedule C1 - Protected Major Transit Station Areas (PMTSA)

The City of Ottawa has introduced Inclusionary Zoning in its Official Plan policies and is now proposing new zoning regulations to implement this initiative.

The City of Ottawa's proposed Inclusionary Zoning framework seeks to establish a definition for "affordable" as this term can encompass different meanings for different people in various contexts. "Affordable" in the context of Inclusionary Zoning *rental units* is defined as the lesser of:

- (a) the average market rent for the unit by number of bedrooms in the regional market area; and,
- (b) rent priced at 30% of the gross income for households in the 60th income decile for renter households. The average market rent by number of bedrooms will be updated annually based on the most recent CMHC rental market report.

"Affordable" in the context of inclusionary zoning *ownership units* is defined as the lesser of:

- (a) the market value of the unit; and
- (b) the price calculated as affordable to the 60th income decile for all households in the assessment report.

Therefore, "affordable" rates are determined based on Ottawa household income data and the average market values for units. This data is subject to change based on the most recent data available.

The proposed Inclusionary Zoning framework requires that new residential or mixed-use developments set aside a certain percentage of units or gross floor area for rent or for sale at affordable rates, known as the "set-aside rate". Through agreements with the developer, the City can ensure that these units are rented or sold at rates that are affordable to the target households. The tenants and owners of affordable units have the same rights and responsibilities as the other tenants and owners in the development. The framework proposes a set-aside rate of 10% for condominiums and 0% for purpose-built rentals, city-wide. During the first 5-year review of the assessment report, or sooner if directed by Council, the City would conduct a market analysis of each PMTSA individually and then propose to increase or decrease the set-aside rates accordingly. The framework recommends that Inclusionary Zoning should apply to new developments containing 50 residential units or more and a minimum residential gross floor area threshold of 3,500 square metres. Furthermore, the framework recommends a 99-year affordability period for ownership units and a 25-year affordability period for purpose-built rentals, if and when they become subject to inclusionary zoning.

Furthermore, as of July 2022, City Council have directed staff to conduct additional investigations and analysis of the proposed framework so additional changes could be forthcoming. Additionally, these requirements may change as a result of Bill 23 as the Province has proposed some changes to Inclusionary Zoning frameworks in the legislation. Bill 23 proposes that the set-aside rate is capped at an upper limit of 5% of the total number of units in a development which can be required to be affordable. The proposed legislation would also cap the number of years in the affordability period to a maximum of 25 years. These regulation changes are not yet in force.

6 Public Consultation Strategy

6.1 Public Engagement

CLC and PSPC has developed and implemented a public consultation program for the overall redevelopment of Tunney's Pasture, a part of which is this DPS application. A summary of the Public Consultation Strategy is provided within this section of the Report.

Public engagement for the proposed redevelopment has been organized into three stages:

Stage 1 focused on informing the public about the redevelopment and took place during summer and fall 2021.

- The project website and communications to inform the public and stakeholders of project developments was launched in November 2021. Approximately 2,100 visits to the project website were made during Stage 1.
- Representatives of key stakeholder groups from the surrounding neighbourhoods were briefed on the project in December 2021.

Stage 2 was for identifying the issues and developing a narrative that expands upon the vision and introduces the community's expectations and aspirations for the redevelopment. Stage 2 activities took place over spring and summer 2022.

- Project website updates and communications informed the public and stakeholders of project developments and opportunities to provide input in May 2022. The website received 2,384 visits during Stage 2.
- Public virtual workshops consisting of a technical presentation followed by facilitated break-out discussions to get input into potential community values.
- A questionnaire was administered to 206 respondents from May to June 2022.
- Approximately 50 participants attended a virtual questions and answers coffee house in June 2022.

Stage 3 on roads and services began in fall 2022 and is currently ongoing.

- Meetings of the Communities' Perspectives Group began in 2023 and are ongoing.
- Information boards and video were uploaded to the project website in November 2023.
- Public Open Houses with facilitated small group discussions to validate Community Values and get feedback on the proposed network took place in November 2023.
- An online questionnaire was posted on the project website from November to December 2023 and were answered by 107 respondents.

To date, thousands of community members have engaged with the redevelopment project.

Three broad findings surfaced from the engagement activities. In no particular order:

1. Residents are generally aligned with the Guiding Principles and TPMP.
2. Residents want Tunney's Pasture transformed into a vibrant, complete community that is well connected and a destination point in Ottawa.
3. Integration with the surrounding communities entails a redevelopment that promotes not only environmental but also social sustainability, through a strong commitment to planning choices that support affordable housing, diversity and inclusion, social cohesion, and wellness.

Public engagement is planned to continue throughout the lifecycle of the project.

6.2 Indigenous Engagement

A key element of the overall redevelopment project is a commitment to meaningful Indigenous engagement, ensuring that it informs the design and implementation of the project. Engagement strategies are determined in consultation with each community, and include recurring meetings, Elder circles, friendship circles, and providing opportunities for input. Additional engagement opportunities are currently under discussion, including funding agreements, advisory committees, visioning sessions, PSPC and CLC hosted town halls or events for communities, and site tours.

Since 2021, CLC and PSPC have commenced meaningful Indigenous engagement with Indigenous Peoples including Algonquin Anishinaabeg Nation Tribal Council, Kitigan Zibi Anishinaabeg, Algonquins of Pikwakanagan First Nation, Algonquins of Ontario, and urban Indigenous populations, ensuring it informs the concept design development that CLC will lead following acquisition. Engagement strategies are determined in consultation with each community and will continue through the life cycle of this project. CLC and PSPC are currently in the development of participation agreements and expect to begin design consultation in 2024/2025.

7 Planning Analysis

The following section provides a discussion of the rationale for the proposed DPS, as well as considerations for the future development of the individual blocks. Based on a review of the subject site and the applicable policy framework, it is Arcadis's professional opinion that the proposed DPS for the subject site will conform and be consistent with the applicable policy, as detailed below.

7.1 Consistent with Federal Policy Direction

The NCC's Capital Urban Lands Plan designates Tunney's Pasture as a Major Federal Employment Area. Under this designation, the NCC supports projects that improve the integration of federal employment areas into their surroundings, while continuing to accommodate federal needs; preserves-built heritage of significance to the Capital; fosters urban design excellence; and locates intensification near rapid transit. Non-federal uses such as residential, office, retail, restaurants, hotels and cultural facilities such as public art and interpretation are complementary uses to the designation. The proposed DPS has regard for the federal government's disposal strategy on the site and will facilitate the introduction of a complementary mix of residential and commercial uses, among others, in accordance with the CULP.

The Plan for Canada's Capital, 2017-2067 supports mixed-use intensification of federal office campuses, as well as better integration of federal lands within the context of the surrounding urban fabric. As noted in the Plan for Canada's Capital, 2017-2067, the NCC supports redevelopment of federal employment nodes, such as Tunney's Pasture, into mixed-use areas that integrate with their surroundings and more closely linked to their urban context. The NCC also supports intensification near rapid transit stations including Tunney's Pasture through the use of surplus lands. As such, the proposed development is consistent with the policy direction of The Plan for Canada's Capital: 2017 to 2067.

7.2 Consistent with Provincial Policy Direction

The proposed DPS application will facilitate the intensification of the subject site in accordance with provincial policy directions outlined in the PPS. This includes providing opportunities for, and facilitating, economic growth by creating new development parcels to accommodate a mix of uses, including housing, while ensuring the appropriate infrastructure is in place to support future growth. The proposed DPS will facilitate the redevelopment of the site into a mixed-use and liveable community, ensuring the necessary infrastructure is available to meet current and projected needs. The proposed DPS represents the integration of land use planning, growth management, transit-supportive development, and infrastructure planning to optimize investments, minimize land consumption, and promote a compact built form that is transit supportive, consistent with the PPS.

The project integrates land use planning with transit-oriented development by leveraging the existing O-Train station and frequent bus routes, promoting cost-effective and efficient infrastructure use. This approach, which supports transit, is complemented by new and upgraded cycling paths and pedestrian-friendly design, which improves active transportation options and reduces reliance on private vehicles. The integration of green spaces and public amenities further supports a healthy, liveable community, ensuring that public amenities are available to meet current and future needs. Overall, the proposed DPS application is consistent with the PPS.

7.3 Conforms with Municipal Policy Direction

The City of Ottawa Official Plan, Secondary Plan, and development guidelines provide comprehensive guidance regarding the design, permitted uses, and densities for appropriate development on the subject site. The subject site is designated as a *Hub* under the OP. *Hubs* seek to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity. The site also falls within the Scott Street Secondary Plan where it is designated as a Hub.

The proposed Draft Plan of Subdivision conforms with the policy direction and vision for both the Official Plan and Scott Street Secondary Plan *Hub* designations. Redevelopment of the site would add a significant amount of new residential, commercial, community and institutional area through the creation of new development blocks.

7.4 Consistent with Zoning Intent

The subject site is zoned as *MC F(1.75) – Mixed Use Centre, Floor Space Index 1.75* under the City of Ottawa By-law No. 2008-50. The purpose of the MC zone is to accommodate a range of transit-supportive uses in a compact and pedestrian-oriented environment, consistent with the proposed development. It should be noted, however that there is a discrepancy between the Zoning By-law's Floor Space Index maximum cap of 1.75 whereas the current Scott Street Secondary Plan states that development will have a minimum density of two times the lot area effectively meaning a minimum FSI permission of 2.0. It is expected that the FSI cap will be lifted in order for the zoning to be consistent with the policy direction of the OP, Secondary Plan and TPMP.

8 Conclusion

Based on Arcadis Professional Service (Canada) Inc's analysis of the subject site, the surrounding lands, supporting studies, and the applicable policy framework, the proposed DPS application will establish an infrastructure backbone regarding roads and subsurface infrastructure that is consistent with and conforms to Federal and Provincial Policy, as well as conforms to the regional and municipal policy frameworks. The proposed will create new development parcels to accommodate new housing in accordance with the OP. The proposed application introduce compatible employment uses on an underutilized and vacant site, contributing to economic prosperity. As such, it is Arcadis' professional opinion that the proposed DPS application constitutes good planning, is in the public interest, and will add significant value to the City of Ottawa.

Respectfully submitted September 19, 2024.

Regards,

Arcadis Professional Services (Canada) Inc.

Appendix A

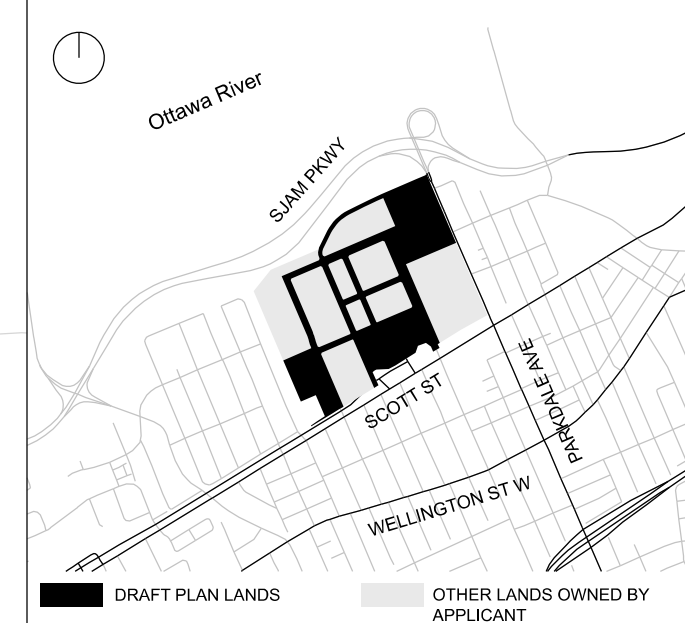
Proposed Draft Plan of Subdivision

TUNNEY'S PASTURE
OTTAWA, ON

This drawing has been prepared solely for the Intended Use, thus any reproduction or distribution for any purpose other than authorized by Arcadis is forbidden. Without dimensional and/or technical precedence over scaled drawings, Contractors shall verify and be responsible for all dimensions and conditions on the job, and Arcadis shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to Arcadis for general concurrence before proceeding with fabrication.

Arcadis Professional Services (Canada) Inc.

Arcadis, 888 Civic Road, Burlington, Ontario L7R 4W1, Canada



UNDER SECTION 51 (17) OF THE PLANNING ACT, R.S.O. 1990, c. P.13 AS AMENDED

- (1) - AS SHOWN
- (2) - AS SHOWN
- (3) - AS SHOWN
- (4) - AS LISTED
- (5) - AS SHOWN
- (6) - AS SHOWN
- (7) - AS SHOWN
- (8) - AS SHOWN
- (9) - MUNICIPAL WATER
- (10) - URBAN NA
- (11) - AS SHOWN
- (12) - MUNICIPAL SANITARY AND STORM SEWERS
- (13) - AS SHOWN

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

V ANDREW SHELPS, O.L.S.
ANNIS, O'SULLIVAN, VOLLEBEKK LTD

OWNER'S CERTIFICATE
I HEREBY CONSENT TO THE FILING OF THIS P
GROUP, IN DRAFT FORM.

SIGNED _____
CANADA LANDS COMPANY

LAND USE SCHEDULE

BLOCKS	DESCRIPTION	AREA (ha)
1	MEDUSE	2.211
2	MEDUSE	2.212
3	MEDUSE	2.213
4	MEDUSE	2.214
5	MEDUSE	2.215
6	MEDUSE	2.216
7	TRANSF TO BE CONVERTED TO CITY	0.000
8	OPEN SPACE	0.066
9	OPEN SPACE	0.067
10	OPEN SPACE	0.068
11	PUBLIC ROW (34.88m Driveway)	0.069
12	PUBLIC ROW (34.88m Driveway)	0.070
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96	PUBLIC ROW (34.88m Driveway)	0.154
97	PUBLIC ROW (34.88m Driveway)	0.155
98	PUBLIC ROW (34.88m Driveway)	0.156
99	PUBLIC ROW (34.88m Driveway)	0.157
100	PUBLIC ROW (34.88m Driveway)	0.158
101	PUBLIC ROW (34.88m Driveway)	0.159
102	PUBLIC ROW (34.88m Driveway)	0.160
103	PUBLIC ROW (34.88m Driveway)	0.161
104	PUBLIC ROW (34.88m Driveway)	0.1

9	2024-09-13	SD	SUBMISSION
8	2024-07-30	SD	DRAFT
7	2024-07-24	SD	DRAFT
6	2024-07-16	SD	DRAFT
5	2024-07-16	SD	DRAFT
4	2024-06-28	SD	DRAFT
3	2024-04-05	SD	PAC SUBMISSION
2	2024-03-04	SD	DRAFT
1	2023-12-15	SD	DRAFT
0	2023-06-21	SD	DRAFT
#	DATE	BY	DESCRIPTION

[illegible][illegible]

APPROVALS	
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1. Elevations shown are geodetic and are referred to the CGVD2013 geodetic datum.
2. It is the responsibility of the user of this information to verify that the job benchmark

SCALE 15 0 10 20 40

1:1000 (m)	
PROJECT NO: 139833	
DRAWN BY:	CHECKED BY:

PROJECT MGR:	APPROVED BY:
SA	

SHEET TITLE

DRAFT PLAN OF SUBDIVISION

SHEET NUMBER	ISSUE

1	1.9
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