

Canada Lands Company

Tunney's Pasture

Draft Plan of Subdivision

120 Parkdale Avenue, Ottawa, ON

Planning Rationale Report

July 28, 2025

Tunney's Pasture - Draft Plan of Subdivision
Planning Rationale Report
July 28, 2025

Tunney's Pasture Draft Plan of Subdivision

120 Parkdale Avenue, Ottawa, ON

Planning Rationale Report

July 28, 2025

Prepared By:

Arcadis Professional Services (Canada) Inc.
333 Preston Street, Suite 500
Ottawa, Ontario K1S 5N4
Canada

Prepared For:

Canada Lands Company
100 Queen St Suite 1050
Ottawa, ON K1P 1A5
Canada

This document is intended only for the use of the individual or entity for which it was prepared and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or copying of this document is strictly prohibited.

Contents

Executive Summary..... 1

1 Introduction..... 1

 1.1 Planning History 2

 1.2 Pre-Application Consultation 3

2 Subject Site and Surrounding Context..... 4

 2.1 Subject Site 4

 2.1.1 Site Constraints and Topography..... 5

 2.1.2 Heritage..... 5

 2.1.2.1 Site History 5

 2.1.2.2 Heritage Buildings 7

 2.1.3 Federal Commitment to Housing 8

 2.2 Surrounding Context..... 8

 2.2.1 Surrounding Developments 10

 2.2.2 Road Network..... 11

 2.2.3 Public Transit 11

 2.2.4 Active Transportation..... 13

3 Development Proposal..... 14

 3.1 Tunney’s Pasture Master Plan Vision..... 14

 3.2 Description of Development Proposal 22

 3.2.1 Transportation Network 23

 3.2.2 Land Use..... 27

 3.2.3 Open Space 28

 3.2.4 Phasing 30

 3.3 Required Approvals..... 31

4 Summary of Technical Studies 32

 4.1 Transportation Impact Assessment 32

 4.2 Servicing Report 33

 4.3 Heritage Interpretation Framework..... 34

 4.4 Arborist Report and Tree Preservation Plan..... 34

 4.5 Phase 1 Environmental Site Assessments 35

 4.6 Phase 2 Environmental Site Assessments 35

 4.7 Geotechnical Study 35

4.8	LRT Proximity Study	36
4.9	Noise and Vibration Study	36
5	Planning Policy and Regulatory Framework	36
5.1	Federal Regulatory Framework	37
5.1.1	The Plan for Canada's Capital: 2017 to 2067 (2016).....	37
5.1.2	Capital Urban Lands Plan (2015).....	38
5.1.3	Ottawa River South Shore Riverfront Park Plan (2018).....	39
5.2	Provincial Legislative Framework.....	41
5.2.1	The <i>Planning Act</i>	42
5.2.2	Provincial Planning Statement (2024)	45
5.3	Municipal Policy and Regulations	47
5.3.1	City of Ottawa Official Plan (2022)	47
5.3.1.1	Strategic Directions	47
5.3.1.2	Growth Management Framework	53
5.3.1.3	City Wide Policies	55
5.3.1.4	Transects	66
5.3.1.5	Urban Designations	67
5.3.1.6	Protection of Health and Safety.....	70
5.3.1.7	Implementation.....	73
5.3.2	Scott Street Community Design Plan (2014).....	73
5.3.3	Scott Street Secondary Plan (2018)	77
5.3.4	Tunney's Pasture Master Plan (2014)	81
5.3.4.1	Land Use	82
5.3.4.2	Building Heights.....	84
5.3.4.3	Circulation.....	86
5.3.4.4	Open Space.....	88
5.3.5	Transit Oriented Development Guidelines (2007)	89
5.3.6	Parks and Recreation Master Plan.....	91
5.3.7	City of Ottawa Zoning By-law	92
5.3.7.1	Zoning By-law No. 2008-50.....	92
5.3.7.2	Draft New Zoning By-Law.....	95
5.3.8	Parkland Dedication By-law.....	99
5.3.9	Inclusionary Zoning Framework	99

6	Additional Guiding Documents	101
7	Public Consultation Strategy	101
7.1	Public Engagement	101
7.1.1	Communities Perspectives Group	103
7.2	Indigenous Engagement	103
8	Planning Analysis	104
8.1	Consistent with Federal Policy Direction	104
8.2	Consistent with Provincial Policy Direction	104
8.3	Conforms with Municipal Policy Direction	105
8.4	Consistent with Zoning By-Law	105
9	Conclusion	105

Figures

Figure 1 – Tunney's Pasture Site Boundary	1
Figure 2 - Subject Site	5
Figure 3 - Aerial View of Tunney's Pasture. Please refer to Heritage Interpretation Framework for complete source.	6
Figure 4 - Statistics Canada Building	7
Figure 5 - Brooke Claxton Building	7
Figure 6 - RH Coats Building	7
Figure 7 - Central Heating and Cooling Plant	7
Figure 8 - Remic Rapids, Ottawa River	8
Figure 9 - NCC Lands	8
Figure 10 - Lyndale Avenue	9
Figure 11 - Carruthers Avenue, Mechanicsville	9
Figure 12 - Pathway connection in northwestern corner of Tunney's Pasture	9
Figure 13 - Island Park Drive, Champlain Park	9
Figure 14 - Tunney's Pasture Station	10
Figure 15 - Island Park Drive, Champlain Park	10
Figure 16 – Surrounding Development Applications	10
Figure 17 – City of Ottawa Official Plan Schedule C4: Urban Road Network	11
Figure 18 – City of Ottawa Official Plan Schedule C2: Transit Network	12
Figure 19 – OC Transpo System Map	13

Figure 20 – City of Ottawa Official Plan Schedule C3: Active Transportation Network, Urban – Major Pathways.	14
Figure 21 - TPMP Updated Demonstration Plan	16
Figure 22 - Tunney's Pasture Boulevard – Conceptual Render	17
Figure 23 - Plaza at LRT – Conceptual Render	18
Figure 24 - Parkdale Avenue - Conceptual Render	19
Figure 25 - Potential Built-Form Typologies – Conceptual	20
Figure 26 - Kichi Sibi Winter Trail – Conceptual Render	20
Figure 27 - Eglantine Driveway – Conceptual Render	21
Figure 28 – Proposed DPS - Phase 1 Lands Highlighted in Yellow	22
Figure 29 - Legacy ROWs	24
Figure 30 -Typical Cross-Section 24 m ROW	24
Figure 31 - Local Road with LID	25
Figure 32 - Typical Woonerf Cross-Section	25
Figure 33 - Proposed Active Transportation	26
Figure 34 -Proposed Land Uses – TPMP, as Amended	28
Figure 35 - Proposed Open Space Plan, TPMP, As Amended	29
Figure 36 - Landscape Concept Plan – Demonstrative	30
Figure 37 – Proposed Phasing Plan	31
Figure 38 – Capital Urban Lands Plan, Urban Lands: Land Designations.	39
Figure 39 – Sectors and Nodes	40
Figure 40 – Concept for recommended relocation of on-ramp at Parkdale Avenue	41
Figure 41 - Annex 2 – Development Zone of Influence, City of Ottawa	57
Figure 42 – Schedule C7-A - Design Priority Areas – Urban, City of Ottawa Official Plan	60
Figure 43 – Schedule C11-C - Natural Heritage System (East), City of Ottawa Official Plan	64
Figure 44 – Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan	66
Figure 45 – Schedule - C1 - Protected Major Transit Station Areas (PMTSA), City of Ottawa Official Plan	69
Figure 46 – Schedule C15 - Environmental Constraints, City of Ottawa Official Plan	70
Figure 47 – Proposed Land Use, Scott Street CDP	74
Figure 48 – Proposed Height Map, Scott Street CDP	75
Figure 49 – Proposed Tunney's Pasture Public Realm Demonstration Plan, Scott Street CDP	76
Figure 50 – Scott Street Secondary Plan Schedule A - Designation Plan	78
Figure 51 – Scott Street Secondary Plan Schedule B - Maximum Building Heights	79
Figure 52 – Tunney's Pasture 2014 Master Plan Land Use	83
Figure 53 - Updated Land Use Plan (2025)	83
Figure 54 – Tunney's Pasture Master Plan Building Heights	84

Figure 55 - Updated Buildings Heights (2025)..... 85
Figure 56 – Tunney's Pasture Master Plan Street Network..... 86
Figure 57 – Updated Street Network (2025) 87
Figure 58 – Tunney's Pasture Master Plan Open Space Typology 88
**Figure 59 - City of Ottawa Park and Recreation Facilities Master Plan - 2021 Municipally Owned or Leased
Active Parkland per 1,000 people 91**
Figure 60 - Schedule C1 - Protected Major Transit Station Areas (PMTSA)..... 100

Tables

Table 1. Land Use Schedule 23
Table 2. Comparative Statistics Between the TPMP (2014) and Proposed Concept (2025) 81
Table 3. Zoning By-law 2008-250 - Mixed-Use Centre Zone Provisions 93
Table 4. Zoning By-law 2008-250 Maximum Parking Rates 95
Table 5 - Zoning Provisions - Hub Zone 2..... 96

Appendices

Appendix A – Proposed Draft Plan of Subdivision

Executive Summary

Arcadis Professional Services Canada Inc. (Arcadis) was retained by Canada Lands Company (CLC) to prepare a Planning Rationale Report in support of a Draft Plan of Subdivision (DPS) application for Tunney's Pasture, a 49-hectare 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 roadway and servicing infrastructure to the City of Ottawa and integrate the campus into the broader community, as well as support the future redevelopment and build-out of the site.

In 2021, Public Service and Procurement Canada (PSPC) partnered with CLC under a collaboration project to leverage the strengths of each organization to deliver the long-term vision of Tunney's Pasture that includes the site's transition from a federal employment centre into a mixed-use, sustainable, transit-oriented community. CLC is a self-financing federal Crown corporation specializing in real estate and development with a mandate to transform former Government of Canada properties and reintegrate them into local communities, while ensuring their long-term goals. Since the launch of this collaboration project, CLC has been committed to working with the community to define amendments to the Tunney's Pasture Master Plan (TPMP) and proposed upgrades to the existing roadway and servicing infrastructure that support both federal priorities and future development.

On January 23, 2025, the National Capital Commission (NCC) approved amendments to the 2014 TPMP through the NCC's Federal Land Use, Design, and Transaction Approval (FLUDTA) process. Approval through FLUDTA was required to facilitate the disposal of lands from PSPC to CLC. The proposed amendments to the 2014 TPMP envision the transition of the site from a single-use federal office campus to a vibrant mixed-use community with a range of residential densities, open space typologies, and diverse land uses. These revisions reflect the post-COVID impacts to work patterns, the anticipated reduced federal office presence, the introduction of light-rail transit, and the prioritisation of creating new homes.

Upon full build-out of the subject site, the proposed DPS will introduce the infrastructure backbone to facilitate the creation of 7,000 – 9,000 new residential units; the retention of approximately 93,000 m² of federal office and laboratory space, which could include the conversion of these buildings into residential, institutional, or community uses; the addition of approximately 8,000 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 and subject to CLC's guiding documents.

The proposed DPS introduces new rights-of-way (ROWs) to be conveyed to the City of Ottawa. These ROWs largely mirror the existing locations of private roads and driveway on the site, however, are proposed to be modified 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. Overall, the ROW 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 providing additional vegetation for shelter, stormwater infiltration, and mitigation of the urban heat island effect. The active transportation network will be built out through the redevelopment by introducing new accessible sidewalks, cycling infrastructure, and greenways. The creation of new proposed municipal ROWs will also establish new blocks for future development, with additional parcels becoming available for development as the federal government continues to divest properties on the site.

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 River South Shore Riverfront Park Plan, and the Provincial

Planning Statement. The proposed DPS will facilitate the redevelopment of the site with a mix of uses, optimize an underutilized site, leverage the introduction of light-rail transit, and support the creation of a complete community.

The City of Ottawa Official Plan identifies the subject site as being within the *Inner Urban Transect* and designates the site as a *Hub*. The site is also subject to the Scott Street Secondary Plan and TPMP, as amended. The proposed DPS conforms with the City of Ottawa Official Plan and municipal policy documents as it will support the creation of 15-minute neighbourhoods and transit-oriented development, integrating the site into the broader urban fabric.

The City of Ottawa Zoning By-law is currently being updated, with a final draft expected 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*. Draft #2 of the New Zoning By-law proposes to rezone the site to the *Hub 2 (H2) Zone*. Future development applications for individual blocks will need to conform with applicable zoning.

Overall, the proposed DPS application seeks to 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 supporting a sustainable, healthy, inclusive, and transit-oriented community.

In accordance with the City of Ottawa's Terms of Reference, this Planning Rationale Report 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, including a summary of the TPMP vision, as amended;
- a summary of the background and technical studies prepared in support of the DPS;
- an analysis of 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 Planning 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 TPMP, as amended, the Transit Oriented Development Guidelines, the Parks and Recreation Master Plan, 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 Introduction

Arcadis Professional Services Canada Inc. (Arcadis) was retained by Canada Lands Company (CLC) to prepare a Planning Rationale Report in support of a Draft Plan of Subdivision (DPS) application for Tunney's Pasture, a 49-hectare 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 adjacent to light rail transit (LRT). Establishing new public roadways within the site and upgrading municipal stormwater, water supply, 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, as amended, among other guiding documents.

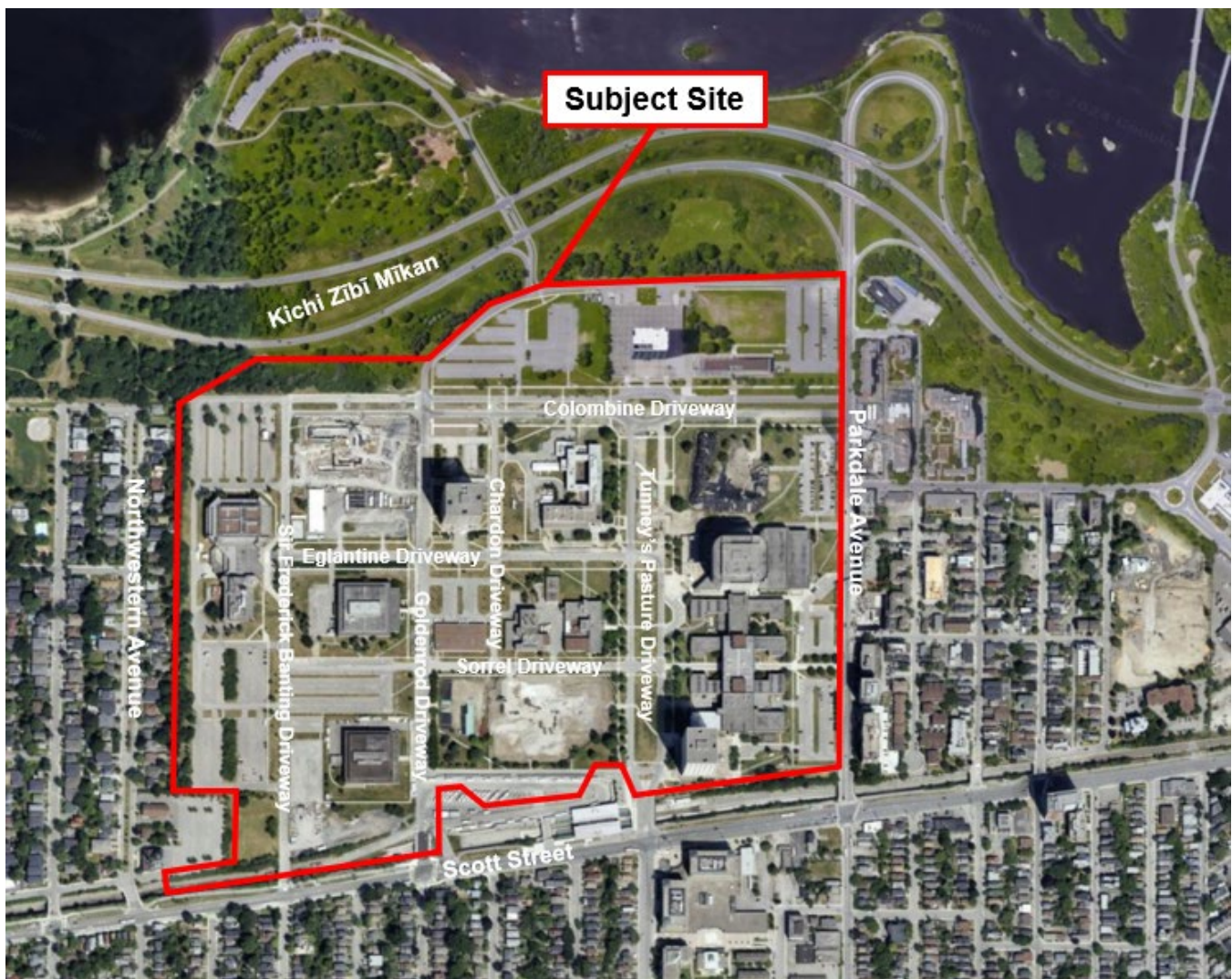


Figure 1 – Tunney's Pasture Site Boundary

The introduction of new municipal Rights-of-Ways (ROWs) through the proposed DPS will establish the essential infrastructure to support future development and define new development blocks. Upon full build-out of the subject site, the DPS will support the phased introduction of 7,000 – 9,000 residential units; the retention of approximately 93,000 m² of federal office and laboratory space, which could involve their future conversion into residential, institutional, or community uses; the introduction of approximately 8,000 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 and subject to CLC's review.

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, including a summary of the TPMP vision, as amended;
- a summary of the background and technical studies prepared in support of the DPS;
- an analysis of 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 Planning 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, as amended, the Transit Oriented Development Guidelines, the Parks and Recreation Master Plan, 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 National Capital Commission (NCC) in 2014 to guide the transformation of Tunney's Pasture 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 refer specifically to 2014 document, instead providing a general reference to the Tunney's Pasture Master Plan. As such, the NCC's approval of modifications to the TPMP does not require an Official Plan Amendment.

There have been several on-going initiatives at the subject site since the establishment of the 2014 TPMP, 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 of Ottawa.

From 2014 to 2019, PSPC undertook planning and due diligence studies to guide future development phasing and land divestiture decisions, as well as advance the implementation of the TPMP.

In 2021, PSPC partnered with CLC a self-financing federal Crown corporation specializing in real estate and development with a mandate to transform former Government of Canada properties and reintegrate them into local

communities while ensuring their long-term goals. This collaboration has identified long term federal priorities and surplus lands to support housing.

On January 23, 2025, the NCC approved amendments to the 2014 Tunney's Pasture Master Plan through the NCC's Federal Land Use, Design, and Transaction Approval (FLUDTA) process. Approval through FLUDTA was required to facilitate the disposal of lands from PSPC to CLC. The proposed amendments to the 2014 TPMP generally maintain the vision and principles of the plan, which includes envisioning the transition of the site from a single-use federal office campus to a vibrant mixed-use community. The approved revisions reflect of post-COVID changed work patterns, as well as the anticipated reduced federal office presence, the introduction of light-rail transit, and the prioritisation of creating new homes, as detailed in Sections 3.1 and 5.3.4 of this Report. Notwithstanding these amendments, 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.

CLC and PSPC also formed a Communities Perspectives Group (CPG) to initiate discussions with community stakeholders on various elements of the TPMP and on the proposed road network, as well as hosted a in person and virtual public open house at Tunney's Pasture in November 2023. CLC and PSPC have also engaged with Indigenous Peoples, including Algonquin Anishinaabeg Nation Tribal Council, Kitigan Zibi Anishinaabeg, Algonquins of Pikwakanagan First Nation, Algonquins of Ontario, and urban Indigenous populations. Engagement 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 Report and documents accompanying this DPS application submission have been prepared in accordance with the City's requirements and applicable Terms of References. This Report addresses the planning related comments and questions provided by the City in the feedback form dated June 5, 2024.

The following required documents have been prepared in support of the proposed DPS application, as outlined on the Study and Plan Identification List to form a complete application:

- Environmental Site Assessments (Phase 1 & Phase 2);
- Geotechnical Study;
- Grading and Drainage Plan;
- Noise Control Study;
- Rail Proximity Study;
- Site Servicing Study;
- Transportation Impact Assessment;
- Heritage Impact Assessment and Heritage Act Acknowledgement Report (note, through consultation with Staff, a Heritage Interpretation Framework was provided at this time);

- Landscape Plan;
- Parking Plan;
- Plan of Survey;
- Plan of Subdivision;
- Planning Rationale Report;
- Public Consultation Strategy;
- Preliminary Construction Management Plan;
- Urban Design Brief (note, the UDRP meeting to be held following first submission, as discussed with Staff); and,
- Tree Conservation Report.

2 Subject Site and Surrounding Context

2.1 Subject Site

Tunney's Pasture is a 49-hectare federal government campus in the City of Ottawa, located approximately 3.5 kilometres west of downtown (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, as it exists today, was designed as an auto-centric office campus in a park-like setting. Presently, 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 with the establishment of the O-Train LRT Confederation Line along Scott Street. Currently, initial phases of infrastructure updates are underway in the northwest quadrant of the site, with the new Central Heating and Cooling Plant for ESAP being under construction.



Figure 2 - Subject Site

2.1.1 Site Constraints and Topography

Tunney's Pasture currently functions as a federal office campus with a network of private roads, surface parking areas, and underground infrastructure. The site is relatively flat with vegetation around the perimeter and some trees internal to the site. The greatest grade changes are experienced at the north end of the site towards the NCC lands. The federal government's disposal of roadways and buildings presents constraints on development phasing, as coordination is required to ensure the retained offices and laboratories continue to remain operational while accommodating new mixed-use development.

2.1.2 Heritage

Tunney's Pasture holds significant heritage value as a purpose-built federal campus developed as a project of the Gréber Plan. This heritage value extends beyond the physical design and includes its civic context, the rich history of federal activities on the site, and the experiences of the thousands of civil servants whose careers are connected to the campus. The site also maintains important physical relationships and signature views between Tunney's Pasture, the Ottawa River, and surrounding neighbourhoods, further contributing to its historical significance.

2.1.2.1 Site History

As detailed in the Heritage Interpretation Framework for the site included with this submission, Tunney's Pasture has a long and diverse history, beginning as a traditional gathering spot for the Algonquin Nations above the Chaudière Falls. A brief and approximate timeline of key elements of the site's history is as follows:

- **1847 – 1862:** A grist and sawmill were partially located on the site and operated by Nicolas Sparks.

- **1870:** The Canadian Pacific Railway (CPR) introduced railway tracks along the north side of Scott Street which were removed in 1982.
- **1875:** Around 1875, the owners of Tunney's Pasture – the Lumber Merchants Group – permitted Anthony Tunney, an employee of the Upper Ottawa Improvement Company, to manage their fields and pasture animals on their property. At that time Tunney resided on Fifth Street (now known as Parkdale Avenue) in a small wood-frame house that overlooked the empty fields. This agreement is why the property became known as “Tunney's Pasture”.
- **Early 1930s – 1952:** The site was utilized for a 25-year period as a location for unorganized homes for unhoused population.
- **1950 Plan for the National Capital:** Gréber, a French urban planner, was commissioned by Prime Minister William Lyon Mackenzie King to create a new vision for the National Capital District. Commonly known as the Gréber Plan, the commission aimed to develop a vision and urban plan for many parts of Ottawa and the broader Capital region over a five-year period. A key element of the plan was developing federal employment areas, including Tunney's Pasture, moving passenger train service out of downtown; identifying new areas for residential subdivisions; and removing railways and level crossings (including the CPR tracks on Scott Street) to make way for new neighbourhoods and infrastructure.

The federal government's expropriation of the site occurred in 1947. Over the next 15 years, the core set of buildings were constructed at Tunney's Pasture, beginning with the Central Heating and Cooling Plant in 1950 and concluding with the construction of the Brooke Claxton Building between 1961 and 1964. Other buildings were constructed later while other original buildings were demolished. Notwithstanding, the campus currently retains most of its built form (buildings and streets) from the first decade and a half of its development. Its landscape appearance has changed over time, partly due to the loss of many street trees, but the site was never developed into a “park” envisioned by Gréber.

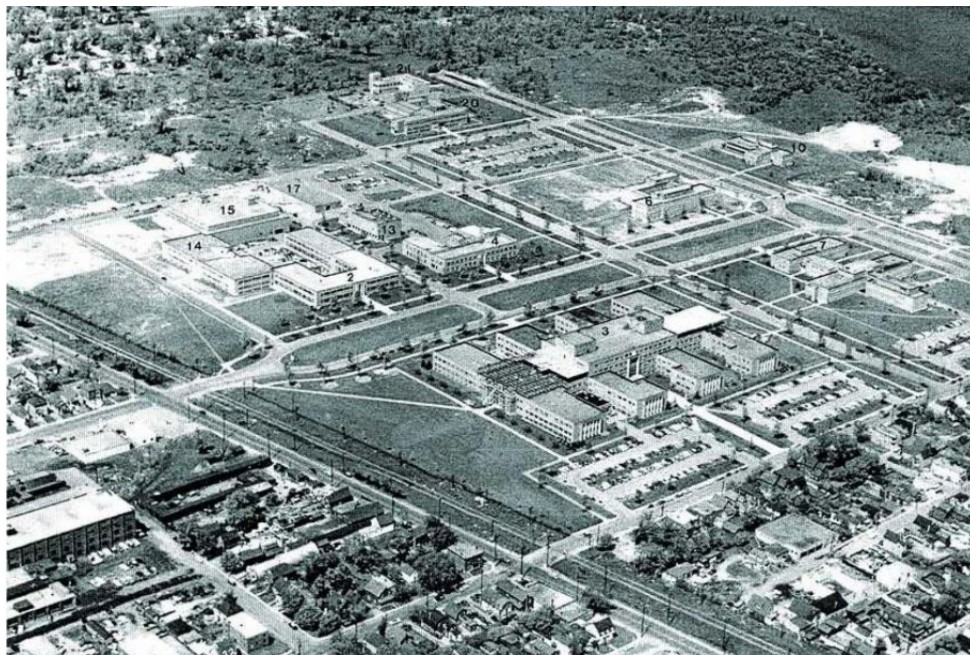


Figure 3 - Aerial View of Tunney's Pasture. Please refer to Heritage Interpretation Framework for complete source.

2.1.2.2 Heritage Buildings

Several buildings on the subject site are designated as federal heritage buildings, including:

- **Statistics Canada Building (1953) - *Recognized Federal Heritage Building*;**
- **Brooke Claxton Building (1964) - *Classified Federal Heritage Building*;**
- **Central Heating Plant (1952) - *Recognized Federal Heritage Building*; and,**
- **R.H Coats Building (1974) – *Recognized Federal Heritage Building*.**

Additional buildings identified by the City as exhibiting cultural heritage value or interest include the Jeanne Mance Building and the Jean Talon Building. Each of these buildings will be subjects for interpretation at Tunney's Pasture through on-going heritage work, in addition to the historic campus circulation system and plantings, as well as the area's history, natural features, relationship with the Ottawa River, and role in Capital planning.

As detailed in this Report, the proposed DPS maintains the legacy corridors of Tunney's Pasture Driveway and Colombine Avenue under the Gréber Plan. As the next phases of the redevelopment occur, heritage considerations and commemoration will be further explored for the site through landscape and block design considerations. Opportunities for adaptive re-use will also be considered for federal heritage buildings. As development proceeds, CLC will work closely with the City and Indigenous groups, among others, on appropriate heritage considerations for the site.



Figure 4 - Statistics Canada Building



Figure 5 - Brooke Claxton Building



Figure 6 - RH Coats Building



Figure 7 - Central Heating and Cooling Plant

2.1.3 Federal Commitment to Housing

In 2021, CLC in collaboration with PSPC, launched the Tunney's Pasture Redevelopment project to identify underutilized federal properties and accelerate the land disposal process. On August 25, 2024, the federal government announced their plan to make 56 federal properties available for housing development. Of those properties, five are located at Tunney's Pasture that have been declared surplus for disposal to CLC. These properties include 10 Colombine Driveway, 100 Chardon Driveway, 50 Colombine Driveway, and 70 Colombine Driveway, as well as Sir Frederick Banting, Colombine, and Tunney's Pasture Driveways, all of which comprise the lands subject to the first phase of this DPS application. These lands are projected to include a mix of uses, including residential. Upon full build-out, the Tunney's Pasture project should facilitate the creation of 7,000 – 9,000 new residential units, supporting CLC's mandate to enable housing and affordable housing. A minimum of 20% affordable housing is also proposed. This DPS submission marks the initial phase in realizing the federal government's commitment to expanding housing options and supply, ensuring the appropriate infrastructure is in place to support future growth.

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-range 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 uses. 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 Société de transport de l'Outaouais (STO).

The following specific 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 (Figure 8 and Figure 9).



Figure 8 - Remic Rapids, Ottawa River



Figure 9 - NCC Lands

East: Parkdale Avenue and the community of Mechanicsville are located to the east of the subject site (Figure 10 and Figure 11). 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 10 - Lyndale Avenue



Figure 11 - Carruthers Avenue, Mechanicsville

West: Bordering the western limit of the site is the Kichi Sibi Winter Trail and the low-rise residential community of Champlain Park (Figure 13 and Figure 12). 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 12 - Pathway connection in northwestern corner of Tunney's Pasture



Figure 13 - Island Park Drive, Champlain Park

South: The LRT 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 14). Given the LRT line is separated by grade, southern access to Tunney's Pasture is provided by bridges via Sir Frederick Banting Driveway, Goldenrod Driveway, Tunney's Pasture Driveway, and Parkdale Avenue. Further south of the site are the communities of Wellington West and Hintonburg (Figure 15).



Figure 14 - Tunney's Pasture Station



Figure 15 - Island Park Drive, Champlain Park

2.2.1 Surrounding Developments

Several development applications are in the vicinity of the subject site as of June 2025 (Figure 16). Several other buildings are currently under construction.



Figure 16 – Surrounding Development Applications

- **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.
- **116 Carruthers / 118 Carruthers:** 116 & 118 Carruthers is located east of Tunney's Pasture. The proposed development is to permit a 4-storey, 17-unit low rise apartment on the subject property. The site plan control application is currently in the review stage.

2.2.2 Road Network

The subject site is bordered by Scott Street, an east-west arterial road, to the south; Parkdale Avenue, a north-south arterial road, to the east, and the 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 runs along the Ottawa River and connects to Island Park Drive, Booth Street, and Wellington Street, providing connections to Quebec (Figure 17). All driveways internal to the site are currently privately owned by the federal government.

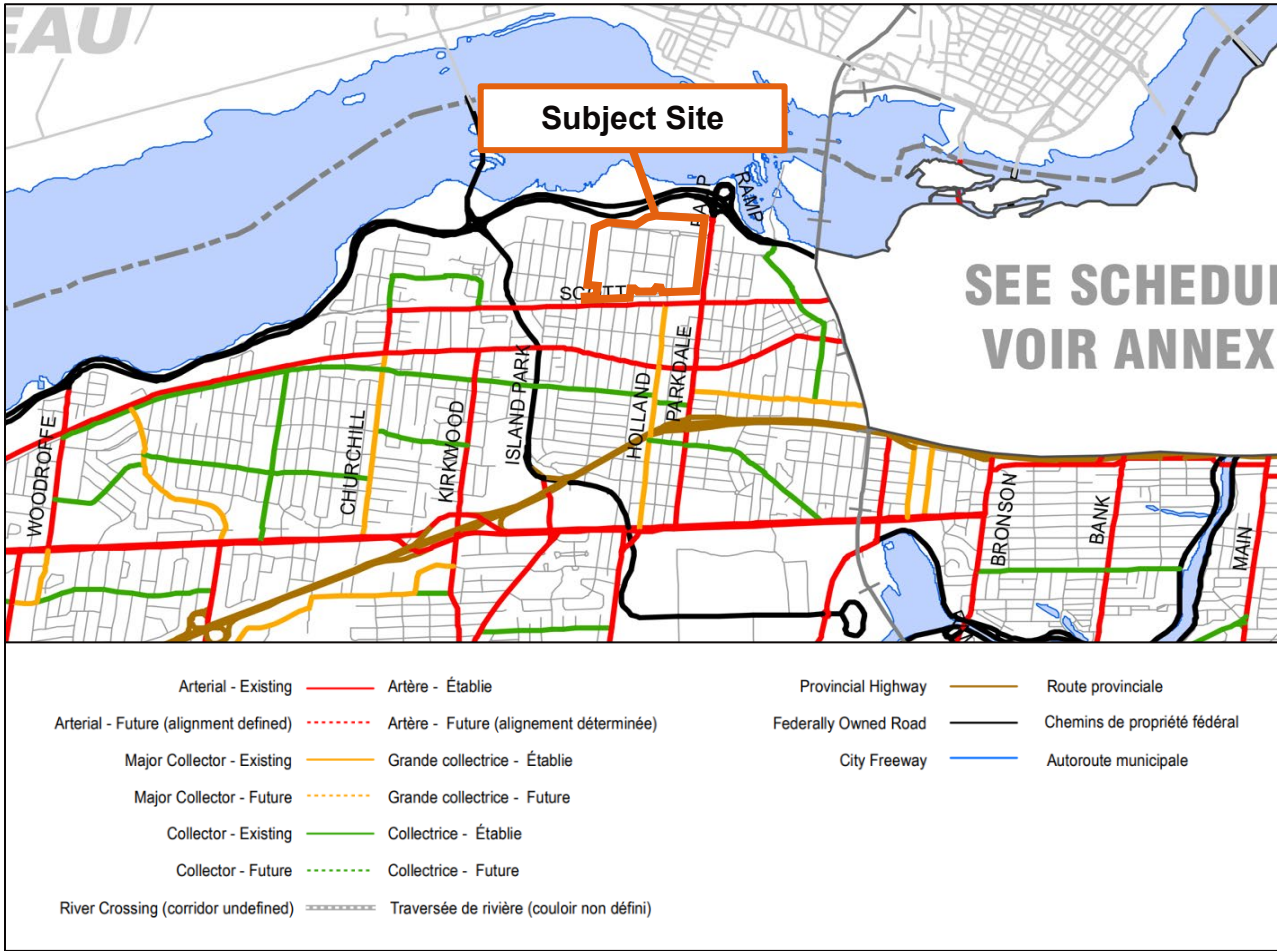


Figure 17 – City of Ottawa Official Plan Schedule C4: Urban Road Network.

2.2.3 Public Transit

The subject site is well-connected to public transit with the Tunney's Pasture LRT station and bus loop located at the southern limit of the site along Scott Street. This station also links to a transit priority corridor on Parkdale Avenue. Presently, Line 1 of the LRT travels westward from Blair Station through downtown to terminate at Tunney's Pasture Station. The extension of Line 1 is currently under construction to add 7 new stations along 8.5 kilometers of rail by 2026, terminating at Algonquin Station. The LRT 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 metre) 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 (Figure 18 and Figure 19). OC Transpo introduced "New Ways to Bus" in April 2025 which changed the routes of various busses throughout the city. Further consultation with OC Transpo and STO is anticipated as the development progresses.

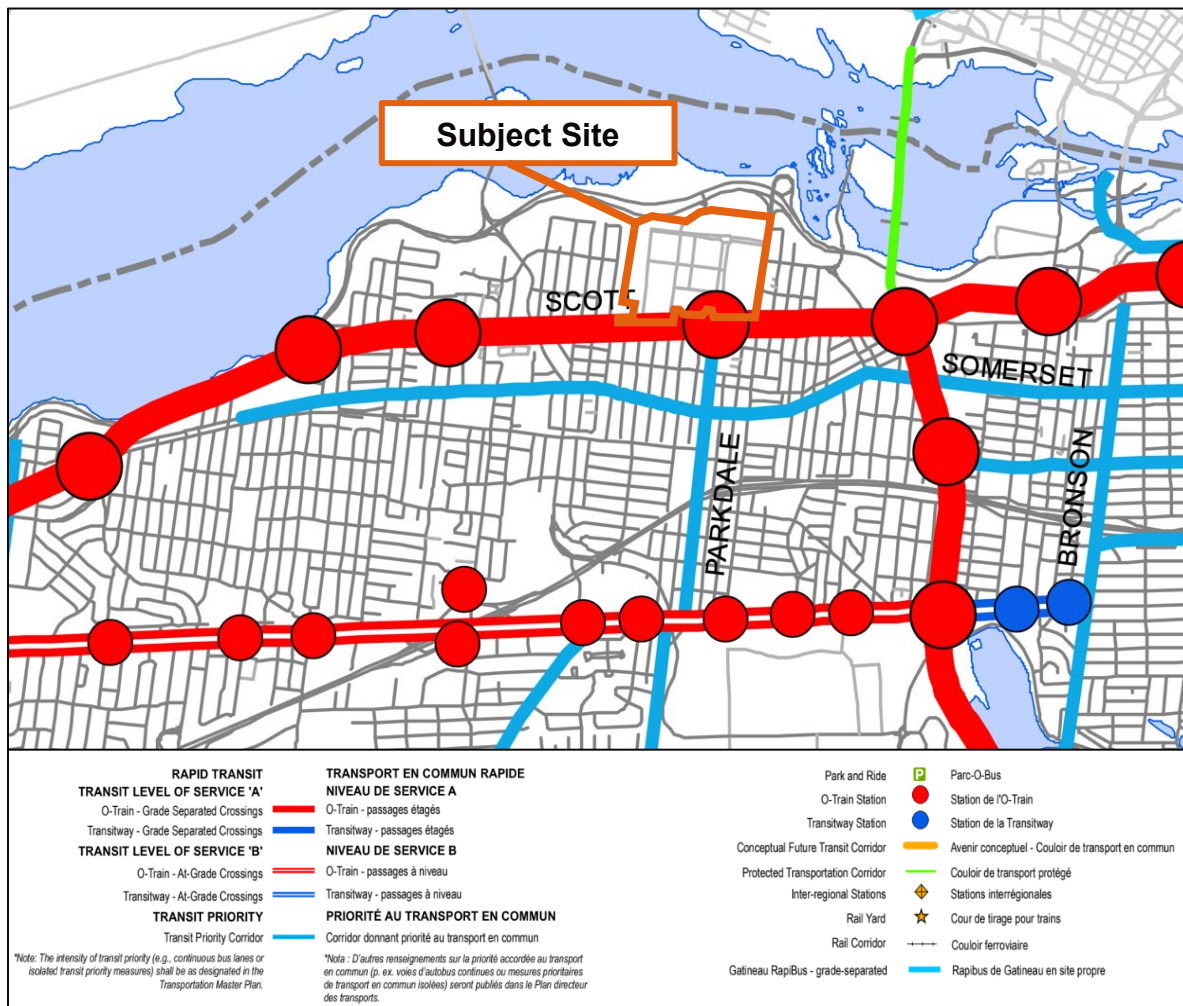


Figure 18 – City of Ottawa Official Plan Schedule C2: Transit Network

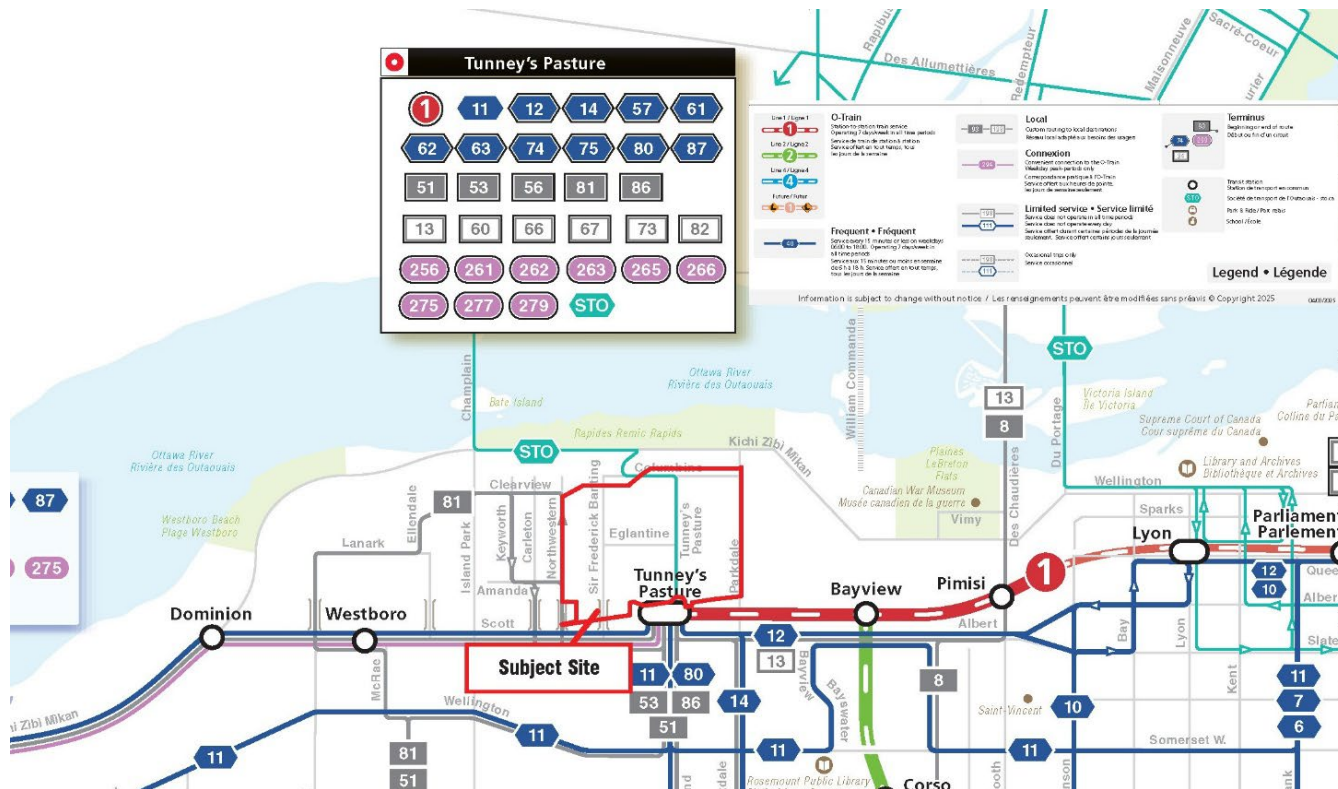


Figure 19 – OC Transpo System Map

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. The site is also connected to cycling routes along the Ottawa River via Parkdale Avenue and Goldenrod Driveway at the north of the subject site (Figure 20). 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.

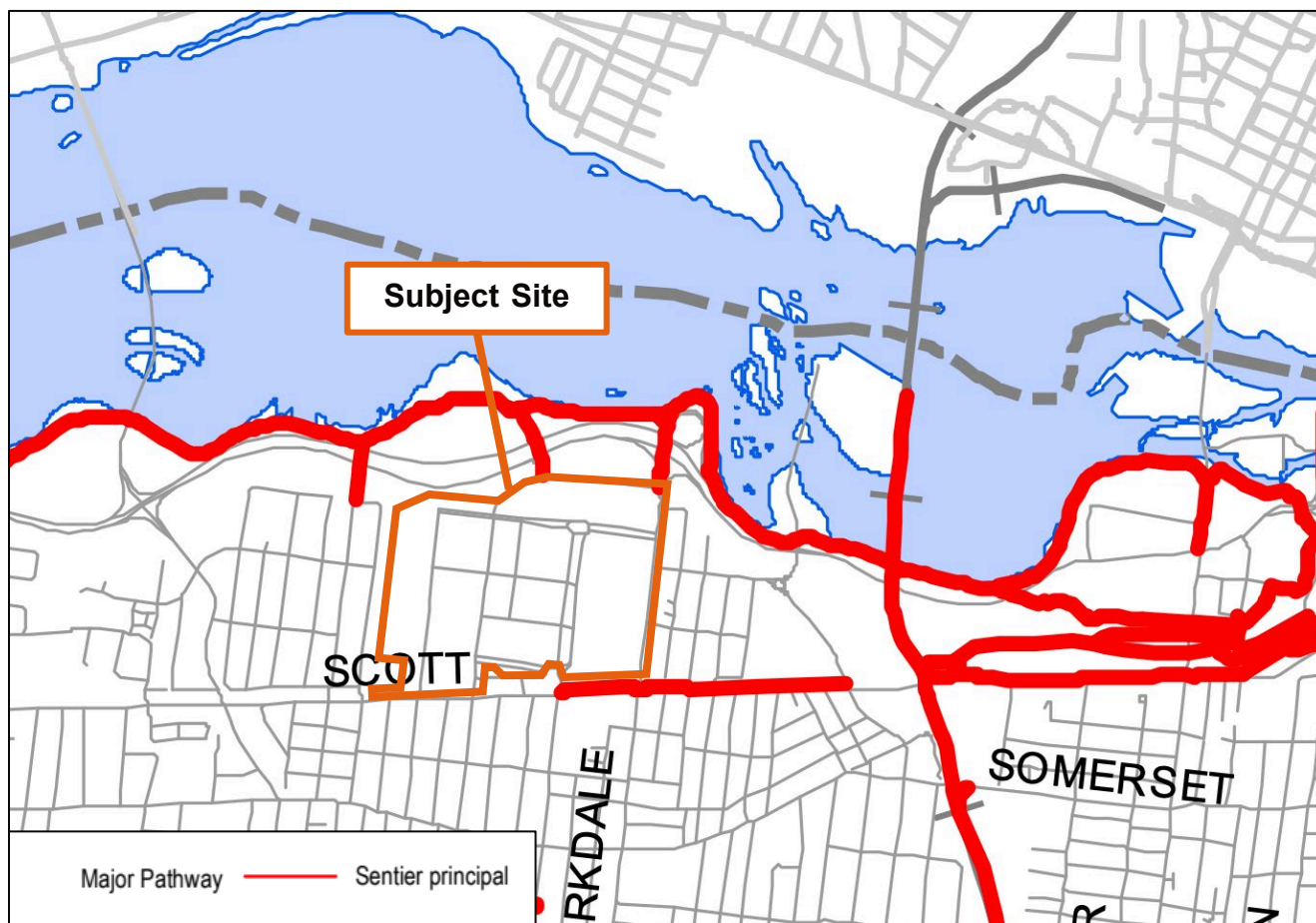


Figure 20 – City of Ottawa Official Plan Schedule C3: Active Transportation Network, Urban – Major Pathways.

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 as appropriate, in accordance with the TPMP, as amended. It is important to note that this DPS application is the first step in the overall redevelopment scheme as it will establish municipal roads and servicing infrastructure to support the future build-out of the site which will occur in phases.

3.1 Tunney's Pasture Master Plan Vision

On January 23, 2025, the NCC approved amendments to the 2014 TPMP through the NCC's FLUDTA process. Approval through FLUDTA was required to initiate the disposal of lands from PSPC to CLC. The approved amendments to the 2014 TPMP will guide the transition of the site from a single-use federal office campus to a vibrant mixed-use and transit supported community with a range of residential densities, open space typologies, and diverse land uses. The updated TPMP aspires for the site to be transformed into a sustainable, vibrant, and

highly connected community hub where homes, services, and work opportunities are all within a 15-minute walking distance.

Notable updates to the 2014 TPMP include an increased mix of uses to support a complete community; less office space being kept, with 7,600 federal employees being proposed on site compared to 22,000 employees in 2014 TPMP, an increase of approximately 5.5 hectares of green spaces, an increase from 3,500 housing units to between 7,000 and 9,000, and a commitment to provide 20% affordable housing. Further details on the TPMP amendments are provided in Section 5.3.4 of this Report.

The Illustrative Demonstration Plan highlights the updated TPMP vision for Tunney's Pasture. Blocks within the Tunney's Pasture site boundary, but outside of the DPS boundary, have been included to demonstrate the possibilities within the full build-out of Tunney's Pasture through the TPMP, as amended.

The Demonstration Plan is intended to remain flexible for future refinement as the planning approvals process progresses, while upholding the overall vision and design principles for the site related to parks and open spaces, streets and streetscapes, site design and built form, and parking and servicing. A finer grain road network and block pattern considers the retention of existing federal buildings with heritage value. Potential community uses such as schools, open spaces, and plazas, have been illustrated throughout the site to support community wellbeing and connectivity. A re-envisioned Tunney's Pasture Driveway with green promenades along both sides of the street highlights the primary gateway into the site, focusing on pedestrian-oriented spaces and an activated public realm with a terminus vista. A variety of green spaces are allocated throughout the site to support active and passive recreation uses, with additional opportunities for greenspace being explored.

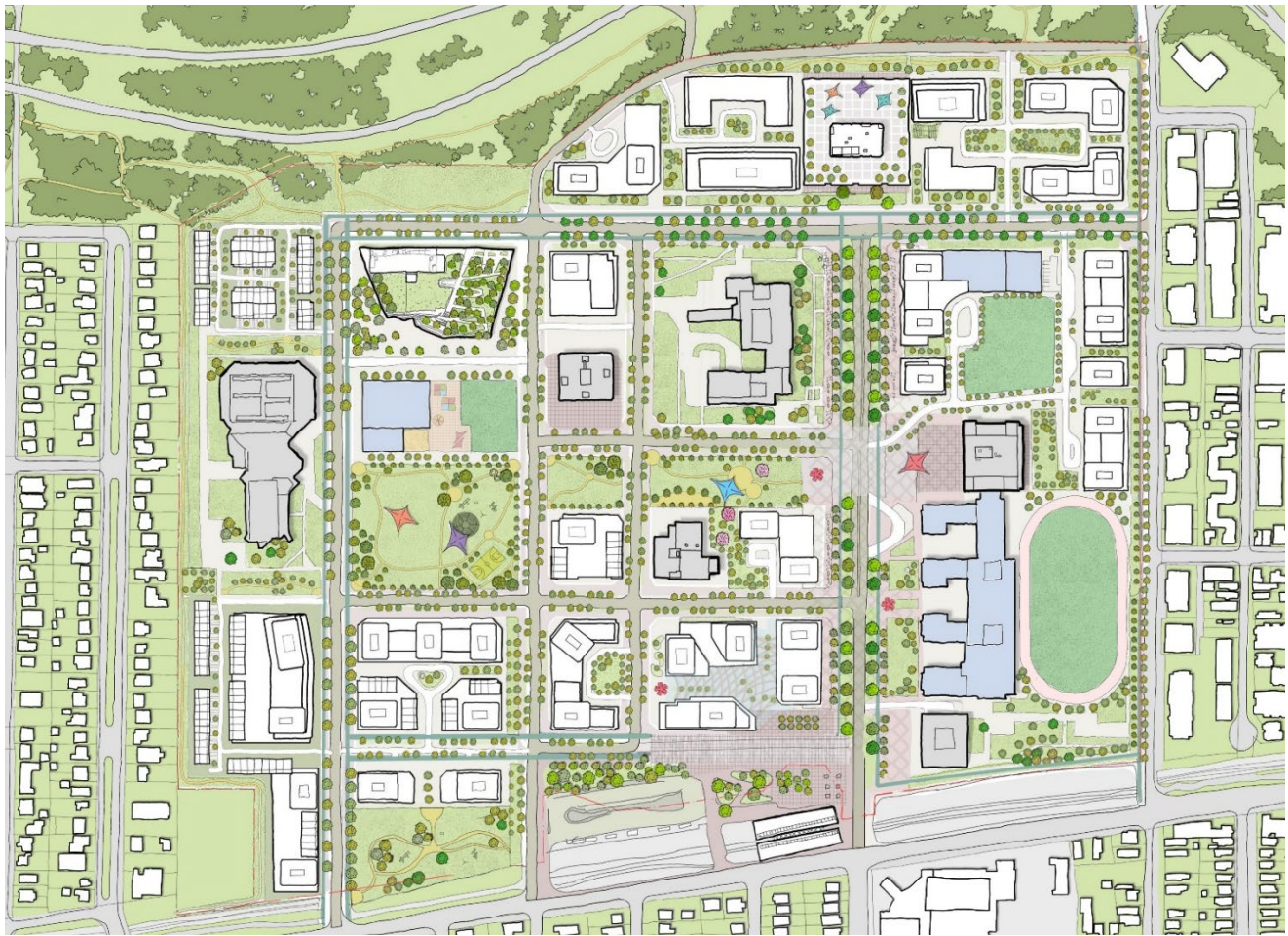


Figure 21 - TPMP Updated Demonstration Plan

Note: School locations have not been confirmed. School buildings and ancillary uses, such as the track and school yards depicted adjacent and in the following sections, are for illustrative purposes only.

Vision

The TPMP, as amended, builds off the 2014 TPMP as it seeks to create an environment that effectively responds to an existing urban fabric, adapts to long-term changing market conditions, provides development flexibility, and creates an intensified, active and mixed-use, transit-oriented community.

Building on the past and the vision of the TPMP, the TPMP updates envision Tunney's Pasture as being transformed into a resilient, sustainable, and accessible meeting place that is integrated with neighbouring communities, the Ottawa River, and the larger capital region, where green space, services, and work opportunities are within a 15-minute walk. The TPMP update supports animated streetscapes and site design that is sufficiently flexible to adjust to an ever-changing environment.

Guiding Principles

The guiding principles from the TPMP are founded on promoting leading urban design and sustainable development that respects the Gréber legacy, creates a leading-edge community that contributes to the federal image and implements the effective and efficient use of the site guided by long term investment, with a focus on transit-oriented development and community integration. These principles remain unchanged in the updated TPMP.

The guiding principles of the TPMP are to:

- be a landmark environmentally sustainable employment site;
- be an integrated and valued part of a larger community;
- be an attractive, safe, and complete employment site;
- be a connected and public transit-oriented development;
- provide a diverse mix of uses and arrangement of buildings;
- create a Master Plan that is flexible in its application to the site; and
- maximize federal government values and new opportunities.



Figure 22 - Tunney's Pasture Boulevard – Conceptual Render

Community Values

Building from the second guiding principle, *be an integrated and valued part of a larger community*, community values to inform the evolution of Tunney's Pasture were established through consultation with the public and refined by a Communities Perspectives Group (CPG) conducted on behalf of PSPC and CLC by Public Affairs and Community Engagement (PACE). The CPG is comprised of local stakeholders, whose role is to consider and advise on emerging issues related to the redevelopment project. These community values broadly encompass greenspace, connectivity, affordability, climate resiliency, and social sustainability. It should be noted that the values are not in any hierarchical order of priority or importance as the values are all connected and supportive of one another, with wording subject to change as the project progresses.

Land Uses

In keeping with the 2014 TPMP, the updated land uses will accommodate a mix of residential, office, mixed-use, and open space uses distributed across the site. The TPMP updates consolidate the mixed-use designations into a single category to enable flexibility. The consolidated mixed-use designation also recognizes the on-going conversations regarding community uses such as schools and other public facilities. It should also be noted that the 2014 TPMP had a considerable amount of land solely dedicated for office uses. To reflect current conditions such as a reduced demand for office space, and the federal government's disposal plan, the planned office footprint in the TPMP has been updated with residential and mixed-uses to better reflect market conditions and community needs, as well as create more homes.



Figure 23 - Plaza at LRT – Conceptual Render

Built Form

The updated TPMP envisions a built form that supports increased densities and a pedestrian-focused environment. The TPMP proposes that the tallest buildings be situated in proximity to the LRT station, with heights stepping down towards the interior of the site and the low-rise neighbourhood to the west. Mid-rise and towers of a lower height are contemplated along Parkdale Avenue, to respond to the greater ROW width and built form on the east side of the street. The intensification of the site through the updated TPMP represents a shift away from a car-oriented environment, supporting, instead, an animated public realm and a complete streets approach that will leverage transit access and support a walkable community. The future introduction of a mix of uses and active ground floor uses encourages pedestrian life and supports the access of various uses and services within a short walking distance. A shift from surface parking to structured forms of parking (above or underground) within the future built form will allow for the optimized use of currently undeveloped surface parking areas within the site. The built form

also aims to cohesively integrate the buildings proposed for retention within Tunney's Pasture, with the potential to introduce adaptive reuse of heritage buildings and/or the preservation of key character defining elements with heritage value.

Ultimately, the built form of specific buildings on the site will be subject to the City's Site Plan Control Approval (SPA) process and will need to confirm with the applicable official plan policies and zoning provisions, as well as adhere to CLC's supplementary building guidelines.



Figure 24 - Parkdale Avenue - Conceptual Render

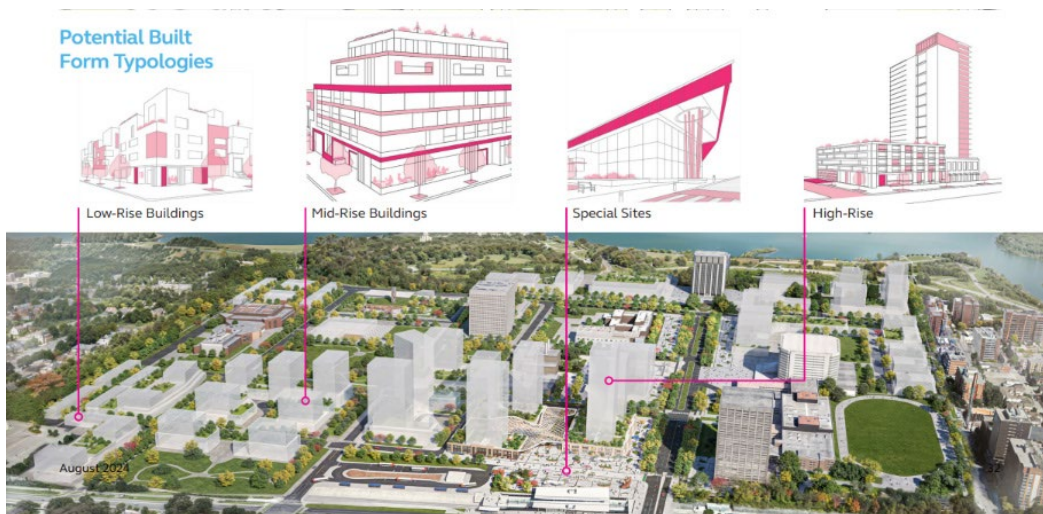


Figure 25 - Potential Built-Form Typologies – Conceptual

Connectivity

Throughout the site, the updated TPMP includes changes to the transportation network that seek to better integrate the redevelopment and enhance connections to adjacent neighbourhoods and NCC lands. While maintaining the heritage aspects of the Gréber Axis, the updated TPMP proposes new public ROWs that promote enhanced multimodal connectivity for pedestrians, cyclists, transit, and vehicle users. The active transportation network is proposed to be built out with new cycle tracks, greenways, sidewalks, the formalization and enhancement of the Kichi Sibi Winter Trail, and a shared street (or “wooner”) adjacent to the future transit plaza. Additional permeability improvements through expanded midblock connections and the improved street network will further increase walkability throughout the site.



Figure 26 - Kichi Sibi Winter Trail – Conceptual Render

Open Space

An integrated network of open spaces, including parks, plazas, and streetscapes define Tunney's Pasture and contribute towards an animated and healthy community in the updated TPMP. The open space network shown within the Illustrative Demonstration Plan includes a range of spaces of both hard and soft landscapes to facilitate active and passive activities for people of all ages and abilities. In addition to introducing new open spaces, the TPMP presents an opportunity to connect Tunney's Pasture to adjacent neighbourhoods and natural heritage features with an integrated network of open spaces, including the Ottawa River South Shore Riverfront Park and Rémic Rapids Park.

The TPMP proposes an urban legacy corridor along Tunney's Pasture Driveway, connecting the urban plaza at Tunney's Pasture Station to the retained Brooke Claxton Building along Colombine Driveway. Green space, passive programming, and active frontages will contribute towards an expansive linear open space along this corridor and emphasize the prominence of Tunney's Pasture Driveway as the primary north-south connection within the site.

An integrated set of internal pathways will promote connections throughout the site. The western link to the Kichi Sibi Winter Trail is maintained, providing connections to the green spaces north of the site. In consultation with the public and City of Ottawa, the configuration and programming of these open spaces and parks will be determined during future phases of the planning approvals process.



Figure 27 - Eglantine Driveway – Conceptual Render

3.2 Description of Development Proposal

The proposed DPS seeks to facilitate the transfer of roadways and subsurface infrastructure on the site to the City of Ottawa through establishing a new municipal ROW network. This network will define new development blocks on site, while recognizing the location of existing buildings, new buildings such as the ESAP heating and cooling plant, federal tenants to remain on site, and other physical constraints, in accordance with the TPMP, as amended. Low Impact Development (LID) measures area also proposed to support sustainability. It is important to note that this DPS application is the first step in the overall redevelopment scheme as it will establish municipal roads and servicing infrastructure to support the future build-out of the site which will occur in phases.

The proposed DPS will begin to implement the TPMP as outlined in Section 3.1 of this Report. Areas outlined in yellow in Figure 28 represent the initial roadways and blocks that form part of this DPS application.

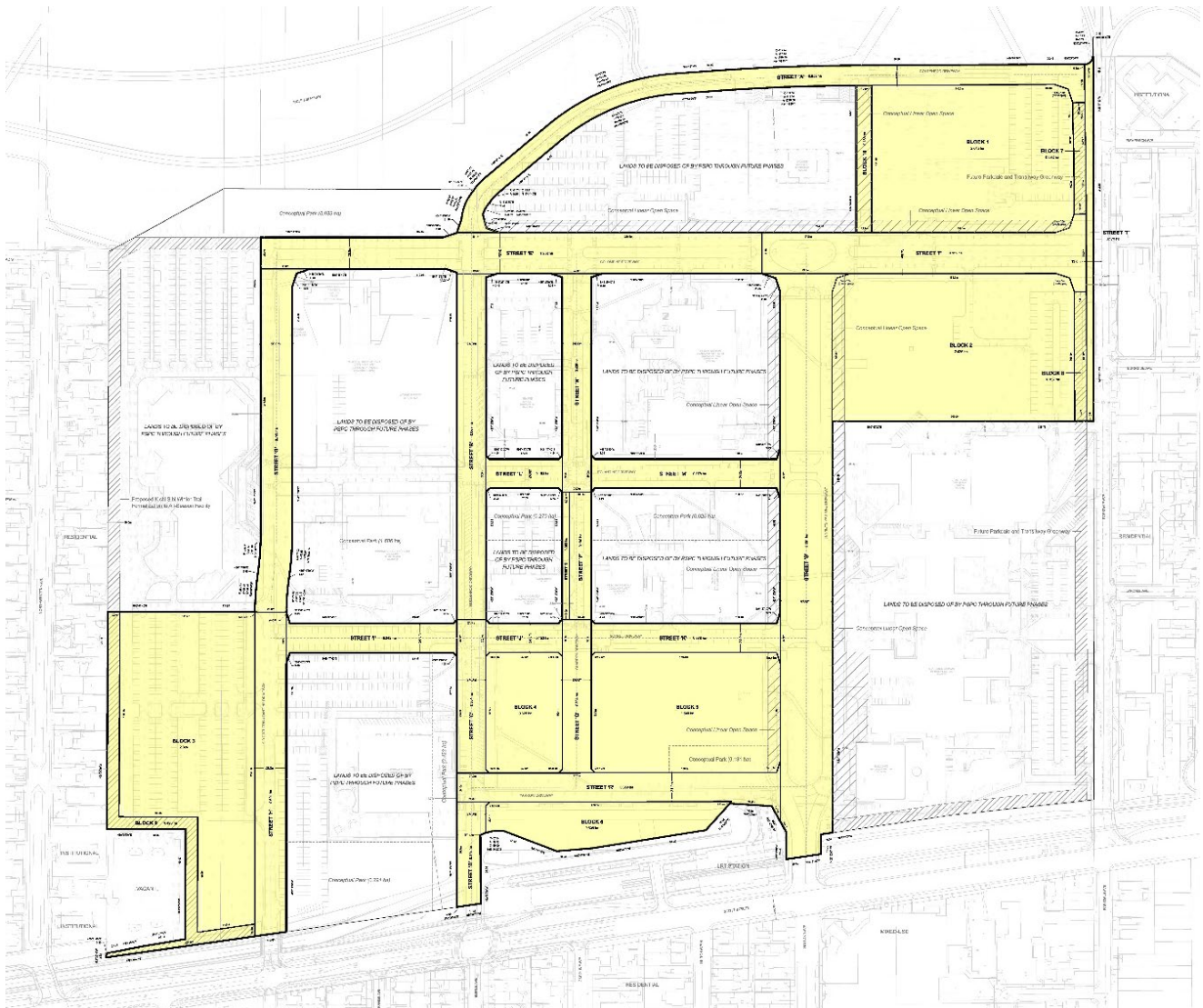


Figure 28 – Proposed DPS - Phase 1 Lands Highlighted in Yellow

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

Table 1. Land Use Schedule

Blocks	Description	Area (ha)
Blocks 1 – 5	Mixed Use	8.936
Block 6	Transit (to be conveyed)	0.608
Blocks 7 – 10	Open Space	0.775
Streets 'A', 'B', 'C', 'D'	Public ROW (Goldenrod Driveway)	2.122
Streets 'E', 'F'	Public ROW (Colombine Driveway)	2.234
Streets 'G', 'H'	Public ROW (Sir Fredrick Banting Driveway)	1.434
Streets 'I', 'J', 'K'	Public ROW (Sorrel Driveway)	0.873
Streets 'L', 'M'	Public ROW (Eglantine Driveway)	0.531
Street 'N'	Public ROW (Chardon Driveway)	0.435
Street 'O'	ROW Widening – Future (Chardon Driveway)	0.063
Streets 'P', 'Q'	Public ROW (Chardon Driveway)	0.494
Street 'R'	Public ROW (Yarrow Driveway)	0.659
Street 'S'	Public ROW (Tunney's Pasture Driveway)	2.051
Street 'T'	ROW Widening (Parkdale Avenue)	0.179
Total		21.394

3.2.1 Transportation Network

The proposed DPS identifies new municipal ROWs to be conveyed to the City. The proposed road network largely mirrors the existing driveway locations on the site, however, proposes 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 (Street 'S') and Colombine Driveway (Streets 'E', 'F'), 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.

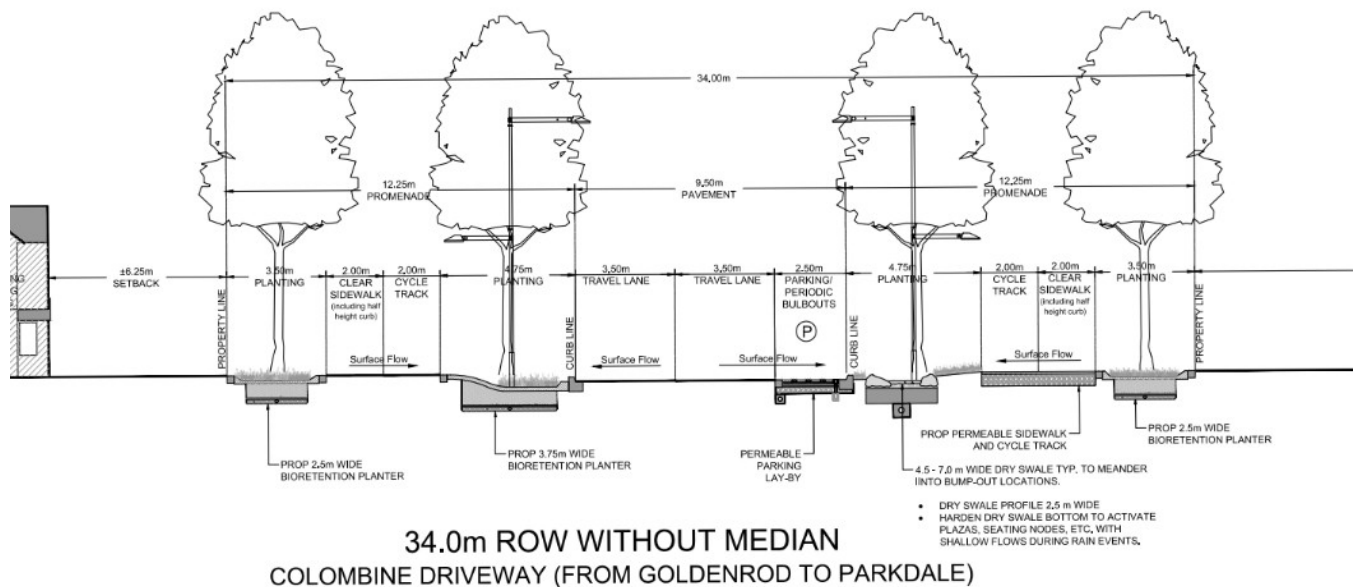


Figure 29 - Legacy ROWs

Collector Roads

Sir Fredrick Banting Driveway (Streets 'G', 'H') 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 ROW 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.

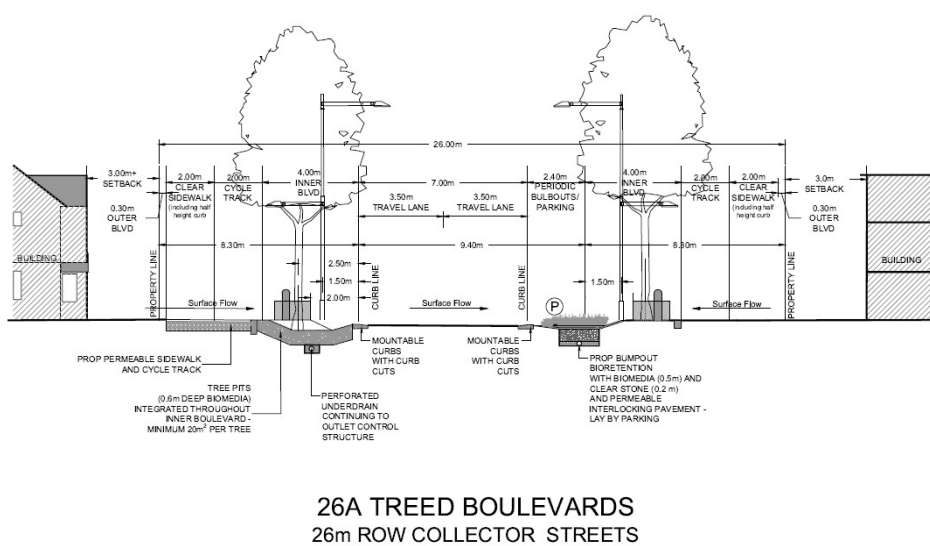


Figure 30 - Typical Cross-Section 24 m ROW

Local Streets

Chardon Driveway (Streets 'N', 'O', 'P', 'Q'), Sorrel Driveway (Streets 'I', 'J', 'K'), Eglantine Driveway (Streets 'L', 'M'), and Goldenrod Driveway (Street 'B', 'C', 'D') between Scott Street and Colombine Driveway are proposed to be upgraded to 24 metre municipal ROWs. Yarrow Driveway (Street 'R') is also proposed to be upgraded to a 24 metre municipal ROW, however, is proposed to accommodate a woonerf. Goldenrod Driveway (Street 'A') north of the Brooke Claxton building is proposed to remain in its current form until future development occurs.

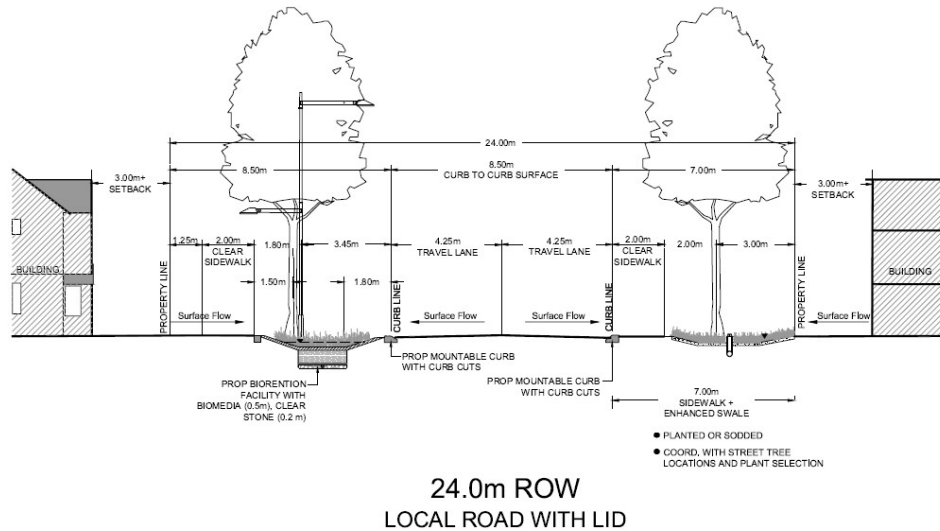


Figure 31 - Local Road with LID

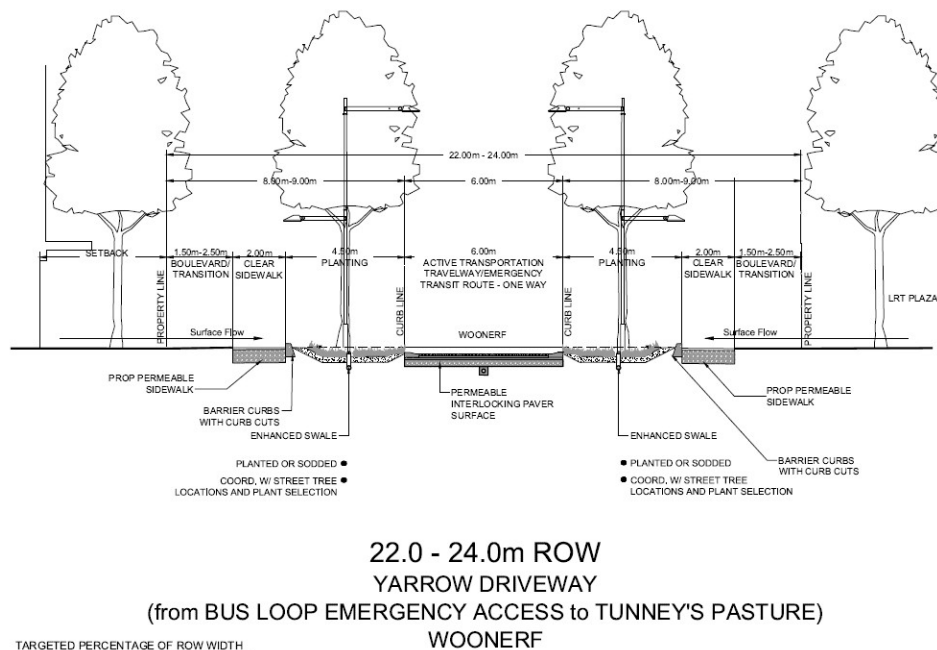


Figure 32 - Typical Woonerf Cross-Section

Active Transportation

An active transportation network is proposed throughout the site to provide internal and external active transportation connections. This network will include accessible sidewalks and in-boulevard cycle tracks along *Collector Roads*, be sheltered by a tree canopy, and provide direct pedestrian connections to the LRT plaza. 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, facilitating integration with adjacent communities of Champlain Park and Wellington West. The network also provides access across Scott Street through Goldenrod Driveway, Tunney's Pasture Driveway, and to all other internal roadways identified as local roads, providing safe connections to accessible pedestrian facilities on both sides of the street and transitioning to on-road cycling facilities. Key elements of the active transportation network are detailed in Figure 33, with additional descriptions below.

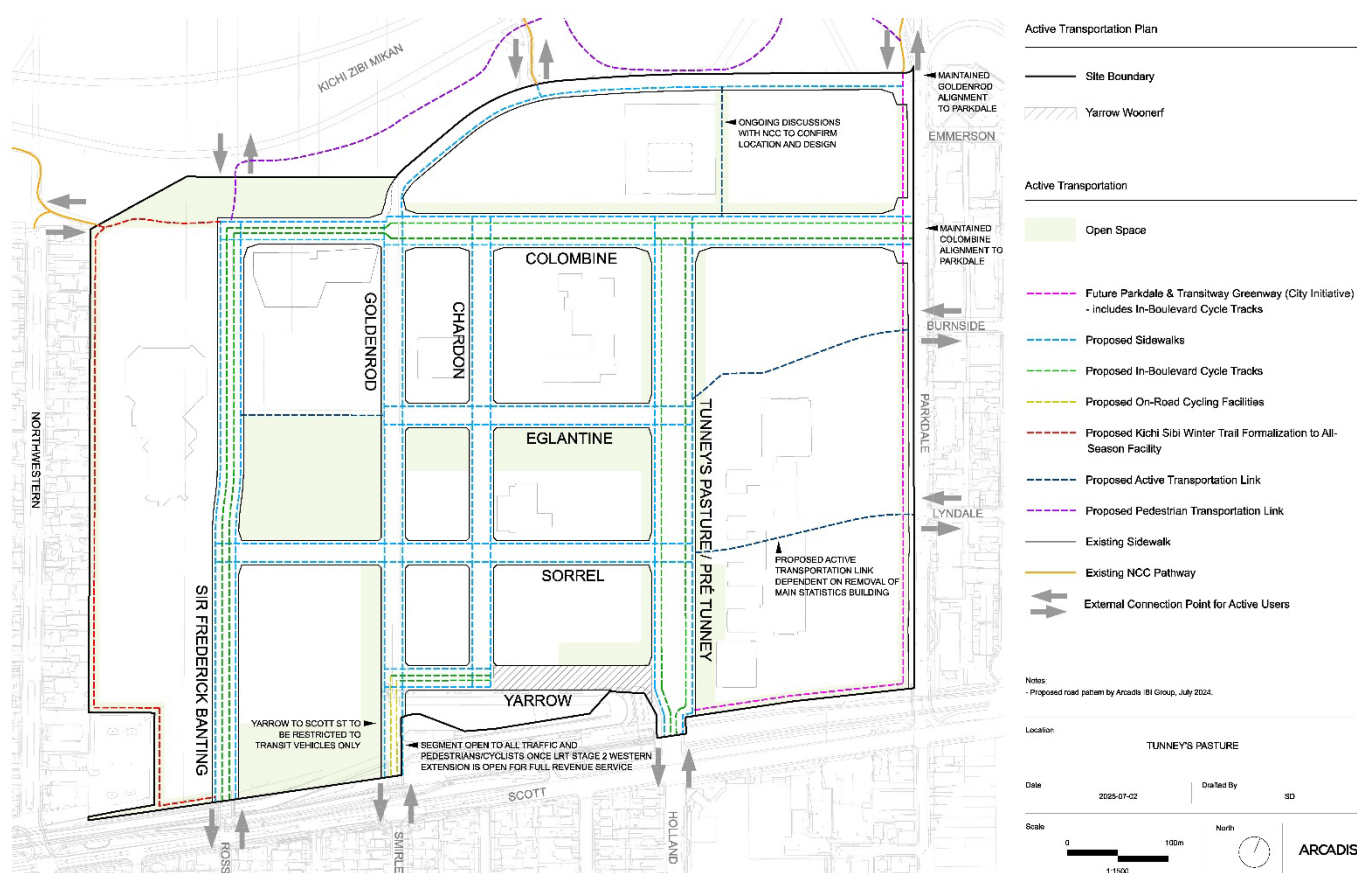


Figure 33 - Proposed Active Transportation

- Kichi Sibi Winter Trail:** The DPS proposes to formalize the Kichi Sibi Winter Trail into an all-season, active transportation corridor to increase year-round connectivity between Tunney's Pasture and the Ottawa Riverfront, as well as the neighbouring communities of Champlain Park and Wellington West. The Kichi Sibi Winter Trail will form a larger active transportation loop to maintain a high level of connectivity,

accessibility, and route variability, while promoting health and wellness through the site's transportation design.

- **Parkdale Greenway (City of Ottawa 2014 Scott Street Community Design Plan):** The Parkdale Greenway is a proposed tree-lined active transportation corridor within a linear park to be built along the west side of Parkdale Avenue. This facility will require a minimum width of 11 metres which is anticipated to accommodate dedicated infrastructure for both pedestrians and cyclists. The corridor is envisioned in the Scott Street Community Design Plan (CDP) (2014) as a significant opportunity to improve active transportation connections between the Ottawa Riverfront and Scott Street via Parkdale Avenue.

The Parkdale Greenway concept plan will need to be revisited to ensure that it aligns with current City standards and guidelines. These revisions will be undertaken through consultation with municipal staff in conjunction with the redevelopment of Tunney's Pasture. This process will also help to determine whether this corridor will be built entirely within the City ROWs or if it will be accommodated on private property within the Tunney's Pasture campus.

Parkdale Avenue presently serves as one of the three main gateways for active users to enter the site from the north but lacks adequate active transportation facilities to accommodate these users. The Parkdale Greenway would also improve connectivity to the Tunney's Pasture LRT Station via the existing pathway immediately north of the Confederation Line corridor between Tunney's Pasture Driveway and Parkdale Avenue, which is planned to be upgraded to conform to current accessibility standards. This east-west pathway is referred to in the Scott Street CDP (2014) as the Transitway Greenway. The Scott Street CDP borders the site along its easterly limit and therefore the development of this facility will be coordinated with the City of Ottawa.

- **Protected intersections at site perimeter:** To facilitate connectivity at the periphery of the site with the external transportation network, the intersections of Scott and Sir Frederick Banting/Ross is proposed to be upgraded to protected intersections to improve safety for active and vulnerable road users through the prioritization of pedestrians and cyclists. Accessibility features including Tactile Walking Surface Indicators (TWSIs), depressed curbs, delineation between pedestrian and cycling facilities, among other features, will provide comfort and safety for these most vulnerable road users.

Parking

Where provided, off-street parking will be structured and concealed, with access to these facilities directed to minor corridors and service routes. On-street parking will be provided throughout the internal roadway network, as identified on the Preliminary Parking Plan accompanying this submission.

3.2.2 Land Use

As shown on the conceptual land use plan (Figure 34), 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. The proposed DPS will establish the infrastructure backbone to support future block development. Upon full build-out of the subject site, the DPS will support the phased introduction 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 8,000 m² of commercial uses; and the establishment of new parkland, community uses, and open spaces. Given the proximity of the Tunney's Pasture LRT Station, the site is an ideal location for residents can access future employment and social support services

on and off site. Affordable housing provisions will continue to be explored with City of Ottawa staff as the overall redevelopment moves forwards. Notwithstanding, CLC is committed to ensuring that a minimum of 20% of residential units are affordable upon full build-out, addressing a wide range of housing needs.

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 obtain the lands from CLC, in accordance with the in-effect policy framework at the time. 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, as amended, which was approved by the NCC. No new development of specific blocks are proposed through this DPS application.

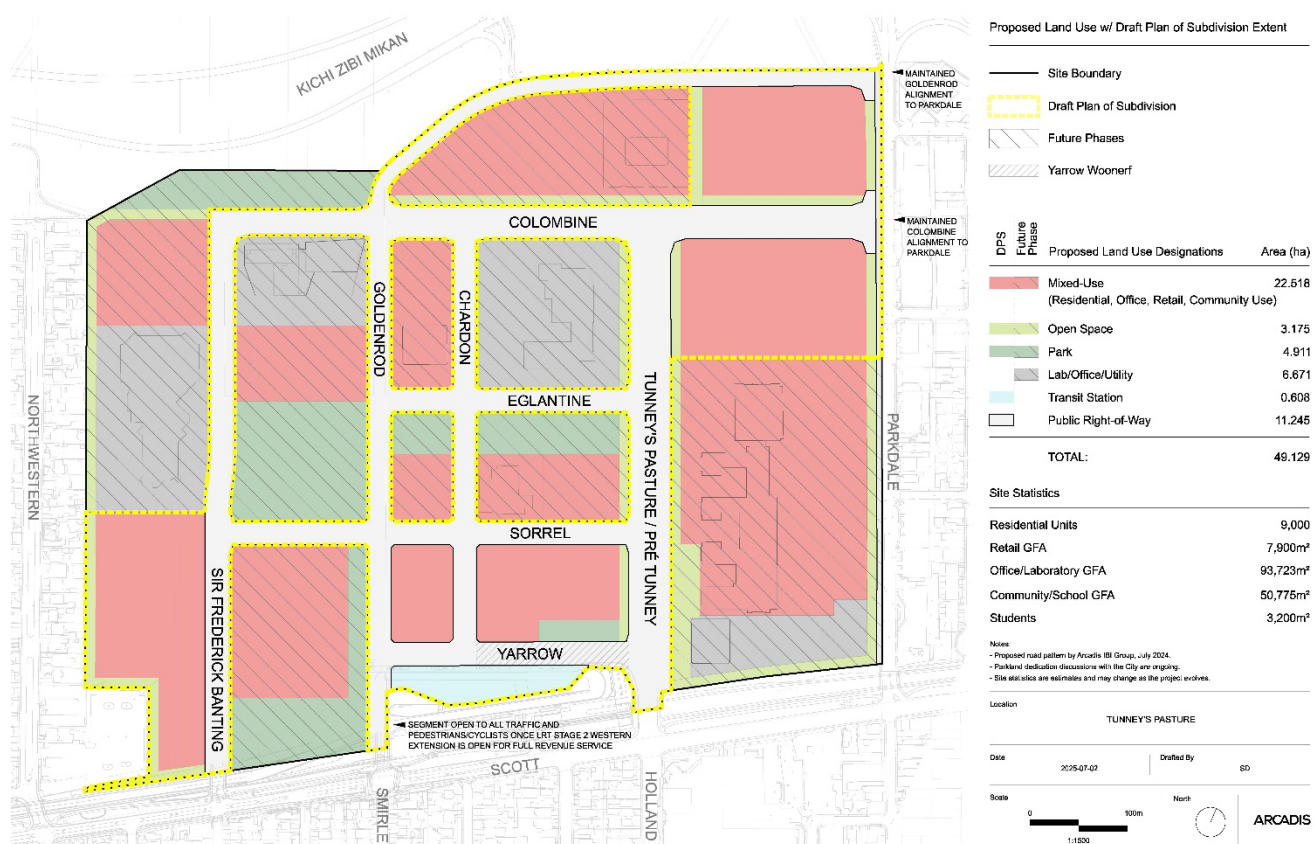


Figure 34 -Proposed Land Uses – TPMP, as Amended

3.2.3 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, as amended, and other guiding documents for the redevelopment. The parcel identified for the Neighborhood Park in the TPMP and CDP is proposed to be brought forward through the redevelopment. Given the disposal timing of the parcel, this park is anticipated to be dedicated during a future phase of the DPS, but before any residential development is constructed on site. Additional parks

forming an east-west link across the site will create a network of connected greenspaces, enhancing access to public spaces and promoting active transportation.

As part of this phase of the DPS application, Blocks 7 to 10 are proposed as open space blocks, which includes the greenway along Parkdale Avenue on the eastern edge of the site (Blocks 7 and 8), and the formalization of a portion of the Kichi Sibi Winter Trail on the western edge of the site between the Sir Fredrick Banting Lab and 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. A civic plaza at Tunney's Pasture's Light Rail Transit (LRT) Station is proposed which will serve as a commercial hub for the community and an attractive gateway into Tunney's Pasture. Future residents of Tunney's Pasture will also benefit from access to the OSSRSP, which provides significant greenspace. Additional parkland and open spaces may be identified as the DPS application progresses, with conversations surrounding parkland dedication ongoing with the municipality.

Low Impact Development (LID) measures are also proposed within ROWs to offer alternative ways of managing stormwater runoff, allowing 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.

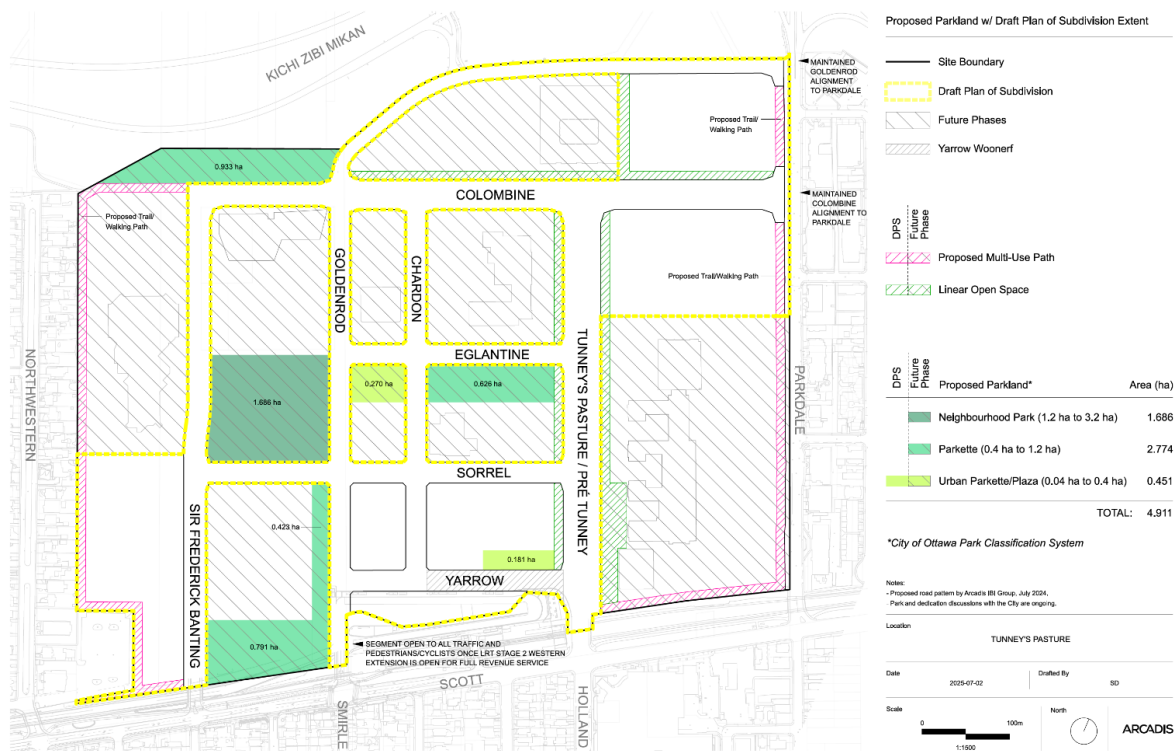


Figure 35 - Proposed Open Space Plan, TPMP, As Amended



Figure 36 - Landscape Concept Plan – Demonstrative

3.2.4 Phasing

The overall redevelopment of Tunney's Pasture is proposed to be phased (Figure 37). This DPS application represents the first phase of redevelopment and reflects PSPC's disposal timing. The phasing plan aims to construct the municipal ROW network as shown on the proposed DPS between 2026 and 2029, followed by sequential redevelopment of the individual blocks as they become available to CLC. 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 private development blocks identified 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 on site, 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 CHCP building, Jean Talon, Jeanne Mance, and Main Stats).

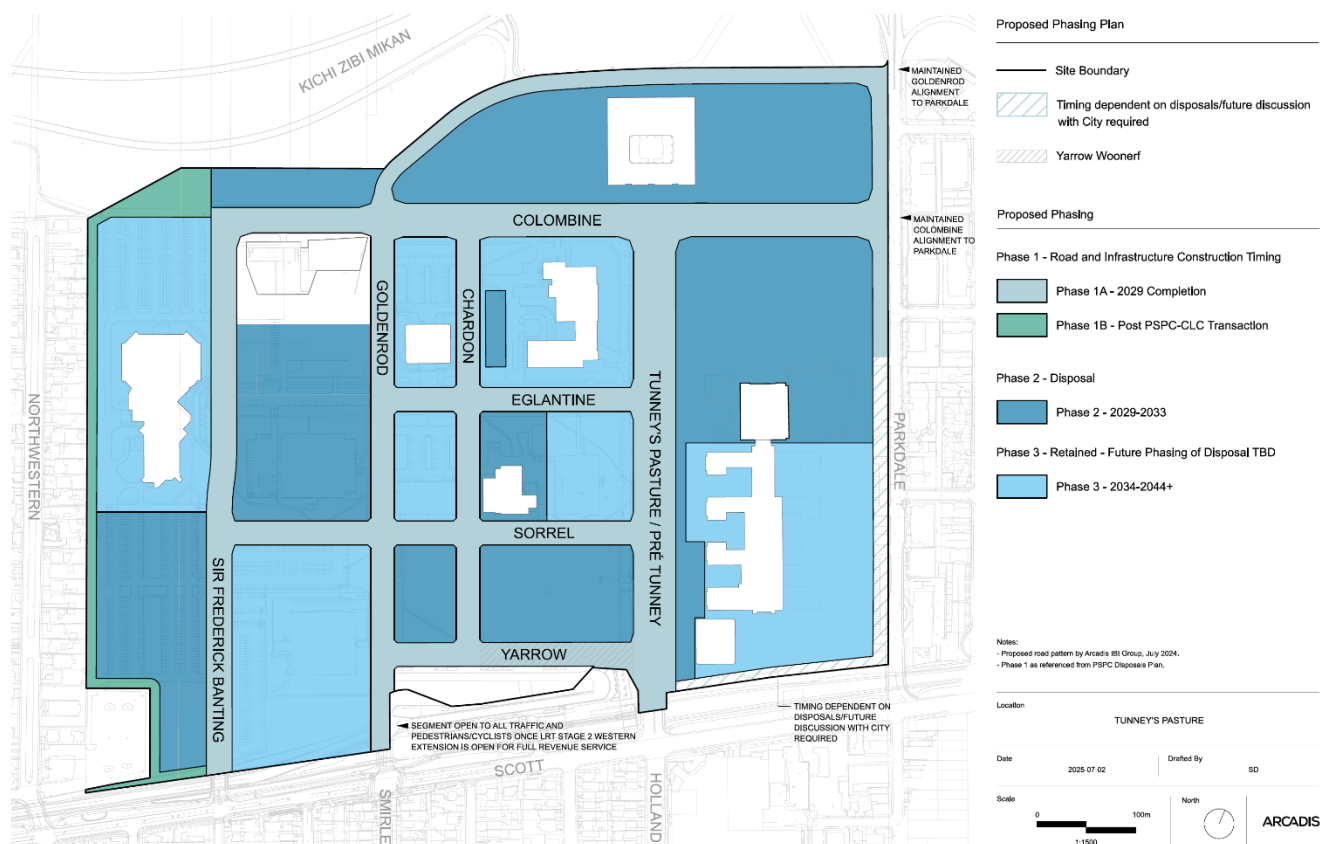


Figure 37 – Proposed Phasing Plan

3.3 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 define 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. The proposed DPS application conforms with the in-effect and draft zoning for the site, as detailed in Sections 5.3.7 and 5.3.8 of this Report.

Following the disposal of PSPC properties to CLC and to the ultimate builder, individual SPA applications may be required for specific development blocks. SPA 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 SPA 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. Prior to a developer submitting a development proposal to the City, it is understood that CLC has its own review and approval processes to ensure the proposed development proceeds in accordance with all relevant guiding documents, such as the Urban Design Manual, Sustainability Charter, and Site Animation Strategy, among others.

4 Summary of Technical Studies

A series of technical studies and plans were prepared in support of the proposed DPS. Please refer to the full studies for additional details.

4.1 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) has been prepared by Arcadis in consultation with municipal staff through the multi-step TIA process which included preparation of a screening form, scoping report, and review of the draft TIA. The TIA supports the proposed DPS application, however, it is understood that future development will be required to prepare additional TIAs to reflect their development proposals for future blocks. No development is being proposed through this DPS application that would generate traffic, however, the TIA considers the phased construction of the site, including Phase 1 (2038), Phase 2 (2042), and Phase 3 (2046). The full build-out of Tunney's Pasture is expected to generally align with the City of Ottawa's planning horizon of 2046.

The TIA notes that upon the full build-out of Tunney's Pasture, the site is expected to generate less vehicular traffic than it did prior to the COVID-19 pandemic. This projection is largely based on the 85% non-auto mode share target set by the City of Ottawa, as well as the anticipated reduction of long-distance trips due to the decrease in office space and transition to a mix of uses. The mode share target is recognized as a long-term goal and is not expected to be achieved until near the complete build-out of the site in 2046. The greatest volume of vehicle traffic will occur in Phase 1 but will diminish over time as more office space is replaced with residential development, making the site less reliant on private automobiles. Traffic pressures will be felt most strongly within the immediate boundary intersections, with impacts diminishing further away from the site.

Current travel patterns within Tunney's Pasture are largely driven by employment start and end times, with people arriving at the site in the morning and leaving in the afternoon. During Phase 1, the addition of residential development and its associated traffic patterns is anticipated to flow in the opposite direction, with residents departing in the morning and returning in the afternoon. Much of the additional traffic is not expected to significantly exacerbate conditions, resulting in only a 4% increase in the peak direction of flow. As such, the site's transformation from a traffic generator to a traffic source has the positive effect of utilizing available roadway capacity in the direction opposite to the peak travel flow.

Near-term mitigation measures include optimizing signal timing at Kichi Zībī Mīkan & Remic Rapids/Tunney's Pasture and Parkdale & Scott, as well as upgrading the existing intersection at Scott & Sir Frederick Banting/Ross. Additional mitigation measures for Phase 1 outlined in the TIA include upgrading the intersection at Parkdale & Colombine, introducing a left-turn lane on the south leg of Parkdale & Scott, optimizing signal timing at Scott & Holland/Tunney's Pasture, implementing additional protected intersections, developing the Parkdale Greenway, adding cycling infrastructure on Holland, and potentially reinstating local bus service within Tunney's Pasture.

Phase 1, as identified in the TIA, will also involve the loss of on-site parking for office uses. A Parking Management Strategy will mitigate issues arising from this loss by evaluating whether land on the site that is not yet disposed can meet office parking demand, determining if current surface parking demand can be accommodated by other lots, assessing the need for additional parking, and identifying whether transportation demand management measures are required to align parking demand with supply.

Phase 2 of the build-out, as identified in the TIA, is not anticipated to require any additional mitigation measures beyond those identified in Phase 1. However, full build-out may also require addressing existing queue spillback constraints on the south leg of Kichi Zībī Mīkan & Remic Rapids/Tunney's Pasture. A Monitoring Plan has been prepared to track and evaluate transportation aspects of the site as it is developed, such as confirming modal share targets and timelines for various mitigation measures. A Neighbourhood Traffic Calming Strategy has also been prepared to provide additional mitigation measures to address cut-through traffic in the surrounding community that may arise from the redevelopment of Tunney's Pasture.

Based on the findings of the TIA, it is the overall opinion of Arcadis that the proposed development will integrate well with and can be safely accommodated by the adjacent transportation network, with consideration of the recommendations outlined above.

4.2 Servicing Report

An Assessment of Adequacy of Public Services, Municipal Infrastructure Report, was prepared by Arcadis, in support of the proposed DPS application. The Report demonstrates conceptual municipal servicing infrastructure which includes water supply, wastewater collection and disposal, and storm sewers and stormwater management within the proposed ROWs.

Based on the City of Ottawa Water Distribution Network Illustrations, the site is supplied water from a 1,050 mm diameter watermain on Scott Street through 406 mm watermain on Tunney's Pasture Driveway and Sir Frederick Banting Driveway. Based on the City of Ottawa Sanitary Sewer Illustration, connections exist from a 50 mm sewer at Tunney's Pasture Driveway, a 600 mm sewer east of Sir Frederick Banting Driveway, and a connection to the 375 mm sanitary sewer on Parkdale Avenue. The proposed redevelopment of the site will occur over a long period, as such, existing buildings retained for the short or long term will continue to require sanitary sewer. The conceptual system utilizes the two existing sanitary connections on Scott Street to the West Nepean Collector (WNC) and one sanitary connection on Parkdale Avenue which also discharges into the WNC. It is anticipated a review of any proposed retained portions of the system, not currently under municipal ownership will be completed in conjunction with the City prior to detail design and direction received to remove/replace any sections the City is not prepared to accept. Based on the City of Ottawa Storm Sewer System, there are four outlet sewers that serve the campus. Many segments of existing storm sewer will need to be realigned to suit the proposed ROW cross section or extended where none currently exist to service fronting buildings. The storm sewer system for the redeveloped site can re-use the existing outlet locations and the existing 1,800 mm sewer on Tunney's Pasture Driveway. Most of the local storm sewers, however, will have to be replaced to meet current City of Ottawa and MECP design guidelines for conveyance capacity of the sewers.

Overall, the Servicing Report illustrates that the proposed redevelopment can be serviced via existing municipal infrastructure. The water network will be adjusted within the development to provide necessary domestic and fire flow service for the future blocks. The sanitary sewer system will be generally removed and replaced within the development to service the site. It is acknowledged there is limited capacity/surcharging within WNC during wet weather events, however noted offsite works can mitigate the impact of the redevelopment. Similarly, the storm

sewer system will be generally removed and replaced within the development to service the site. Stormwater runoff from the future blocks will be subject to quantity controls to ensure the proposed renewed storm sewer system within the ROW is able to accommodate the redevelopment. In addition to ROW LIDs, Oil and Grit Separators (OGS) will assist in meeting quality control targets. The sanitary and storm sewer designs for this development will be completed in conformance with City of Ottawa and MOE standards.

4.3 Heritage Interpretation Framework

Matrix Heritage was retained to undertake heritage assessments of the subject site, including an Interpretation Framework for Tunney's Pasture (Interpretation Framework), which has been prepared to inform the overall development of Tunney's Pasture. Building on the TPMP, as amended, and on federal objectives for the site, the redevelopment embraces heritage conservation in retaining primary and secondary axis, preparing for adaptive or continuing use of Federal Heritage Properties, reconnecting with the Ottawa River corridor, using interpretation to help build an identity for the site, conveying its historical legacy as Indigenous lands, and reimagining a significant federal campus into a new community.

The Interpretation Framework is a strategic approach developed by PSPC and CLC in advance of a full interpretation and commemoration plan that will demonstrate commitment to honouring the history of Tunney's Pasture. By broadening awareness of the area's history and heritage, residents, neighbours, workers, the wider city population, and visitors will be in a strong position to protect and honour the heritage value of Tunney's Pasture.

Interpretation, which overlaps with commemoration and provides one of the foundations for creating a sense of place at Tunney's Pasture, will be grounded in a full understanding of the landscape as a place with layers of history experienced by various communities over time. The site is anchored by the Modern architectural vocabularies of its post-war development, which is a key part of its story. Providing opportunities to discover the early history of the site and its multiple connections with the city will require a range of interpretation services and forms of expression, including plantings, pathways, street names, signature views, public art, and others.

This Interpretation Framework developed for the implementation of the TPMP, as amended, is more tightly focused on opportunities and commitments for the initial phase of development of Tunney's Pasture by setting out general guidelines to support further engagement and decision-making to support this vision, rather than identifying specific stories and techniques to share the meaning of the landscape and build community involvement in interpretation services.

4.4 Arborist Report and Tree Preservation Plan

An Arborist Report and Tree Preservation Plan was prepared by Arcadis in support of the DPS application. The purpose of the report is to identify, assess, and manage tree resources within the project area, ensuring compliance with the City of Ottawa Tree Protection By-law (2020-340) and applicable arboricultural standards.

Key findings of the reports identify a total of 1,088 trees within and adjacent to the site, of which 1,024 are to be preserved and 64 removed to accommodate the proposed works. Of the trees to be removed, 41 are less than 30 cm diameter at breast height (DBH) and not subject to compensation. The remaining 23 trees exceed 30 cm DBH and will require compensation in accordance with municipal requirements. Tree preservation will rely on protective barriers, selective pruning, and restricting activity within designated zones. Regular arborist monitoring is recommended to mitigate risks from soil compaction, microclimate changes, and construction activity, supporting long term tree health.

4.5 Phase 1 Environmental Site Assessments

Paterson Group Inc. was retained to conduct Phase I Environmental Site Assessments (ESA) for the DPS application, including the proposed road network. These assessments were completed in general accordance with CSA Standard Z768-01 and included a review of historical records, aerial photographs, fire insurance plans, environmental databases, and site inspections. The subject site includes a network of roads within the Tunney's Pasture federal campus. Historical uses of the surrounding area included fuel storage tanks, railway infrastructure, and industrial/commercial operations, which could present potential environmental concerns.

The assessment identified certain areas as having potential environmental concern (PECs) due to past or current use, as a result of these findings, a Phase II ESA was recommended and subsequently undertaken to further assess the identified areas of concern. Please refer to the respective ESAs for each block and the road network for further information.

4.6 Phase 2 Environmental Site Assessments

Paterson Group Inc. was retained to conduct Phase II Environmental Site Assessments (ESA) for select areas of the site. This investigation was completed in support of proposed public road and servicing upgrades and followed the Phase I ESA findings, which identified potential environmental concerns.

Regarding the road network specifically, the Phase II ESA included sampling to assess for the presence of contaminants in soil and groundwater. Analytical testing focused on parameters such as petroleum hydrocarbons (PHCs), metals, polycyclic aromatic hydrocarbons (PAHs), and volatile organic compounds (VOCs). The results indicated that all tested soil and groundwater samples met the applicable criteria under the Ontario Ministry of the Environment, Conservation and Parks (MECP) Table 2 Site Condition Standards for residential/parkland/institutional use, with the exception of one shallow soil sample which marginally exceeded sodium adsorption ratio (SAR) limits. Despite the localized exceedance, the report concludes that no further environmental investigation or remedial action is warranted for the proposed redevelopment of the road network. The findings confirm that the identified areas are generally suitable for their intended use from an environmental perspective. Please refer to the respective ESAs for each block and the road network for further information.

4.7 Geotechnical Study

Paterson Group Inc. was retained to conduct a Geotechnical Investigation for proposed DPS application. The purpose of the investigation was to assess subsurface soil and groundwater conditions and to provide geotechnical recommendations for road reconstruction, site servicing, grading, pavement design, groundwater control, and construction practices.

Subsurface conditions generally consist of fill material underlain by glacial till and limestone bedrock of the Gull River and Bobcaygeon formations. Groundwater was typically encountered near or just above the bedrock surface, with long-term levels expected within 3 metres of the bedrock.

The study confirmed that the site is geotechnically suitable for the proposed works. Localized bedrock removal will be required and vibration sensitive structures including federal labs must be considered during construction. Recommendations include specific pavement structures, trench support methods, groundwater control, frost protection, and bedding/backfill specifications. Please refer to the Geotechnical Study for further details.

4.8 LRT Proximity Study

Paterson Group Inc. was retained to conduct a Level 1 Confederation Line Proximity Study for the proposed road and site servicing upgrade works to be completed within the subject site. A Level 1 Confederation Line Proximity Study is required where the proposed development is located within the City of Ottawa's Development Zone of Influence, such as the subject site. Specifically, the Confederation Line railway corridor borders the southern side of the subject site, with Tunney's Pasture Station located near the south-east side of the site. It should be noted that the portion of the railway located to the west of Tunney's Pasture Station is yet to be constructed. The Proximity Study incorporates civil, geotechnical, and noise and vibration findings as they pertain to the site servicing and road redevelopment. The Study includes a construction methodology summary along with possible impacts on adjacent segments of the Confederation Line, based on preliminary design details, which includes anticipated construction items, impact review, and a mitigation program. A Vibration Monitoring program is recommended to ensure the vibration levels remain below recommended tolerances, to be in place for the duration of operations or construction activities that may cause vibrations.

4.9 Noise and Vibration Study

Gradient Wind Engineering Inc. was retained to complete a Transportation Noise and Vibration Feasibility Assessment. The purpose of the study was to assess potential traffic noise impacts on existing and future sensitive land uses and to evaluate mitigation strategies in accordance with City of Ottawa and Ministry of the Environment, Conservation and Parks (MECP) guidelines.

Traffic noise levels were modelled for the 2045 planning horizon using projected volumes. The analysis concluded that future sound levels will exceed MECP criteria at several locations, with levels greater than 55 dBA at outdoor living areas and over 60 dBA at some building facades. To mitigate these impacts, the study recommends central air conditioning for all new noise-sensitive developments, with upgraded building components such as windows, walls, and doors where necessary. Noise barriers were considered but deemed infeasible. Compliance with applicable noise guidelines is considered achievable through these measures.

In terms of vibration, the study concluded that vibration levels from nearby roadways are expected to remain below MECP Class 1 thresholds for all future sensitive land uses, and no vibration mitigation measures are required.

5 Planning Policy and Regulatory Framework

The following section outlines the applicable federal, provincial, and municipal regulatory frameworks that inform 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 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, as well as the Transit Oriented Development Guidelines (2007), the Parks and Recreation Master Plan, the Parkland Dedication By-law (2022), and the Inclusionary Zoning Framework. Summaries of recent Provincial Bills are also provided. The proposed DPS is limited to the roadways and subsurface infrastructure at this time. Future development will also be subject to this policy framework.

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 remaining federal offices with a mixed-use and compact built form that can improve active transportation, leverage transit access, and promote the shared use of public spaces, as well as foster integration with surrounding communities.

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. The NCC approved of amendments to the 2014 TPMP through the FLUDTA process.

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 that provides 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 38). Under this designation, the NCC supports projects that improve the integration of federal employment areas into their surroundings, while continuing to accommodate federal needs; preserve built heritage of significance to the Capital; foster urban design excellence; and locate 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.

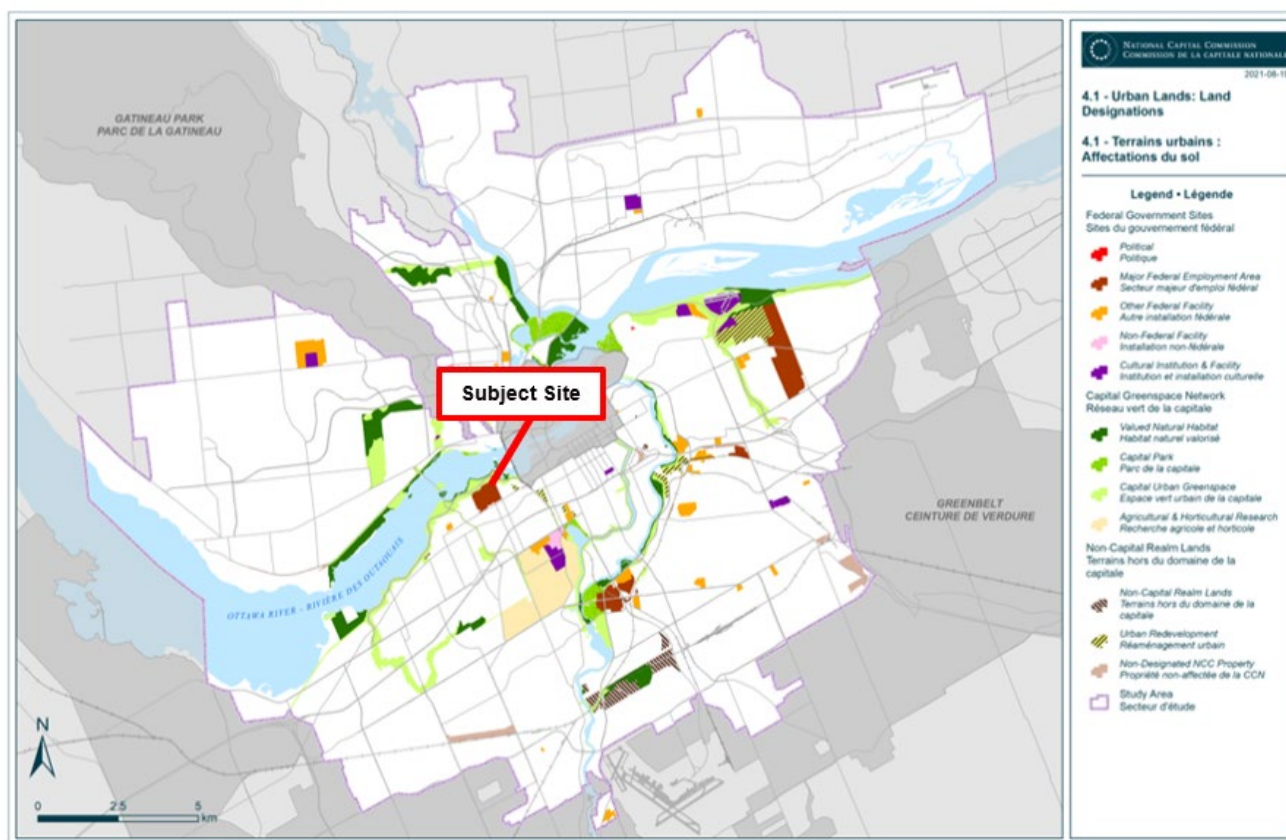


Figure 38 – Capital Urban Lands Plan, Urban Lands: Land Designations.

The *Capital Urban Greenspace* lands to the north of the site 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. The NCC approved of amendments to the 2014 TPMP through the FLUDTA process.

5.1.3 Ottawa River South Shore Riverfront Park Plan (2018)

The NCC prepared the Ottawa River South Shore Riverfront Park Plan (ORSSRP), 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 also informed the recommendations of the ORSSRP, modifications to which were approved by the NCC in January 2025.

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 39.



Figure 39 – Sectors and Nodes

The ORSSRP identifies *Sector C* as an important segment for visitors from adjacent communities, Tunney's Pasture, and tourists as it offers scenic views and access to the river and riverfront. It includes a lookout atop a pump station for the Tunney's Pasture federal employment facility, providing views the Ottawa River, downtown Ottawa, and Gatineau. Additionally, *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 Zibi Mikan while considering functional connectivity with the subject site.

Sector D, Node 1 is identified as the Parkdale area. *Sector D* represents the Riverfront Park's transition 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 Zibi Mikan on-ramp. Recommendations for *Node 1* under the ORSSRP 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 40). This is outside the proposed DPS application.



Figure 40 – Concept for recommended relocation of on-ramp at Parkdale Avenue

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

5.2 Provincial Legislative Framework

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. The following section provides a brief overview of relevant legislative changes.

- **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 to the development application review process.
- **Bill 23:** On November 28, 2022, Ontario's *Bill 23, More Homes Built Faster Act*, received Royal Assent as part of the Provincial Government's Housing Supply Action Plan to address the housing crisis. Following *Bill 109*, *Bill 23* aims to incentivize the construction of 1.5 million homes over 10 years. Key changes include reduced

parkland dedication rates, streamlined Conservation Authority regulations, limits on third-party appeals, and Development Charge exemptions for affordable housing, non-profit housing, and secondary suites. Affordable housing must remain affordable for 25 years. Other changes under *Bill 23* took effect in January 2023, while some are pending municipal implementation or future regulations.

- **Bill 162:** On May 16, 2024, *Bill 162: The Get It Done Act, 2024*. *Bill 162* received Royal Assent to 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.
- **Bill 185:** On June 6, 2024, *Bill 185, the Cutting Red Tape to Build More Homes Act*, received Royal Assent and eliminated third-party appeal rights on municipally approved plans and amendments, allowing appeals only by specified persons and public bodies. It introduced new appeal rights for private applicants for settlement area expansions and expanded municipal authority to add lapsing provisions to site plans and subdivision drafts. The *Bill* removed municipal authority to require mandatory pre-consultations for certain applications, including DPS, and reversed the fee refund requirement from *Bill 109*. It also restricts municipal councils from setting parking requirements in Protected Major Transit Station Areas. Additionally, an updated draft of the Provincial Planning Statement 2024 came into effect on October 20, 2024.
- **Bill 17:** *Bill 17: Protect Ontario by Building Faster and Smarter Act, 2005*, received Royal Assent on June 5, 2025. The Bill aims to address economic uncertainty by expediting the construction of infrastructure and housing to support economic and community growth and maintain employment. It focuses on accelerating provincial transit and critical infrastructure projects by partnering with municipalities to simplify and standardize development approval processes and charge to increase housing supply in Ontario. Additionally, the bill broadens the definition of transit-oriented communities and removes certain approval requirements for municipal agreements to hasten housing and infrastructure development. Notwithstanding the potential implications of *Bill 17*, this application has been prepared in accordance with the Pre-Consultation checklist issued by the City in 2024 and includes an Urban Design Brief, among other documents.

5.2.1 The Planning Act

The Ontario *Planning Act* sets out matters of provincial interest for planning authorities, including council of a municipality. This DPS 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* pertains to 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).*

The proposed DPS application has been prepared in accordance with the *Planning Act* to support the transfer and upgrading of roads and subsurface infrastructure to the City of Ottawa. While CLC has committed to a minimum 20% of affordable housing, the exact specifications of these units are to be determined when development is proposed.

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).*

The subject site is currently underutilized given its 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

through the proposed DPS promotes the efficient use of municipal services, the surrounding transportation system, and energy and water usage.

The proposed DPS is necessary to transfer existing roads on-site to the municipality and unlock development land adjacent to transit. The proposed DPS is in the public interest as it will establish the infrastructure backbone to support future mixed-use development. The proposed development will include at minimum 20% affordable housing units and provide a range of housing opportunities. The ROWs 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 ROWs will increase stormwater infiltration and reduce the urban heat island effect, responding to the impacts of a changing climate. The proposed development maintains 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 ROWs to enable the future build-out of the development.

5.2.2 Provincial Planning Statement (2024)

The Provincial Planning Statement ("PPS 2024" or "PPS") came into effect on October 20, 2024, to replace the 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. The new PPS establishes the policy foundation for regulating development and land use within Ontario and supports the provincial goal to enhance the quality of life for Ontarians. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS.

Section 2.1 of the PPS outlines policy direction related to planning for people and homes. Policy 2.1.6 states that complete communities should be supported and achieved by:

- a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Section 2.1 also provides policy 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.

The proposed DPS helps achieve the goals in Section 2.1 of the PPS by further advancing residential growth and unlocking land for development. The proposed DPS will support the establishment of a complete

community, with the addition of residential, commercial, employment, and community uses on the site as outlined in Policy 2.1.6. The proposed DPS will support the intensification of underutilized lands adjacent to transit, helping to meet the long-term needs of the Province and City of Ottawa.

Section 2.2 of the PPS 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 PPS specifically requires transit supportive development and the prioritization of intensification in proximity to transit, including corridors and stations.

The proposed DPS will support the introduction of approximately 7,000 – 9,000 new homes in proximity to transit. The specific housing mix on site will be determined as individual site development occurs. Overall, the intensification of the subject site will optimize the use of existing land, resources and infrastructure, including transit investment.

Section 2.3 of the new PPS includes policies for settlement areas. Policy 2.3.1.1 states that “settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas”.

Policy 2.3.1.2 states that “*land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.”*

Policy 2.3.1.3 states that “*planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*”

The proposed DPS is consistent with Section 2.3 of the new PPS as it will facilitate the creation of a complete community within an established built-up area and along a major transit corridor, which will allow for the efficient use of current and planned infrastructure and public services. The future municipal roads will be conveyed to the municipality following their construction.

Section 2.4 of the PPS discusses strategic growth areas. Policy 2.4.1.2 states that “*To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.”*

Policy 2.4.2.2 states that *"Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*

- a) 200 residents and jobs combined per hectare for those that are served by subways;*
- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or*
- c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail"*

Policy 2.4.2.3 states that *"Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*

- a) planning for land uses and built form that supports the achievement of minimum density targets; and*
- b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities."*

Policy 2.4.2.6 states that *"All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:*

- a) connections to local and regional transit services to support transit service integration;*
- b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
- c) commuter pick-up/drop-off areas."*

The proposed DPS is consistent with the policies in Section 2.4 of the new PPS. 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 93,000 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 8,000 m² of commercial uses; and the establishment of new parkland, community uses, and open spaces.

Overall, the proposed DPS is consistent with the PPS as it will ensure the efficient utilization of an underutilized site through promoting intensification adjacent to a variety of transit options to support housing creation within a MTSA.

5.3 Municipal Policy and Regulations

5.3.1 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan (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.

5.3.1.1 Strategic Directions

Section 2 of the OP outlines strategic directions for the City, encompassing five major policy moves to support Ottawa becoming the most liveable mid-sized city in North America over the next century. These include:

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 proposed DPS application and transition of the site into a mixed-use community will support the City's intensification objectives, promote sustainable transportation given adjacency to the LRT, support a high-quality built form, enhance sustainability, and create new economic development opportunities.

Section 2.2 Cross Cutting Issues

Section 2.2 of the OP outlines cross-cutting issues that support the development of livable communities. The following section outlines how the proposed development addresses each theme.

2.2.1 Intensification and Diversifying Housing Options

Policy 2.2.1 provides direction for the intensification and diversification of housing options, guiding the evolution of neighbourhoods into complete 15-minute neighbourhoods. Policy guidance within this section includes:

- 1) *Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods*

The OP sets the goal of 60% intensification, or the share of new dwellings built within existing neighbourhoods rather than greenfields, by 2046. Intensification is directed to *Hubs*, *Corridors*, and existing 15-minute Neighbourhoods. Intensification will contribute to the development of more 15-minute neighbourhoods that address the needs of a diverse population and enhancing accessibility to vibrant areas with social interaction, cultural organizations, health services and community facilities.

- 2) *Provide housing options for larger households*

The OP supports the provision of ground-oriented housing options to accommodate larger families and three-bedroom units within *Neighbourhoods* in walking distance to *Hubs* and *Corridors*. One to two-bedroom units will be located adjacent to transit stations and commercial clusters within Neighbourhoods.

- 3) *Improve public amenities and services*

In accordance with the 60% intensification target, the OP supports the development of the necessary elements to transportation, urban design, parks, greenspace, and other growth management elements. Intensification is directed primarily to *Hubs*, *Corridors*, and *Neighbourhoods* within walking distance. The OP also encourages a variety of housing typologies, including low-rise infill housing typologies that are denser, small-scale, and generally three or more units and an appropriate proportion of larger units with three or more bedrooms. The introduction of new housing typologies should be appropriately integrated into surrounding neighbourhoods. The urban tree canopy should be protected and enhanced, providing equitable access to greenspace that will provide shade.

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. As a *Hub* in immediate proximity to Tunney's Pasture Station, the site is an appropriate location for intensification, which is to be 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 through the phased development to support the increasing population and provide

opportunities for daily essentials within a 15-minute community. Additional opportunities for planting street trees and other vegetation is incorporated into the future public ROWs through the proposed DPS, adding to the urban canopy.

2.2.2 Economic Development

Policy 2.2.2 provides guidance for the economic development of the City and planning for future economic opportunities across a range of industries and sectors. The OP seeks to support both existing and emerging industries and businesses across urban, suburban, and rural areas of the city. Pertinent policy direction within this section includes:

1) Enhance Ottawa's high quality of life to attract a skilled workforce and businesses

In seeking to attract and retain a skilled workforce and the development of local businesses, the OP states liveability, housing affordability, and mobility as being key to the City's economic vitality and competitiveness. It supports the development of safe, affordable, vibrant, mixed-use areas, with access to greenspace and cultural life and social harmony, including a sufficient supply of affordable housing options. Anticipating that new types of employment will support the transition of a low-carbon economy, the OP expects that this will include new opportunities in high performance buildings, deep energy retrofits, and renewable energy systems.

3) Direct major employment to Hubs, Corridors and Special Districts

The OP directs that jobs that are compatible with residential uses are to be located within *Hubs*, *Corridors*, and *Special Districts*. High employment densities (such as offices and retail clusters) are anticipated to be located in proximity to rapid transit.

4) Integrate economic activities with residential and other land uses

The OP directs that where possible, office and knowledge-based employment uses should be integrated into mixed-use areas, in proximity to where people live. This will support the desire for knowledge-based employers to be located in proximity to services, activities, amenities, and residential opportunities in the context of a 15-minute neighbourhood.

5) Create conditions for small-business growth

As commercial services are important for the development of 15-minute communities, the OP supports the development of small businesses to satisfy daily needs for residents through appropriate land use permissions, increasing viable transportation options, and enhancing and animating the public realm.

The proposed DPS will support the redevelopment of the site to provide safe, affordable, mixed-use commercial amenities, green spaces, and space for cultural activities; providing the services desired within a vibrant mixed-use 15-minute community. Located within a *Hub* in proximity to Tunney's Pasture Station, the DPS acknowledges the retention of office buildings through the ultimate redevelopment that will continue to provide employment opportunities, while the introduction of potential 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 creating a strengthening economic vitality in the community.

2.2.3 Energy and Climate Change

Policy 2.2.3 recognizes climate changes as the greatest global threat of the century, impacting health and safety, communities, infrastructure, the economy, and the natural environment. In line with declaring a climate emergency in 2019, the OP supports Ottawa's development into a city that is that is energy conscious, reduces emissions and is more resilient to the impacts of climate change in a manner that is supportive of equity and inclusion. Pertinent policy direction within this section includes:

1) Plan a compact and connected city

The OP encourages higher-density development to be located in areas that are close to transit and within walking distance of a wide range of services. In promoting a compact built form in mixed use areas with a range of housing options will promote energy efficient and sustainable patterns of development.

2) Apply sustainable and resilient site and building design as part of development

The OP emphasizes the application of sustainable and resilient site and building design as part of development. The proposed DPS will upgrade municipal infrastructure to meet City standards and incorporate LID to promote sustainability and resiliency. Future development will need to adhere to sustainability criteria established for the site.

3) Prioritize a shift to energy efficient transportation modes

To support the transformation to low carbon transportation options, the OP supports land use patterns and mobility options that are supportive of efficient and frequent transit service, as well as other sustainable transportation infrastructure investments, such as segregated cycle tracks and electric vehicle charging stations.

5) Reduce the urban heat island effect and help protect the vulnerable from extreme heat

As rising temperatures will increase extreme heat events and the urban heat island effect, the OP supports increased provisions of shading, reducing the urban heat island effect and providing access to cooling amenities.

6) Build resilience to future flood risks and increased stormwater runoff

Flooding represents a costly and dangerous effect of climate change. As such, the OP directs that development should be restricted in flood plains and should mitigate risk in vulnerable areas. Planning for infrastructure and stormwater management practices should incorporate resilience to extreme weather conditions and future conditions.

7) Protect, and enhance tree canopy and protect wetlands and other natural areas and use nature-based solutions

The OP supports nature-based resilience measures for mitigating the impacts of climate change, as well as supporting local biodiversity and physical, social, and mental health. Measures include protecting, enhancing and managing trees, shorelines, and other natural areas, as well as considering and mitigating the impacts of climate change on the natural environment and managing the risks of wildland fire.

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, making use of the existing embodied carbon present. 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 certain trees will be retained and new trees planted to provide shade and mitigate against the urban heat island effect.

2.2.4 Healthy and Inclusive Communities

Policy 2.2.4 requires the development of healthy and resilient communities through establishing the built and natural environment conditions that are needed to sustain long-term health in a diverse, accessible, and inclusive community. The OP supports a physical layout and design that positively includes shaping physical and mental health and well-being, enabling Ottawa's diverse population to thrive and live their lives to the fullest. Pertinent policy direction within this section includes:

1) Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities

The OP supports the development of 15-minute neighbourhoods with a diverse mix of land uses. This includes a range of housing types and affordability, shops, services, schools and childcare, employment, greenspaces, parks and pathways, and access to healthy food. Additionally, this includes amenities that meet the needs of diverse racial and cultural populations within the city. The diverse mix of land uses also foster health through supporting community identity, cultural expression, social connections and advance equity and inclusion goals. These communities support increasing convenient daily activity, active transportation and transit, while reducing car dependency and green house gas emissions. Transportation options should provide safe and convenient access to transit, as well as safe and convenient spaces for children and youth to play, walk, cycle, or take transit to school. Urban design in 15-minute communities should include a vibrant public realm with streets, trees, gathering places, and local amenities that are shaded and vegetated. The public realm should invite people to be in, rather than only travel through places, in all seasons.

2) Build accessible, inclusive communities, and design for all ages, including children and older adults

To address inequities, systemic barriers and social determinants of health, the OP supports development of equitable, inclusive, gender and age-friendly communities in ways that build the city's vibrancy and resilience and foster community health and well-being. Places are to be designed to consider a diversity of experiences, including children, older adults, people with disabilities, women and gender-diverse persons, those identifying as 2SLGBTQQIA+ and people living with lower incomes. This includes opportunities to advance reconciliation and engage with Indigenous peoples, age-friendly design and universal accessibility, and the provision of housing for a range of ages, income levels and backgrounds.

3) Promote health through sustainability

The OP promotes the development of healthy communities that support sustainable environments for present and future generations by conserving, protecting, rehabilitating and creating safe environments. This includes promoting resilient, sustainable and health-supportive building design, recognizing the value of trees and access to greenspaces, urban agriculture, parks and trails, and protecting from natural and human-made hazards.

4) Advance human health through decision-making on the built environment

Policies, plans, guidelines and decision-making shall recognize the interdependencies between health and the built environment. The OP supports community resiliency and a healthy population through all-season active transportation networks, access to local amenities and healthy and green urban design.

The proposed DPS will support the establishment of a healthier and more sustainable community through the development of a 15-minute walkable neighbourhood, providing access to goods and services while encouraging active modes of transportation and social connection. Accessibility is a key element of the design of the public realm, where ROWs will all be accessible under the City of Ottawa's standards. The public realm is designed for all ages, including safe locations for play, rest, and active transportation. The preservation of existing trees and addition of new trees, as well as introduction of LID features, will promote healthy and green urban design that is climate resilient. Separate from the municipal process, CLC has prepared an Accessibility Strategy and Gender Based Analysis Plus to guide future redevelopment.

2.2.5 Gender and Racial Equity

Policy 2.2.5 supports land use planning that addresses gender and racial inequities. Intersectionality is prioritized, considering the different ways that women, gender diverse persons, members of Black, Indigenous, racialized and religious communities experience the city. Pertinent policies in this section include:

1) Application of a gender and racial equity lens to meet the housing needs of women, Black and racialized communities and new immigrants

The OP directs that through intensification, neighbourhoods should pursue all opportunities to create the conditions that encourage a broad range of market-affordable and core affordable housing options. Housing that supports Gender and Racial Equity includes housing that meets the needs of families with children, including the availability of family sized units, spaces to play, shared communal spaces within buildings, space for strollers and bike parking, is encouraged.

2) Understand and address the specific housing needs of Indigenous peoples

The OP notes that more work is needed to understand the specific needs of Indigenous peoples and work with communities across the city to pursue all opportunities to address these needs. Engagement with Indigenous peoples is a key component of the proposed redevelopment.

3) Improve mobility options for women and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation

Recognizing that women are more reliant on transit than men and their trips often involve more stops due to caretaking work, the OP supports a variety of housing choices, access to work opportunities and childcare in areas well-served by public transit.

4) Improve access to amenities

The OP supports the development of 15-minute neighbourhoods that support daily needs by providing a range of local amenities to advance more gender-equitable environments that are available on foot, by cycling, or using transit. Amenities should include basic shopping, parks, libraries, recreation and other community infrastructure, as well as childcare. Development in the city should also consider the diverse experiences across gender and race to advance equity objectives. This includes consideration for appropriate housing types for a variety of household types, housing units for a range of income levels and sizes, and amenities that meet the needs of families with children. Parks for children's play shall be

provided, as well as adding to the recreation, leisure activities and cultural expression opportunities for a growing population. Active transportation shall be encouraged with shorter blocks, cycle tracks and sidewalks, safe crossings, and space for trees. Transportation options shall be analyzed considering the travel patterns and safety of women and other marginalized groups.

As the proposed DPS will upgrade existing driveways to municipal standards, additional pedestrian amenities will be added such as streetlighting and clear pedestrian corridors which will promote safety. The 15-minute walkable neighbourhood will provide the opportunity for additional daily essentials and access to amenities within walking distance throughout the day and evening. An important part of the Tunney's Pasture redevelopment is to create an inclusive and diverse community that is accessible and safe. Separate from the municipal process, CLC has prepared Gender Based Analysis Plus 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.

2.2.6 Culture

Section 2.2.6 of the OP provides guidance on community cultural spaces to encourage expression, better health and interaction. This includes the co-location of artistic, cultural, sporting and recreational activities where possible is encouraged as a way to promote vibrant and liveable 15-minute neighbourhoods and community hubs. The OP also supports the preservation of places and stories significant to the Algonquin Anishinabe Host Nation, furthering the City's commitment to reconciliation. The OP also seeks to reinforce neighbourhood and place identity through architecture and urban design, with the built environment shall continue to play a role in defining, reinforcing and conveying the image of Ottawa, where underrepresented communities will be commemorated and highlighted.

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, in consultation with appropriate parties.

5.3.1.2 Growth Management Framework

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 pertain to 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 and pedestrian amenities to the site, as well as encourage residential growth where there is existing infrastructure available.

3.1 Designate Sufficient Land for Growth

Policy 3.1 of the OP pertains to designating sufficient land for growth. The subject site is currently underutilized given its single use as a federal office campus, particularly in consideration of its adjacency to higher order transit. The proposed DPS seeks to intensify an underutilized site to promote a compact built form within the urban boundary.

3.2 Support Intensification

Pursuant to Policy 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*.

The OP defines 15-minute neighbourhoods as:

Compact, well-connected places with a clustering of a diverse mix of land uses where daily and weekly needs can be accessed within a 15-minute walk; this includes a range of housing types, shops, services, local access to food, schools and child care facilities, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency, and enable people to live car-light or car-free.

The proposed DPS will facilitate the creation of a 15-minute community both within the site and in relation to surrounding areas, beyond the site's boundaries. The proposed DPS will establish the backbone to support a complete community by extending the municipal road network in the area through the updated ROWs and introducing active transportation infrastructure, as well as supporting a mix of uses.

Residential density and proportion of large household dwelling targets for Tunney's Pasture are shown in Table 3a in Section 3 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 areas is 5% while the target is 10%. Large-household dwellings are defined as those units with three or more bedrooms or an equivalent floor area and typically occur in ground-oriented typologies.

The proposed DPS will introduce new public infrastructure and appropriately intensify an underutilized site within the urban area adjacent to transit. Upon full-build out, a residential density of 270 units per net hectare is anticipated. Future residential developments will need to have regard for the large household dwelling requirements under the OP.

3.3 Design New Neighbourhoods to be 15-minute neighbourhoods

Policy 3.3 of the OP outlines direction for designing new neighbourhoods to be 15-minute neighbourhoods. In the case of the subject site, the 15-minute neighbourhood would extend beyond the immediate boundaries of the site and into surrounding neighbourhoods. Given this site's relationship with the surrounding area, the proposed DPS seeks to introduce new active transportation infrastructure to promote connectivity. Additionally, the DPS will establish new development blocks to accommodate a mix of uses and future greenspace, allowing future residents of Tunney's Pasture and surrounding neighbourhoods to benefit from future commercial services and amenities that will be provided.

Section 3.5 Meet Employment Needs

Section 3.5 of the OP includes policies to meet employment needs. Notably, development of the subject site is in direct response to the federal government evaluating their surplus lands and evolving office needs. Notwithstanding the government's disposal of surplus lands, certain federal departments and buildings will remain on site throughout the first phases of the redevelopment, including the Health Canada Buildings. The introduction of additional commercial uses and services will support additional job creation in proximity to rapid transit.

5.3.1.3 City Wide Policies

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.

Section 4.1 Mobility

Section 4.1 of the OP acknowledges that land use and mobility are interdependent and seeks to implement the City's commitment to equitable, safe and healthy communities and climate change action.

4.1.1 Provide Mobility Options to safely and equitably navigate the city

Policy 4.1.1 prioritizes mobility options and safety for people who walk, cycle and use transit. The OP encourages the development an appropriate street hierarchy and a network of complete and healthy streets, particularly through an equity based perspective. The public ROWs included within the proposed DPS incorporate space for active transportation, including shared cycle lanes, sidewalks, pedestrian paths, and a woonerf. Facilitating active transportation on the site also provides additional accessibility to Tunney's Pasture Station. A gender-based analysis plus (GBA+) has been prepared, reviewing the street network, along with the rest of the redevelopment, from an intersectional and equity-based perspective.

4.1.2 Promote healthy 15-minute neighbourhoods

Policy 4.1.2 of the OP supports the development of 15-minute neighbourhoods, where essentials and daily needs are accessible within a 15-minute walk. Safe and convenient active transportation routes are to be provided to support this objective. The proposed DPS included several public rights-of-way that provide additional active transportation connectivity throughout the site and to the surrounding community, including Tunney's Pasture Station. Active transportation facilities include shared bike lanes, sidewalks, separated cycle tracks on collector roads, large sidewalks, greenways, and a woonerf.

4.1.3 Support growth management of a greener and more resilient city

Policy 4.1.3 supports the development of a multi-modal transportation system with access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment. The proposed DPS includes transportation facilities for a variety of multi-modal options, including for pedestrians, cyclists, transit users, and private automobiles. The public rights-of-way included within the proposed DPS also include space dedicated to street trees.

4.1.4 Support the shift towards sustainable modes of transportation

Policy 4.1.4 encourages sustainable transportation modes through managing the parking supply to minimize land area used for parking, as well as dedicating space within the roadway for traffic calming measures, active transportation facilities, and street trees and LID features, among others. The proposed DPS incorporates pedestrian and cycling facilities throughout the site, providing internal connectivity as well as connection Tunney's Pasture Station and the surrounding area. The proposed public ROW also include space for street trees and additional LID features.

4.1.5 Ensure new mobility solutions facilitate seamless, multi-modal travel

Policy 4.1.5 of the OP seeks to ensure that new mobility options meet the objectives of seamless, multi-modal travel. New mobility options shall be consistent and coherent with the transit system and existing objectives for walkable, 15-minute neighbourhoods and to improve equity and inclusion. The proposed DPS upgrades the public ROWs to incorporate improved active transportation facilities as well as potential opportunities for electric vehicle charging infrastructure. Additional opportunities for future mobility are to be considered at the site plan stage.

4.1.6 Guide the inter-urban flow of people and goods

Policy 4.1.6 provides guidance on the inter-city and inter-regional flow of people and goods between Ottawa and Gatineau, including through planning for dedicated rapid transit service and active transportation along interprovincial crossings. The proposed DPS includes consideration for the important transit connections for STO and OC Transpo at Tunney's Pasture Station, providing appropriate space within the ROW for bus accessibility. The active transportation network provides connection to Kichi Zibi Mikan, and later the Champlain Bridge as an inter-provincial crossing.

4.1.7 Protect and Invest in Rights of ways

Policy 4.1.7 provides guidance for investment and protection of ROWs, where active transportation, road, or transit ROWs may be required. The proposed DPS upgrades the existing road network providing additional sidewalks, multi-use paths, cycling facilities, and a woonerf to be constructed by CLC and conveyed to the City of Ottawa, representing a significant investment in the city's road network. Accessibility for public transit is also incorporated into the proposed rights-of-way, particularly regarding access to Tunney's Pasture Station.

According to Annex 2 of the OP, 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 41). Additionally, a Network Proximity Study is required for Plan of Subdivision applications (Policy 4.1.2.20). A Stage 1 LRT Proximity Study was prepared for the proposed development which concluded that the redevelopment of Tunney's Pasture is compatible with existing LRT infrastructure subject to vibration mitigation measures are necessary to protect sensitive land uses during construction.

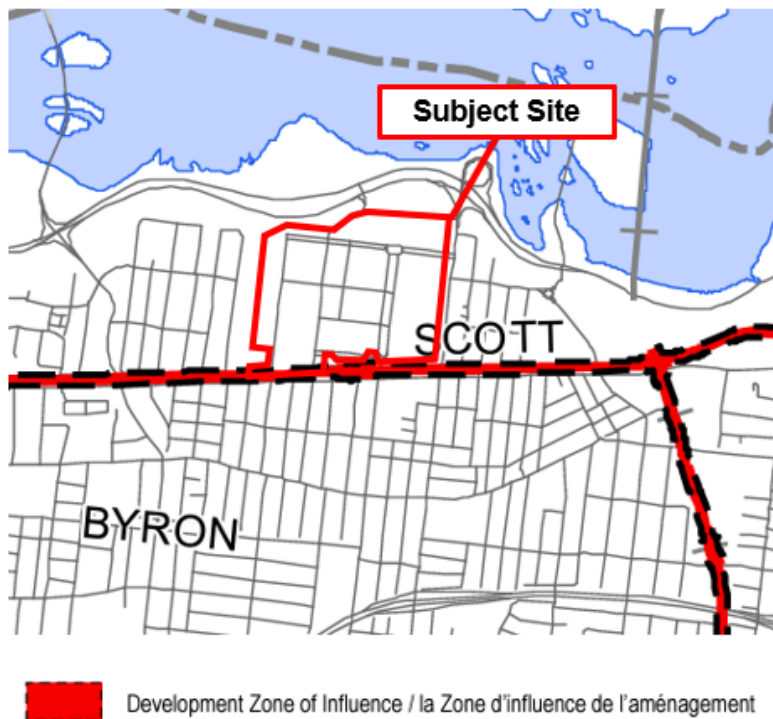


Figure 41 - Annex 2 – Development Zone of Influence, City of Ottawa

Section 4.2 – Housing

Section 4.2 of the OP addresses city-wide housing policy, including adequate, safe and affordable housing

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

Policy 4.2.1 encourages a diverse range of flexible and context-sensitive housing options, providing a variety of housing sizes, densities, and forms. The OP is particularly supportive of missing middle housing in the form of mid-density multi-unit housing. The proposed DPS will provide opportunities for safe, affordable housing throughout the site, as well as range of housing typologies and densities.

4.2.2 Maximize the ability to provide affordable housing throughout the city

Policy 4.2.2 supports the development of adequate and affordable supply of rental dwelling units, as well as setting a target of 20% of all new residential units be affordable. Opportunities for affordable housing will continue to be explored with City of Ottawa as the overall redevelopment progresses, however, CLC is committed to ensuring a minimum of 20% of residential units are affordable upon full build-out of the redevelopment.

4.2.3 Protect existing rental housing stock and support the production of more rental units

Policy 4.2.3 directs for the protection of existing rental housing stock and the production of more rental units. The establishment of new development blocks for housing on the subject site through the DPS could create additional rental units based on the ultimate tenure of future developments.

4.2.4 Direct attention to the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups

Policy 4.2.4 encourages different housing typologies including, but not limited to, rooming houses, retirement homes, residential care facilities, group homes, and shelters. The OP also supports non-profit housing. Specific housing typologies will be considered by developers at the site plan stage following approval of the proposed DPS.

4.2.5 Implement Inclusionary Zoning

Policy 4.2.5 of the OP is supportive of inclusionary zoning as a mechanism to contribute towards meeting the affordable housing goals. As of July 2022, City Council have directed staff to conduct additional investigations and analysis of the proposed framework, however there does not appear to be recent updates. Additional information on the proposed Inclusionary Zoning framework can be found in Section 5.3.9 of this Report.

Section 4.3 – Large-scale Institutions and facilities

Section 4.3 of the OP provides direction for large-scale institutions and facilities such as hospitals, major health care facilities, universities, community colleges, major employers, federal employment campuses, major sports, recreational and cultural facilities, all as vital contributors to the City.

4.3.1 Ensure large-scale institutions and facilities are within 400 metres walking distance of rapid transit or along a Mainstreet Corridor with frequent street transit

Policy 4.3.1 encourages large scale employers and major public facilities to be located within 400 m of a rapid transit station. The federal office buildings planned to be retained on site are located within 400 m of Tunney's Pasture Station. Furthermore, the mix of uses supported by the proposed DPS would situate the highest density of commercial spaces in direct proximity to the LRT station.

4.3.2 Design large-scale institutions and facilities to coordinate with the existing urban fabric

Policy 4.3.2 of the OP directs that large-scale institutions should enhance the quality of life for the surrounding neighbourhood and be designed in a way that makes pedestrian access the most convenient option from the surrounding neighbourhood, transit stations/stops, and from existing public streets. The proposed development integrates a mix of uses, including commercial, federal office, and residential uses, into a cohesive neighbourhood. The proposed DPS situates development blocks and the transportation network such that major employers and remaining federal office space will complement the future surrounding uses and enable active transportation options to be the most convenient travel mode.

Section 4.4 Parks and Recreation Facilities

Section 4.4 of the OP provides overarching planning policy for parks. Through the proposed DPS, discussions surrounding parkland and programming will be advanced with Staff.

4.4.1 Identify park priorities within Ottawa's growth area

Policy 4.4.1 identifies the objectives and process for the City, prioritizing park land rather than cash-in-lieu. Parkland conveyance shall be a minimum of 400 m², be of a usable shape and topography, and be unencumbered. The proposed DPS includes a neighbourhood park and parkettes over 400 m², as well as smaller urban parkettes/plazas and additional greenways situated throughout the site, providing a minimum

parkland dedication of 10% of the gross land area before any private development occurs which would introduce additional greenspaces.

4.4.2 Guide decision-making for future parks

The OP supports the development of a range of park typologies, all of which are to be identified in secondary and local plans. The proposed DPS anticipates a range of facilities from a neighbourhood park, three parkettes, two urban parkettes and plazas, and additional greenways to be provided on the site through the course of the redevelopment, in accordance with the TPMP, as amended.

4.4.3 Provide new parks in the Downtown Core and Inner Urban transects

Under Policy 4.4.3, the OP supports new park sites in *Hubs*, as well as opportunities for urban plazas and parkettes to enhance cultural development by providing elements such as spaces performance, exhibitions, commemoration and ceremony. An urban plaza is proposed near the LRT station through this phase of the DPS, while subsequent parkland will become available in concert with PSC's disposal strategy, which will range from a neighbourhood park to smaller parkettes, allowing for a range of active and passive programming. Opportunities for commemoration in these areas will be further explored as the heritage work for the redevelopment progresses.

4.4.6 Design parks that contribute to quality of life and respond to climate change

Policy 4.4.6 directs that park design shall provide space for recreational activities and potential cultural development opportunities. A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting street and the tree canopy cover target for parks is 40 per cent. Individual Park designs will be finalized through future collaboration with the City of Ottawa. Future parks on site will be designed in concert with City of Ottawa staff as land becomes available.

Section 4.5 Cultural Heritage and Archaeology

Section 4.5 provides direction on conserving cultural heritage resources and honouring Ottawa's diverse cultural communities.

4.5.1 Conserve properties, areas and landscapes of cultural heritage value

Policy 4.5.1 of the OP provides guidance on identification and evaluation of heritage properties. This includes recognizing, protecting and honouring sites of cultural heritage value associated with the diverse historical experiences, and prioritizing the identification of underrepresented historic places. Several heritage properties are present on the subject site, which may be contemplated for adaptive or continuing use. The proposed DPS proposes non-standard ROW cross-sections for Tunney's Pasture Driveway and Colombine Driveway to preserve the Gréber Axis.

4.5.2 Manage built and cultural heritage resources through the development process

Policy 4.5.2 requires the City to ensure that new development is compatible with surrounding heritage features by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape. The Interpretation Framework provides avenues for the adaptive or continued use of heritage buildings, as well as the retention of the primary and secondary road access. Impacts to heritage features that may arise from individual future developments will be addressed at the site plan stage.

4.5.3 Promote partnerships through leadership, community engagement and incentives

Policy 4.5.3 supports the conservation of cultural heritage resources and the promotion of their stewardship and appreciation. The City will also appropriately undertake street improvements to enhance the built heritage resources. The proposed DPS provides space within public greenspace and rights-of-way for commemoration features, while the associated Heritage Interpretation Strategy contemplates potential heritage programming opportunities, in consultation with appropriate parties.

4.5.4 Conserve sites of archaeological value

Section 4.5.4 provides guidance regarding sites of archeological value, where the City shall conserve said sites. Matrix Heritage completed a Stage 2 Archaeological Impact Assessment in 2018, which assessed the northwest portion of Tunney's and concluded that no further archaeology studies is required on site.

Section 4.6 - Urban Design

Pursuant to Schedule C7-A of the OP, the site is designated as a *Design Priority Area* (Figure 42). In Section 4 of the OP, Table 5 outlines three tiers of *Design Priority Areas*. The subject 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.*

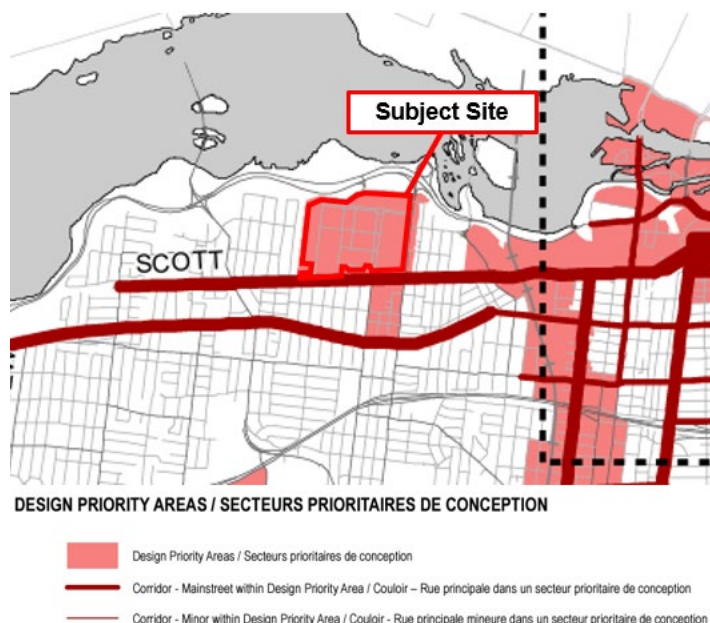


Figure 42 – Schedule C7-A - Design Priority Areas – Urban, City of Ottawa Official Plan

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

4.6.1 Promote design excellence in Design Priority Areas

The following policies under Policy 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 long term competitiveness of the city's economy.

An Urban Design Brief has been prepared in support of this DPS application. 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.

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

Policy 4.6.2 of the OP seeks to protect views and enhance scenic routes, including those associated with national symbols. The proposed DPS presents an opportunity to strengthen existing visual connections to the Ottawa River and adjacent natural environments, and establish additional riverfront views, specifically to Remic Rapids Park and South Shore Riverfront Park. Historic views of federal buildings, notably the Brooke Claxton Building, have been identified by the site's heritage assessment as a primary character-defining landmark of the site. Retained existing buildings on the site hold important heritage value. The enhancement of views and vistas will play a significant part in honouring and building upon the cultural and natural heritage of Tunney's Pasture and further defining the character of key corridors.

4.6.3 Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

Policy 4.6.3 of the OP seeks to ensure that capital investments enhance the City's streets, sidewalks, and other public spaces to support a healthy lifestyle. Through the proposed DPS, several new municipal ROWs will be established which generally reflect the City's standards for *Collector* and *Local* Roads, such as the inclusion of in-boulevard cycle tracks along *Collector* Roads. Non-standard ROWs are proposed for Tunney's Pasture Driveway and Colombine Driveway to accommodate existing infrastructure and respect the Gréber Plan. Please refer to the TIA and Section 4.1 of this Report for further information on the proposed road network.

4.6.4 Encourage innovative design practices and technologies in site planning and building design

Policy 4.6.4 of the OP encourages innovative design practices and technologies in site planning and building design. The proposed ROW network through the DPS will create a hierarchy of road classifications as well as establish new development blocks. As required by CLC's land offering package, future development applications for specific development parcels will need to have regard to a range of guiding documents associated with the TPMP Master Plan, as amended, related to sustainability, site animation, and high quality urban design.

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

Policy 4.6.5 aims to ensure effective site planning that supports the objectives of *Corridors*, *Hubs*, *Neighbourhoods*, and the character of villages and rural landscapes. The subject site is designated as a *Hub* and adjacent to the Tunney's Pasture LRT station. The proposed DPS will form the infrastructure backbone to support the implementation of the 2014 TPMP, as amended, which seeks to facilitate a mixed-use and transit-oriented community to meet the objectives of the *Hub*.

4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

Policy 4.6.6 requires the sensitive integration of new development of low-rise, mid-rise and high-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all. As outlined in Section 3 of this Report, the proposed heights under the 2014 TPMP, as amended, situate the tallest buildings adjacent to the LRT station, with heights stepping down to the low-rise buildings to the west of the site. Mid-rise and minimal high-rise building heights are proposed along Parkdale Avenue, providing an appropriate transition to the taller buildings on the east side of Parkdale Avenue

Section 4.7 – Drinking Water, Wastewater and Stormwater Infrastructure

Section 4.7 of the OP provides policy direction related to drinking water, wastewater, and stormwater infrastructure, supported by the Infrastructure Master Plan, to ensure that infrastructure in the city is safe, affordable environmentally sound and meets future needs.

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

Policy 4.7.1 directs for adequate, cost-effective drinking water, wastewater, and stormwater infrastructure to assist in meeting growth targets within the urban area, and requires that infrastructure is durable, adaptive, and resilient to current and future climate, including extreme weather events. As demonstrated through the Adequacy of Servicing Report accompanying this submission, the proposed updates to the ROWs will ensure water, wastewater, and stormwater infrastructure meets City standards. Low-Impact Development features are also proposed to assist with stormwater management and support climate resiliency. Overall, adequate services are available to support the proposed DPS.

4.7.2 Pursue an affordable and sustainable pattern of infrastructure development

Policy 4.7.2 directs the City to pursue an affordable and sustainable pattern of infrastructure development. The intensification of an underutilized site and upgrading of existing infrastructure through the proposed DPS will facilitate an affordable and sustainable infrastructure provision. Future development will be serviced by public water and waste water services, as outlined in the Servicing Report accompanying this application, summarized in Section 4.2 of this Report.

Section 4.8 – Natural Heritage, Greenspace, and the Urban Forest

Section 4.8 of the OP pertains to Natural Heritage, Greenspace, and the Urban Forest, in recognition of the contribution that natural features and areas add to the overall health of the environment.

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

Policy 4.8.1 states that the City's natural environment will be protected through the identification of a *Natural Heritage System*, *Natural Heritage Features*, and related policies, as well as seek to improve the long-term integration and connectivity of the *Natural Heritage System*. The subject site is not designated as part of the *Natural Heritage System* pursuant to Schedule C11-C of the OP (Figure 44).

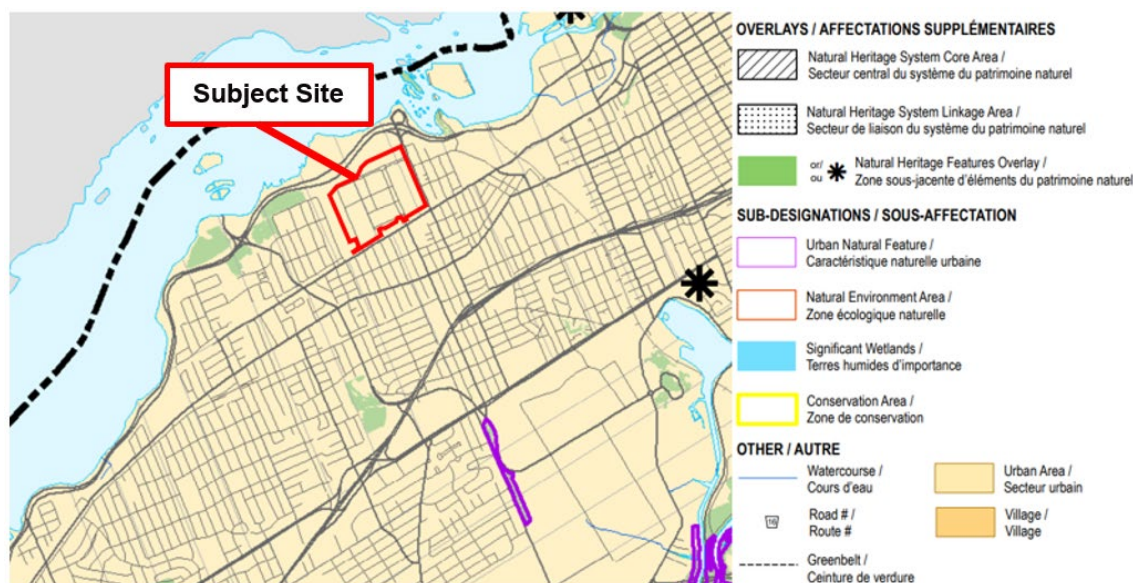


Figure 43 – Schedule C11-C - Natural Heritage System (East), City of Ottawa Official Plan

4.8.2 Provide residents with equitable access to an urban forest canopy

Policy 4.8.2 directs that residents maintain equitable access to an urban forest canopy. The urban forest includes all trees and their growing environments on both public and private property. Notably, the City seeks to pursue an urban forestry target of 40% with equity as a guiding principle. Growth, development, and intensification is to maintain the forest canopy and its ecosystem. The proposed DPS seeks to establish new ROWs which will include street trees in accordance with the soil volume requirements of applicable City standards or best management practices. New open spaces through the overall redevelopment will further support the provision of an urban tree canopy, while future development of individual blocks will create additional opportunities for trees.

4.8.3 Provide residents with equitable access to an inclusive urban greenspace network

Policy 4.8.3 seeks to provide residents with equitable access to an inclusive urban greenspace network, including its various types of greenspaces for their ecosystem services and their contributions to healthy, active communities. In general, and to support health, climate resiliency, accessibility and gender and social equity, Policy 4.8.3 (2) states that the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:

- a) Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;
- b) Within a 10-minute safe walking distance (800 metres), two green public spaces; and
- c) Within a 15-minute trip by transit, a publicly-owned natural area

The TPMP, as amended, includes a new neighbourhood park and additional greenspaces to be dedicated to the municipality to support the City in meeting its greenspace access objectives. Through the DPS process, CLC will continue working with the City to determine the appropriate use of proposed park space and specific locations, particularly as the disposals continue and additional land becomes available. Future residents will also benefit from access to the ORSSP.

Section 4.9 – Water Resources

Section 4.9 of the OP pertains to water resources, which includes surface water features, groundwater features, and their associated functions, with healthy watersheds providing numerous human, ecological, and health benefits. Policy 4.9.1 seeks to improve or restore the quality and quantity of surface water features and groundwater features through watershed and subwatershed planning, while Policies 4.9.2 to 4.9.4 provide direction for restricting or limiting development and site alteration near groundwater. LID features are being considered through the proposed DPS application.

Section 4.10 – School Facilities

Section 4.10 of the OP pertains to the provision of school facilities, emphasizing their role as a building block for healthy, complete communities and providing a focus of community life. They are a key element of a healthy, walkable, 15-minute neighbourhood.

4.10.1 Make it safe and easy to walk, bike, or take a bus to school through supportive site and neighbourhood design

Policy 4.10.1 directs that supportive site and neighbourhood design should make it safe and easy to walk, bike, or take a bus to school, with schools being permitted within all urban land use designations. School buildings are to be sited in a compact and land efficient manner, on sites that prioritize safe, sustainable, active transportation mobility choices, including walking and cycling as the primary means of travel. This is to be achieved through providing safe walking and cycling routes, implementing traffic calming measures, ensuring local roads are designed for low operating speeds, and locating schools centrally within neighbourhoods, among others. As the proposed development will support the integration of the site into the broader neighbourhood and introduce new residents to the area, discussions with the various school boards will occur through the DPS process to determine whether there is interest in the boards securing a school site within Tunney's Pasture. Additionally, innovative measures of providing schools in urban formats will also be considered to promote compact development. The introduction of municipal ROWs and active transportation infrastructure will support the safe school travel.

4.10.2 Locate schools and other neighbourhood uses close together to provide convenient access to residents

Policy 4.10.2 states that schools and other neighbourhood uses should be located close together to provide convenient access to residents, with priority given to school design that efficiently uses land to establish multi-storey school buildings. Additionally, schools should generally co-locate compatible uses on site to promote the efficient use of land and healthy walkable communities. The site is zoned to accommodate a mix of uses which would be supportive of a future school use. The proposed DPS seeks to establish an integrated and connected community, ensuring convenient access to any future school that may be introduced on the subject site.

4.10.3 Make trees an important component of a school's outdoor

Policy 4.10.3 notes that trees should be an important component of a school's outdoor environment, with school site design to incorporate new tree planting and conserve existing trees where possible. As the specific location of a potential school (s) remains to be determined, it is premature to discuss site design. Notwithstanding, the overall master plan promotes enhancing greenspace and tree canopy on the site.

While the specific location of any potential schools on site is to be discussed with the schoolboards as the redevelopment progresses, the proposed DPS will establish the infrastructure backbone to support efficient and safe school travel and the creation of a mixed-use community.

Section 4.11 Generally Permitted Uses

Section 4.11 of the OP outlines uses generally permitted within all land use designations. These uses include retail food store, food production such as farmers' markets and crop production, renewable energy generation, licensed child care facilities or facilities providing temporary care, public utilities and municipal services, and wireless communication facilities among others. Given the mixed-use nature of the site and additional guiding documents, the proposed DPS will facilitate the introduction of a wide range of uses on the site.

5.3.1.4 Transects

Section 5 of the OP provides direction for development based on transect. The subject site falls within the *Inner Urban Transect* pursuant to Schedule B2 of the OP (Figure 44).

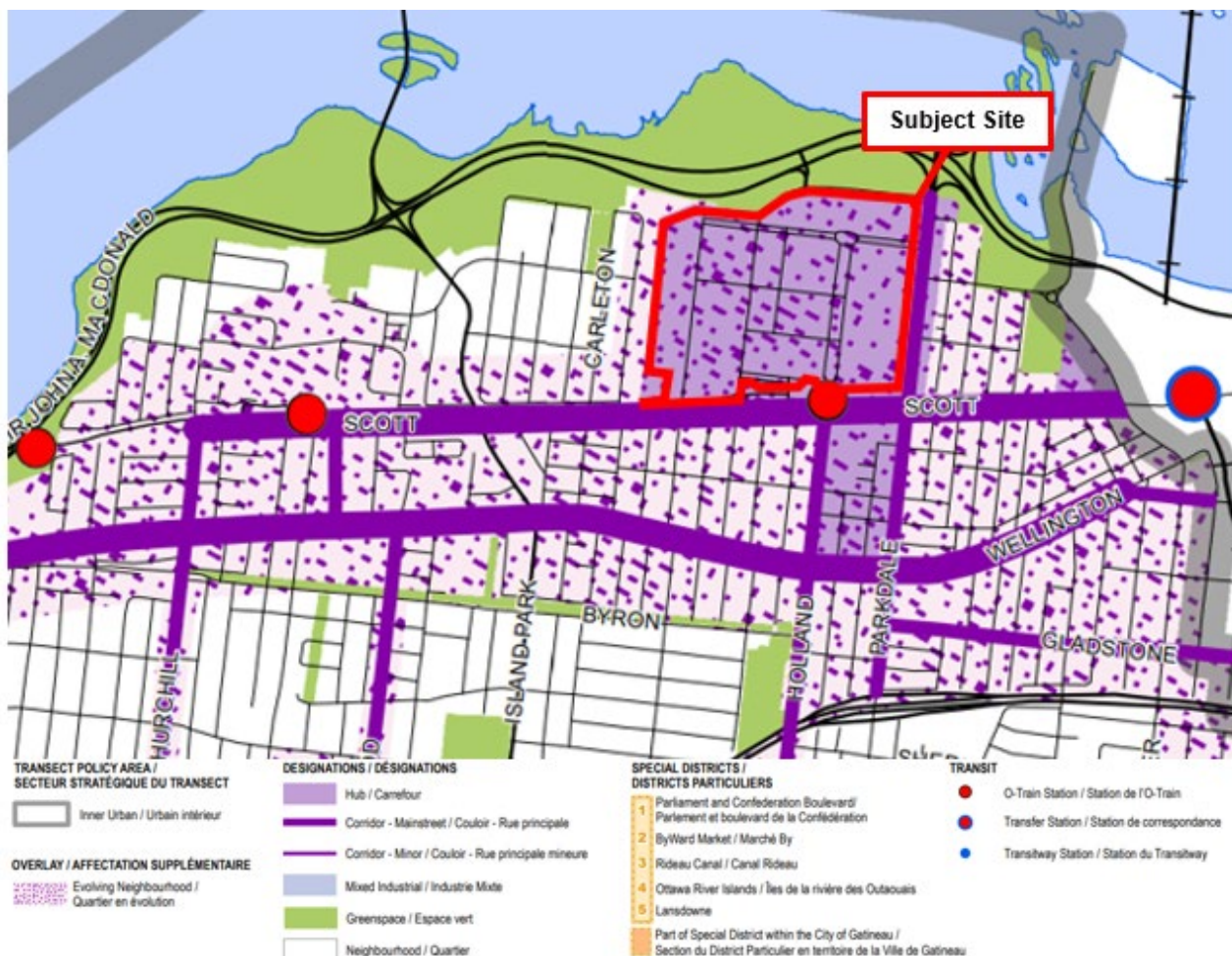


Figure 44 – Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan

Section 5.2 of the OP outlines policy direction for the *Inner Urban Transect*. Within the *Inner Urban Transect*, Policy 5.2.1 directs for the enhancement or establishment of an urban pattern of built form, site design, and mix of uses. Policy 5.2.2 seeks to prioritize walking, cycling, and transit within, to, and from the *Inner Urban Transect*. The proposed DPS application will facilitate the transportation framework to support urban development and prioritize active transportation and transit use.

Policy 5.2.3 provides direction to the *Hubs* within the *Inner Urban Transect*, such as the subject site. Minimum and maximum heights for the subject site are summarized in Table 7 of the OP 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 the subject site, which equates to 10- to 40-storeys high. Height-related policies are further elaborated on in the Scott Street Secondary Plan in Section 5.3.3 of this Report, and defined under the TPMP, as amended.

The Scott Street Secondary Plan states that building heights at Tunney's Pasture should develop generally in accordance with the TPMP. The TPMP updates envision heights up to 40 storeys on the site, in accordance with the broader OP permissions. Future development applications following this DPS submission will need to have regard for both the general policies of the OP, the Scott Street Secondary Plan, and the TPMP, as amended.

5.3.1.5 Urban Designations

Section 6 of the OP provides policy direction for various land use designations. Pursuant to Schedule B2 of the OP, the subject site is designated as a *Hub* with an *Evolving Neighbourhood* overlay (Figure 44). Scott Street to the south is designated *Corridor – Mainstreet* and Parkdale Avenue to the east is designated *Corridor – Minor*.

Section 6.1 states that *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. The *Evolving Neighbourhood Overlay* directs for form-based regulation for built form and site development characteristics, in accordance with Table 6 of the OP.

Policy 6.1.1 of the OP defines the *Hubs* and sets the stage for their function and change. Development within a *Hub*:

- a) *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;*
- b) *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 mixed-uses, including employment, commercial and institutional uses have been contemplated in the land use plan to encourage the creation of a vibrant community around the transit station. The proposed ROW 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.

Pursuant to Schedule C1 of the OP, the subject site is defined as a *Protected Major Transit Station Areas (PMTSAs)* (Figure 45). Policy 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:*
- 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*
 - Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.*

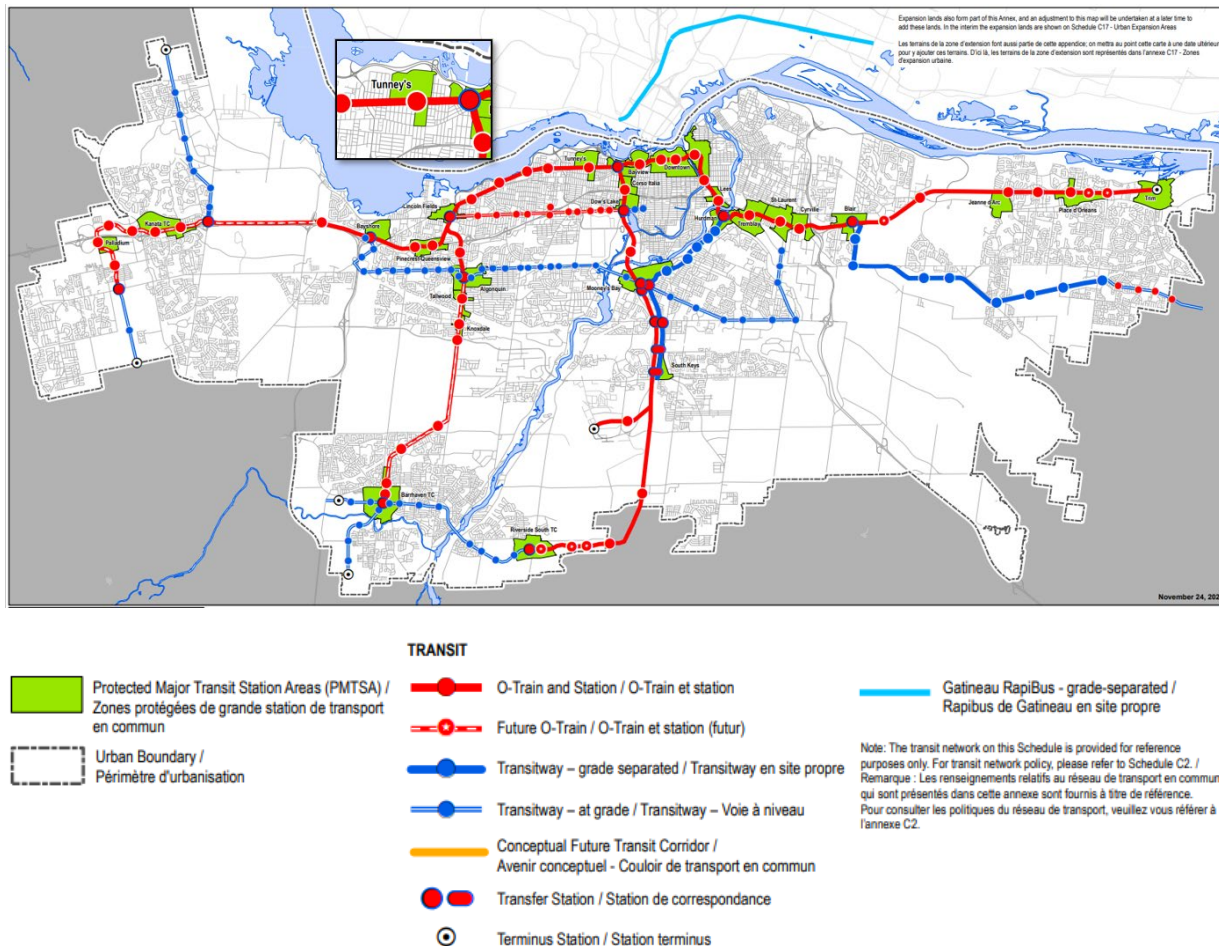


Figure 45 – Schedule - C1 - Protected Major Transit Station Areas (PMTSA), City of Ottawa Official Plan

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.

5.3.1.6 Protection of Health and Safety

Schedule C15 of the OP plan identifies environmental constraints, with the subject site being within an *Intake Protection Zone* (Figure 46). Section 4.9 of 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.

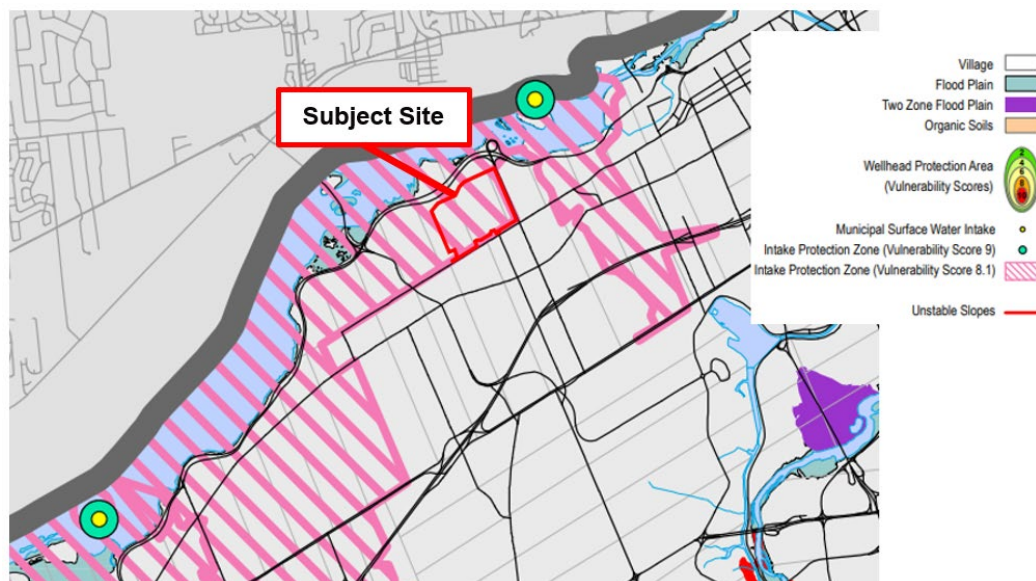


Figure 46 – Schedule C15 - Environmental Constraints, City of Ottawa Official Plan

Section 10 of the OP outlines policies for protecting health and safety, emphasizing that development should be avoided in areas with natural or human-made hazards that pose unacceptable risks to health, safety, or property. Additionally, development should not create or worsen existing hazards.

10.1 Prevent injury, loss of life and property damage

10.1.1 Natural Hazards: Flooding Hazards and Erosion Hazards

Policy 10.1.1 of the OP states that lands in the floodplain are regulated by Section 28 of the *Conservation Authorities Act*, Official Plan policies, and Zoning By-law provisions. These policies also cover areas with floodplains that aren't mapped by conservation authorities or identified in the Zoning By-law. Floodplain boundaries are established in consultation with the Mississippi Valley, Rideau Valley, and South Nation Conservation Authorities, following relevant policies and guidelines. The infrastructure of the subject site will be updated to the City of Ottawa standards and then dedicated to the City as the project progresses. The subject site is not located within a floodplain.

10.1.2 Two-Zone Flood Plain Areas and Areas of Reduced Flood Risk

Policy 10.1.2 of the OP indicates that *Two-Zone Flood Plain Areas* are divided into the floodway and the flood fringe. The floodway is the inner part of the 1-in-100-year floodplain, essential for safely channeling floodwaters where depths or velocities threaten life or property. The flood fringe is the outer part of the 1-in-100-year floodplain. The subject site is not located within a floodplain.

10.1.3 Areas Vulnerable to Flooding Under Climate Change

Policy 10.1.3 of the OP provides that a climate change flood vulnerable area refers to the zone between the 1-in-100-year floodplain and the climate change scenario flood limit, defined as the 1-in-350-year floodplain. Provincial policies and regulations restrict or prohibit development within the 1-in-100-year floodplain. To address these risks, risk mitigation measures will be required for new development within climate change flood vulnerable areas. The subject site is not within the Flood Extent 1 in 50 Year Event, 1 in 100 Year Event, or 1 in 350 Year Event.

10.1.4 Natural Hazards: Unstable soils or bedrock

Policy 10.1.4 of the OP states that unstable soils, such as sensitive marine clays and organic soils, as well as unstable bedrock associated with karst topography, pose potential hazards in Ottawa. Sensitive marine clays, especially near deep valleys or embankments, carry a risk of large-scale retrogressive landslides. Schedule C15 – Environmental Constraints (Figure 46) highlights areas impacted by unstable slopes and organic soils. The subject site is not within an unstable slope.

10.1.5 Natural Hazards: Wildland fire hazard

Policy 10.1.5 of the OP states that development should generally be directed away from areas with hazardous forest types prone to wildland fires. However, development may be allowed in such areas if it can be demonstrated that the proposed project complies with provincial wildland fire assessment and mitigation standards. The subject site is not within an area of proximity to hazardous forest types for wildland fires.

10.1.6 Contaminated sites

Policy 10.1.6 of the OP states that the City will ensure that development occurs only on sites with environmental conditions suitable for the proposed use, in compliance with provincial legislation and regulations. To support the redevelopment of Tunney's Pasture, Phase I and Phase II Environmental Site Assessments (ESA) were conducted for the site and accompany this submission. It is understood that all lands will be clear of any contamination prior to dedication to the municipality.

10.1.7 Waste disposal sites

Policy 10.1.7 pertains to waste disposal sites. The subject site will not involve an onsite waste disposal site.

10.1.8 Snow Disposal Facilities

As a winter city, Ottawa requires both public and private, permanent and temporary snow disposal sites. These facilities are designated for snow brought from other locations, rather than areas where snow is simply relocated within the same site after clearing. Policy 10.1.8 of the OP states that new snow disposal facility sites will require a site-specific zoning by-law amendment and site plan approval, with new sites designed to meet ministry standards. Snow disposal will be reviewed with the City as the DPS progresses.

10.2 Minimize incompatible land uses

Policy 10.2 of the OP directs for the minimization of incompatible land uses. Notably, the proposed DPS seeks to facilitate the introduction of a mixed-use community, while having regard for the federal offices proposed to be retained. No incompatible land uses are proposed through the DPS.

10.2.1 Environmental noise control

Environmental noise is a common byproduct of human activity and can negatively impact quality of life and health. The goal of environmental noise control is to create healthier, more livable environments in the planning of new neighborhoods and the development or intensification of existing ones. All developments must adhere to the City's Environmental Noise Control Guidelines, which align with current Provincial noise standards, such as NPC-300 (MOEE, 2013).

- 1) All development shall comply with the City's Environmental Noise Control Guidelines which are based on the applicable Provincial noise guidelines [currently NPC – 300, MOEE 2013].*
- 2) All noise studies prepared in support of development shall be consistent with the City's Environmental Noise Control Guidelines and shall include noise mitigation and a warning clause where necessary, as a condition of approval.*
- 3) Development proposals for a new or expanded noise sensitive land-use shall require a noise feasibility study and/or detailed noise study pursuant to the Environmental Noise Control Guidelines in the following locations:*

The Transportation Noise and Vibration Feasibility Assessment completed for the site suggested that several blocks on the site will require noise mitigation measures during design development, with all future development to include forced air heating with provisions for central air conditioning. Standard building materials with closed windows will suffice to control indoor noise levels. Please refer to Section 4.9 of this Report for a summary of the Assessment.

10.3 Build resiliency to the impacts of extreme heat

The urban heat island effect occurs in built-up areas, where the environment retains heat longer, making these areas hotter than nearby greenspaces or rural regions. In cities with over 1 million people, the temperature can be 1 to 3°C higher than surrounding areas, with differences reaching up to 12°C at night. Section 10.3 of the Official Plan notes the following mitigations of extreme heat:

- 1) Trees will be retained and planted to provide shade and cooling by: a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan; b) Prioritizing them in the design, and operation of parks and the pedestrian and cycling networks and at transit stops and stations for users wherever possible; and c) Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property.*
- 2) For transit stops where the planting of trees is not feasible, shade structures should be considered subject to funding and available space in the right-of-way in order to provide shelter from the sun as to ensure comfort and transit mobility during extreme heat conditions.*
- 3) Office buildings, commercial shopping centres, large-format retailers, industrial uses and large-scale institutions and facilities, shall incorporate heat mitigation measures.*

The proposed DPS will introduce new greenspace on the site and reduce surface parking, which will build heat resiliency through increased tree planting and additional vegetation. Additional measures may be considered by future buildings for the individual development blocks.

10.4 Enhance personal security through design

The City applies Crime Prevention Through Environmental Design (CPTED) principles in development reviews to improve personal security in public spaces. By designing and managing the physical environment, the incidence and fear of crime can be reduced. Safety and accessibility are key aspects of gender-equitable planning, particularly in the design of built form, parks, and streetscapes to benefit women, children, and other target groups. The upgrading of existing roadways to municipal standards will enhance lighting within the public realm. The proposed DPS will also establish new development blocks for future buildings and uses that will contribute to the animation of the site throughout the day and evening.

The proposed DPS conforms to the policies outlined in Section 10 of the OP, demonstrating a commitment to protecting health, safety, and environmental standards. The subject site is not within any areas of natural hazards, such as floodplains, unstable soils, wildland fire hazards, or climate change flood-vulnerable zones. Comprehensive environmental assessments have been conducted, with remediation measures in place to address identified contamination, ensuring compliance with provincial regulations. Noise mitigation measures and heat resiliency strategies, including increased vegetation and tree planting, have been incorporated, while snow disposal and waste management will align with applicable guidelines. Introducing new municipal ROWs and facilitating the establishment of new uses on the site will support pedestrian and visitor public safety.

5.3.1.7 Implementation

Section 11 of the OP provides guidance and direction for the implementation of its objectives and policies. The OP is also supportive of the ongoing dialogue with the Algonquin Anishinaabe Host Nation as well as with Urban First Nations, Inuit and Métis peoples. Over the course of preparing the proposed DPS, several public consultation meetings were conducted, as well as engagement with First Nations stakeholders. For additional details on the Public Consultation Strategy, please refer to Section 7 of this Report.

Section 11.6 provides further direction on the implementation of the OP, where no public work or by-law shall be passed that do not conform with the OP's intent and policies. The OP also acknowledge that its implementation will take place over time and in a phased manner. The proposed DPS conforms with the intent and purpose of the OP.

Overall, the proposed DPS 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 on January 22, 2014 by the City of Ottawa. 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 47).

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, where established neighbourhoods are to maintain their residential character. A *Secondary Mainstreet* designation is proposed on the 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.

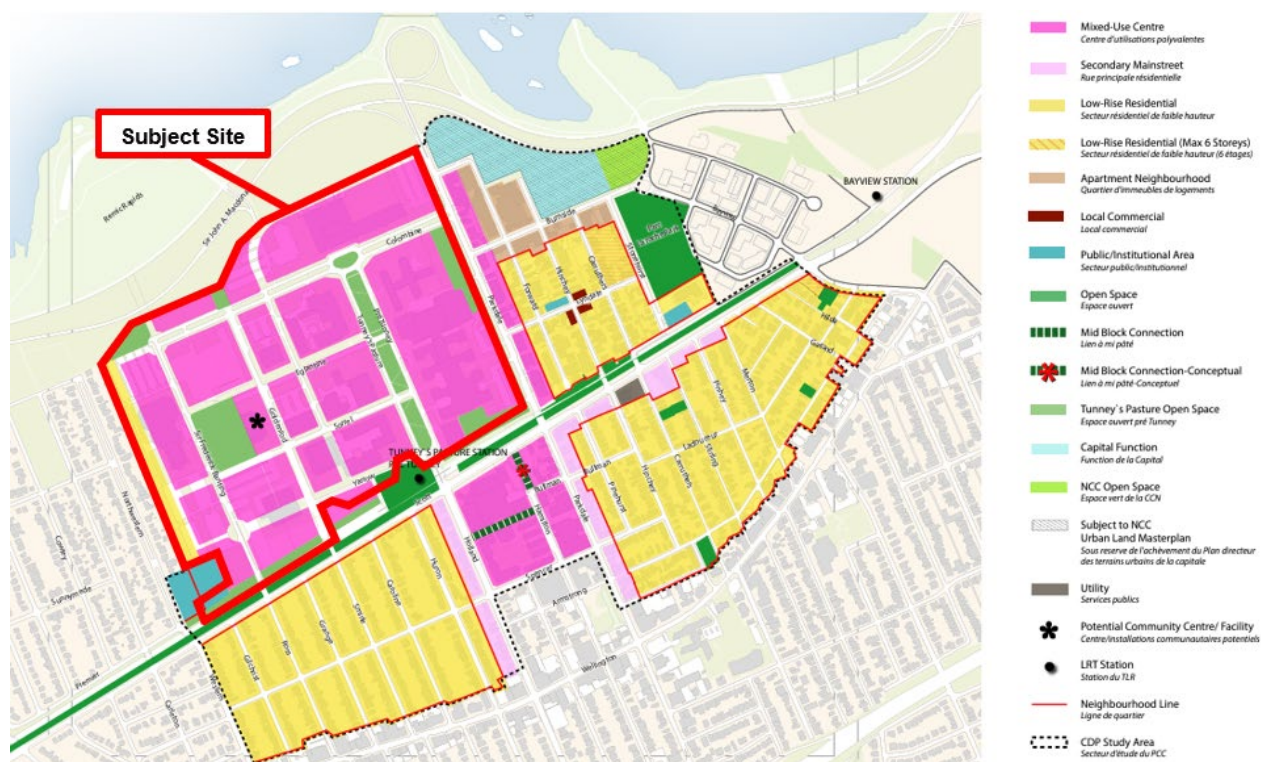


Figure 47 – Proposed Land Use, Scott Street CDP

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 TPMP, as amended. 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 ROWs 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 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 facilities 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 in accordance with the applicable policies, and will be subject to CLC's design guidelines and review processes.

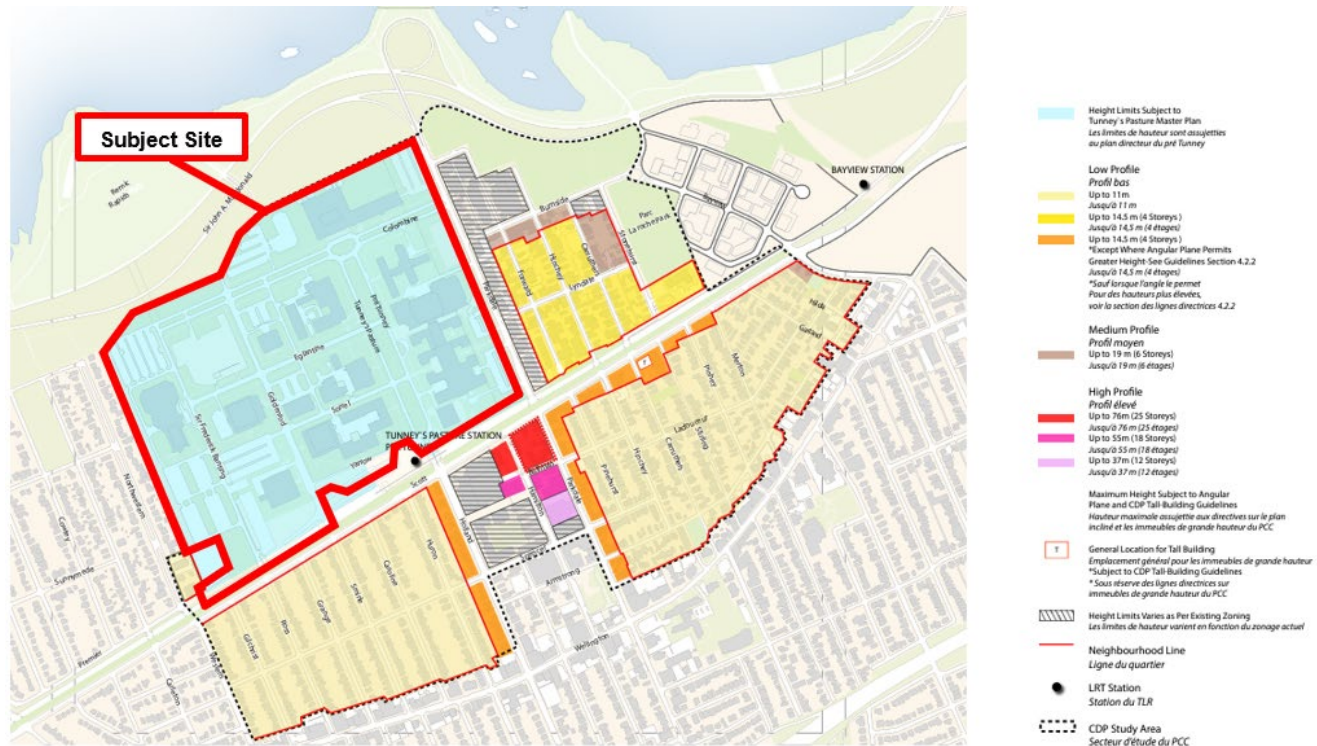


Figure 48 – Proposed Height Map, Scott Street CDP

Section 4.4.1 of the Scott Street CDP focuses on Tunney's Pasture. A demonstration plan was prepared to inform the TPMP updates (Figure 21). Notable elements include a transit plaza at Tunney's Pasture Station, greenways along Parkdale Avenue, Sir Frederick Banting Driveway and 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 49 – 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 centre, 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.

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, the southern portion of Goldenrod Driveway, the proposed Woonerf, and the formalization of the Kichi Sibi Winter Trail, all 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 CDP 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 appropriately accommodates and distributes a mix of densities. The TPMP, as amended, seeks to introduce additional greenspace on site.

5.3.3 Scott Street Secondary Plan (2018)

The subject site is subject to the Scott Street Secondary Plan (Secondary Plan). The purpose of the Secondary Plan is to ensure key elements of the Scott Street CDP guide 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 seeks 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 active transportation, ensure improved connections and the creation of complete streets, and promote design excellence in the public realm.

Section 4 of the Secondary Plan pertains to land uses, building height and locations. Pursuant to Schedule A – Designation Plan (Figure 50), the subject site is categorized as a *Hub*.

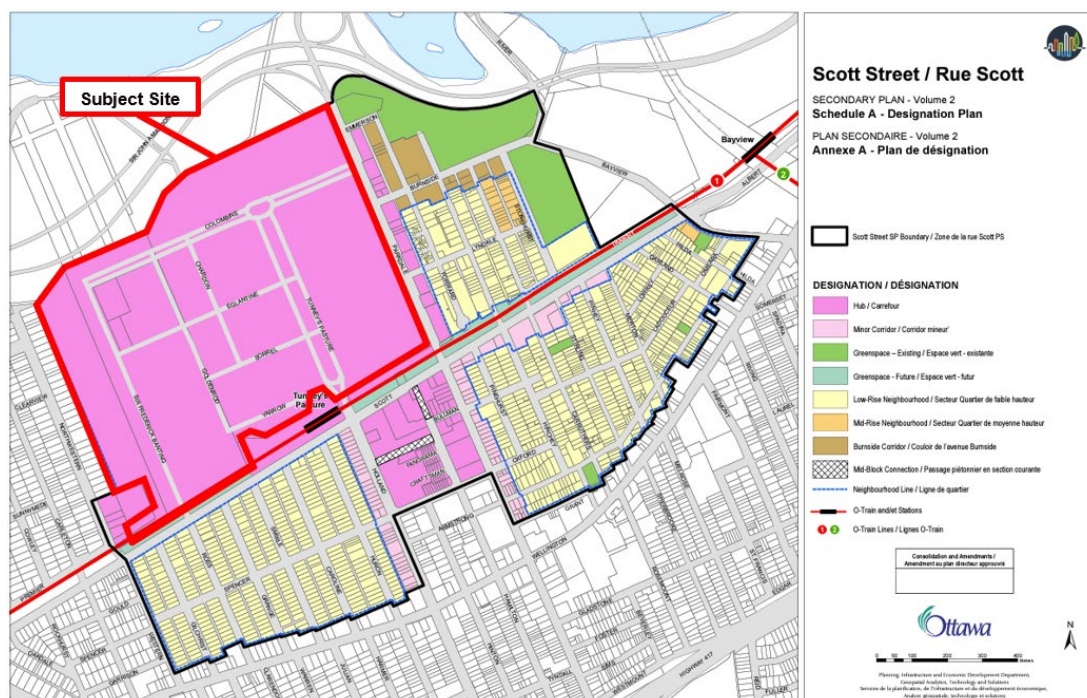


Figure 50 – Scott Street Secondary Plan Schedule A - Designation Plan

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 O-Train 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. The proposed DPS also accounts for the potential widening of Parkdale Avenue.

Section 4, Policies 8 to 16, of the Secondary Plan, 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 applications as no buildings are being proposed at this time. Schedule B – Maximum Building Heights within the Scott Street Secondary Plan (Figure 51), establishes that the site is subject to provisions within the TPMP.

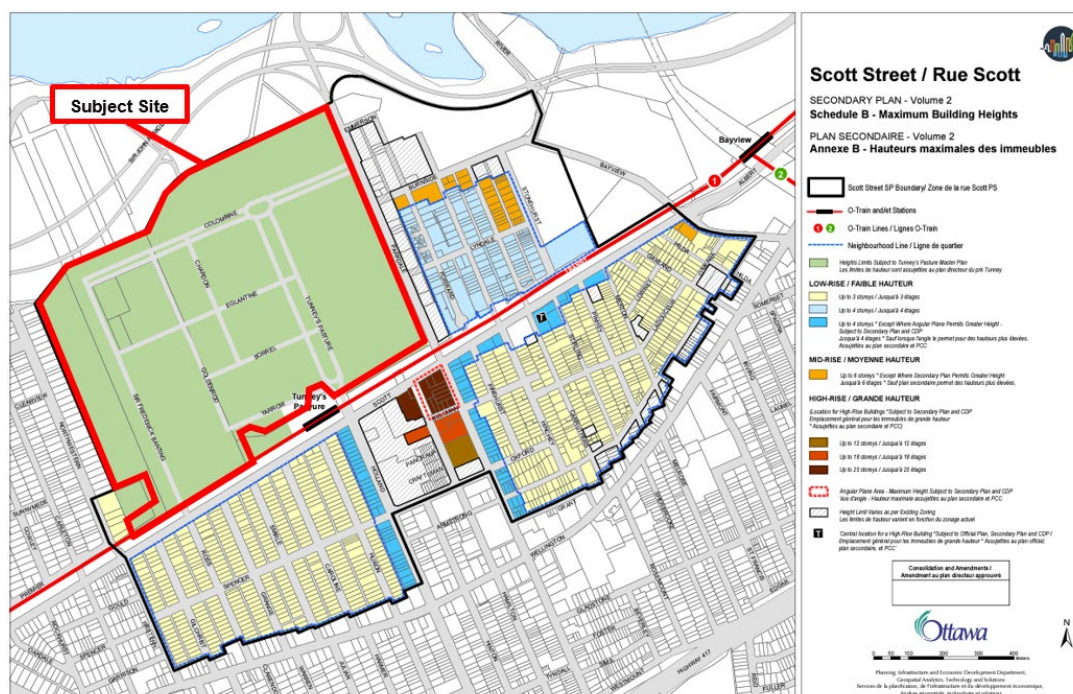


Figure 51 – Scott Street Secondary Plan Schedule B - Maximum Building Heights

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 DPS application will facilitate the transformation of 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 establish the infrastructure backbone to facilitate the introduction of a diverse range of housing options, including affordable housing, concentrated near the Tunney's Pasture LRT 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 DPS 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 Scott Street Secondary Plan does not reference the 2014 TPMP specifically and generally refers to the TPMP. As such, the approved amendments by the NCC do not necessitate an Official Plan Amendment.

Notably the 2014 TPMP was partly updated through the NCC FLUDTA process in January 2025 to reflect PSPC's latest disposal strategy, as summarized in Section 3.1 of this Report. Revised plans were prepared in support of the TPMP update, based on PSPC's latest disposal strategy and evolving policy context, which takes into consideration land use changes, the land disposal plan, market conditions, and community needs. Overall, the proposed amendments to the 2014 TPMP results in an increase in Gross Floor Area (GFA), a smaller federal office presence, a significant increase in greenspace, a significant increase in housing units, and a commitment to 20% affordable housing. Specific uses for individual development blocks designated as mixed-use will be determined through future development applications. The proposed DPS represents a first step to implementing the TPMP, as amended.

The following section outlines key changes between the 2014 TPMP, and the amendments approved by the NCC in January 2025:

Table 2. Comparative Statistics Between the TPMP (2014) and Proposed Concept (2025)

	Existing Conditions	Tunney's Pasture Master Plan (2014)	Proposed Changes (2025)	
			PSPC Phase 1 Disposal Lands (DPS)	Full Build-Out (25 + years)
Net Hectare (approx.)	Estimated to be approximately 40 ha	Not defined in the TPMP, but estimated to be approximately 36 ha	12.9 ha	30 ha
Gross Floor Area (approx.)	324,000 m ²	Not defined in the TPMP, but estimated to be approximately 1,400,000 m ²	492,000 m ²	964,000 m ²
Office and lab space to remain (approx.)	N/A	275,000 m ²	35,000 m ² (Brooke Claxton Building and CHP Building)	94,000 m ²
Number of federal buildings to remain	N/A	11 buildings	2 (Brooke Claxton Building and CHP Building)	9 buildings (5 of which are proposed to be converted into other uses)

Number of employees on-site (approx.)	12,600	22,000 - 25,000	235 (assumes conversion of Brooke Claxton Building from office to residential)	7,600
Jobs per net hectare (approx.)	315	710	18	250
Greenspace (approx.)	None	Not defined, but estimated to be approximately 24,000 m ²	34,660 m ² ** note, greenspace to become available as disposals continue	79,500 m ²
Number of housing units (approx.)	None	3,400 - 3,700	5,950	7,000 - 9,000
Residential units per net hectare (approx.)	N/A	110	460	270
Heights	1 to 26 storeys	2 to >20 storeys	3 to 40 storeys	3 to 40 storeys
Affordable housing minimum	None	Not defined	20% minimum	

5.3.4.1 Land Use

Pursuant to Section 5.2 of 2014 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 52. Through approval of the TPMP update by the NCC, the land use plan has been modified to reflect current conditions such as a reduced demand for office space and PSPC's disposal strategy.

Tunney's Pasture - Draft Plan of Subdivision
Planning Rationale Report
July 28, 2025



Figure 52 – Tunney's Pasture 2014 Master Plan Land Use

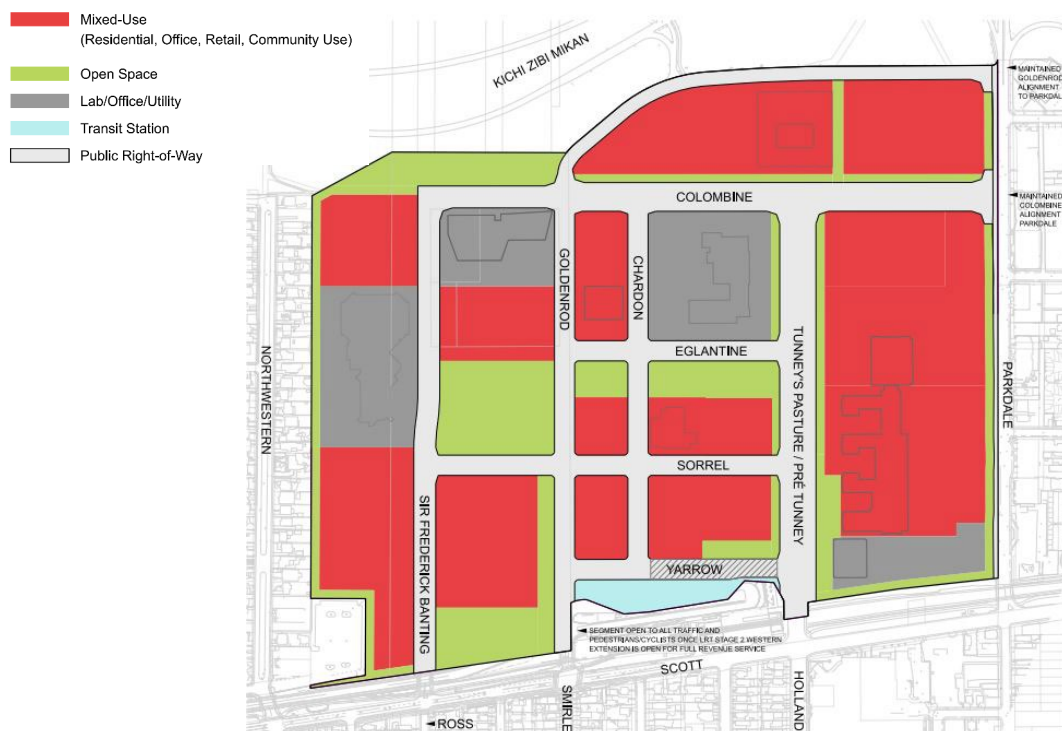


Figure 53 - Updated Land Use Plan (2025)

In keeping with the general direction of the TPMP, the proposed land uses will accommodate a mix of residential, office, mixed-use, and open space uses distributed across the site. Through the updates, the mixed-use designation is consolidated into one category to enable flexibility. The consolidated mixed-use designation also recognizes that conversations regarding the need for community uses such as schools and other public facilities are ongoing, with these uses being permitted within areas designated as *Mixed Use*. It should also be noted that the 2014 TPMP had a considerable amount of land solely dedicated for office use. To reflect current conditions such as a reduced demand for office space and the federal government's disposal plan, it is anticipated that the planned office footprint in the TPMP will transition to residential and mixed-uses to better reflect market conditions and community needs. Proposed modifications to the land use plan, as approved by the NCC, 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 2014 TPMP includes a proposed built form and building height plan (Figure 54) that respects the prominence of towers proposed to be retained while sensitively introducing density within the site.



Figure 54 – Tunney's Pasture Master Plan Building Heights

Tunney's Pasture - Draft Plan of Subdivision
Planning Rationale Report
July 28, 2025

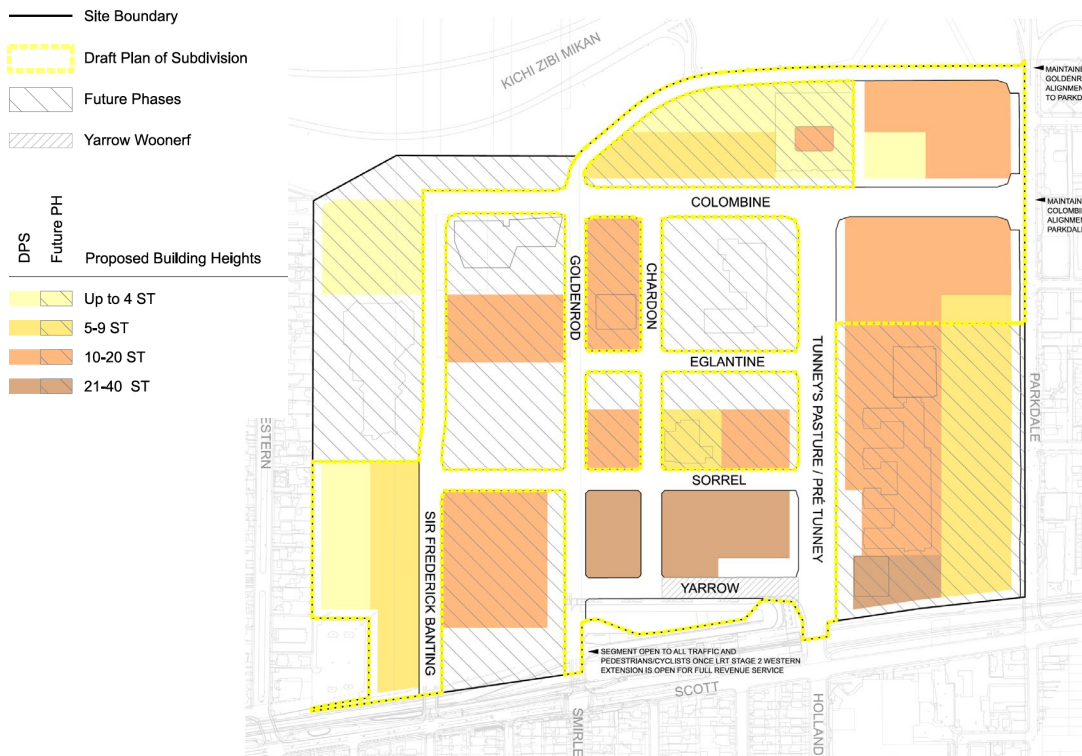


Figure 55 - Updated Buildings Heights (2025)

The intent of the 2014 TPMP to sensitively introduce density within the site continues to be met through the NCC approved updates to the 2014 TPMP. While greater building heights are defined through the proposed revisions, density will continue to be distributed in general conformity with the 2014 TPMP.

Specifically, density and height are concentrated around key nodes such as the LRT station. Low-rise residential development is proposed abutting existing neighbourhoods such as Champlain Park west of the site. Mid-rise and high-rise buildings are proposed along Parkdale Avenue, 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, as amended, ensuring the appropriate distribution of height. 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 proposed increase in residential density on the site. 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 2014 TPMP proposed a hierarchy of streets with primary streets that include bike lanes, high-quality landscaping, and a well-defined pedestrian realm (Figure 56). Secondary streets are meant to be more intimate, with smaller ROWs 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 56 – Tunney's Pasture Master Plan Street Network

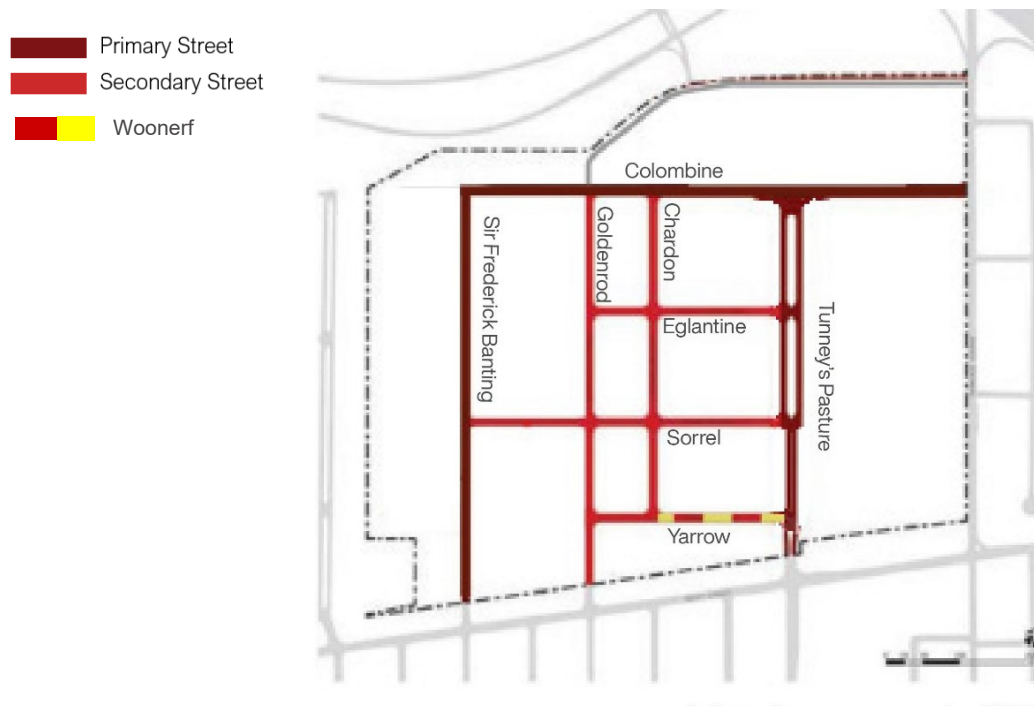


Figure 57 – Updated Street Network (2025)

Tunney's Pasture has an existing private road network that serves the federal office campus. The approved changes 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.

Approved changes to the 2014 TPMP road network (Figure 57) include:

- **Removal of Eglantine connection between Goldenrod and Sir Frederick Banting** – The proposed removal of Eglantine between Goldenrod and Sir Fredrick Banting results in the creation of one large parcel that integrates the ESAP building and a potential Neighbourhood Park. 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. 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.
- **Tertiary Streets** - the tertiary streets proposed through the 2014 TPMP have been removed from the road network as their configuration and implementation will be determined through future Site Plan Control applications.

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 upgrade. 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

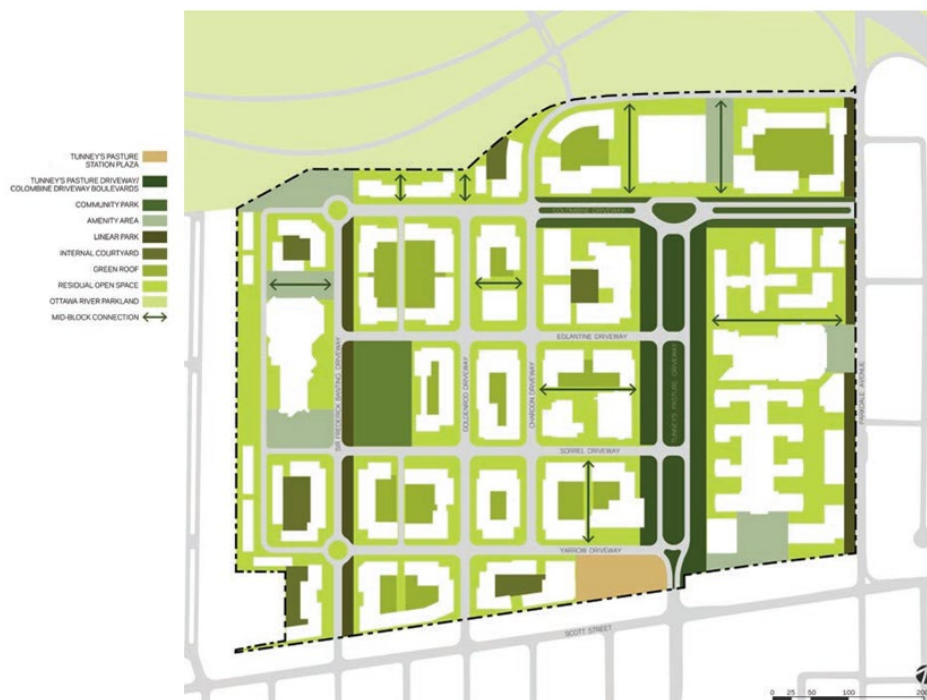


Figure 58 – Tunney's Pasture Master Plan Open Space Typology

The 2014 TPMP open space network incorporates green space throughout the site to prioritize connectivity, accessibility, and permeability (Figure 58). 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.

While the 2014 TPMP plan illustrates significant greenspace, the approved updates to the TPMP propose additional greenspace on the site. The proposed open space concept in the updated master plan establishes a hierarchy of open spaces, including a neighbourhood park, parkettes, and multi-use pathways, supporting an integrated and connected open space system. The TPMP, as amended, significantly increases greenspace, with approximately 1.4 hectares of open space being anticipated to be developed in the first phases of development following road construction, expanding to approximately 8 hectares upon full build-out, thereby enhancing environmental sustainability and recreational opportunities on the site. Additional parkland may be identified as the plan progresses through subdivision application discussions with the City of Ottawa, with conversations regarding parkland dedication on-going. All proposed ROWs will include pedestrian infrastructure. Additional greenspace may also be secured through the development of individual development blocks in the future.

Overall, the proposed DPS conforms with TPMP as amended, while maintaining the vision of the 2014 TPMP, representing the first phase to implementing the master plan for the site by establishing the infrastructure backbone, and reflecting a transition to a mixed-use community.

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 stations within the City of Ottawa. The Guidelines encourage creating vibrant, sustainable communities around transit station through the promotion of 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 as these uses encourage transit use and transportation network efficiency to 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. These 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, and 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 housing types, employment, local services and amenities that are consistent with the policy framework of the OP and the City's Zoning By-Law.
- **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 immediately adjacent and as close as possible to the transit station, which could be provided within one building or within 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 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 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 area with surface parking and inaccessible open spaces to a pedestrian-friendly environment with a well-connected network of green spaces, sidewalks and bicycle lanes. The proposed DPS will implement the Guidelines by facilitating the creation of a complete community adjacent to the LRT, creating a multi-purpose destination for transit users and local residents. 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 where detailed building design will be considered.

5.3.6 Parks and Recreation Master Plan

The Parks and Recreation Master Plan analyzes facilities currently planned to be built by 2031, as well as additional facilities to consider adding by 2031. Notable additions for City-wide planning include: three community centres in addition to the four currently planned; four community buildings in addition to the four currently planned; two additional natural grass rectangular sports fields in addition to the 44 currently planned; 10 new shared tennis and pickleball courts in addition to the 63 (combined) currently planned; and 111 new playgrounds that are currently planned. Decisions on where new facilities will be located will be informed by the analysis of current parks and recreation facility access, as well as identified areas with strong equity concerns.

Tunney's Pasture is located within the *Inner Urban Transect*, identified within the City of Ottawa's Parks and Master Plan as a transect with an average of 1.1 to 2 ha of parkland per 1000 people. The subject site currently forms a gap in the Parks and Recreation Master Plan as there is no population on site. Notably the areas west and southwest of the site have more than 2 ha of parkland per 1,000 people, while areas to the south and east of the site have under 1 ha of park land per 1,000 people. The introduction of new green spaces at Tunney's Pasture as redevelopment occurs will increase access to parkland for surrounding residents and will create new opportunities for the City to increase parkland provision, with specific programming of the future parks to be discussed in consultation with City of Ottawa staff as lands become available.

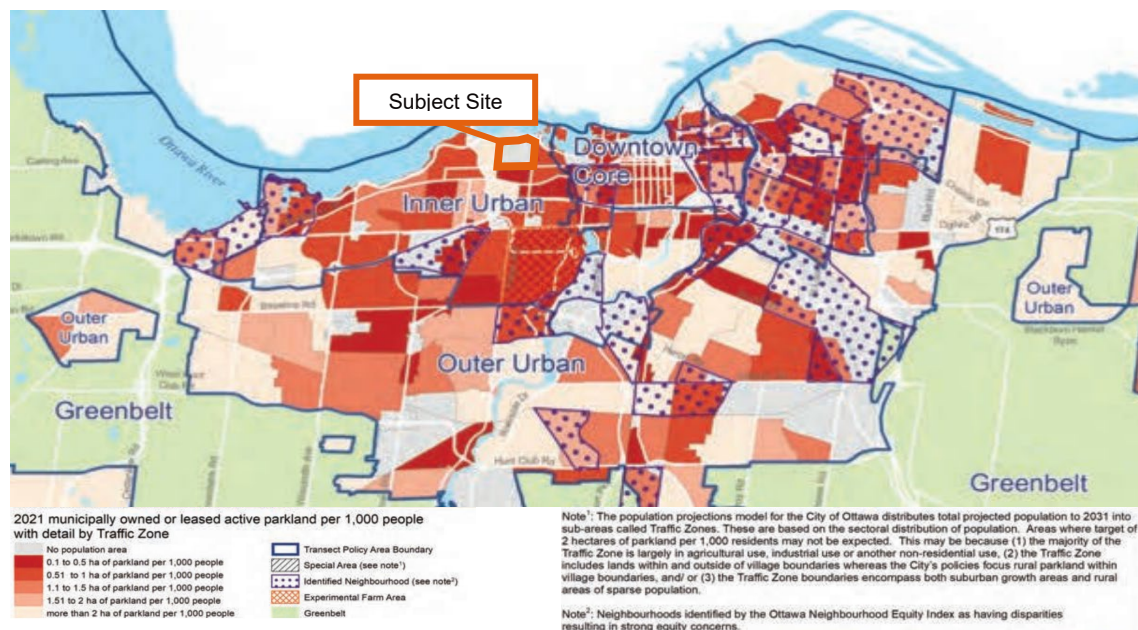


Figure 59 - City of Ottawa Park and Recreation Facilities Master Plan - 2021 Municipally Owned or Leased Active Parkland per 1,000 people

The proposed DPS will support the phased implementation of the TPMP, as amended, which includes a significant amount of greenspace. It is anticipated that a neighbourhood park will be constructed in early development stages. While exact dedication requirements are to be in consultation with the city, the conveyance of new greenspace to the City from CLC through the City's Parkland Dedication process will contribute to increasing the available park and recreation facilities in the area. Specific design features of the Community Park and other green spaces will be explored at a later date, in concert with the City of Ottawa.

5.3.7 City of Ottawa Zoning By-law

The City of Ottawa is currently updating its Zoning By-law, with the final new By-law anticipated for approval by the end of 2025. As such, the following section provides a summary of the current zoning by-law for the site, as well as the proposed zoning. Notably, future development applications will need to have regard for the zoning by-law in effect at the time of submission.

5.3.7.1 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 and the current Scott Street Secondary Plan which 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 | | |
| • diplomatic mission | | |

- drive-through facility
- dwelling units
- emergency service
- group home
- home-based business
- planned unit development
- post office
- post-secondary educational institution
- production studio
- townhouse dwelling
- training centre
- urban agriculture

Table 3. Zoning By-law 2008-250 - Mixed-Use Centre Zone Provisions 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 3. Zoning By-law 2008-250 - Mixed-Use Centre Zone Provisions

	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	20 m

	MC F (1.75) Provisions		
	abutting a R1, R2, R3 or R4 residential zone		
	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 m² 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		
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 m² GFA	1 space
		5,000 + m² 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 residential 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 4 outlines the maximum parking rates for this area for relevant potential uses:

Table 4. 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)
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

5.3.7.2 Draft New Zoning By-Law

On May 31, 2024, the City of Ottawa released a full first draft of Zoning By-law 2026-50. A second draft was released on March 20, 2025. A third and final draft of By-law 2026-50 is anticipated to be presented to Council in late 2025. Future development applications for the individual blocks will need to have regard for the in-effect zoning by-law at the time of submission.

Draft #2 of Zoning By-law 2026-50 proposes to rezone the site from *(MC) Mixed Use Centre (1.75)*, with a *Mature Neighbourhood Overlay* under the current Zoning By-law to *(H2) Hub Zone 2*. Notably, the FSI cap has been removed. The *Hub Zone 2* proposed for the site under Draft #2 of By-law 2026-50 permits a broad range of uses and promotes mixed-use nodes. These lands are permitted to accommodate a mid-to high-density built environment and mixed-use neighbourhoods to provide a full range of services to residents. This zone has a broad range of permitted uses and generous building envelope provisions while allowing for a small space between buildings. The following section outlines key considerations for the site proposed under Draft #2 of the new Zoning By-law:

Permitted Uses

- Under the proposed **Hub Zone 2**, the following uses are permitted on the subject site:
 - Residential uses:** dwelling unit.
 - Non-residential uses:** animal care establishment, artist studio, bank, broadcasting and production studio, catering establishment, community centre, courthouse, day care, emergency service, funeral home, government service centre, hospital, hotel, indoor entertainment facility, library, medical facility, micro-distribution facility, museum, nightclub, office, parking garage, payday loan establishment, personal service establishment, personal service business, place of assembly, place of worship, post-secondary educational institution, recreation and athletic facility, research and development centre, restaurant, retail store, school, sports arena, storefront industry, and theater.
- A Park is permitted within the **Hub Zone 2** (Section 215).

Height and Density

- Under the proposed **Hub Zone 2**, the following uses are permitted which are captured in the TPMP updates:

- **Min. building height:** 11 m in *Area B Transects*.
- **Max. building height:**
 - 45° angular plane requirements measured from a height of 15 m above any shared lot line for areas up to and including 30 m from a lot line abutting a *Neighbourhood Zone*.
 - For areas greater than 30 m away from a lot abutting a *Neighbourhood Zone*: 132 m unless otherwise specified by a H, suffix, schedule, or exception.
- Based on these height provisions, a building up to approximately 40 storeys could be permitted on the site, pending it is located 30 m from an adjoining *Neighbourhood zone* lot line.
- Notwithstanding the above, Section 207 of By-law 2026-50 Draft #2 provides minimum **tower separation distances** for High-Rise Buildings (10 storeys or higher). The site is located within *Area D* pursuant to Schedule A12. As such, the following provisions would apply:
 - (a) the minimum separation distance between non-residential towers is 12 m;
 - (b) the minimum separation distance between residential towers is 23 m; and
 - (c) the minimum separation distance for residential towers fully offset from one another or for proposals where a residential tower faces a non-residential tower is 18 m.
- Section 203 of Zoning By-law 2026-50 continues to outline permitted projections for features above the height limit, subject to conditions. Features include a flagpole, greenhouse, ornamental dome, mechanical penthouse, elevator overrun, indoor amenity area penthouse, rooftop landscape access, among others.

Additional Zone Provisions

Table 1 below summarizes additional zoning provisions proposed in Draft #2 for the site under the **Hub Zone 2** zone under Section 902.

Table 5 - Zoning Provisions - Hub Zone 2

ZONING MECHANISM	PROVISION
Min. Ground Floor Height for non-residential use	4 m
Exterior Building Walls located on ground floor and located within 4.5 m of a front or exterior side lot line	<ul style="list-style-type: none">a. Provide a minimum of one active frontage for each individual occupancy on the ground floor adjacent to the front lot line or exterior lot line in the case of non-residential usesb. Provide a minimum of one active entrance in the case of a residential buildingc. A minimum of 40% of surface area of ground floor façade measured to a height of 4 m facing a public street much be comprised of transparent glazing and active customer or resident entrance access doors

Front yard or exterior yard greater than 1 m or greater in depth must contain:	<ul style="list-style-type: none"> a. An outdoor commercial patio b. Bicycle parking c. Trees, shrubs, or intensive soft landscaping; or d. Benches, street furniture, or other similar features
Outdoor storage accessory to the use on a lot	<ul style="list-style-type: none"> a. Is prohibited in a front or exterior yard, and b. Is permitted in all other yards subject to being fully enclosed and screened from a public street and from neighbourhood or institutional zones (not applicable to automobile dealerships)
A soft landscaping buffer adjoining any lot line shared with lands zoned <i>Neighbourhood</i> or <i>Greenspace</i> :	<p>3 m</p> <p>unless an opaque screen with a minimum height of 1.4 m is provided, in which case the buffer can be reduced to 1 m, and where parking spaces are provided, an opaque screen with a minimum height of 1.4 m must be provided.</p>
Minimum lot area (m ²)	No minimum
Minimum lot width (m ²)	No minimum
Minimum front and exterior side yard setback	For any part of a building greater than 15 m above grade: 1.5 m
Minimum interior side yard setback	<ul style="list-style-type: none"> i. Where abutting lands zoned <i>Neighbourhood</i>: 3 m ii. Where abutting a rapid transit corridor: 2 m iii. In all other cases: no minimum
Minimum rear yard setback	<ul style="list-style-type: none"> i. Where abutting lands zoned <i>Neighbourhood</i>: 6 m ii. Where abutting a rapid transit corridor: 2 m iii. In all other cases: no minimum

Other General Provisions

In addition to the above, the General Provisions of Zoning By-law 2026-50 apply city-wide on matters related to servicing, public frontage, heritage considerations, and amenity areas, among others. Key considerations applicable to the site in Draft #2 are as follows:

- **Servicing:** No land may be used, or any use of land expanded, or any structure placed, erected, enlarged, or occupied unless the City has confirmed that stormwater infrastructure is available (Section 201).
- **Public Frontage:** No person shall develop or otherwise use any lot unless that land abuts an improved public street for a distance of at least 3 m. Improved public streets can include a parkway or a private way within a planned unit development that complies with the planned unit development provisions (Section 205).

- **Office Conversion:** Non-residential or mixed-use buildings with a principal office, school, place of worship or hotel use as of August 1, 2023, that are adapted, within the existing building envelope, to be residential or mixed-use buildings in zones are deemed to comply with zoning, with exceptions (Section 206).
- **Amenity Area:** Amenity area must be provided for a residential use at a rate of 6 m² per dwelling unit. No amenity area is required for buildings containing eight or fewer units. A range of considerations of the placement and provision of amenity areas is provided. Amenity areas provided as part of a privately-owned public space do not count toward minimum required amenity area (Section 208).
- **Heritage Provisions:** Provisions apply to all properties containing a building designated under Part IV or V of the *Ontario Heritage Act*. As the heritage buildings are currently federally designated, future development will need to consider these provisions at such time when the buildings are brought under the OHA (Section 209).
- **Utility Installation:** Utility installation is permitted on the site, subject to provisions of the By-law (Section 213).
- **Alternative Setback for Tree Retention:** A required setback in a residential zone may be reduced by up to 3 m where it is necessary to accommodate retention of a protected tree, as defined by the Tree Protection By-law 2020-340, as amended, subject to certain provision (Section 214).
- **Sight Triangles:** For any residential building located on a corner lot, no obstruction to the vision of motor vehicle operators higher than 1.75 m above grade including but not limited to buildings, structures, or vegetation is permitted within a 6 m triangle from the lot lines. Notwithstanding, required sight triangles may be determined through the Site Plan Control process (Section 216).
- **Waste Management Provisions:** One or more dedicated areas for the storage of garbage, organics, and recyclables must be provided, the size of which is outlined in Table 217 of By-law 2026-50. In the case of a mixed-use building, at least one dedicated area is required for all non-residential uses and at least one dedicated area is required for all residential uses (Section 217).
- **Parking:** Parking spaces, queuing and loading spaces, driveways, and aisles are to be provided in accordance with Part 6 of Zoning By-law 2026-50. Where a lot is located within 600 metres of an existing or planned rapid transit station, the maximum parking spaces may not exceed 0.75 per dwelling unit (Section 602). Regarding visitor parking spaces, the site is within Area A on Schedule A3 which requires off-street parking at a rate of 0.1 spaces per dwelling unit. However, Section 603 (2) and (3) state that no visitor parking spaces are required for the first twenty-four units on a lot, only applying to dwelling units in excess of twenty-four units, and direct that no more than 20 visitor parking spaces are required per building. Table 602 outlines parking requirements for non-residential uses.

Based on a review of Draft #2 of Zoning By-law 2026-50, the revised zoning aligns with the proposed redevelopment of Tunney's Pasture into a vibrant mixed-use community. Consideration for an appropriate height transition along the west property line abutting the Champlain Park neighborhood will be reviewed in terms of angular planes, however tall buildings are not anticipated in this area. Overall, a maximum height of approximately 40 storeys is permitted on the site under the new zoning, and the FSI cap has been removed.

Notably, as the site is divided into individual development parcels, each parcel will likely be subject to the applicable provisions and built form regulations under By-law 2026-50, including broader general provisions. It is anticipated that this zoning will be brought forward to the final draft of By-law 2026-50.

5.3.8 Parkland Dedication By-law

Section 42 of the *Planning Act* requires municipalities to pass a Parkland Dedication By-law when development or redevelopment results in a net increase in density. Section 42 establishes general parkland conveyance rates of 2% for commercial and industrial uses and 5% for all other uses, including residential, while providing a maximum alternative conveyance rate of 15% for sites greater than 5 hectares. Additionally, the *Planning Act* permits encumbered lands and privately-owned parks to be counted toward parkland credit, as introduced through Bill 23.

The City of Ottawa's former Parkland Dedication By-law (By-law 2009-95) provided a maximum parkland dedication rate of 10% of the gross site area for apartment buildings. On August 31, 2022, the City adopted a new Parkland Dedication By-law (By-law 2022-280), which outlines parkland conveyance requirements for various densities, such as low-rise, mid-rise, and high-rise buildings. **For draft plan of subdivision applications, By-law 2022-280 states that minimum parkland conveyance requirements for DPS applications on lands zoned for mixed densities will be confirmed at subdivision registration.** By-law 2022-280 remains under appeal, and its specific application will need to be clarified during discussions with municipal staff as the DPS application progresses.

The proposed redevelopment of Tunney's Pasture currently reflects a minimum parkland dedication rate of 10% of the total site gross area, and nearly 12% when excluding parcels that are intended to remain as office/lab space in the long term (e.g., the Health Canada buildings and the new ESAP building). Future developments within the site will also be subject to their own parkland dedication requirements. The phased build-out of the site will occur over the lifecycle of the project, with new parcels becoming available for development as PSPC disposes of additional lands.

The proposed approximately 1.7 hectare Neighbourhood Park through the TPMP is designed to serve as a focal point for the community and will accommodate a range of passive and active recreational uses and is designed with frontage along all surrounding streets. Given the disposal timing of the parcel, this park is anticipated to be dedicated during a future phase of the DPS, but before any residential development is constructed on site. Additional parks forming an east-west link across the site will create a network of connected greenspaces, enhancing access to public spaces and promoting active transportation. Future residents of Tunney's Pasture will also benefit from access to the ORSSP, which provides significant greenspace.

Ultimately, the final parkland conveyance requirements will be determined in consultation with municipal staff prior to subdivision registration. As new buildings are proposed and parcels disposed of, additional opportunities for park space will be realized.

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 60.

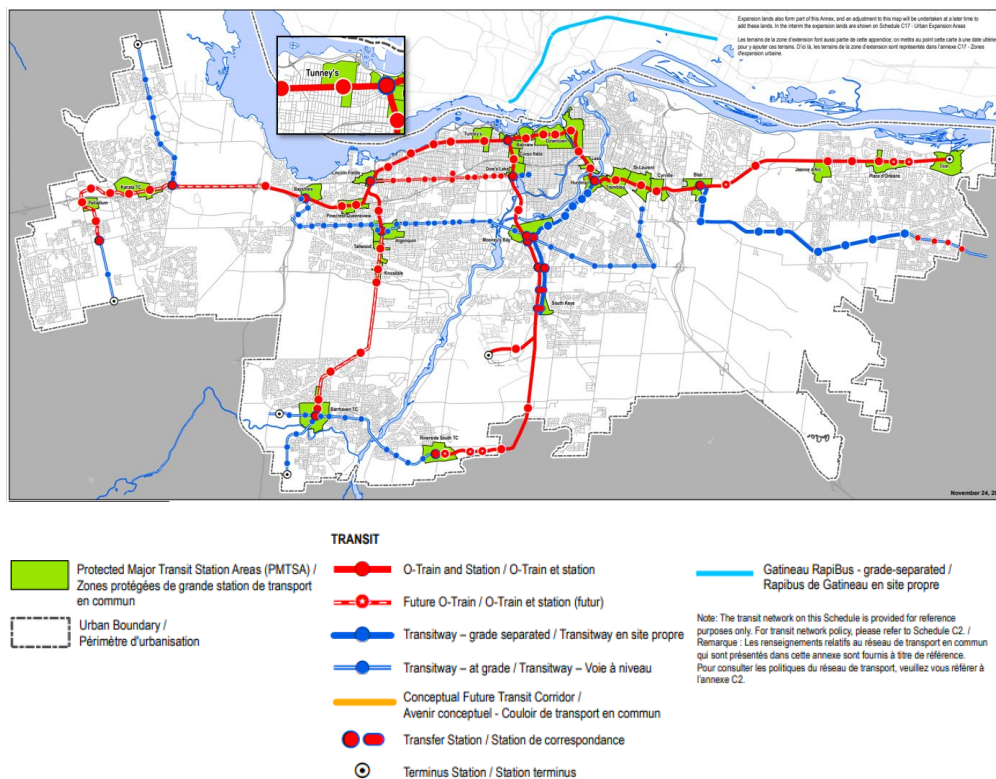


Figure 60 - Schedule C1 - Protected Major Transit Station Areas (PMTSA)

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 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. In July 2022, City Council directed staff to conduct additional investigations and analysis of the proposed framework, however there does not appear to be any recent updates.

6 Additional Guiding Documents

Through the TPMP update, several additional guiding documents were prepared to guide the broader redevelopment of the site to ensure cohesive development that is not piecemeal. These studies include a Sustainability Charter, Accessibility Strategy, a Gender Based Analysis Plus, an Accessibility Strategy, a Site Animation Strategy and an Urban Design Manual, among others which considers the full build-out of the TPMP. These guidelines will support Tunney's Pasture's incremental development, ensuring the TPMP, as amended, is implemented, supporting high-quality urban design, and promoting sustainability. For example, the Sustainability Charter is intended to assess and confirm how the redevelopment of Tunney's Pasture meets, at a minimum, the various sustainability and green building commitments of the federal government and best practices more broadly. The Urban Design Manual and Site Animation Strategy provide built form and public realm for future development, ensuring the creation of a safe, accessible, and vibrant community. Collectively, these documents will ensure all new development is consistent, context specific, and reflects the vision for Tunney's Pasture. While not municipal documents, future development will need to have regard for the direction and guidance of these documents. It is understood CLC has its own process to review potential site plans against these documents to ensure alignment.

7 Public Consultation Strategy

Significant public consultation on the redevelopment has taken place to date. The proposed revisions to the 2014 TPMP have been informed through various engagement efforts. Since PSPC initiated the redevelopment project of the subject site in 2009, key stakeholders and rights holders have included the NCC, the Treasury Board Secretariat, the City of Ottawa, FHRO, Health Canada, federal tenants, and the community. Since 2020/2021, PSPC and CLC have reengaged these stakeholders, as well as with Kitigan Zibi, Algonquins of Pikwakanagan First Nation, Algonquins of Ontario, Algonquin Anishinabeg National Tribal Council, and Indigenous persons urban community.

7.1 Public Engagement

CLC and PSPC have developed and implemented a public consultation program for the overall redevelopment of Tunney's Pasture. A summary of the Public Consultation Strategy is provided within this section of the Report. To date, an extensive engagement with the community has been conducted since the launch of the redevelopment project.

Public engagement for the proposed redevelopment of Tunney's Pasture 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 as part of the DPS.

- 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 road 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.

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.

Engagement with the City of Ottawa includes the initial Pre-Application Consultation (PAC) Meeting held on May 9, 2024, where the proposed DPS application was presented to municipal staff. Feedback from the PAC meeting was received on June 5, 2024 and implemented into the DPS application where feasible. Arcadis and CLC have been working with the City on preliminary review of the documents, with the goal of receiving notice of a Complete Application.

7.1.1 Communities Perspectives Group

The Tunney's Pasture Communities Perspectives Group (CPG) plays a key role in the consultation strategy for the subject site. The CPG is a voluntary recommendations body and the forum for an informed and deliberative dialogue on the redevelopment of Tunney's Pasture. In particular, the CPG considers emerging issues on certain aspects related to the redevelopment project and the many perspectives and voices that make up the Tunney's community. Membership includes representatives from surrounding neighbourhood associations and special interest groups related to affordable housing, accessibility, and transportation, among others. The CPG comprises approximately 20 individuals who meet as a group with the goal of reviewing progress on matters that are being studied such as such as connectivity, green space design, and rights of ways. The CPG engage in facilitated discussions to work toward fair and balanced recommendations that are shared with the Tunney's Pasture Redevelopment Project Team. The CPG's deliberations will be guided by the Guiding Principles that were developed as part of the Tunney's Pasture master planning process. In addition, a new set of "local community values" will be developed in 2022 to reflect the community's aspirations for Tunney's. Taken together, the community values and guiding principles will serve as a lens through which the CPG's recommendations on specific redevelopment elements will be viewed and considered. It should be noted that the formation of the CPG was at the direction of CLC with the goal of generating meaningful dialogue with the community to ensure the success of Tunney's Pasture.

Overall, CLC has undertaken a significant amount of public engagement prior to the filing of this DPS application, above any statutory requirements. While surrounding Community Associations (Mechanicville, Champlain Park, and Hintonburg) are actively engaged through public consultation and the CPG, it is anticipated that the City of Ottawa will provide an additional Community "Heads Up" during application review and provide notice of the application to the public.

7.2 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. Engagement with Indigenous communities is continuing within the government, and any interest expressed by Nations is being addressed through a parallel, but independent process. CLC will continue to engage Indigenous communities to understand how to commemorate Algonquin culture throughout the project as well as input through the design, construction and land sale process.

8 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.

8.1 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. Notably, the NCC approved modifications the 2014 TPMP in January 2025.

8.2 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, housing creation and 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 proposed DPS will integrate land use planning with transit-oriented development by leveraging the existing transit access and LRT station, 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 future integration of green spaces and public amenities as the TPMP is implemented will further support 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.

8.3 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 DPS conforms with the OP's city-wide policies related to housing, employment, mobility, and others by supporting the creation of a 15-minute community. Notably, the TPMP has been updated through the NCC FLUDTA approval process. The proposed DPS will support the implementation of the updated TPMP. The proposed DPS conforms with the policy direction and vision for both the Official Plan and Scott Street Secondary Plan *Hub* designations. The proposed DPS will establish the infrastructure backbone to support the redevelopment of the site with a mix of uses, in conformance with the Official Plan.

8.4 Consistent with Zoning By-Law

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, however, Draft #2 of Zoning By-law 2026-50 proposes to rezone the site to *Hub 2*, which permits a maximum building height of 40 storeys. While the proposed DPS conforms with the draft zoning, as the site is divided into individual development parcels, each parcel will likely be subject to the applicable provisions and built form regulations under By-law 2026-50, including broader general provisions. It is anticipated that the proposed zoning will be brought forward to the final draft of By-law 2026-50.

9 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 municipal policy framework. Upon full build-out, the proposed DPS will support the introduction of new active transportation infrastructure, greenspace, and development blocks to accommodate a mix of uses, facilitating the creation of 7,000 – 9,000 new homes. 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 July 28, 2025.

Regards,

Arcadis Professional Services (Canada) Inc.



Catriona Moggach, MCIP, RPP
Associate, Urban Planner



Stephen Albanese, MCIP, RPP
Principal, Studio Lead

I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994, and is for this property only.

Appendix A

Proposed Draft Plan of Subdivision

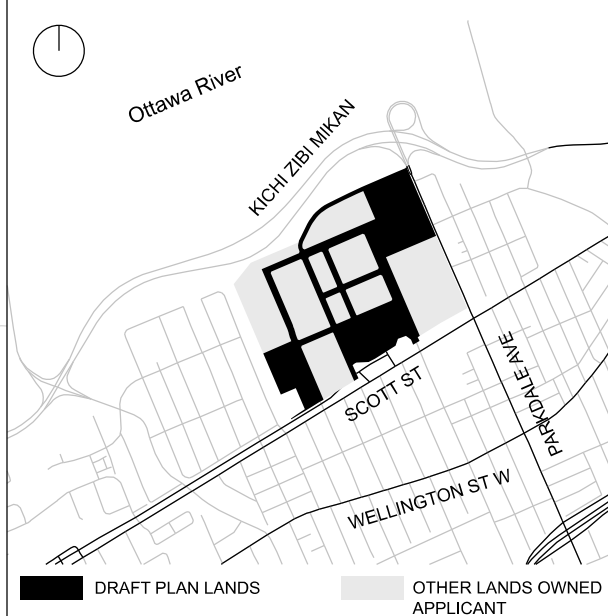
PUBLIC ROAD
REDEVELOPMENT

TUNNEY'S PASTURE
OTTAWA, ON

COPYRIGHT

This drawing has been prepared solely for the intended use. Any other use of this drawing without the express written consent of the Engineer is prohibited. The Engineer is not responsible for any errors or omissions in this drawing or for any consequences that may arise from its use. The Engineer is not responsible for any claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by any third party as a result of its use. The Engineer is not responsible for any claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by any third party as a result of its use.

KEY PLAN - N.T.S.



INFORMATION REQUIRED

UNDER SECTION 51 (17) OF THE PLANNING ACT, R.S.O. 1990, c.17 AS AMENDED
(a) AS SHOWN
(b) AS SHOWN
(c) AS SHOWN
(d) AS SHOWN
(e) AS SHOWN
(f) AS SHOWN
(g) AS SHOWN
(h) AS SHOWN
(i) AS SHOWN
(j) AS SHOWN
(k) AS SHOWN
(l) AS SHOWN
(m) AS SHOWN
(n) AS SHOWN
(o) AS SHOWN
(p) AS SHOWN
(q) AS SHOWN
(r) AS SHOWN
(s) AS SHOWN
(t) AS SHOWN
(u) AS SHOWN
(v) AS SHOWN
(w) AS SHOWN
(x) AS SHOWN
(y) AS SHOWN
(z) AS SHOWN

SURVEYOR'S CERTIFICATE

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

SIGNED

ANDREW SHEPHERD, O.L.S.
ANIS, O'SULLIVAN, VOLLEBECK LTD

DATE

OWNER'S CERTIFICATE

I HEREBY CONSENT TO THE FILING OF THIS PLAN BY THE GROUP, IN DRAFT FORM.

SIGNED

CANADALANDS COMPANY

DATE

LAND USE SCHEDULE

BLOCK/STREETS	DESCRIPTION	AREA (ha)
1	MIXED-USE	2,215
2	MIXED-USE	2,425
3	MIXED-USE	2,326
4	MIXED-USE	1,665
5	MIXED-USE	1,445
6	TRANSIT TO BE CONNECTED TO CITY	1,069
7	OPEN SPACE	2,062
8	OPEN SPACE	1,107
9	OPEN SPACE	2,420
10	OPEN SPACE	1,169
11	PUBLIC ROW (Gibson Road)	1,862
12	PUBLIC ROW (Gibson Road)	1,867
13	PUBLIC ROW (Gibson Road)	1,867
14	PUBLIC ROW (Gibson Road)	1,867
15	PUBLIC ROW (Gibson Road)	1,867
16	PUBLIC ROW (Gibson Road)	1,867
17	PUBLIC ROW (Gibson Road)	1,867
18	PUBLIC ROW (Gibson Road)	1,867
19	PUBLIC ROW (Gibson Road)	1,867
20	PUBLIC ROW (Gibson Road)	1,867
21	PUBLIC ROW (Gibson Road)	1,867
22	PUBLIC ROW (Gibson Road)	1,867
23	PUBLIC ROW (Gibson Road)	1,867
24	PUBLIC ROW (Gibson Road)	1,867
25	PUBLIC ROW (Gibson Road)	1,867
26	PUBLIC ROW (Gibson Road)	1,867
27	PUBLIC ROW (Gibson Road)	1,867
28	PUBLIC ROW (Gibson Road)	1,867
29	PUBLIC ROW (Gibson Road)	1,867
30	PUBLIC ROW (Gibson Road)	1,867
31	PUBLIC ROW (Gibson Road)	1,867
32	PUBLIC ROW (Gibson Road)	1,867
33	PUBLIC ROW (Gibson Road)	1,867
34	PUBLIC ROW (Gibson Road)	1,867
35	PUBLIC ROW (Gibson Road)	1,867
36	PUBLIC ROW (Gibson Road)	1,867
37	PUBLIC ROW (Gibson Road)	1,867
38	PUBLIC ROW (Gibson Road)	1,867
39	PUBLIC ROW (Gibson Road)	1,867
40	PUBLIC ROW (Gibson Road)	1,867
41	PUBLIC ROW (Gibson Road)	1,867
42	PUBLIC ROW (Gibson Road)	1,867
43	PUBLIC ROW (Gibson Road)	1,867
44	PUBLIC ROW (Gibson Road)	1,867
45	PUBLIC ROW (Gibson Road)	1,867
46	PUBLIC ROW (Gibson Road)	1,867
47	PUBLIC ROW (Gibson Road)	1,867
48	PUBLIC ROW (Gibson Road)	1,867
49	PUBLIC ROW (Gibson Road)	1,867
50	PUBLIC ROW (Gibson Road)	1,867
51	PUBLIC ROW (Gibson Road)	1,867
52	PUBLIC ROW (Gibson Road)	1,867
53	PUBLIC ROW (Gibson Road)	1,867
54	PUBLIC ROW (Gibson Road)	1,867
55	PUBLIC ROW (Gibson Road)	1,867
56	PUBLIC ROW (Gibson Road)	1,867
57	PUBLIC ROW (Gibson Road)	1,867
58	PUBLIC ROW (Gibson Road)	1,867
59	PUBLIC ROW (Gibson Road)	1,867
60	PUBLIC ROW (Gibson Road)	1,867
61	PUBLIC ROW (Gibson Road)	1,867
62	PUBLIC ROW (Gibson Road)	1,867
63	PUBLIC ROW (Gibson Road)	1,867
64	PUBLIC ROW (Gibson Road)	1,867
65	PUBLIC ROW (Gibson Road)	1,867
66	PUBLIC ROW (Gibson Road)	1,867
67	PUBLIC ROW (Gibson Road)	1,867
68	PUBLIC ROW (Gibson Road)	1,867
69	PUBLIC ROW (Gibson Road)	1,867
70	PUBLIC ROW (Gibson Road)	1,867
71	PUBLIC ROW (Gibson Road)	1,867
72	PUBLIC ROW (Gibson Road)	1,867
73	PUBLIC ROW (Gibson Road)	1,867
74	PUBLIC ROW (Gibson Road)	1,867
75	PUBLIC ROW (Gibson Road)	1,867
76	PUBLIC ROW (Gibson Road)	1,867
77	PUBLIC ROW (Gibson Road)	1,867
78	PUBLIC ROW (Gibson Road)	1,867
79	PUBLIC ROW (Gibson Road)	1,867
80	PUBLIC ROW (Gibson Road)	1,867
81	PUBLIC ROW (Gibson Road)	1,867
82	PUBLIC ROW (Gibson Road)	1,867
83	PUBLIC ROW (Gibson Road)	1,867
84	PUBLIC ROW (Gibson Road)	1,867
85	PUBLIC ROW (Gibson Road)	1,867
86	PUBLIC ROW (Gibson Road)	1,867
87	PUBLIC ROW (Gibson Road)	1,867
88	PUBLIC ROW (Gibson Road)	1,867
89	PUBLIC ROW (Gibson Road)	1,867
90	PUBLIC ROW (Gibson Road)	1,867
91	PUBLIC ROW (Gibson Road)	1,867
92	PUBLIC ROW (Gibson Road)	1,867
93	PUBLIC ROW (Gibson Road)	1,867
94	PUBLIC ROW (Gibson Road)	1,867
95	PUBLIC ROW (Gibson Road)	1,867
96	PUBLIC ROW (Gibson Road)	1,867
97	PUBLIC ROW (Gibson Road)	1,867
98	PUBLIC ROW (Gibson Road)	1,867
99	PUBLIC ROW (Gibson Road)	1,867
100	PUBLIC ROW (Gibson Road)	1,867
TOTAL		21,386

DRAWING ISSUE RECORD

#	DATE	BY	DESCRIPTION
12	2025-07-02	SD	SUBMISSION
11	2025-06-21	SD	DRAFT
10	2025-06-10	SD	DRAFT
9	2025-05-12	SD	SUBMISSION
8	2025-04-20	SD	DRAFT
7	2025-04-24	SD	DRAFT
6	2025-04-16	SD	DRAFT
5	2025-04-16	SD	DRAFT
4	2025-04-08	SD	DRAFT
3	2025-04-08	SD	PAC SUBMISSION
2	2025-04-08	SD	DRAFT
1	2025-04-08	SD	DRAFT
0	2025-04-08	SD	DRAFT

APPROVALS

SIGNED

ANDREW MCCREIGHT, MANAGER
DEVELOPMENT REVIEW CENTRAL

DATE



BENCHMARK

1. Elevation shown are provided and are referred to the CGVD2013 geoid datum.
2. It is the responsibility of the user of this information to verify that the spot coordinates have been derived or determined by a reliable method and description agrees with the information shown on this drawing.

SCALE 15 0 10 20 40
1:38633
1:1000 (m)

PROJECT NO:
138633

DRAWN BY:
SD

CHECKED BY:

PROJECT MGR:
SA

APPROVED BY:

SHEET TITLE
DRAFT PLAN OF SUBDIVISION

SHEET NUMBER
1

ISSUE
1.12

333 Preston Street, Suite 500
Ottawa, Ontario K1S 5N4
Canada
Phone: 613 225 1311

www.arcadis.com