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Residential

Commercial &
Institutional

Environmental
Restoration

2000 City Park Drive

Planning Rationale

Prepared for: Colonnade Bridgeport

**2000 City Park Drive
Ottawa, Ontario**

Planning Rationale in support of Draft Plan of Subdivision

Prepared for:



Prepared By:

NOVATECH
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Ottawa, Ontario
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July 20, 2026

Novatech File: 123006
Ref: **R-2026-052**

July 20, 2026

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

**Attention: Steve Belan – Planner II
Sera Celebi – Planner I**

**Reference: Draft Plan of Subdivision
2000 City Park Drive
Our File No.: 123006**

Novatech has prepared this Planning Rationale on behalf Colonnade Bridgeport in trust for the owners City Park Limited Partnership (hereafter referred to as “Colonnade Bridgeport”), in support of a Draft Plan of Subdivision application at 2000 City Park Drive (the “Subject Site”).

The Subject Site is designated Hub in the Outer Urban Transect and Protected Major Transit Station Area in the City of Ottawa Official Plan (2022). The Subject Site is located within a Design Priority Area. The Subject Site is located in the Inner East Lines 1 and 3 Stations Secondary Plan area and is included in the Blair Transit Oriented Development (TOD) Plan area.

An Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) were approved on January 12th, 2026. Approval of the OPA increased the maximum permitted building height and included policy establishing a transition to the low-rise neighbourhood on the north side of City Park Drive. The Subject Site is zoned Hub 2 Subzone G, Exception 3076, Schedule 519 with a holding symbol (H2G [3076] S519-h) and Greenspace (GRN) in the City of Ottawa Zoning By-law 2026-50.

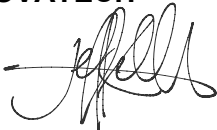
It is proposed to subdivide the Subject Site into five blocks to facilitate future development of high-rise buildings containing approximately 1,203 residential units. A limited amount of ground floor is proposed, which will generally serve the Blair station area. A park block, block for a multi-use pathway and a public road providing access to the Subject Site from City Park Drive will also be created and dedicated to the City.

This Planning Rationale examines the location and context of the Subject Site, provides a description of the proposed subdivision, and sets out the planning policy and regulatory framework for the Subject Site.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

NOVATECH



Jeffrey Kelly, MCIP RPP
Project Manager | Planning & Development

Table of Contents

EXECUTIVE SUMMARY	1
1.0 INTRODUCTION.....	2
1.1 Site Description and surrounding uses	3
1.2 Community Context	4
1.3 Connectivity	7
1.4 Planning and Regulatory Context.....	8
1.4.1 City of Ottawa Official Plan.....	8
1.4.2 Secondary Plans and Community Design Plans.....	14
1.4.3 City of Ottawa Zoning By-law (2026-50)	16
2.0 CONCEPTUAL DEVELOPMENT PROPOSAL.....	17
2.1 Description of Subdivision and Proposed Land Uses	17
2.1.1 Residential Uses	19
2.1.2 Road & Parking	19
2.1.3 Connectivity.....	19
2.1.4 Parkland	19
2.2 Previous Applications and Approvals.....	20
3.0 PLANNING POLICY JUSTIFICATION	21
3.1 Planning Act.....	21
3.2 Provincial Planning Statement, 2024	24
3.3 City of Ottawa Official Plan (2022)	32
3.3.1 Strategic Directions & Cross Cutting Issues	32
3.3.2 Growth Management Framework.....	34
3.3.3 City-wide policies	36
3.3.4 Outer Urban Transect	43
3.3.5 Hub Designation	45
3.3.6 Protection of Health and Safety	47
3.4 Inner East Lines 1 and 3 Stations Secondary Plan	49
3.5 City of Ottawa Zoning By-law 2026-50.....	50
3.5.1 Zoning Review.....	50
3.5.2 Hub 2 Zoning.....	53
4.0 REVIEW OF SUPPORTING STUDIES.....	54
5.0 PUBLIC CONSULTATION STRATEGY.....	56
6.0 CONCLUSION	57

Appendices

Appendix A: Draft Plan of Subdivision

Tables

Table 1. Breakdown of Proposed Subdivision.....	18
Table 2. Zoning Provisions for the H2G Zone.....	53

Figures

Figure 1. Subject site and Surrounding Area	3
Figure 2. Low-rise Residential North of the Subject Site.....	4
Figure 3. High-rise East of the Subject Site	5
Figure 4. South of the site showing Highway 174.....	5
Figure 5. Office building and City Centre Park West of Subject Site	6
Figure 6. Official Plan Schedule C4 Excerpt.....	7
Figure 7. Official Plan Schedule B3 Excerpt	8
Figure 8. Official Plan Schedule C1 Excerpt.....	9
Figure 9. Official Plan Schedule C2 Excerpt.....	10
Figure 10. Official Plan Schedule C3 Excerpt.....	11
Figure 11. Official Plan Schedule C7A Excerpt	12
Figure 12. Official Plan Schedule C13 Excerpt.....	13
Figure 13. Inner East Lines 1 and 3 Stations Secondary Plan – Schedule A Excerpt	14
Figure 14. Blair TOD Plan Area.....	15
Figure 15. 2026-50 Zoning for the Subject Site	16
Figure 16. Conceptual Landscape Plan	17
Figure 17. Draft Plan of Subdivision for the Subject Site	18
Figure 18. Area C Rezoning.....	20
Figure 19. Official Plan Figure 11	37
Figure 20. Schedule A Excerpt - Inner East Lines 1 and 3 Stations Secondary Plan	49
Figure 21. Zoning By-law 2026-50 - Schedule 519 Excerpt.....	52

EXECUTIVE SUMMARY

Novatech has been retained on behalf Colonnade Bridgeport in trust for the owners City Park Limited Partnership (hereafter referred to as “Colonnade Bridgeport”) to prepare this Planning Rationale in support of a Draft Plan of Subdivision application at 2000 City Park Drive (“the Subject Site”).

The Subject site is located in the Beacon Hill-Cyrville Ward (Ward 11) and has approximately 173 metres of frontage along City Park Drive and an area of approximately 1.57 hectares.

The Subject Site is in an area primarily comprised of residential to the North and South and commercial uses to the East. The Subject Site is approximately 550m walking distance west of the Blair Light Rail Transit (LRT) Station. Highway 174 is located immediately to the south. Directly west there is an existing office building. Further west is a residential neighbourhood, City Centre Park, Palmerston Park, and the Pat Clark Community Centre.

The proposed subdivision will create five blocks to facilitate future development of high-rise buildings containing approximately 1,203 residential units. A park block, block for a multi-use pathway and a public road providing access to the Subject Site from City Park Drive will also be created for future dedication to the City. The existing access off City Park Drive will be shared with the abutting lot at 1900 City Park Drive.

The proposed Plan of Subdivision is consistent with the 2024 Provincial Planning Statement by supporting intensification within a Major Transit Station Area. It will promote the establishment of complete communities by creating blocks for a new park and future high-rise development, providing additional housing options in proximity to existing commercial uses in the area. The proposed sidewalk along the new local road and nearby multi-use pathway connections to the east and south will encourage the use of active transportation options for residents and visitors.

The Subject Site is designated Hub in the Outer Urban Transect and Protected Major Transit Station Area in the City of Ottawa Official Plan (2022). The Subject Site is located within a Design Priority Area. The Subject Site is located in the Inner East Lines 1 and 3 Stations Secondary Plan area and is included in the Blair Transit Oriented Development (TOD) Plan area.

An Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) were approved on January 12th, 2026. Approval of the OPA increased the maximum permitted building height and included policy establishing a transition to the low-rise neighbourhood on the north side of City Park Drive. The Subject Site is zoned Hub 2 Subzone G, Exception 3076, Schedule 519 with a holding symbol (H2G [3076] S519-h) and Greenspace (GRN) in the City of Ottawa Zoning By-law 2026-50.

The Plan of Subdivision application is appropriate for the development of the Subject Site and represents good land use planning.

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale on behalf of Colonnade Bridgeport in trust for the owners City Park Limited Partnership (hereafter referred to as “Colonnade Bridgeport”) in support of a Draft Plan of Subdivision application to facilitate future development on the property municipally known as 2000 City Park Drive in the City of Ottawa (the ‘Subject Site’). The subdivision will consist of five blocks for future residential uses, a park block, a multi-use pathway block and a public road accessed from City Park Drive.

The Subject Site is designated Hub in the Outer Urban Transect and Protected Major Transit Station Area in the City of Ottawa Official Plan (2022). The Subject Site is located within a Design Priority Area. The Subject Site is located in the Inner East Lines 1 and 3 Stations Secondary Plan area and is included in the Blair Transit Oriented Development (TOD) Plan area. The Subject Site is approximately 550m walking distance west of the Blair Light Rail Transit (LRT) Station.

An Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) were approved on January 12th, 2026. Approval of the OPA increased the maximum permitted building height and included policy establishing a transition to the low-rise neighbourhood on the north side of City Park Drive. The Subject Site is zoned Hub 2 Subzone G, Exception 3076, Schedule 519 with a holding symbol (H2G [3076] S519-h) and Greenspace (GRN) in the City of Ottawa Zoning By-law 2026-50.

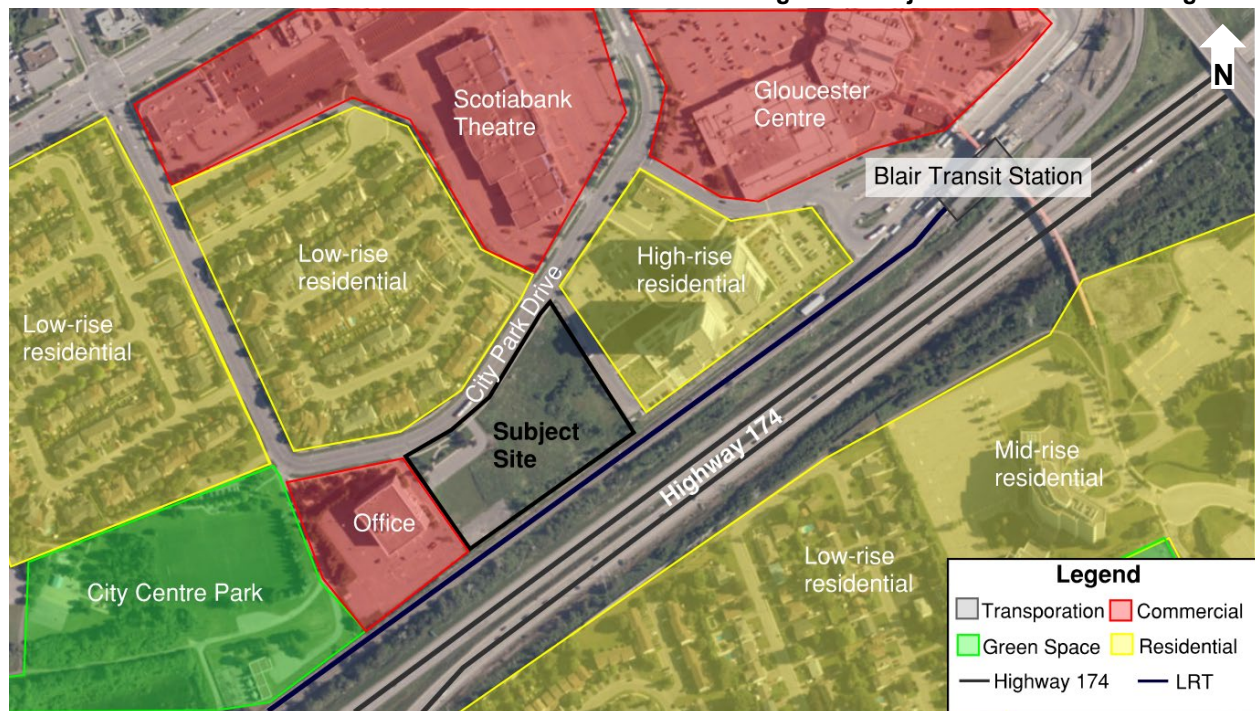
Supporting technical studies have been prepared and submitted to the City in support of the Plan of Subdivision application and are summarized in section 4.0 of this Planning Rationale.

This Planning Rationale will demonstrate that the Plan of Subdivision will:

- Be consistent with the policies of the Provincial Planning Statement (2024);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Conform to the policies of the Inner East Lines 1 and 3 Stations Secondary Plan (2022);
- Conforms to the Blair Transit Oriented Development (TOD) Plan Area (2014);
- Conform to the Zoning standards for the Subject Site specifically with respect to the creation of blocks; and
- Ensure the conceptual development proposal is sensitive to surrounding land uses and the broader community context.

1.1 Site Description and surrounding uses

Figure 1: Subject site and Surrounding Area



The Subject Site is located in the Beacon Hill-Cyrville Ward (Ward 11) in the City of Ottawa. The Subject Site is located in an area bounded by Highway 174 to the south, Ogilvie Road to the north, Aviation Parkway to the west and Blair Road to the east. The Subject Site comprises 1.57 ha of land on the south side of City Park Drive in proximity to Blair Light Rail Transit (LRT) station. The Subject Site has approximately 173 metres of frontage on City Park Drive. The western portion of the Subject Site is currently used as surface parking by the neighbouring office building (1900 City Park). The eastern portion of the site is vacant.

A survey with complete legal descriptions is included with this submission.

1.2 Community Context

The Outer Urban Transect is typically comprised of neighbourhoods built inside of the greenbelt within the last third of the twentieth century. To the North of the Subject Site the neighbourhood reflects a classic suburban model with low-rise building forms. The Subject Site is designated Hub within the Outer Urban Transect due to its proximity to an existing rapid transit station (Blair Station). Hub designations are planned for a higher density of development, diversity of functions and higher level of transit connectivity. The strategic purpose of Hubs is to integrate with, and provide focus to establishing a network of residential, commercial, employment and institutional uses that allow residents of all incomes to live, work, play and access daily needs without the need to own a private vehicle.

Figure 2: Low-rise Residential North of the Subject Site (Source: Google Streetview, 2024)



To the **north** of the Subject Site across City Park Drive is a residential neighbourhood built around 2000, consisting primarily of townhouses. The townhouses closest to the Subject Site have rear yards on City Park Drive. To the northeast is a cinema (Scotiabank theatre), and a shopping mall (Gloucester Centre) with surface parking.

Figure 3: High-rise East of the Subject Site (Source: Google Streetview, 2024)



To the **east** are two high-rise (20 and 23) storeys residential towers built by RioCan in the last seven years. The entrance to the Blair LRT station is approximately 400m walking distance from Subject Site.

Figure 4: South of the site showing Highway 174 (Source: Google Streetview, 2025)



To the **south** is a strip of City-owned land, the LRT line and Highway 174. Together these separate the Subject Site from the low-rise neighbourhood of Pineview Cyrville to the south by 115m.

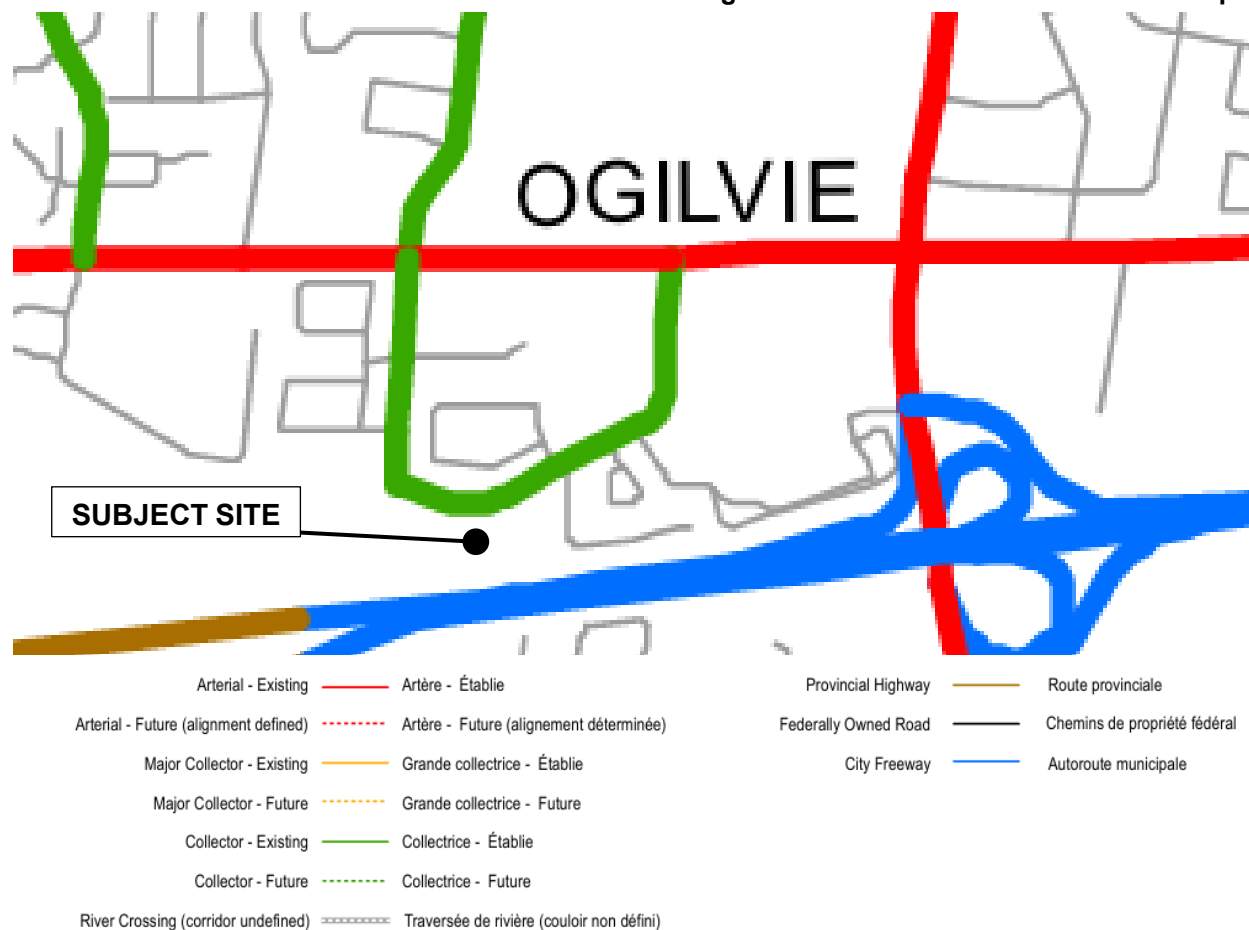
Figure 5: Office building and City Centre Park West of Subject Site (Source: Google Streetview, 2020)



To the **west** is a five-storey office building (1900 City Park Drive) and surface parking built in the early 1990s. Further west are City Centre Park and Biley A. Blax Park.

1.3 Connectivity

Figure 6: Official Plan Schedule C4 Excerpt

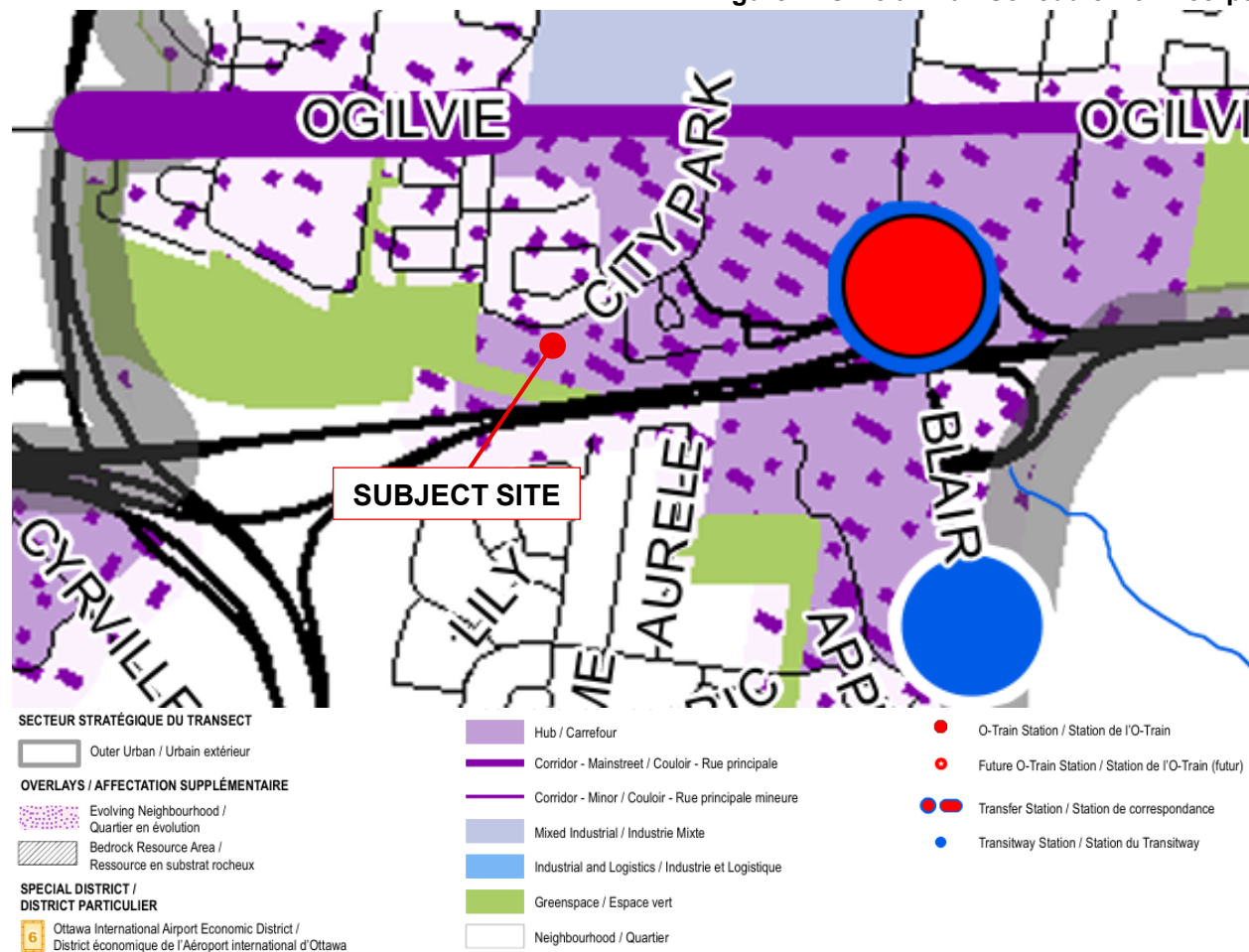


The Subject Site has frontage on City Park Drive which is designated as a *Collector Road on Schedule C4 - Urban Road Network* of the Official Plan (see Figure 6). Immediately south of the Subject Site is Highway 174 designated as a City Freeway. The Subject Site is within a 600-metre radius of Blair Transit Station which provides access to Line 1 of the O-Train network providing connections to rapid transit within a 10-minute walk from the Subject Site.

1.4 Planning and Regulatory Context

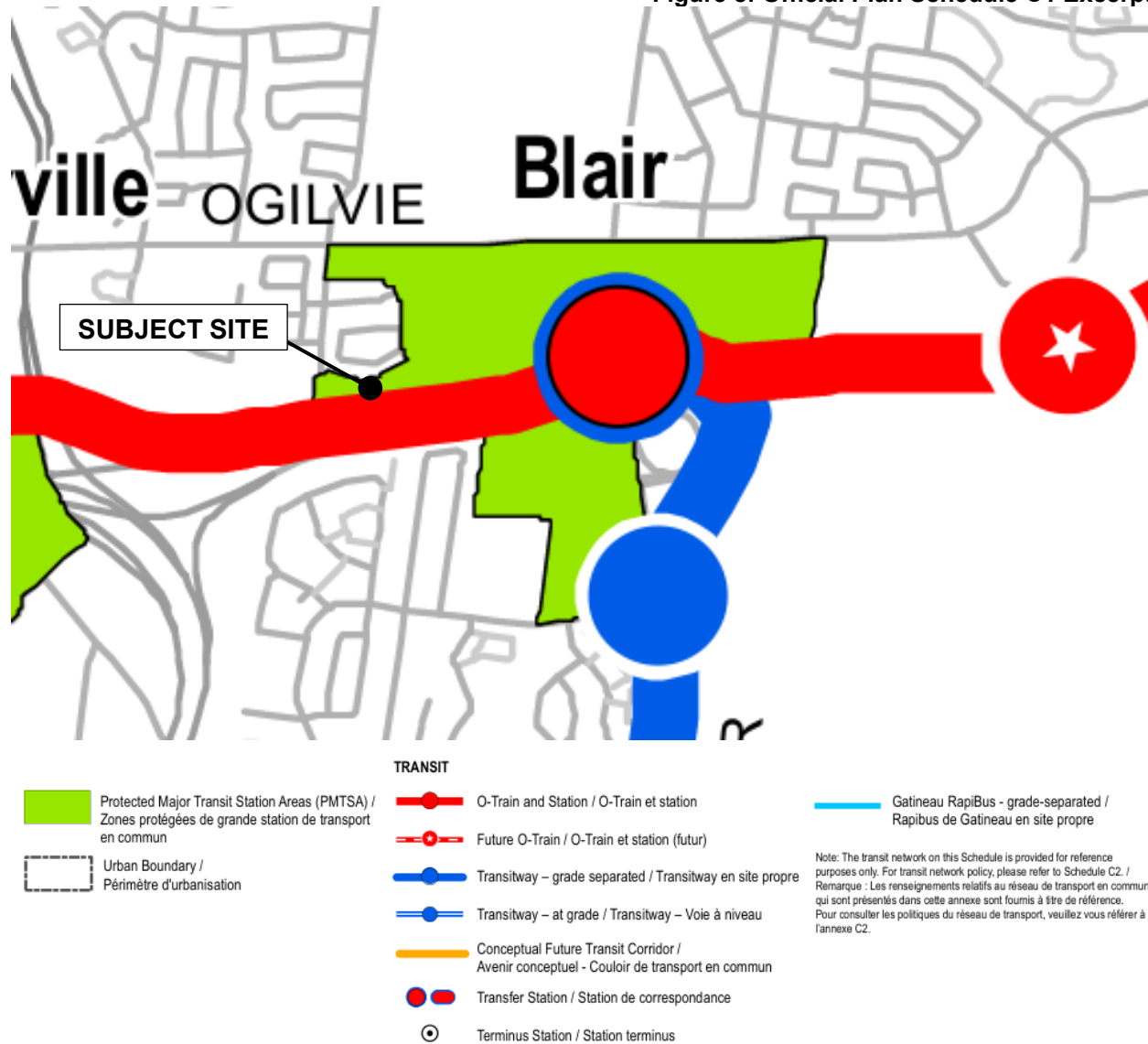
1.4.1 City of Ottawa Official Plan

Figure 7: Official Plan Schedule B3 Excerpt



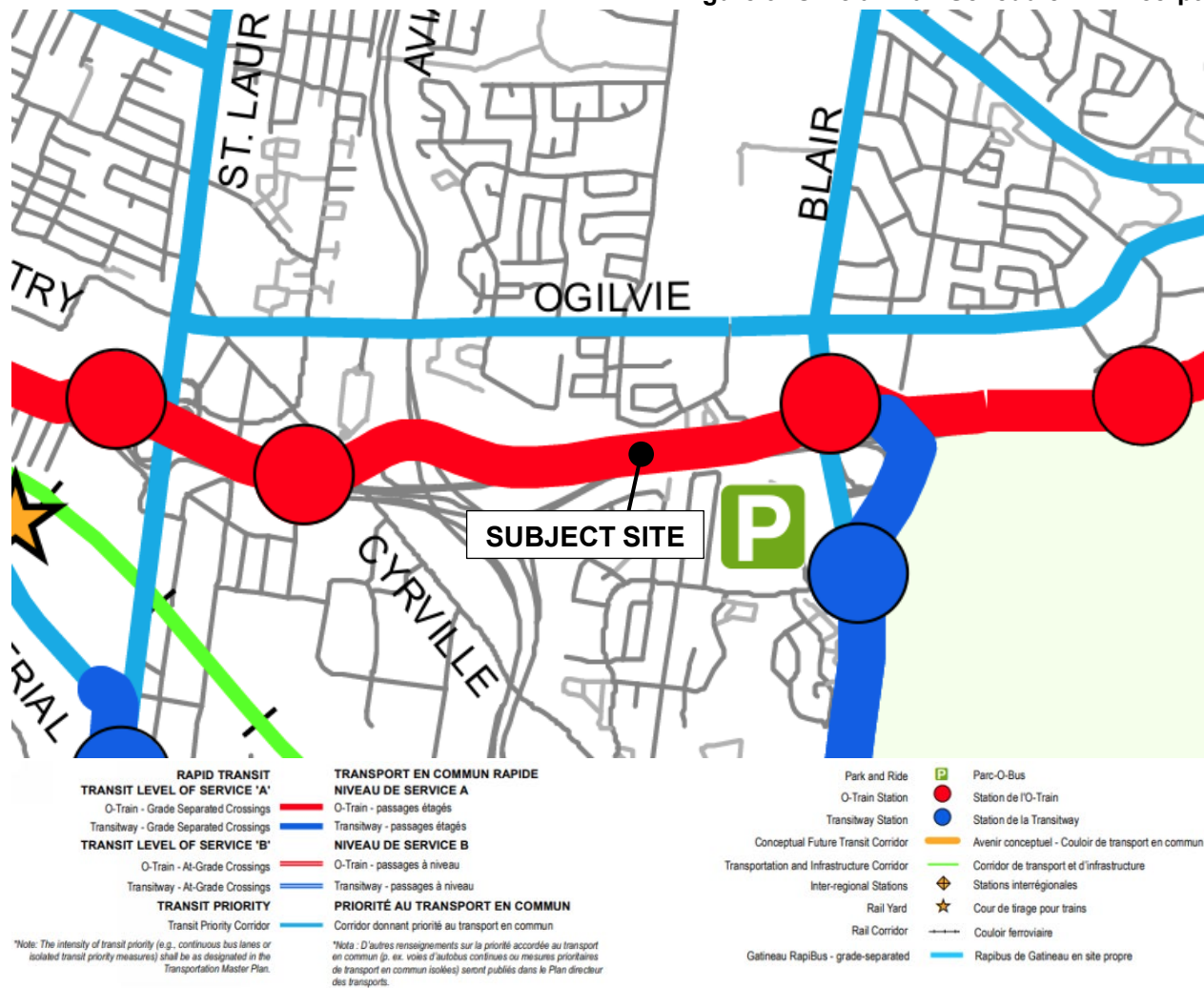
The Subject Site is designated a Hub in the Outer Urban Transect on *Schedule B3* of the City of Ottawa Official Plan (2022) (see Figure 7). The Subject Site is located within the Inner East Lines 1 and 3 Stations Secondary Plan Area. Policies of the Secondary Plan take precedence over policies of the City of Ottawa Official Plan.

Figure 8: Official Plan Schedule C1 Excerpt



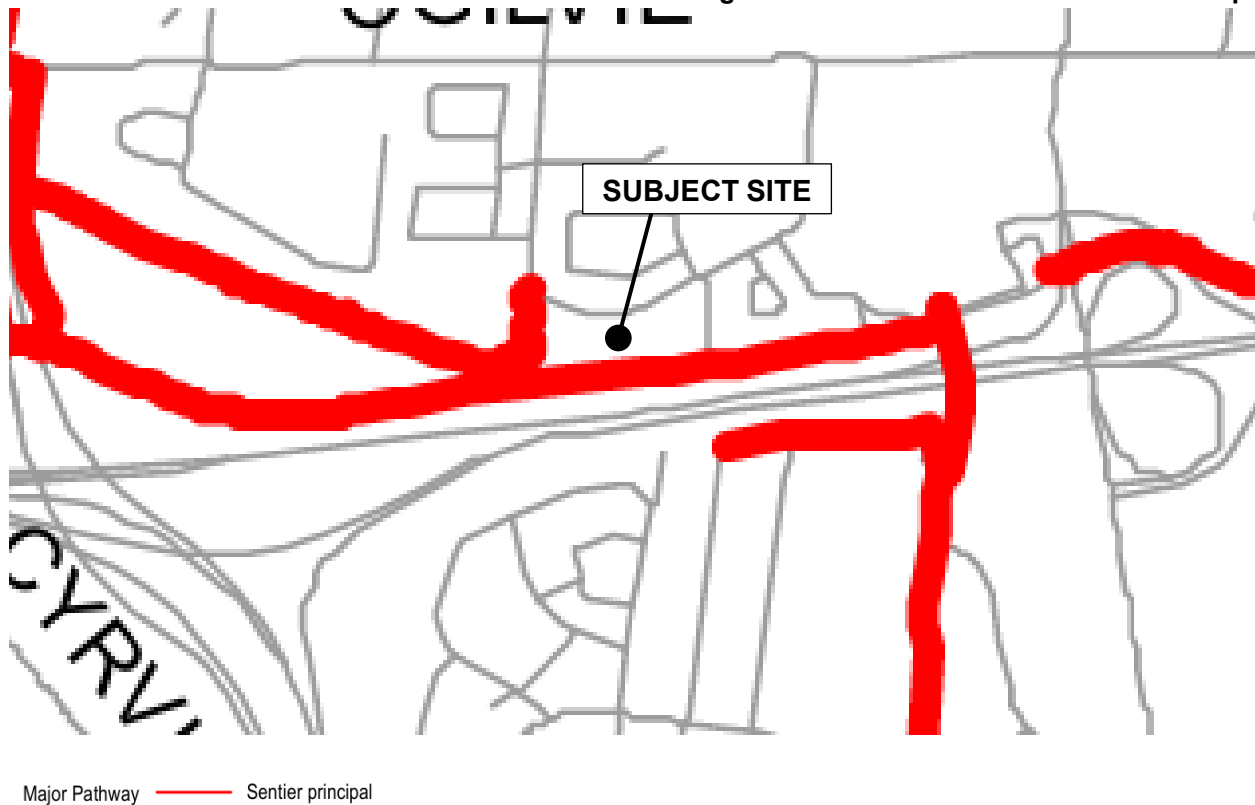
Schedule C1 - Protected Major Transit Station Areas identifies the Subject Site as being in a Protected Major Transit Station Area (see Figure 8). It also shows Blair LRT station located to the east of the Subject Site,

Figure 9: Official Plan Schedule C2 Excerpt



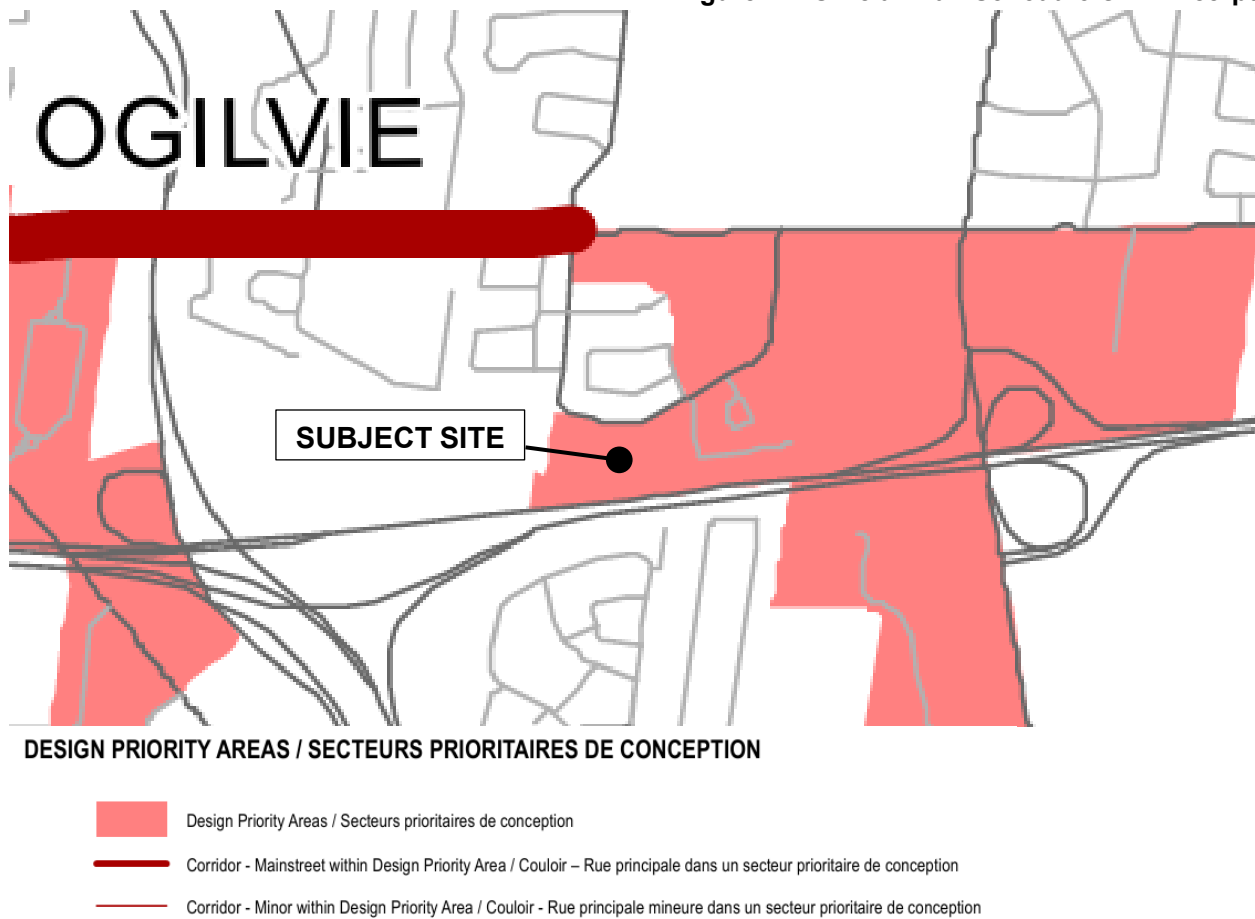
Schedule C2 – Transit Network Ultimate identifies “O-Train – Grade Separated Crossings” to the east of the Subject Site. Blair Station will provide rapid transit service on Lines 1 and 3 of the O-Train East connection, accessed via a pedestrian bridge from the Subject Site (see Figure 9).

Figure 10: Official Plan Schedule C3 Excerpt



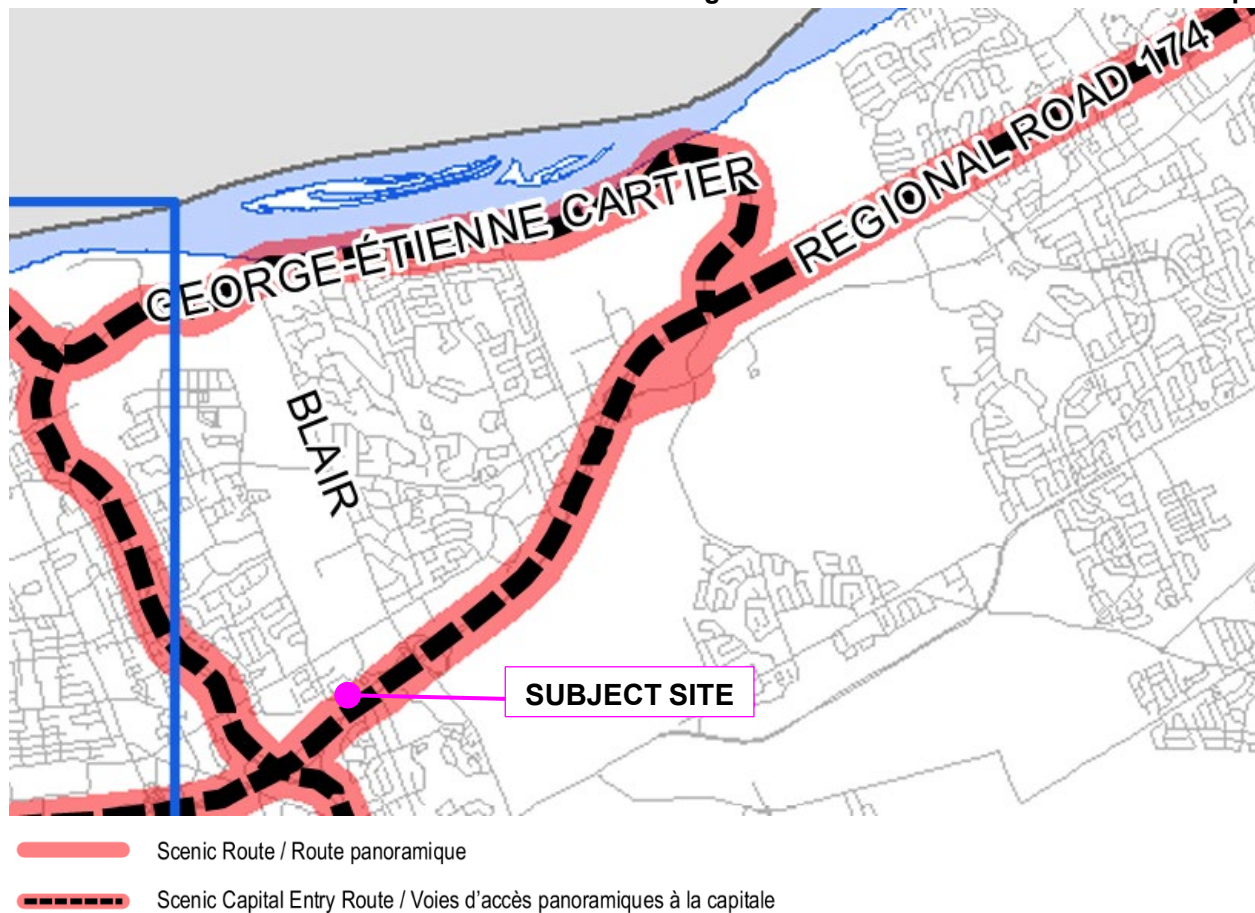
Schedule C3 – Active Transportation Network (Urban – Major Pathways) identifies active transportation infrastructure is provided to the west and south of the Subject Site along Highway 174 with connections to City Centre Park to the west and to the Blair Station located to the east of the Subject Site (see Figure 10).

Figure 11: Official Plan Schedule C7A Excerpt



Schedule C7A – Design Priority Areas identifies the Subject Site within the boundary. Future development applications are subject to review at UDRP.

Figure 12: Official Plan Schedule C13 Excerpt



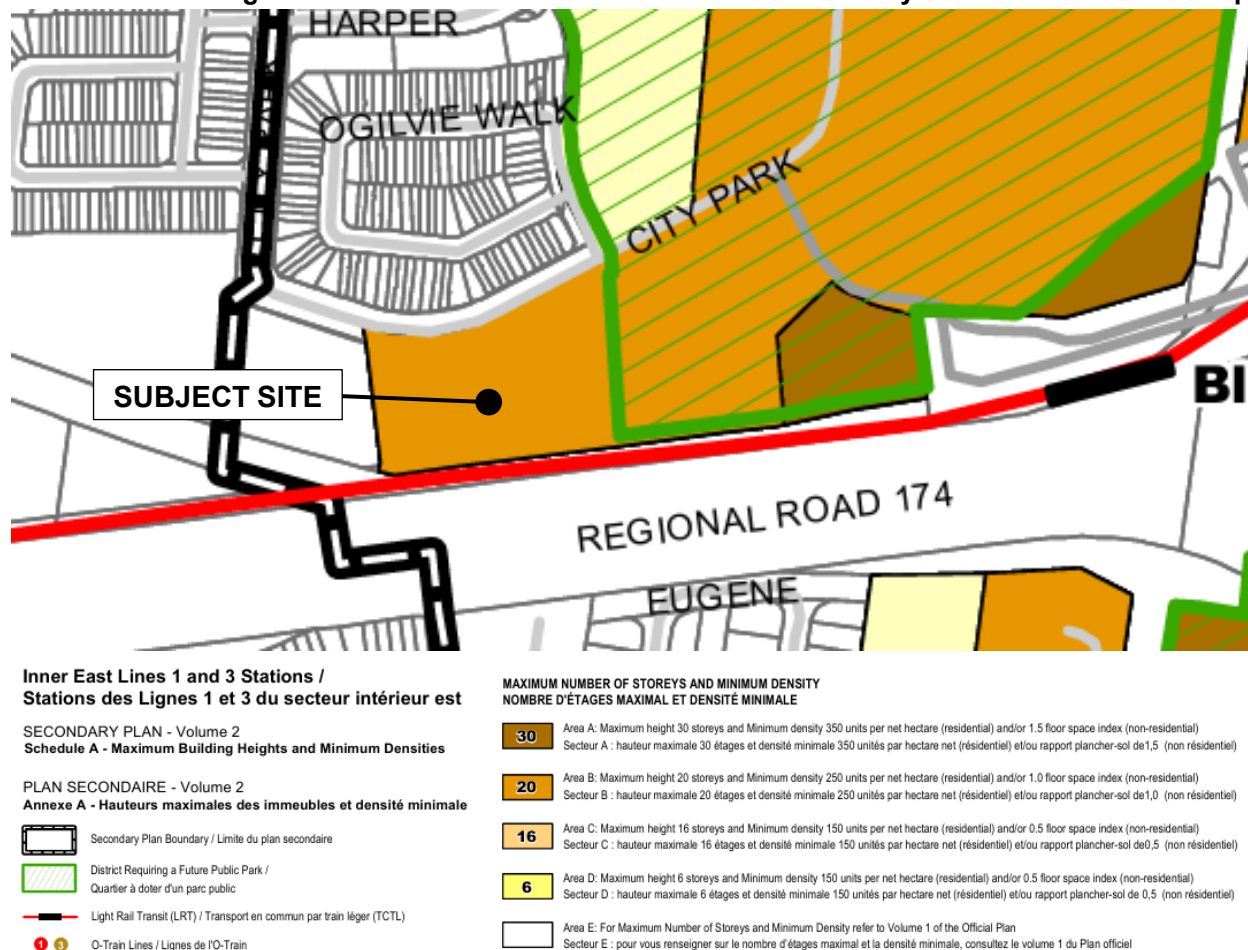
Schedule C13 – Scenic Routes identifies the Subject Site within the Scenic Capital Entry Route. Future development applications are subject to policies of the Official Plan regarding Scenic Routes.

The following Schedules are not applicable to the Subject Site:

- Schedule C11-A - Natural Heritage System (East) designates the Subject Site as Urban Area. It is not affected by any of the Overlays or Sub-Designations which represent Natural Heritage features.
- Schedule C12 - Urban Greenspace shows a Park (City Centre Park) to the west of the Subject Site.
- Schedule C15 - Environmental Constraints does not designate the Subject Site as having any environmental constraints.

1.4.2 Secondary Plans and Community Design Plans

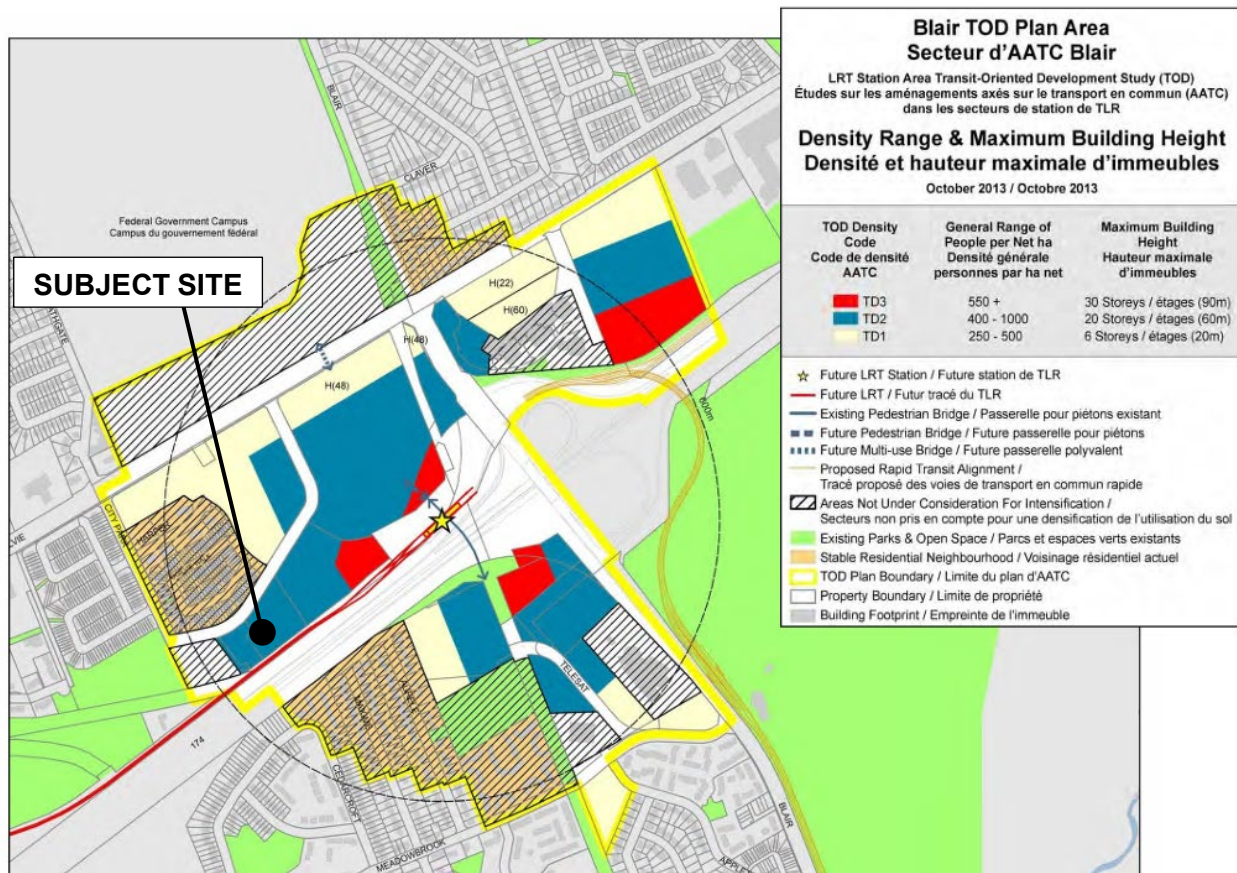
Figure 13: Inner East Lines 1 and 3 Stations Secondary Plan – Schedule A Excerpt



The Subject Site is located within the Inner East Lines 1 and 3 Stations Secondary Plan (see Figure 13). Policies of the Secondary Plan are scoped to establish maximum building heights, minimum densities and identifying requirements for future parks.

The Secondary Plan was amended in January 2026 to permit maximum heights between 12 and 16 storeys, a minimum residential density of 150 units per net hectare and a floor space index of 0.5 for non-residential uses along the portion of the site fronting City Park Drive. The amendment also included a maximum height of 30 storeys and minimum residential density of 250 units per net hectare and a floor space index of 1.5 for non-residential uses along the rear portion of the site.

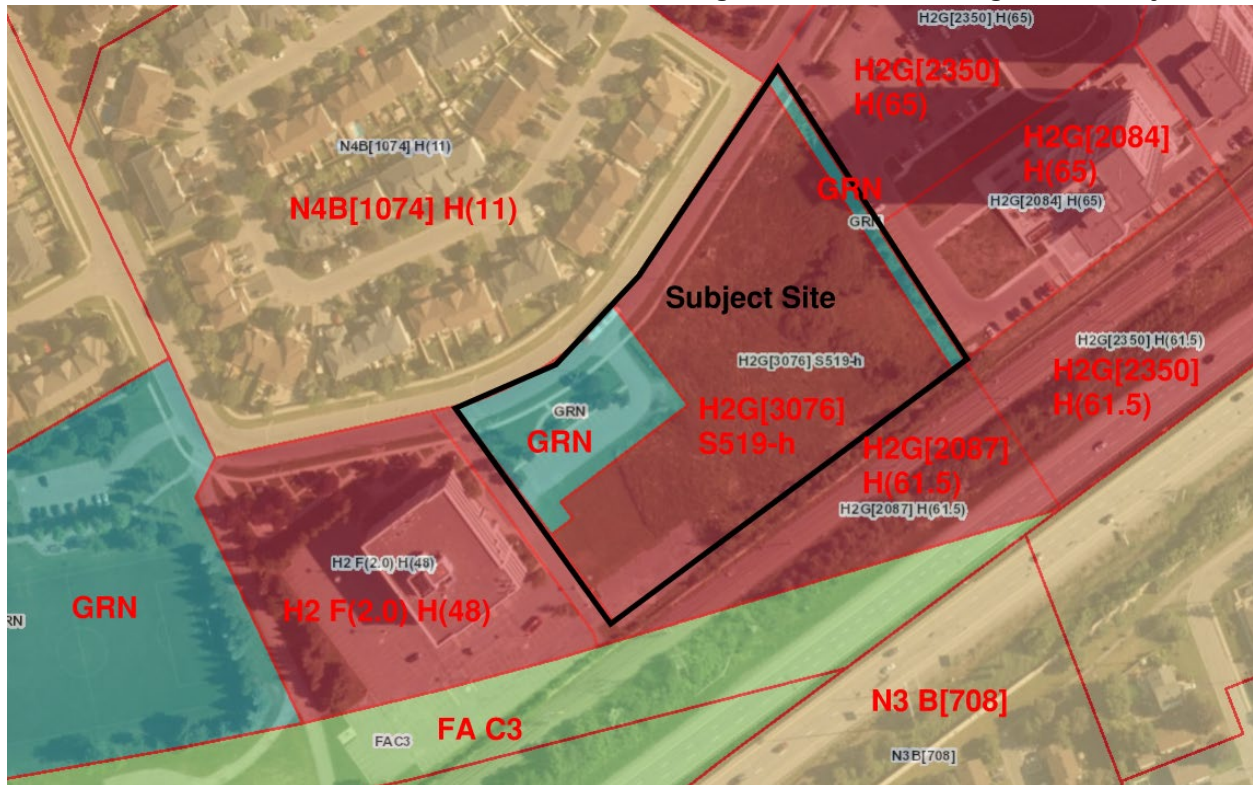
Figure 14: Blair TOD Plan Area



The Subject Site is located within the Blair TOD Plan Area, listed as one of six Community Design Plans (CDP) for LRT stations located east of downtown. The Blair TOD plan Land Use Framework designates the Subject Site as Mixed Use with a density range of TD2 (Fig. 80 in Plan) implemented through the Inner East Lines 1 and 3 Station Secondary Plan (see Figure 14).

1.4.3 City of Ottawa Zoning By-law (2026-50)

Figure 1: 2026-50 Zoning for the Subject Site



The Subject Site is zoned Hub 2 Subzone G, Exception 3076, Schedule 519 with a holding symbol (H2G [3076] S519-h) and Greenspace (GRN) in the City of Ottawa Zoning By-law 2026-50 (see Figure 15).

2.0 CONCEPTUAL DEVELOPMENT PROPOSAL

2.1 Description of Subdivision and Proposed Land Uses

Figure 16: Conceptual Landscape Plan



The Subject Site is proposed to be subdivided into five blocks for future residential development. A park block, block for a multi-use pathway and a public road providing access to the Subject Site from City Park Drive will be created for future dedication to the City (see Figure 16).

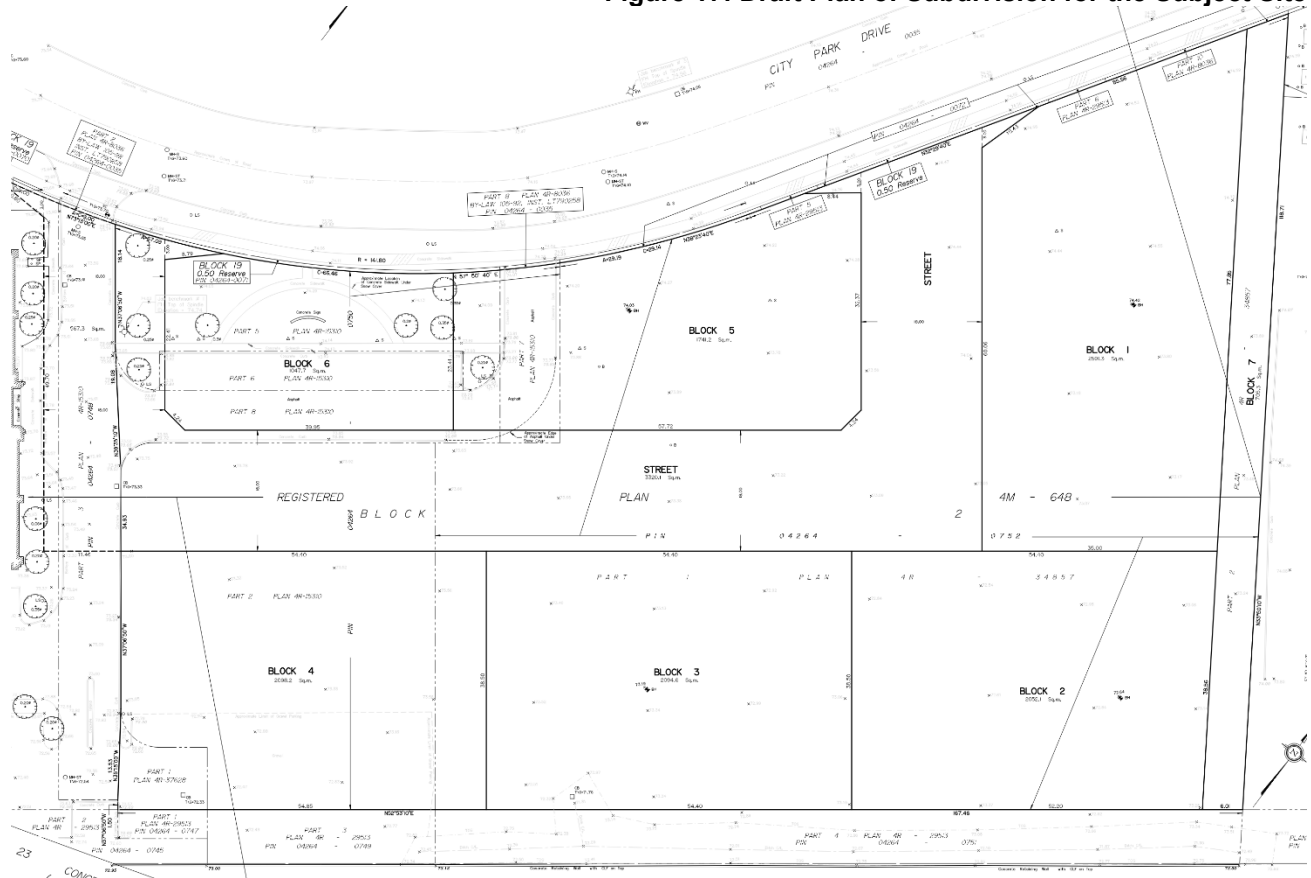
The Draft Plan of Subdivision application will ensure that each block is an appropriate size and shape to support development at the density set out by amended Secondary Plan policy and site-specific zoning provisions for the Subject Site.

Table 1 provides details of the proposed lots, blocks, and streets that make up the Draft Plan of Subdivision for the Subject Site.

Table 1: Breakdown of Proposed Subdivision

Block/Lot Number	Proposed Land Use	Area
Block 1	Residential	0.26 ha (2591.3 m ²)
Block 2	Residential	0.21 ha (2052.1 m ²)
Block 3	Residential	0.21 ha (2094.6 m ²)
Block 4	Residential	0.21 ha (2098.2 m ²)
Block 5	Residential	0.17 ha (1741.2 m ²)
Block 6	Park [to be dedicated to the City]	0.10 ha (1047.7 m ²)
Block 7	Multi-use Pathway [to be dedicated to the City]	0.07 ha (705.3 m ²)
Street	New Local Road [to be dedicated to the City]	0.33 ha (3320.1 m ²)

Figure 17: Draft Plan of Subdivision for the Subject Site



2.1.1 Proposed Land Uses

Blocks 1 to 5 will be created for future development of five high-rise towers varying in building height between 12 and 30 storeys. Approximately 1,203 residential units are anticipated to be completed on the Subject site. Proposed building heights ranging between 12 and 16 storeys are located along the City Park Drive frontage. Greater building heights up to 30 storeys are arranged along the southern boundary with Highway 174. Towers located with frontage along City Park Drive are anticipated to have a stepped podium (4 storeys) with access off a new public road. Each block will have individual access from the public road. It is anticipated that each access will be used for future underground parking facilities developed for individual buildings.

Each of the five blocks for future development will be subject to a Site Plan Control application. Proposed building design will be reviewed through the Site Plan process to ensure safe, orderly and functional development, landscape treatment, pedestrian access, drainage control and parking layout.

2.1.2 Road & Parking

The new public road proposed through the Subject Site will have two intersections off City Park Drive. The existing access to 1900 City Park Drive will be incorporated into the future right of way and form one of the intersections with City Park Drive. The second intersection with City Park Drive will be located approximately 115 metres to the east. The proposed local road will provide frontage to each of the proposed blocks for future development and will create a loop through the Subject Site. The new road will have an 18-metre cross-section as required by Schedule C16 of the Official Plan. Space for tree planting and short-term parking spaces are contemplated on both sides of the public road and a sidewalk would be provided along the north side nearest the proposed park block.

2.1.3 Connectivity

Pedestrian and cyclist network connections are proposed via a new multi-use pathway (MUP) along the eastern edge of the Site (Block 7). The new MUP is intended to connect to the existing MUP west of 1900 City Park Drive and planned MUP to the south abutting Highway 174. The new public road will provide a sidewalk on the north side connecting with existing sidewalks along City Park Drive. Additional pedestrian connections will be made between the subdivision and MUP as part of future site plan applications. Existing and planned multi use pathways and sidewalks will provide a direct route to Blair station, Gloucester Centre, and the neighbouring community.

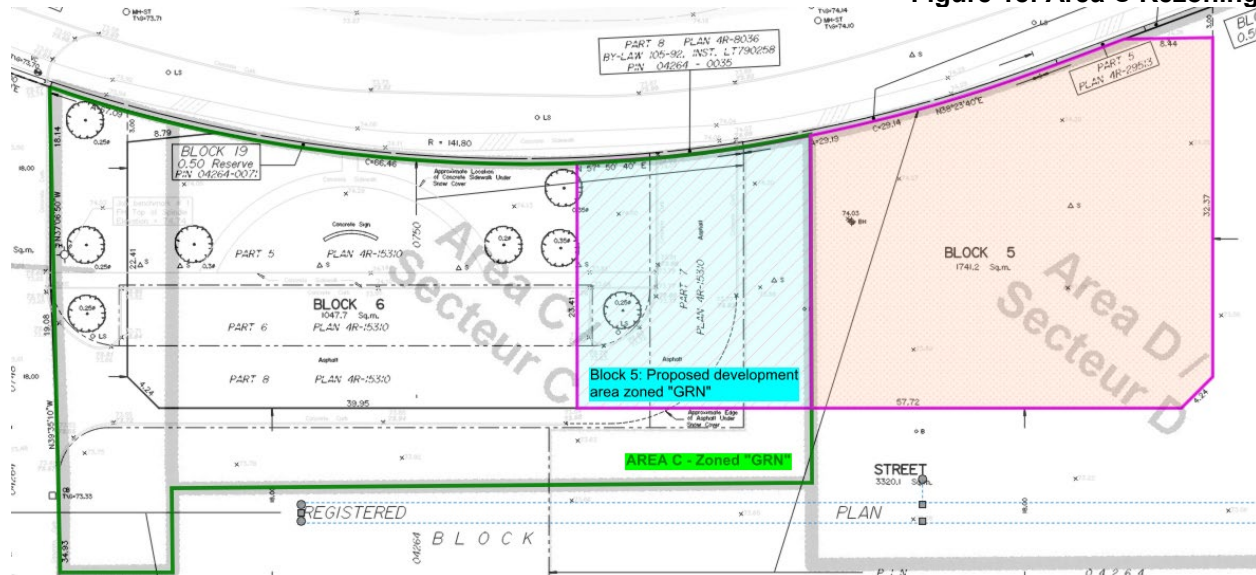
2.1.4 Parkland

As shown on Figure 16, Block 6 will be dedicated to the City for a park located to the north of the local public road and fronting along City Park Drive. The park will serve as a partial buffer to the low-rise residential area to the north while integrating with future high-rise residential buildings.

Section 51.1(3.24(a)) of the Planning Act limits the conveyance percentage to a maximum of 10% of the gross land area where the Subject Site is less than 5 hectares in area. Based on a maximum parkland dedication rate of 10% of the gross land area, approximately 0.10 hectares of parkland will be required for the proposed plan of subdivision.

Block 6 is approximately 1047.7 square metres (0.10 hectares) in area and meets the parkland dedication requirement for the Subject Site.

Figure 18: Area C Rezoning



The City of Ottawa Parkland Dedication by-law states that “gross land area” is the lesser of the area defined as *“The whole of a lot or a block on a draft or registered plan of subdivision, or a unit within a vacant land condominium, that is associated with the development or redevelopment.”* The previously approved zoning by-law amendment for the Subject Site contemplated a private street. The parkland dedication requirement was calculated based on the gross land area of the subdivision including the area of the private street. A public road to be dedicated to the City is proposed for the Draft Plan of Subdivision application. The public road is not included as part of the gross land area calculation. Based on revised block areas on the Draft Plan, the park block (Block 6) is oversized for the parkland requirement associated with the Draft Plan of subdivision application (see Figure 18).

A separate application for minor rezoning will be required to modify a portion of “Area C” on Schedule 519 from “Greenspace (GRN)” to “Hub 2 Subzone G, Exception 3076, Schedule 519 with a holding symbol (H2G [3076] S519-h)”. The effect of the requested minor rezoning will be to align Blocks 5 and 6 on the Draft Plan of Subdivision with provisions of the site-specific zone on the Subject Site. Zoning will be resolved prior to registration of the draft plan of subdivision.

Separate applications for site plan will be required at later date to facilitate development of each proposed block. The proposed plan of subdivision meets the parkland dedication requirements.

2.2 Previous Applications and Approvals

An Official Plan Amendment to the Inner East Lines 1 and 3 Stations Secondary Plan was approved for the Subject Site on January 12th, 2026. This amendment revised the maximum permitted building height to between 12 and 16 storeys along the City Park Drive frontage and to a maximum of 30 storeys along the southern portion of the site. A concurrent Zoning By-law Amendment application was approved to implement changes to Secondary Plan policy for increased maximum building heights and to modify minimum densities, setback and stepback provisions under Exception 2087. Through the Zoning Amendment, a holding provision on the Subject Site requires dedication of lands for park and pathway uses, before building permits can be issued. A pre-consultation meeting was held on March 10th, 2026, to discuss the proposed Draft Plan of Subdivision application with City staff.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Planning Act

The Planning Act is provincial legislation that regulates land use planning in Ontario. Section 51 of the Planning Act regulates Plan of Subdivision approvals. Section 51(24) sets out the criteria that must be considered when reviewing a draft plan of subdivision.

Section 51(24) states:

“51(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,”

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

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

- The adequate provision and efficient use of communication, transportation, sewage and water services and waste management system
- The orderly development of safe and healthy communities
- The appropriate location of growth and development
- the adequate provision of a full range of housing, including affordable housing;
- The promotion of development that is designed to be sustainable, to support transit and to be oriented to pedestrians
- the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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

The Subject Site is located within the City of Ottawa’s urban boundary. The proposed subdivision is located within an area where existing residential and commercial uses are compatible with the proposed development. Adequate services will be available to support the proposed subdivision, as outlined in the Serviceability Report by Novatech, dated July 15, 2026 included with this submission. The proposed subdivision is not premature and is in the public interest.

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

The Subject Site is designated Hub in the Outer Urban Transect of the City of Ottawa Official Plan (2022). The Subject Site is within the Inner East Lines 1 and 3 Stations Secondary Plan area. The proposed subdivision will support residential growth within the urban area by establishing blocks to accommodate approximately 1,203 dwelling units. The application will create blocks for future high-rise development in an area contemplated by the City’s Official Plan, the Inner East Secondary Plan and the TOD Plan for residential intensification. The proposed subdivision

conforms to policies of the Official Plan and policies of the Inner East Lines 1 and 3 Stations Secondary Plan. A separate Site Plan application is required at a later date to facilitate development of each newly created block.

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

The proposed subdivision will create blocks that will each be suitable to support high-rise development. The conceptual development proposal will conform with the provisions of the Zoning By-law for the H2G and GRN zones. The proposed park block is appropriately zoned and located at the northwest corner of the Subject Site with access off City Park Drive and the new public road. A separate application for Minor Rezoning will address modifications to land use between Block 5 and Block 6 based on a reduced parkland dedication requirement (see Figure 18). Separate Site Plan applications are required at some later date to facilitate development on each newly created block. The Subject Site is suitable for the proposed plan of subdivision.

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

Not applicable.

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

The Draft Plan of Subdivision proposes a new public road (local) through the Subject Site with two points of access off City Park Drive (local). The existing access to 1900 City Park Drive will be incorporated into the future right of way. A second intersection with City Park Drive will be located approximately 115 metres to the east. The proposed local road will provide frontage to each of the proposed blocks and creates a loop through the Subject Site for future development. The new public road will have an 18-metre cross-section as required by Schedule C16 of the Official Plan.

There are existing sidewalks on both sides of City Park Drive abutting the Subject Site and a sidewalk is proposed along the north side of the new public road. A multi-use pathway is proposed along the east lot line connecting to a planned MUP along the south lot line abutting Highway 174. Additional details on the proposed transportation design and potential impacts can be found in the Transportation Impact Assessment included in this submission.

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

(f) the dimensions and shapes of the proposed lots

The proposed subdivision will include five Blocks for future high-rise development, one Block for a public park and one Block for a multi-use pathway off City Park Drive. The Hub 2 zoning for the Subject Site does not identify minimum lot width or minimum lot area requirements. The proposed Blocks are regularly shaped and are an appropriate size to support the future development of high-rise buildings based on the H2 zoning and site-specific exception in effect. A separate

application for Minor Rezoning will address modifications to land use between Block 5 and Block 6 based on a reduced parkland dedication requirement.

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

Utility easements will be confirmed through detailed design of the subdivision after Draft Plan approval.

The proposed subdivision considers potential restrictions on the Subject Site, including:

- phased development;
- location of existing built form;
- location of transitway infrastructure;
- coordination of active transportation infrastructure along City Park Drive and the Multi-Use Path;
- location of existing and planned hydro transmission lines;
- location of existing or proposed easements;
- location and adequate capacity of existing and planned servicing connections; and,
- future road connections to City Park Drive.

(h) conservation of natural resources and flood control

The Subject Site is not located in any floodplains or areas of natural interest. No direct or indirect impacts on natural resource areas are expected as a result of proposed development on the Subject Site.

(i) the adequacy of utilities and municipal services

The Serviceability Report prepared by Novatech dated July 15, 2026 confirms that there is adequate servicing to support the proposed subdivision.

(j) the adequacy of school sites

The Subject Site is located near several schools including Carson Grove Elementary School, Our Lady of Mount Carmel School, Gloucester High School, Des Pins Catholic Elementary School and St. John Paul II School. The proposed subdivision will not include a school. The proposed subdivision is not expected to have any impacts on existing or planned school sites. The adequacy of school sites will be confirmed when the Draft Plan of Subdivision application is circulated to technical agencies, including the local school boards.

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

The proposed subdivision will include a park that is approximately 1,047.7 square metres in area. The park location is proposed on the north east side of the Subject site with frontage on City Park Drive and the new public road. Following approval of the Draft Plan of Subdivision application, the park block will be conveyed to the City. The proposed park is an adequate size to accommodate recreational amenities. Servicing blocks will also be conveyed to the City, as required.

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

The proposed subdivision will more efficiently use the Subject Site by facilitating future development on vacant land within the City's urban boundary, located fully within 600 metres radius of Blair Station on the City's rapid transit network. The proposed subdivision will connect to existing municipal services in the surrounding area.

- (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 intent of this Draft Plan application is to subdivide the land. A separate application for Minor Rezoning will address modifications to land use between Block 5 and Block 6 based on a reduced parkland dedication requirement. Applications for Site Plan will be required to support the development of the five blocks proposed for high-rise development. A conceptual development proposal has been prepared to address the relationship between the size and configuration of the blocks to determine building configuration and to facilitate the future Site Plan applications.

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

3.2 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interests and sets the foundation for regulating the development and use of all land. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on October 20, 2024. All decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.1 of the PPS is focused on Planning for People and Homes.

Section 2.1, Policy 4 of the PPS states (*emphasis added*):

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

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans."*

The proposed subdivision will create blocks to facilitate future development of a range of high-rise residential buildings on the Subject Site. Future development will provide an appropriate range and mix of housing types to establish higher density in the neighbourhood.

Section 2.1, Policy 6 of the PPS states (*emphasis added*):

“Planning authorities should support the achievement of complete communities by:

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

The proposed development supports the achievement of a complete community by providing an appropriate form of housing on serviced land within the urban area and in proximity to a range of amenities. The site is adjacent to Gloucester City Centre, which offers retail stores, grocery stores, banks, pharmacies, restaurants, and professional services, including dental offices. The area is also served by community and recreational facilities, including Pat Clark Community Centre, City Centre Park, and Palmerston Park. The Subject Site benefits from access to a range of transit and transportation options through Blair Station, direct access to Highway 174, and active transportation infrastructure such as sidewalks and multi-use pathways that connect to Ottawa's broader cycling network. These features support accessibility, transportation choice, and a high quality of life for current and future residents.

Section 2.2 of the PPS is focused on Housing.

Section 2.2, Policy 1 of the PPS states (*emphasis added*):

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities;*
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g.,*

shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

A total of approximately 1,203 units are proposed on the Subject Site. The specific unit mix will be determined through future Site Plan applications for each Block. The proposed subdivision will provide for a mix of housing types and uses, which will support residential growth in the City and diversify housing choices in the area that cater to people of all ages and life stages. The proposed density on the Subject Site represents an efficient use of land, resources and infrastructure to minimize servicing costs. The Subject Site is transit-supportive, being located within 550 metres walking distance and 600 metres radius of Blair station accessed off City Park Drive.

Section 2.3 of the PPS provides policy direction for Settlement Areas.

Section 2.3.1, Policy 1 of the PPS states (*emphasis added*):

“Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, Strategic growth areas, including major transit station areas.”

The Subject Site is in the Settlement Area near a major transit station (Blair station). The Subject Site is designated as Hub in the Official Plan. The Secondary Plan was amended to transfer density from the northern portion of the site towards the LRT corridor to the south. The amended plan permits a maximum height of 30 storeys across the southern portion of the site. A minimum density of 250 units per net hectare applies across Blocks 2, 3 and 4. A maximum building height of 16 storeys is permitted on Block 1 and a maximum building height of 12 storeys is permitted on Block 5 abutting City Park Drive. A minimum density of 150 units per net hectare applies across Blocks 1 and 5. Based on the conceptual development proposal, approximately 1,203 dwelling units are proposed on the Subject Site, which has a net buildable area of approximately 0.99 ha (9,970 square metres). The density of the conceptual development proposal is approximately 1,212 dwelling units per net hectare, which exceeds the residential density targets for the Blair Hub in the applicable Secondary Plan. The proposed development will contribute to growth and development within the settlement area boundary.

Section 2.3.1, Policy 2 of the PPS states (*emphasis added*):

“Land use patterns within settlement areas should be based on densities and a mix of land uses which:

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

e) *are freight-supportive.*”

The proposed development efficiently uses land and existing infrastructure. The location is close to facilities and supports nearby transit and active transportation infrastructure. The proposed development will optimize underutilized land by introducing a mix of uses within a 550 metre walk (600 metres radius) of Blair Station on the City’s rapid transit network. The proposed development will have adequate servicing, as indicated in the Serviceability Report prepared by Novatech, dated July 15, 2026 included with this submission.

Section 2.4 of the PPS provides policy direction for Strategic Growth Areas.

Section 2.4.2, Policy 2, of the PPS states (*emphasis added*):

“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.”*

The proposed subdivision is located within the Blair PMTSA on the City’s rapid transit network. Policies of the Official Plan establish a targeted residential density of 250 dwellings per net hectare for the Blair Hub. Based on the conceptual development plan a density of approximately 1,212 dwelling units per net hectare is proposed, which exceeds the residential density targets for the Blair Hub in the Official Plan and is consistent with growth targets of the PPS.

Section 2.9 of the PPS provides policies on energy conservation, air quality and climate change.

Section 2.9, Policy 1 of the PPS states (*emphasis added*):

“Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.”*

The proposed development will create lots for future high-rise towers along with a pathway block, a block for parkland and new local road with sidewalks to provide access to transit within 550 metres walking distance of Blair station and a major shopping center (Gloucester Centre). The

proposed subdivision will facilitate opportunities to provide a compact transit-supportive built form within proximity of rapid transit service.

Section 3.1 of the PPS provides policies on infrastructure and public service facilities.

Section 3.1, Policy 2 of the PPS states (*emphasis added*):

“Before consideration is given to developing new infrastructure and public service facilities:

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.”*

A Serviceability Report for the Subject Site prepared by Novatech dated July 15, 2026 included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the report for details. The use of existing public service facilities such as schools, recreation centres, and libraries in the area will be optimized through proposed intensification of the community.

Section 3.2 of the PPS provides policy direction for Transportation Systems.

Section 3.2, Policy 1 of the PPS states (*emphasis added*):

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

Section 3.2, Policy 2 of the PPS states (*emphasis added*):

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

Section 3.2, Policy 3 of the PPS states (*emphasis added*):

“As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.”

The Subject Site is located entirely within a 600 metre radius of Blair Station, accessed via City Park Drive. The proposed transportation design for the subdivision includes a public 18 metre ROW (local) accessed off City Park Drive (local). The design of the public road generally conforms with policies of the Official Plan, with regard to improving site connectivity, prioritizing active transportation modes, access to Blair Station and providing linkages to the broader street network.

The proposed ROW design includes sidewalks along the public road to establish a “liveable” street with standard vehicle and pedestrian traffic functions on a day to day basis. Sidewalks are proposed on each side of City Park Drive abutting the Subject Site. A multi-use pathway is proposed along the east lot line for dedication to the City and will connect to City Park Drive and the east-west MUP along the rail corridor. The proposed road network, pedestrian sidewalks, pathways and proximity to Blair Station will support safe, multi-modal transportation options for residents and visitors.

A Transportation Impact Assessment prepared by Novatech in support of previous Official Plan Amendment (OPA) and Zoning By-Law (ZBL) Amendment applications dated May 2023 (revised May 2025 to remove 1900 City Park) details the existing and planned transportation conditions. A reduced scope memo dated July 20, 2026 has been prepared for the Draft Plan of Subdivision application and is included as part of this submission package.

Section 3.6 of the PPS provides policy direction for Sewage, Water, and Stormwater.

Section 3.6, Policy 2 of the PPS states:

“Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.”

Municipal services are proposed to connect the subdivision with water, stormwater and sanitary services. The Serviceability Report prepared by Novatech confirms adequate capacity is available. The proposed subdivision is consistent with policies of the PPS for provision of site servicing.

Section 3.6, Policy 8 of the PPS states:

“Planning for stormwater management shall:

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

The Serviceability Report prepared by Novatech, dated July 15, 2026, details the stormwater management strategy for the proposed subdivision.

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

Section 3.9, Policy 1 of the PPS states (*emphasis added*):

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

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

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

The proposed subdivision will include a park of approximately 1047.7 square metres in size. The park is proposed to be located to the northwest of the site with frontage on City Park Drive and a new local road and will be connected to existing and future sidewalks on three sides. This location is intended to provide residents easy access to the park by means of active transportation for people of all ages and abilities.

Section 4.1 of the PPS provides policies on Natural Heritage.

Section 4.1, Policy 1 of the PPS states:

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

The Official Plan does not identify any natural features on or adjacent to the site.

Section 4.2 of the PPS provides policies on Water.

Section 4.2, Policy 2 of the PPS states (*emphasis added*):

"Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches."

No sensitive surface or ground water features exist on or adjacent to the Subject Site.

Section 4.3 of the PPS provides policies on Agriculture.

Section 4.3.1, Policy 2 of the PPS states (*emphasis added*):

"as part of the agricultural areas, including specialty crop areas, shall be designated and protected for long-term agriculture."

The Subject Site is not located within or adjacent to prime agricultural land.

Section 4.4 of the PPS provides policies on Minerals and Petroleum.

Section 4.4.1, Policy 1 of the PPS states (*emphasis added*):

"Minerals and petroleum resources shall be protected for long-term use."

No mineral or petroleum resources exist on or adjacent to the Subject Site.

Section 4.5 of the PPS provides policies on Mineral Aggregate Resources.

Section 4.5, Policy 1 of the PPS states (*emphasis added*):

“Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.”

No mineral aggregate resources exist on or adjacent to the Subject Site.

Section 4.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Section 4.6, Policy 2 of the PPS states:

“Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.”

Section 4.6, Policy 3 of the PPS states (*emphasis added*):

“Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.”

The Subject Site is not identified as or adjacent to a protected heritage property or an area of archaeological potential.

Section 5.2 of the PPS provides policies on Natural Hazards.

Section 5.2, Policy 2 of the PPS states (*emphasis added*):

“Development shall generally be directed to areas outside of:

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites.”*

The Official Plan (2022) does not identify natural hazards on or adjacent to the Subject Site. A Phase I ESA completed for the Subject Site by Paterson Group dated November 7, 2023. The 2023 Phase I ESA did not recommend a Phase II ESA. Since that time, no significant physical changes have been made to the Phase I Property and no new potential environmental concerns were identified with respect to the use of the site or the neighbouring properties. Based on the findings of the Phase I study, a Phase II ESA is not required for the Subject Site.

The Plan of subdivision application is consistent with the policies of the Provincial Planning Statement (2024).

3.3 City of Ottawa Official Plan (2022)

The Subject Site is designated Hub in the Outer Urban Transect and is located within the evolving neighbourhood overlay on Schedule B3 of the City of Ottawa Official Plan (2022). The Subject Site is located in the Inner East Lines 1 and 3 Stations Secondary Plan area. Policies of the Secondary Plan take precedence over policies of the Official Plan.

3.3.1 Strategic Directions & Cross Cutting Issues

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

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

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

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

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

The proposed Draft Plan of Subdivision application addresses the objectives of the following Cross-Cutting Issues:

3.3.1.1 Intensification and Diversifying Housing Options

The proposed application will create blocks to facilitate future development of approximately 1,203 residential units on the Subject Site. Separate Site Plan Control applications will be required for development on each newly created block. A range of residential unit types are envisioned within multiple high-rise buildings, contributing to intensification within the urban area and providing a variety of housing options in the neighbourhood. The proposed development will improve access to shopping, opportunities for social interaction, and community facilities, contributing to a complete 15-minute neighbourhood.

The proposed development will improve the condition of underutilized land near rapid transit and contribute to meeting the goals of the City's Growth Management Framework. The proposed development concept will contribute to the 47% of household growth that is allocated to the built-up or developed portion of the urban area, as per Policy 3.1(4)(a)(i). The proposed development concept will support the City in meeting its target of 51% of dwelling growth occurring through intensification, as per Policy 3.2(1).

3.3.1.2 Economic Development

The Plan of Subdivision anticipates approximately 1,203 residential units on the Subject Site which supports the City's Growth Management Framework. The surrounding area provides access to several commercial and retail sites including Gloucester Centre. Other nearby retail sites are located along Oglivie Road. The proposed development will contribute to the 93% of new housing that is allocated to the urban area, as per Policy 3.1(4)(a). A mix of residential uses is proposed within the future development blocks. The increased density on the Subject Site will support local businesses, transit and active transportation use near Blair Station and in the surrounding community.

3.3.1.3 Energy and Climate Change

The proposed development will efficiently use the Subject Site and contribute to the creation of a compact and complete community. Providing increased density on the Subject Site will support transit services with Blair Station within 550 metres walking distance along City Park Drive (600m radius). The proximity to existing and planned commercial, retail and recreational opportunities in the surrounding area will decrease reliance on private motor vehicles to complete daily tasks. Promoting compact urban form and a mix of land and housing options ensures energy efficiency and sustainable patterns of development. Sidewalks are proposed on the site connected to multi-use pathways in the surrounding area to encourage the use of active transportation.

3.3.1.4 Healthy and Inclusive Communities

The proposed development is in an area with neighbourhood retail and commercial services which could reduce travel times for daily necessities and provide jobs and other economic opportunities for residents. Access to healthy food will be provided through a variety of grocery stores, and markets such as the Gloucester Night Market providing amenities that meet the diverse needs of the community. Safe and convenient pedestrian environments will include the use of sidewalks and multi-use pathways to encourage residents to use active transportation as a primary means of travel. The Subject Site is in proximity to Blair station providing viable alternatives to the use of a private automobile for residents and visitors.

3.3.1.5 Gender and Racial Equality

The proposed development includes a park to encourage residents to participate in a nearby green space regardless of gender, race, age or ability. The plan of subdivision supports daily needs that can be accessible on foot, by cycling through proposed multi-use pathway connections, or by using transit (Blair Station). Accessible mobility options are available for those who rely on alternatives to the private automobile.

3.3.1.6 Culture

The plan of subdivision will facilitate development that contributes to a well-designed public realm. The Subject Site provides opportunity to create and connect residents to cultural spaces within the broader community. There are multiple places of worship, the Pat Clark Community Centre Community Centre and the Crock A Doodle Ottawa East art school within walking distance of the Subject Site. The Subject Site has proximity and access to Blair station providing the ability to connect with cultural spaces across the city via transit.

3.3.2 Growth Management Framework

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

“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.”

Section 3 also states:

“Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.”

The Subject Site is located within the urban area of the City. The proposed subdivision will facilitate residential growth within the built-up area by providing approximately 1,203 new dwelling units. Future development on the Subject Site will help accommodate the City's expected growth through infill rather than greenfield development.

Section 3.1, Policy 3 of the Official Plan states:

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

Section 3.1, Policy 4 of the Official Plan states:

“The City will allocate household growth targets as follows:

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

The proposed Plan of Subdivision will facilitate the development of approximately 1,203 dwelling units within the urban area. This will contribute to meeting the City's target of 93% of household growth being within the urban area and 47% of household growth being the built-up or developed portion of the urban area.

Section 3.2 focuses on supporting intensification, within the built-up area and provides policy direction for future infill growth.

Section 3.2, Policy 1 of the Official Plan states (*emphasis added*):

“The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior’s and student residences, based upon building permit issuance within the built-up portion of the urban area. This overall target is anticipated to be achieved through a gradual increase in intensification throughout the urban area that was developed or built-up as of June 30, 2018 as follows:

- a) 2018 to 2021: 40 per cent;*
- b) 2022 to 2026: 45 per cent;*
- c) 2027 to 2031: 50 per cent;*
- d) 2032 to 2036: 54 per cent;*
- e) 2037 to 2041: 57 per cent; and*
- f) 2042 to 2046: 60 per cent.”*

The proposed plan of subdivision is within the urban area. Future development of the Subject Site will contribute to the City’s target of 51% of dwelling growth occurring through intensification.

Section 3.2, Policy 4 of the Official Plan states: *“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”*

The Subject Site is located within the built-up area and has access to municipal water and sewer service. Adequate capacity will be confirmed as part of this subdivision application. The proposed development concept will conform with the appropriate transect and land use designation policies regarding intensification on the Subject Site.

Policy 10 of Section 3.2 of the Official Plan sets out residential density targets that apply to Hubs and states: *“The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors.”*

The Subject Site is designated as Hub in the Official Plan. Policies of the Official Plan direct density requirements for Blair Station to policies of the Inner East Lines 1 and 3 Stations Secondary Plan. Schedule A of the Secondary Plan establishes a targeted residential density of 250 dwellings per net hectare for the Subject Site within the Blair Hub.

Approximately 1,203 dwelling units are proposed on the Subject Site, which has a net buildable area of approximately 0.99 ha (9,970 square metres). The proposed density of future development on the Subject Site is approximately 1,212 dwelling units per net hectare, which exceeds the residential density targets for the Blair Hub in the Secondary Plan.

3.3.3 City-wide policies

Section 4 of the Official Plan (2022) sets out city-wide policies to be considered where all new development is proposed.

3.3.3.1 - Mobility

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

Section 4.1.1, Policy 1 of the Official Plan states:

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

The Transportation Impact Assessment Memo prepared by Novatech in support of the development describes a conceptual pedestrian and cycling network. The network includes multi-use pathways and sidewalks within the site. Proposed sidewalks and bicycle infrastructure will support the safe movement of pedestrians and cyclists and increases options for sustainable modes of transportation in the area.

Section 4.1.1, Policy 5 of the Official Plan states:

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

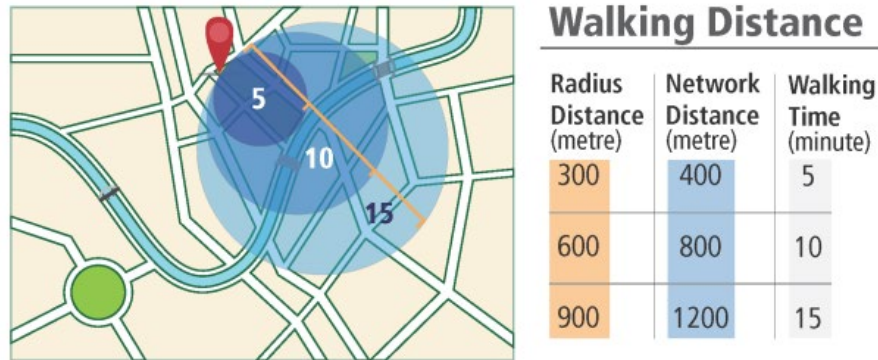
The area is served by existing transit networks, and the Subject Site includes proposed multi-use pathways and a sidewalk along the proposed local road to enhance connectivity and provide additional access through the surrounding area.

Section 4.1.2, Policy 1 of the Official Plan sets out the framework for establishing 15-minute neighbourhoods across the City and states that:

“1) In general, this Plan equates a walking time of:

- a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*
- b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and*
- c) 15 minutes to be equivalent to a radius of 900 metres or 1,203 metres on the pedestrian network.”*

Figure 19 – Official Plan Figure 11



The Subject Site is located fully within 600 metres radius and within 550 metres network distance of Blair Station. Blair Station operates on Line 1, upon completion of Line 3 the station will provide connections to other local bus and light rail transit routes along the O-Train network. The proximity of the Subject Site to Blair Station represents a walking distance of 10 minutes or less for residents and visitors to access rapid transit from their home (see Figure 19).

Section 4.1.2, Policy 6 of the Official Plan states:

“New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.”

The proposed subdivision will include a pathway block dedicated to the City of Ottawa extending along the east lot line from City Park Drive to the planned multi-use pathway along the south lot line. The multi-use pathway will connect the subdivision to Blair Station, enhancing pedestrian connectivity. Proposed sidewalks are planned on the north side of the public road, linking to the current pedestrian infrastructure along City Park Drive. It is anticipated that pedestrian connections to the City MUP's will be provided as each parcel develops. The specific location and details of pedestrian connections will be reviewed on a site-by-site basis as each block proceeds to Site Plan Control, ensuring direct access to the broader sidewalk network and promoting active transportation throughout the neighbourhood.

Section 4.1.3, Policy 6 of the Official Plan states:

“New streets shall, and reconstructed streets wherever possible, include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.”

Street trees are proposed on the north side of the new public road. Tree planting along the new public road (local) will be determined through the detailed engineering design of the subdivision prior to registration. The design of the park will be prepared concurrently with the subdivision. A Conceptual Landscape Plan dated July 10, 2026 is included with this submission.

3.3.3.2 - Housing

Section 4.2 provides policy direction related to housing. Relevant policies are addressed below:

Section 4.2.1, Policy 1 of the Official Plan states:

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

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

The proposed Plan of Subdivision application will establish blocks to facilitate future development of approximately 1,203 units that range in typology. Separate Site Plan applications are required to facilitate development of each newly created block. The proposed development of subdivided blocks will contribute to housing diversity in the neighbourhood and will provide for a range of housing options for future residents. The proposed development will support the City's anticipated growth within the Urban Area.

3.3.3.3 - Parks and Recreation Facilities

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

Section 4.4.1, Policy 2 of the Official Plan states:

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

- a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and*
- b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:*

- i) *Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;*
- ii) *Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;*
- iii) *Be of a usable shape, topography and size that reflects its intended use*
- iv) *Meet applicable provincial soil regulations; and*
- v) *Meet the minimum standards for drainage, grading and general condition."*

As per Section 51.1(3.4) of the Planning Act, a parkland dedication rate of one hectare per 600 net residential units must be provided. Section 51.1(3.4(a)) of the Planning Act limits the conveyance percentage to a maximum of 10% of the gross land area where the Subject Site is less than 5 hectares in area. 0.1 hectares of parkland must be provided for the proposed mixed use blocks. The Subject Site will include 1047.7 square metres of parkland fronting City Park Drive on the north-west portion of the site. The proposed park will be an appropriate size and shape for recreational use (see Figure 16). The proposed 0.1 hectare park meets the parkland dedication requirements.

Section 4.4.4, Policy 1 of the Official Plan states (*emphasis added*):

"For areas with a Future Neighbourhood Overlay in Outer Urban and Suburban areas, the City has the following preferences:

- a) *Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred;*
- b) *In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks;*
- c) *For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks; and*
- d) *For lands with facilities such as recreation centres and libraries, the opportunity for co-location of housing, especially affordable housing, above the facility should be considered, or at least where an immediate co-development is unfeasible, the facility development should be designed to consider the loading of the addition of residential storeys above through future development."*

The Subject Site is located within the Blair Hub. The proposed park is 0.1 hectares in area and will be able to support a range of recreational spaces. The park has frontage on City Park Drive connecting to the public road through the proposed subdivision. The park will complement larger parks to the West of the Subject Site (City Centre Park and Biley A. Blax Park) and contributes to

creating a central urban greenspace with flexibility to provide a variety of neighbourhood programming for residents and visitors. No schools, recreation centres, or libraries are proposed as part of the Plan of Subdivision application.

3.3.3.4 - Urban Design

Section 4.6 of the Official Plan sets out policies related to Urban Design and is intended to promote design excellence in Design Priority areas, encourage innovation in site planning and building design, support the objectives of Corridors, Hubs and Neighbourhoods and enable integration of new development with existing communities.

Section 4.6.1 of the Official Plan sets out policies for Design Priority Areas.

The proposal is located in a Design Priority Area. A Design Brief will be required as part of future Site Plan Control applications for each newly created block. It is expected that development proposals will be required to present at the Urban Design Review Panel (UDRP).

Section 4.6.5, Policy 1 of the Official Plan states:

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

The proposed subdivision will facilitate future development of high-rise residential buildings designed to be consistent with the City’s approved plans and guidelines.

Section 4.6.5, Policy 2 of the Official Plan states:

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

The Subject Site is located within the Hub designation. The proposed development concept included with this Draft Plan of Subdivision application has been designed with built form that frames and provides a transition to low-rise buildings along the north side of City Park Drive and provides appropriate building height and setbacks fronting along the local public road. Detailed plans specific to each block including proposed building heights, transition and mitigation measures will be provided through separate Site Plan applications.

Section 4.6.5, Policy 3 of the Official Plan states:

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

It is anticipated that direct pedestrian access to the Subject Site will be provided from principal building entrances to the public sidewalk along City Park Drive and the local public road, as

applicable. A combination of soft and hard landscaping treatments and street trees will be provided along City Park Drive and the local public road. Motor vehicle access to proposed underground garages is planned primarily off the local public road for each future development block to prioritize use of the pedestrian realm for residents and visitors.

Section 4.6.6, Policy 1 of the Official Plan states (*emphasis added*):

“To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;*
- b) Where the planned context anticipates the adjacency of buildings of different heights:*
- c) Within a designation that is the target for intensification, specifically:*
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.”*

The Subject Site is designated Hub in the Official Plan. Policies of the Official Plan generally permit building heights up to high-rise in the Hub designation. Existing low-rise buildings are located immediately to the north of the Subject Site across City Park Drive and to the west at 1900 City Park Drive. Properties to the north are designated Neighbourhood within the evolving overlay in the Official Plan and are anticipated to remain low-rise. A range of high-rise residential buildings are proposed on the Subject Site. Stepbacks of 2.5 metres above the fourth storey will be applied to high-rise buildings to set tower portions back from the north lot line. This added separation creates a transition along the frontage from low-rise buildings across City Park Drive and mitigates potential visual impacts from future development. Detailed plans and elevations specific to each block will be provided through separate Site Plan applications to ensure compatibility.

Section 4.6.6, Policy 2 of the Official Plan states (*emphasis added*):

“Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.”

Existing low-rise buildings located to the north of the Subject Site across the City Park Drive frontage are designated Neighbourhood with an Evolving Neighbourhood Overlay in the Official Plan. Properties across City Park Drive are anticipated to remain low-rise. The proposed development of high rise buildings on the Subject Site will be designed to provide appropriate podium setbacks and tower setbacks. Detailed plans and elevations specific to each block will be provided through separate Site Plan applications to ensure an adequate transition will be established.

Section 4.6.6, Policy 4 of the Official Plan states:

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

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and*
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.”*

The future development proposal is anticipated to include communal indoor and outdoor amenity areas. Subject to future Site Plan applications, private balconies are anticipated to be provided within proposed residential buildings. Formal building designs have not been prepared and plans are conceptual only. It is premature to prepare noise and vibration studies on parcels of vacant land being created through a plan of subdivision process. The noise and railway proximity studies will be provided as part of the Site Plan applications for each block. Amenity areas provided will fully conform with provisions of the Zoning By-law.

Section 4.6.6, Policy 9 of the Official Plan states:

“Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.”

The proposal does not affect the potential for High-rise Buildings on adjacent lots or nearby lots. High-rise 41+ are not contemplated for this area.

3.3.3.5 - Drinking Water, Wastewater and Stormwater Infrastructure

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

Section 4.7.1, Policy 7 of the Official Plan states:

“As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.”

The Serviceability Report prepared by Novatech states that under post-development conditions, storm flows from the development are proposed to be connected to the existing storm sewer in City Park Drive that outlet to the storm sewer running within the sewer easement along the west property line. Additional details are provided in the report.

Section 4.7.1, Policy 23 of the Official Plan states:

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

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

The Serviceability Report prepared by Novatech dated July 15, 2026 confirms that adequate services are available to support the proposed subdivision.

3.3.4 Outer Urban Transect

Section 5.3 of the Official Plan sets out general policies and guidance for proposed development within the Outer Urban Transect.

Section 5.2.1, Policy 2 of the Official Plan states (*emphasis added*):

“2) The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods;*
- b) Low- to Mid-rise along Minor Corridors*
- c) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and*
- d) Mid- or High-rise in Hubs. ”*

The Subject Site is designated Hub on Schedule B3 of the Official Plan. The proposed subdivision will create blocks to facilitate future high-rise, residential development on the Subject Site. The proposed development concept represents an appropriate example of development in the Outer Urban Transect.

Section 5.3.3, Policy 1 of the Official Plan states (*emphasis added*):

“1) Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:

- a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise; and*
- b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.”*

The Subject Site is designated “Hub” and is located outside of 400 metres walking distance of Blair Station. The Official Plan defines “High-rise” as up to 40 storeys in building height. Policies of the Inner East Lines 1, 2 and 3 Secondary Plan apply to the Subject Site and may limit permitted uses and maximum permitted building height.

Section 5.6.1, Policy 1 of the Official Plan states:

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

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors.*
- b) Allowance for new building forms and typologies, such as missing middle housing;*
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
- d) Direction to govern the evaluation of development.*

The Subject Site is suitable for intensification being located within a Hub. The proposed development of high-rise buildings on the Subject Site is consistent with City objectives to establish a more urban community character and to create opportunities for infill and intensification within walking distance of rapid transit routes in the Outer Urban Transect.

Policy 2 of Section 5.6.1 of the Official Plan states:

"Where an Evolving Neighbourhood Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and*
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b."*

The Subject Site is designated Hub in the Official Plan and located within the Inner East Lines 1, 2 and 3 Secondary Plan Area. Policies of the Secondary Plan establish a targeted residential density of 250 dwellings per net hectare for the Blair Hub. The density of the conceptual development proposal is approximately 1,212 dwelling units per net hectare, which exceeds the residential density targets for Hubs in the Secondary Plan.

Section 5.6.1, Policy 6 of the Official Plan states:

"Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where

suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.”

The urban characteristics outlined in Table 6 of Section 5 of the Official Plan are as follows:

- *Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm*
- *Principal entrances at grade with direct relationship to public realm*
- *Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios*
- *Minimum of two functional storeys*
- *Buildings attached or with minimal functional side yard setbacks*
- *Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing*
- *No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage*

The proposed subdivision will facilitate development of high-rise buildings on the Subject Site located within 600 metres radius and 550 metres network distance of Blair Station. It is envisioned that future development will include limited front yard setbacks to establish a strong interface with the public realm along City Park Drive and the local public road. To create active street frontages for each future development block, principal entrances to residential portions of each building should locate pedestrian access at grade level along City Park Drive or the public road, complete with considerations for soft and hard landscaping, street trees, and raised planters. Future development should prioritize off-street parking, primarily located within the building envelope or underground. Entrances to parking garages should be proposed off the local public road, separated from principal entrances. Specific details and building designs will be prepared as part of future Site Plan applications for each block.

3.3.5 Hub Designation

Section 6.1 of the Official Plan provides policy direction for development in the Hub designation.

Section 6.1, Policy 3 of the Official Plan states:

“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.*
- g) *Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:*
 - i. *Reduction or elimination of on-site minimum parking requirements;*
 - ii. *Maximum limits on parking supply;*
 - iii. *Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park and-ride facilities;*
 - iv. *Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;*
 - v. *Establishment of residential on-street parking permit zones; and*
 - vi. *Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and*
- h) *Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic."*

The Subject Site is designated as a Hub located near rapid transit having a portion of the land area within 600 metres radius of Blair Station. The proposed subdivision includes a range of blocks intended for high-rise development. Future high-rise residential development will provide greater density within the Blair Hub. A strong relationship with the public realm will be created through providing minimal front yard setbacks along City Park Drive and the local public road. Active street frontages will be achieved by locating principal entrances for residential uses along the street frontages, complemented by soft and hard landscaping, street trees, or raised planters where possible to create an inviting streetscape for pedestrians. Off-street parking will be integrated within building envelopes or provided underground, with garage access primarily from the local public road to maintain uninterrupted pedestrian activity along City Park Drive and near the park block.

3.3.6 Protection of Health and Safety

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

Sections 10.1.1 to 10.1.5 speak to natural hazards such as flooding, unstable soils or bedrock, and wildfires. The Subject Site is not within a floodplain and does not have unstable soils or bedrock.

Section 10.1.6 speaks to contaminated sites and requires development to only take place on sites where the environmental conditions are suitable for the proposed use. Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase I ESA update to be completed as a condition of subdivision approval.

A Phase I ESA update has been completed by Paterson Group dated July 16, 2026. The report concludes:

"A review of more recent environmental records, in conjunction with a visual inspection of the properties, generally confirmed the information and findings contained in the 2023 Phase I ESA report completed by Paterson. Since that time, no significant physical changes have been made to the Phase I Property and no new potential environmental concerns were identified with respect to the use of the site or the neighbouring properties. Based on the findings of this assessment, it is our opinion that a Phase II – Environmental Site Assessment is not required for the Phase I Property."

Section 10.3 speaks to building resiliency to the impacts of extreme heat. Policy 1 of Section 10.3 states:

- "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."*

The Conceptual Landscape Plan provided with the submission package shows new trees will be proposed as part of the future development, including street trees along the public road. This will provide for an improved streetscape with a mix of hard and soft landscaping. The location of street trees along City Park Drive will be confirmed through the subdivision process. Conceptual opportunities for planting in the public park are shown on the facility fit plan included with this submission. As part of future site plan applications for each block, the proposal will be designed to meet the City's policies and objectives regarding tree canopy by providing increased canopy coverage.

Section 10.4 speaks to enhancing personal security through design. Policy 1 of Section 10.4 states:

“When reviewing development, the City will consider measures to enhance safety and security through such means as:

- a) Provision of outdoor lighting in spaces intended for public use after dark that is sufficient to support the activities planned for that space;*
- b) An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that could be used to entrap persons passing through a space;*
- c) Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces;*
- d) Provision of a mix of uses on corridors that promotes activity and social interaction at various times of the day and night and are served by transit routes; and*
- e) Where there are overpasses and tunnels, provide alternative routes at grade, where possible; and*
- f) Provision of pedestrian and cycling connections between neighbourhoods and across barriers shall be designed for passive supervision and wayfinding, where possible.”*

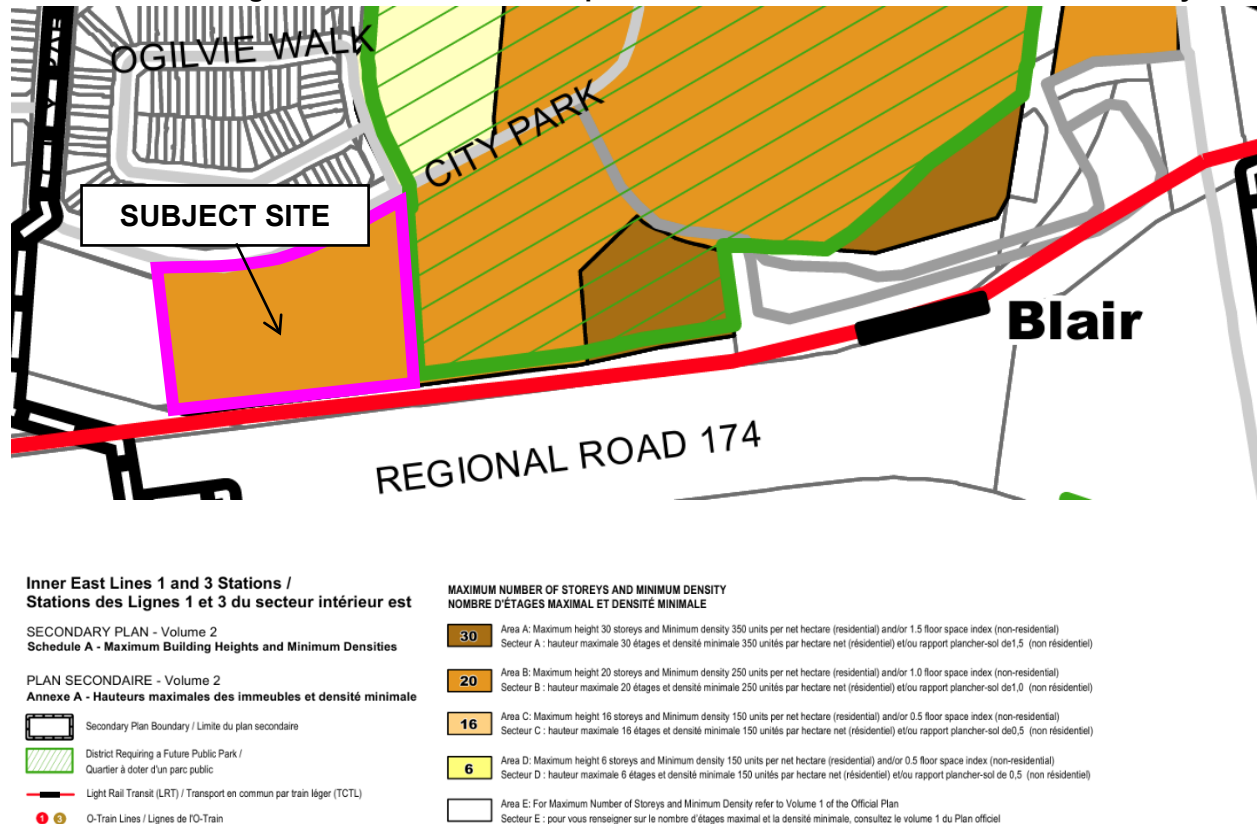
Future development on the Subject Site is anticipated to provide a mix of residential and recreational uses to promote a variety of activity at all times of the day. Opportunities for generous glazing in residential units facing the street at grade level and direct connections to the public realm should be provided to establish “eyes on the street” and enhance safety and visibility for all users. Building podiums are designed to frame City Park Drive and the local public road. Walkability will be prioritized, fostering community interaction and increasing passive surveillance in the area. The public park block will serve as a focal point for the local community, with connections from City Park Drive and the local public road. A planned multi-use pathway runs from City Park Drive, along the eastern lot line connecting to a planned multi-use path running east-west along the southern lot line connecting to Blair Station. Further details will be provided through separate Site Plan applications to facilitate development for each newly created block.

The proposed Plan of Subdivision is consistent with the policies of the City of Ottawa Official Plan.

3.4 Inner East Lines 1 and 3 Stations Secondary Plan

The Subject Site is within “Area B” on *Schedule A – Maximum Building Heights and Minimum Densities*, of the Inner East Lines 1 and 3 Stations Secondary Plan (the “Secondary Plan”) (see Figure 20). Policies of the Secondary Plan take precedence over other policies of the Official Plan.

Figure 20: Schedule A Excerpt - Inner East Lines 1 and 3 Stations Secondary Plan



Policies of the *Inner East Lines 1 and 3 Stations Secondary Plan* are limited to establishing maximum building heights and minimum densities and identifying requirements for future parks.

An excerpt of Schedule A - Maximum Building Heights and Minimum Densities with the Subject Site designates the southern part of the Subject Site (2000 City Park Drive) as Area B (orange) which has a maximum height of 20 storeys and a minimum density of 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential). The Secondary Plan was amended to transfer density from the northern portion of the site towards the LRT corridor to the south. The amended plan permits a maximum building height of 16 storeys on Block 1 and a maximum building height of 12 storeys on Block 5 abutting City Park Drive. A minimum density of 150 units per net hectare applies across Blocks 1 and 5. A maximum height of 30 storeys is permitted across the southern portion of the site. A minimum density of 250 units per net hectare applies across Blocks 2, 3 and 4. The proposed Plan of subdivision will facilitate future high-rise development on the Subject Site, consistent with the maximum heights, minimum densities and park requirements as outlined in the Secondary Plan.

The proposed Plan of Subdivision application is consistent with policies of the Inner East Lines 1 and 3 Stations Secondary Plan.

3.5 City of Ottawa Zoning By-law 2026-50

The City of Ottawa enacted the new Zoning By-law 2026-50 by Municipal Council on March 11, 2026. The Ontario Land Tribunal made an oral decision on July 2, 2026 ordering that un-appealed parts of Zoning By-law 2026-50 may come into force.

A Zoning By-law Amendment was approved for the Subject Site on January 12th, 2026. The Subject Site is zoned Hub 2 Subzone G, Exception 3076 (H2G [3076] S519-h) and Greenspace (GRN) in the City of Ottawa By-law 2026-50. The H2G Subzone implements policies of the Inner Lines 1 and 3 Stations Secondary Plan. For the purposes of the Draft Plan of Subdivision, all relevant parts of the H2G and GRN zones are in force and effect. Specific land use permissions will be determined through Site Plan applications for each proposed block.

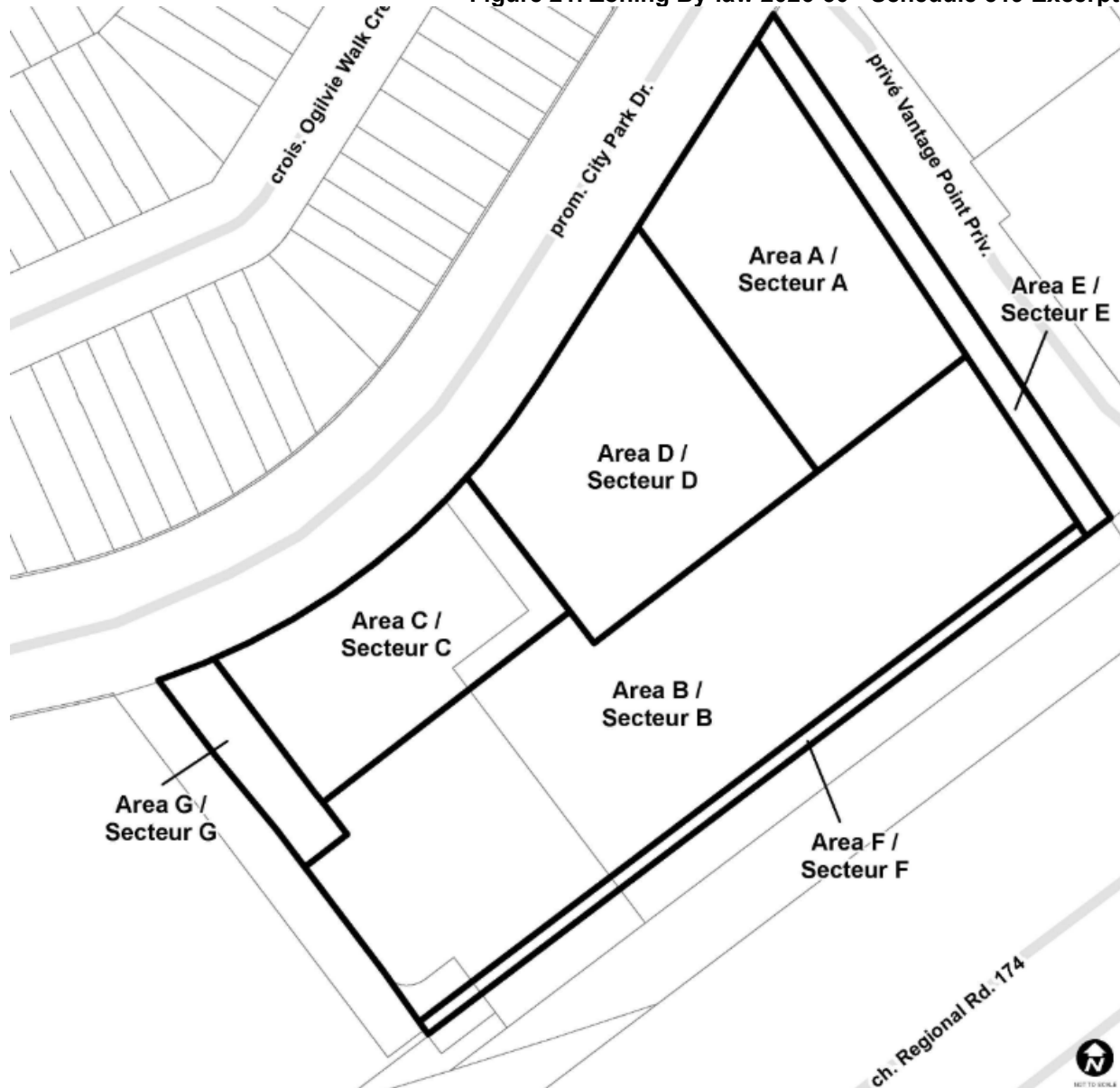
3.5.1 Zoning Review

Exception 3076 sets out site specific provisions for residential density, Floor Space Index, setbacks, setbacks and maximum tower floorplate size, as detailed below (*emphasis added*) :

- *The lands are considered one lot for zoning purposes.*
- *In Areas A and D, on Schedule 519:*
 - i) Minimum number of residential units per hectare required for residential use:*
 - a) 150 units per net hectare*
 - b) on lots 0.125 hectares in area or less: no minimum*
 - ii) Minimum floor space index for non-residential use:*
 - a) 0.5 floor space index*
 - b) on lots 0.125 hectares in area or less: no minimum*
- *In Areas A and D on Schedule 519 an additional setback of 2.5m is required above the fourth storey abutting City Park Drive.*
- *In Area B, on Schedule 519 an additional setback of 1.5m, including balconies, is required above the sixth storey.*
- *The minimum setback from any lot line abutting City Park Drive is 3m.*
- *No above or below grade buildings and structures are permitted in the required front yard setback.*
- *The minimum setback from any lot line abutting existing or planned multiuse pathways is 3m.*
- *The minimum setback from any lot line abutting an O1 Zone is 3m.*
- *The setback from any newly created interior side lot line or rear lot line, as a result of new lot creation, shall be a minimum of 4.5m, except where a private way is built, in which case the setback is 3m from the private way. This provision does not apply to shared podiums.*
- *Maximum building heights are as per Schedule 519.*
- *Tower floor plate maximum size: maximum 750m² for Areas B and D, maximum 885m² for Area A.*

- *For the purposes of the provisions above, a tower is that portion of a building over four storeys for a building abutting City Park and six storeys for a building along the rapid transit corridor.*
- *A minimum of 5% of the total dwelling units in Area A, B, and D of Schedule 519 shall be provided with a minimum of three bedrooms, or a minimum gross floor area of at least 850ft².*
- *Required and provided parking for any permitted use on the subject lands may be located anywhere on Areas A, B and D of Schedule 519.*
- *Maximum parking space rate is one per residential dwelling unit, and a maximum of 0.2 visitor per residential dwelling unit and no more than thirty visitor parking spaces are required per building.*
- *Despite anything to the contrary, parking, driveways, and landscaping existing as of the date of passing this by-law are deemed to comply with the Zoning By-law and may continue to be used and or converted into permitted uses and are not subject to the holding symbol.*
- *Removal of the -h is conditional upon the following being secured through the Site Plan Control, Plan of Subdivision or a similar development agreement process to the satisfaction of the General Manager of the Planning, Development, and Building Services Department:*
 - a) *A commitment to a north south multi-use pathway*
 - b) *Conveyance of publicly owned parkland*
 - c) *Demonstration that wind and shadow conditions on the surrounding public realm, including public park, are suitable for their intended use. Any mitigation measures required shall be implemented on the Subject Site.*
 - d) *Floorplates can be increased above the maximum 750m² in Areas B and D and above 885m² in Area A without the need for a Zoning By-law amendment if the above clause is satisfied in (c), and if the larger floorplates correspond with an increase to tower separation distances.*
- *Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.*

Figure 21. Zoning By-law 2026-50 - Schedule 519 Excerpt



This is Schedule 519 to Zoning By-law No. 2008-250
Annexe 519 au Règlement de zonage n° 2008-250

This is Attachment 2 to By-law Number 2025-476, passed
 December 10, 2025

Pièce jointe n° 2 du Règlement municipal n° 2025-476,
 adopté le 10 décembre 2025

MAXIMUM PERMITTED BUILDING HEIGHT /
MAXIMUM NUMBER OF STOREYS
LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE
/NOMBRE D'ÉTAGES MAXIMAL

Area /Secteur A : 50m (16 storeys/ étages)
 Area /Secteur B : 92m (30 storeys/ étages)
 Area /Secteur D : 38m (12 storeys/ étages)
 Area /Secteur F : 0m

Schedule 519 limits maximum permitted building height on the Subject Site based on proximity to City Park Drive and to provide a height transition to abutting low-rise residential uses to the north.

Site Specific provisions take precedence over underlying zoning provisions of the H2G Subzone. A detailed zoning review for each block will be provided with future Site Plan applications.

3.5.2 Hub 2 Zoning

The purpose of the Hub Zone 2 is to:

- Permit a broad range of uses and promote an urban form in mixed-used nodes throughout the city.
- Lands in this zone will accommodate a mid- to high-density built environment and mixed-use neighbourhoods that provide a full range of services to residents.

The proposed subdivision will establish blocks to facilitate future development of high-rise buildings that support a range of transit-supportive land uses based on proximity and direct pedestrian connection to Blair Station. The proposed subdivision will create blocks that are consistent with the purpose of the Hub 2 zone.

Table 2 provides the Zoning provisions that apply to the H2G Subzone, incorporating relevant provisions of Exception 3076 for purposes of processing the Draft Plan of Subdivision.

Table 2: Zoning Provisions for the H2G Zone

H2G Zoning Provisions (Table 902)	Required	Provided
Minimum Lot Width (m)	No minimum	varies
Minimum Lot Area (m ²)	No minimum	varies
Minimum Front and Exterior Side Yard Setback (m)	• For any part of the building 15 metres or less above grade: No minimum • For any part of the building greater than 15m above grade: 1.5m • For any part of the building greater than 30m above grade: 3m <i>Exception 3076:</i> min. setback abutting City Park Drive: 3m	N/A – To be confirmed through Site Plan for each block
Minimum Interior Side Yard Setbacks (m)	• Where abutting an N1, N2, N3, N4, N5, or N6 Zone: 3m • abutting a rapid transit corridor: 2m • all other cases: no minimum <i>Exception 3076:</i> • min. setback abutting MUP: 3m • min setback from newly created interior side lot line: 4.5m	N/A – To be confirmed through Site Plan for each block
Minimum Rear Yard Setback (m)	• Where abutting an N1, N2, N3, N4, N5, or N6 Zone: 6m • abutting a rapid transit corridor: 2m • all other cases – no minimum <i>Exception 3076:</i> • min. setback abutting MUP: 3m • min setback from newly created interior side lot line: 4.5m	N/A – To be confirmed through Site Plan for each block

Minimum Floor Space Index (Non-Residential)	<i>Exception 3076:</i> a) 0.5 floor space index b) on lots 0.125 hectares in area or less: no minimum	N/A
Minimum Building Height (m)	7 m	N/A – To be confirmed through Site Plan for each block
Maximum Building Height (m)	(10) Maximum building height: 132 metres, unless otherwise specified by an H suffix, schedule, or exception;	See Schedule 519 – To be confirmed through Site Plan for each block

A separate application for minor rezoning will be required to modify a portion of “Area C” on Schedule 519 from “*Greenspace (GRN)*” to “*Hub 2 Subzone G, Exception 3076, Schedule 519 with a holding symbol (H2G [3076] S519-h)*”. The effect of the requested minor rezoning will be to align Blocks 5 and 6 on the Draft Plan of Subdivision with provisions of the site-specific zone on the Subject Site. Zoning will be resolved prior to registration of the draft plan of subdivision.

The plan of subdivision application is intended to create blocks in order to facilitate future development of the Subject Site and fully conforms with provisions of the applicable H2G[3076] S519-h zone. Detailed plans for each new block created through the subdivision process will be submitted for City review through separate Site Plan applications. Should building heights, setbacks or any other zoning provision exceed the requirements of the H2G[3076] S519-h zone, a site-specific Zoning By-law Amendment application will be required in order to facilitate development of the Subject Site.

The proposed Plan of Subdivision application is consistent with the purpose of the H2G Subzone and is appropriate for the Subject Site.

4.0 REVIEW OF SUPPORTING STUDIES

Phase 1 Environmental Site Assessment

A Phase I ESA update has been completed by Paterson Group dated July 16, 2026.

The report concludes that: “*A review of more recent environmental records, in conjunction with a visual inspection of the properties, generally confirmed the information and findings contained in the 2023 Phase I ESA report completed by Paterson. Since that time, no significant physical changes have been made to the Phase I Property and no new potential environmental concerns were identified with respect to the use of the site or the neighbouring properties. Based on the findings of this assessment, it is our opinion that a Phase II – Environmental Site Assessment is not required for the Phase I Property.*”

The Phase I ESA update is included as part of this submission.

Geotechnical Investigation

A Geotechnical Investigation has been completed by Paterson Group, dated September 26, 2025.

The report concludes that “*From a geotechnical perspective, the subject site is suitable for the proposed development.*” The report notes that foundation support methods based on the number of underground parking levels proposed. More details on the conditions and recommendations can be found in the Geotechnical Report included with the submission.

Serviceability Report

A Serviceability Report was prepared by Novatech, dated July 15, 2026.

The report states that the proposed development will be serviced, as follows:

Water

- a 200mm diameter watermain within the proposed public Street which will connect to the exiting 305mm diameter watermain in City Park Drive; and,
- a second service connection will be provided by looping the watermain through the site and connecting to the existing 203mm diameter private watermain currently servicing 1900 City Park Drive.
- A new watermain valve on the existing 305m diameter watermain will be required between the two service connections to provide redundancy.

Sanitary

- It is proposed to service the development with a 250mm diameter sanitary sewer within the proposed Street right-of-way. A Conceptual Servicing Plan is included with this submission.

Storm

- Storm servicing can be provided by connecting to the existing sanitary sewer in City Park Drive. It is proposed to install new storm sewers within the proposed right-of-way to service the proposed development blocks.
- Quantity control of stormwater can be provided within the proposed right-of-way using inlet control devices at the roadside catchbasins and ponding stormwater within the road right of-way. Quantity control of stormwater will be provided by each individual development block through roof storage, on the surface, and/or underground storage tanks.
- Quality control of stormwater will be provided for the public road right-of-way through the installation of oil grit separator units. Quality control of stormwater is not required on the development blocks if the drainage is limited to roof and landscape drainage. No surface parking is being proposed within the development blocks.

The report concludes that there is adequate servicing to support the proposed development. More details can be found in the Serviceability Report included with the submission.

Transportation Impact Assessment Memo

A Transportation Impact Assessment was prepared by Novatech in support of a previous Official Plan Amendment (OPA) and Zoning By-Law (ZBL) Amendment applications for lands located at 1900 and 2000 City Park Drive and submitted in May 2023. A revised TIA in support of OPA and ZBL Amendment applications was then submitted in May 2025 which removed the lands at 1900 City Park Drive from the application. Based on the extensive work prepared through previous applications, staff indicated a reduced scope memo is acceptable for the Draft Plan of Subdivision application. The TIA memo provides conclusions on items including; capacity, pedestrian network design, loading space, fire route design, road design intersection design, bicycle network, Multi-use pathway connections and proximity to Blair station. The plan of subdivision application is consistent with City requirements. Specific details and recommendations can be found in the TIA memo prepared by Novatech, dated July 20, 2026 included with the submission package.

5.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A pre-consultation meeting was held with City staff on March 10, 2026.

Upon Submission

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

Community Heads Up

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

Delegated Authority Review Process

Under City procedures, once the complete application submission is "deemed complete" by the City, it would be sent out on circulation under the Delegated Authority review process. Subject to resolving technical comments from the City and review agencies, the City would then prepare a set of draft plan conditions for review. Following review and comment by the applicant, the City would send a copy of the final draft plan conditions to the client and ward Councillor for formal concurrence. Unless the ward Councillor specifically requests that the matter go before Planning and Housing Committee, following concurrence with the Draft Plan conditions, a "Delegated Authority" approval report would be prepared for review and signature by the Director of Planning.

Following a decision by the Director of Planning, the City would issue a "notice of approval". The issuance of Draft Plan of subdivision conditions would then be subject to a 20-day appeal period under the Planning Act. Once the appeal period has passed and if no appeals are filed, Draft Plan Approval is issued.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Plan of Subdivision application to facilitate the future development of the property municipally known as 2000 City Park Drive (the “Subject Site”). The Subdivision will create five blocks to facilitate future high-rise development on the Subject Site. The residential component will consist of approximately 1,203 dwelling units. A park block would be accessed off City Park Drive via a local public road. Specific building designs will be determined through Site Plan applications for each proposed block.

The Subject Site is designated Hub in the Outer Urban Transect of the City of Ottawa Official Plan (2022). The Subject Site is designated as Protected Major Transit Station Area and is located within a Design Priority Area. The Subject Site is located in the Inner Lines 1 and 3 Stations Secondary Plan Area. The site is located in the Blair Transit Oriented Development (TOD) Plan area.

Relevant sections of the new City of Ottawa Zoning By-law 2026-50 are in-force as of the enactment date of March 11, 2026. The Subject Site is zoned Hub 2 Subzone G, Exception 3076, Schedule 519 (H2G [3076] S519-h), consistent with policies of the applicable Secondary Plan.

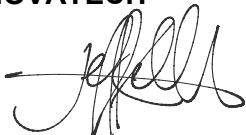
The proposed development is appropriate to support the growth and development of a Hub within the City of Ottawa located near rapid transit. The proposed development will provide additional residential units as well as designated parkland. The site is near many commercial uses which will support the future residential need and contribute to creating a complete community. The proposed subdivision will have a transportation network that is safe and encourages use of multi-modal transportation options. Adequate servicing will be provided to the Subject Site through City Park Drive and the new public road. The proposed subdivision is consistent with the policies of the Provincial Planning Statement.

The proposed plan of subdivision conforms to the policies of the City of Ottawa Official Plan (2022) and the Inner Lines 1 and 3 Stations Secondary Plan. The proposed subdivision supports the City’s Growth Management Framework by contributing approximately 1,203 dwelling units to the urban area. The proposed subdivision will include a range of dwelling types in high-rise, residential buildings that will provide for transit-supportive housing options for residents while fitting into the existing neighbourhood context. A separate Site Plan application will be required at a later date to facilitate development of each newly created block.

The proposed Plan of Subdivision application is appropriate by facilitating the logical and orderly development of the Subject Site and represents good land use planning.

Yours truly,

NOVATECH



Jeffrey Kelly, MCIP RPP
Project Manager | Planning & Development

Appendix A:

DRAFT PLAN OF SUBDIVISION

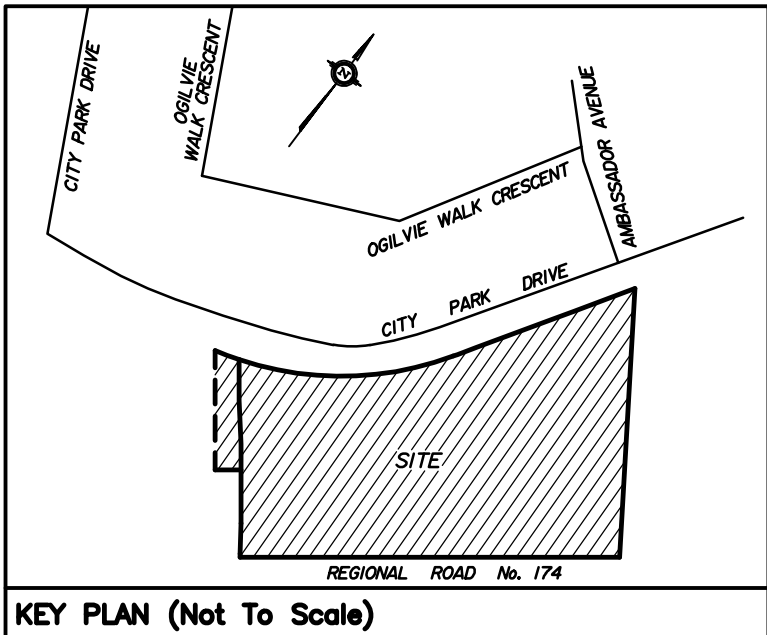
Bearings are grid, derived from Can-Net 2016 Real Time Network
GPS observations, MTM Zone 9 (78°30' West Longitude) NAD-83
(original).

ELEVATION NOTES

1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum, derived from control monument No. 019680132 having an elevation of 66.127 metres.
2. It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that it's relative elevation and description agrees with the information shown on this drawing.

SUBJECT TO CONDITIONS, IF ANY,
SET FORTH IN OUR LETTER DATED
_____, 2026, THIS
DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER
SECTION 9 OF THE CONDOMINIUM ACT
AND SECTION 51 OF THE PLANNING ACT
THIS _____ DAY OF _____, 2026.

JOHN SEVIGNY, MCIP, RPP, ACTING MANAGER
DEVELOPMENT REVIEW-EAST
PLANNING, DEVELOPMENT AND BUILDING SERVICES
DEPARTMENT, CITY OF OTTAWA



DRAFT PLAN OF SUBDIVISION OF

PART OF BLOCK 2
REGISTERED PLAN 4M-648
CITY OF OTTAWA

Prepared by Annis, O'Sullivan, Vollebakk Ltd

Scale 1 : 250
10 7.5 5.0 2.5 0 5 10 Metres

Metric
DISTANCES AND COORDINATES SHOWN ON THIS PLAN
ARE IN METRES AND CAN BE CONVERTED TO FEET BY
DIVIDING BY 0.3048

Surveyor's Certificate

I CERTIFY THAT the boundaries of the Lands to be subdivided
and their relationship to the adjacent lands are accurately and
correctly shown.

Date _____
E. H. Herweyer
Ontario Land Surveyor

Owner's Certificate

This is to certify that I am the owners / agent of the lands to be
subdivided and that this plan was prepared in accordance my
instructions.

Date _____
XXXXXXXX XXXXXXX (Authorized Signing Officer)
I have the authority to bind the corporation.

Owner's Certificate

This is to certify that I am the owners / agent of the lands to be
subdivided and that this plan was prepared in accordance my
instructions.

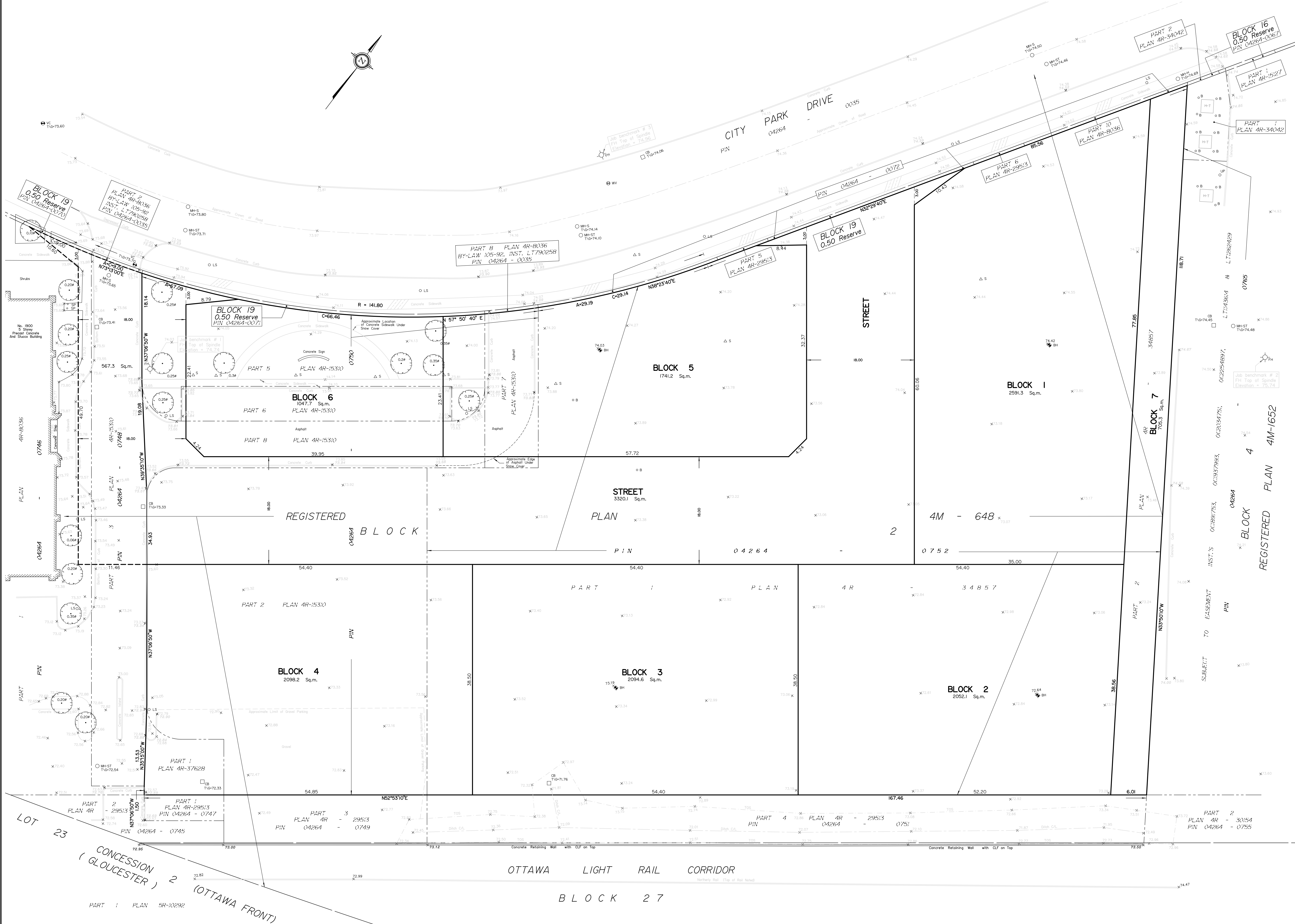
Date _____
XXXXXXXX XXXXXXX (Authorized Signing Officer)
I have the authority to bind the corporation.

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

- (a) see plan
- (b) see plan
- (c) see plan
- (d) see plan
- (e) see plan
- (f) see plan
- (g) see plan
- (h) municipal water available
- (i) see soils report
- (j) see plan
- (k) municipal services available
- (l) none known

Notes & Legend

- Denotes
- Deciduous Tree
 - Fire Hydrant
 - Water Valve
 - Maintenance Hole (Storm Sewer)
 - Maintenance Hole (Sanitary)
 - Maintenance Hole (Hydro)
 - Valve Chamber (Watermain)
 - Catch Basin
 - Light Standard
 - Hydro Transformer
 - Top of Slope
 - Centreline
 - Diameter
 - Location of Elevations
 - Top of Concrete Curb / Retaining Wall Elevation
 - Bollard
 - Sign
 - Borehole
 - Water Stand Post
 - Chain Link Fence



REGIONAL ROAD No. 174 (Formerly THE KING'S HIGHWAY No. 17)

DEPOSITED PLAN 6L54053 (HIGHWAY'S PLAN P-3017-9)