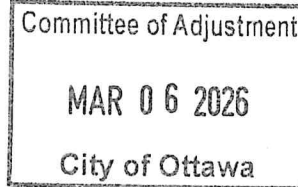


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February 27, 2026

Mr. Michel Bellemare
Secretary-Treasurer
Committee of Adjustment
101 Centrepointe Drive, Fourth Floor
Ottawa, ON K2G 5K7



**RE: Application for Consent (Severance)
2851 Baycrest Drive, Ottawa**

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by Hazelview Developments Inc. ("the Owner") to prepare this Cover Letter for a Consent (Severance) Application on their behalf, for the property municipally known as 2851 Baycrest Drive ("the subject property").

The intent of this application is to seek consent from the Committee of Adjustment to facilitate the severance of the subject property in order to create two (2) separate lots for phasing and financing purposes relative to an approved application for Site Plan Control. The severed parcel would retain its existing residential use and be reserved for additional future development, forming a part of the larger Heron Gate Master Plan, while the retained parcel would encompass the mis-rise buildings currently under construction as part of Site Plan Application (D07-12-21-0238), approved July 2024.

This application constitutes the second severance for the subject property. A Consent and associated Secondary Consent were approved in January 2026. The current application seeks to sever the balance of the lands from the parcel that previously received severance approval, thereby completing the intended mutual division of the properties.

This severance application is associated with a previous Site Plan Approval (D07-12-21-0238) from July 2024, a previously approved Minor Variance application (D08-02-22/A-00264), and a previously approved Consent and Secondary Consent (D08-01-25/B-00217 & D08-01-25/B-00249) from January 2026.

In addition to this cover letter, please find enclosed the following materials in support of the application:

- / Completed application form;
- / Draft Reference Plan and previously approved R-Plan 4R - 37336, prepared by Stantec Geomatics Ltd.;
- / Email confirmation from a City Infill Forester that a TIR is not required in this instance;
- / A cheque in the amount of \$4,276; and
- / Parcel Abstracts.

I trust that this constitutes a complete submission. Should you have any questions, please do not hesitate to contact the undersigned at henderson@fotenn.com.

Sincerely,

Handwritten signature of Gillian Henderson in blue ink.

Gillian Henderson, M.USP
Planner

Handwritten signature of Scott Alain in blue ink.

Scott Alain, RPP MCIP
Senior Planner

FOTENN

1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by the Owners of 2851 Baycrest Drive, in the City of Ottawa (the “subject property”), to prepare this Cover Letter in support of a Consent (Severance) application. The applications seek to sever a portion of the subject property, for phasing and financing purposes. This application represents the second and final severance of the property, seeking to divide the remaining lands from the parcel previously severed in January 2026 (D08-01-25/B-00217 & D08-01-25/B-00249).

1.1 Application Overview

The intent of this Cover Letter is to assess the proposed Consent against the applicable policy and regulatory framework and to demonstrate how the proposed Consent and is appropriate and constitute good planning for the subject property.

The proposed Consent application seek to sever the existing property into two (2) separate lots, for phasing and financing purposes. The severed lot would have a total area of 43,455.66 square metres and would retain the existing high-rise apartment buildings in the southwest portion of the lot, while the balance would be reserved for future development, forming a part of the larger Heron Gate Master Plan. The retained lot would have an area of 11,798.28 square metres and would accommodate the mid-rise buildings currently under construction as part of Site Plan Application (D07-12-21-0238), approved July 2024.

The previously submitted and approved Consent application included a Secondary Consent (Easement) Application. This easement established a shared private access route between the retained and severed parcels, permitting residents and visitors of the previously severed parcel to travel across a segment of the retained parcel in order to access the site. The easement also provides for access to stormwater infrastructure for maintenance purposes, in favour of the retained land.

For clarity, the “retained” land is now considered the “severed” land in this application, but in the previous application the terminology was reversed. This approach is in order to facilitate mutually distinct and severed parcels.

2.0 Site Context and Surrounding Area

2.1 Subject Property

The subject property is municipally addressed as 2851 Baycrest Drive and is located in the Ledbury – Heron Gate – Ridgemont neighbourhood within the City of Ottawa. The overall site is an irregularly shaped property with frontage on Heron Road, Sandalwood Drive, and Baycrest Drive. The total site area is approximately 57,190.5 m² (5.72 ha), and the development parcel area related to the previous Site Plan Approval, also the focus of the previous severance application, is 11,798.28 m² with a frontage of 140.62 m on Heron Road and 77 m on Sandalwood Drive. The balance of the lands, which is the focus of this current severance application has an area of 43,455.66 m² with a frontage of 143.42 m on Heron Road.

Most of the site was historically occupied with an array of low-rise, PUD apartment complexes. These buildings have since been removed from the property in anticipation of a redevelopment project. Per Figure 1, the site is now primarily vacant and sparsely treed. Two (2) existing high-rise towers and associated surface parking are located on the south portion of the property.

Sidewalks occupy the perimeter of the overall site. A multi-use raised pathway also abuts Heron Road.

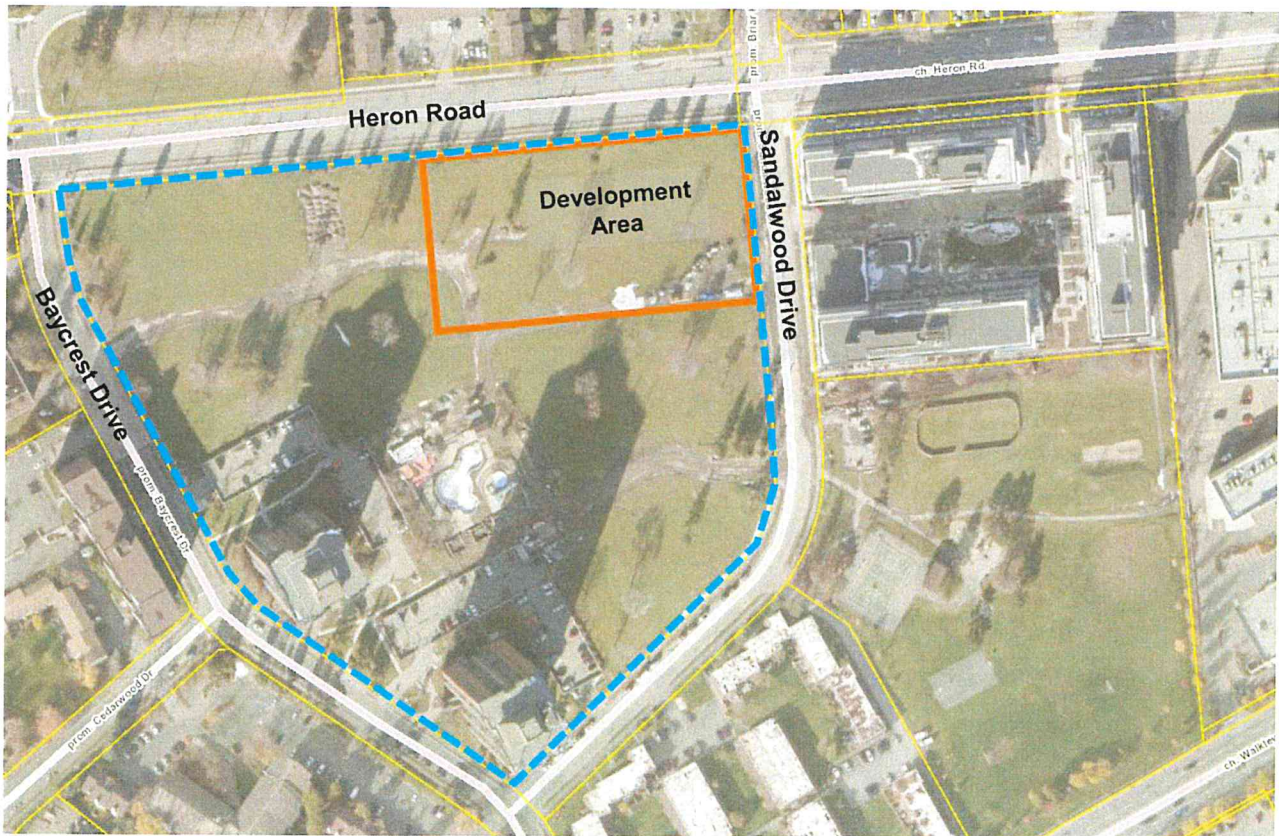


Figure 1: Site context and boundary (dashed blue line) and outline of severance and development area (orange line)

2.2 Surrounding Context

The subject property is located in an area characterized by a diversity and range of low-rise residential buildings and mid- and high-rise built forms. The neighbourhood was originally established in the middle of the 20th century and has undergone piecemeal growth and intensification over time. As noted below, the neighbourhood is served by various commercial, institutional, and recreational uses.

North: North of the site is the Heron Road right-of-way. On the north side of Heron Road are a range of low-rise residential typologies. Further north is Featherston Drive Public School. Slightly northeast of the sites are the Campanile Complex (a Federal Government Campus); a place of worship, and Queen of the Angels Adult School.

East: East of the site is a recently constructed iteration of the Heron Gate redevelopment project (HG7). Southeast is Sandalwood Park, a community recreational space including greenspace and a basketball court. Further east is a low-rise commercial nexus extending to the Heron Road and Walkley Road intersection, incorporating an array of service and retail uses, and a gas station.

South: Immediately south of the subject property is the Sandalwood right-of-way, followed by a low-rise planned-unit-development. South of this is Walkley Road, which incorporates some commercial uses in addition to further compact residential uses including townhouses, stacked townhouses and mid- and high-rise apartment buildings.

West: West of the site is the Baycrest Drive right-of-way, followed by further compact apartment uses at a range of building heights and configurations. Further west are other low-rise housing typologies, followed by St. Patrick's and Ridgemont High Schools fronting onto Alta Vista Drive.

2.2.1 Complete Community Features

The Ledbury – Heron Gate – Ridgemont neighbourhood has excellent access to amenities and services which are critical to the development of a complete community. The City of Ottawa has conducted 15-minute neighbourhood mapping, to assess the service and amenity access for residential parcels across the urban area of the City of Ottawa. The subject property is scored 8 out of 10. Overall, the Ledbury – Heron Gate – Ridgemont neighbourhood has a satisfactory rating, with the subject property's rating being average for the area, reflecting the following amenities within a 15-minute walk:

- / Thirty-five (35) bus stops;
- / One (1) grocery store;
- / Thirteen (13) retail stores;
- / Four (4) parks;
- / One (1) childcare facility;
- / Six (6) health services;
- / Two (2) elementary and/or secondary schools; and
- / Two (2) indoor community centres, recreation facilities, and/or libraries.

This range of amenities would support and be supported by increased residential densities.

2.3 Road Network

The subject property fronts directly onto Heron Road, which is classified as an Arterial Road in Schedule C4 of the City of Ottawa Official Plan (Figure 2). The subject property also has frontage along Baycrest Drive, a Collector Road, and Sandalwood Drive, a Local Road. Approximately 300 metres south of the subject property is Walkley Road, another important Arterial Road in this area.

Arterial Roads are major roads of the City that carry large volumes of traffic over long distances and function as major public infrastructure corridors in the urban communities. Major Collector roads connect communities and distribute traffic between the arterial and local road system.

This location supports efficient vehicular circulation and strong regional and local accessibility.

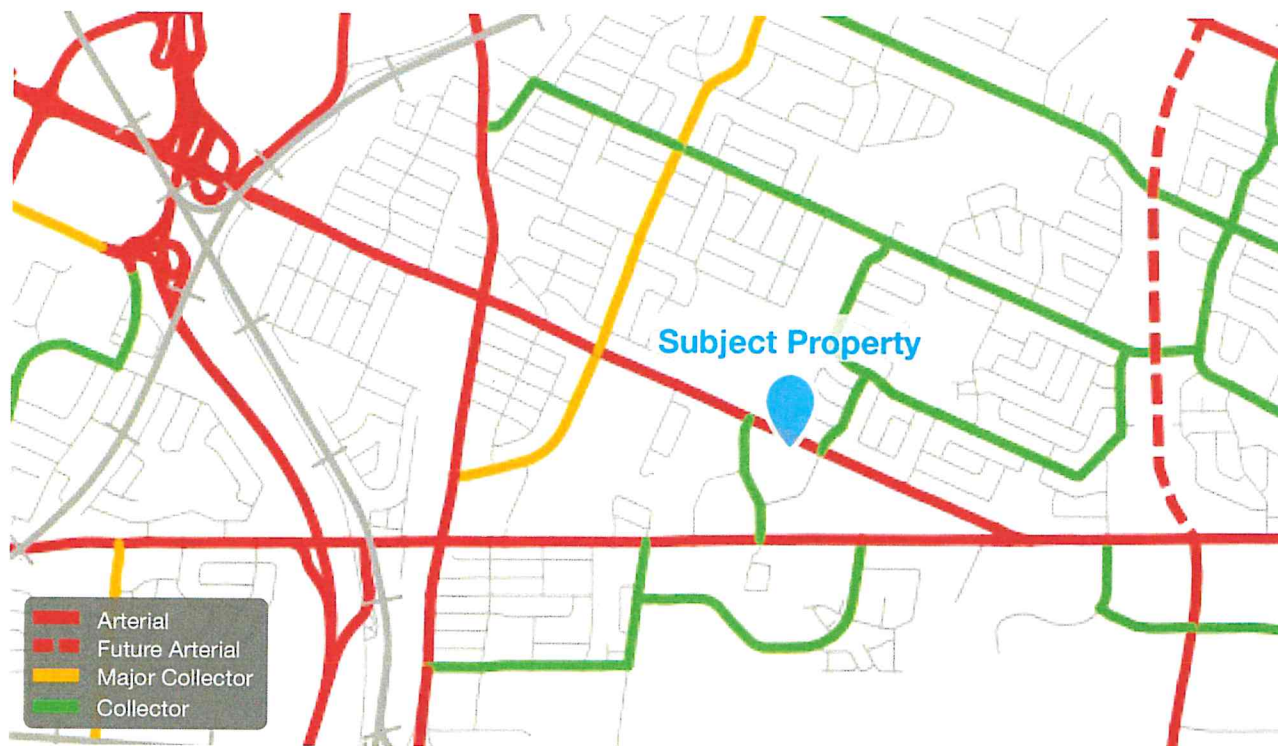


Figure 2: Urban road network - Schedule C4 of the City of Ottawa Official Plan

2.4 Transit Network

The subject property is well served by the existing and planned public transit network of the surrounding area. It is located within 300 metres walking distance of a planned Bus-Rapid Transit (BRT) Station on an At-Grade Crossing Transitway. A Transit Priority Corridor is also identified 400 metres walking distance south of the site along Walkley Road.

The following bus routes offer service within a short walking distance of the subject property:

- / **Frequent Rapid Bus Routes:** Routes 41 (St-Laurent ⇄ Billings Bridge), 44 (Billings Bridge ⇄ Hurdman) and 6 (Greenboro ⇄ Rockcliffe) offer service approximately every 15 to 20 minutes. Additionally, route 41 connects to the LRT Confederation Line 1 at St-Laurent Station; route 44 connects to the LRT Confederation Line 1 at Hurdman Station and the LRT Trillium Line 2 at Walkley Station; and route 6 connects to the LRT Confederation Line 1 at Parliament and Rideau Station, the LRT Trillium Line 2 at South Keys and Greenboro Station, and the LRT Airport Link Line 4 at South Keys Station. These numerous bus and LRT connections provide convenient multimodal transportation options.
- / **Local and Connecting Bus Routes:** Routes 92 (Walkley / Hurdman ⇄ Greenboro), 48 (Hurdman ⇄ Carleton), and 43 (Karsh ⇄ Greenboro) also provide service through the surrounding area. While these operate at lower frequencies, they provide valuable service and enhance overall connectivity and coverage within the public transit network.

Significant transit expansions are underway as part of the City of Ottawa's Stage 2 LRT project, which will add 44 kilometres of rail and 24 new stations to the existing network. Line 1 will be extended east to Trim Road in Orléans and west to Algonquin College, connecting to a newly created Line 3 to Moodie Drive. These expansions are expected to be completed by 2027 with Stage 3 to follow, extending Line 3 westward to Kanata and Line 1 south to Barrhaven.

This location is supported by existing and planned public transit improvements and, in return, the transit system would be supported by increased density in this area.

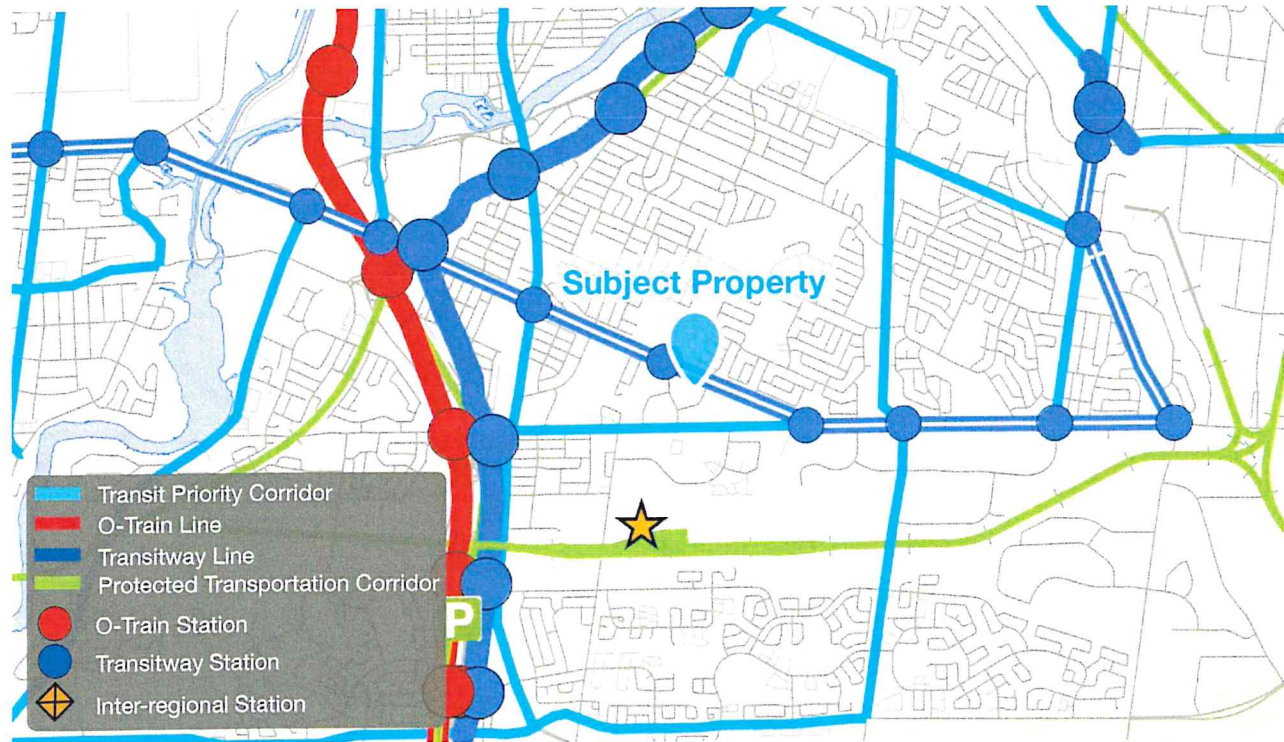


Figure 3: Transit Network - Schedule C2 of the City of Ottawa Official Plan

2.5 Active Transportation

The subject property benefits from convenient access and connectivity to the local active transportation network (Figure 4).

This segment of Heron Road, fronting onto the subject property, features a dedicated cycle track. Furthermore, Alta Vista Drive features bike lanes on both sides of the road, which connects to additional bike lanes along Kilborn Avenue and paths along Hospital Link Road and Industrial Avenue. These paths connect to the NCC's extensive multi-use pathway (MUP) network, offering convenient and continuous cycling infrastructure across the city.

The City's Transportation Master Plan envisions improvements in this area, including planned Cross-Town Bikeways, which will enhance cycling connectivity and contribute to a more cohesive and robust active transportation network.

Taken together, these elements form an increasingly well-connected active transportation system.

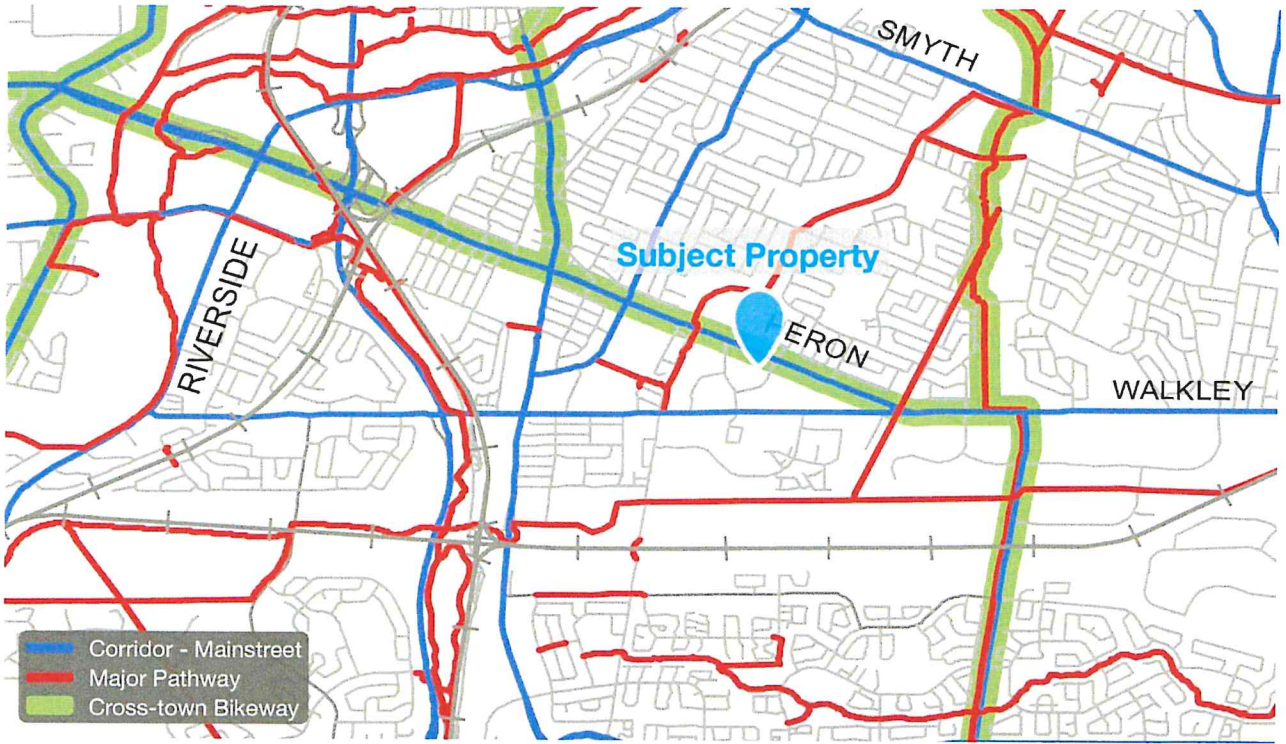


Figure 4: Active transportation network surrounding the subject properties (Transportation Master Plan – Map 1, Cycling Network)

3.0 Proposed Development

There is no proposed development as part of this current application. However, the previously approved Consent, Secondary Consent, and Site Plan Control application pertained to the proposed development of a 3-building planned unit development on the retained lot. The applicant team has previously secured approvals for Site Plan Control and a supporting Minor Variance to permit additional height for the lands. The scope of the present application relates to severing the lands to facilitate implementation of these previous approvals.

All three (3) proposed buildings will be mid-rise in nature. Building A will front onto Heron Road with a building height of six (6) storeys along Heron Road and transition upward to seven (7) storeys further from the street edge. Building B will be set back from the street edge and incorporate a (7) storey height. Finally, Building C will front the Heron Road street edge and have a height of six (6) storeys.

A total 307 units are proposed. The project will be supported by 305 tenant parking spaces and 61 visitor parking spaces. 287 bicycle parking spaces are proposed.

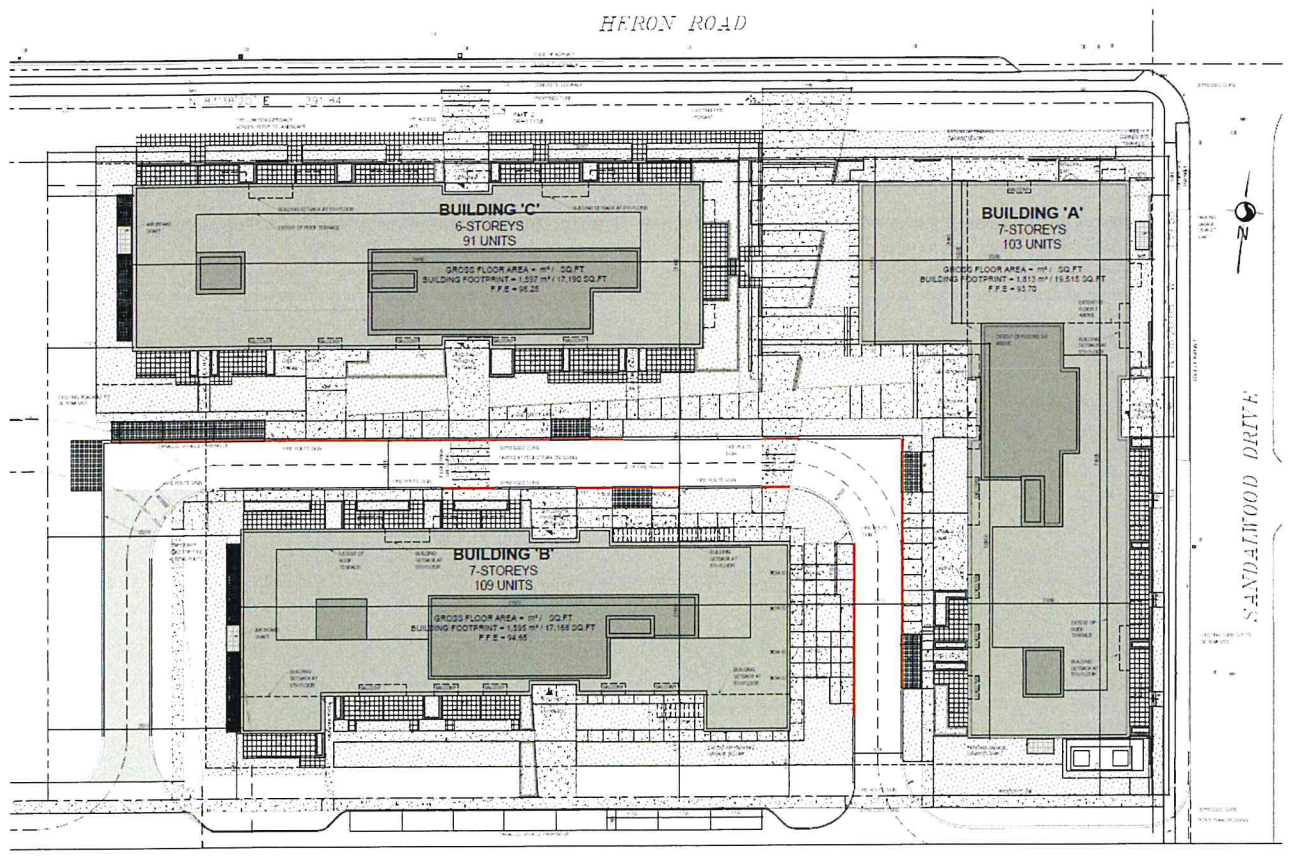


Figure 5: Excerpt of Site Plan of proposed development

The proposal will be accessed from a private way which originates from Sandalwood Drive and will ultimately connect to Baycrest Drive. The access route will feed into a parking garage accessed via Building B. The access route proceeds bi-directionally to a secondary access point, eliminating the need for vehicle turnaround on-site. The previously approved

easement established a shared private access route between the retained and severed parcels, permitting residents and visitors of the retained parcel to travel across a segment of the severed parcel in order to access the site. The easement also provides for access to stormwater infrastructure for maintenance purposes, in favour of the severed land.

The site design proposes pedestrian walkways which aim to connect Heron Road to the forthcoming internal pedestrian network. Wide walkways encourage a comfortable pedestrian experience throughout the site. Direct access to Buildings A and C is accomplished through uninterrupted streetscapes along Heron Road and Sandalwood Drive. The entrance to Building B is separated from the vehicle roadway to ensure safe access from a walkability perspective.

As the Heron Gate Master Plan continues to be built out, the access aisle for the site will be extended as a Private Way that will also service other properties. As a result, an easement is a more suitable mechanism for treatment of this aisle than including it on the subject property (Figure 6). Applications for Plan of Subdivision to advance this lot arrangement are underway.

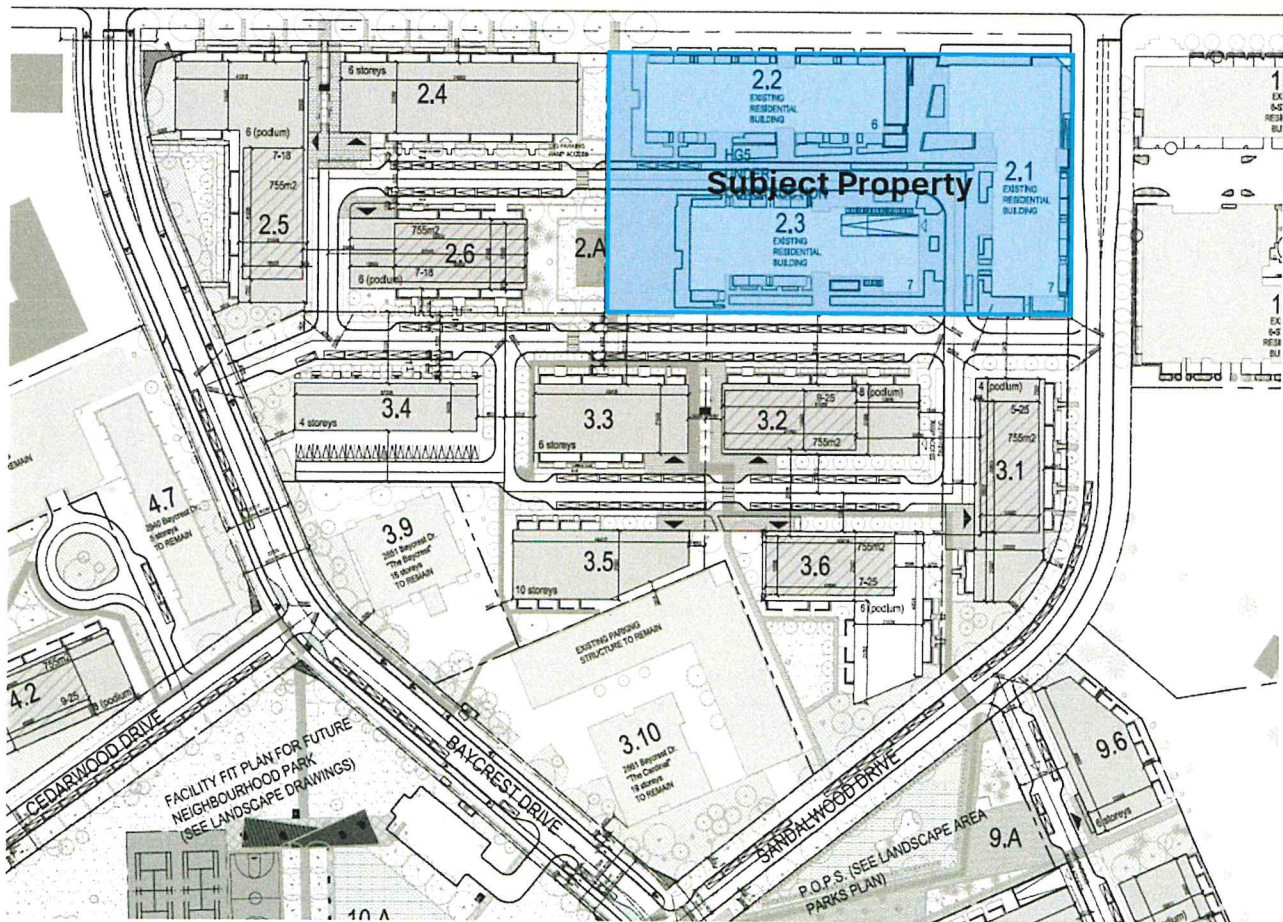


Figure 6 Conceptual Buildout of Heron Gate Master Plan. Subject Property of the previously approved severance application.

3.1 Consent Application

The purpose of this Consent application is to sever Parts 1, 2, 3, 4, and 5 of the Draft Reference Plan and Parts 4, 5, and 6 of the Approved Reference Plan (4R – 37336) from Parts 1, 2, and 3 of the Approved Reference Plan (4R – 37336), to create two (2) separate parcels of land as detailed below.



Figure 7 Proposed Consent application shown on Draft R-Plan: retained parcel (green) and severed parcel (red).

Consent Application	Retained	Severed
Part on R-Plan	Parts 1, 2, 3 of Plan 4R- 37336	Parts 1, 2, 3, 4, 5 of the draft Reference Plan and Parts 4, 5, 6 of Plan 4R- 37336
Area (m ²)	11,798.28 m ²	43,455.66 m ²
Frontage (m)	140.62 m (Heron Road)	143.42 m (Heron Road)

Existing Easement related to the Consent

The retained parcel is subject to an existing easement over Parts 2 and 4 of the Draft R-Plan. The purpose of this easement was for access and site circulation related to the drive aisles of the former low-rise PUD apartment dwellings.

Easement related to the Previously Approved Consent

To facilitate the proposed development and site plan, an easement application was granted. This included part specific easements to accommodate access and egress for the future residents and visitors of 2851 Baycrest, via a private access road located on the severed parcel, providing connection to the retained parcel's internal circulation route.

Part on R-Plan	Area	Purpose of Easement	Description
Part 4	1804.4 m ²	Access, egress and stormwater maintenance to Parts 1, 2, and 3, in favour of Parts 1, 2, and 3.	Access to the private road on the severed parcel, connecting to the retained parcel's internal circulation and providing access for stormwater maintenance.
Part 5	116.6 m ²	Access, egress and stormwater maintenance to Parts 1, 2, and 3, in favour of Parts 1, 2, and 3.	Access to the private road on the severed parcel, connecting to the retained parcel's internal circulation and providing access for stormwater maintenance.
Part 6	342.9 m ²	Access, egress and stormwater maintenance to Parts 1, 2, and 3, in favour of Parts 1, 2, and 3.	Access to the private road on the severed parcel, connecting to the retained parcel's internal circulation and providing access for stormwater maintenance.
Parts 1, 2 & 3	11,798.28 m ²	Blanket easement over Parts 1, 2 and 3, in favour of the retained lands.	Access to stormwater infrastructure for maintenance purposes.

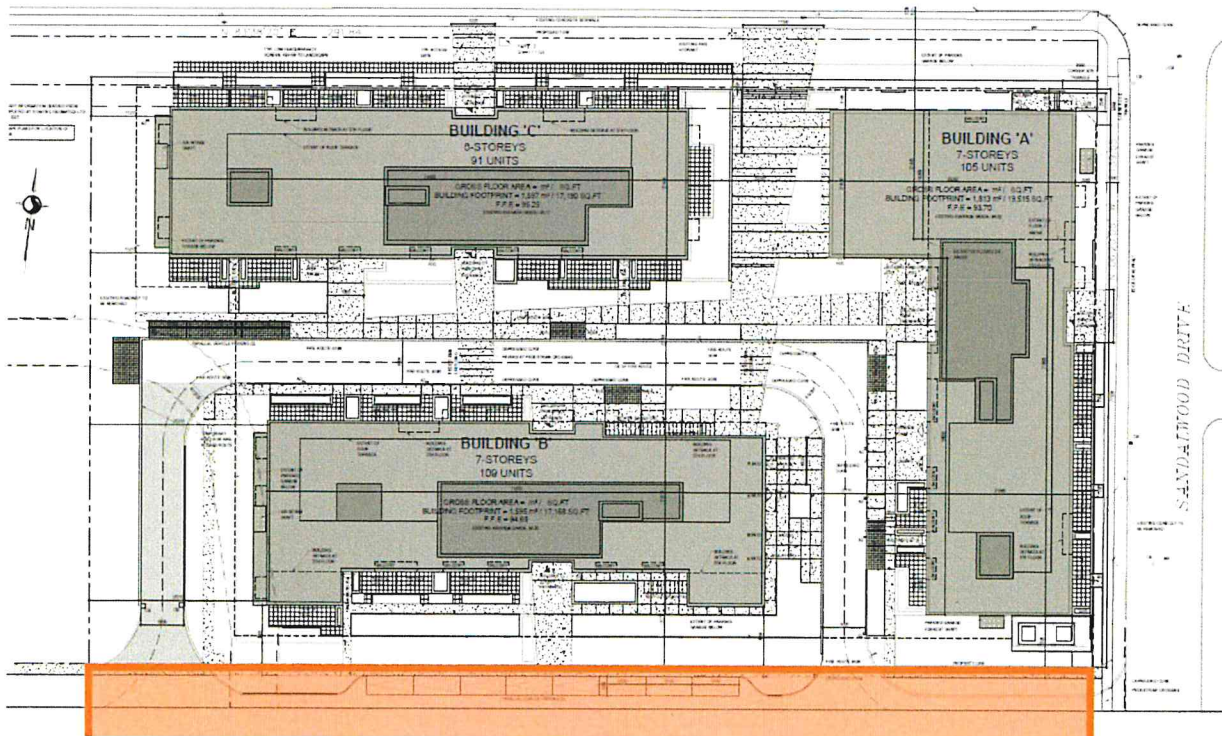


Figure 8: Approved easement (orange) shown on top of the site plan.

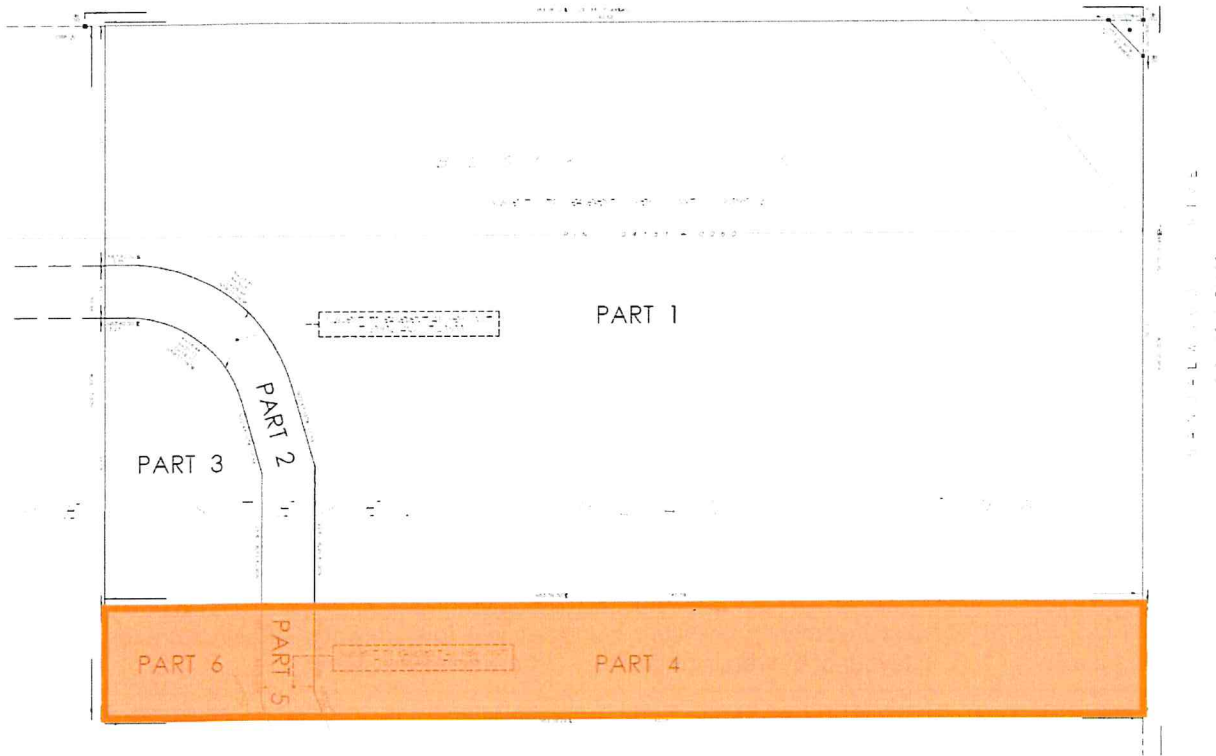


Figure 9: Approved easement (orange) shown on top of the R-Plan.

4.0 Policy and Regulatory Review

4.1 Planning Act

4.1.1 Legislative Authority

Section 53(1) of the Ontario Planning Act pertains to Consents and Plans of Subdivision. It states that an owner:

“may apply for a consent as defined in subsection 50 (1) and the council or the Minister, as the case may be, may, subject to this subsection, give a consent if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality.”

Section 53(12) of the Planning Act notes that when determining if a consent is to be given, a council or the Minister:

“shall have regard to the matters under subsection 51(24) and has the same powers as the approval authority has under subsection 51(25) with respect to the approval of a plan of subdivision and subsections 51(26) and (27) and section 51.1 apply with necessary modifications to the granting of a provisional consent”.

4.1.2 Consent Criteria

Section 51(24) of the Planning Act sets forth the criteria for considering Plans of Subdivision with regards to the “health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality.” A response to each of the criteria from Section 51(24) is provided below.

“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;**
The proposed Consent conforms to the goals and policies of provincial interest and complies with the necessary policies of the Official Plan.
- b) **Whether the proposed subdivision is premature or in the public interest;**
The proposed Consent would facilitate the creation of two (2) lots. The severed lot would continue to support the existing high-rise apartment buildings in the southwest portion of the subject property while the retained lot would be capable of supporting the PUD. The increased density through intensification takes advantage of the existing underutilized land, servicing capacities, and planned transit infrastructure in the area to meet the goals of the Official Plan.
- c) **Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;**
The proposed Consent conforms to the policies of the City of Ottawa Official Plan as it advances the area’s evolution toward a denser, more vibrant urban environment by introducing high-density housing in close proximity to public transit, local services, and amenities. The project envisions transforming a vacant site into three (3) multi-unit residential buildings that will frame the Corridor and contribute to its urban character.
- d) **The suitability of the land for the purposes for which it is to be subdivided;**
The proposed Consent would result in two (2) lots which are compliant with all applicable Zoning By-law provisions, notwithstanding the minor variances previously granted through a Minor Variance application. The

proposed lots provide adequate street access through the previously approved Consent (easement) application, which facilitates an easement allowing residents to access the severed parcel via a private access street connecting to the internal circulation route through the severed lands. The proposed lots provide sufficient street access and developable area on the lot to ensure the intended development scenario can be successfully pursued.

d.1) If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
This application is not considering any affordable housing on the subject property.

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

The subject property can be accessed from both Baycrest Drive and Sandalwood Drive. Baycrest Drive is classified as a Collector Road, while Sandalwood Drive is identified as a Local Road in Schedule C4 – *Urban Network* in the City of Ottawa's Official Plan (2022). The proposed development on the retained lot will also feature a future internal drive aisle providing access to the underground visitor and resident parking. Access to the retained parcel will be provided through the easement, which establishes a shared private access route connecting the retained and severed lands in addition to the frontage on Heron Road and Sandalwood Drive. As such, the proposed Consent provides adequate road access to both the retained and severed lands.

f) The dimensions and shapes of the proposed lots;

The subject property is a large, irregularly shaped lot. The proposed Consent would create two (2) parcels with differing shapes and dimensions: a retained lot with a regular rectangular form, and a severed lot of a larger area that will be further refined through a forthcoming application for Plan of Subdivision. This pattern is consistent with the surrounding lot fabric, particularly within the area bounded by Heron Road to the north and Walkley Road to the south, where large, irregularly shaped lots are prevalent. As such, the proposed division will not alter the established character of the lot fabric and, in fact, will introduce a more regular form in keeping with the long-term evolution of the area. Additionally, the proposed lot pattern aligns with the vision of the Heron Gate Master Plan, wherein blocks will gradually become more regular and consistent as the plan is implemented through phased development.

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

The subject property previously underwent a Minor Variance application, which granted revised zoning provisions to accommodate the proposed redevelopment of an underutilized site in the Outer Urban Transect. The variances granted address zoning compliance issues relating to building height, an interior yard setback, and proposed vehicle parking supply. These variances allowed for a dense, compact and efficient development to receive Site Plan Approval; becoming less dependent on private vehicle ownership and instead, encourages public transit and active transportation.

h) Conservation of natural resources and flood control;

Thirteen (13) trees have been identified on the site, of which, all are intended to be removed. The trees are in a range of conditions, from "poor" to "very good", with the majority being "fair" and "good". Only two of the trees are indigenous to Eastern Ontario, the rest are introduced species. The Landscape plan prepared for the proposed development indicated numerous new trees will be planted as part of the redevelopment. As the number of new trees proposed will more than make up for the loss of the existing trees, it is not anticipated that further compensation will be required.

i) The adequacy of utilities and municipal services;

The subject property is municipally serviced and is not anticipated to place undue strain on the existing servicing capacity for the area.

- j) **The adequacy of school sites;**
The subject property is located within one (1) kilometre of eight (8) public schools, capable of serving elementary through high school students.
- k) **The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;**
No lands are proposed to be dedicated for public uses.
- l) **The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy;**
The buildings on the subject property are subject to the energy usage directives outlined in Provincial legislation and the Ontario Building Code in order to receive a building permit.
- m) **The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land;**
The scale of development on the subject property does not meet the threshold to require a Plan of Subdivision as it only seeks the creation of one new lot. The proposed development does meet the threshold for Site Plan Control, and accordingly has received Site Plan Approval prior to the filing of this consent application.

As outlined above, the proposed Consent meets Section 51(24) of the Planning Act and satisfies the criteria for considering Plans of Subdivision.

4.2 Provincial Planning Statement (2024)

The Province of Ontario enacted a new Provincial Planning Statement (PPS) on October 20th, 2024, which represents the consolidation of the previous PPS (2020) and the *Growth Plan* (2019) into a single comprehensive policy document. Included as part of the consolidation are several updates to the previous sets of policies, with a specific emphasis on growth targets and urban boundary expansion related to the provision of greater opportunities for housing across the province. All municipal development policies, documents and decisions must be consistent with the PPS, read in full, as of the date of enactment. Policies that support the development and intensification of the subject property include:

- / 2.1.6: Planning authorities should support the achievement of complete communities by:
 - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.
- / 2.2.1: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
 - b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and,
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and

introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- / 2.3.1.1: Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- / 2.3.1.2: Land use patterns within settlement areas should be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
 - b) optimize existing and planned infrastructure and public service facilities;
 - c) support active transportation; and,
 - d) are transit-supportive, as appropriate.
- / 2.3.1.3: Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- / 2.3.1.6: Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.
- / 2.4.1.2: To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
- a) to accommodate significant population and employment growth;
 - b) as focal areas for education, commercial, recreational, and cultural uses;
 - c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit [...].
- / 2.4.3.1: Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

The proposed Consent application and the development on the subject property are consistent with the Provincial Planning Statement (2024) in that they support its direction in addressing efficient development and land use patterns on existing municipal services and in proximity to a range of existing and planned public transit.

The Consent application seeks to sever the existing property into two (2) separate lots for residential purposes, with adequate site area to support compatible development within the context of the surrounding community. The proposed development is aligned with the policies of the PPS in that the applications provide the opportunity for increased densities within the serviced, urban area, contributing to the ongoing evolution and creation a complete community.

4.3 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

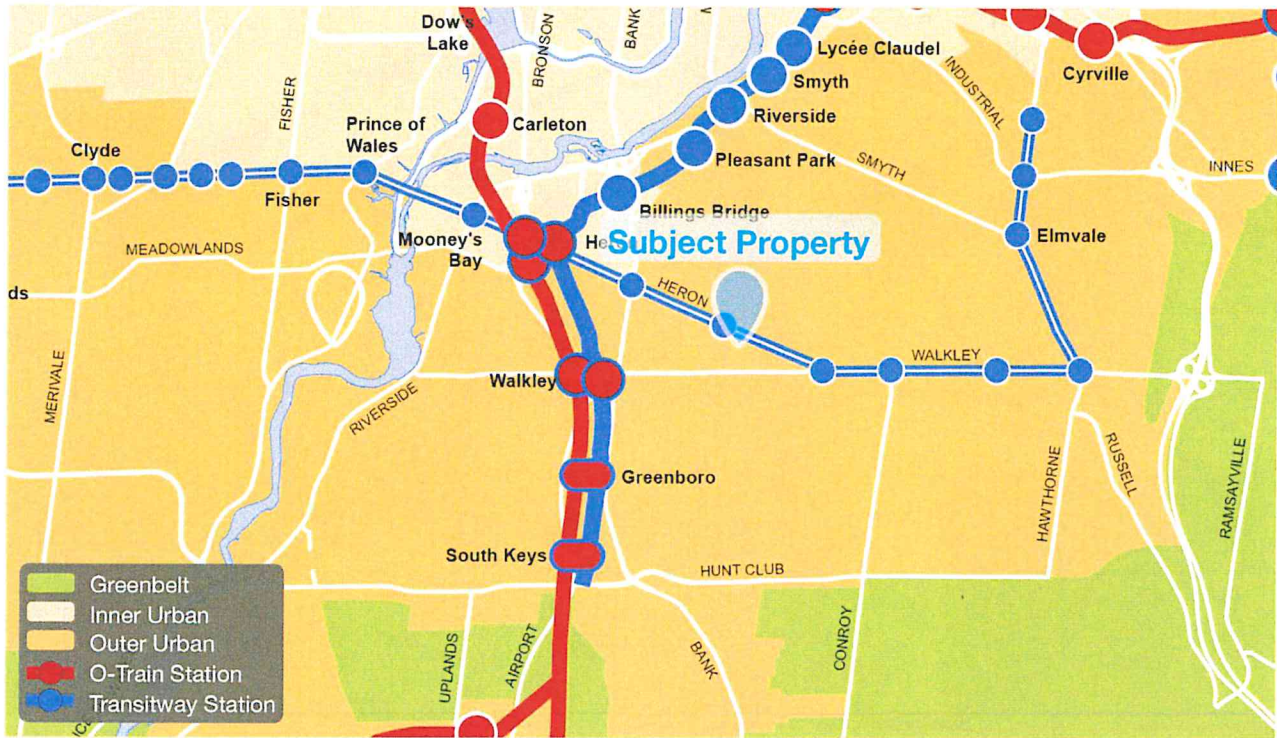


Figure 10: Schedule A - Transect Policy Areas

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

4.3.1 Outer Urban Transect

The subject lands are located in the “Outer Urban Transect” of the Official Plan and is designated **Minor Corridor** (Figure 9). The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century and is characterized by classic suburban building forms, setbacks, and separation of land uses. The Official Plan aims to enhance mobility options, particularly active transportation, and street connectivity, while also providing direction to Hubs and Corridors and encouraging more diverse housing forms.

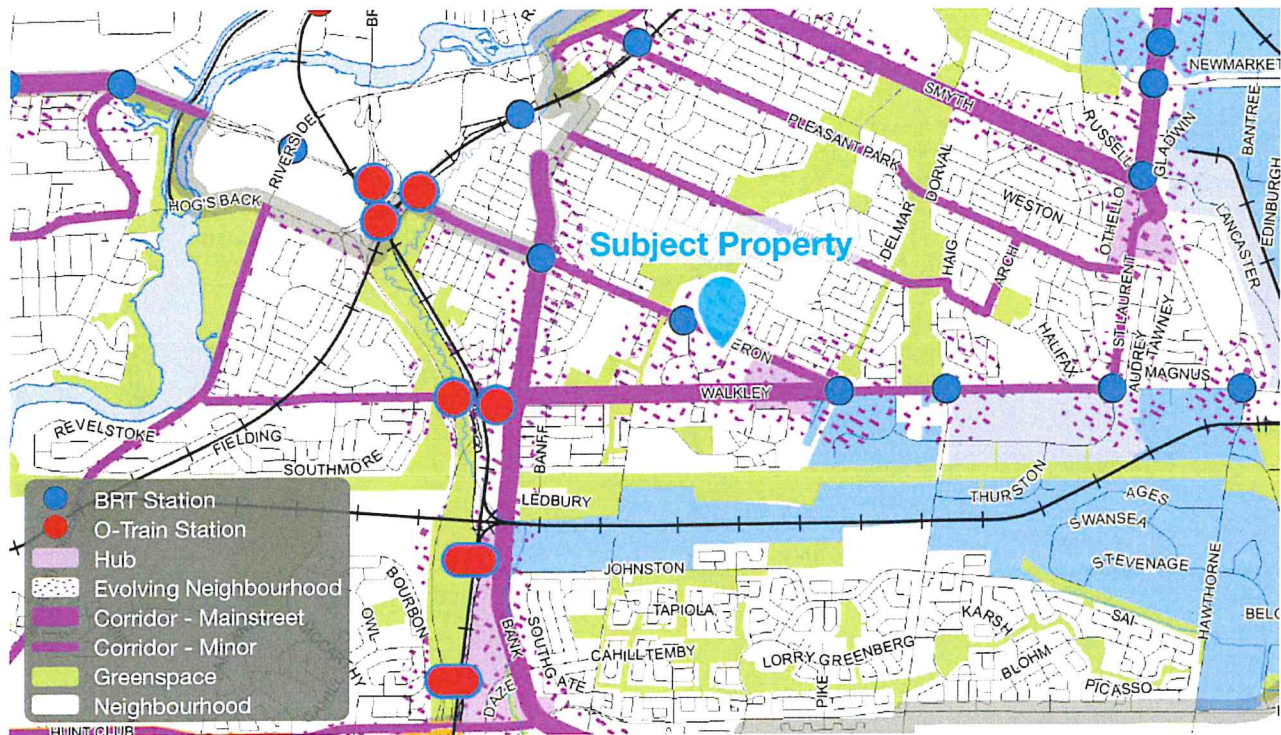


Figure 11. Schedule B3 - Outer Urban Transect

The transect will evolve toward an urban 15-minute neighbourhood model and will experience a gradual replacement of detached housing with higher-density ground-oriented housing. Some mid- and high-rise buildings are also planned within transit hubs. The transect will also develop towards highly integrated areas with commercial, civic, institutional, and residential uses. This will include introduction of mixed-use urban developments close to rapid transit stations and targeted efforts towards Hubs and Mainstreets for mid-density and mixed-use development.

Section 5.3 of the Official Plan outlines Outer Urban Transect policies. Specific policies that apply to this proposal include:

Section 5.3.1 Policy 3 establishes that in the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
- b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6.

Section 5.3.1 Policy 4 states that in the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- a) Multi-unit dwellings in Hubs and on Corridors;
- b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes; [...]

Section 5.3.3 Policy 4 states that along Minor Corridors, permitted building heights, subject to appropriate height transitions and setbacks shall not be less than 2 storeys and up to 6 storeys except where a secondary plan or area specific policy specifies different heights.

The Heron Gate Master Plan represents an area specific policy which identifies different heights than those provided within Outer Urban Transect Minor Corridors.

The proposed severance application, and the development, supports the Outer Urban Transect's evolution toward a denser, more vibrant urban environment by introducing high-density housing in close proximity to public transit, local services, and amenities. The project envisions three (3) multi-unit residential buildings that will frame the Corridor and contribute to its urban character.

4.3.2 Minor Corridor Designation

The subject property is designated Minor Corridor in Schedule B3 of the Official Plan. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

Section 6.2 of the Official Plan outlines Minor Corridor policies. Specific policies that apply to this proposal include:

Section 6.2.1 Policy 2 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
 - iii. Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

Section 6.2.1 Policy 3 establishes that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

Section 6.2.1 Policy 4 states that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and

- b) Vehicular access shall generally be provided from the parallel street or side street.

Section 6.2.2 Policy 2 asserts that in the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) Include residential-only and commercial-only buildings;
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;
- c) Include limited commercial uses which are meant to mainly serve local markets; or
- d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

The proposed severance application, and ultimate development, introduces three (3) multi-unit residential buildings that will frame the Corridor, concentrate height and density along it, and establish a consistent, defined street edge. The site is accessed via Sandalwood Drive, a perpendicular side street, and a future internal drive aisle, thereby minimizing traffic and safety concerns on Heron Road and supporting an uninterrupted pedestrian realm. Access to the severed parcel will be facilitated through a concurrently proposed easement, allowing pedestrian and vehicular access across a segment of the retained parcel, and establishing a shared private access route to ensure efficient internal circulation.

4.3.3 Urban Design

Section 4.6 of the Official Plan outlines the specific policies guiding the design and relationship between developments across the City, specifically emphasizing adequate transitions, complementary built forms, and existing neighbourhood design characteristics. Policies applicable to this proposal include:

Section 4.6.5 Policy 2 states that 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.

Section 4.6.5 Policy 3 affirms that 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.

Section 4.6.6 Policy 1 states that 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.

Section 4.6.6 Policy 2 requires that 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.

Section 4.6.6 Policy 5 states that where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

- a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;
- b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
- c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and
- d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

Section 4.6.6 Policy 7 establishes that mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development frames the Corridor and defines the street edge, with appropriate setbacks, and visible entrances. Servicing and access are internalized through the proposed future internal drive aisle, minimizing pedestrian-vehicle conflicts and supporting a safe, continuous public realm. The design provides setbacks at the fifth storey, providing an appropriate transition to the surrounding low-rise forms, increasing compatibility and visual interest. Setbacks also help ensure appropriate height transitions, accommodate tree plantings, and create pedestrian-scaled frontages, creating a context-sensitive and walkable Corridor.

4.4 Area Specific Policies

The subject property is subject to Area Specific Policy number 44 – Heron Gate (2851, 2848, 2881 and 2898 Baycrest Drive, 2820 and 2831 Cedarwood Drive and 2816 Sandalwood Drive). Volume 2C of the Official Plan has a place saver for Area Specific Policy 44, which reserves it for future use following Committee and Council approval. Area Specific Policy 44 was recently included in OPA 46; the City-Initiated OPA for consistency with the 2024 Provincial Planning Statement.

OPA 46 now provides the following policies related to Area Specific Policy 44:

44.1: The Heron Gate Area-Specific Policies provide the strategic planning direction to guide future redevelopments of lands within its planning area. The area as identified in Schedules A and B is generally located east of the Heron-Walkley Park.

44.2.1 Vision: Heron Gate will be comprised of approximately 6,400 units and will be a complete, vibrant and sustainable 15-Minute Neighbourhood that enhances the quality of life for residents, while harmonizing with surrounding communities.

44.2.2 Guiding Principles: Development and redevelopment of properties within the Heron Gate Planning Area must conform to the following:

- 1) Shape a vibrant community identity that enhances the quality of life for all.
- 2) Establish facilities to support the provision of basic needs and services to foster the future for Heron Gate as a safe, healthy, and diverse place.
- 3) Create focal points, places of gathering for the community.
- 4) Design for flexibility to meet the diverse needs of residents.
- 5) Embrace environmental sustainability and social responsibility.
- 6) Prioritize pedestrians and support multimodal transportation options.
- 7) Strengthen the quality, utility and character of public spaces.
- 8) Minimize social impacts during development of the lands. Provide a mix of unit types to meet a wide range of household structures and affordability.

44.3.1 Density and Infrastructure: The rate and sequence of growth in the Heron Gate Planning Area shall be phased in a manner as to manage the logical extension of infrastructure (transportation - transit, roads, pedestrian connections and utilities - water, sanitary, sewer, storm drainage) to meet existing and future needs of the Heron Gate Planning Area as each phase progresses. As part of a planning application, technical studies in support of the proposed increase to height or density will be required and shall identify what improvements or upgrades are necessary to support the proposed density at each phase.

44.3.2 Heron Road Corridor: Heron Road Corridor is designated on Schedule A – Designation Plan.

- 1) Permitted uses:
 - a. Low rise residential up to a maximum of 4 storeys; and
 - b. Mid-rise residential up to a maximum of height of 6 storeys; and
 - c. Mid-rise and high-rise residential up to 18 storeys, subject to Section 44.4.2 Conditional Height; and
 - d. Commercial uses fronting Heron Road, subject to Section 44.3.5 Commercial Uses.
- 2) Built Form:
 - a. In addition to the policies of Section 44.4.0 Built Form, the height of any building must not project into a 45-degree angular plane along Heron Road, as measured from the opposite side of the right of way;
 - b. The first 20 metres back from Heron Road shall be limited to a maximum of 6 storeys. Roof top amenities may be permitted as projections above the height limit, to be specified in the Zoning By-law.

44.4.1 Built Form General Policies:

- 1) Buildings shall be designed with ground related frontages containing windows and doors (active frontages) facing streets, pathways and open spaces in order to achieve interest and activity.
- 2) Buildings will incorporate vertical and/or horizontal design elements, such as a mixture of setbacks, projections and articulations, along the facade, to create visual interest and maintain the pedestrian scale.
- 3) Building height and massing will avoid or mitigate undue negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces and other residential areas.
- 4) Height and massing transitions shall be achieved through a variety of means, including:

- a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down); and
- b. Buildings fronting onto public or private internal streets should be setback and provide a stepback above 4 storeys.

44.4.2 Conditional Height:

1. Where an increase to permitted building height through a Zoning By-law Amendment or a Minor Variance is proposed, the following provisions for building and site design applies:
 - a. The height is consistent with the area policies in 44.3.2, 44.3.3, or 44.3.4 of this document; and
 - b. The floor plate for towers should generally be a maximum of 750 square metres; and
 - c. High-rise buildings shall include podiums up to 6 storeys, and incorporate a mixture of setbacks and articulation to define the lower portion, to provide a pedestrian friendly scale and interesting public realm; and
 - d. Building podiums should relate to adjacent buildings through a mix of massing, height, datum lines, and architectural rhythm; and
 - e. Separation distance between towers shall generally be 25 metres. Where proposed development includes a variation to this provision, it shall be demonstrated that the proposed towers or future towers can be off-set to allow for enough space between tower units and that undue shadow impacts are not increased as a result of the proposed variation; and
 - f. The tower portion of a proposed building shall generally be setback a minimum of 12.5 metres from the side and rear property lines or centre line of an abutting public lane; and
 - g. The Zoning By-law will establish performance measures such as minimum yard setbacks, step backs, maximum and minimum building heights, and minimum lot sizes for High-rise buildings.

44.4.3 Active Frontages:

- 1) The following policies apply to development proposed where a lot line abuts an area identified as Active Frontage, identified in Schedule B - Public Realm and Connectivity:
 - a. All development on the south side of Heron Road and north side of Walkley Road adjacent to an Active Frontage identified in Schedule B - Public Realm and Connectivity, will be designed to animate the public spaces they face through various techniques including incorporating pedestrian-oriented uses and architectural features and details that will enhance pedestrian safety and provide visual interest to enrich the pedestrian experience, including:
 - i. Provision of entrance doors at grade to promote active street frontages; and
 - ii. Use of high-quality building materials on all elevations facing the public realm; and
 - iii. Provision of a continuous built edge along the street or public space, with building breaks for Privately-Owned Public Space (POPS) or pedestrian through-block connections; and
 - iv. No exterior surface parking between the building and the street; and
 - v. Provision of individual direct pedestrian access to ground level uses; and
 - vi. Parking internal to a site being screened from view to any public realm space; and
 - vii. The public realm includes existing or new trees; and
 - viii. No direct vehicular access.
- 2) At-grade dwelling units facing public streets shall be accessible from the public street.

The subject property is designated Heron Road Corridor and the proposal aligns with the vision and policies of Area Specific Policy 44. The development includes one (1) six (6) storey mid-rise building, permitted under Section 44.3.2, and two (2) seven (7) storey mid-rise buildings, consistent with Section 44.4.2 Conditional Height.

Stepbacks at the fifth storey, varied massing, and articulated façades create a pedestrian-friendly environment with active frontages, and appropriate transitions. Furthermore, the proposal advances the Heron Gate vision by delivering new housing in a well-designed, sustainable form that integrates with the surrounding community and revitalizes an underutilized site.

4.5 City of Ottawa Comprehensive Zoning By-law (2009-250)

The subject property is zoned Residential Fifth Density, Subzone B, Maximum Height 18 metres (denoted as R5B H[18]) in the City of Ottawa's Comprehensive Zoning By-law (2008-250) (Figure 13).



Figure 12: Existing Zoning of subject property and surrounding area (Source: GeoOttawa annotated by Fotenn Planning + Design)

The purpose of the R5 - Residential Fifth Density Zone is to:

- / allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;

- / ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and (By-law 2009-392); and
- / permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The table below outlines the Zoning performance standards applicable for the proposed Consent:

Zoning Mechanism	Provision	Proposed - Severed	Proposed - Retained	Compliance
Minimum Lot Area <i>Section 164, Table 164A</i>	1,400 m ² for a PUD	43,455.66 m ²	11,798.28 m ²	Yes
Minimum Lot Width <i>Section 164, Table 164A</i>	N/A	N/A	N/A	Yes

The table below outlines the Zoning performance standards applicable to the ultimate proposed development:

Zoning Mechanism	Provision	Proposed - Severed	Proposed - Retained	Compliance
Maximum Building Height <i>Section 164, Table 164A</i>	18 m, as per height suffix	Existing legal non-complying rights	19 m to 22.8 m	Minor Variance Granted
Minimum Front Yard Setback <i>Section 164, Table 164A</i>	3 m	~6 m	3 m	Yes
Minimum Corner Side Yard Setback <i>Section 164, Table 164A</i>	3 m	~12 m	3 m	Yes
Minimum Rear and Interior Side Yard Setback <i>Section 164, Table 164A</i>	Buildings must be set back: a) 25% of lot depth but need not exceed 7.5 metres from the rear lot line, b) 1.5m for the first 21 metres back from the street and 25% of the lot depth for the remainder, to a maximum of 7.5 m, c) in the case of an abutting vacant lot, a minimum required interior side yard of 1.8m, and a minimum required rear yard setback based on the minimum rear yard setback applicable to the dwelling type proposed to be located within the PUD adjacent to the rear lot lin.	~100 m	Rear Yard: 7.5m Interior Side Yard: 6m for first 24m, then 7.29m	Rear Yard: Yes Interior Side Yard: Minor Variance Granted

Permitted Projections Above the Height Limit <i>Section 64</i>	mechanical and service equipment penthouse, elevator or stairway penthouses	Existing	Mechanical penthouse: 3 m	Yes
Minimum Vehicle Parking <i>Section 101</i>	Residential Area C: 1.2 spaces/unit, less first 12 units = 349	Existing	Residential: 298 spaces (249 regular, 48 small, 1 barrier-free)	Minor Variance Granted
Minimum Visitor Vehicle Parking <i>Section 102</i>	Visitor: 0.2 space/52 units = 58	Existing	12 spaces (exterior), 46 spaces (p1)	Yes
Parking Space Provisions <i>Section 106</i>	<p>A motor vehicle parking space must have a minimum width of 2.6m and a maximum width of 3.1m</p> <p>Parking Spaces must have a min. length of 5.2m; parallel spaces must have a min. length of 6.7m.</p> <p>Parking spaces, other than visitor spaces, may be reduced in size for up to 40% of the required and provided parking spaces and may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres; where the parking spaces are located in a parking lot or parking garage containing more than 20 spaces, and provided any reduced length space is clearly identified for small cars only.</p>	Existing	As per Site Plan and Parking Plan	Yes
Aisle and Driveway Provisions <i>Section 107</i>	A min. 6m width is required for a double traffic lane leading to a parking garage and for an aisle leading to parking spaces	Existing	6.64m	Yes
Minimum Bicycle Parking <i>Section 111</i>	0.5/unit = 152	Existing	Total: 153 spaces (Building A: 55; Building B: 82; Building C: 16)	Yes
Amenity Area <i>Section 137</i>	<p>6m² per dwelling unit</p> <p>A minimum of 50% of the required amenity area must be communal.</p> <p>Total amenity area required: 1,818 m²</p>	Existing	<p>Communal 516m² Interior (Bldg A) 1,424m² Rooftop</p> <p>Private 1,757m² balconies and terraces</p>	Yes

	Communal amenity area required:909 m ²		Total: 3,698m²	
Planned Unit Development Provisions				
Minimum Width of Private Way <i>Section 131</i>	6 m	6 m	6 m	Yes
Minimum Setback for Any Wall of a Residential Use to a Private Way <i>Section 131</i>	1.8 m	Varies > 1.8 m	Varies 5 m – 10 m	Yes
Minimum Setback from Garage Entrance to Private Way <i>Section 131</i>	5.2 m	Existing	8 m	Yes
Minimum Separation Between Buildings within a Planned Unit Development <i>Section 131</i>	3 m	~ 57 m	Varies 20 m – 25 m	Yes
Parking <i>Section 131</i>	Parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed	Parking for the existing buildings on the property is located on the retained lot, while proposed parking for the severed lot is located on the severed lot.		Yes

As demonstrated in the tables above, the proposed development adheres to the general intent of the provisions within the R5B zone. A Minor Variance application was submitted in November 2022 (File number: D08-02-22/A-00264) and minor variances were granted to permit:

- / Increased maximum permitted building height from 18 metres to 22.8 metres;
- / Reduced permitted interior side yard setback from 7.5m to 7.28m; and
- / Reduced required resident parking rate from 1.2 spaces per unit to 0.99 spaces per unit.

The proposed Consent application complies with all zoning performance standards of the R5B zone, including minimum lot area and width, recognizing that Minor Variances have previously been granted to address the noted deficiencies. As such, the proposal complies to the City of Ottawa Zoning By-law (2008-250).

5.0 Conclusion

It is our professional planning opinion that a full Plan of Subdivision is not required for the orderly development of the land and the proposed Consent application for 2851 Baycrest Drive represent good planning and is in the public interest.

The proposed Consent application:

- / Satisfies the Planning Act criteria for a Consent;
- / Conforms with the policies of the Provincial Planning Statement (2024);
- / Conforms with the City of Ottawa Official Plan; and
- / Complies with the City of Ottawa Comprehensive Zoning By-law (2008-250).

Sincerely,



Gillian Henderson, M.USP
Planner



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Senior Planner