

DOCUMENT 1

Evaluation Methodology Details

Part A) Overview of the Evaluation

Part B) Servicing Scoring Methodology

Part C) Transportation Scoring Methodology

Part D) Memorandum to Councillor's Sponsors Group regarding resolution of council motions and the Growth Management Report

Part A) Overview of the Evaluation

In previous iterations of the Official Plan, growth has been accommodated predominantly through greenfield development. The last urban expansion was adopted by Council in 2009 through OPA 76 and expanded further at the Ontario Municipal Board (OMB) in 2012. Ultimately, the City and OMB allocated 1,884 ha of land for growth to the year 2036. In 2020, slightly more than 10 years later, secondary plans and community design plans are guiding development of these lands to compact, transit-supportive neighbourhoods of not less than 34 units per hectare.

It is expected that by 2046 the population of the City will exceed 1.4 million people. Accommodating this 40% increase over the next 25 years represents significant technical, social and financial challenges to the City. Over the course of three days in May 2020, the Joint Planning and Agricultural and Rural Affairs Committee weighed various growth scenarios and a methodology for meeting these challenges and determining what lands best represent the needs of the city*. The meeting drew the interest of hundreds of members of the public who provided comments in writing, and in numerous delegations to the committees.

Over the 25 year planning horizon of the new Official Plan, the stage will be set for the city to transition from growth taking place predominantly through greenfield expansion to a stage where most, and eventually almost all, new development will be composed of regeneration (intensification, redevelopment and development of vacant urban residential lands (VURLs) within the urban boundary. This approach is an important evolution from past growth patterns in the City and former Region. By 2046, most growth will be by intensification and regeneration. This is considered a mature state of growth for a City and it will mark the transition of Ottawa from a city based on suburban growth to a city with a more balanced and dynamic range of housing options. The current evaluation will also implement a preferred growth scenario which is intended to be the last substantive greenfield expansion in Ottawa's history.

Identifying Areas for Urban Expansion

A crucial component of municipal planning is the periodic identification of areas for future growth. Ottawa, through its new Official Plan, has charted a distinct course for growth to the year 2046. The new Plan, if adopted, will transition the city further away from primarily greenfield expansion to a state where 60% of new housing is accommodated within the existing urban boundary through infill, intensification and the development of vacant urban lands. The positive benefits of this regenerative growth are numerous for the City. Infill and intensification require generally less servicing capacity,

* see New Official Plan – Growth Management Strategy, Joint meeting of Planning Committee and Agriculture and Rural Affairs Committee, May 11, 2020, ACS2020-PIE-EDP-0012

take better advantage of the existing land base and community facilities and aid the City in reaching its targets for sustainable mobility and greenhouse gas emissions. However, it is acknowledged that this regeneration must be thoughtfully integrated into existing communities, and there remains anxiety in some parts of the public about the implications of growing in this manner that the new Official Plan must help address.

Unfortunately, not all future growth can reasonably be met through infill and intensification since, at this point in the City's evolution, we cannot be both compliant with the Provincial Policy Statement and have an appropriate mix of unit types and affordability of housing without some greenfield growth. For this reason, City staff have recommended, and Council has adopted (with refinements), a Balanced Scenario for its Residential Growth Management Strategy (GSM). This Balanced Scenario requires the identification of up to 1281 hectares to be added to the urban boundary during the life of the Plan.

Through directions and decisions in 2020, Council has signalled its interest to diverge from past urban expansions in their approach to growth and development in the city. This culminated in the adoption of the Residential Growth Management Strategy. The Residential Growth Management Strategy (GMS) determines where, and under what conditions, growth in the city can be accommodated with the aim to achieve the desired urban form presented in the Official Plan.

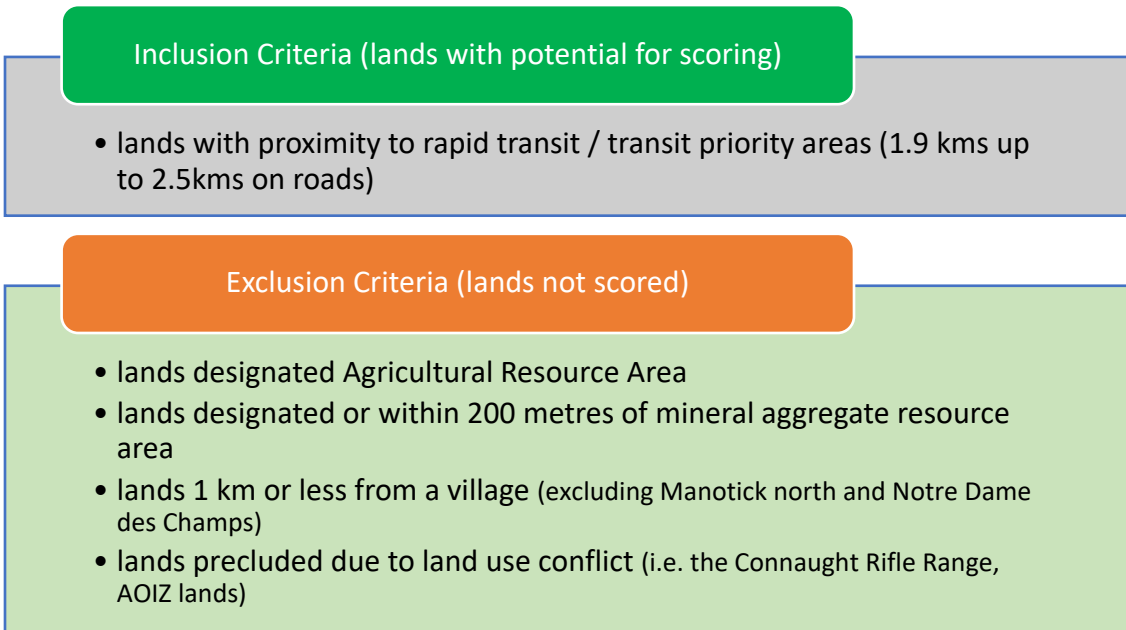
The Residential Growth Management Strategy (GMS) for the New Official Plan was created to guide the evaluation of lands for potential urban expansion. The criteria for evaluation were adopted by committee and Council and are based on the Provincial Policy Statement, the Five Big Moves and the draft New Official Plan. The [Five Big Moves \(Les 5 grands changements\)](#) are: Growth, Mobility, Urban Design, Resiliency and Economy (Croissance, Mobilité, Conception urbaine, Résilience et Économie).

The GMS includes all criteria required under the Provincial Policy Statement (PPS). These criteria were listed and discussed in the May 2020 report because they are compulsory. Criteria in the GMS have also been guided by the draft New Official Plan. The new Official Plan includes contemporary policy direction from Council based on the Five Big Moves.

Steps in the Evaluation

A first step in the evaluation has been to identify potential lands for evaluation based on a series of the inclusion and exclusion criteria. These criteria (see figure 1 below) place a significance on proximity to transit and the exclusion of agricultural lands and other lands inappropriate for development*.

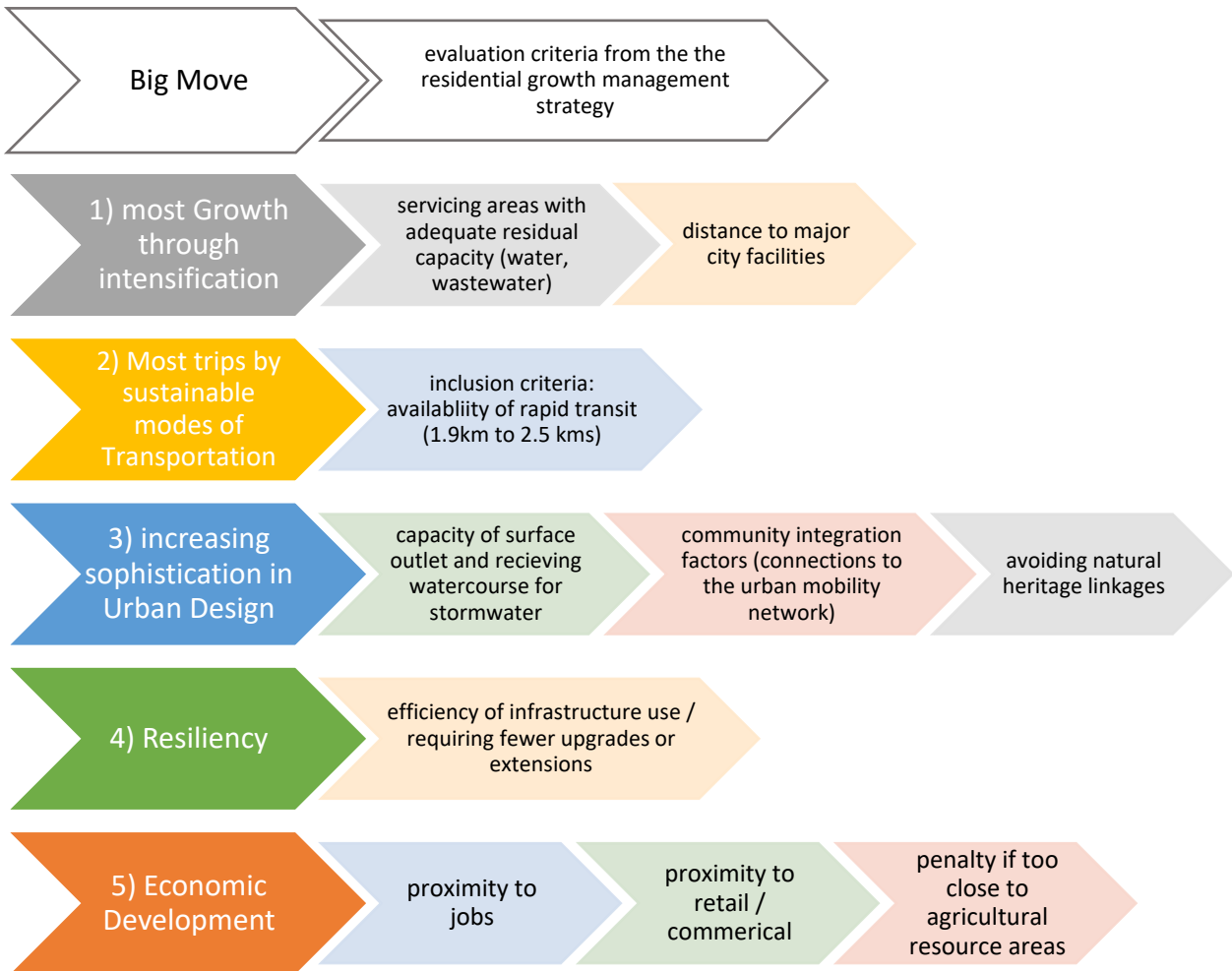
Figure 1 Inclusion and Exclusion Criteria



The second step in the evaluation has been to score all candidate parcels. The parcels have been scored exclusively based on the GMS. A consideration based on a council motion (see Part D) reinforced the importance of the Five Big Moves to the growth management evaluation. The 5 Big Moves were introduced and endorsed by Council in 2019 as a series of overarching goals to guide preparation of the new Official Plan. The big moves were not intended to be the basis for land evaluation but, as illustrated in Figure 1 below many criteria in the Growth Management Strategy report criteria can be traced to the Five Big Moves.

* It should be noted that a clarification of the GSM with the Department of National Defense resulted in the exclusion of lands west of the Connaught Rifle Range. This is consistent with their established exclusion during the OPA 76 land evaluation OMB hearing. Staff have confirmed with DND staff that the operation of the range has not changed.

Figure 2 Selected 'Big Five Moves' Criteria in the Residential Growth Management Strategy Criteria (May 2020)



It is important to note that the New Official Plan and it's associated Five Big Moves do not supersede the policy and directions in the 2020 Provincial Policy Statement. The Five Big Moves in the new Official Plan provide a further, more specific refinement of the criteria beyond the minimum requirements of the PPS and in keeping with the will of Council.

Pass One Parcels and Pass Two Clusters

While scoring of individual parcels provides a 'first pass' of lands that immediately meet Council-adopted criteria, the evaluation is dependant on a 'second pass' to form clusters of land parcels. Clusters are those lands that are consistent with the PPS and have a strong adherence to the evaluation and exclusion criteria as well as the Five Big Moves.

As a basis, lands within clusters are centred around parcels that meet the GMS exclusion and inclusion criteria and score appropriately in all evaluation criteria. Lands were considered for addition

to a cluster if they have a servicing score of 8 to 14 (moderate to lowest cost/feasibility of servicing) or a transit score of greater than zero (within 2.5 kms / 1.9 kms radius of transit station or transit priority - isolated measures). Because of the structure of the evaluation, parcels that make up a cluster are generally within the same servicing area and therefore tend to have similar servicing scores.

The GMS results in a numerical evaluation that that assigns various scores for each parcel. Adjoining parcels of similar merit and servicing characteristics were then aggregated into clusters of lands. Because the characteristics of each parcel and cluster are unique staff identified potential 'gating' policies which are financial or technical feasibility preconditions during the evaluation that should be addressed prior to the lands being considered or finalized for urban expansion.

The GMS evaluation results led staff to categorize lands into three categories.

Category 1 lands are those pass 1 and pass 2 land clusters that have a strong adherence to the GMS and Five Big Moves.

Category 2 lands are clusters with partial adherence to the GMS and Five Big Moves. In many cases these lands may not meet inclusion criteria (they tend to fall outside the mobility inclusion area) and may be isolated from full connectivity with the urban area. Category 2 clusters generally also have servicing or transportation challenges that would require the resolution of gating policies if they are to be considered (preliminary criteria for gating policies for these lands as well as Category 3 lands can be found in Appendix F). Staff have also noted that some Category 2 parcels are relatively small in area meaning that servicing may be more difficult and of greater cost than comparatively larger clusters.

Category 3 clusters are larger clusters that have limited adherence to the GMS criteria or Five Big Moves based on the limited available information during the period to prepare this report and the conceptual nature of their development and servicing concepts. Category 3 lands, like Category 2 lands have challenges to development but, due to their greater size, but may have more technical, environmental and financial viability as a new community area than Category 2 lands. Category 1 and 2 lands are summarized in Document 2. Category 3 lands are summarized in Document 3.

Not all lands evaluated have been classified into a category. Those lands 'without classification' are not recommended for inclusion in the urban boundary under any scenario and do not have any recommended gating policies. All lands evaluated are shown in Documents 2 and 3.

Recommending a New Urban Boundary

In addition to clustering parcels with appropriate transit distance and/or servicing scores, staff have endeavoured to ensure that the future urban boundary has a coherent and rational delineation. This

is desirable because isolated parcels or an irregular boundary are less efficiently added to the public service area and would also result in an irregular mobility network that is less likely to support transit and 15-minute neighbourhoods. A rational urban boundary also helps to reinforce the separation between the Suburban and Rural Transect areas. Features used to determine a logical boundary include existing arterial streets, major collectors, components of the Natural Heritage System and geographic features such as creeks and rivers. In this way, each cluster recommended rounds out an existing or contributes to a new neighbourhood within the new urban boundary.

Stakeholder Submissions

In response to the Growth Management Strategy (GMS), many landowners at the periphery of the urban boundary have made technical submissions to the City as listed in Document 4. Staff have acknowledged receipt of but have not provided feedback regarding details of these submissions.

Although the self-submitted scoring that has accompanied a number submissions has been generally been disregarded during the GMS evaluation; where necessary, submissions have been consulted to corroborate servicing, drainage and other technical details.

Some submissions sought to show scoring under hypothetical criteria for the Big Five Moves. This scoring was not useful since staff did not have a consistent set of information across all candidate lands as contemplated by the Provincial Policy Statement, so this form of self-scoring was read but it did not influence the evaluation,

Staff, along with the Councillor's Sponsors Group received a virtual presentation in June 2020 by the Algonquins of Ontario and their consultants regarding what are called the Tewin lands west of Carlsbad Springs. These lands were not being considered at the time due to their distance from existing or planned rapid transit lines (the maximal distance to transit 2.5 kms). At the direction of the Councillors Sponsors Group, and in respect of the City's responsibilities under our duty to consult and Council's reconciliation agenda, staff evaluated and scored the Tewin area using the criteria adopted by Council, including the Five Big Moves. A full description of the Tewin lands can be found in Document 3.

Part B) Servicing Scoring Methodology Details

I. Overview

The following principles were followed in the servicing evaluation:

- a) Candidate rural parcels adjacent to, or near the current urban boundary were grouped into “Servicing Cluster Areas” (“SCAs”), where appropriate, prior to application of the servicing scoring criteria;
- b) SCAs are catchment area based, representing the approximate stormwater and/or wastewater planning units based on topography, and available storm drainage outlets and/or trunk sanitary sewer outlets;
- c) Site topography and its compatibility with satisfying water supply design criteria in adjacent water pressure zones was also factored in SCA delineation;
- d) Available stormwater and wastewater outlets included either existing outlets, or outlets that have been approved by Council in previous Master Servicing Studies, Environmental Management Plans or projects under the *Environmental Assessment Act*;
- e) Conceptual grading plans were prepared for most SCAs, with the exception of some rural lands that clearly would fall below the servicing scoring threshold;
- f) SCA boundaries were drawn along property lines, except where topographic conditions warranted dividing parcels into more than one SCA; and
- g) The intent of the delineation of SCA limits was to maximize the possible servicing score, i.e. by not penalizing an entire parcel if just a part of it would have servicing challenges.

II. Landowner submissions

The City received dozens of submissions from landowners with candidate rural lands, several of them that included a self-assessment of their lands against the servicing scoring criteria. Although each of these submissions were reviewed for relevant information to assist with staff’s evaluation, the self-assessments were not factored in the overall scoring process.

III. General observations about servicing scores

The servicing score was derived from five main factors: water supply; wastewater capacity; stormwater outlet; integration factor and penalty factors / geotechnical conditions. The following are general observations following application of the scoring criteria:

1) Water supply

SCAs that scored high were generally those situated at an elevation that is compatible with the adjacent pressure zone, with adequate supply capacity, and with ready access to a second water feed required for reliability. Several SCAs lost points because of the need for off-site works to establish a second water feed at adequate pressure.

2) Wastewater Capacity

SCAs that scored high were those where site topography enabled a gravity outlet to a trunk sewer with sufficient residual capacity. Sites where topography requires construction of a new pumping station or upgrades to an existing facility are less favourable – in particular those that also require upgrades to existing off-site trunk sewers.

3) Stormwater outlet

SCAs that scored favourably are those that have sufficient on-site topographic relief to avoid submerged sewer systems, and have a direct outlet to a stable receiving watercourse that requires no off-site alterations / improvements.

4) Integration factor

SCAs that scored at or above the 14-point threshold generally had to have an integration score more than 0, meaning that water, wastewater, and stormwater scores for the SCA were all greater than 0.

5) Penalty factors / geotechnical conditions

Nearly all SCAs were found to include conditions that resulted in at least one penalty factor. Generally, SCAs to the east of the City's urban boundary are affected by compressible clays, while SCAs to the south and west are located in areas of shallow bedrock. Several SCAs also include areas of depressional storage. Although these factors can largely be overcome through engineering, doing so can create long-term on-site and/or off-site risks and increase servicing and development costs.

IV. Servicing Scores

SCAs of candidate rural lands are located within one of the following eight areas:

- 1) South March
- 2) Stittsville
- 3) Barrhaven South
- 4) Riverside South
- 5) Leitrim
- 6) East Urban Community
- 7) Cardinal Creek
- 8) Highway 416 / Barrhaven

In addition to the evaluation of individual SCAs against the servicing scoring criteria, the combined impact of development of multiple SCAs in these areas on downstream trunk and feeder watermain capacity was also factored in the assessment.

Document 3 summarizes the servicing scores for SCAs located within these eight areas, and includes a description of how water, wastewater, stormwater, and geotechnical conditions in these areas influenced the scoring results.

The majority of SCAs that scored 14 points or more and are recommended to be added to the Urban Boundary at Pass 1, were found to be developable with a requirement of little to no off-site water, wastewater or stormwater works.

V. Pass 2 lands evaluation

Rural land that scored less than the servicing and/or transit threshold scores will be required to make up the balance of lands required for the urban boundary expansion. Unlike most SCAs that were added at Pass 1, lands added at Pass 2 may require off-site works. The objective of the Pass 2 servicing evaluation involved identifying the scope of off-site works required for the lands to become developable, and, on a comparative basis, rank the lands according to the scope of required off-site works.

The following principles were followed in the Pass 2 servicing evaluation:

- a) The evaluation of rural land at Pass 2 involved preparing conceptual water and wastewater servicing plans for i) “New Communities” (rural lands that are not contiguous to the current urban boundary); and ii) SCAs, that in some cases were increased in size by adding adjacent lands, or were combined with other SCAs to increase the economies of scale where major facilities like pumping stations would be required to support development;
- b) Water and wastewater modelling of demands in the expansion areas in a) was completed to identify the scope of major facilities and/or off-site water and wastewater servicing;
- c) Topography and surface drainage, as well as the potential options for sw servicing were considered in the preparation of the conceptual servicing plans in the Pass 2 evaluation, however, due to the possibility of reducing the scope of required off-site storm drainage works by increasing on-site grading and stormwater management measures, the cost of off-site stormwater works was not considered in the Pass 2 assessment; and
- d) Class D total capital cost estimates of major facilities and/or off-site water and wastewater servicing were prepared using a consistent City-wide methodology, and converted to per-hectare costs based on the servicing area of the infrastructure. These unit costs were used to establish cost categories to support a qualitative comparison of the candidate areas.

The results of the Pass 2 lands evaluation for parcels in each cluster are detailed in Document 2.

Part C) Transportation Scoring Methodology

I) Overview

The transportation scoring methodology promotes development within proximity to existing or planned rapid transit stations. “Planned rapid transit stations” means those stations identified in the ultimate transit system in the current Transportation Master Plan that are not currently built, and also includes stations identified in approved EA's and other Council-approved documents such as a CDP. Scoring is assigned to land based on its ultimate distance to existing and planned transit stations. The maximum distance is limited to 2.5 kilometres (measured as a 1.9 kilometre radius). This measurement is taken as a straight-line distance from the nearest existing or planned rapid transit station, to the centre of each parcel.

The timing for the development of the transit service is also a factor that affects the scoring. Points are also awarded for proximity to jobs within the median travel distance to work and to existing and proposed local retail facilities and the Major Community facilities such as City operated recreation centres. Proximity to emergency services assesses the ability to provide adequate fire protection from existing City fire stations. Points are lost where the candidate parcel is expected to require new, unplanned arterial road upgrades and favour sites where roads are already planned for upgrade. These criteria support urban area additions that contribute to reduced vehicle-kilometres travelled (VKT), support sustainable transportation modes and take advantage of existing community services and facilities.

The following summarizes a high-level or qualitative review of potential outcomes for the Pass One and Pass Two candidate parcel evaluation. It follows the Council direction that future growth be allocated to general rural lands within the catchment areas of the existing and currently planned higher order transit network from the 2013 TMP and subsequent EAs and studies. The detailed scoring for candidate parcels is set out in Document 2.

II) Incremental Urban Expansion onto general rural land within, and in proximity to, Transit Catchment Areas

These scenarios include incremental expansion of the urban area but with a focus on proximity to existing or planned higher-order transit. While these areas may be just beyond the Urban Boundary, they are on General Rural Land and are within or are in proximity to the 1.9 km radial transit catchment area (Pass One) of existing or planned high-order transit. Candidate parcels that are outside of the 1.9 km catchment area (Pass Two) are included where they round-out the expansion cluster to adjacent boundaries.

Pass 1 Land Evaluation: Distributed Expansion within transit catchment areas

Transit Capital and Operating: Maximizes the utilisation of existing and planned higher order transit (availability and proximity) and minimizes the additional investment required to provide new transit (capital and operating).

Road Capacity: May require improvements to existing roads to support greater capacity (upgrade rural road to urban arterial standard) but distribution of expansion around the city may make a moderate impact on overall road capacity. Lower cost to connect to existing or planned road network due to being contiguous with the urban area.

Mode Share: Supportive of sustainable modes due to proximity to transit and to existing and planned destinations in the urban area.

VKT: Some VKT increase because growth is at the periphery of the city farther from employment and other major destinations.

Pass 2 Land Evaluation: Distribute expansion around the city beyond, but in proximity to, transit catchment areas

Transit Capital and Operating: Requires lower cost investment to incrementally expand transit service beyond the 1.9 km transit catchment area, primarily through local bus and/or transit priority measures on main routes.

Road Capacity: May require improvements to existing roads to support greater capacity (upgrade rural road to urban arterial standard) but distribution of expansion around the city may make a moderate impact on overall road capacity. Moderate costs to connect wider area to existing or planned road network but is contiguous with expansion lands within the 1.9 km transit capture area.

Mode Share: Somewhat supportive of sustainable travel modes, but generally more housing further from higher order transit.

VKT: Increases slightly because growth is spread further around the periphery of the city resulting in somewhat longer travel distances.

Part D: Memorandum to Councillor's Sponsors Group regarding resolution of council motions and the Growth Management Report



MEMO / NOTE DE SERVICE

To / Destinataire Official Plan Council Sponsor's Group File/N° de fichier: _____

From / Expéditeur Stephen Willis, General Manager (PIED)

Subject / Objet Resolution of Section 26 Report Date: August 26, 2020
Motions - Backgrounder

Background

City Council met at a special meeting on May 27, 2020 to discuss and approve the joint Planning Committee and Agriculture and Rural Affairs Committee report (ACS2020-PIE-EDP-0012). This report included the Residential Growth Management Strategy for the New Official Plan.

The Residential Growth Management Strategy provided Council a recommended approach to determining how much land will be required for urban expansion to meet provincial requirements and also how potential candidate lands will identified and evaluated for future inclusion into the urban area.

The growth management strategy identified a requirement of 1287 hectares of land (12.87 km²) to meet the city's needs for residential housing to the year 2046. The amount of land required was calculated using a balanced scenario of increasing rates of intensification in the existing urban area balanced with modest expansion of greenfield development at locations that are largely transit-supported and can be developed as walkable 15-minute neighbourhoods, based on specific Selection Criteria.

The Residential Growth Management Strategy provided extensive recommendations on how potential lands for expansion could be identified and also how these candidate lands should be evaluated. These criteria and method are unique to Ottawa while while remaining consistent with the Provincial Policy Statement, public input and the decisions of Council.

The joint committee report generated many delegations and submissions at committee and much

discussion during the Council meeting. The deliberations resulted in Council passing a number of recommendations and motions with the intent of fine-tuning the evaluation approach. These adopted motions and recommendations are the subject of this memorandum.

Recommendations and Motions that Refine the Residential Growth Management Strategy

The following tables show the text of the recommendations and motions that amend the Residential Growth Management Strategy. Each table also provides a summary of how staff intend to address these refinements.

<p>Recommendation 5: Refinement of Rapid Transit Criteria</p>
<p>5. approve that:</p> <ul style="list-style-type: none"> A. Criteria 6 “Availability of Rapid Transit” be renamed “Availability of Rapid Transit or Transit Priority - Isolated Measures”, and that points be included in Criteria 6 as follows: <ul style="list-style-type: none"> a. 6 points for “Within the proximity of an existing Transit Priority Corridor - Isolated Measures” b. 2 points for “Within the proximity of a future Transit Priority Corridor - Isolated Measures” B. Criteria 7 “Proximity to Nearest Rapid Transit Station” be renamed “Proximity to Nearest Rapid Transit Station, Transit Priority Corridor – Isolated Measures or Park and Ride Feeding the Rapid Transit System”, and that points be included in Criteria 7 as follows: <ul style="list-style-type: none"> a. for locations within 1.9 km of a Park and Ride feeding a Rapid Transit System and Transit Priority – Isolated Measures, 2 points maximum C. Document 1 and 6 are to be revised where applicable to reflect these changes”
<p>How this recommendation will be implemented:</p> <p>Staff will amend and implement the Residential Growth Management Strategy as guided by recommendation 5</p>

<p>Recommendation 6:</p>
<p>6. approve the following additional exclusions to lands, parcels and clusters of parcels that are to be considered for candidates for inclusion into any proposed urban or village boundary expansion:</p> <ul style="list-style-type: none"> a. lands in an Agricultural Resource Area are to be excluded from any and all consideration as candidate parcels for inclusion in the urban or village boundary b. lands in an Agricultural Resource Area are not to be evaluated, considered or ranked in any way that would allow lands to be even remotely associated or considered for inclusion in expanded urban or village settlement areas
<p>How this recommendation will be implemented:</p> <p>Staff will amend and implement the Residential Growth Management Strategy as guided by recommendation 6. Staff intend to ensure that:</p> <p>No lands designated Agricultural Resource Area will be presented as potential candidate areas for urban or village expansion; and</p> <p>No lands designated Agricultural Resource Area will be evaluated, considered (scored) or ranked through the evaluation.</p>

Recommendation 7:
<i>7. direct staff to adjust the scoring criteria to account for the impacts to existing agricultural and livestock operations and the Minimum Distance Separation;</i>
<p>How this recommendation will be implemented:</p> <p>Staff have made extensive efforts to document the locations of existing agricultural operations and livestock operations. Various digital data sets exist including the city's periodic updates to land use cover mapping and nutrient management plan locations identified by the Province. Both the City and Provincial data proved however to be insufficient for the evaluation. Following some research, discussion and preliminary analysis it was determined the primary source of information should be the 2016 LEAR.</p> <p>The 2016 LEAR was comprised of two components; the Land Evaluation and the Area Review (AR). The Land Evaluation component consisted of parcel scoring based on soil capability class (based on current provincial guidelines and practice). The Area Review was a score that established with an ordinal score for the percentage of land in a parcel under agriculture (AR1) as well as another score relating to the proximity of conflicting nearby land uses (e.g. suburban development) (AR2).</p> <p>Staff intend to include a new evaluation scoring penalty to the Residential Growth Management Strategy whereby scoring points will be removed for lands that have:</p> <ul style="list-style-type: none"> a) an AR 1 score of 8 or greater (meaning more than 50% of the parcel is under agricultural use); and b) an AR 2 score of 4 or greater (meaning more than 50% of the parcel is greater than 500 metres from conflicting land uses). <p>The amount that will be removed from the parcel score in the evaluation will be 1 point for each of AR 1 and AR 2 and 2 points if there is a confirmed livestock operation on or abutting the candidate lands.</p>

Recommendation 9:
<i>9. approve that, to recognize and protect the importance of mineral aggregate production (as defined in the Official Plan as 'Bedrock Resource and Sand and Gravel Resource Areas') for Ottawa's construction and infrastructure needs that: staff be directed not to score, evaluate, consider or rank in any way residential candidate parcels adjacent to or within 200 metres of Bedrock Resource and 200 metres of Sand and Gravel Resource Areas as identified on Schedule A and B of the Official Plan, unless the landowner can provide evidence by a qualified subject matter expert that the resource will be exhausted by 2036;</i>
Subsequent motion to amend recommendation 9 so that it reads:
<i>approve that, to recognize and protect the importance of mineral aggregate production (as defined in the Official Plan as 'Bedrock Resource and Sand and Gravel Resource Areas') for Ottawa's construction and infrastructure needs that staff be directed not to score, evaluate, consider or rank in any way residential candidate parcels adjacent to or within 200 metres of Bedrock Resource and 200 metres of Sand and Gravel Resource Areas as identified on Schedule A and B of the Official Plan."</i>
<p>How this recommendation will be implemented:</p> <p>Staff will amend and implement the Residential Growth Management Strategy as guided by the amended recommendation 9. Specifically, staff will ensure that:</p> <ul style="list-style-type: none"> a) No parcels within 200 metres of a Sand and Gravel Resource <u>or</u> Bedrock Resource area; b) No adjacent lands within an additional 100 metres of a Sand and Gravel Resource Area; or c) No adjacent lands within an additional 300 metres of a Bedrock Resource area

will be evaluated, considered (scored) or ranked as potential candidate areas for urban or village expansion

The result of the exclusion is to ensure that any parcel within close proximity (200 metres) of a mineral aggregate resource area will not be considered, in any way.

Residential candidate parcels as per b) and c) above will only be considered based on written advice of MNR that the aggregate resource within these adjacent lands will be extracted by 2036 otherwise adjacent lands will also be excluded. B) and c) conform to the Official Plan development setbacks from Sand and Gravel Resource and Bedrock Resource Areas (300 metres and 500 metres respectively). This approach is consistent with the Official Plan and Provincial standards across Ontario and is consistent with the stated intent of the motion which is to *“recognize and protect the importance of mineral aggregate production”*.

Recommendation 16 A:

16. approve that:

A. in addition to the numerical criteria recommended in Document 6 that Committee recommend that Council approve the following additional evaluation lens:

“That all candidate parcels lands shall be reviewed primarily against the policy directions contained in the Council approved OP policy directions known as the “Five Big Moves” and the numeric criteria. That evaluation will demonstrate how the future development of the lands would advance the policy directions contained therein”.

How this recommendation will be implemented:

As noted in the staff report to the Joint Planning and Agricultural and Rural Affairs Committee the evaluation in the Residential Growth Management Strategy was prepared and largely based on criteria interpreted from the ‘Five Big Moves’. Below is an explanation of how the Five Big moves are the basis for the recommendation to the Joint Committee and how they will be used as an additional lens in the evaluation of potential urban expansion areas.

Big Move	How the Big Move Has or Will Be Applied
1. Most growth through intensification.	<ul style="list-style-type: none"> The intensification rates in the adopted balanced growth scenario address this Big Move
2. Most trips by sustainable modes of transportation.	<p>The evaluation criteria places a high emphasis on proximity to transit and transit priority areas in both the first and the second passes.</p> <p><u>First Pass Evaluation</u></p> <ul style="list-style-type: none"> All lands identified in the first pass of the evaluation will be within a 1.9 km radius from a planned or existing transit station. This proximity, will help the city to guide future improvements to transit service and provides the basis for the meeting the goal of having a city-wide sustainable modal share of more than half. <p><u>Second Pass Evaluation</u></p> <ul style="list-style-type: none"> The evaluation includes criteria such as: <ul style="list-style-type: none"> Whether the lands area at a location with the potential to create high transit ridership; Whether there would be impacts on the existing/planned road network; Whether the lands support the achievement of City- wide sustainable modal share;

	<ul style="list-style-type: none"> o What investments in transit, and at what level of transit service, would be required to ensure the achievement of a sustainable modal share.
3. Increasing sophistication in urban and community design; good urbanism	<ul style="list-style-type: none"> □ Candidate lands identified in the urban expansion will be evaluated to determine if they provide realistic opportunities for a complete community and creation of 15-minute neighbourhoods. □ What would be the impact on environment and natural features, greenbelt? □ Would the lands support existing communities by creating larger critical mass and more opportunities for 15-minute neighbourhoods? □ Would the location of a new community create better opportunities for 15-minute neighbourhoods?
4. Resiliency (environmental, climate, energy and public health)	<ul style="list-style-type: none"> • Much of the evaluation criteria scores for servicing are based on whether potential candidate land represents an efficient use of infrastructure (including a cost component). In particular consideration is given to: water, wastewater and stormwater. • During a second pass evaluation staff will complete a comparative servicing analysis for candidate lands which would include the following considerations: <ul style="list-style-type: none"> o Efficient use of infrastructure (incl a cost component) o Water, wastewater o Energy (if non-contiguous, access to energy sources in accordance with Climate Change Master Plan)
5. Economic Development	<ul style="list-style-type: none"> • The evaluation criteria provides for the potential integration into existing urban communities. Candidate parcels will be evaluated as to whether they provide greater support for existing or planned employment areas or other economic development goals.

Recommendation 16 B:

16. approve that:

B. the Criteria Section of the Staff report Page 38 Section e. Scoring and selecting land be amended by the following: After the sentence “The first evaluation will likely identify lands that readily complete existing communities in a logical and efficient manner.”

Add the following: “However, many of the growth communities outside the greenbelt are largely complete within the current urban boundary. Where additional expansion lands are recommended, it should be demonstrated, that development of these new lands can be accommodated by existing and planned community amenities.

As Agricultural Resource Area lands will not be considered for inclusion for urban or village expansions, that staff compile the complete list of all candidate parcels required to satisfy the 2046 urban expansion land requirements (comprising extensions to existing communities and other General Rural Area lands to establish a new community(ies), consistent with Section 2.2.1.4 of the approved Official Plan).

Further, that the complete list of recommend candidate properties be presented to Committee and Council for approval.”

How this recommendation will be implemented:

Staff will amend and implement the Residential Growth Management Strategy as guided by recommendation 16B to add:

- the accommodation of existing and planned community amenities as a criterion;
- compile the complete list of candidate parcels consistent with Section 2.2.1.4 of the approved Official Plan and;
- compile and present a complete list of candidate properties to Committee and Council.