

OOE Planning Committee (OOEPC) - Report to OOECA Board

October 2023 (John Dance)

A. Organization / Consultation

1) Pre-application Consultation Process - Volunteers to be New OOECA reps

- We still have not been successful in finding new members for the planning committee. As previously noted, new members are required considering Paul Goodkey, Ron Rose, and John Dance retiring from the committee in November. Also, a new chair of the committee is required.

2) Changes in City's consultation process for planning applications - It remains unclear

- We haven't heard of any City strategy for ensuring that communities are well consulted on new developments when, as per new provincial legislation, the City is obliged to complete its reviews and recommendations within a mandatory shortened timeframe. If the City doesn't comply, the applications get automatically approved.
- The City has suggested that the "pre-application consultation process" could be enhanced to give communities a better chance to input, however, in the view of the OOECA planning committee, this process is already seriously flawed because it requires community reps to sign NDAs to participate. In short, yes a few reps can participate but they can only discuss what's proposed with their few colleagues who have also signed NDAs. How's that for sound consultation and transparency?

Large Developments

3) 18 Hawthorne - Approved by PHC but Amendment for Rear Trees Possible at Oct 11 Council

- A lengthy discussion of the 18 Hawthorne application at the City's Planning and Housing Committee October 4, 2023, ended with the committee approving the application for City Council consideration.
- However, several Councillors agreed with the community association and several neighbours who argued that the proposed underground parking garage should not go to the rear lot. Instead, they argued, it should be pulled back enough so that two large canopy trees are saved, so additional large canopy trees can be planted to give privacy and shade to other Graham Avenue properties, and so trees and hedges of Graham residents are not damaged by the excavations.
- Planning lawyer Kristi Ross, hired by Graham Avenue residents Ian and Barbara Kirk, strongly argued that provisions of the Official Plan and the Old Ottawa East Secondary Plan support the request for pulling back the underground parking garage.
- OOECA's presentation ([Attachment 1](#)) supported the tree argument and it also objected to the proposed reduced front yard setback and the sub-standard front yard stepback of

the floors above the fourth and non-compliance in the application of the 45° angular plane step-back for the fifth, sixth and penthouse. Given City staff's dismissal of the community association's arguments of the setback and setbacks, Councillors did not discuss them whatsoever. This was disappointing but the support from some councillors for changes to allow tall canopy trees to thrive was positive.

- As noted previously, this Hawthorne development will be precedent-setting for what happens on the rest of the TM-zoned portion of Hawthorne.

4) 375 Deschâtelets - Pathway decision

- The site plan control application for "Phase 3" of Greystone Village has been approved by City Council. The developer, The Regional Group, positively responded to community issues when the Phase 3 proposal was first consulted on, however, one issue arose during the City-developer negotiation of the site plan control, i.e., the extent of public access to the east-west pathway between the two large blocks of the development.
- OOECA Planning Committee expected it to be always open because of a provision of the OOE Secondary Plan. i.e., "Maintain public access through the new development by establishing east-west pedestrian/cycle paths between Main Street and the Rideau River..." (21b).
- Regional proposed - with City staff support - that the pathway be closed between sunrise and sunset and in the winter. With Councillor Menard's intervention and considering the planning committee's concerns, Regional has agreed that the pathway will be open until 11 p.m. and lights will be installed to make it safe. The pathway will be closed in the winter after the first big snowfall and reopened when the snow melts. While the change is not as much as the planning committee wanted, it does represent an improvement over what was proposed.
- [Attachment 4](#) shows the presentation OOECA planning committee had prepared but was not able to deliver because the pathway access issue was improved beforehand.

5) 15 des Oblats Decision

- The planning committee has now requested participant status for the OLT appeal initiated by Adriana Beaman. See [Attachment 2](#).

6) Lansdowne Rezoning - Board's Position on City's Request for Numerous Major Rezoning Provisions for Lansdowne 2.0

- The Glebe Community Association has submitted its comments on the City's request for rezoning and an Official Plan amendment, as per [Attachment 3](#). OOECA planning committee will also be providing similar comments before the related committee meeting of the City.

Minor Variances

7) 435 Echo MV Decision - Request for Additional Height Denied but Now is Being Appealed

- The applicant for the 435 Echo minor variance pertaining to an additional metre of height, is appealing the Committee of Adjustment's denial of the request.
- Unfortunately, because the CofA does not defend its decisions if they are appealed, the appeal is likely to be successful. Adding to the likelihood of the Ontario Land Tribunal ruling in favour of the applicant is the unfortunate reality that the City of Ottawa and other parties such as the NCC had no problem with the request for additional height. OLT
- At the hearing, OOECA argued that a full metre was not "minor" and that there were several means of building the proposed structure without requiring a minor variance for increased height.

8) 123 Havelock / 70 Harvey MV request

- The request to subdivide the property into two parcels for two low-rise apartment buildings, with reduced interior side yard setbacks and a reduced rear yard was approved by the Committee of Adjustment. As noted in the previous planning report, OOECA Planning Committee did not object to the request.

9) 60 Lees - requested MVs

- This application was adjourned until November so that the applicant will consult with neighbours and deal with a technical issue with the City. As noted last month, the applicant wants to subdivide their property into two separate parcels of land for the construction of two, three-storey, long-semi-detached dwellings, each with secondary dwelling units. The existing dwelling will be demolished.
- Each of the parcels of land requires two minor variances: one for reduced lot width (7.9m vs 10 required) and the other for reduced lot size (245 sq m vs required 300). A key question is whether these variances are truly "minor."
- The OOECA planning committee objects to the application because it is of the view that the variances are not "minor."

Other

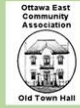
10) Question of hiring planning lawyer re OOEC SP policies vis-à-vis New ZBL

- Depending on how feasible and affordable it is, the planning committee May seek OOECA membership approval for seeking a planning lawyer 's advice to ascertain how the OOEC SP Policies 23, 24 and 25 will affect the New Zoning By-law provisions in OOEC.

Also, the planning committee may also recommend that the Association avail itself of advice from a planning lawyer in the case of major planning issues that are beyond the capacity of the committee.

- The Secondary Plan provisions deal with such matters as neighbourhood character in OOE's residential neighbourhoods – including Archville, Spenceville and Rideau Gardens.
- We need to get a good sense for what this advice might cost before making an actual proposal. The proposal itself would require "Special General meeting" approval because "The membership must approve expenditures in excess of \$1000 at Special General meeting." (OOECA By-laws s5.4).

Attachment 1: Presentation to Planning and Housing Committee



12-24 Hawthorne

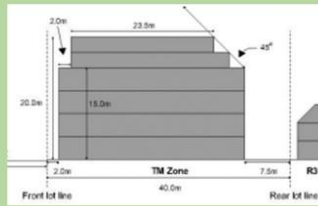
Less Parking / More Real Trees

Planning Committee, Old Ottawa East Community Association

Presentation to Planning & Housing Committee

October 4, 2023

OOECA-presentation Hawthorne 23277 – Final Oct 3, 2023



Context 1: Compatibility

- OOECA initiated TM zoning for Hawthorne through CDP / SP
- We specifically requested six storeys on the north-side and four on the south-side (where 12-24 Hawthorne is located)
- Subsequently, TM zoning approved but with six storeys on both sides
- In 2015, after much discussion, the south-side four storeys was approved
- The developer seeks six storeys and, as per the maximum allowed in the OOE SP and Bill 23 provisions, we're not opposing six storeys
- BUT the OOESP specifies that on the south-side "stepped building envelope massing is important to achieve compatibility with the low-rise neighbourhood on Graham Avenue to the south."
 - The proposed six-storey does not achieve such compatibility.

Context 2: Trees Removed / Trees Proposed

- At rear: flowering plums replace two large canopy trees which provide key shade for several Graham residents
 - new trees: above-ground planters & max height 6m
- Why planters? Because underground parking to lot line
- Underground parking proposed: 47 spaces → 50 percent above ZBL & some of garage projects 1.5 m vs none in ZBL.
- This development is in a strong 15-minute neighbourhood and requires some parking spots but ***not*** 16 more than the by-law requires.
 - ***No compelling planning case for additional parking: they are just to service non-affordable units; no additional units result from the excess parking.***



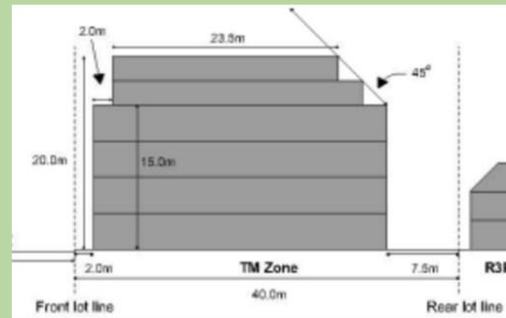
Recommendation

- Reduce the number of underground parking spots
- Pull back the parking garage from southern property line enough so that the two existing canopy trees will thrive and new tall canopy trees of a variety of species are planted without the use of planters
 - Supports the much-needed core tree canopy with large trees
 - Provides much better buffer / privacy for Graham residents
 - Results in a useful rear yard – not filled with raised planters
 - Lessens reliance on cars
 - New ZBL: prevent underground structures precluding trees.



Other Issues 1: Front Yard Setback

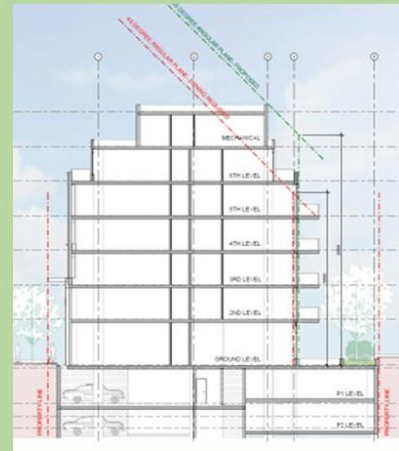
- The **entire** ground floor front face should be setback an additional 1.1 metres, so as to conform with the required 2 metre front yard setback
- Since 2011, all new development applications on Main Street have respected this requirement
- *“The front yard setback is important – the two-meter minimum and three-meter maximum would allow for wider sidewalks on private property, which is important to consider alongside the road widening allowance that will take place, with the two-meter on private property to be measured outside of the right-of-way widening.”*
– OOECA pre-app consultation
- The URDP urged applicant to ... “Align the north façade with the adjacent buildings on the street.”



→ **Getting this right is important: sets precedent for Hawthorne and more Main development**

Other Issues 2: Front Yard Stepback

- Proposed 1.85 m front yard stepback above the fifth floor vs required 2m stepback above fourth floor.
 - No compelling planning reason for not complying: it simply allows developer to have larger units at expense of street appearance and pedestrian flow
- Stepback above the fourth floor rather than fifth reduces the apparent massing of the building: scale matters!
- At rear, fifth and six storeys do not conform to 45° plane
- If application is approved then precedent set
- We’re not objecting to the number of proposed units but rather their configuration.



A Final Note

- On nearby Pretoria Avenue JB Holdings saved a large canopy tree – it's vastly better than had it been cut
- On Hawthorne we are asking him to also save trees and make the new development a compatible addition to the community.
- JB Holdings can do better on Hawthorne!



Attachment 2

October 6, 2023

OLT - 23 000757 - Participant Statement: Old Ottawa East Community Association.

The Old Ottawa East Community Association supports Adriana Beaman's appeal of the Ottawa City Council approval of the 15-17 des Oblats Avenue rezoning amendments (By-law No. 2023-309). Key aspects of her appeal were also critical issues of the Old Ottawa East Community Association (OOECA).

We expressed these concerns at the pre-application consultation session and continued pushing them throughout the process, including at the Planning and Housing Committee meeting when the application was considered. While some adjustments were made to the plans, our fundamental issues - issues included in Ms Beaman's appeal - were not satisfactorily resolved.

Over the last 10 years, OOECA has worked well with developers as the properties of the Oblates Immaculate Mary and the Sisters of the Sacred Heart of Jesus has been redeveloped. In the case of 15-17 des Oblats we have been less successful.

As per the attached letters sent to the City of Ottawa's Planning, Real Estate and Economic Development department, our fundamental issues have been that the proposed parking has been far below the minimum parking allowed by the by-law and the proposed density is much more than what was envisaged within the Old Ottawa East Secondary Plan and the OOE Community Design Plan. We also have been concerned that the existing trees be protected and while the approved plan does protect the trees in the northeast corner of the lot we support Ms Beaman's argument - supported by the approved Secondary Plan - that the trees in the northeast corner also should be protected.

John Dance
Chair, Old Ottawa East Planning Committee, OOECA

Attachment 3

September 14, 2023

Krishon Walker
City Planner
City of Ottawa

Re: Comments regarding proposed OPA and Rezoning of Lansdowne Park

I am writing on behalf of the Glebe Community Association to provide comments on the proposed rezoning and official plan amendments for 945 and 1015 Bank Street. These comments are based on extensive conversations within our community, including an open house.

Lansdowne Park is adjacent to the UNESCO-designated Rideau Canal in the heart of downtown Ottawa. This city-wide asset has a long history of bringing residents together to enjoy green parkland, for sports, exhibitions, entertainment, as well as a weekend farmers' market. The GCA has been working with the City of Ottawa, the Ottawa Sports and Entertainment Group (OSEG) as well as the Glebe BIA for many years to enhance the vibrancy of Lansdowne Park and improve the site so that it can continue to benefit both this community and residents across the City.

The City's new Official Plan designated Lansdowne Park as one of its "Special Districts" and we support good stewardship of this publicly owned land in the centre of our city.

The GCA is in favour of the City's growth management objectives for intensification, which includes increased density in the Glebe and the downtown core and we support the City's overall objective of becoming the most liveable mid-sized City in North America.

The GCA is concerned about overdevelopment, the loss of accessible green/park space, and the impact on public space of the proposed redevelopment that could make the site less, rather than more, attractive to visitors.

Bearing all the above in mind, we offer the following comments more specifically to the proposed Official Plan Amendment and Rezoning related to Lansdowne Park:

Transportation issues

- Transportation studies do not consider the traffic demand and impacts from events in the urban park itself (i.e., music festivals/cultural events in the Great Lawn area, etc.) The studies seriously under-estimate traffic demands and how multiple activities in the entire site will affect traffic.
- Transportation studies do not consider the increasing use of online shopping and food ordering and related delivery activity. The demand created by new residents on the site could be significant.
- There has been no assessment or evaluation of the current traffic impact—other than during Red Black games. Transportation infrastructure is insufficient to handle current

activity at Lansdowne given there is no LRT or Rapid Transit service available, and nor will there be within any reasonable planning horizon.

- One of the key objectives of Lansdowne 2.0, according to OSEG, is to attract more people to Lansdowne Park. And yet, the transportation study says there will be no increased demand or impacts. This defies logic, unless the assumption is that the only additional “visitors” or patrons to the commercial areas and events hosted at Lansdowne will be residents in new towers. That is a very risky assumption on which to base a prudent analysis of transportation impacts.

Scale and Massing of residential towers

- It is greatly concerning that this proposal appears to be requesting permission to rezone an area that includes both the playing field and the south side stands. There is no rationale provided for why this land should be included. These areas should be removed from any rezoning proposal, unless it represents the City’s recognition of the risk that this redevelopment proposal poses to taxpayers and it anticipates the demise of the football stadium and team play, and further development of residential towers onsite to assist in bailing the City out of further financial difficulties.
- The proposed maximum height and massing of the towers is not supportive of a vibrant public realm that Lansdowne Park is intended to provide, and in fact, must provide, if it is to attract visitors and become financially sustainable. The City’s own UDRP has voiced strong concerns in its July 2023 review of the proposal, backing up the concerns of the GCA.
- A narrower floorplate, as per the City’s high-rise guidelines of 750 sq. m, must be adhered to, to reduce sun shadow effects as well as to create buildings that don’t dominate their surroundings. The towers do impose themselves and detract from the attractiveness of the site – critical to the financial success of Lansdowne, which is the problem that the City is trying to solve. The UDRP makes this point quite strongly in their comments from July 2023.
- This amount of density is not appropriate given lack of LRT or Rapid Transit – particularly on a site that already suffers from traffic congestion.

Heritage issues

- The proposed new event centre and extended berm will encroach into the framing lands and Great Lawn south of the Aberdeen Pavilion.
- The placement and height of the event centre will also compromise the prominence of Aberdeen Pavilion.
- The placement of the third tower will completely change the cultural landscape of the Aberdeen Pavilion, a national historic site. This building is meant to be set in open surroundings and was historically used for mass public events. A high-rise tower will irrevocably change the prominence of this historic centrepiece of Lansdowne Park.
- The high-rise towers (all three of them) will block light going into the transom windows of the Aberdeen Pavilion and will change the public experience of this heritage building.
- High-rise towers compromise the visual primacy of the Aberdeen Pavilion as the centrepiece and symbol of Lansdowne Park. Views of the Aberdeen Pavilion will be blocked from the Bank Street Bridge and from QE and Colonel By Drive. The whole character of the site will be changed.

Proposed Official Plan Amendment

The Proposed Official Plan Amendment attempts to leverage what is described as a lack of clarity and direction in the newly-minted Official Plan.

With respect to greenspace, the OP Special District policy is very clear: development of greenspace goes against the clear intent of the newly-minted OP and will result in significant loss of greenspace. The Special District policy in this regard was further reinforced by Council at the same June 2022 Council meeting in a motion sponsored by Councillor Kitts that specifically referred to such policies, and that any proposal for Lansdowne Park should respect them. The motion specifically contemplated the policy of and intent of the Official Plan – again, this was not a matter of an oversight that needs to be corrected. The City’s Planning Rationale for this OPA states that the Council-approved in principle concept should take precedence and that the Special District policy is “considered to be an oversight.” This is very clearly not supported by the clear intent of this motion, which reinforces the clear intent of OP policy for the Special District, that is, “development within Lansdowne Park should be focused on existing built areas, avoiding or maintaining the established areas of greenspace and public space.”

The City’s Planning Rationale goes on to say that, “the Official Plan Amendment for the subject property will provide direction and improved clarity regarding the applicable designations on the site and conflicting policy direction throughout the Official Plan.” Again, there is no lack of clarity regarding applicable designations or conflicting policy direction. The language and intent of the newly-minted Official Plan is in fact very clear. When it talks about greenspace and public space it means space that is currently green, space that is currently public. It is not referring to land use “designations” - and how it should be interpreted in light of the Special District policy. Again, it is a clear statement that the City should not proceed with development on “established areas of “greenspace” and “public space”. And it is abundantly clear that the existing “Hill” and “Great Lawn” within the exclusively public areas of Lansdowne Park are just that.

The loss of (usable) greenspace that will result from this proposal is important. The City knows that inner urban areas, including the area where Lansdowne Park is located, are underserved in relation to the City’s own standards for greenspace. Bearing in mind that the intent is to continue to intensify, and more residents will join the immediate neighbourhood, this gap in the amount of greenspace will only widen even without this redevelopment proposal. With the arena build, the gap becomes even greater, and suggests that Ottawa is willing to sacrifice both its greenspace and its’ important livability goal. Designating Lansdowne Park as a Special District in the new Official Plan was a prudent and deliberate move since Lansdowne Park is a vital city park in the heart of Ottawa along Rideau Canal UNESCO World Heritage site with great historical importance. It is therefore vital that any future planning approaches to Lansdowne Park adhere to these policies.

In trying to lay out a case for the Official Plan Amendment, the Planning Rationale links a number of misleading or unsupported statements. Broken out, they are:

Planning Rationale: "The proposed event centre will be located within the existing grass berm of the Great Lawn at the east end zone of the stadium."

In fact, the actual footprint of the proposed event centre extends beyond the footprint of the existing berm, and into the Great Lawn area, although this and other representations of the arena proposal obscure this reality. Importantly, the arena will also rise roughly 2 ½ storeys above grade, presenting a significantly larger massing than the green berm that exists currently. The Urban Design Review Panel had this to say:

- *The Panel has concerns with the event centre in terms of how it blocks and interrupts the pedestrian experience of the site.*
- *The Panel encourages the applicant to consider alternate sectional studies and provide further analysis to better inform the end result.*
- *The Panel strongly recommends lowering the event centre into the ground and seamlessly connecting the park with its roof to create a park space for public enjoyment, despite additional cost.*

Then there is the issue of how the proposal intends to transition the eastern 2 ½ storey "wall" of the arena down to the level of the Great Lawn. Assuming a new berm is created (that provides music festival seating in warmer seasons, and a well-loved toboggan hill in winter) with similar slope to the existing one, the Great Lawn will be reduced by a further 30m or roughly 30-40% (roughly) of the existing grassy area.

Planning Rationale:

"The proposed event centre will be integrated into the existing berm, and a green roof will be considered during a future Site Plan Control application."

"The proposed concept, and more specifically the event centre, will maintain the integrity of the Urban Park as it exists today. The existing berm will be reinstated after construction of the event centre is completed, and a green roof will be considered when determining the detailed design of the building. A future green roof will respect the open space that currently exists and will complement the park."

The above statement is not credible on a number of points:

- It is highly misleading, if not simply untrue, to state the existing berm will be reinstated after construction of the event centre is completed. If a berm is built to transition the new arena to the reduced Great Lawn area, it will be an entirely new berm, and built in an almost entirely new location to the east of the existing berm. It will occupy what is now the Great Lawn area.
- Staff have been directed to identify costing of structure to enable use of the roof area, but no estimate has been confirmed so there can be no confidence whatsoever of future use.

With respect to height and massing within Special Districts, the newly-minted OP, backed up by Councillor Kitts motion that was approved by Council, is also clear. It is not the case that the OP provides limited direction, as per the Planning Rationale:

“As the site is subject to the Lansdowne Special District policies, there is limited direction regarding height and massing. As such, an Official Plan Amendment to create an area-specific policy is proposed to create clearer direction for the site as it relates to land uses, height, and massing.”

The Official Plan is in fact very clear:

*d) With the exception of Kanata North, the permitted building height will be the higher of the:
i. Existing zoning in place at the time of adoption of this Official Plan; or
ii. As provided through an adopted Secondary Plan.*

The proposed rezoning and OPA far exceed the height permissions as outlined above.

Summary

In summary, the GCA has strong concerns regarding the proposed OPA and Rezoning for this site, which do not appear to be driven by good planning. Rather, the redevelopment plan for Lansdowne Park appears to be driven by an effort to support financial engineering to present this redevelopment as “revenue neutral” or no cost to taxpayers.

In addition, the City has decided not to address calls by this community and others to pursue exploration of alternatives that could potentially develop positive solutions to problems faced by the City, that are first and foremost in the public interest.

Submitted on behalf of the Glebe Community Association.

Carolyn Mackenzie
Chair, GCA Planning Committee



375 Deschâtelets Complete Pathway Access

Planning Committee, Old Ottawa East Community Association
Presentation to Planning & Housing Committee
August 16, 2023

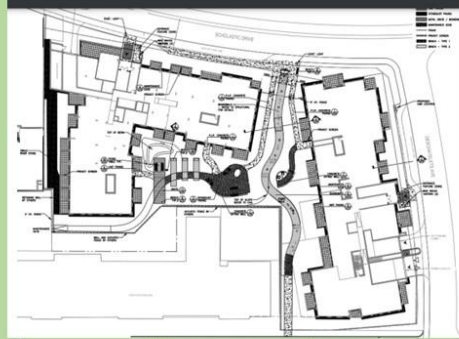
OOECA -presentation 375 Deschatelets 23228 – Final / August 15 , 2023

General Perspective

- Generally, the 375 Deschâtelets proposal reflects the well-consulted-on OOECDP/SP
- The Regional Group has consulted well throughout course of Greystone Village planning
- Specifically, the consultation on 375 Deschâtelets has been good: changes to reflect most community concerns.



Pathway Restrictions



- East-west pathway proposed between the two blocks of 375 Deschâtelets
- But Regional proposes that the pathway not be open “during nighttime hours and winter months, at the discretion of the owner”
- **We propose, instead, complete access (year-round and 24/7)**
- The pathway is a section of the SP-mandated “east-west pedestrian/cycle path between Main Street and the Rideau River”
- The other two sections are through the Grande Allée Park and then the Forecourt Park: **this is the central, comfortable and safe route between Main and the river and its MUP.**

Why Complete Pathway Access Expected

- **During pre-app consultation and subsequently, restrictions were not proposed**
 - pre-app: “Community has always expected a public pathway from park to MUP” (Ron Rose)
- **Restrictions contrary to City policies**
 - “Maintain public access though the new development by establishing east-west pedestrian/cycle paths between Main Street and Rideau River ...” (ODE SP Policy 21)
 - > “Maintain public access” means 24/7 all year
 - TMP: “Winter maintenance standards shall support the priority of active transportation ...”
 - OP: “convenient active transportation”
 - Desirability of mid-block connectivity (standard in B.C., year-round, infrastructure and sustainable mobility options that can be used all seasons, including in winter)
- **Contrary to Regional’s 2015 proposal**
 - connectivity, permeability, non “gated-ness” sought: now restrictions with “private property” signs popping up.



Recommended City Action

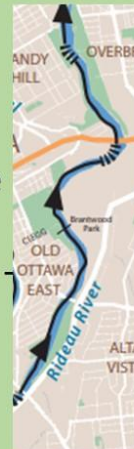
- Reject Regional's proposal to restrict access to the pathway
- Follow model of OOE's Greenfield Village with 24/7/365 public access to pathways
- Negotiate an agreement with Regional on ongoing upkeep and maintenance of the pathway.



NB: 375 Deschâtelets is possible because Regional demolished the heritage-designated Deschâtelets chapel. OOECA did not object to the demolition but we do expect an unrestricted pathway.

Related Issue: Future of GV's River Property

- Regional Group is willing to give away its 500 metres of river shoreline
- It's missing piece in what should be City linear park running from Sandy Hill's Strathcona Park all the way to OOS's Linda Thom Park
- City already has easements for RRWP and sewer
- City should assume ownership and have a glorious linear park five kilometres long – case of prime, free land to increase parkland
- The NCC has made extraordinary investments in river linear parks – it's now time for the City to do the same.



Annex - Pertinent Policy and Guidelines

OP Policy 4.1.2 Promote healthy 15-minute neighbourhoods. Refer to parts 3), 6) & 7) - see below.

3) The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLoS), the Safe Systems Approach and all the following:

- a) All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans; and
- b) Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate; and
- c) Pedestrian and cycling networks and shortcut public access through private properties may be required at the time of development approval, where appropriate or identified in this Plan and the TMP and associated plans; and
- d) New and reconstructed local residential streets shall be designed to low operating speed; and
- e) Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving overlay.

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

7) Provide safe and convenient cycling routes and facilities, as defined in the TMP and associated plans in Hubs and Corridors and within 1.9 kilometre radius or 2.5 kilometre cycling distance, whichever is greatest, to existing or planned rapid transit stations, frequent street transit stops and street transit stops on the Transit Priority network.

OP "Policy intent" in Section 2.2.4 Healthy and Inclusive Communities – reference OP page 30

- Support, and prioritize, active transportation for all ages and abilities. This includes the needs of children and older adults in the design of safe, convenient active transportation infrastructure and sustainable mobility options that can be used all seasons, including winter;
- The CDP, the OoESP, Regional's Plan (2015) and the New OoESP all indicate the clear intention and policy to establish and maintain a public east-west pedestrian/ cycle path between Main Street and the Rideau River.

OoESP: "Maintain public access through the new development by establishing east-west pedestrian/cycle paths between Main Street and Rideau River ..." (OoESP Policy 21)