Urban and Village Area Boundary Expansion – Settlement Area Parcel Analysis

Terms of Reference

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1. Description

A Settlement Area Parcel Analysis (SAPA) is required when expansion to an urban or village area boundary is to be considered. This report determines how the subject lands meet the Official Plan policies and objectives, and established location criteria.

Settlement areas, as defined by the 2024 Provincial Policy Statement (2024 PPS), are identified within our Growth Management Framework in our Official Plan as urban areas and villages.

Staff will assess, in context with other candidate parcels in the catchment area identified by the Servicing Component of the Infrastructure Capacity Assessment, whether the proposed lands are the best for addition into urban or village area boundaries.

Staff will also conduct a broader SAPA to assess transportation considerations (as described in section 6 below) related to adding the candidate parcel to the urban or village area boundary, relative to other parcels in other areas of the City that could be added.

This terms of reference informs staff analysis and is publicly available.

2. Authority To Request

- Provincial Planning Statement (2024 PPS), Section 2.3.2, Policy 1.

3. When Required

- For privately initiated urban or village area boundary expansion applications.

4. Basis for Evaluation Criteria

For lands scored during the new Official Plan process, an update to the previously completed scoring analysis, to account for any changes, rather than a completely new analysis will suffice.

Scope of analysis in the SAPA will be limited to the catchment area, with the exception of the noted transportation considerations, identified by the Urban and

Village Area Boundary Expansion - Infrastructure Capacity analysis, that is required prior to an application submission. With the exception of the exclusions mentioned below, all parcels within the catchment area will be assessed and scored to identify the best lands that should be added to the urban or village areas.

The City's analysis will include the following specific requirements in the 2.3.2, Policy 1) of the 2024 PPS:

- b) if there is sufficient capacity in existing or planned *infrastructure* and *public service* facilities;
- e) whether the new or expanded settlement area complies with the *minimum distance separation formulae*;
- f) whether impacts on the *agricultural system* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance; and
- g) the new or expanded settlement area provides for the phased progression of urban development.

In addition, the assessment shall conform with the City of Ottawa Official Plan, including but not limited to:

Section 3.1 Policy 5)

- c) The required components of municipal infrastructure that are planned or available, have sufficient capacity, are financially viable over their life cycle and protect health, safety and the natural environment. For the purposes of this policy, financial life cycle viability shall include the relative scale of the costs associated with any new or additional area to be serviced, any required system upgrades to provide the required capacity and the inclusion of operations, maintenance and replacement costs post-development
- d) That lands designated Agricultural Resource Area are excluded from consideration
- e) That lands within the Sand and Gravel Resource Overlay and Bedrock Resource Overlay are excluded from consideration, and within 300 metres from a Sand and Gravel Resource Overlay and/or 500 metres from a Bedrock Resource Overlay are excluded from consideration;
- f) That lands designated as part of a natural heritage system are excluded while maintaining the possibility of minor, site-specific adjustments along the boundaries to reflect the results of more detailed field investigations if required;

- g) That lands with proximity and access to a provincial 400-series highway, including future interchange access, be reserved for Industrial and Logistics uses and that any residential development adjacent to such lands incorporate any appropriate proximity-mitigation measures or features from the future industrial uses that are deemed necessary solely within the residential portion of development
- h) That lands containing or in proximity to major facilities, as defined in the Provincial Planning Statement, are avoided. The appropriate distances from major facilities shall consider the adverse impacts of odour, noise and other contaminants to future sensitive uses in order to minimize risk to health and safety and ensure the long-term viability of the major facility;
- i) That new village lands prioritize locations that provide the best access by sustainable transportation modes to facilities and services, such as schools, neighbourhood facilities, parks, a variety of housing and job opportunities and where connections to municipal water and waste waterservices already exist or can be efficiently provided; and
- j) The consideration of any other effect the new or additional lands would have on the ability to achieve the policies of this Plan.

Section 3.1, Policy 6)

- g) Village expansion does not encroach into the buffers from existing suburban areas.

Section 3.4, Policy 1)

1) Most of the village growth shall be directed to where municipal services exist or are planned in the villages of Richmond, Manotick, Greely and Carp.

Growth Strategy Report Criteria (2020 and 2021 Reports)

Proposed urban expansions will be further assessed using criteria developed through growth strategy in support of the Official Plan. The criteria was developed to help determine the most suitable lands to add to the urban area as per the policies and objectives of the Official Plan with respect to climate change, growth management, transportation, and the efficient use of infrastructure.

In addition to the exclusion identified in Policies 3.1. 5) and 6) of the OP, land with the following characteristics will not be considered or assessed, and where these features impact part of an assessed parcel, that part will not be considered developable area:

- Regulated wetlands including Provincially Significant Wetlands
- Valley or escarpment land that is subject to slip or subsidence
- Flood plain land (1:100 year)
- Land identified or impacted by existing or historic landfill operations
- Land within one kilometre of an existing village, with the following exceptions:
  - Village of Notre-Dame-des-Champs, which is already almost fully surrounded by the urban area and proposed urban development Lands east of the Village of Manotick boundary along the western shore of the Rideau River

Where a parcel is divided by an obstacle such as a major watercourse, a major ravine or some other barrier that effectively separates the land and limits access to or development, that parcel may be divided into two or more parcels for evaluation purposes. For example, a parcel that straddles watershed catchments with significantly different servicing approaches may be divided and evaluated as separate parcels rather than eliminating the entire parcel due to the difficulty servicing only part of the land.

While the above criteria will exclude some lands from consideration, other criteria will affect the amount of gross developable land that can be used for residential purposes. These criteria include

- Regulatory or operational limits for noise, vibration
- Impacts close to uses such as airports, existing or proposed pits and quarries, landfill sites and military facilities
- Natural heritage features
- Floodplain limits, including 1:350yr floodplain,
- Hazard lands (unstable slopes and potential retrogressive landslide areas)
- Minimum distance separation from applicable farm operations.

The overall objective in the assessment of alternative locations is to first make the best use of existing infrastructure capacity and community resources in order to: address the City's commitment to reduce GHG emissions; create 15-minute communities; and result in the lowest long-term cost for the City.

The criteria listed below and in Appendix A - Urban Expansion – Detailed Evaluation Criteria and Scores from Growth Strategy Reports shall be used to score parcels within the catchment area identified through the Infrastructure Capacity Assessment process.

5. Servicing Evaluation Criteria (water, wastewater (sanitary), stormwater)

The servicing infrastructure evaluation criteria have been developed with the general expectation that, through sufficient engineering and capital investment, each of the candidate sites could be developed in a manner consistent with the City's design guidelines. However, depending on candidate area characteristics and the existing trunk services that are potentially available, the level of servicing infrastructure (and time) investment required can vary significantly. Furthermore, not all areas are likely to be equally resilient to extreme operating conditions, or involve the same life-cycle servicing infrastructure costs and risks.

To arrive at a relative ranking of preferred candidate sites based on their servicing merit, evaluation criteria was developed that takes into consideration various factors including, the residual capacity in available trunk water and wastewater systems, pumping and storage requirements, and potential stormwater outlet conditions. In considering criteria such as these, future urban expansion could be achieved while minimizing life-cycle infrastructure costs and maximizing resilience to extreme conditions, including future conditions expected with climate change.

The proposed infrastructure scoring of candidate expansion sites will sum to a maximum of 30 points, and is based on four main criteria:

i) water (8 points);
ii) wastewater (8 points);
iii) stormwater (8 points);
iv) integration factor (6 points);

A fifth criterion may also apply depending on site specific conditions which would assign penalties (negative scoring) based on certain potential challenges related to soils, topography and potential risks to wells in nearby rural housing developments.

The criteria scoring described herein is a guide: site-specific information may require deviations from the descriptions provided. Deviations will be supported by rationale for each candidate area, as required. The final scoring for each area will be supported by detailed descriptions that are based on supporting analysis.

Scoring will be iterative because the score for an individual area could be dependent on whether or not an adjacent area will be added to the urban boundary or not. For example, major trunk water and sewer system upgrades to a part of the central systems may only be required if some, but not all of the areas in the same geographic location are added to the urban boundary.

In some situations where individual parcels are bisected by watershed / catchment area divides, the evaluation and scoring may be completed after parcel(s) are split into two (or more) representative parts. Stormwater and wastewater outlets for the clustered areas, and water distribution network connection points will be identified using available as-built information, information on yet-to-be constructed infrastructure documented in approved MSSs, and from detailed topographic (LiDAR) data.

5.1. Water (*8 points) & Wastewater (8 points)*

Water and wastewater scores will be assigned to individual parcels based on the anticipated scope of servicing requirements determined through high-level servicing strategies formulated for each of the candidate urban expansion areas.

Water

Adjustments to the scores indicated below may be justified for particular situations, such as:

- Pump station upgrade would only involve addition of new pumping capacity, but upgrade remains within current rated capacity.
- Servicing a particular candidate area could require a new drinking water pumping station and pressure zone, but could also provide an opportunity to improve service levels in existing adjacent areas.

Descriptions of what conditions would earn scores are provided below.

Score	Description
8	• Trunk systems in close proximity have adequate residual capacity • local conditions that do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints. • No major crossing(s) required.
6	• Trunk systems in close proximity have adequate residual capacity • local conditions that do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints. • Major crossing(s) or pressure reducing valves required.
4	• Localized upgrades to off-site trunk facilities required to establish sufficient capacity; • local conditions do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints.

2	• Topographic conditions require upgraded existing pumping facilities to meet level of service requirements; OR • Extensive and major upgrades to off-site trunk facilities required to establish sufficient capacity.
0	• Extensive and major upgrades to off-site trunk facilities, or new local storage facility required to establish sufficient capacity; AND • topographic conditions which require new or upgraded pumping facilities to meet level of service requirements.

Wastewater

Adjustments to the scores indicated below may be justified for particular situations, such as:

- Pump station upgrade would only involve addition of new pumping capacity, but upgrade remains within current rated capacity.
- Requirement for a syphon at a sewer crossing.

The final scoring for each area will be supported by detailed descriptions that are based on the above factors.

Score	Description
8	• Trunk systems in close proximity have adequate residual capacity • local conditions that do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints. • No major crossing(s) or deep excavations required.
6	• Trunk systems in close proximity have adequate residual capacity • local conditions that do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints. • Major crossing(s) or deep excavations required.
4	• Localized upgrades to off-site trunk facilities required to establish sufficient capacity; • local conditions do not require any new major pump facilities, or existing facility upgrades, to overcome topographic constraints.
2	• Localized upgrades to off-site trunk facilities required to establish sufficient capacity; and topographic conditions require new major or upgraded pumping facilities to meet level of service requirements; OR

	• Extensive and major upgrades to off-site trunk facilities required to establish sufficient capacity.
0	• Extensive major upgrades to off-site trunk facilities to establish sufficient capacity, AND • Topographic conditions which require major new pump facilities, or major upgrades to existing pump facilities to meet level of service requirements.

5.2. Stormwater (8 points)

Stormwater scores will be assigned to individual parcels based on:

- expected grade raise requirements relative to restrictions and other topographic constraints to drainage; and
- capacity and condition of surface water outlets and resulting stormwater management criteria, and suitability of site for infiltration-based Low Impact Development (LID);

Characteristics and Availability of Surface Water Outlets

Typically, the availability of surface water outlets for a given site is closely related to the following potential concerns or additional mitigation measures that need to be considered:

- Capacity of the surface water outlet. Major surface water outlets normally have additional capacity for increased flows as the new development represents a smaller proportion of the existing flows. Minor surface water outlets would normally have greater restrictions on discharge rates as the new development represents a larger proportion of the existing flows.
- Flooding of the downstream properties. Major surface water outlets normally have a lower risk of flooding as the new development represents a smaller proportion of the contributing drainage area. Minor surface water outlets would normally have greater restrictions on discharge rates as the new development represents a larger proportion of the contributing drainage area.
- Erosion risk of the surface water outlet. Major surface water outlets normally have lower risk of erosion as the new development represents a smaller proportion of the existing flows. Minor surface water outlets would normally have greater restrictions on discharge rates, in order to reduce the risk of erosion, as the new development represents a larger proportion of the existing flows.

Assessment of the availability of suitable surface water outlets will be based on the high-level conceptual grading and drainage plans that will also support the

assessment of grade raise requirements. Existing information on the condition of available surface water outlets will also be considered.

The suitability for infiltration-based LID features will also be considered in this factor should there be an opportunity to avoid impacts to the outlet through implementation or LIDs / runoff volume controls. The feasibility of LIDs will be determined based on a review of updated surficial geology and depth to bedrock mapping, as well as water table information in these areas based on available borehole information.

Expected grade raise requirements relative to restrictions

Typically, when grade raises are required that are greater than the recommended grade raise there are other related concerns or additional mitigation measures that need to be considered. These include:

- Using light weight fill materials to achieve the required fill height, reducing the overall weight of fill and therefore the potential for settlements. Light-weight fill is costly and can pose problems to the long-term maintenance of associated infrastructure.
- Limiting grade raises may result in submerged storm sewer outlets to the stormwater management ponds, which reduces the capacity of the sewers and increases long-term maintenance requirements.
- Grade raises necessitated by drainage outlet constraints may require that the watercourse be deepened or the hydraulics altered to reduce the required grade raise. Watercourse deepening involves major reconstruction, impact mitigation, and long-term maintenance to ensure that the solution is sustainable.

Estimates of grade raise requirements will be obtained from high-level conceptual grading and drainage plans that will be developed for each of the candidate sites. These plans will be prepared based on available boundary conditions and known hydraulic conditions of watercourses in the vicinity of each site. Preliminary assumptions and calculations will be made to support estimation of approximate ground surface elevations required for each site to drain via a conventional system of catch-basin inlets and gravity storm sewer conveyance systems to the outlet.

Grade raise restrictions are limitations on the amount of fill that can be placed on the existing soils to limit possible short and long-term settlements to acceptable ranges. The grade raise restrictions across the candidate sites will be estimated based on a review of updated surficial geology and depth to bedrock mapping, as well as the engineering properties of the soils in these areas based on available borehole information.

Stormwater criteria scoring

Stormwater criteria scoring will be based on the analysis described above, and the point allocation methodology as provided in the table below. The scoring for each area will be supported by descriptive rationale.

Criteria	Score	Description
Characteristics and Availability of Surface Water Outlets	2	• Major Surface Outlet Available: No issues anticipated with capacity or condition of the receiving watercourse
	1	• Minor Surface Outlet Available: Some issues are anticipated with the capacity and/or condition of the receiving watercourse. Requires additional volume / flow controls.
	0	• Limited Surface Outlet Available: Issues are anticipated or known with the capacity and/or condition of the receiving watercourse. Requires additional volume / flow controls but is not suitable for infiltration-based LIDs.
Expected grade raise requirements relative to restrictions	6	• No grade restrictions that might result in issues with submerged sewers or deepening of watercourses.
	3	• Some grade restrictions that could potentially result in submerged sewers or deepening of watercourses.
	0	• Limited grade raises likely that would result in submerged sewers, deepening of watercourses and/or the use of EPS fill.

5.3. Integration Factor (6 points)

The Integration Factor is intended to represent the lowest common servicing denominator potentially affecting the timing of developing the candidate sites, and the overall costs associated with establishing a sufficient stormwater outlet and/or major trunk system upgrades. The Integration Factor will enhance the score of candidate sites with (highly or moderately) favourable water, wastewater, and stormwater conditions. This is to enable a differentiation of such sites from those that that may score more poorly for one or two services due to major deficiency(ies).

Descriptions of what conditions would earn scores from 0 to 3 are as follows. (The water, wastewater or stormwater scores referred to below are out of 8.) The

Integration Factor scores will be multiplied by a factor of 2, for a maximum score of 6.

Score	Description
6	Scores for water, wastewater and stormwater criteria are 4 or higher.
4	The score for one of the water, wastewater, or stormwater criteria is 2. Remaining scores are 4 or higher.
2	The score for two of the water, wastewater, or stormwater criteria is 2. Remaining score is 4 or higher.
0	The score for one or more of the water, wastewater, or stormwater criteria is 0.

5.4. *Serviceability Penalty Factors*

Penalty factors are proposed to account for potential site-specific development and servicing issues that would not otherwise be accounted for in the water, wastewater or stormwater criteria. Penalty factors are proposed to address sites that include the following characteristics:

a) Grey compressible clays: this soil type increases risks and costs associated with the construction and long-term maintenance and renewal of infrastructure.
b) Depressional storage: this includes low-lying lands and wetlands that provide an important hydrologic storage function that regulates flow within downstream watercourses. Loss of this storage function could result in increased risk of erosion in the stormwater outlets.
c) Shallow depth to bedrock: shallow bedrock increases risks and costs associated with construction of infrastructure.
d) Adjacent drinking water wells privately-serviced development or municipal wells: urban development has the potential to impact nearby water wells associated with privately serviced development or municipal wells that service nearby rural villages. These impacts could be associated with construction or changes to surface and groundwater flow patterns.

Penalties for each area will be assigned as follows:

Penalty	Description
-2	Extensive presence of Grey compressible clays in the area
-2	Depressional / wetland areas exceeds 10% of the candidate area
-1	Extensive presence of shallow bedrock in the area

-2	Adjacent wells sufficiently close to be potentially affected by construction or drainage changes.

Rural Village Expansion Proposals

In terms of servicing the City will rank alternative locations based on the following order of preference for village expansion is as follows:

- Villages that are already on municipal water and sewer services, where these services are connected to the City's central water and wastewater systems
- Villages fully on individual private services
- Villages that are already on municipal water and sewer services, where the water service is provided by a municipal well system, and the sanitary service is provided by connection to the City's central wastewater system
- Villages that are already on municipal water and sewer services, where the water service is provided by a municipal well system or a connection to the City's central water system, and the wastewater service is provided by a decentralized municipal wastewater system
- Proposed Village expansions based solely on private communal services will not be contemplated

Village expansions will not be considered where nitrate concentrations have already been shown to be at risk of exceeding the drinking water standard limit, considering areas already approved for development.

6. Transportation Evaluation Criteria

The transportation evaluation criteria are based on the availability of and proximity to higher order transit, proximity to employment, proximity to convenience retail*, proximity to major City recreation facilities*, distance to emergency services* and consideration of the need to upgrade rural roads. These criteria support the Official Plan objectives to focus on development and intensification near transit in order to make efficient use of existing City infrastructure, support travel by sustainable modes and reduce vehicle kilometres travelled (VKT) and greenhouse gas (GHG) emissions.

Staff will conduct a local analysis rating, then a city-wide analysis rating. Parcels that are contiguous with the existing Urban Boundary will be compared with other such parcels, using all of the criteria. Parcels that are contiguous with an existing Village Boundary will be compared with other such parcels, using all of the criteria except the higher order transit availability and proximity.

6.1. Availability of Higher Order Transit (maximum 18 points)

This evaluation gives a higher score to expansion areas that have greater certainty to be served by higher order transit. The highest score is given to candidate parcels that have access to existing higher order transit stations. For the purpose of the evaluation, Stage 2 Light Rail Transit stations are considered to be "existing" since implementation is approved and currently underway. Out of a possible 52 points overall in the Transportation evaluation the majority, a total of 18, is assigned to availability of Higher order Transit. This score reflects the high importance the City assigns to proximity to higher order transit in the evaluation of candidate expansion area parcels.

Higher order transit is defined as Transit Level of Service (LOS) A – Separate ROW/Grade separation and Transit Level of Service (LOS) B – Median transit lanes or highly effective curb transit lanes with at-grade intersections. For greater clarity, transit LOS C – Curb side bus lane with significant "friction" (e.g. Albert/Slater bus lane) is not in the higher order transit category. The same definition applies for criteria #2, proximity to higher order transit.

a. Distance Threshold

The distance threshold to a higher order transit station for this evaluation is 2.5km (measured as a 1.9km radius). The 2.5km distance is based on a 5-minute local bus ride (at 30 km/hr) and a 10-minute bicycle ride (at 15 km/hr). This distance also exceeds the suburban area transit station spacing distance which ranges between approximately 0.5km to 1.5km. Also, the resulting land area captured at that radius distance would be approximately 1,100ha (by comparison, the Riverside South CDP area is 1,480ha).

b. Criteria and Scoring

The scoring of 18 points maximum for this evaluation is reduced incrementally by 4 points between most criteria as the level of certainty for the provision of transit diminishes. The highest score is given to existing or imminent (Stage 2 LRT) transit. The three other thresholds used in this evaluation are based on decreasing levels of certainty of future transit provision (i.e. approved mapping in the Official Plan, Transportation Master Plan or as shown in an Environmental Assessment or other Council approved document such as a community design plan or concept plan).

An 8-point reduction occurs between the third and fourth categories given that no specific transportation study has been undertaken for "conceptual future transit"

corridors and there is a high level of uncertainty surrounding the location and provision of such corridors. Zero points are given when the centroid of a candidate parcel is beyond 2.5km from a higher order transit station of any classification.

The scoring is as follows:

18 points: LRT / BRT Available now (including Stage 2)

14 points: Shown in the current TMP 2031 Affordable Network Plan

10 points: Shown in the current TMP Ultimate Network Plan or approved Environmental Assessment

2 points: Shown as a conceptual future transit corridor (grey arrow)

0 points: No Higher Order Transit planned

6.2. Proximity to Higher Order Transit Station (maximum 12 points)

This evaluation favours expansion areas that have proximity to a higher order transit station. This is to reflect that transit access by sustainable modes and transit ridership increases with station proximity. This evaluation considers equally both existing and planned transit stations since a reduction in scoring has already been applied in the Availability to Higher Order Transit evaluation for the existence, or likelihood of existence, of transit. Out of a possible 52 points overall in the Transportation Evaluation Criteria, a total of 12 points is assigned to Proximity to Higher Order Transit Station.

a. Distance Threshold

The maximum distance threshold for the Proximity to Higher Order Transit Station evaluation is 2.5km (measured as a 1.9km radius), based on the same rationale as used in the Availability of Higher Order Transit evaluation. Other distance thresholds and radius measurement reductions are as set out in Table 1 above.

b. Criteria and Scoring

The scoring for each category is reduced by 4 points as the distance from the higher order transit station incrementally increases. The thresholds used in this evaluation are based on accepted travel times by sustainable modes including walking, biking and local transit. The highest score is given to candidate parcels that have walking distance access to existing or planned

higher order transit stations. Zero points are given when the distance to the higher order transit station is greater than 2.5km (1.9km radius).

The scoring and basis are as follows:

12 points: 0 to 0.8km. The upper threshold distance of 0.8km is based on a 10-minute walk and is the distance used to define the boundaries of the six Ottawa TOD Plans. 0.8km is measured as a 0.6km radius.

8 points: greater than 0.8 up to 1.5km. The upper threshold distance of 1.5km is the TOD Guideline distance for provision of enhanced cycling facilities to transit. 1.5km is measured as a 1.1km radius.

4 points: greater than 1.5 up to 2.5km. The upper threshold distance of 2.5km is based on a 5-minute local bus ride and a 10-minute bicycle ride (at 15 km/hr). 2.5km is measured as a 1.9km radius.

0 points: greater than 2.5km / 1.9km radius.

6.3. Availability of Employment (maximum 8 points)

This criterion favours parcels that have higher numbers of existing and planned jobs within the existing median commute-to-work distance over the surrounding road network compared to other parcels. The City will provide the data on existing and planned jobs.

a. Distance Threshold

The distance threshold for “Availability of Employment” is the Ottawa median commute-to-work distance for all modes (walk, bike, transit and automobile) of 11.4km (measured as a 8.6km radius), based on data from the 2011 Household Origin-Destination (OD) Travel Survey. This distance was used so that candidate parcels could be evaluated based on jobs within a distance that is in the lower half of all commute-to-work trips citywide.

b. Criteria and Scoring

The maximum 8-point score for this evaluation is reduced by 2 points for each category as the number of existing and planned jobs within the median commute distance decreases. The calculation starts by counting all existing and planned jobs within 11.4km of the parcel centroid. Existing jobs receive one point and planned jobs receive one-half of a point. The parcels are then listed in order of increasing points and grouped into 4 equal categories, based on the quartile values. The highest score is given to candidate parcels that have point scores within the top 25% of the overall point range. The minimum

score is given to candidate parcels that have point scores within the lowest 25% of the overall point range.

The scoring is as follows:

8 points – individual parcel score is within the greater than 75% up to 100% range of overall parcel scores

6 points – individual parcel score is within the greater than 50% up to 75% range of overall parcel scores

4 points - individual parcel score is within the greater than 25% up to 50% range of overall parcel scores

2 points - individual parcel score is within the greater than 0% up to 25% range of overall parcel scores

6.4. Proximity to Convenience Retail (maximum 5 points)

This criterion favours parcels that are located close to convenience retail clustered around a major grocery store.

a. Distance Threshold

The distance threshold for “Distance to Convenience Retail” matches the Ottawa median travel distance for all modes (walk, bike, transit and automobile) citywide accessing retail facilities of 3.8km (measured as a 2.9km radius). This distance is based on data from the 2011 Household Origin-Destination (OD) Travel Survey.

b. Criteria and Scoring

The maximum 5-point score for this evaluation is reduced by 2 points for each of three threshold categories as the distance to major retail facilities increases. The calculation measures the distance from a parcel centroid to the nearest major retail facility.

The scoring is as follows:

5 points: 0 to 0.8km – 0.8km is measured as a 0.6km radius.

3 points: greater than 0.8 to 1.5km – 1.5km is measured as a 1.1km radius

1 point: greater than 1.5 to 3.8km – 3.8km is measured as a 2.9km radius

0 points: greater than 3.8km

6.5. Distance to Major City Recreation Facilities (Max 5 points)

Proximity and availability of recreation facilities is another important consideration in the evaluation of the liveability of new residential areas. The availably of these facilities by walking, bicycle or by short bus or vehicle trips are important for the liveability of the community and can limit vehicle kilometers travelled (VKT).

For this evaluation a Major Recreational Facility is considered to be a pool plus two or more other indoor and outdoor recreation facility types on one site, such as arena(s), community centre, library, major sports fields, etc.

Examples of Existing Major Recreation Facilities:	
Nepean Sportsplex	1701 Woodroffe Avenue
Richcraft Recreation Complex – Kanata	4101 Innovation Drive
Cardel Recreation Complex - Goulbourn	1500 Shea Road
Minto Recreation Complex – Barrhaven	3559 Greenbank Road
Bob MacQuarrie Recreation Complex – Orleans	1490 Youville Drive
Walter Baker Sports Centre	100 Malvern Drive
Ray Friel Recreation Complex & Park	1585 Tenth Line Road
Pinecrest Recreation Complex & Park	2250 Torquay Avenue
St-Laurent Complex/Don Gamble Community Centre	525 Cote Street
Canterbury Recreation Centre	2185 Arch Street
Greenboro Community Centre	363 Lorry Greenberg Drive
Brewer Park	100 Brewer Way
Lansdowne Park	945 Bank Street
Proposed Major Recreation Facilities:	
Riverside South Recreation Complex	(Anticipated by 2029)

a. Distance Threshold

The upper distance threshold of 6.0km (measured as a 4.5km radius) is measured based on the straight-line distance between the parcel centroid and the nearest existing or planned Major Recreation Facility. with the distances having been factored downward by 25% to account for actual travel distances over the transportation network. This approach was adopted to address the fact that the road and pathway networks in expansion areas are currently unknown, making it impossible to calculate “on-road distances” equitably across all parcels.

b. Criteria and Scoring

The scoring for each distance threshold is reduced by 1 point as the distance to a major recreation facility incrementally increases. The highest score is given to candidate parcels that are closest. Zero points are given when the distance to the major recreation facility is greater than 6.0km (4.5km radius).

The scoring is as follows:

5 points: 0 to 2.0km. 2.0km is measured as a 1.5km radius.

4 points: greater than 2.0km up to 3.0km. 3.0km is measured as a 2.3km radius.

3 points: greater than 3.0km up to 4.0km. 4.0km is measured as a 3.0km radius.

2 points: greater than 4.0km up to 5.0km. 5.0km is measured as a 3.8km radius.

1 point: greater than 5.0km up to 6.0km. 6.0km is measured as a 4.5km radius.

0 points: greater than 6.0 km. (4.5km radius)

6.6. Distance to Emergency Services - Fire (maximum 4 points)

This criterion favours parcels that have a greater number of emergency service responders within 5 a minute travel time.

a. Time Threshold

The time threshold for “Distance to Emergency Services” is based on the assumed service area information as provided by Ottawa Fire Services.

b. Criteria and Scoring

The maximum 4-point score for this evaluation is reduced by 2 points between having 2 or more responders available within 5 minutes and having 1 responder available within 5 minutes. Zero points are given where there would be fewer than 1 responder within 5 minutes.

The scoring is as follows:

4 points: 2 or more responders available within 5 minutes

3 points: 1 responder available within 5 minutes

0 points: fewer than 1 responder within 5 minutes

6.7. Potential for Arterial Road Upgrade

This criterion considers the need for City investment in upgrading roads in order to service new expansion area lands. It assigns a negative score to parcels that have an increased likelihood to require that the rural road it fronts on and leading to the urban area would need to be upgraded to a serviced urban arterial road standard in order to support development.

a. Distance Threshold

This criterion only considers parcels the centroids of which are located beyond the maximum distance to Higher Order Transit of 2.5km (measured as a 1.9km radius) and that are not located on an existing serviced urban arterial road. A serviced urban arterial road is defined as including piped water and sanitary sewers.

b. Criteria and Scoring

The potential for arterial road upgrade is assessed based on the distance travelled over rural roads that provides the shortest distance from a parcel centroid to an existing urban arterial road system, or to an existing or proposed 400 series highway interchange.

The evaluation starts by removing from consideration all parcels that centroids of which are within a 1.9km radius of a higher order transit station, as well as removing those parcels that front on an existing serviced arterial road. This is because these two situations represent locations where urban expansion is preferred – within proximity to higher order transit and along existing serviced roads.

For each of the remaining parcels the shortest distance over existing roads to either an existing serviced urban arterial road or to a 400 series highway interchange ramp is measured. The parcels are then listed in order of increasing distances and grouped into 4 equal categories.

The lowest negative scores are given to candidate parcels that are within the closest 25% of the distance group (2 points lost). The highest negative scores are given to candidate parcels that are within furthest 25% distance group (8 points lost).

The scoring is as follows:

0% to 25% Distance Group (shortest distance)	Potential Points Lost 2

>25% to 50% Distance Group	**Potential Points Lost 4**
>50% to 75% Distance Group	**Potential Points Lost 6**
>75% to 100% Distance Group (farthest)	**Potential Points Lost 8**

7. Other Assessment Criteria

7.1 Community Integration Factors

Community integration ranks the ability of the parcels to be integrated with the adjacent parcels. Typically, this assesses any limitation to connect to adjacent parcels i.e. unable to be connected by new roads or to integrate development in any particular direction. Connectivity can be limited by obstructions such as major water courses, abutting land uses (e.g. existing rural development), rail lines, highways, natural environment areas, or agricultural land. These limitations are usually a permanent obstruction.

In order to be considered, parcels or clusters of parcels must be able to form a logical addition to the urban area. Parcels that cannot be directly integrated due to barriers such as, intervening development, environmental features (wetlands), agricultural lands and pits and quarries, will be excluded from consideration irrespective of how they may score in various criteria. These parcels if included would create a non-contiguous urban area by “leap-frogging”, and lead to inefficient development

7.2 Conflicting Rural Use Factors

Proximity of new urban and village development to agricultural resource land and operations, villages and country lot subdivisions are identified as the main areas of potential conflict. In addition to excluding parcels designated as Agricultural Resource and applying the MDS in the evaluation of candidate lands, further scoring penalties will be applied to account for impacts on agricultural operations. This criteria should be applied to both urban and village expansion.

These penalties will be based on the Land Evaluation and Area Review (LEAR) for Agriculture 2016 report and specifically the percentage of land in a candidate parcel under agriculture (AR1) as well the proximity of uses considered conflicting with agricultural operations (e.g. residential development) (AR2). Lands having a LEAR AR 1 score of 8 or greater will lose 1 point and AR 2 score of 4 or greater will lose 1 point.

Proximity of urban development to rural subdivisions is addressed as a servicing consideration as part of the Engineering factors. Impact on villages is addressed through the one kilometre buffer.

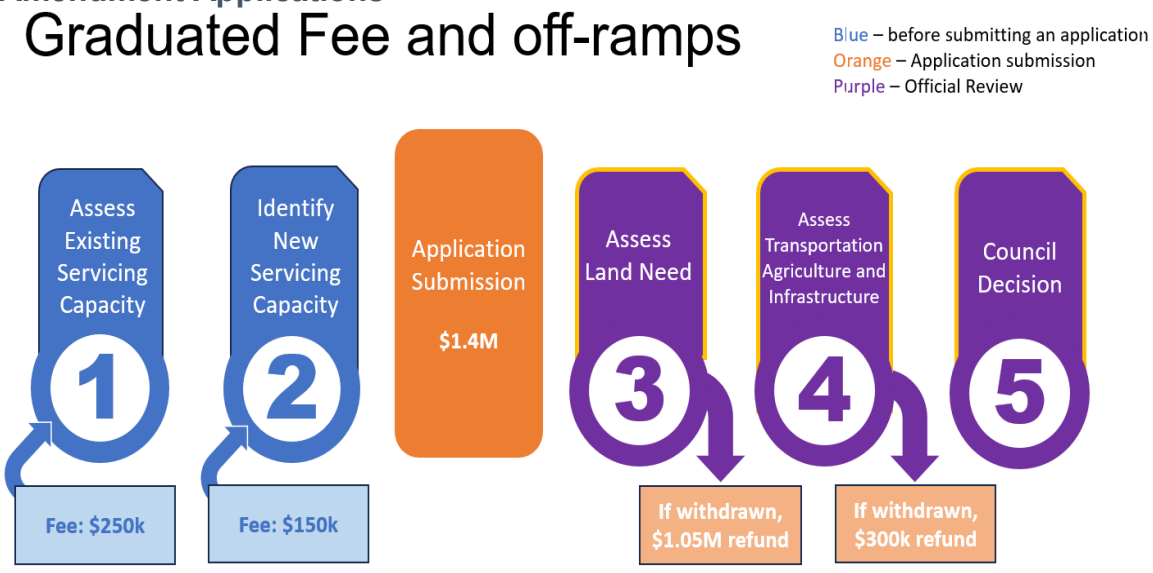
The natural linkage criterion considers the impacts of candidate urban expansion areas on identified natural linkages. Natural linkages identify existing or potential natural connections between core natural areas of the city's Natural Heritage System, which should be maintained or enhanced to ensure the long-term sustainability of the system. The natural linkages criteria impact the final score of a parcel or group of parcels but does not eliminate a parcel from consideration.

7.3 Village Expansion Criteria

Where applicable the evaluation criteria listed in sections 5, 6 and 7 and in Appendix A – Urban Expansion - Detailed Evaluation Criteria and Scores table, will apply to proposed village expansion and the assessment of alternative locations.

8. Roles and Responsibilities / Qualifications

Process for Urban and Village Area Boundary Expansion Official Plan Amendment Applications



The figure above illustrates the five steps of the Urban Boundary Expansion process.

The SAPA is one of three items required for a complete Urban and Village Area Boundary Expansion Official Plan Amendment application. It is produced by the applicant and submitted with the Infrastructure Capacity Assessment and the Land Needs Assessment before step 3 above. It is the last consideration of step 4.

Steps 1 and 2

The Servicing Capacity Assessment component of the Infrastructure Capacity Assessment is completed by the City, at the request of applicants, in steps 1 and 2 of the process. It identifies whether there is sufficient residual planned capacity, or whether new capacity is required to be funded by applicants, to service the addition of the lands to the settlement area. Should capacity be identified, the applicant can then finalize the balance of the required documents and submit a complete planning submission before step 3.

Step 3

Following submission of a completed application, the City will review the Land Needs Assessment and render a draft recommendation to the applicant as to whether additional urban or village area lands are needed to meet the PPS requirement of a 15-year land supply. Should the applicant select to withdraw at this stage, where there would be no outstanding right to appeal, a partial refund, as per the Planning Fee By-law, would be administered. Should staff provide a draft recommendation that lands are needed to meet the 2024 PPS requirement, the applicant may choose to proceed to step 4.

Step 4

At the beginning of step 4, Staff will assess the Transportation Capacity Assessment portion of the Infrastructure Capacity Assessment. It identifies whether there is sufficient residual planned capacity, or whether new capacity is required to be funded by applicants, to support the addition of the lands to the settlement area. In the instance that new projects are required and applicants agree to fund them, or should there be residual capacity identified, staff would proceed to undertake the SAPA and complete a comparative parcel analysis.

Staff would ensure that the 2024 PPS, Official Plan and criteria within this terms of reference are adhered to, while ensuring that any lands that would be added are the best lands for the long-term interest of the City. Staff will provide a draft recommendation to the applicant, stating the staff position on the lands in comparison to other candidate lands.

Should the applicant select to withdraw at the end of step 4 where there would be no outstanding right to appeal, a partial refund to the planning application would be administered.

Application Sequencing

Applicants will not be permitted to submit an Urban and Village Area Boundary Expansion Official Plan Amendment application concurrently with any other development application.

To be deemed complete, applications other than the Urban and Village Expansion Official Plan Amendment application must already have the subject lands included in the Urban Boundary. Within the urban area, a Future Neighbourhood overlay will apply along with the corresponding requirements for a secondary plan process. If lands are added to either for the urban or village areas through an Urban and Village Area Boundary Expansion Official Plan Amendment, a separate local planning process as per Section 12 of the Official Plan can begin for the subject lands.

9. Submission Requirements

If the applicant chooses, they may provide a report to assess and score candidate parcels in the servicing catchment area identified in the Infrastructure Capacity Assessment and identify which parcels are best fit to be included in the Settlement Area.

Should the applicant choose to provide their own report, it would not substitute the staff analysis.

10. Definitions / Key Terms

2024 PPS

- Settlement area
- Infrastructure
- Minimum distance separation formulae
- Public service facilities
- Prime Agricultural Areas

11. Resources / Background

Industrial and Logistics Land Strategy for the New Official Plan

Land Surveys and Research Reports

- Rural Residential Land Survey
- Vacant Industrial and Business Park Lands Survey
- Greenfield Residential Land Survey
- Research Reports
    - Annual Development Report
    - Ottawa Employment Survey

Official Plan

- Official Plan monitoring

Appendix A – Urban Expansion – Detailed Evaluation Criteria and Scores from Growth Strategy Reports (2020 and 2021)

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
Engineering (Serviceability)			
1. Water	Water scores will be assigned to individual parcels based on the anticipated scope of servicing requirements determined through high-level servicing strategies formulated for each of the candidate urban expansion areas. Adjustments to the scores indicated below may be justified for a candidate area(s), such as: • Pump station upgrade would only involve addition of new pumping capacity, but upgrade remains within current rated capacity. • Servicing a candidate site could require a new drinking water pumping station and pressure zone but could also provide an opportunity to improve service	• **8 points:** Where trunk systems, in proximity, have adequate residual capacity. local conditions that do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints. No major highway, railway and/or water crossing(s) required • **6 points:** Where trunk systems, in proximity, have adequate residual capacity, local conditions that do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints. Major highway, railway and/or crossing(s) required. • **4 points:** Where localized upgrades to off-site trunk facilities required to establish enough capacity; local conditions do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints. • **2 point:** Where topographic conditions require upgraded existing pumping facilities to meet level of service requirements; OR Extensive and major upgrades to off-site trunk facilities required to establish enough capacity.	**8**

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
	levels in existing adjacent areas. Scores for each site range from 0 to 8 based on consideration of the factors in the next column.	• **0 points:** Where extensive and major upgrades to off-site trunk facilities, or new local storage facility required to establish enough capacity; and topographic conditions which require new or upgraded pumping facilities to meet level of service requirements.	
2. Wastewater (Sanitary)	Wastewater scores will be assigned to individual parcels based on the anticipated scope of servicing requirements determined through high-level servicing strategies formulated for each of the candidate urban expansion areas. Adjustments to the scores indicated below may be justified for a candidate area(s), such as: • Pump station upgrade would only involve addition of new pumping capacity, but upgrade remains within current rated capacity. Scores for each site range from 0 to 8 based	• **8 points:** Where trunk systems in proximity have adequate residual capacity; local conditions do not require any new pump facilities, or existing facility upgrades, to overcome topographic constraints; and no major highway, railway and/or water crossing(s) or excavations required. • **6 points:** Where trunk systems in proximity have adequate residual capacity; local conditions do not require any new pump facilities, or existing facility upgrades are needed to overcome topographic constraints. Major highway, railway and/or water crossing(s) or excavations required. • **4 points:** Where localized upgrades to off-site trunk facilities are required to establish sufficient capacity; local conditions do not require any new major pump facilities, or existing facility upgrades, to overcome topographic constraints.	**8**

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
	on consideration of the factors in the next column.	• **2 points:** Where localized upgrades to off-site trunk facilities are required to establish sufficient capacity and topographic conditions require new major or upgraded pumping facilities to meet the level-of-service requirements; **OR** Extensive and major upgrades to off-site trunk facilities are required to establish sufficient capacity. • **0 points:** Where extensive major upgrades to off-site trunk facilities to establish sufficient capacity, **AND** topographic conditions which require major new pump facilities, or major upgrades to existing pump facilities to meet level of service requirements.	
3. Stormwater	Stormwater scores will be assigned to individual parcels based on: • expected grade raise requirements relative to restrictions; and other topographic constraints to drainage • capacity and condition of surface water outlets and resulting storm water management criteria, considering suitability for Low Impact Development (LID); For Potential Urban Expansion Areas Total scores for Stormwater ranged from 0 to 8 based on consideration of the factors listed in a-e below. The maximum possible score 8.		
a) Stormwater-characteristics and availability of surface water outlets	Scores for each site range from 0 to 2 based on consideration of the factors in the next column	• **2 points:** Major Surface Outlet Available: No issues anticipated with capacity or condition of the receiving watercourse. Standard quantity and quality SWM controls.	**2**

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
		• **1 point:** Minor Surface Outlet Available: Some issues are anticipated with the capacity and/or condition of the receiving watercourse. Requires additional volume/flow controls. • **0 points:** Limited Surface Outlet Available: Issues are anticipated or known with the capacity and/or condition of the receiving watercourse. Requires additional volume/flow controls and is not suitable for infiltration-based LID.	
b) Stormwater - expected grade raise requirement relative to restrictions and other topographic constraints on drainage.	Scores for each site range from 0 to 6 based on consideration of the factors in the next column	• **6 points:** No observable grade restrictions and/or topographic constraints anticipated that would result in submerged sewers or alteration of existing watercourses. • **3 points:** Some grade restrictions and/or topographic constraints that could potentially result in submerged sewers or alteration of watercourses. • **0 points:** Significant grade restrictions and/or topographic constraints that would result in submerged sewers, alteration of watercourses and/or the use of EPS fill.	**6**
4. Servicing Integration Factor	The Servicing Integration Factor represents the lowest common servicing denominator that has the potential to affect	• **6 points:** Scores for water, wastewater and stormwater criteria are 4 or higher. • **4 points:** The score for one of the water, wastewater or stormwater	**6**

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
	the timing of development and the cost of major trunk system upgrades. The Integration Factor will be used to enhance the score of candidate sites with (highly or moderately) favourable water, wastewater, and stormwater conditions. This is to enable a differentiation of such sites from those that that may score well for two services but, have a major deficiency in a third service.	criteria is 1 or 2. Remaining scores are 4 or higher. • **2 points:** The score for two of the water, wastewater, or stormwater criteria is minimum 2. Remaining score is 4 or higher. • **0 points:** The score for one or more of the water, wastewater or stormwater criteria is 0.	
5. Servicing Risk Factors (Serviceability Penalty Factors)	Penalty factors are proposed to account for potential site-specific development and servicing issues that would not otherwise be accounted for in the water, wastewater or stormwater criteria. Penalty factors are proposed to address the following potential issues: a) Differential settlement risk due	• **- 2 points:** Extensive presence of Grey compressible clays in the area **OR** • **- 1 point:** Extensive presence of shallow bedrock (<5m) in the area **OR** • **- 2 points:** Parcel abuts country lot subdivision and extensive presence of shallow bedrock (<5m) in the area • **- 2 points:** Depression storage area exceeds 10% of the parcel area.	**Potential loss of 4 points**

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
	to compressible clays, b) Shallow depth to bedrock, c) Parcel includes large depression/hydrologic storage area, d) Risk to private wells due to rock blasting required for servicing.		
		Maximum Engineering Score	**30**
Transportation			
6. Availability of Higher-Order Transit	Availability of existing or planned higher-order transit (LOS A & B) station within 2.5 km (1.9 km radial) The distance threshold of 2.5 km (1.9km radial) is based on a 5-minute local bus ride (at 30 km/hr) and a 10-minute bicycle ride (at 15 km/hr).	• **18 points:** Available now / Stage 2 LRT • **14 points:** Shown in current 2031 Affordable Network Plan • **10 points:** Shown in current Ultimate Network Plan or EA • **2 points:** Shown as a conceptual future transit corridor (grey arrow) in current Ultimate Network Plan or EA • **0 points:** No higher-order transit planned	**18**
7. Proximity to nearest Higher-Order	Distance to nearest higher-order transit station (existing or planned)	• **12 points:** 0 to 0.6 km • **8 points:** >0.6 km to 1.1 km • **4 points:** >1.1 km to 1.9 km **0 points:** >1.9 km	**12**

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
Transit Station	The distance threshold of 2.5 km (1.9km radial) is based on a 5-minute local bus ride (at 30 km/hr) and a 10-minute bicycle ride (at 15 km/hr).		
8. Proximity to Jobs	Urban expansion areas that have a greater number of opportunities for local employment are preferable. The Ottawa median commute to work distance for all modes of travel was used to rank candidate sites by the potential number of jobs within a distance of 11.4 km (8.6 km radial). The parcels capturing the higher number of jobs within this distance achieve the most points. **Note:** Scores for existing jobs are weighted by 1 while planned jobs are weighted by 0.5. The numbers of jobs in each class are documented.	• **8 points:** >75% to 100% • **6 points:** >50% to 75% • **4 points:** >25% to 50% • **2 points:** 0% to 25%	**8**
9. Proximity to Convenience Retail	Reflects proximity to convenience retail clustered around a major grocery store. Scores sites that on day one will take advantage of existing and known proposed commercial	• **5 points:** 0 to 0.6 km • **3 points:** >0.6 km to 1.1 km • **1 point:** >1.1km to 2.9 km • **0 points:** > 2.9 km	**5**

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
	services. Proximity to convenience retail for all modes has a city median distance of 3.8 km converted to 2.9km radial distance.		
10. Distance to Major City Facilities	Distance to one or more Major Recreation Facilities **Note**: Major Recreation Facilities which contain a Pool and 2 or more other indoor and outdoor recreation facility types on one site, such as arena(s), community centre, library, major sports fields, etc.	• **5 points:** 0 to 1.5 km • **4 points:** >1.5 km to 2.3 km • **3 points:** >2.3 km to 3.0 km • **2 points:** >3.0 km to 3.8 km • **1 point:** >3.8 km to 4.5 km • **0 points:** >4.5 km	**5**
11. Distance to Emergency Services – Fire	Emergency Services (Fire) – Estimated response within 5 min and based upon assumed service area information provided by Fire Services.	• **4 points:** 2 or more responders within 5 mins • **3 points:** 1 responder within 5 mins • **0 points:** 1 responder >5 mins	**4**
12. Potential Arterial Road Upgrades	Scoring seeks to reflect the relative cost of possible Arterial Road construction or upgrades required by future development. Potential is assessed based on, the distance travelled over roads that provide the shortest travel	• **0 points –** Frontage on an existing serviced Urban Arterial Road or site is within 1.9 km of planned higher order transit **First Group: 0% to 25% (closest distance)** • **- 2 point** **Second Group: >25% to 50%** • **- 4 points**	**Potential loss of 8 points**

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
	distance to an existing urban arterial road system or an existing series 400 Highway Interchange. Each parcel is put into one of four groups (closest to farthest) based on proximity / distance measured.	**Third Group: >50% to 75%** • **- 6 Points** **Fourth Group: >75% to 100% (furthest distance)** • **- 8 Points**	
			Maximum Transportation Score 52
Community Integration			
13. Connectivity	It is assumed that all candidate lands can be developed with an urban road network including existing and new arterials and collector roads, cycle routes, pathways and greenspaces. This factor recognises that some parcels may have limitations to the provision of road access or integration with urban area lands in some directions, due to barriers or physical obstructions such as landform (ravines, major watercourses, significant natural areas etc.) or man-made obstructions such as railways, highways or existing development (e.g.	• **8 points:** good – totally unobstructed in all directions; • **6 points:** less than good – full or partial obstruction in one direction; • **4 points:** medium – full obstruction in one direction and a partial obstruction in another direction; • **2 points:** poor – full obstruction in 2 directions • **0 Points:** very poor – full obstructions in 3 directions	**8**

12. Table 2: Detailed Evaluation Criteria and Scores			
Criteria	**Description**	**Scores**	**Max Score**
	country lot subdivisions, land designated for pits or quarries).		
		Maximum Integration Score	**8**
Conflicting Uses			
Active Agricultural Operation	Penalty to be added to any parcel that is not designated as Agricultural Resource based on Area Review (AR) score as well as confirmed livestock operation (based on OMAFRA data)	• **- 1 point:** AR 1 score of 8 or greater (meaning more than 50% of the parcel is under agricultural use) • **- 1 point:** AR 2 score of 4 or greater (meaning more than 50% of the parcel is greater than 500 metres from conflicting land uses)	**Potential loss of 4 points**
14. **Natural Heritage Linkages**	Presence of features that form part of Natural Heritage Linkages	• **0 points:** Natural Heritage Linkage does not impact the parcel • **- 2 points:** the Natural Heritage Linkage impacts less than 25 % of the parcel • **- 4 points:** the Natural Heritage Linkage impacts more than 25% of the parcel	**Potential loss of 4 points**
Maximum Loss Conflicting Uses - 8		•	
		Maximum Site Score	**90**

Ranking and Scoring

The initial evaluation process includes the potential for two scoring “passes” where individual parcels are scored on their own and then a cluster of parcels are considered together reflecting infrastructure efficiencies.

First Pass Scoring (Individual Parcels)

Parcels will be scored and ranked in order of their total score as outlined above. Where parcels have the same “total-score” the parcels will be ranked first on the basis of their Transportation Score and, if still tied, then by their Servicing Score. These lands will be prioritized for expansion. Any further land requirements will be selected through a second pass of scoring using a system to cluster parcels that have the highest capability of having the same attributes.

Second Pass Scoring (Clusters of Parcels)

While individual parcels may score poorly because they are difficult or costly to service those difficulties may be reduced if the parcel is considered as part of a larger area. This clustering, as discussed in section 5, is a consideration for servicing and may allow difficulties to be overcome or made more cost effective. Therefore, where a number of parcels in a cluster have a range of scores the City may evaluate and score the cluster as if it were a single parcel.

Those parcels or areas selected for inclusion in the urban area for residential purposes will be those parcels needed to provide a “Gross Developable Area” closest to the number of gross hectares required for urban expansion. In these instances, any candidate lands will need to be feasible and cost-effective to be serviced by transit, along with other hard municipal services. A significant consideration on the second pass is whether growth itself can pay for those same elements.

Minimum Scoring (applies to urban expansions only)

Candidate parcels will be ranked in order by their total score, from highest to lowest, and must have a Transit Score (Criteria 6 and 7) greater than zero, a combined servicing score (Criteria 1 to 5) of 14 or greater and a total score of at least 30 points.