

# DRAFT

## Barrhaven South Urban Expansion Area

COMMUNITY DESIGN PLAN  
CITY OF OTTAWA



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## How to read this document

A CDP is Council-approved document that is intended to establish the vision, goals and objectives of development in an area of expected growth in the city.

Policies are intended to provide specific direction and should be followed during implementing plans of subdivision. The policies are intended to guide future development applications to implement the vision, goals, and objectives. Policies all have a unique number to support reference in future applications; there is no implied precedence of one policy over another based on numbering. This CDP and all policies should be read in its entirety. For example, a school block on a collector street may have relevant policies in **Section 5.3.1.2 (Street and Mobility Network Policies)** and **Section 5.3 (Land Use)**; a park adjacent to a residential area may have relevant policies in **Section 5.1.2 (Greenspace Policies)** and **Section 5.3 (Land Use)**; and so on.

This CDP is supported by area-specific policies in the Official Plan. Variation from the policies in this CDP is possible without an Official Plan Amendment. In the case of variation from a policy in this CDP, the planning justification or rationale for an implementing *Planning Act* application may recommend an amendment to the CDP, in accordance with the policies of **Section 7 (Implementation)** recommend that Council adopt an amendment to the CDP.

The Barrhaven South Urban Expansion Area Community Design Plan is supported by:

- a Master Servicing Study (\*including a Municipal Class EA)
- an Environmental Management Plan and supplementary Environmental Impact Studies
- A community transportation plan
- A Community Energy Plan for lands subject to the Future Neighbourhood Overlay (Phases 3 and 4)
- Area Specific Policies in the Official Plan

Please refer to **Section 6 (Supporting Studies)** and **Section 7 (Implementation)** for more information on the studies that support and informed this CDP and on variation from this CDP.

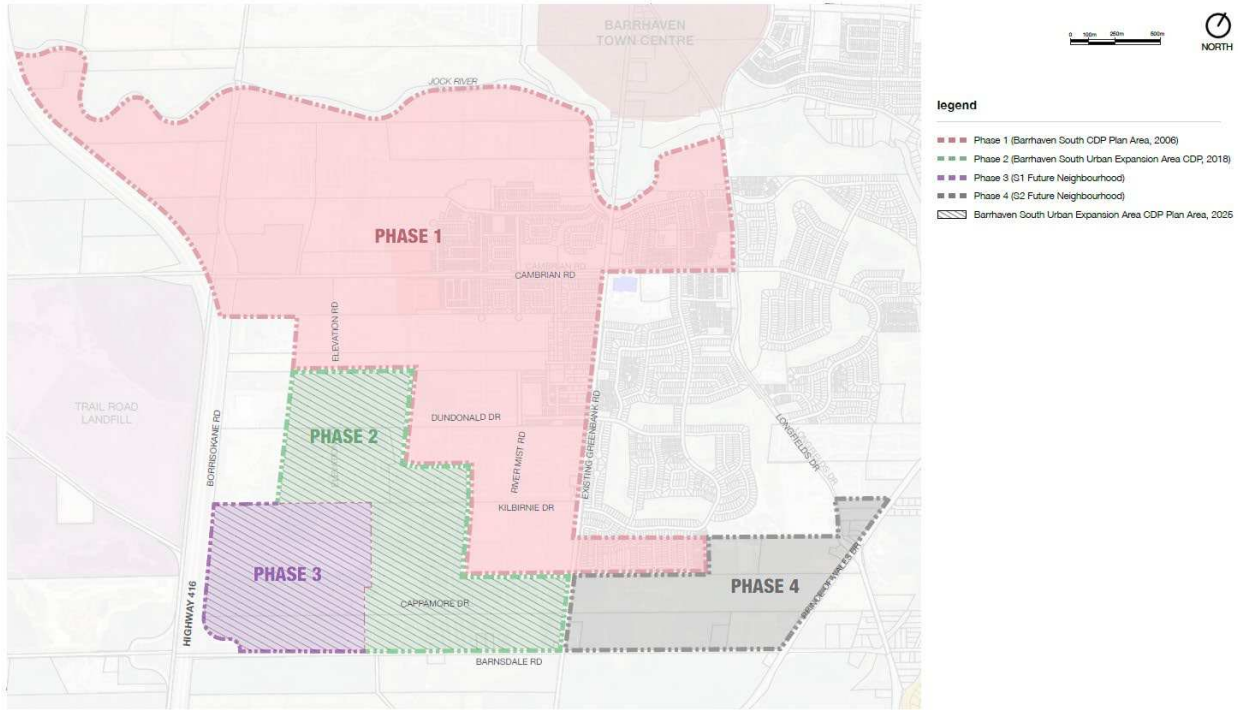
# 1 Introduction

The Barrhaven South Urban Expansion Area (Barrhaven South UEA) is comprised of greenfield development areas intended to accommodate successive phases of urban boundary expansion south of the Jock River in Barrhaven (**Figure 1**). The direction to expand urban settlement area boundaries onto these lands was established by the City of Ottawa through multiple comprehensive municipal reviews of the Official Plan, most recently in 2022.

## 1.1 The Community Design Plan (CDP) Plan Area

There are two in-effect Community Design Plans (CDPs) in Barrhaven South (south of the Jock River):

- the Barrhaven South CDP (2006), shown on **Figure 1** as Phase 1; and
- the Barrhaven South Urban Expansion Area CDP (this CDP, 2025), shown on **Figure 1** as Phases 2 and 3:
  - This CDP was initially approved in 2018 and included only Phase 2. This 2025 update includes Phases 2 and 3.
  - A further update will occur to include Phase 4 (S2 Future Neighbourhood).



**Figure 1: Barrhaven South CDP Plan Areas (south of the Jock River)**

The Barrhaven South UEA CDP (Phases 2 and 3) plan area is generally south of the Barrhaven South CDP (Phase 1) plan area, north of Barnsdale Road, east of Borrisokane Road and Highway 416, and west of existing Greenbank Road. When the Barrhaven South UEA CDP is updated to include the S2 Future Neighbourhood (Phase 4), the CDP plan area will extend east of existing Greenbank Road to Prince of Wales Drive.

The land area of the 2018 CDP plan area (Phase 2) was 122 hectares. With the addition of the Phase 3 (S1 Future Neighbourhood) lands of approximately 68 hectares, the total gross land area of the Barrhaven South UEA is 190 hectares. The Phase 4 (S2 Future Neighbourhood) lands will add an additional 75 hectares of land to the CDP Plan Area in the future. Please refer to **Table 1** below.

Table 1. Gross Land Area of Barrhaven South Urban Expansion Area (BSUEA) CDP Phases

<b><u>BSUEA CDP Phases</u></b>	<b><u>Gross Land Area (hectares)</u></b>
2018 CDP (Phase 2)	122
2025 CDP (Phase 3)	71

<b>Total 2025 CDP Area (Phases 2 and 3)</b>	<b>190</b>
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### 1.2 CDP History

The first iteration of this Barrhaven South Urban Expansion Area (BSUEA) CDP was approved in 2018 to establish a policy framework for the lands identified for urban expansion in the 2009 update to the former City of Ottawa Official Plan. The CDP fulfilled the requirements of Section 3.11 of the former Official Plan (2003, as amended), which required the preparation of a comprehensive study prior to bringing expansion lands into the urban area.

The City of Ottawa adopted an update to the CDP in 2026, expanding the plan area to include lands identified for urban expansion on Schedule C17 of the 2022 Official Plan. These lands are referred to as Phase 3, or alternately the “S1 Future Neighbourhood”, which references the Future Neighbourhood Overlay policy in the Official Plan. It is anticipated that this CDP will undergo a further update to accommodate the “S2 Future Neighbourhood” (Phase 4).

### 1.3 CDP Role

The role of the CDP is to direct land use planning and development for the entire Barrhaven South Urban Expansion Area (BSUEA) community. The CDP serves as a guiding policy document for the City of Ottawa when reviewing applications for development such as Plan of Subdivision, Site Plan Control, and Zoning By-law Amendment applications within the CDP plan area. The CDP will also reflect projects identified in the City of Ottawa’s Infrastructure and Transportation Master Plans (IMP and TMP, respectively), as well as inform new directions for future iterations of these Plans.

This CDP directs development for a liveable community based on the:

- Land Use Plan and policies;
- Greenspace Plan and policies;
- Transportation Plans and policies; and
- Demonstration Plan.

#### 1.3.1 CDP Supporting Documents

The development of Barrhaven South is supported by various neighbourhood master plan documents including the Environmental Management Plan (EMP), Master Servicing

Study (MSS), and Community Transportation Plan (CTP). With each addition to the CDP area these supporting documents have been updated or amended. Implementation of the CDP is detailed in the preamble of this CDP and **Section 7 (Implementation)**.

The CDP for the BSUEA has been prepared and updated through a collaborative process between City of Ottawa staff, landowners within the CDP area, and professional consultants. Details of the CDP were determined through regular meetings of Working Groups for each professional discipline (transportation, natural environment, infrastructure servicing and drainage). Working Group meetings to discuss overall land use planning were also held at key milestones. Public consultation with the community is a critical component of the planning process and was undertaken throughout.

### 1.3.2 Integrated Environmental Assessment Process

For each successive phase of the CDP, *Planning Act* and Environmental Assessment processes were integrated. This integration allows for a coordinated approvals process between infrastructure projects and *Planning Act* approvals. The integrated process is efficient because technical background studies and existing conditions reports can be shared between the two processes, stakeholders including the public are able to consider all aspects of planning and servicing, and public consultation events can fulfill both processes. The 2025 CDP update to integrate Phase 3 (S1 Future Neighbourhood) was an integrated *Planning Act* and Environmental Assessment (EA) Master Plan process.

### 1.3.3 Indigenous Consultation

Indigenous consultation is an important and required component of the Environmental Assessment process. For the 2026 update of this CDP, the City of Ottawa sought the involvement of area Indigenous Communities through email invitations to consult.

### 1.3.4 Public Consultation

The preparation of the BSUEA CDP in 2018 and its update in 2026 included multiple opportunities for public consultation and participation. **Table 2 (Public Consultation Key Dates)** below shows the key events that took place in the Barrhaven South community. This CDP reflects the public’s input and their enhanced knowledge of this growing community.

Table 2. Public Consultation Key Dates

Date	Event
------	-------

March 10, 2016	First Public Open House for the 2018 CDP
November 5, 2016	Second Public Open House for the 2018 CDP
June 17, 2017	Final Public Open House for the 2018 CDP
March 10, 2024	First Public Open House for the Phase 3 (S1) and Phase 4 (S2) Future Neighbourhoods to inform the 2025 CDP
May 20, 2025	Second and Final Public Open House for the Phase 3 (S1) Future Neighbourhood to inform the 2025 CDP

## 2 Existing Conditions

This section gives an overview of the plan area and adjacent lands' conditions in:

- Land Use
- Natural Environment
- Geotechnical
- Drainage and Hydrogeology
- Transportation

### 2.1 Land Use

This section describes the existing land uses within and surrounding the Barrhaven South Urban Expansion Area (BSUEA) CDP plan area (**Figure 2**).

#### 2.1.1 Barrhaven

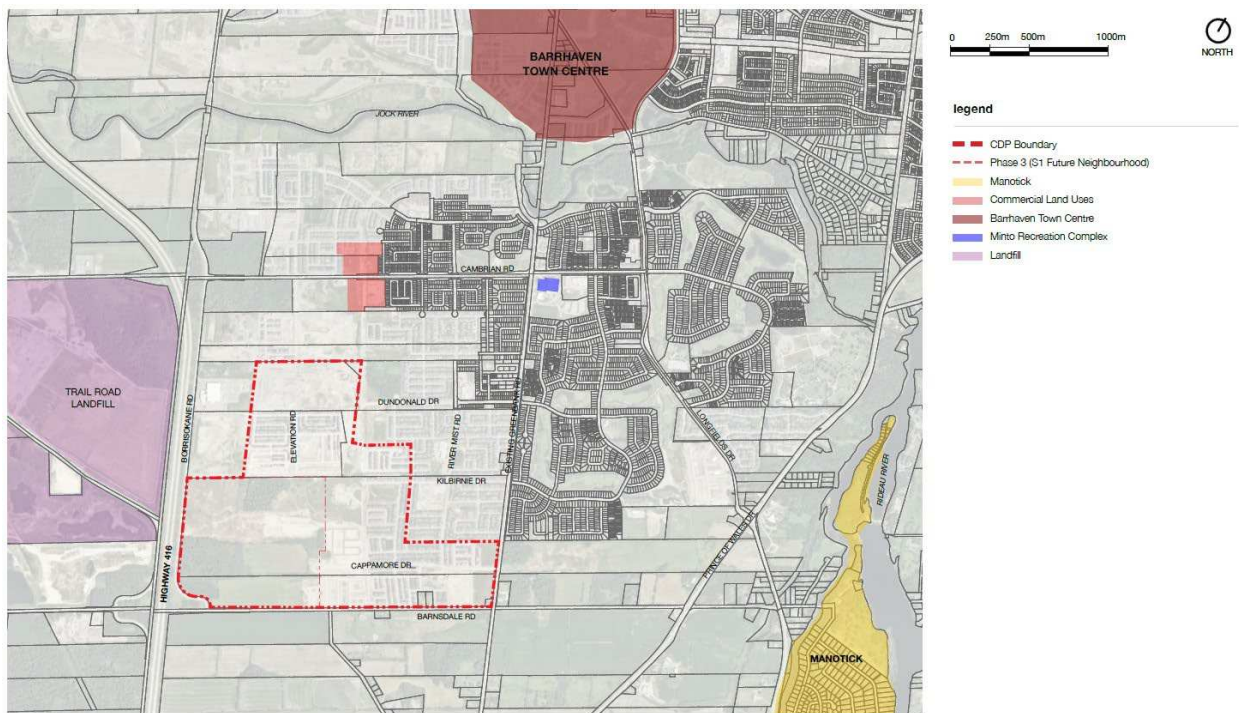
Barrhaven is a suburban community outside the Greenbelt. Barrhaven is primarily residential with development following a typical suburban pattern of community design. Barrhaven Town Centre, generally surrounding the intersection of existing Greenbank Road and Chapman Mills Road, is the established community hub, containing the majority of commercial and mixed land uses. The Barrhaven Town Centre is approximately 3 kilometres to the northeast of the BSUEA CDP plan area.

#### 2.1.2 Barrhaven South

Barrhaven South (south of the Jock River) has been rapidly developing since the early 2000s. Barrhaven South is primarily residential, with some commercial land uses beginning to develop generally at the intersection of existing Greenbank Road and Cambrian Road to serve the growing community. Neighbourhoods surrounding the BSUEA CDP plan area contain a mix of low- and medium-density residential uses, as well schools, parks, and amenities. The Minto Recreation Complex, which offers pools, ice rinks, and playing fields, is located at the intersection of Cambrian Road and existing Greenbank Road.

#### 2.1.3 Rural Lands

South of Barnsdale Road and west of Highway 416 are rural land uses such as agricultural, rural commercial, rural residential, and rural villages such as Manotick. The Trail Road Waste Facility is located immediately west of Highway 416.



**Figure 2: South Barrhaven Key Land Uses**

## 2.2 Natural Environment

The CDP area is not located near any provincially significant wetlands, significant valleylands, Areas of Natural and Scientific Interest (ANSIs), or any Natural Heritage System cores or linkages. Additionally, no watercourses were identified within the Study Area due to its location on the Kars Esker, with sandy soils that allow infiltration. Several woodlots were evaluated for significance in 2018 to support the CDP, with supplemental studies in 2025 to support the update to include the S1 Future Neighbourhood.

Four woodlots are located in the CDP area, including resources conserved within developed neighbourhoods.

Two significant woodlands have been identified within Phase 3 of the CDP plan area (S1 Future Neighbourhood), as shown on **Figure 9**. Under the City's policies, woodlands in urban areas (and urban expansion areas) are considered significant if they are over 60 years old at the time of assessment, and if that 60-year-old stand is over 0.8 hectares in size. The existing woodlots contain several mature trees and specimen trees in good condition:

- Woodland A is located at the southwestern corner, near the intersection of Borrisokane Road and Barnsdale Road. It is a mature upland stand of mixed white pine, sugar maple and eastern hemlock. The majority (78%) of this 10.7 ha woodland meets the criteria for a significant urban woodland in accordance with City policies and guidelines.
- Woodland B is located in the western portion of the planning area, within the centre of the northern extent of the Phase 3 (S1 Future Neighbourhood) area. It is a mature upland stand dominated by sugar maple and American beech. The majority (95%) of this 4.1 ha woodland meets the criteria for a significant urban woodland according to City policies and guidelines.

4Two species of special concern, the monarch and eastern wood-pewee, were identified in the Phase 3 (S1 Future Neighbourhood) area. No other Species at Risk (SAR) or SAR habitat were confirmed to be present, however, potential roosting habitat for SAR bats was identified in the two significant woodlands. Woodland A also provides confirmed raptor nesting habitat.

Very few surface water features were identified within the study area due to its highly permeable soils. The Barnsdale and Highway 416 roadside ditches are intermittent features that connect to downstream fish habitats south of the study area. The only permanent feature is a dug pond located south of Woodland A, which was created as a former borrow pit during the construction of the nearby highway. This pond does support some fish and aquatic wildlife, but is not subject to review under the Fisheries Act or Conservation Authorities Act.

## 2.3 Geotechnical

The CDP plan area is comprised of a mix of developed lands and undeveloped former agricultural land, forested areas, and former aggregate extraction operations. In the undeveloped Phase 3 area (S1 Future Neighbourhood), the ground surface is generally flat, with a gentle slope from north to south, spanning an approximate geodetic elevation of 107 metres to 99 metres. The subsurface profile generally consists of topsoil underlain by compact or very dense silty sand becoming silty sand to sandy silt with depth. Some silty sand and sandy silt contains gravel, cobbles and boulders. Other areas featured silty clay. Because CDP plan is located on top of the Ottawa Valley Kars Esker, the soils are highly permeable and no watercourses are present.

Some portions of the CDP plan area have been re-graded as a result of development, while greenfield areas feature a modest slope in grade downward to Barnsdale Road. The lowest point is located near the intersection of existing Greenbank Road and Barnsdale Road, consequently accommodating a stormwater management pond.

## 2.4 Drainage and Hydrogeology

The CDP plan area is generally located in the Ottawa Valley Kars Esker physiographic region, with portions of the site intersecting Sand Plains.

Groundwater in the CDP plan area ranges from 1.0 metre to greater than 9.8 metres, with the overburden aquifer and bedrock aquifer located at greater depths below the ground surface. Groundwater recharge from ground surface to the bedrock aquifer is considered to extend well beyond the boundary of the plan area.

Within the Jock River, Mud Creek, and Rideau River Watersheds, water drains into a total of 17 sub-catchment areas in the vicinity of the plan area. Culvert crossings provide conveyance along Barnsdale Road, Cambrian Road, and Borrisokane Road. While one small waterbody is located in the southwest portion of the Phase 3 (S1 Future Neighbourhood) area, no other waterbodies are present within the CDP plan area due to the relatively high hydraulic conductivities.

The floodplain from the Jock River subwatershed extends close to the plan area, but remains north of the Cambrian Road and Borrisokane Road intersection. The floodplains of the Rideau River and Mud Creek do not extend into the planning area.

The Thomas Baxter Municipal Drain is located immediately south of the planning area at Barnsdale Road and carries flow from Barnsdale Road to Mud Creek.

## 2.5 Transportation

Barnsdale Road (an arterial road) and existing Greenbank Road (an arterial road) currently function as major transportation corridors in the CDP plan area. Kilbirnie Drive, Alex Polowin Avenue, and Dundonald Drive were more recently constructed in completed subdivisions within the CDP area. Other existing major roadways in the vicinity of the CDP Area include Cambrian Road, Bankfield Road, Prince of Wales Drive, and Viewbank Road.

5The Jock River screenline (Screenline 49) between Highway 416 and Prince of Wales Drive currently operate at less than the existing available capacity, suggesting that residual traffic capacity exists to accommodate future growth. All intersections within the surrounding area operate at a Level of Service (LOS) of A, B or C, with no capacity issues.

### **2.5.1 Area Environmental Assessments (EAs)**

There are three completed or on-going Environmental Assessments in the surrounding area that inform the Barrhaven South Urban Expansion Area (BSUEA) CDP direction.

#### **2.5.1.1 Highway 416 at Barnsdale Road Interchange, Preliminary Design and MTO Class Environmental Assessment Study**

Provincial Highway 416, a major north-south expressway, is located to the west of the CDP plan area. The nearest interchange with Highway 416 is Bankfield Road, approximately 2 kilometres south of Barnsdale Road. Approximately five kilometres north of the CDP Area is the Fallowfield Road interchange, which connects motorists with the central portion of Barrhaven to the east. The Government of Ontario has committed to building a new interchange at Barnsdale Road and an Environmental Assessment (EA) (Highway 416 at Barnsdale Road Interchange, Preliminary Design and MTO Class Environmental Assessment Study) was completed in 2023. The interchange will relieve travel demand and save commuters time in the rapidly growing community of Barrhaven and connect more people to housing and jobs across the region.

#### **2.5.1.2 Realigned Greenbank Road and Southwest Transitway Extension Planning and Environmental Assessment Study**

The Realigned Greenbank Road and Southwest Transitway Extension Planning and Environmental Assessment (EA) Study was approved by the Ministry of the Environment and Climate Change in 2014. The realigned Greenbank Road and Southwest Transitway Extension extends between Marketplace Avenue/ Chapman Mills Drive in the north and Barnsdale Road. The project will include the design of a new 4-lane arterial roadway with 2-lane segregated median Bus Rapid Transit and facilities for pedestrians and cyclists along the corridor. The project also includes a new bridge over the Jock River, and a Park and Ride facility near the southern terminus of the future transitway corridor. The City of Ottawa's Transportation Master Plan (TMP) the project into two phases. The first phase extending south to Cambrian Road is expected to be completed by 2037. The timing for the second phase between Cambrian Road and Barnsdale Road is currently undefined.

#### **2.5.1.3 Barnsdale Road (Prince of Wales Drive to Highway 416) Environmental Assessment and Planning Study**

The City has initiated an Environmental Assessment (EA) study to plan for the future widening of Barnsdale Road, between Highway 416 and Prince of Wales Drive. This project is needed to ensure the right of way for the future widening is protected as development continues to grow rapidly along the north side of Barnsdale Road. With

the new Highway 416 interchange at Barnsdale Road, a review of the interchange connection with the future widening of Barnsdale Road is also needed. Furthermore, the EA study will investigate opportunities to improve the current travel environment for all modes: pedestrians, cyclists, transit, vehicles and trucks.

### **2.5.2 Active Transportation**

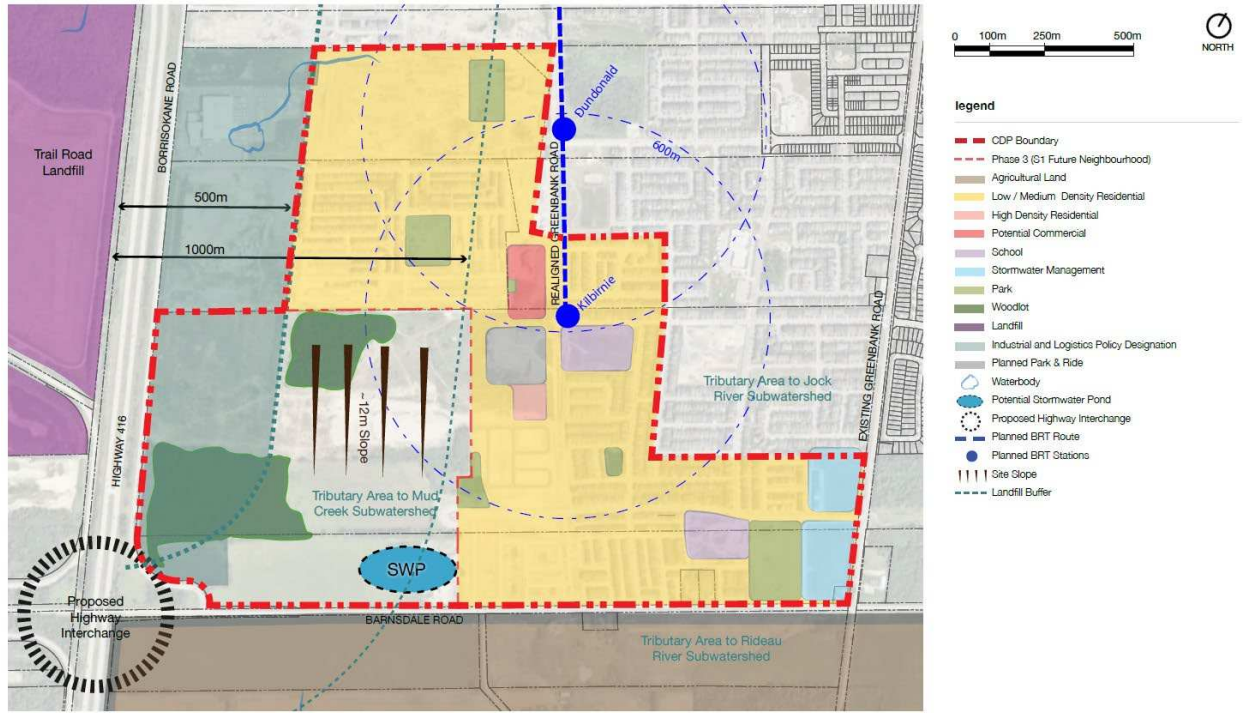
Existing cycling facilities in the area are predominantly provided through rural paved shoulders, off-road pathway networks and links, with sections of bike lanes appearing along select major roadways. Some cycle tracks and multi-use pathways are present on local streets within the CDP area.

The local pedestrian network is comprised of sidewalks within new subdivisions, with pathways linking to parks and open spaces. Multi-use pathways provide additional connectivity to local destinations and transportation corridors.

### **2.5.3 Truck Routes**

Borrisokane Road and Barnsdale Road are both identified as truck routes with restricted loads. The purpose of the truck route network is to define the roads that can safely accommodate large vehicles; support local and regional commerce; provide interconnectivity between various areas of the City; and provide capacity and design features to accommodate the size and weight of trucks. Through the Highway 416 at Barnsdale Road Interchange, Preliminary Design and MTO Class Environmental Assessment Study, Kilbirnie Drive, west of realigned Greenbank, will be a designated truck route at the ultimate build-out of the Highway Interchange when Borrisokane Road is closed.

## 2.5.4 Opportunities and Constraints



BARRHAVEN SOUTH URBAN EXPANSION AREAS CDP  
opportunities and constraints

date | april 2026

Figure 6: Opportunities and Constraints Plan

## 3 Planning Policy Framework

The following sections summarize the existing Provincial and Municipal planning policy and guideline framework that inform the directions of the Barrhaven South UEA CDP.

The following City Master Plans and Guidelines were reviewed in the preparation of this CDP. The following should continue to be reviewed for future development applications:

- / Provincial Planning Statement (2024)
- / Official Plan (2022)
- / Transportation Master Plan
- / Infrastructure Master Plan
- / Climate Change Master Plan
- / Council-approved guidelines, including the Building Better and Smarter Suburbs study (2015) and the Urban Design Guidelines for New Neighbourhoods (2026)

### 3.1 Provincial Planning Statement (2024)

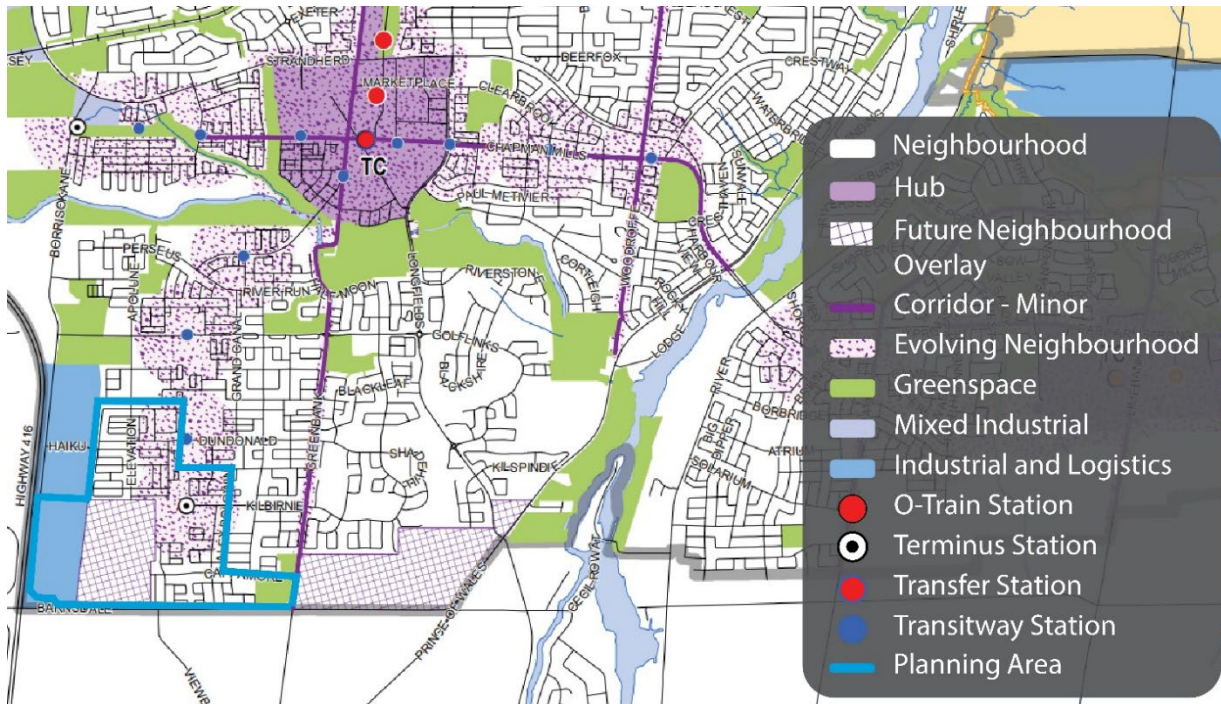
The Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Planning Statement is a policy statement issued under the authority of section 3 of the Planning Act and came into effect on October 20, 2024. Section 3 of the *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

### 3.2 Municipal Planning Policy

#### 3.2.1 Official Plan (2022)

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

### 3.2.1.1 Suburban Tract



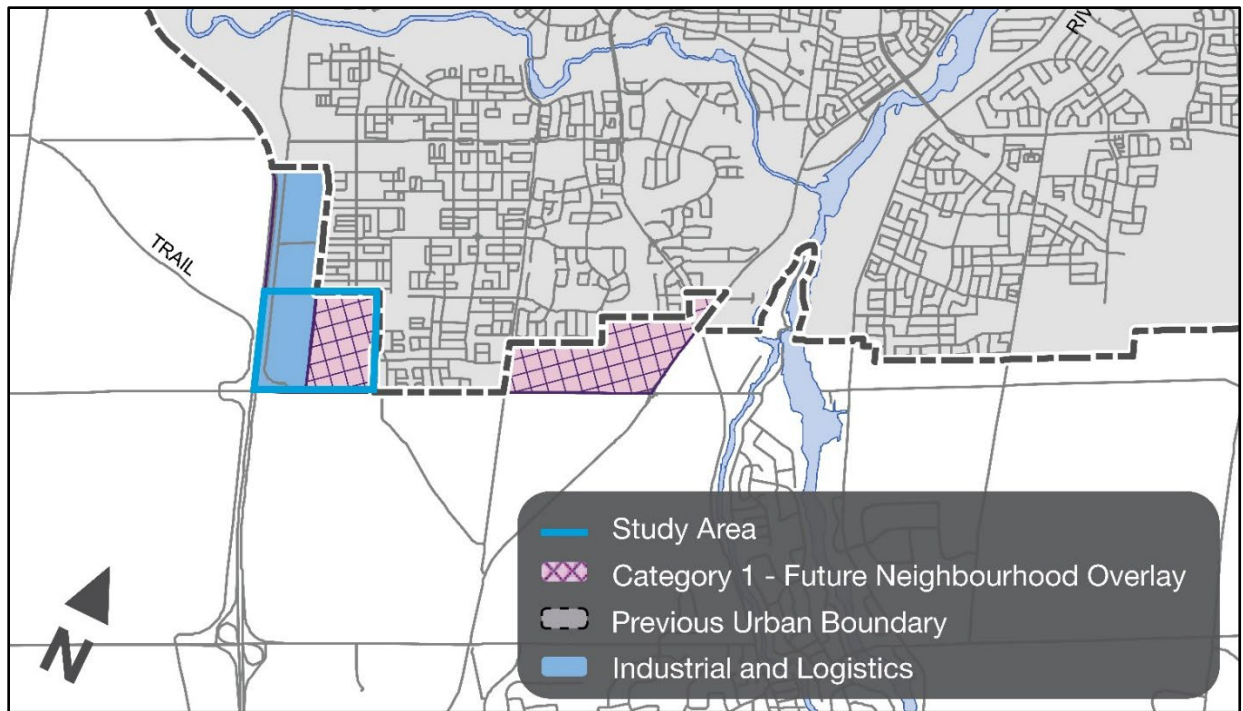
**Figure 7: CDP Plan Area and Context, modified from Official Plan Schedule B6**

South Barrhaven is primarily residential, with a low-rise and low-density suburban built form corresponding with the Suburban Tract of the Official Plan. Non-residential land uses such as commercial are generally located along Minor Corridors such as existing Greenbank Road, Woodroffe Avenue, and Chapman Mills Drive and in Hub designations such as the Barrhaven Town Centre (TC) north of the Jock River and north of the CDP area, as shown on **Figure 7**.

### 3.2.1.2 Future Neighbourhood Overlay Policy

The Future Neighbourhood Overlay is applied to lands that have been added to the urban boundary to accommodate City growth in the Suburban Tract. The Future Neighbourhood Overlay is intended to guide development in these areas towards creating walkable 15-minute neighbourhoods built on sustainable design attributes through the creation of a framework of compact design, mix of uses and densities, a fully-connected street grid, and viable options for sustainable transportation.

The Future Neighbourhood Overlay is identified on Schedule C17- Urban Expansion Areas of the Official Plan. The study area for the Barrhaven South Phase 3 lands is identified on **Figure 8** below.



**Figure 8: Extract from Schedule C17 - Urban Expansion Areas**

The policies of section 5.6.2 (Future Neighbourhood Overlay) are intended to guide development in the urban expansion areas towards creating 15-minute neighbourhoods. Policies in section 4 and section 12 of the Official Plan put forward the supporting studies required for development within the Future Neighbourhood Overlay, including a Master Servicing Study (MSS), Environmental Management Plan (EMP), Community Transportation Plan (CTP), and Community Energy Plan (CEP).

Fifteen-minute neighbourhoods are compact, well-connected places with a diverse mix of land uses, including a range of housing types, shops, services, local access to food stores, schools and day care facilities, employment, greenspaces, parks and other amenities. The 15-minute neighbourhood concept provides options for residents to meet their day-to-day needs within easy walking distance. The concept is achieved by planning key neighbourhood destinations closer together and by ensuring that sidewalk and cycling networks provide access across neighbourhoods. These 15-minute neighbourhoods are designed from the beginning to enable easy, safe, and enjoyable connections between destinations.

As shown on **Figure 8**, the Phase 4 (S2) lands are similarly subject to the Future Neighbourhood Overlay, which will continue to apply to those lands until the Overlay is lifted.

### **3.2.1.3 Greenfield Development in the Suburban Transect**

Policy 5.4.4 of the Official Plan provides direction for new development in the Suburban Transect, including greenfield development. Policy 1 lists key components of greenfield development that contribute to the evolution towards 15-minute neighbourhoods, including thoughtful community design, a connected and walkable street network, sustainable transportation options, neighbourhood focal points and higher-order streets with a mix of uses, integrated lotting patterns, treatment strategies to soften surface parking, and optimizing energy.

Greenfield development is expected to strive to approach the densities of the Inner Urban Transect over time, with new development achieving a minimum residential density of 36 units per net hectare. Policies shall also permit increases in density over time through intensification and accessory dwellings.

## 4 A Vision for the Community

The vision for the development of the Barrhaven South Urban Expansion CDP is

**to create new, liveable neighbourhoods that link with the identity and character of the existing Barrhaven South Community and seed the conditions for a 15-minute neighbourhood.**

### 4.1 Goals

To achieve this vision, the CDP establishes the following goals:

1. Provide a comprehensive framework to manage new growth and development through a Land Use Plan that supports safe connectivity and movement for pedestrians, cyclists, transit-users, and motorists;
2. Direct an appropriate integration between existing communities to the north and the expanded community;
3. Direct the creation of a high-quality public realm and built environment that places emphasis on quality of life, aesthetics, and sense of place;
4. Direct the provision of a range of housing types and densities to support a diversity of ages and income levels;
5. Direct the provision of compatible non-residential uses, where appropriate, to contribute to the creation of 15-minute neighbourhoods;
6. Direct the incorporation of active transportation into infrastructure design
7. Facilitate community-wide access to public transit routes and infrastructure;
8. Direct for the preservation of existing natural features and processes and design for the provision of new low-impact technologies and green infrastructure;
9. Plan for parks that are accessible by the majority of the community;
10. Plan for urban natural features that preserve and enhance the natural environment, where possible.

### 4.2 Objectives

This CDP will achieve these goals through the fulfillment of related objectives:

1. Establish a Land Use Plan assigning policy designations to each land parcel in the CDP area;
2. Extend existing road and pathway corridors into the CDP area to ensure efficient connections with adjacent communities;

3. Plan for landscaping elements, recreational infrastructure, and compatible land uses and urban design to create a high-quality public realm and built environment;
4. Permit a range of housing types in the CDP area by demarcating low-density and higher-density areas in appropriate locations;
5. Plan for multi-modal streets, sidewalks, and pathways to enable active modes of transportation. Design a fully connected street and block network;
6. Create connections between multiple modes of transportation to ensure accessibility from across the community;
7. Account for green infrastructure and low-impact technologies in designing street rights-of-way, parks, and other public facilities, including permeable surfaces, stormwater management systems, and street trees;
8. Locate and design parks for active recreation amenities;
9. Preserve existing trees and natural features where possible, including within park blocks;
10. Implement the relevant objectives and strategic directions advanced by the applicable City Policies, Master Plans and Guidelines; and
11. Guide the character and form of development and the mix of housing types within the community through a Demonstration Plan and area-specific urban design guidelines.

## 5 Plans and Policies

The following plans and policies provide direction for the overall identity and structure of the CDP, as well as for the characteristics of new buildings, transportation, servicing, and greenspace within the community. Their purpose is to ensure a consistently high-quality community design standard. These design policies, in conjunction with Official Plan policies, Master Plans, and Guidelines will ensure that the final build-out of the Barrhaven South Urban Expansion Area (BSUEA) to be an attractive, livable, and healthy community composed of well-designed structuring elements.

Policies provide direction using “shall” or “should”. Where “shall” is used in a policy, this should be considered compulsory in future subdivision design. Where “should” is used in a policy, it is less specific, and although every effort should be made to achieve the policy, there is an understanding that this is not possible in all instances through future subdivision design. In all instances, where a policy is not achievable, alternatives should be developed in respect of, and consistent with, the goals and objectives of this CDP document.

This CDP includes the following plans and policies in the CDP plan area:

Table 3. Table of Contents for Section 5 (Plans and Policies)

<b>Section</b>	<b>Title</b>	<b>Page number</b>
5.1	Greenspace	
5.2	Master Servicing	
5.3	Transportation	
5.4	Land Use	
5.5	Demonstration Plan	

### 5.1 Greenspace

Greenspace includes parks, open spaces, and urban natural features (woodlands).

Urban natural features and other types of urban Greenspaces are shown on Official Plan Schedule C12. This CDP provides direction for the retention of significant urban woodlands in the CDP plan area and reflects recommendations of the Environmental Management Plan (EMP) and Environmental Impact Study (EIS) that informed this CDP.

Please read the greenspace plan and policies together with the land use plan and policies.

### 5.1.1 Greenspace Plan

The Greenspace Plan includes seven (7) municipally-owned parks, two (2) retained woodlots, and three (3) stormwater management facilities (dry ponds).

The existing and proposed parks within the Phase 2 CDP area include:

- A Community Park (Cappamore Park) located in the southeast corner of the area, along Cappamore Drive;
- A Parkette (Caltra Park) located near the centre-south area, along Robin Easey Avenue;
- A Parkette (Pointe Park) located along the south-western edge of the area, along Cappamore Drive;
- A Neighbourhood Park (Elevation Park) in the approximate centre-west of the area, along Elevation Road;
- A Parkette (name TBD) in the approximate centre-east of the Phase 2 CDP area, along Obsidian Street;
- A Parkette (Expansion Park) located near the north-west corner of the area, along Expansion Road; and
- A future Neighbourhood Park (name anticipated to be Altitude Park), near the north-east corner of the area, along Altitude Avenue.

The proposed parks within the Phase 3 CDP area include:

- It is proposed that the parkland dedication required through development applications expand the existing 0.68-hectare Pointe Park with an addition along its western boundary (currently anticipated to be approximately 1.99-hectares in size, but to be determined through the development review process).

The purpose of the Park land use category is to identify lands that accommodate a full range of recreational opportunities, ranging from active spaces such as sportsfields and organized play areas, to more passive leisure areas including pathways, trails, and seating areas. The Plan integrates, where possible, the existing natural elements of greenspace. The pedestrian pathways and cycling infrastructure are the connectors to link residential neighbourhoods, schools, parks, and transit.

The purpose of the Woodlot land use category is to identify the naturally-occurring urban natural feature that provides for passive amenity space within the community and maintains ecological functions throughout the community.



**Figure 9: Greenspace Plan**

### 5.1.2 Greenspace Policies

The Greenspace policies are separated into three (3) categories – Parks policies, Urban Natural Features policies, and Stormwater Management policies. The following policies provide direction for the parks, urban natural features and stormwater management facilities identified on the Greenspace Plan (**Figure 9**).

#### 5.1.2.1 Parks Policies

The purpose of the Parks policies is to provide direction for lands that are intended to accommodate a full range of recreation opportunities, ranging from active spaces such as sportsfields and organized play areas, to passive leisure areas.

Parkland dedication is required for development proposals in the CDP plan area. The Greenspace Plan and associated parks policies put forward direction for the approximate location, size, configuration, programming, etc., of existing and future parks, in recognition that design details will be refined during the development approval process. The Parks policies and associated park design should be coordinated with the Mobility Plan located in **Section 5.2 (Transportation)**. This will ensure coordination between parks and transportation, such as traffic calming, safe crossings, and intersection design near park edges.

The following policies apply to parks within the BSUEA CDP plan area:

1. Distribution:
  - A) Parks should be distributed throughout the community in a manner that allows most residents to access a park within a short walking distance, ideally approximately a 5-minute walk.
  - B) Precise parkland dedication rates and/or opportunities for cash-in-lieu of parkland contributions will be determined through the development application process.
2. Size:
  - A) Parks should be sized according to the parks classification per the "Park Development Manual, 2nd Edition" (2017).
3. Location:
  - A) Parks should be strategically located immediately adjacent to or co-located with community schools and libraries, to take advantage of potential shared facilities such as parking lots or potential shared access points such as gates.

B) Parkland conveyance should be considered in locations where existing parks can be expanded upon in order to be able to provide a greater variety of amenities.

C) The preferred location of parks are adjacent to, or near, stormwater management facilities, provided that the co-location will not compromise the effective functioning of either facility.

4. Frontage and Active Transportation:

A) Pathways within parks should consider broader connectivity to active transportation facilities throughout the community.

B) Sidewalks and pathways within or abutting parks should continue and extend throughout the community in a way that facilitates broader active transportation connectivity.

5. Programming:

A) The Parkette to be extended upon development of the Phase 3 CDP (S1 Future Neighbourhood) should be programmed to include a large rectangular sports field, such as a soccer field.

6. Design elements:

A) Recognizing that dedicated park blocks are primarily for active recreational uses, where it is advantageous for park programming, park designs could include natural design elements that incorporate existing or adjacent natural features.

B) View corridors terminating at the park should be highlighted through landscape treatment and landscape design elements to provide visual interest for the street terminus.

### 5.1.2.2 Urban Natural Features Policies

The Barrhaven South Urban Expansion Area (BSUEA) includes two significant woodlands identified and evaluated in accordance with the City's guidelines (Woodlands A and B). The retained portions of these woodlands shall be conveyed to the City at no cost as natural heritage features, as per the policies in Section 12.2 of the Official Plan. They will be designated as Urban Natural Features and zoned for environmental protection.

7. Distribution:

A) Urban Natural Features are suitable for passive recreation and may be counted towards residents' access to public greenspaces, when calculating safe walking distances for the community.

8. Size:

A) The size of the Urban Natural Features has been determined in accordance with the City's significant woodlands policies. The minimum areas to be retained are 2.3 ha of Woodland A and 6.1 ha of Woodland B, exclusive of any required setbacks or buffers.

9. Frontage and Active Transportation: C) New tree plantings should be incorporated into high-quality green spaces, such as the proposed park and various open spaces, as well as within moderate-quality green spaces including the proposed stormwater management pond.

### 5.1.2.3 Stormwater Management Policies

The Master Servicing Study evaluated, at a high-level, two separate storm servicing solutions. A dry pond has been developed at the east end of the planning area, at the intersection of Greenbank Road and Barnsdale Road, while an additional stormwater management pond is proposed along Barnsdale Road, south of Cappamore Drive and west of Inver Lane. The stormwater management facilities will generally be sited at the lowest elevation, unless otherwise determined in the supporting Master Servicing Study,

10. Size: A) The final size of any stormwater management facility will be determined through Plan of Subdivision application process.
11. Frontage and Active Transportation: A) Multi-use pathways should be provided around the stormwater management ponds and, where possible, be integrated into the community active transportation network, which may include coordination with trails in parks.
- B) Pedestrian walkways around ponds and corridors should double as access for pond maintenance, where needed.
- C) Edges of stormwater management areas may feature hard edges as part of a public realm plan that incorporates stormwater ponds as a water feature in a public space.
12. Specifications: A) The Etobicoke Exfiltration System (EES) shall be incorporated along local roads to the maximum extent possible, based on measured groundwater levels, in accordance with the MSS, as amended.
- B) Unless otherwise permitted in the MSS, the EES system shall not be used for the following:
- a. Collector Roads
  - b. Industrial lands
  - c. High groundwater
  - d. Parkland
  - e. Woodlots; and

f. Stormwater Management Block

C) In accordance with the direction of the MSS, conventional stormwater management measures should be used south of Cappamore Drive and along Collector Roads.

13. Design Elements

A) The design of the stormwater ponds should generally be naturalized (slopes, contours).

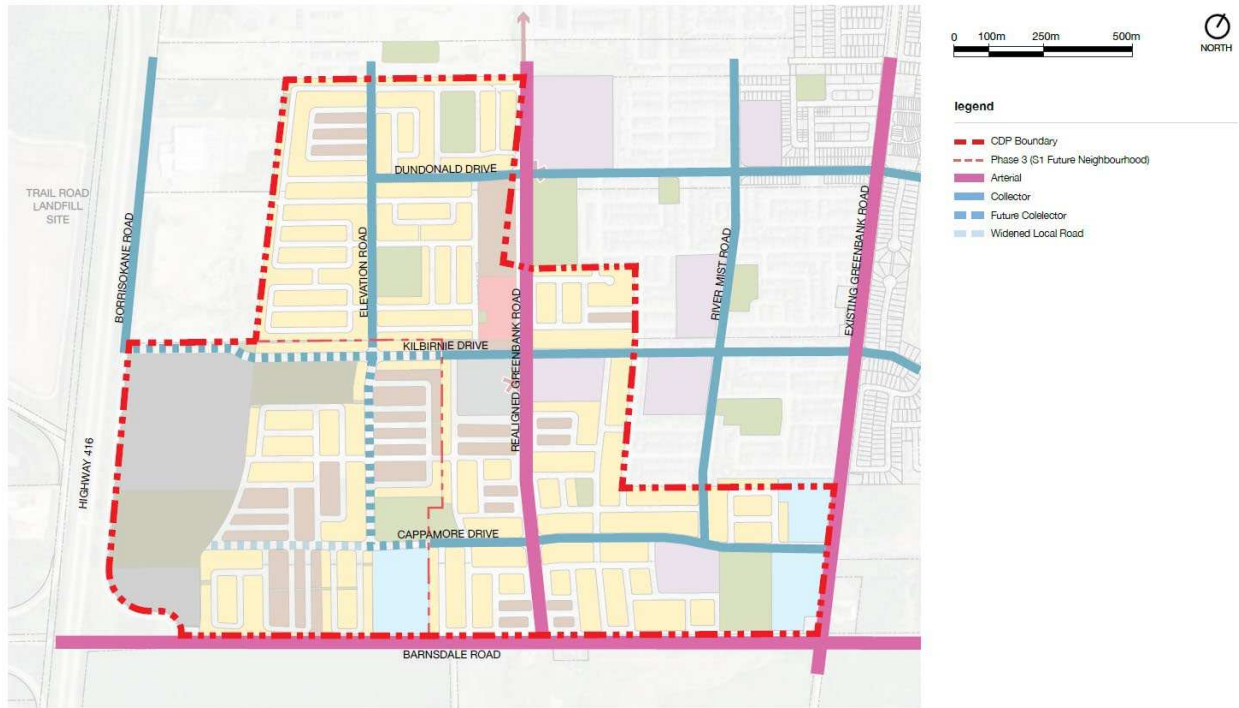
B) Stormwater ponds should be designed with native plant materials, where possible.

C) In accordance with the vision for the CDP and best practices, low-impact technologies and green infrastructure should be incorporated into the stormwater management system, where possible, in accordance with the vision for the CDP and best practices.

## 5.2 Transportation

### 5.2.1 Street and Mobility Network Plan

The proposed road network consists of a standard hierarchy of street typologies, including arterials, collector streets, and local streets. Each street type serves a different function, as described in the Official Plan. The streetscape of the new Barrhaven South Urban Expansion Area (BSUEA) should have continuity with the 'look and feel' of the Phase 1 and Phase 2 communities in Barrhaven South. Continuing the character will help to support the overall identity of Barrhaven South as a community.



**Figure 10: Street Hierarchy Plan**

Barnsdale Road, existing Greenbank Road, and realigned Greenbank Road are indicated as arterials, reflecting their role as major transportation corridors. Four collector streets are proposed through the CDP area, including:

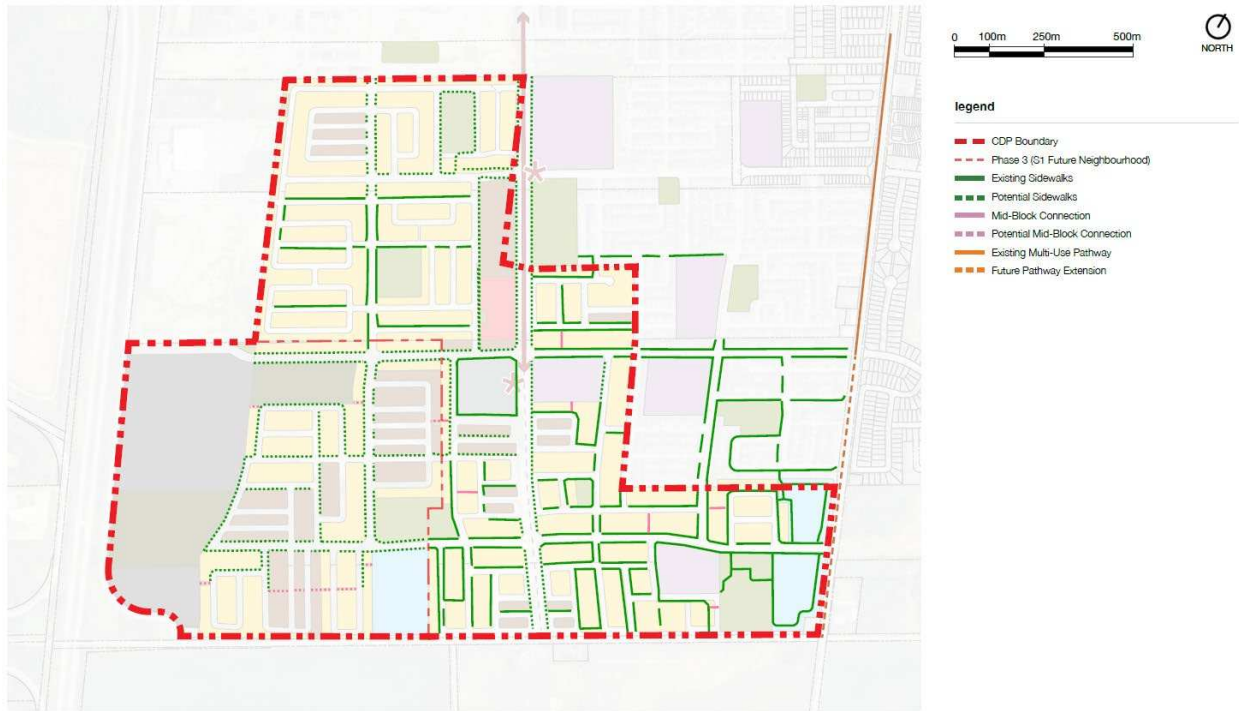
- A westward extension of Kilbirnie Drive to Borrisokane Road;
- A southward extension of River Mist Road;
- Cappamore Drive, an east-west collector street connecting existing Greenbank Road and realigned Greenbank Road;
- A westward extension of Dundonald Drive to Elevation Road; and
- A southward extension of Elevation Road to Cappamore Drive.

West of Elevation Road, Cappamore Drive is a local road but will be wider than a typical local road cross-section to provide continuity with Cappamore Drive east of Elevation Road and to ensure safe and continuous active transportation.

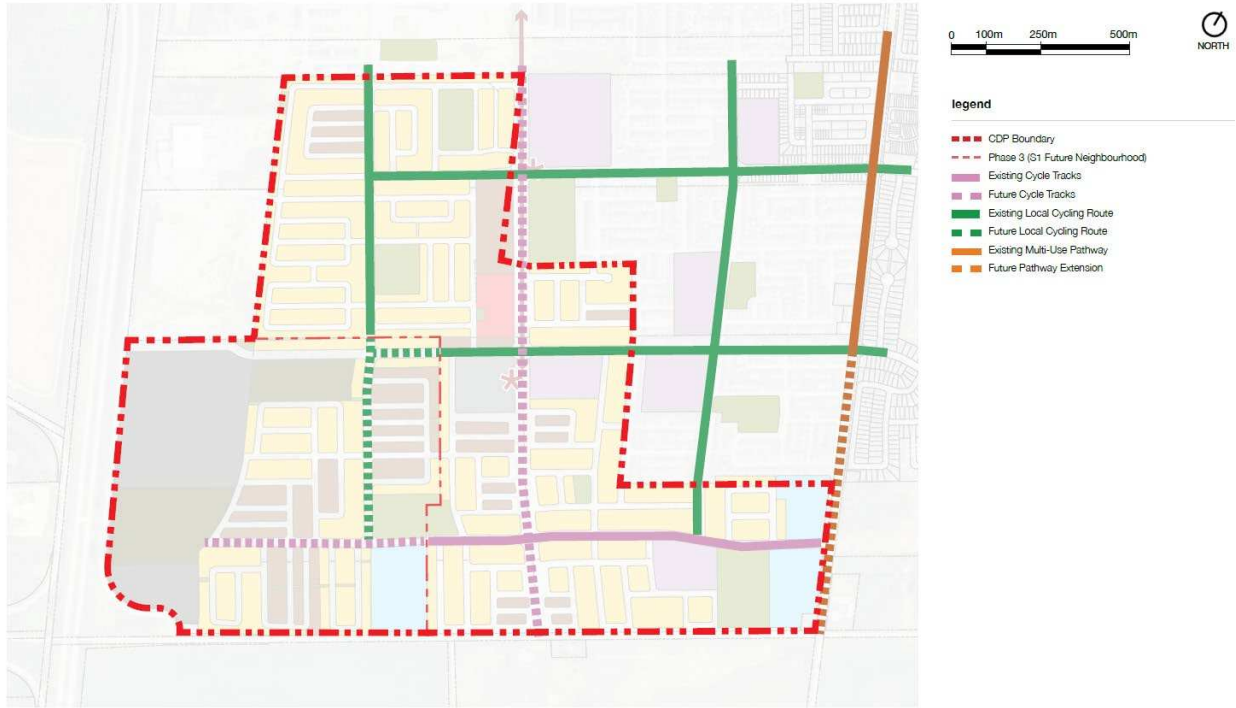
Any remaining streets illustrated on the Street Network Plan are classified as local streets

The Mobility Network Plan illustrates the intended location of sidewalks and mid-block connections within the CDP area and their linkages to existing or planned facilities in

the adjacent communities. It also illustrates where cycle tracks and local cycling routes (shared lanes with mixed traffic) are planned. Existing residential development in surrounding areas use local cycling routes. The mid-block connections shown on the Mobility Network Plan provide connections for active transportation users, allowing convenient movement through the community. The sidewalks and mid-block connections shown on the Mobility Network Plan are potential locations; the final number and location of sidewalks and mid-block connections will be confirmed through implementing Plans of Subdivision.



**Figure 11: Pedestrian Facilities Plan**



**Figure 12: Cycling Facilities Plan**

### 5.2.1.1 Street and Mobility Network Policies

#### General

- 1) The street network and block design should provide optimal permeability for all transportation modes to support safe, comfortable, and convenient active transportation and transit.
- 2) Shorter block sizes will be encouraged to contribute to safe, comfortable, and convenient pedestrian movements.
- 3) Sidewalks should be strategically placed adjacent to parks, stormwater management facilities, schools, and the Park N Ride to facilitate pedestrian access. If the abutting street is a local street with a sidewalk on only one side, the sidewalk should be located on the side abutting these facilities.
- 4) The collector and arterial streets in the Land Use Plan and Demonstration Plan should be developed based on a fully-connected grid street pattern.
- 5) Where soil conditions permit and in coordination with stormwater management requirements, consistent street tree planting shall be provided along all street frontages. Large street trees should be a unique feature of the neighbourhood identity, as determined through the Plan of Subdivision process.

- 6) Opportunities to accommodate tree planting and landscaping should be encouraged, such as locations along noise fences, window streets, bio-swales, or other remnant pieces of land.
- 7) Buildings backing onto the community edges should be designed to provide a strong edge condition and reinforce the image of the community. A landscape edge should also be provided.
- 8) Pathway connections will be included mid-block along long residential streets to facilitate pedestrian access to schools, parks, and transit facilities.
- 9) Where possible, pedestrian pathways should be provided from residential neighbourhoods to adjacent uses such as commercial and institutional uses, transit facilities, and the Park and Ride.
- 10) Where possible, connections should be provided between residential neighbourhoods.
- 11) Where practical, some selected pathways should be developed to accommodate year-round use.
- 12) Streets should be designed to include bump-outs at intersections to better define crossing points, shorten the crossing distance, and ensure visibility of pedestrians between parked cars. Signage to warn drivers of pathway crossing locations will also encourage reduced speeds and improve safety. These measures will be constructed at the onset of development.
- 13) All pathways and cycling facilities should be clearly signed/identified and any street crossings should be marked.

### **Arterial Streets**

- 14) Along arterials, access from local roads will be limited. Exceptions may be made as an offset modified grid street pattern that does not allow for full directional access.
- 15) Arterial streets shall be lined with large trees.
- 16) High-density residential or commercial buildings fronting directly onto an arterial should be set back an appropriate distance from the public right-of-way to maintain a consistent streetscape and ensure safety for all transportation modes.

### **Collector Streets**

- 17) Collector streets should be developed according to the City of Ottawa's latest design standards.
- 18) Along collector streets, residential dwellings should face the street.

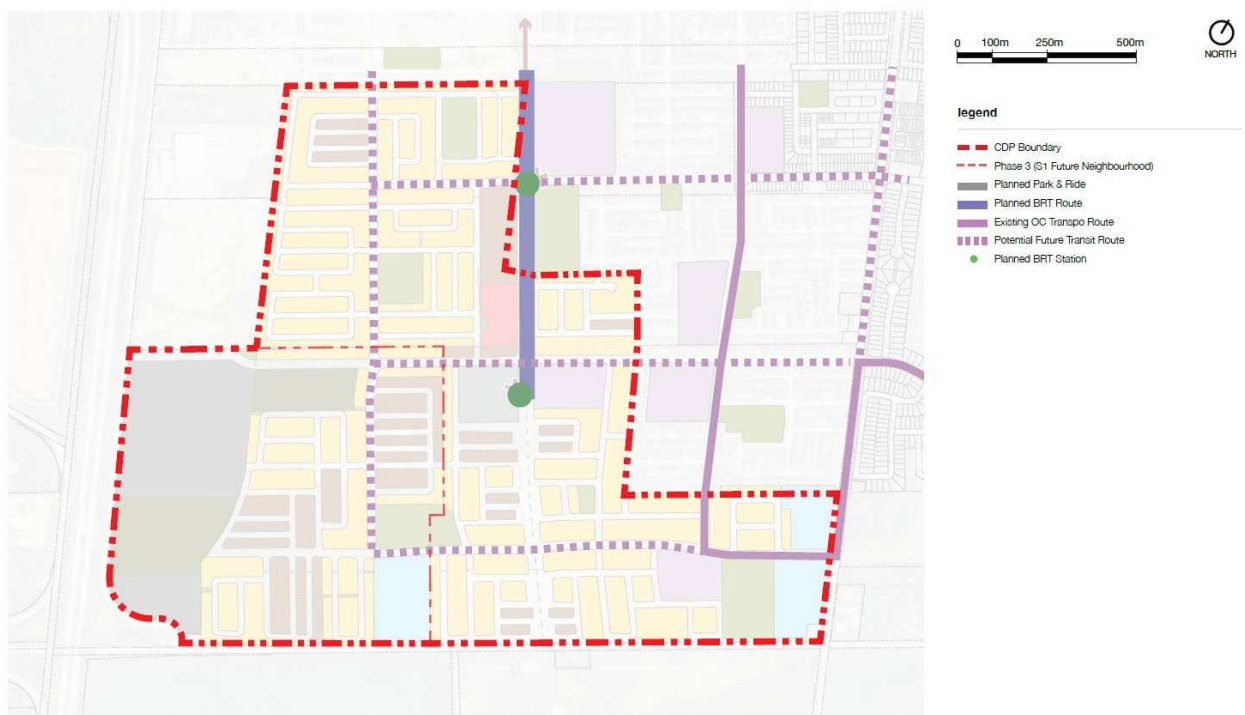
- 19) New collector streets accommodating transit routes should be designed within a 26.0 metres ROW in accordance with TMP direction.
  - 20) New collector street rights-of-way in Phase 3 should include a paved road surface with one driving lane in each direction, and a boulevard and sidewalk or Boulevard and Multi-Use Pathway on both sides of the road.
  - 21) Where multi-use pathways cross the collector streets, traffic calming measures should be provided, such as standard pedestrian crossovers, where appropriate, to provide safe and comfortable road crossings. Speed bumps / humps should not be installed on collector streets to maintain efficiency of transit operations.
  - 22) Collector streets should generally be designed to have an effective operating speed of 40 km/h.
  - 23) Collector streets abutting school sites should generally be designed and signed to have a maximum speed of 30 km/h or less.
  - 24) Where most effective, traffic calming measures, such as landscape boulevards, parking lanes, narrowed intersections, or elevated crosswalks, will be provided on collector streets abutting school sites.
  - 25) Acoustic fencing (noise walls) will be discouraged on collector streets.
  - 26) On collector streets identified for transit service, on-street parking should only be permitted along one side of the collector street; the sides may alternate to provide traffic calming.
- Local Streets**
- 27) Along local streets, residential dwellings should face the street.
  - 28) Local streets should be designed to have an effective operating speed of 30 km/h or less.

### 5.2.2 Transit and Park and Ride Plan

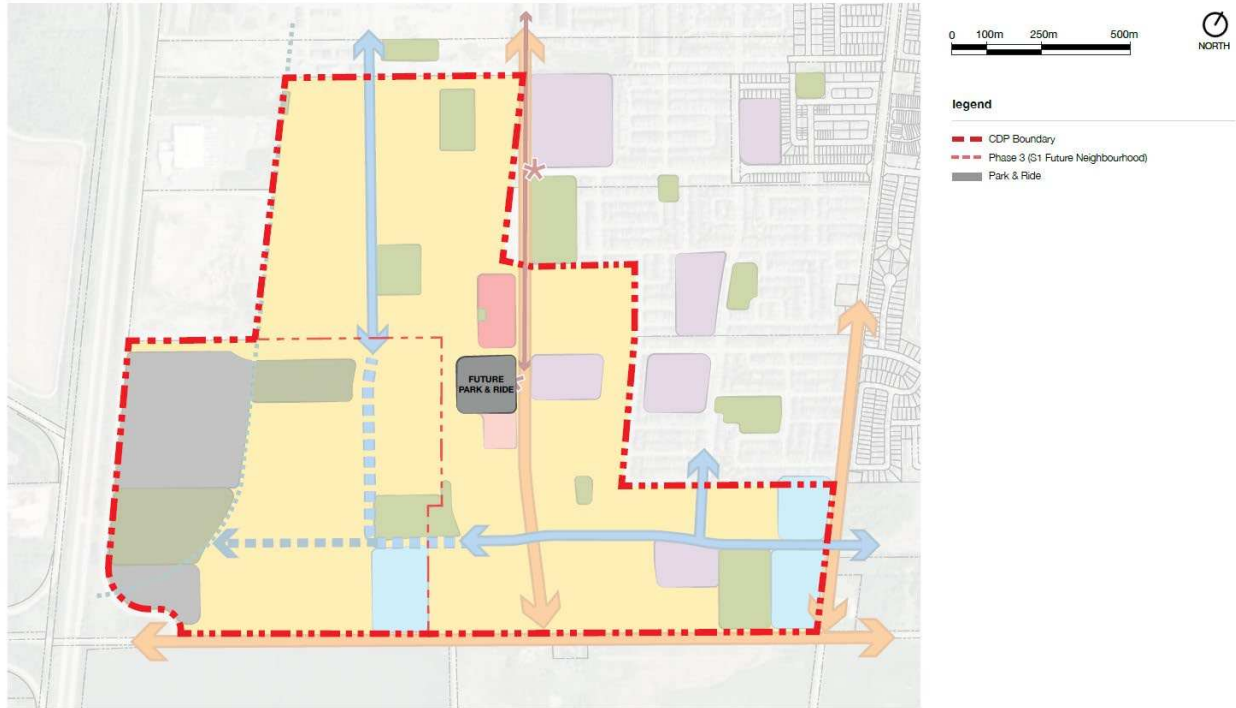
A Transit Facilities Plan has been developed to illustrate the Bus Rapid Transit (BRT) line, BRT stations, potential transit stations, the Park and Ride, and potential local transit routes (Figure ). The "Realigned Greenbank Road and Southwest Transitway Extension Environmental Assessment (EA)" identifies two transit stations in the CDP area, including a station at Dundonald Drive and a station within the Park and Ride at

Kilbirnie Drive. While not identified in the EA, one additional transit station may be considered on Cappamore Drive, at the south end of the CDP area.

The “Realigned Greenbank Road and Southwest Transitway Extension Environmental Assessment (EA)” identifies the need for a Park and Ride at the terminus (final station) of the Bus Rapid Transit (BRT) line. The most southern BRT station identified on the Land Use Plan is strategically located south of Kilbirnie Drive (at the Park and Ride), which allows for convenient access for many residential units in the planning area (Figure ). The Park and Ride block has an area of approximately 2.5 hectares, and as shown in the functional design of the Park and Ride lot in the EA, the facility is expected to accommodate approximately 400 parking spaces, customer platforms, an operator facility and bus layup space.



**Figure 13: Transit Facilities Plan**



**Figure 14: Park and Ride Area Plan**

### 5.2.2.1 Transit and Park and Ride Policies

#### Transit

- 1) Bus shelters, community mailboxes, newspaper boxes, seating, and waste receptacles should be located together, and should facilitate and prioritize pedestrian and cycling access.
- 2) The location of trees, transit stops and signs, street fixtures, telecommunications equipment, utility and light poles should be coordinated to reduce visual clutter, enhance safety and to enhance utility and compatibility between elements. For instance, trees can help shade a transit stop but should be coordinated with lighting so that stops are also well lit at night.

#### Park and Ride

- 3) The Park and Ride facility shall be designed to facilitate safe and convenient access by all transportation modes, including walking, cycling, buses, and private vehicles.
- 4) The Park and Ride facility should be designed to ensure safe and efficient internal circulation for all modes of travel and shall

follow Crime Prevention through Environmental Design (CPTED) principles.

- 5) The Park and Ride shall include bicycle storage facilities and/or bicycle racks.
- 6) Safe and efficient pedestrian connections should be provided between the high-density residential block and the Park and Ride.

## 5.3 Land Use

### 5.3.1 Land Use Plan

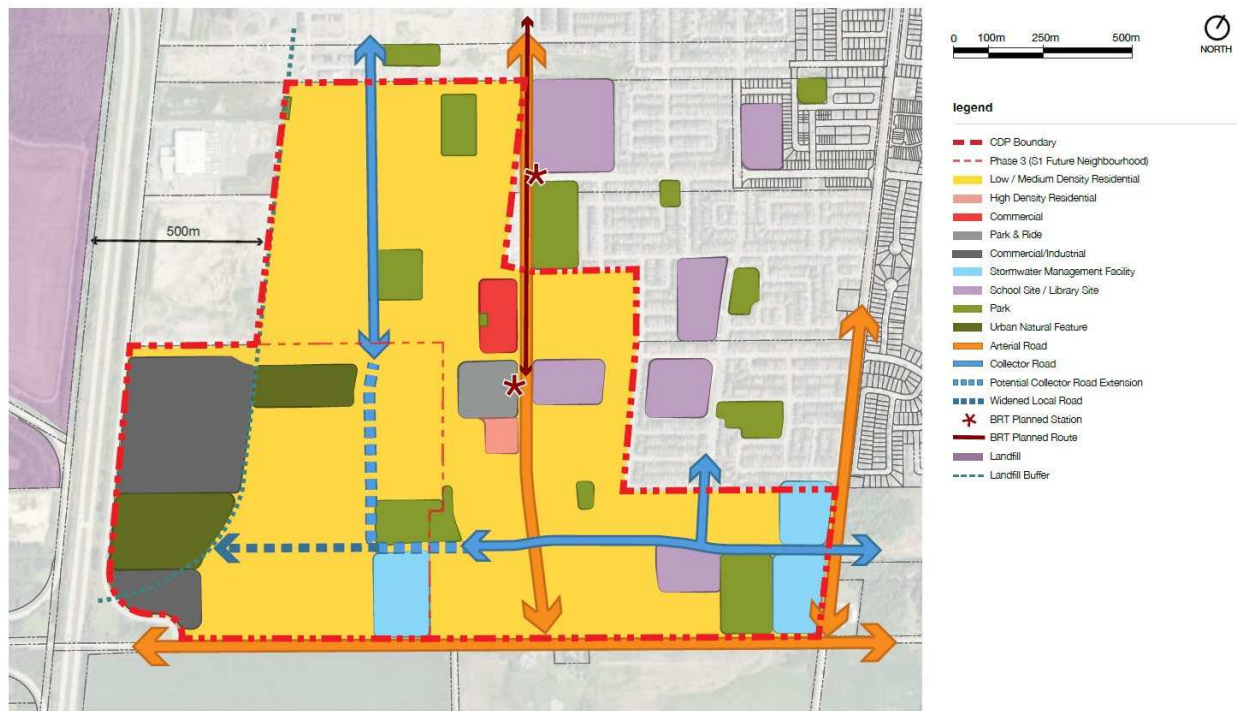
The Land Use Plan for the Barrhaven South Urban Expansion Area, shown in Figure , shows a “block plan” level of detail which includes the collector road network, residential land use, park land use, and stormwater management facilities. **Figure 15** illustrates the approximate location of arterials and collector streets, school sites, parks, stormwater management facilities, the Park and Ride, and varying residential densities. In comparison, the Demonstration Plan in **Section 5.4** illustrates one way in which the Land Use Plan could be developed, including potential local road patterns and blocks sizes/orientation. The following land use categories are identified on the Land Use Plan:

- Low/medium-density Residential
- High-density Residential
- Commercial
- Commercial/Industrial
- Schools/Libraries
- Park
- Urban Natural Feature
- Stormwater Management Ponds
- Transportation (Arterial and Collector Roads, Rapid Transit)

As directed by the Official Plan, the lands within the CDP plan area will be designated Neighbourhood, Industrial and Logistics, and Greenspace on Schedule B6 after the Future Neighbourhoods Overlay is lifted. Additionally, Schedule C16 – Urban Greenspace, will be updated to reflect parks and the retained urban natural features.

The following sections include the permitted land uses and applicable policies for each land use category contained within the CDP. Parks, Urban Natural Feature and

Stormwater Management policies are located within **Section 5.1 (Greenspace)**, while Transportation policies are located within **Section 5.2 (Transportation)**.



**Figure 15: Land Use Plan**

The distribution of land uses on the Land Use Plan is summarized in **Table 4** below.

Table 4. Land Use Distribution

Land Use	Net Area	Percentage
Low-Medium Density Residential	55.76 ha	38%
High Density Residential	0.89 ha	0.6%
Commercial	2.13 ha	1.5%
School / Library	4.66 ha	3.2%
Park	6.6 ha	4.5%
Park & Ride	2.57 ha	1.8%
Stormwater Management Pond	9.29 ha	6.3%

Streets	39.6 ha	27%
Commercial/Industrial	16.41 ha	11.2%
Urban Natural Feature	8.53 ha	5.8%
Total	146.44 ha	100%

**5.3.1.1 Residential Areas**

Residential land uses comprise the majority of the development within the Barrhaven South Urban Expansion Area (BSUEA) CDP area. Residential Areas include low-medium and high-density residential land uses. The development of all residential areas in the BSUEA should blend with existing neighbourhoods to form a cohesive community. This may include similar lot setbacks, lot sizing, building form, and density.

Within Low-Medium Density Residential Areas, low-rise, ground-oriented dwellings are permitted, including but not limited to:

- Detached dwellings
- Semi-detached dwellings
- Linked-detached dwellings
- Ground-oriented multiple-attached dwellings (such as traditional townhouses)
- Back-to-back townhouses
- Rear-lane townhouses

In High Density Residential Areas, permitted uses include, but are not limited to:

- Back-to-back townhouses
- Stacked townhouses
- Back-to-back stacked townhouses
- Low-rise apartment buildings

Corresponding zoning appropriate to the Neighbourhood designation will be applied in accordance with the policy direction of this CDP through implementing Plan of Subdivision and Zoning By-law Amendment applications. The applicable zones will generally be Neighbourhood Zone 1-6 (N1-N6).

**General Residential Policies:**

- 1) Residential densities should achieve an overall minimum density of 36 units per net hectare.
- 2) A variety of housing densities and designs will be provided to enhance the streetscape.
- 3) In general terms, there should be proximity between:
  - a. Dwelling types with narrow lots and dwelling types with wider lots; or
  - b. Dwelling types with narrow lots and dwelling types with consolidated vehicular access.
- 4) Commercial uses such as small-scale service and retail are permitted on all corner lots on all collector streets including in the Neighbourhood area. To permit these uses in strategic locations, use of an appropriate C-suffix may be considered through the establishment of residential zoning through implementing Zoning By-law Amendment applications. The inclusion of small-scale service and retail uses on corner lots will not result in additional parking to be provided on such sites.
- 5) Driveways of residential uses should be designed to avoid conflict with the driveways or lay-bys of adjacent uses, such as schools, parks, and commercial blocks.
- 6) Front entrances should face and be visible from the street.
- 7) Projecting garages should be avoided.
- 8) Residential dwellings located on window streets should face the street.
- 9) Residential uses with frontage on a local street and a collector street should be oriented toward the local street to provide opportunities for the placement of transit and utilities within the collector right-of-way.
- 10) Wherever possible, lot widths should account for one on-street parking space in front of each house. Alternatives to this include:
  - a. Wider lots with less depth;
  - b. Pairing of driveways on narrow lots to allow for at least one on-street space per pair of dwellings;

- c. Use of consolidated vehicular access to provide a longer curbside supply of on street parking;
  - d. Use of block flanks (i.e. the narrow sides of blocks) to provide angled on-street parking, instead of parallel parking; and
  - e. Use of public rear lanes (minimum cross-section of 8.5 metres) or privately-owned lanes is preferred
- 11) Where possible, fire hydrants will be located where they do not remove opportunities for on-street parking.

**Low-Medium Density Residential Policies:**

- 12) Residential form within low- and medium-density residential areas should not include stacked townhouses and apartments.

**High Density Residential Policies:**

- 13) Residential form within high-density residential areas should include denser housing forms including but not limited to stacked townhouses, back-to-back townhouses, back-to-back stacked townhouses, and low-rise apartments.
- 14) High-density residential areas identified on the Land Use Plan should be strategically located immediately adjacent or near Parks. This location allows equitable community access to greenspace as higher density residential land uses often include less private amenity areas such as backyards.
- 15) High density residential blocks should provide:
- a. A variety in the elevation and massing within each block is encouraged;
  - b. Sufficient articulation should be provided to avoid large unbroken expanses of roof or wall planes (such as the stepping of units and / or the use of bay windows or other architectural features);
  - c. The end units should be designed with the same architectural features (such as turrets, bay windows or other suitable architectural features) as the other units on the block;
  - d. Blocks of even numbers of units are encouraged to allow for paired driveway locations and improvements to the streetscape.

### 5.3.1.2 Commercial

The Commercial area proposed northwest of the intersection of Kilbirnie Drive and realigned Greenbank Road is intended to accommodate a mix of small-scale commercial uses to serve the personal and commercial needs of residents of the CDP area and adjacent neighbourhoods.

Permitted uses will include:

- Retail, retail food, and convenience stores
- Restaurants
- Banks and other financial services
- Service and repair uses
- Personal service businesses
- Recreational and athletic facilities
- Professional offices
- Medical facilities
- Instructional facilities
- Animal care establishments and hospitals
- Public institutional uses
- Higher density residential development
- Private parks and open spaces
- Click-and-collect pick-up points

- 1) **Commercial Policies:** Buildings will be low-rise, with a maximum height of four (4) storeys.
- 2) Entrances to commercial buildings will be clearly defined and visible from the street.
- 3) Ground floor spaces of commercial buildings facing the street will have windows and an active door which faces directly onto the street.
- 4) Commercial buildings are to be located at the street edge.
- 5) The provision of continuous street frontage is strongly encouraged and preferred. Pedestrian and vehicle access and circulation within an individual site should provide safe and well-defined routes.
- 6) Continuous weather protection for pedestrians along the retail and other appropriate frontages should be provided, where possible.
- 7) Commercial development should consider views from the public street to promote a high-quality public realm.

- 8) Bicycle parking should be provided in convenient and visible locations.
- 9) Surface parking areas should be located at the side or rear of the buildings.
- 10) Where a section of the parking area is located adjacent to the street, the street edge of the commercial site should be designed with a landscape treatment to provide visual screening of the parking area from the street.
- 11) Loading, garbage facilities and other service functions and utilities should be away from the street and screened from public view. Location of these facilities within or at the rear of buildings is encouraged.

### **5.3.1.3 Commercial/Industrial**

The Commercial/Industrial area comprises the lands designated Industrial and Logistics on Schedule B6 in the Official Plan. The lands subject to the Commercial/Industrial designation of this CDP are currently considered employment areas as defined by the *Planning Act* and the Provincial Planning Statement, however, these lands are anticipated to be removed from the employment area stock in the long term. As such, this designation anticipates permissions for both commercial uses and industrial uses. A City-initiated Official Plan Amendment will be required to redesignate these lands from Industrial and Logistics to a Mixed Industrial designation that permits both commercial and industrial uses, upon the completion of an analysis of all employment lands within the City.

Permitted land uses within the Commercial/Industrial designation shall include:

- All Commercial uses permitted in the Commercial designation outlined in Section 5.3.1.2
- Offices in accordance with the underlying designation of the Official Plan at the time of development
- Institutional uses
- Light industrial uses

#### **Policies:**

- 1) Office and Commercial buildings will be low-rise, with a maximum height of four (4) storeys.
- 2) Industrial use buildings will be mid-rise, with a maximum height of 22 metres.
- 3) Kilbirnie Drive shall be extended through the Commercial/Industrial lands to Borrisokane Road when the ultimate configuration of the future Highway 416 on- and off-ramps are constructed and the Borrisokane Road and Barnsdale Road

intersection is closed. Kilbirnie Drive shall be protected as a major collector road and future truck route in accordance with the Highway 416 Environmental Assessment (EA) Study.

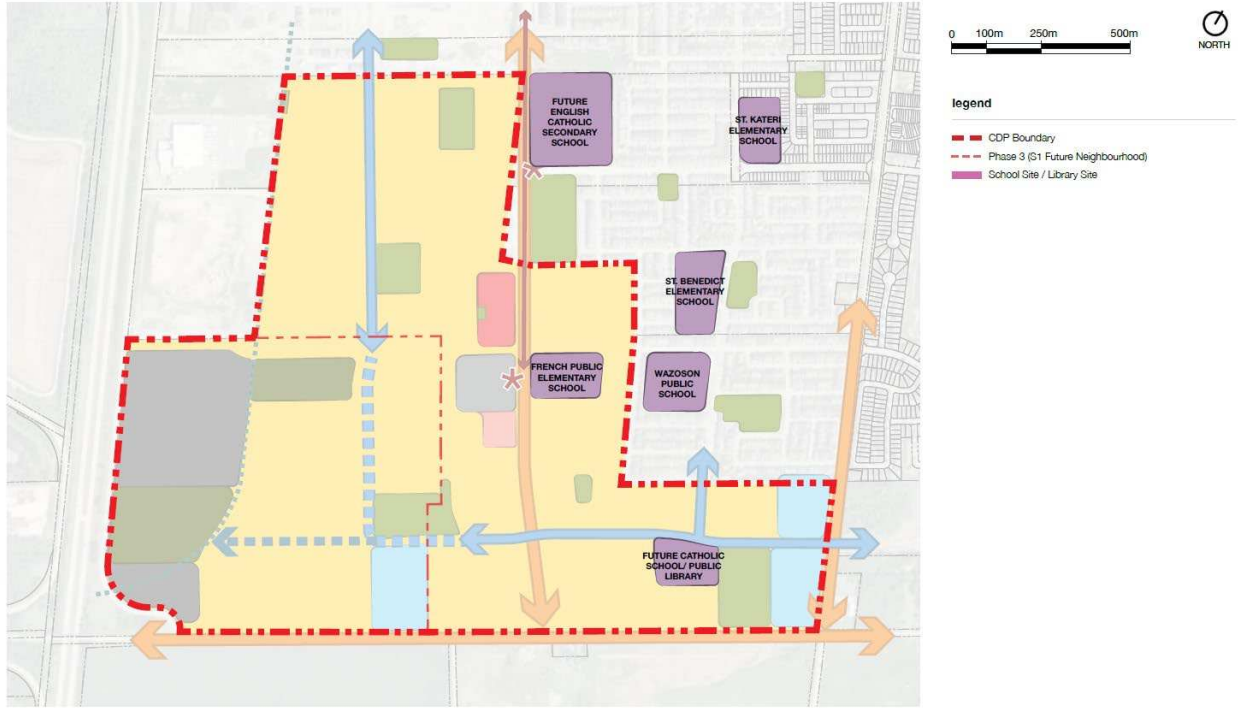
- 4) The City will only construct Kilbirnie Drive when Borrisokane Road is disconnected from Barnsdale Road. Alternatively, the roadway may be constructed prior to this, but the City may use temporary barriers to restrict traffic flow until necessitated by the implementation of the ultimate interchange.
- 5) The lot fabric and road layout of the Commercial/Industrial lands will be determined through future development applications. The lot fabric should be integrated with the surrounding residential neighbourhood and rear lotting for non-industrial uses should be avoided.
- 6) Where industrial uses are proposed, the Ministry of Environment, Conservation and Parks D-Series Guidelines for Land Use Compatibility shall be reviewed and implemented where applicable. Industrial uses should be oriented towards Borrisokane Road and the separation distance from the Residential areas shall be maximized.

### 5.3.2 Schools/Libraries

Two school sites are identified on the Land Use Plan in response to the projected needs of two of Ottawa's four school boards. The 2.43-hectare school site identified at the southeast corner of realigned Greenbank Road and Kilbirnie Drive is planned for the French Public school board (Conseil des écoles publiques de l'Est de l'Ontario or CEPEO) while the 2.12-hectare school site shown in the southeast corner of the Land Use Plan is reserved for the French Catholic school board (Conseil des écoles catholiques du Centre-Est or CECCE).

The City of Ottawa has identified a need for a new public library in the Barrhaven South Urban Expansion Area (BSUEA) CDP area. The library is planned to be co-located with the CECCE elementary school located in the southeast corner of the CDP area. This would allow for the sharing of facilities, including a lay-by and/or off-street parking.

**Figure 17** illustrates a preliminary concept for the co-location of the library with the CECCE elementary school. Of particular note, the lay-by and parking, as well as the school frontage, are oriented to the street.



**Figure 16: School Area Plan**



**Figure 17: School and Library Plan (Preliminary Concept)**

## **Schools/Libraries Policies:**

- 1) School site requirements and needs will be finalized through a future Plan of Subdivision application.
- 2) If a school board confirms that they no longer have a need for a planned school site identified on the Land Use Plan, the school board shall be given the opportunity to purchase these lands. If no school board has an interest in the available school site(s), the lands shall be developed in accordance with the Low-Medium Density Residential policies of this Plan
- 3) It is recommended that schools be co-located, connected, or adjacent to community amenities such as parks and libraries. Schools should consider sharing amenities such as sports fields and parking with larger parks.
- 4) To encourage active transportation, pedestrian and cycling connections will be provided from sidewalks, parking areas, and bus loading areas to school buildings. Safety measures may include narrowing of intersections and bulb-outs to be installed, at the latest, when a school is constructed.
- 5) Driveway widths and corner radii adjacent to schools shall be minimized to reduce vehicle speed, while accommodating expected vehicles.
- 6) Where possible, incorporate existing trees or woodlots into outdoor spaces.
- 7) The main entrances of school buildings must be located facing the public street.
- 8) Bus lay-bys will be located within the City right-of-way. Lay-bys will have signage to show that they are for the exclusive use of school buses for designated periods in the morning and afternoon but may be signed to permit public parking at other times. Primary frontage will be long enough to accommodate bus lay-bys within the right-of-way.
- 9) Where on-site bus lay-bys are demonstrated to be the only viable option, such lay-bys should follow the following criteria:
  - a. Must be sufficiently long to accommodate all of the busses at dismissal time and must not impede other traffic driveways in or out of the school.
  - b. Cannot have curb returns and must be designed to stop at the sidewalk, maintain the sidewalk at its existing grade and then slope toward the street.
  - c. Pedestrian priority across lay-bys will be required.

### 5.3.3 Landfill Buffer

The Land Use Plan identifies a 500-metre setback from the Trail Road Waste Facility located on the west side of Highway 416.

Air quality, noise and vibration studies shall be prepared for lands within the CDP area that are located within 500 metres of the Trail Road Waste Facility. If issues are identified, a range of appropriate mitigation strategies should be considered that address health and annoyance pathways. If required, mitigation strategies should include building systems and materials, as well as community-wide strategies to ensure residents are able to access health benefits in a healthy built environment, such as the ability to spend time outdoors, active transportation, and use public spaces for connecting with others.

#### **Landfill Buffer Policies:**

- 1) Land within 500 metres of an operating Solid Waste Disposal Site (Trail Road Waste Facility) is within the influence area of the site. New lot creation within the influence area will require a notice on title to ensure the impacts of the operating Solid Waste Disposal Site (i.e. noise, dust, odours, and haul route) are provided.

## 5.4 Demonstration Plan

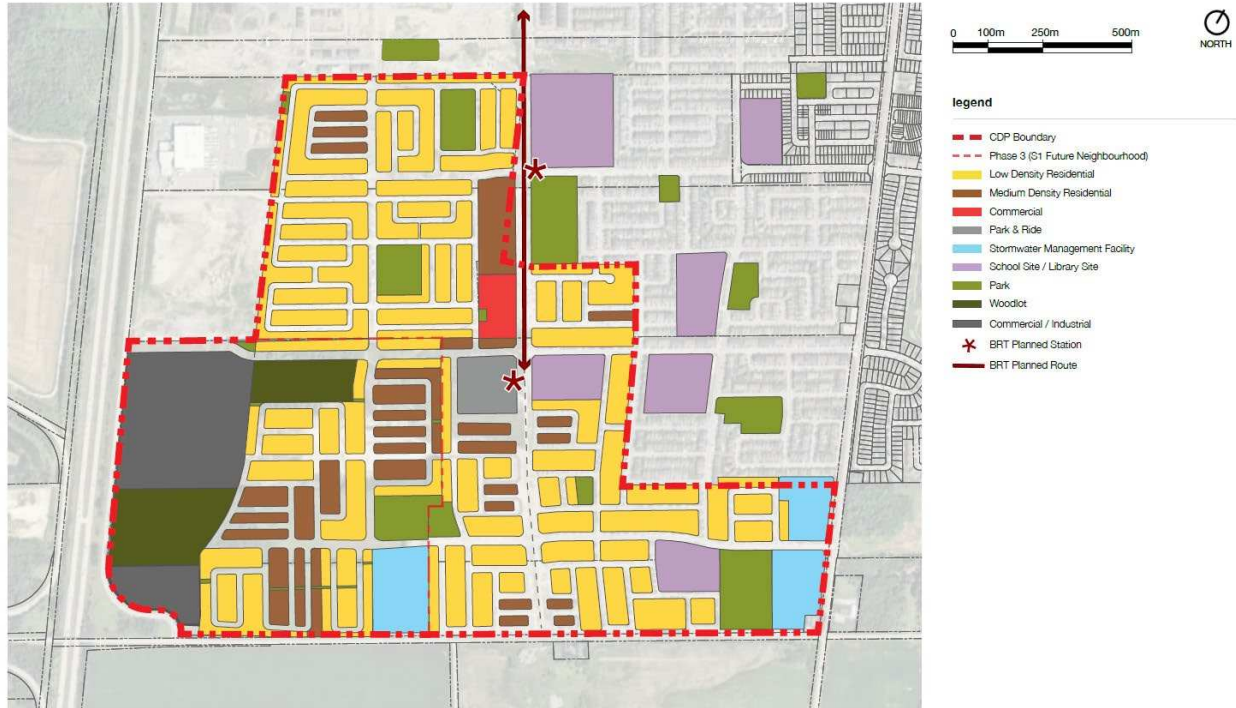
Demonstration plans are required to illustrate the preferred build-out of a Future Neighbourhood over time and to 'demonstrate' that the requirements of the Official Plan and CDP can realistically be met. This test plan clearly shows the projects that are necessary to fulfil the intent of the CDP and shows how the interrelationships between supporting studies can be implemented and phased. While a demonstration plan is not intended to represent a final subdivision layout or a guaranteed development outcome, the purpose and role of the Demonstration Plan is to:

- Provide guidance on the intent for development;
- Demonstrate possibilities and methods for addressing specific development challenges;
- Illustrate ways to achieve the design guidelines for various land uses;
- Illustrate some specific objectives the CDP is seeking to achieve; and to
- Provide a means for establishing and monitoring density targets over time.

The Barrhaven South UEA Demonstration Plan (Figure 19) illustrates how the development can achieve the minimum density requirements and demonstrates a preferred form for necessary transportation, active transportation, servicing, environmental protection, parks and community facilities.

In the Barrhaven South UEA Demonstration Plan, development blocks illustrate where low-density residential uses and medium-density residential uses are expected to be located. In this plan low- and medium-density blocks have been deliberately distributed throughout the Demonstration Plan to reduce localized traffic, help increase on street parking and create a mix of housing forms and density across the neighbourhood.

In the Demonstration Plan, areas of land are reserved for the development of high density residential uses. In these areas, apartment units or alternative forms of multiple-attached dwellings that achieve similar residential densities such as stacked townhouses and back-to-back stacked townhouses will be permitted.



**Figure 18: Demonstration Plan**

The proposed local road network is designed to achieve connectivity and permeability, while reducing cut-through traffic patterns. The Demonstration Plan shows window streets with units oriented towards, rather than backing onto, the arterials. The use of window streets is generally preferred as they reduce the need for noise walls and maintain a social interface of houses with the arterials. The window streets also limit vehicular access to adjacent arterials, which allows arterials to operate more efficiently.

Nevertheless window streets also have some disadvantages: they also increase paved areas and do not provide for a fully connected street system. For this reason, through Draft Plan of Subdivision, consideration shall be given to limiting window streets to a maximum of 50 per cent of the length of an arterial road. Other ways of connecting local streets to arterials, including an off-set grid configuration, may be developed in the future and may be considered at the Draft Plan of Subdivision stage.

## 6 Supporting Studies

### 6.1 Environmental Management Plan

An Environmental Management Plan (EMP) has previously been completed for the Phase 2 Community Design Plan area. The purpose of an EMP is to document existing natural conditions within the CDP area and to identify measures to mitigate potential environmental impacts associated with the proposed development. The EMP satisfies the requirements of Phases 1 and 2 and, where applicable, Phases 3 and 4 of the Integrated Environmental Assessment and Planning Act process. Individual projects identified in supporting studies to the EMP remain subject to the applicable Class Environmental Assessment process.

For Phase 3, it was determined that an Environmental Impact Statement (EIS) would be sufficient as an addendum to the EMP. The EIS assesses potential impacts and confirms the applicability of the recommended environmental management measures.

#### **EMP Policies:**

- 1) All development within the Barrhaven South UEA CDP area will be consistent with the directions of the Environmental Management Plan and Environmental Impact Statement, as amended.
- 2) Where proposed development is consistent with the EMP, and where no additional impacts are anticipated beyond those addressed in the EMP, a site-specific Environmental Impact Statement will not be required. If this is not possible, an amendment/update to the EMP will be necessary in addition to an EIS.

### 6.2 Master Servicing Study

A Master Servicing Study (MSS) has been prepared for the Community Design Plan area to provide a preferred conceptual design for municipal servicing that is consistent with the Infrastructure Master Plan. The MSS (and Phase 3 addendum to the document) establish a servicing framework to support future detailed design at the development approvals stage. The MSS identifies the expansion and upgrade of the municipal servicing system required to support the planned land use framework while minimizing potential impacts to the natural environment.

The MSS satisfies the requirements of the Integrated Municipal Class Environmental Assessment and Planning Act process. Individual projects identified in supporting

studies to the MSS may be subject to additional review under the applicable Class Environmental Assessment process.

**MSS Policies:**

- 1) All development within the Barrhaven CDP area will be consistent with the directions of the Master Servicing Study, as amended. Where this is not possible, an amendment or update to the MSS will be required.
- 2) As part of a complete application for plan of subdivision and/or zoning a site-specific servicing study will be required. This study will demonstrate compliance with the approved MSS and, if this is not possible an amendment/update to the MSS will be necessary.

**6.3 Community Transportation Plan**

A Community Transportation Plan (CTP) has been prepared for the Barrhaven South Urban Expansion Area to analyze the long-term transportation infrastructure needs of the new community. The CTP addresses the planned collector street network, access locations, active transportation network, transit facilities, road cross-sections, and integration with the City-wide Transportation Master Plan and the approved Highway 416 at Barnsdale Road Interchange, Preliminary Design and MTO Class Environmental Assessment Study.

The CTP also serves as the Environmental Assessment document for the proposed transportation and transit infrastructure and satisfies the requirements of Phases 1 and 2 of the Integrated Environmental Assessment and Planning Act process.

**CTP Policies:**

- 1) All development within the Barrhaven CDP area will be consistent with the directions of the Community Transportation Plan, as amended. A site-specific Transportation Impact Assessment may be required for future development applications.
- 2) As part of a complete application for plan of subdivision and/or zoning, a site-specific Transportation Impact Assessment will be required. The Transportation Impact Assessment shall demonstrate consistency with the approved Community Transportation Plan.

## 7 Implementation

This section describes the processes and mechanisms that will guide the implementation of the Barrhaven South Urban Expansion Area (BSUEA) CDP in fulfillment of the policies of the Official Plan and the Community Design Plan. The principal mechanisms include:

- / An implementing Official Plan Amendment (OPA) and adoption of new Area Specific Policies in the Volume 2 of the Official Plan;
- / Implementation of Supporting Studies: Environmental Management Plan (EMP), Environmental Impact Statement (EIS), Master Servicing Study (MSS), and Transportation Master Study (TMS), Community Transportation Plan (CTP),;
- / Process to modify or amend the CDP and Environmental Assessments (EA);
- / Implementation of a financial implementation plan agreement among landowners providing for cost-sharing of necessary community infrastructure and;
- / Phasing schedule for staging of key infrastructure to service the lands.

It is intended that development will proceed in a manner generally consistent with the CDP. The Plan will guide development applications, as well as capital expenditures in this area. While the future build-out of the community may differ from the various plans contained within this document, it is intended that development will have a framework consistent with the policies and guidelines that are described in this CDP.

### 7.1 Phasing

Figure 22 depicts an updated Phasing Plan for the CDP area. The eastern and northern areas of the CDP have already been developed, with the southwest area divided into several phases:

- / Phase 3A
- / Phase 3B
- / Phase 3C
- / Commercial/Industrial area



**Figure 19. Phasing Plan (S1 Lands)**

### 7.1.1 Development Phasing

Phasing is generally required of new development to promote an orderly progression of development. It is anticipated that within each individual phase, development will occur incrementally through Plans of Subdivision with associated infrastructure and services being installed.

Generally, the development will proceed from east to west based on:

- / The ability to connect to existing water and sanitary infrastructure and available capacity;
- / The opportunity to connect the internal road network to existing Greenbank Road at existing intersection locations;
- / Installation of stormwater management facilities.

The final phase of development will include the connection to the neighbourhood of Borrisokane via an extension of Kilbirnie Street. This street will cross the Commercial/Industrial Lands.

## 7.2 Financial Implementation

### 7.2.1 Cost Sharing

A Financial Plan is a requirement of Section 12.2 of the Official Plan. Financial Plans generally include funding agreements to pay for work or services necessary to complete the CDP and implementing Official Plan amendments. All landowners will be required to become party to the following agreements.

The following Cost Sharing Agreements will form the basis of the financial plan for the CDP and may be assessed for completion through draft plan conditions of future development applications.

#### **Core Services Agreement**

Core Services means any work, service or facility described below, but only to the extent required by an Approval Authority to be completed or constructed for development to proceed within the CDP Study Area, including the preparation of the Barrhaven South Urban Expansion Area (BSUEA) CDP and associated Environmental Assessment (EA), and all related studies thereto, such as, but not limited to, the Environmental Management Plan (EMP), Environmental Impact Statement (EIS), Master Servicing Study (MSS), Transportation Master Study (TMS), Community Transportation Plan (CTP), and Community Energy Plan (CEP). All landowners may be required to become a party to the Core Services Agreement and to contribute their proportionate share in the cost of these core services, before development is approved by the City.

#### **Other Shared Works**

As development proceeds, the cost to construct other infrastructure that is not a Core Service but is shared by at least two landowners will be negotiated by the benefiting landowners. Examples include planned stormwater management facilities, oversize and over-depth infrastructure and roadways where they cross property lines or run along property lines.

1. All landowners will be required to become a party to the Funding Agreement and to contribute their proportionate share in the cost of studies and infrastructure before development is approved by the City.

### 7.2.2 Parkland and Greenspace Acquisition

The greenspace system is comprised of a variety of elements, such as parkland and stormwater management facilities. The majority of the greenspace will ultimately be in public ownership and the City will pursue acquisition of such lands through:

- / Parkland dedication as per the City of Ottawa Parkland Dedication By-law (2022-280), as amended;
- / Dedication of open space through the development approvals process; and
- / Conveyance of completed stormwater management facilities.

Dependent upon confirmation of satisfactory agreements, it is intended that the Community Park, Neighbourhood Park, and Parkette will be built concurrently with the development of lands within approved Draft Plans of Subdivision.

### **7.2.3 Transit Service**

Transit service is to be integrated into the community structure from the outset of development in support of the Official Plan target for 2046 of reaching more than 50 percent of city-wide trips by sustainable modes – walking, cycling transit and automobile passenger.

During the early phases of development, the provision of transit will be sought through the creation of Early Service Agreements between developers and the City of Ottawa, OC Transpo.

### **7.2.4 Affordable Housing**

Affordable housing will be provided in accordance with Section 4.2.2 of the Official Plan. For the purposes of this Community Design Plan, affordable housing includes both Market-Affordable Housing and Core-Affordable Housing, as defined in the Official Plan and consistent with the Provincial Planning Statement.

Market-Affordable housing generally refers to units for which households at or below the 60th percentile of household income, or individuals at or below the median personal income, pay no more than 30 per cent of their gross income toward shelter costs. Core-Affordable housing refers to housing units intended to meet the needs of lower-income households, generally at or below the 30th percentile of household income (or the 20th percentile for shared accommodation) where they pay no more than 30 per cent of their gross income toward shelter costs.

Section 4.2.2 of the Official Plan sets a target of 10 to 15 per cent of all new residential units being affordable. Of all affordable units, 65 per cent are to be targeted to households whose needs fall within the definition of core affordability, and the remaining 35 per cent are to be targeted to households whose needs fall within the definition of market-affordability. This ratio equates to for every 100 units constructed, 6 to 10 units should meet the definition of Market Affordable and 3 to 5 units should meet the definition of Core Affordable. 85 to 90 percent of units therefore may be affordable only by households in the top 40% of incomes or individuals above the

median personal income. The following policies are intended to address the need for affordable housing.

- 1) The provision of affordable housing will be assessed at the time of plan of subdivision approval and through subsequent draft plan conditions.
- 2) Where affordable housing is provided, the preferred location is in proximity to existing or planned transit routes, parks, schools, and cycling facilities, in order to support access to services and transportation options.
- 3) To support the delivery of affordable housing, the City may consider the use of municipal incentives and direct supports, including but not limited to: deferral or waiver of fees and charges and/or other incentives to be negotiated based on the depth and duration of affordability achieved.
- 4) Where municipal incentives are provided, the City will enter into agreements with developers to secure the public interest in affordable housing. Such agreements will reflect the level of public investment, with greater investment corresponding to deeper or longer-term affordability. Agreements may specify unit mix, affordability levels, and duration, and may be secured through registration on title and/or a municipal housing facilities by-law.

### **7.2.5 Development Approvals**

Development approvals for lands within the CDP area will initially proceed by Plan of Subdivision to secure the necessary road network, servicing infrastructure and parkland dedication. Zoning By-law Amendments will be required to permit the development established by the Land Use Plan and Demonstration Plan in conjunction with Plan of Subdivision and / or Site Plan approval. Development applications shall include all information required under the Official Plan and the Development Application Study Policy by-law.

- 1) All development applications shall include a planning rationale describing how the development proposal meets the intent of the Official Plan, CDP and related design guidelines.
- 2) All residential development applications shall describe how the proposed residential uses and density contribute to the projected housing mix established in described in Section 5.1.1 and meet the minimum density requirement of 36 units per hectare.
- 3) Applications for development are not required to develop their lands precisely as shown on the Demonstration Plan (Figure 19)..
- 4) The City will impose conditions on the development of the land through the Plan of Subdivision or Site Plan Control process. These conditions will address provision of matters such as, but not necessarily limited to:

- i. Parks and open space;
  - ii. Servicing including potable water, sanitary sewers, and stormwater management facilities;
  - iii. Provision of transit;
  - iv. Construction of streets and street infrastructure;
  - v. Widening and daylight triangles; and
  - vi. Utilities.
  - vii. Cost sharing / financial agreements.
- 5) The execution of development agreements will be required before development is allowed to proceed.
  - 6) The City may also use Holding Zones to specify the future uses of lands that, at the present time, are considered premature for development due to inadequate road, servicing or community facilities infrastructure being available within a reasonable period.
  - 7) School sites shall be zoned for both institutional and residential uses in order that, in the event that no School Board acquires a school site established in a Plan of Subdivision, the lands may be developed for residential land uses.

### **7.2.6 Development Agreements**

As development proceeds within the planning area, implementation strategies, including the use of appropriate development agreements, shall be established in order to ensure the timely advancement of municipal infrastructure and community amenities and facilities.

Development agreements may address:

- / Parks and open space;
- / Water, wastewater collection and stormwater management facilities;
- / Transit;
- / Road infrastructure; and
- / Telecommunications and other utilities

There may be a front-ending agreement(s) established for the BSUEA CDP, in which the City would participate, to require through development approvals, financial contributions for key infrastructure requirements and to allow the developer(s) to advance the construction of certain facilities in accordance with agreed-upon financial principles.

Joint use agreements may also be required with School Board(s) to allow for the shared use of park, library, and school blocks.

### **7.2.7 Development Monitoring**

The BSUEA CDP and the accompanying supporting studies have been prepared through a comprehensive planning process involving technical study and public consultation. It is appropriate that monitoring of the CDP be undertaken to determine whether the policies of the Official Plan and those of the CDP are being achieved. Monitoring may identify any significant changes that would warrant a review and possibly amendments to the CDP. The purpose of monitoring is to confirm that the underlying parameters supporting the Plan remain applicable and relevant and to determine whether the policies and guidelines are being implemented.

Fundamental to the CDP is the goal of implementing the Land Use Plan and the ability to achieve the established mix and location of residential dwelling types for the area as outlined in the CDP and corresponding Official Plan Amendment (OPA). The Official Plan establishes the mix and location of residential dwelling types for BSUEA which, as a minimum establishes an overall minimum average net residential density of not less than 36 units per net hectare. Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses.

The 36 units per net hectare minimum average density does not constitute a maximum average density, but a minimum density target and therefore, compact development that achieve additional densities while having regard to all other policies of this Plan, shall be permitted.

Table 1 in Section 5 of this CDP identifies overall estimates by percentage of detached dwellings, multiple-attached dwellings, and apartments, based on the Demonstration Plan included in Figure 19. It illustrates that, on the basis of this CDP, the required mix of units and density targets in the Official Plan are met over the entire CDP area. The total number of units that could develop based on the Demonstration Plan should remain within the range of approximately 2,208 units. Additional density, in conformity with other policies regarding land use in the CDP, shall be encouraged.

The City of Ottawa will evaluate the total number and mix of residential units at a community-wide scale at the time of development approvals. Minor variations in the number of units are anticipated through the development approvals process. Variations can be accommodated provided it is demonstrated that both the total number of residential units and the required mix of residential unit types can be reasonably

achieved by adjusting density and / or housing mix on remaining vacant lands within the CDP.

Traffic and servicing calculations used to reach the recommendations presented in the Master Servicing Study (MSS) and Community Transportation Plan (CTP) and are based on unit and population totals generated from the Demonstration Plan.

## **7.3 Coordination with Area Transportation Studies**

### **7.3.1 Kilbirnie Drive Extension**

Through the Highway 416 at Barnsdale Road Interchange, Preliminary Design and MTO Class Environmental Assessment Study, Kilbirnie Drive was identified as being required to be extended through to Borrisokane Road at the time of the closure of Borrisokane Road. This extension, and its associated truck route designation is not required until the ultimate build-out of the Highway 416 interchange and the closure of Borrisokane Drive, however; the road may be extended as a non-truck route in the interim to support development of the Industrial/Commercial lands.

### **7.3.2 Barnsdale Widening Environmental Assessment (EA)**

In light of the Province's plans for the Highway 416 interchange and on-going development in the south Barrhaven area, an Environmental Assessment (EA) study is needed for Barnsdale Road. The EA study will identify measures to meet the travel demand on Barnsdale Road to the year 2046 and develop a Complete Street functional design for the corridor that addresses accessibility and other applicable design standards and guidelines. Through this study, a right-of-way will be defined to protect the corridor from encroaching development.

The EA Study is planned to be completed within 18 months from the date of award of contract to the selected consulting firm.

## **7.4 Amendments to the CDP**

It is not possible to anticipate every circumstance or issue that may arise over the course of the development of a new neighbourhood. This Plan therefore provides for an amendment process to permit necessary amendments.

The amending process distinguishes between minor and major changes. In general, a substantive deviation from this Plan is a Major Change and would require approval of an amendment to the CDP through a motion by Planning and Housing Committee and Council. A Minor Change to the Plan may not require an amendment and could be

incorporated into Subdivision and / or Site Plan approvals at the discretion of the General Manager, Planning, Development and Building Services Department .

In contrast to the major and minor amendments, when substantially large areas are added to the plan an update to the plan is required. This update will require a secondary plan process where background existing conditions and substantive revisions to the Plan are necessary. Currently, such an update is likely to take place in 2026 in order to integrate the S-2 future neighbourhood. S-2 is intended to become the Phase 4 of the Barrhaven South Urban Expansion area (see Figure 1). The process for Phase 4 is following the process outlined in the Official Plan for lifting of the Future Neighbourhood Overlay.

#### **7.4.1 Minor Changes**

Minor changes are considered to be changes which do not appreciably change the expected net impacts or outcomes associated with the project. Amendments to the plan to accommodate minor changes may be made through the development approvals process, provided they are consistent with the general intent of the CDP. Minor changes include but are not necessarily limited to matters such as:

- i. Adjustments to:
  - a. the local street network and the location of pathway blocks;
  - b. the size and location of residential blocks;
  - c. the location, size and shape of parkland;
  - d. the location, size, shape and / or area of school blocks
  - e. alignment or facility footprints.

In addition, the precise limits of the stormwater management pond blocks shown on the Land Use Plan and Demonstration Plan are intended to be determined through detailed engineering analyses conducted under the approved Master Servicing Study (MSS) and in conjunction with a development application(s), and are considered to be a minor change.

In the event a minor change is necessary all affected landowners and appropriate stakeholders will be provided details of the modification. The majority of minor changes are likely to be addressed during the detailed design and development approvals for a plan of subdivision or site plan and are the responsibility of the proponent to ensure that all relevant issues are taken into account.

- 1) Minor changes to the plans and text of the CDP may be made at the discretion and approval of the General Manager of Planning, Development and Building Services

Department. Minor text changes include errors, omissions, updates. A minor text change is considered to be renumbering of lists, errors, updates to reflect consistency with the Official Plan, and any other changes to the same effect.

- 2) Where lists of permitted uses are provided in this Community Design Plan, they are intended to illustrate the general range and type of uses contemplated. Uses not specifically listed, but considered by the City to be similar in nature and consistent with the intent of the applicable land use designation, may be recognized as permitted through the implementing Zoning By-law.

### 7.4.2 Major Changes

Major changes are considered to be changes that introduce new development phases or a substantive deviation from the approved planning policy framework or outcomes associated with the Community Design Plan, alter the intent of the approved Environmental Assessments, change land use category or development form to that above the maximum height permission.

It is likely that a major change would accompany an Official Plan or Zoning Bylaw amendment and may also be associated with a secondary planning process such as that required for the lifting of the Future Neighbourhood Overlay.

Major changes include, but are not necessarily limited to:

- amendments to the CDP that alter the overall land use structure or development pattern;
- the introduction of new development phases or the expansion of the CDP boundary;
- major realignments to the collector road network or active transportation network;
- changes to the number, function, or general location of stormwater management facilities; and
- changes requiring amendments to schedules or policies of the Official Plan;
- an addendum to one or more of the approved supporting Studies (including the Community Transportation Plan, Master Servicing Study, Environmental Management Plan.
- Completion of an Environmental Assessment under the Environmental Assessment Act

- 1) Major changes to the CDP shall require approval by City Council.
- 2) Major changes should be supported by a Planning Rationale prepared in conformity with the City's Planning Rationale Terms of Reference, and any technical documents to provide justification for the proposed change and to assist the City and the public in the review of the proposal.

- 3) Where a major change is completed outside of a secondary planning process a Composite Plan will be required. The Composite plan will illustrate the proposed modification in the context of the approved Community Design Plan. The Composite Plan shall also include the approved Land Use Plan framework for the surrounding neighbourhood or broader community, as required, to demonstrate conformity with the overall planning intent.
- 4) The City will require a public open house or additional consultation prior to consideration of a major change by Council.

### **7.4.3 Sunsetting of the Plan**

Upon complete build-out, and at the sole discretion of the City, this CDP may be retired and voided. While small-scale change and development within the CDP area is possible after full build-out, the directions contained in the CDP will have already been fulfilled, and development policies will continue to be guided by the policies of the Official Plan.