



Quinn's Pointe - Phase 6-8 (3882 Barnsdale Road)

Planning Rationale
Zoning By-law Amendment + Draft Plan of Subdivision
July 15, 2026



Prepared for Minto Communities Inc.

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

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Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Minto Communities Inc. (the “Minto” or the “Owner”) to prepare this Planning Rationale in support of Zoning By-law Amendment and Draft Plan of Subdivision applications to facilitate the proposed development of the lands municipally known as 3882 Barnsdale Road, also referred to as Quinn’s Pointe Phase 6-8 (the “subject lands”) in the City of Ottawa. The subject property is generally bounded by Barnsdale Road to the south, 3933 Barnsdale Road to the west, The Ridge Subdivision to the north, and Quinn’s Pointe Subdivision to the east.

The subject lands were added to the City’s urban boundary through the new 2022 Official Plan. The lands were identified as the “S1 Future Neighbourhood” and were subject to the Future Neighbourhood Overlay. Prior to any development, the Future Neighbourhood was required to be lifted from the lands. At the time of writing this report, a City-initiated Official Plan Amendment to lift the Future Neighbourhood Overlay has been recommended for approval by Planning and Housing Committee and is scheduled for consideration by City Council on July 15, 2026.

As part of the process to lift the Future Neighbourhood Overlay, a master servicing study, environmental impact study, and community transportation study were prepared to support an amendment to the 2018 Barrhaven South Urban Expansion Area Community Design Plan (CDP) and the resulting area-specific policy to be contained within Volume 2C of the Official Plan.

This planning rationale has reviewed the revised Barrhaven South Urban Expansion Area CDP and the draft area-specific policy contained within Staff Report ACS2026-PDB-PS-0057.

1.1 Proposed Applications

Minto Communities Inc. intends to develop the subject lands with a residential subdivision consisting of 942 residential units, in accordance with the demonstration plan contained within the amended Barrhaven South Urban Expansion Area CDP. The proposed Draft Plan of Subdivision will introduce 448 blocks for single-detached dwellings and 88 blocks for street and back-to-back townhouses. In addition to the residential blocks, the Draft Plan of Subdivision will introduce one (1) park block, one (1) woodlot/open space block, one (1) stormwater management pond, two (2) servicing easements, nine (9) open space/walkway blocks, one (1) road widening block, and 18 new local streets.

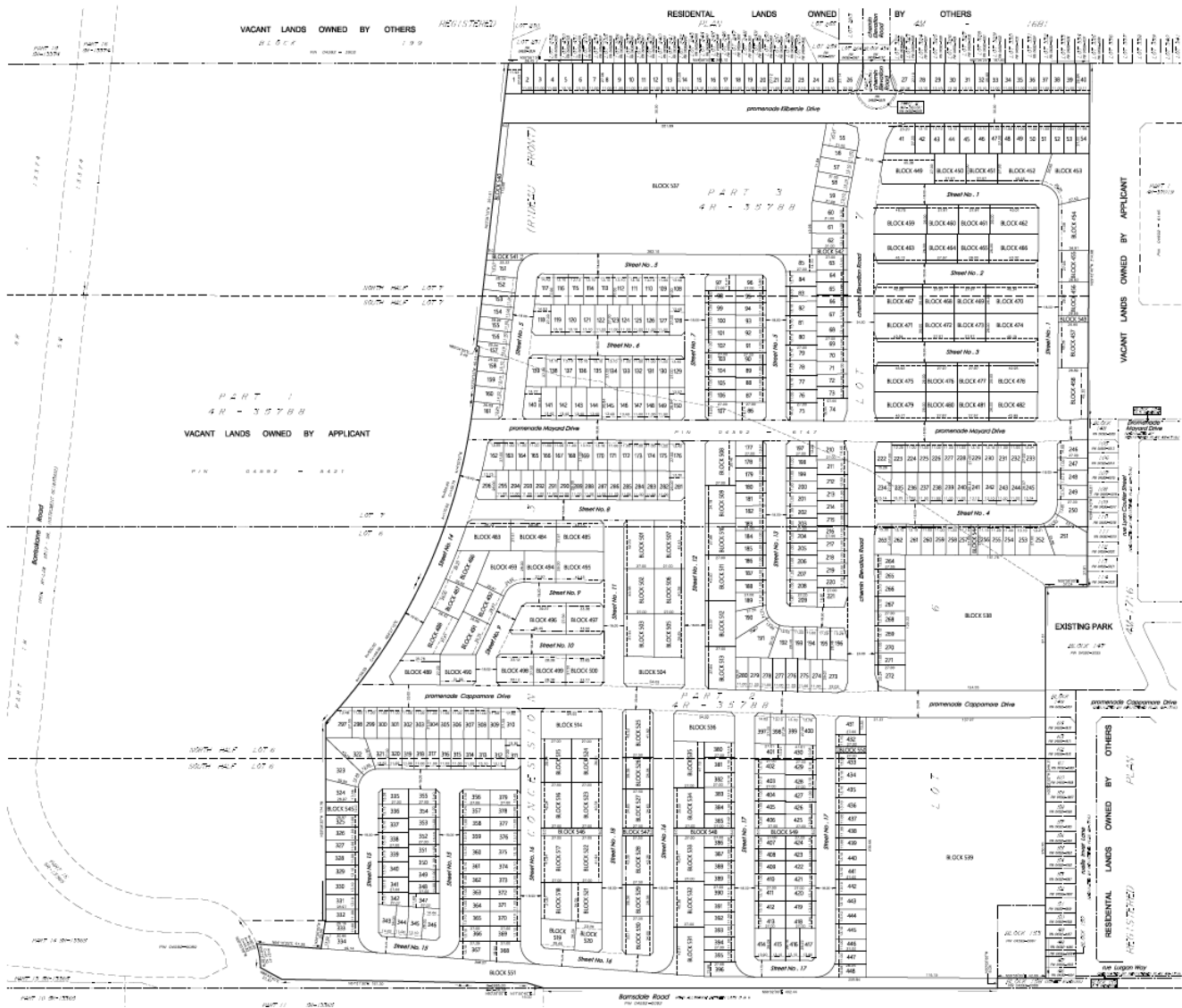


Figure 1. Draft Plan of Subdivision, prepared by Stantec Geomatics Ltd.

The Zoning By-law Amendment will facilitate the proposed uses on the subject lands by establishing permitted building heights and required setbacks, along with any other deviations from the Zoning By-law, as detailed in later sections of this report. The following zones are proposed on the subject lands:

- / Neighbourhood Zone 3, Subzone B, Urban Exception XXXX (N3B[XXXX]) – this is proposed to apply to all residential blocks within the development.
- / Greenspace (GRN) – this is proposed to apply to the park block.
- / Environmental Protection, Subzone 3 (EP3) – this is proposed to apply to the significant woodland block.
- / Open Space and Facility (FAC) – this is proposed to apply to the stormwater management block.

2.0 Site Context and Surrounding Area

2.1 Site Context

The subject lands known as 3882 Barnsdale Road is located on the north side of Barnsdale Road, abutting the Ridge subdivision to the north, the Quinn's Pointe subdivision to the east, Barnsdale Road to the south and vacant lands designated Industrial and Logistics to the west. The subject lands are currently vacant and have a total area of 47.30 hectares.

Within the northwest corner of the subject lands is an identified significant woodland, a portion of which will be retained as part of the proposed development.



Figure 2. Site Context

2.2 Surrounding Area

As noted above, existing and developing neighbourhoods are located immediately north and east of the subject lands, and vacant industrial lands are located immediately west of the subject lands. Existing streets within the abutting communities terminate at the boundary of the subject lands.



Figure 3. Surrounding area streetscape - looking north towards Elevation Road (top right), looking northeast towards Kilbirnie Drive (top left), looking north on Cappamore Drive (bottom left), and looking southeast towards Lynn Coulter Street (bottom right)

The surrounding land uses are characterized as follows:

North: Immediately north of the subject lands is the Ridge subdivision, which consists of a mix of low- and medium-density residential uses and open spaces. Further north are the Cambrian Woods, an Urban Natural Feature, and the Barrhaven Town Centre, the primary shopping area for Barrhaven South.

East: Immediately east of the subject lands is the Quinn's Pointe subdivision, which consists of a mix of low- and medium-density residential uses, open spaces, and school block. East of the subject lands is the future realigned Greenbank Road, which will accommodate bus rapid transit. Further east of the Quinn's Pointe subdivision is existing Greenbank Road and the S2 Future Neighbourhood which will be developed as a residential community in the future.

South: Immediately south of the subject lands is Barnsdale Road, an east-west rural arterial road. South of Barnsdale Road are agricultural lands. A future Highway 416 interchange is proposed to be located at the intersection of Barnsdale Road and Borrisokane Road, at the southwest corner of the subject lands.

West: Immediately west of the subject lands are vacant industrial lands that abut Borrisokane Road. West of Borrisokane Road is Highway 416, which is a provincial highway that provides north-south connectivity between Highway 417 and Highway 401. Further west of Highway 416 is the Trail Road Landfill, which is an operating waste disposal site.

2.3 Existing Community Infrastructure

The developing community to the north and east contains several community amenities in close proximity to the subject lands. Nearby parks include Black Raven Community Park, River Mist Park, Guinness Park, and Cappamore Park. The Minto

Recreation Complex, which offers pools, ice rinks, and playing fields, is located at the intersection of Cambrian Road and Greenbank Road.

St. Benedict Catholic Elementary School is currently operational northeast of the study area, with new public elementary, Catholic elementary, and Catholic secondary schools planned for the adjacent neighbourhood to the east.

Major transportation projects are planned in the area, including the Cambrian Road Widening Environmental Assessment, the Greenbank Road Realignment and South Transitway Extension, Cambrian Road Intersection Improvements, Barnsdale Road Widening project, and a widening of Longfields Drive. A future interchange is planned for Highway 416 at Barnsdale Road.

2.4 Transit Network

The subject lands are not currently serviced by the City's transit network. The nearest bus operates along Greenbank Road, approximately 1 kilometre from the eastern edge of the subject lands.

The nearest planned rapid transit connection is to the north east of the subject lands, at Kilbirnie Drive and realigned Greenbank Road (Figure 4). This future Bus Rapid Transit (BRT) is part of the Southwest Transitway Extension which is intended to connect north to Barrhaven Centre Station on the City's Line 1 Light Rail Transit (LRT) while also providing service on the planned east-west Baseline Transitway BRT.

The planned bus rapid transit station is accompanied by a Park and Ride facility, to be located east of the subject lands, east of Lynn Coulter Street.

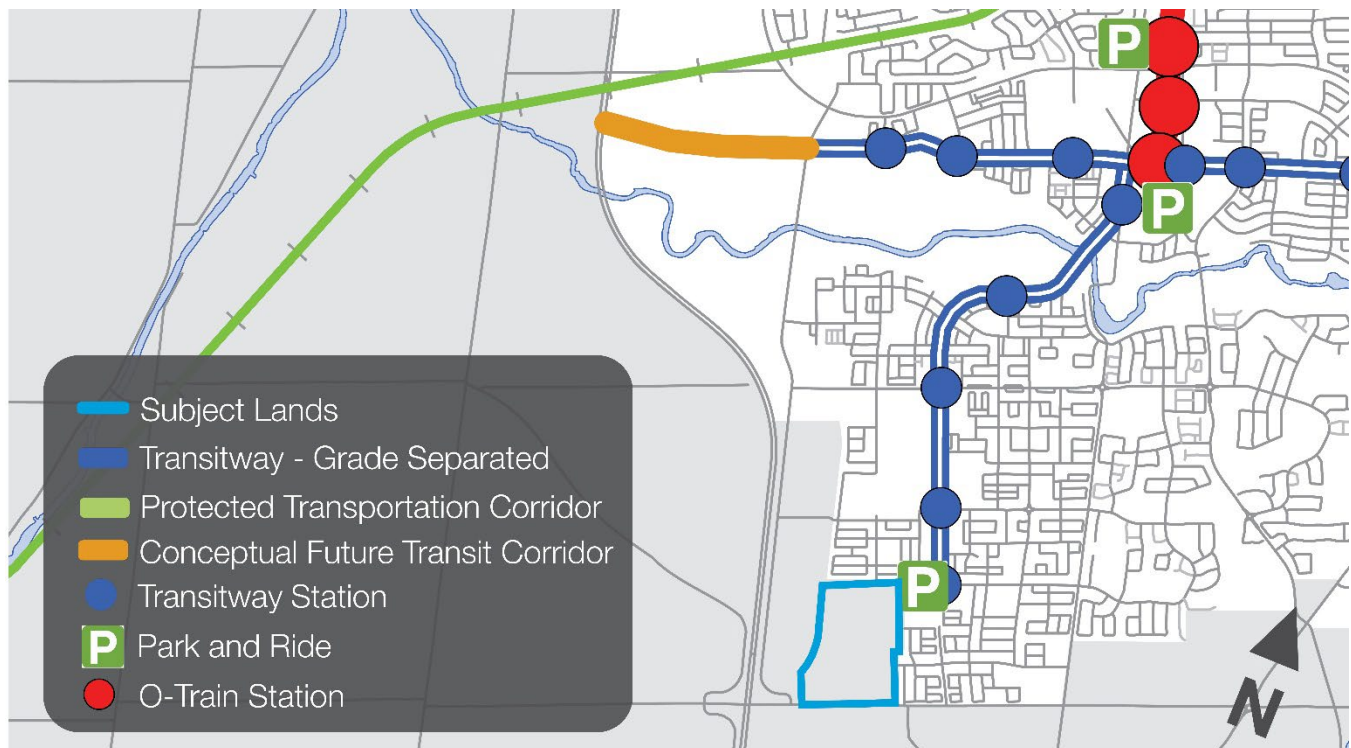


Figure 4. Extract of Schedule C2 - Transit Network Ultimate, City of Ottawa Official Plan

2.5 Road Network

The subject property fronts directly onto Barnsdale Road which is an existing Arterial Road as per Schedule C4 - Urban Road Network (Figure 5) of the Official Plan. The subject lands are in proximity to existing arterial roads on Barnsdale Road and Greenbank Road and a proposed future arterial road east of the subject property (realigned Greenbank Road). The site is also in proximity to collector roads at Cappamore Drive and Kilbirnie Drive which connect to the existing collector at River Mist Road. As per Schedule C9 – Rural Road Network (Figure 6) of the Official Plan, the subject lands are in proximity to an existing highway corridor (Highway 416) and a future interchange at Barnsdale Road.

Arterial roads are roads that serve through-travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands. Collectors are roads that serve neighbourhood travel to and from major collector or arterial roads and usually provide direct access to adjacent lands.

The proposed development, as set out in the Draft Plan of Subdivision and Zoning By-law Amendment seeks to extend the existing collector roads at Cappamore Drive and Kilbirnie Drive westward through the subject lands, as well as the extension of Elevation Road south through the property.

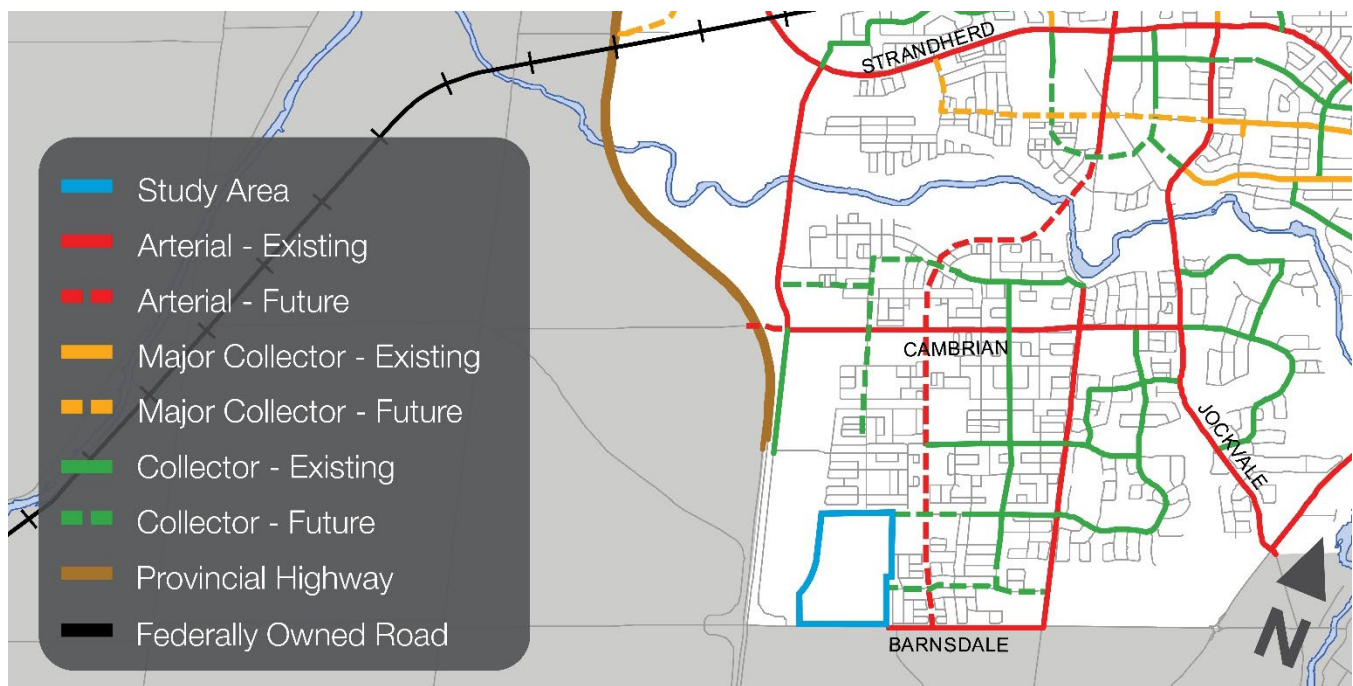


Figure 5. Extract of Schedule C4 - Urban Road Network, City of Ottawa Official Plan

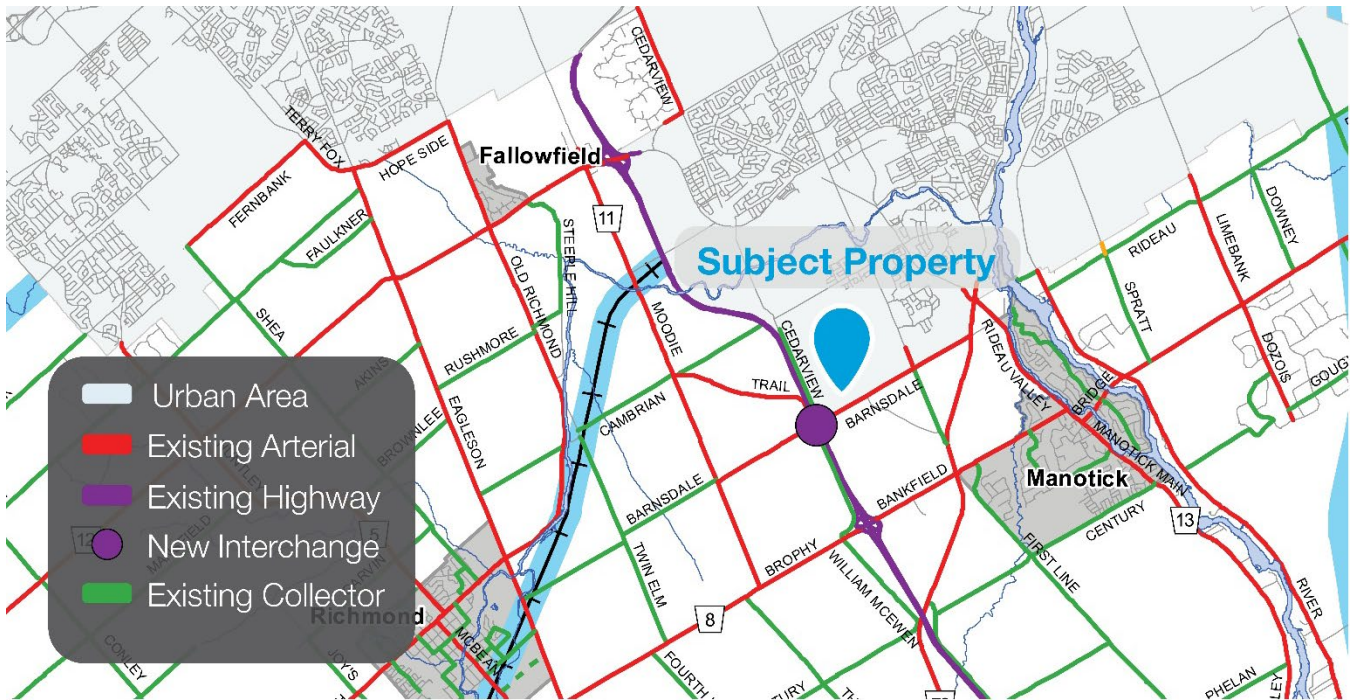


Figure 6. Extract of Schedule C9 - Rural Road Network, City of Ottawa Official Plan

2.6 Pathway Network

The subject lands are within walkable distance to the City's major pathway network (Figure 7). The pathway along Greenbank Road links north to the Minto Recreation Complex-Barrhaven as well as to the east-west pathways located along the Jock River. These pathways connect the subject lands to greenspaces throughout the broader Barrhaven community.

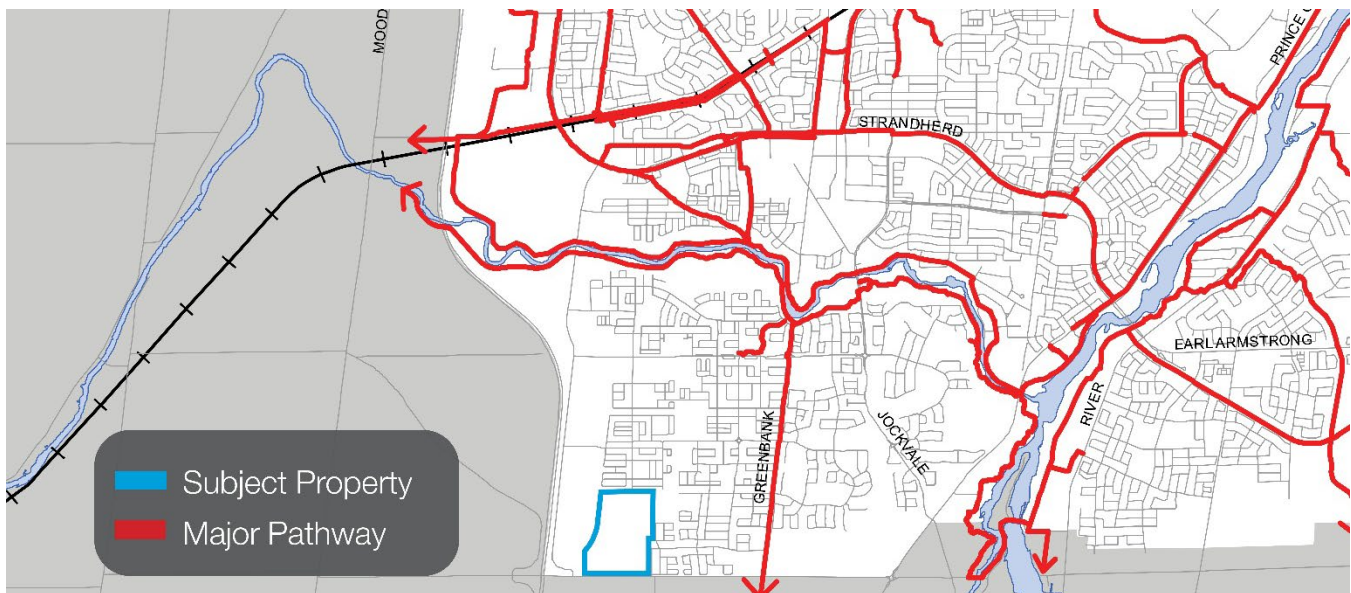


Figure 7. Extract of Schedule C3 - Active Transportation Network, City of Ottawa Official Plan

3.0 Proposed Development

3.1 Development Summary

Minto is proposing to develop the subject lands with a residential subdivision comprised of 448 single detached dwellings, 396 townhouse dwellings (Executive Townhouses), and 98 back-to-back townhouse dwellings (Avenue Townhouses) (Figure 8). In addition to blocks being subdivided for residential use, the proposal has also set aside areas for roads, parkland dedication and stormwater management facilities. An existing woodlot at the northwest portion of the subject lands are proposed to be retained with areas along the west and eastern boundary provided for open space uses. Additional smaller open space blocks are provided throughout the site within residential blocks to provide mid-block connections and access to natural spaces. With a total of 942 units and a net area of 24.2 hectares, a density of 38.9 units per net hectare is proposed for the subdivision.

The proposed development generally aligns with the Demonstration Plan that was established in the Barrhaven South Urban Expansion Area Community Design Plan (BSUEA CDP). The BSUEA CDP was amended as part of the lifting of the Future Neighbourhood Overlay on the subject lands. At the time of writing this report, the City-initiated Official Plan Amendment to lift the Future Neighbourhood Overlay has been recommended for approval at Planning and Housing Committee and is scheduled for consideration by City Council on July 15, 2026. The proposed development is consistent with the policies that are proposed in the forthcoming Area-Specific Policy that will apply to the subject lands.



Figure 8. Concept Plan of the Proposed Development

The proposed development of the lands as illustrated on the Draft Plan of Subdivision can be summarized as follows:

Table 1. Development Summary

Proposed Uses	Number of Residential Units	Blocks	Area
Single Detached	448	1 - 448	15.34 ha
Executive (standard) Townhouse	396	449-495; 501-524; 531-536	8.86 ha
Avenue (back-to-back) Townhouse	98	496-500; 525-530	
Parkland	-	538	1.59 ha
Woodlot/Open Space	-	537	3.24 ha
Stormwater Management Pond	-	539	3.65 ha
Servicing Blocks	-	540-541 and 545-550	0.26 ha
Open Space (Walkways)	-	542-544	0.05 ha
Road Widenings	-	551	1.06 ha
Streets	-	1 - 18	13.22 ha
TOTAL	942	551 Blocks & 18 Streets	47.30 ha

The proposed development is envisioned as an expansion of the existing Quinn's Pointe community, located immediately east of the subject lands. The proposed development will introduce similar building typologies, while also providing connectivity between the two communities through the extension of Kilbirnie Drive, Moyard Drive, Cappamore Drive, and Elevation Road. The proposed development will also co-locate the new municipal park with the existing Pointe Park, expanding the size of the existing parkette to a 2.27 hectare neighbourhood park. The proposed development will also retain a woodlot and open space block, consisting of a 2.39 hectare significant woodland and 0.9 hectares of open space, which will supplement the parkland within the community.

Access to the proposed development will be through the adjacent communities to the north and east, with primary access envisioned through Cappamore Drive, Kilbirnie Drive and Elevation Road. No access is contemplated from Barnsdale Road, given the proximity of the site to the future Highway 416 interchange. Future access will be provided from Borrisokane Road via Kilbirnie Drive, however, this will only occur once Borrisokane Road is disconnected from Barnsdale Road as part of the ultimate Highway 416 interchange condition.

3.2 Unit Typology

The residential component of the subdivision is comprised of 942 units, with 47.6 percent of units being single-detached dwellings and 52.4 percent of units being townhouses (including both street townhouses and back-to-back townhouses). The three proposed building typologies will support a diversity of housing needs in the area while respecting the existing form and character of the immediately abutting residential communities to the north and east.

A mix of unit types are proposed across the subdivision, with the street townhouses primarily located in the northeast corner of the community and on the western and south sides of the community. The back-to-back townhouses are located in the middle of the street townhouse cluster at the center of the community. Single detached dwellings are generally designed to back onto the proposed stormwater management pond, park, industrial lands, and a portion of the

open space associated with the woodlot. The single detached dwellings have also been designed to front onto window streets that abut Barnsdale Road and the woodlot.

3.2.1 Single Detached Dwellings

The proposed single-detached dwellings will be situated on lots ranging in width from 11 metres to 13.1 metres and depths ranging from 27 metres to 29 metres. In some instances there are lots that have a lot depth of 30 metres or greater, generally on corner “pie” lots. The detached dwellings will be set back 3 metres from the front lot line, 6 metres from the rear lot line, 2.5 metres from the exterior side lot line and 0.6-1.2 metres from the interior side lot line (a total setback of 1.8 metres).

The proposed building orientation for the detached dwellings provides for frontage along the internal street network in the form of front facing units with a prominent front entrances and corner units with a side door entrance, ample glazing, and high-quality materiality that wraps around the building form to ensure a consistent and complementary design approach.



Figure 9. Example of a Minto Interior-Lot Single-Detached Dwelling



Figure 10. Example of a Minto Interior-Lot Single Detached Dwelling



Figure 11. Example of a Minto Corner-Lot Single-Detached Dwelling

3.2.2 Townhouses

Two (2) townhouse typologies are proposed within the community – street (Executive) townhouses and back-to-back (Avenue) townhouses. The Executive townhouses are two storeys in height and have a rear yard, while the back-to-back townhouses are three storeys in height and the outdoor amenity space is provided via balconies on the second floor of each unit, above the front entrances.

The typical townhouse lot width is approximately 6 metres, with corner unit lots being wider. The lot depths for the Executive townhouses range from 27 metres to 39 metres, while the lot depths for the Avenue townhouses are 13.75 metres. Through the Zoning By-law Amendment, the site-specific exception will seek a minimum lot width of 4.5 metres for the townhouse dwellings to align the project with the permissions of the City of Ottawa new Zoning By-law (2026-50).

The townhouses are proposed to incorporate 3 metre setbacks from the front lot line, 6 metre setbacks from the rear lot line, 2.5 metre setbacks from the exterior side lot line, and 1.2 metre setbacks from the interior lot line. Where Avenue townhouses are proposed, the rear yard setback will be reduced to 0 metres.



Figure 12. Example of Minto Executive Townhouse Dwellings



Figure 13. Example of Minto Avenue Townhouse Dwellings



Figure 14. Example of Minto Avenue Townhouse Dwellings (Corner Units)

3.3 Rights-of-Way

Vehicular access for the proposed development is proposed to be provided by extending existing roads classified as collector and local streets. The existing collector streets at Cappamore Drive, Kilbirnie Drive and Elevation Road will be extended through the development site. Specifically, Cappamore Drive will be a collector street until it meets Elevation Road, from which it will be classified as a local road with a wider width to accommodate sidewalks on both sides of the street and space for active transportation. Moyard Drive, a local street, will be extended east-west through the site.

Right-of-way (ROW) widths within the plan range as follows:

- / 14.5 metres for single-loaded window streets (local streets) (part of Street 15, 16, 17);

- / 18 metres for standard local streets (Street 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, part of Streets 15, 16, 17, and Moyard Drive);
- / 20 metres for Cappamore Drive, west of Elevation Road;
- / 24 metres for Cappamore Drive, east of Elevation Road;
- / 24 metres for Elevation Road;
- / 26 metres for Kilbirnie Drive.

With the exception of the single-loaded window streets, all local streets within the community will follow the City's standard 18 metre cross section (Figure 17).

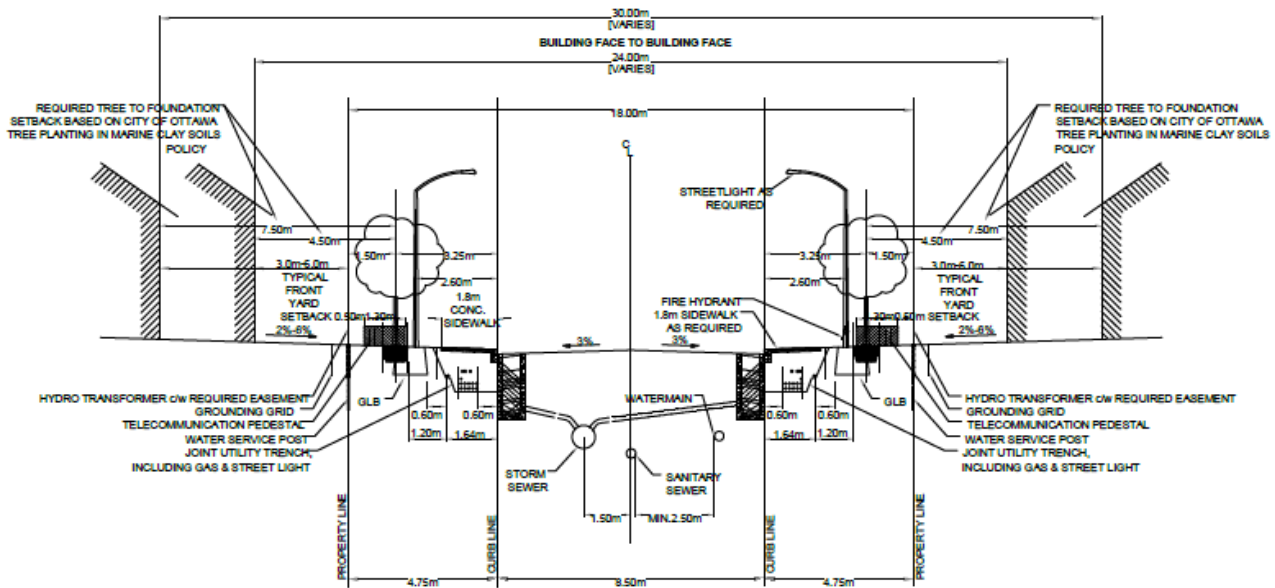


Figure 15. City of Ottawa 18 metre ROW Cross Section

The proposed 24-metre cross sections for Elevation Road and Cappamore Drive will be extensions of the existing 24-metre cross-sections.

3.4 Stormwater Management Facility

One stormwater management facility is proposed (Block 539), which will front onto Barnsdale Road in the southeast corner of the subject lands. The block is located on the south side of Cappamore Drive, at the lowest elevation of the subject lands. The pond will provide a catchment for drainage in the subdivision.

3.5 Parkland Dedication

The proposed subdivision will convey parkland to the City in alignment with the Parkland Dedication By-law and the requirements of the *Planning Act*. It is noted that at the time of writing this report, the City of Ottawa Parkland Dedication By-law remains under appeal and is not in full force and effect. The *Planning Act* requires that parkland dedication for sites over 5 hectares in size be provided at a rate of 1 hectare per 600 units for land conveyance, up to a limit of 15 percent of the development area. In the case of the proposed development, the municipal park block is

proposed to be 1.59 hectares, which aligns with the requirement to dedicate 1 hectare per 600 units and results in an over dedication of approximately 0.02 hectares.

A Facility Fit Plan has been developed for the proposed municipal park, which is proposed to be an extension of the existing Pointe Park. The Facility Fit Plan has contemplated the provision of a north-south oriented soccer field, as directed by City staff through the pre-consultation meetings and through the development of the Barrhaven South Urban Expansion Area Community Design Plan. As illustrated in Figure 16, below, an intermediate soccer field can be accommodated on the proposed park, in addition to a pathway network, a half basketball court, and a junior and senior playground. Tree planting is proposed along the perimeter of the park, and an area in the northeast corner of the park is proposed as a reforestation area.



Figure 16. Facility Fit Plan, prepared by NAK Design Strategies

3.6 Phasing

The overall buildout of the subdivision will be completed in three phases beginning in the north and progressing southwards toward Barnsdale Road with the final phase. The phases of the proposed development expand on the existing phasing of Quinn's Pointe to the east, and as such, the phasing of the community is noted as Phase 6, 7, and 8. Phase 6 (the first phase of the proposed development) will include the park and stormwater management pond.

Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) was issued under the Planning Act and is the primary provincial land use planning document, applying across Ontario. The PPS is issued under the authority of section 3 of the Planning Act and came into effect on October 20, 2024, replacing the previous Provincial Policy Statement (2020).

The PPS provides policy direction for housing supply in the Province, supporting development and alignment with infrastructure. It also provides direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environmental and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The 2024 PPS recognizes that Ontario is a vast province with a diversity of urban, rural, and northern communities that is distinguished by different populations, economic activity, pace of growth and physical and natural conditions. The PPS states that Ontario will increase the supply and mix of housing options and address the full range of affordability needs. Providing sufficient supply with the necessary range and mix of housing options will support a diverse and growing population and workforce.

Relevant policies of the PPS are discussed as they relate to the proposed development below.

4.1.1 Building Homes, Sustaining Strong and Competitive Communities

/ Policy 2.1.6 – Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity deserving groups.

The subject lands are located within the existing settlement area boundary and in proximity to existing parks, open space, schools and community facilities to meet the long-term needs of residents. The proposed development will include a range of residential uses as well as open spaces and parkland, abutting designated employment lands that can serve the future residents of the community.

/ Policy 2.2.1 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development includes a mix of low-rise housing types, including detached dwellings, street townhouses and back-to-back townhouses at a density of 38.9 units per net hectare. The proposed development will efficiently make use of land and resources by extending existing infrastructure (roads and servicing) into the site from the abutting communities. The proposed development will support the active transportation network by providing cycling and pedestrian infrastructure throughout the community that connects with the abutting communities.

- / Policy 2.3.2.3 – Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

The proposed development will result in a more efficient use of land in proximity to a 400-series highway, a planned future highway interchange, the existing active transportation network, and public service facilities. The proposed development facilitates active transportation connections to the surrounding community to facilitate multi-modal transportation options and anticipates opportunities for additional transit connection to the wider city.

- / Policy 2.9.1 – Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- c) support energy conservation and efficiency;
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed development seeks to permit an urban form of development that will contribute to the creation of a compact, complete community in Barrhaven south. The proposed development will add residential uses that will support existing services and amenities, and with support the abutting employment lands once developed.

4.1.2 Infrastructure and Facilities

- / Policy 3.1.1 – Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;

- b) leverage the capacity of development proponents, where appropriate; and
- c) are available to meet current and projected needs.

The proposed development will extend existing infrastructure and introduce new infrastructure to support the proposed development. The planning for infrastructure within the proposed development is based on a master servicing study for the subject lands and the surrounding area.

- / Policy 3.1.2 – Before consideration is given to developing new infrastructure and public service facilities:
 - a) the use of existing infrastructure and public service facilities should be optimized; and
 - b) opportunities for adaptive re-use should be considered, wherever feasible.

The proposed development will optimize the use of existing infrastructure where possible; however, as the subject lands are vacant and undeveloped, new infrastructure will be required to facilitate the proposed development.

- / Policy 3.1.4 – Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

The proposed development has been designed to co-locate the future municipal park and the stormwater management pond (north and south of Cappamore Drive). These community features will be located on Cappamore Drive, which will be designed with pedestrian and active transportation facilities that provide connectivity to the greater transportation network.

- / Policy 3.2.1 – Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs, and support the use of zero- and low-emission vehicles.

The proposed development will be designed with a street network that is safe and facilitates the movement of people and goods. The proposed street network will accommodate pedestrians, cyclists and vehicles.

- / Policy 3.2.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

The proposed development makes use of existing infrastructure, extending Kilbirnie Drive, Elevation Road, Cappamore Drive and Moyard Drive into the subject lands.

- / Policy 3.3.2 – Major goods movement facilities and corridors shall be protected for the long term.

The proposed development will protect for Kilbirnie Drive to be a future truck route that will accommodate access to Borrisokane Road. This truck route is integral to the transportation access for the employment lands located along Borrisokane Road, particularly at the time of the ultimate configuration of the Highway 416 interchange, as Borrisokane Road will be disconnected from Barnsdale Road.

- / Policy 3.5.1 – Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants,

minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

The proposed development is located adjacent to lands designated for Logistics and Industrial uses. These lands are presently vacant. A land use compatibility assessment has been prepared as part of this Planning Rationale to assess the proposed residential uses adjacent to lands designated for employment uses.

- / Policy 3.5.2 – Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

The proposed development has been designed to back dwellings onto the industrial and logistics lands and locate streets abutting the industrial lands to provide separation between the residential development and the industrial and logistics lands. As outlined in the draft area-specific policy of Volume 2C of the Official Plan, all separation requirements between the residential lands and industrial and logistics lands are required to be provided within the industrial and logistics lands. The proposed development is not anticipated to impact the viability of the planned industrial lands.

- / Policy 3.6.1 – Planning for sewage and water services shall:
 - a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
 - b) ensure that these services are provided in a manner that:
 - 1. can be sustained by the water resources upon which such services rely;
 - 2. is feasible and financially viable over their life cycle;
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and
 - 4. aligns with comprehensive municipal planning for these services, where applicable.
 - c) promote water and energy conservation and efficiency;
 - d) integrate servicing and land use considerations at all stages of the planning process,
 - e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to meet current and projected needs for increased housing supply; and,
 - f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.
- / Policy 3.6.2 – Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.
- / Policy 3.6.8 – Planning for stormwater management shall:
 - a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
 - b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;

- c) minimize erosion and changes in water balance including through the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

The proposed development is intended to be serviced through the extension of existing municipal water and wastewater servicing, as well as through the construction of a new stormwater management facility, as laid out in the Addendum to the Master Servicing Study for the Barrhaven South Phase 3 Lands-S1 Lands and the Assessment of Adequacy of Public Service Report prepared by JL Richards. One stormwater management pond is proposed for the south east corner of the subject lands. The proposed services are provided in a manner that is sustainable, feasible and financially viable, protects health, safety and the environment, and aligns with the master servicing study for the subject lands.

/ Policy 3.9.1 – Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

The proposed development ensures that public streets and spaces are planned to meet the needs of persons of all ages and abilities, including pedestrians. The incorporation of a public park and natural open space areas provide opportunities for recreation which contributes to a healthy, active and inclusive community. The expansion of the existing road network from adjacent subdivisions provides connectivity to the surrounding community for all road users.

4.1.3 Wise Use and Management of Resources

/ Policy 4.1.1 – Natural features and areas shall be protected for the long term.

/ Policy 4.1.2 – The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

/ Policy 4.1.5 – Development and site alteration shall not be permitted in:

- b) Significant woodlands in Ecoregions 6E and 7E, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

A significant woodland has been identified on the subject lands. The proposed development seeks to retain the majority of this significant woodland, in accordance with the Significant Woodland Assessment and Environmental Impact Study completed by Fotenn Planning + Design. The proposed development will provide open space areas around the significant woodland to further preserve the interior portions of the woodland, as recommended in the Environmental Impact Study.

4.2 City of Ottawa Official Plan (2022)

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

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves, referred to as "big moves" include the following:

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

According to the City of Ottawa's Official Plan, Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

The proposed residential subdivision represents the planned development of greenfield lands, as determined through the approval of the City of Ottawa Official Plan. The proposed development seeks to contribute to the provision of the necessary housing units to accommodate the City of Ottawa's growth.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

The proposed development is planned to be connected to the wider transportation network through the proposed South Transitway Expansion, which brings Bus Rapid Transit network to the intersection of Kilbimie Drive and future realigned Greenbank Road, approximately 800 metres from the northwestern corner of the subject lands. It is anticipated that local transit can be accommodated within the proposed development through the extension of Elevation Road and Cappamore Drive.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

The proposed development envisions a compact, low-rise community and a high-quality public realm which features parks and natural open spaces for gathering and recreation opportunities.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The proposed development of the subject lands supports the City's environmental objectives by creating opportunities for pedestrian connectivity throughout the site that contributes to the creation of a 15-minute community where future residents can access existing amenities within the abutting built-up area. Additionally, compact built forms are proposed that will be supportive of landscaping opportunities that will contribute to the City's urban tree canopy cover and mitigate the effects of climate change. The proposed development will retain a 2.39 hectare woodland that will further increase the canopy cover for the proposed development.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development supports economic development by introducing new housing in proximity to existing community amenities, future public transit infrastructure, and future employment opportunities on the abutting industrial and logistics lands.

4.2.2 Cross Cutting Issues

In addition to the broad policy directions above, the City has established cross cutting issues that policies will address and incorporate throughout the Official Plan to achieve a liveable City. The themes to be considered throughout the Official Plan include intensification, economic development, energy and climate change, healthy and inclusive communities, gender and racial equity, and culture. Each theme is discussed further below, along with what the City seeks to achieve with their policies:

Intensification and Diversifying Housing Options:

- / Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods;
- / Provide housing options for larger households;
- / Improve public amenities and services.

Economic Development:

- / Enhance Ottawa's high quality of life to attract a skilled workforce and businesses;
- / Accommodate growth of post-secondary institutions (PSIs) and hospitals to support Ottawa's knowledge-based economy and health needs;
- / Direct major employment to Hubs, Corridors and Special Districts;
- / Integrate economic activities with residential and other land uses;
- / Create conditions for small-business growth;
- / Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land uses;
- / Support growth of important economic generators through Special District policies;
- / Protect locations for activities related to goods movement including freight, storage and logistics;
- / Support rural economic development throughout all sectors.

Energy and Climate:

- / Plan a compact and connected City;

- / Apply sustainable and resilient site and building design as part of development;
- / Prioritize a shift to energy efficient transportation modes;
- / Enable the use of local renewable energy sources;
- / Reduce the urban heat island effect and help protect the vulnerable from extreme heat;
- / Build resilience to future flood risks and increased stormwater runoff;
- / Protect, and enhance tree canopy and protect wetlands and other natural areas and use nature-based solutions;
- / Enable sustainable local food production.

Healthy and Inclusive Communities:

- / Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities;
- / Build accessible, inclusive communities, and design for all ages, including children and older adults;
- / Promote health through sustainability;
- / Advance human health through decision-making on the built environment.

Gender and Racial Equity:

- / Application of gender and racial equity lens to meet the housing needs of women, Black and racialized communities and new immigrants;
- / Understand and address the specific housing needs of Indigenous peoples;
- / Improve mobility options for women and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation;
- / Improve access to amenities.

Culture:

- / Create spaces and places for culture to live, grow and innovate;
- / Reinforce neighbourhood and place identity through architecture and urban design;
- / Promote the arts as an important element of placemaking;
- / Strengthen the economic impact of the creative and cultural industries.

The proposed Draft Plan of Subdivision and Zoning By-law Amendment applications seek to develop the subject lands in a way that is supportive of these objectives. The proposed development will result in efficient residential growth within the urban area, plans for a compact community, protects natural areas through woodland retention, and seeds the conditions for the development of a walkable 15-minute neighbourhood.

4.2.3 Transect, Designation, and Overlay

The subject lands are designated Neighbourhood within the Suburban (Southwest) Transect on Schedule B6 of the Official Plan (Figure 17). Schedule B6 also identifies the subject lands as being subject to the Future Neighbourhood Overlay and subject to the Industrial and Logistics designation. Through the forthcoming City-initiated Official Plan Amendment, the Future Neighbourhood Overlay will be removed from the subject lands, and the entire extent of the lands will be designated Neighbourhood. The Industrial and Logistics designation boundary will be revised to align with the property boundary of 3922 Borrisokane Road. As such, this planning rationale has not reviewed the policies as they relate to the Future Neighbourhood Overlay or Industrial and Logistics lands.

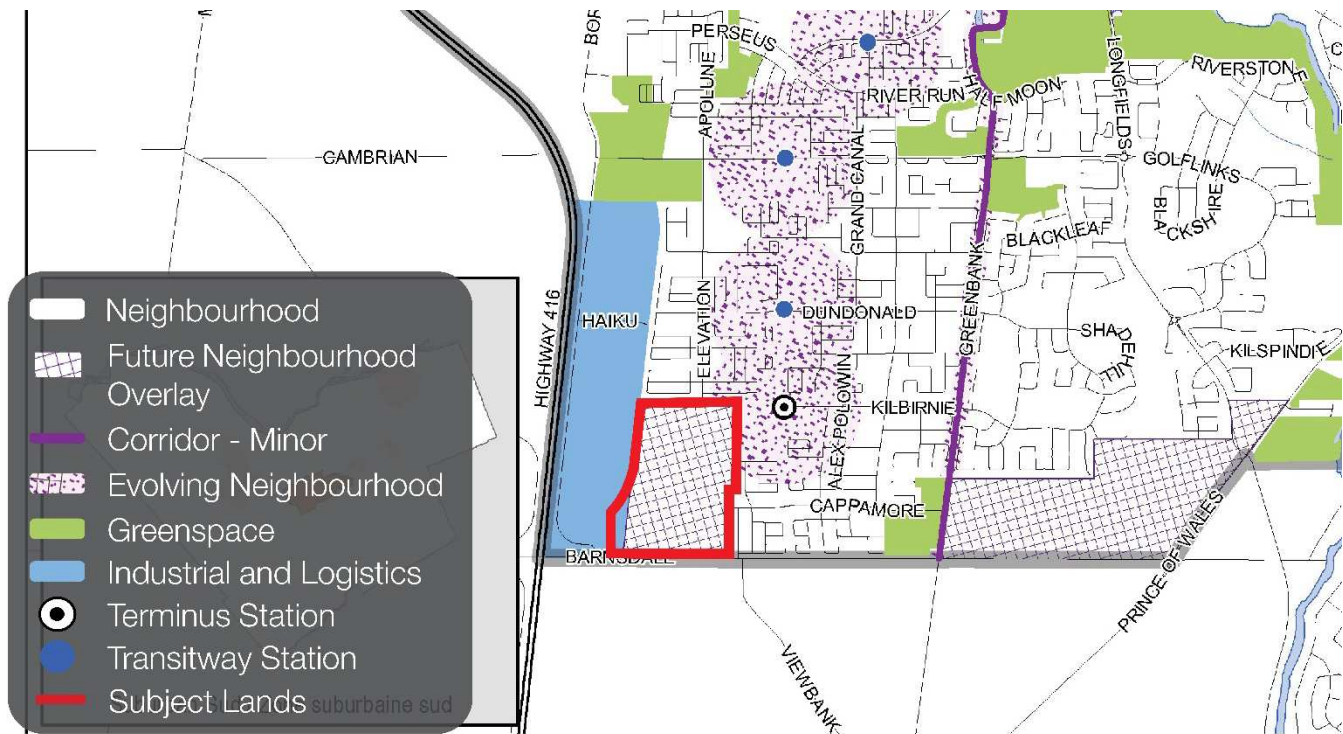


Figure 17. Extract of Schedule B6 - Suburban (Southwest) Transect, City of Ottawa Official Plan

4.2.3.1 Suburban Transect

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms.

The applicable policies of Section 5.4 of the Official Plan for the proposed development are outlined as follows:

- / Policy 2 of Section 5.4.1 – The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:
 - a) Low-rise within Neighbourhoods.

The proposed development is a low-rise development, consisting of heights up to 3 storeys.

- / Policy 3 of Section 5.4.1 – In the Suburban Transect, this Plan shall support:
 - a) A range of dwelling units sizes in:
 - i) Multi-unit dwellings in Hubs and on Corridors; and
 - ii) Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes

The proposed development will consist of ground-oriented housing forms, including single detached dwellings, townhouses, and back-to-back townhouses.

- / Policy 1 of Section 5.4.4 – Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:
- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
 - b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments.
 - c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
 - d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
 - e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
 - f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;
 - g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
 - h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
 - i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and
 - j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

The proposed development reflects the Official Plan direction for new developments within the Suburban Transect. The Draft Plan of Subdivision demonstrates a fine grained, connected street network of collector and local streets which encourages connectivity and walkability. The proposed park located at the eastern boundary of the subject lands is anticipated to enlarge the existing park established in Phase 4 of the Quinn's Pointe residential community, providing a larger area for recreation and gathering opportunities. Similarly, along the eastern boundary the proposed development appropriately situates single-detached and townhouses alongside comparable built form already established in Phase 4 of the Quinn's Pointe subdivision, thereby grouping similar housing typologies together. The subject lands are designed with active transportation facilities which will provide connectivity to the greater active transportation and pathway network within Barrhaven South. The proposed development will avoid rear lotting onto the arterial and collector roads and provides window streets where appropriate.

- / Policy 2 of Section 5.4.4 – Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.

The proposed development has a density of 38.9 units per net hectare, which includes 942 new dwelling units over a net area of 24.20 hectares.

- / Policy 1 of Section 5.4.5 – Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3 [of the Official Plan]. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:
 - a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
 - b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
 - c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

The proposed development seeks to facilitate a mix of residential types which meet missing-middle housing including standard townhouses and back-to-back townhouses. The low-rise housing typologies proposed for the community are in keeping with the Official Plan direction for residential development for Neighbourhoods located in the Suburban Transect.

4.2.3.2 Neighbourhood Designation

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that Neighbourhoods, along with Hubs and Corridors, permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development.

The applicable policies of Section 6.3 of the Official Plan for the proposed development are outlined as follows:

- / Policy 2 of Section 6.3.1 – Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings within the Neighbourhood designation.

The proposed development is a low-rise development and does not contemplate taller building heights.

- / Policy 4 of Section 6.3.1 – The Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b [of the Official Plan];
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - c) In appropriate locations including near rapid transit, zoning may prohibit lower-density housing forms;
 - d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services that primarily serve residents within walking distance ...;
 - f) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.

The proposed development seeks to permit both residential and parks and open space uses. The proposed residential uses will be provided through a variety of low-rise housing options including single detached, standard townhouses and back-to-back townhouses. The proposed greenspace will include a municipal park, open space, and a retained woodlot. No non-residential uses are contemplated as part of the proposed development.

- / Policy 6 of Section 6.3.1 – The Zoning By-law will distribute permitted densities in the Neighbourhood by:
 - a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
 - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
 - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The proposed residential subdivision will consist of low-rise ground-oriented dwelling typologies (single detached and townhouse dwellings).

- / Policy 5 of Section 6.3.2 – Further to 6.3.1, Policy 4 a), amenity areas that are provided outdoors for Low-rise residential development may be limited to balconies, terraces and/or rooftops in order to achieve the growth management density targets.

The proposed development will provide outdoor amenity area for the single detached dwellings and street townhouses, while the back-to-back townhouses will provide outdoor amenity area in the form of balconies. The introduction of higher density townhouse typologies ensures that the proposed development will achieve a minimum density of 36 units per net hectare.

4.2.4 Growth Management Framework

The Official Plan's growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

Official Plan Amendment 46 (OPA 46) was adopted by City Council in 2025 and approved by the Ministry of Municipal affairs and Housing in April 2026 with 17 modifications. OPA 46 introduced updates to the Official Plan to be consistent with the 2024 Provincial Planning Statement. As the City's online version of the Official Plan has not yet been revised to reflect the changes in OPA 46 and given that many of the amendments to the Official Plan were to Section 3, "OPA 46 Policy Amendments – Appendix A: Volume 1 Amendments" and the "Minister's Decision with Respect to Amendment 46" have been reviewed in addition to Section 3 of the Official Plan.

The applicable policies of Section 3 of the Official Plan for the proposed development are outlined as follows:

- / Policy 3 of Section 3.1 – The urban area and villages shall be the focus of growth and development and correspond to the settlement area concept in the Provincial Planning Statement. The boundaries of the urban area and villages are shown on Schedule A and Schedules B1 through B9. The urban area and villages shall provide for a minimum of 15 years of residential development opportunities through land use permissions or the commencement of a secondary planning process.

The subject lands are located within the urban area and therefore shall be the focus of growth and development.

- / Policy 4 of Section 3.1 – This Plan is based on the following household growth allocations from 2018 to 204:
 - a) 93 percent within the urban area where:

- i) 47 percent is through intensification, being the urban area that is built-up or developed as of July 1, 2018; and
- ii) 46 percent is within the greenfield portion of the urban area

The proposed development will contribute to the 46 percent of development that will occur in the greenfield portion of the urban area.

- / Policy 1 of Section 3.3 – Residential growth within the greenfield portions of the urban area will be planned as complete 15-minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.

The proposed development has been planned as a compact residential subdivision with a fully connected street grid, extending existing collectors and local streets into the new community. The proposed development has been designed to extend active transportation into the subject lands, ensuring that future residents have access to the wider transportation network. The proposed development represents a logical, orderly, and coordinated progression of the Barrhaven South neighbourhood.

- / Policy 2 of Section 3.3 – Urban Greenfield growth areas include previous urban expansion areas that were undeveloped as of July 1, 2018 and areas subject to the Future Neighbourhood Overlay on the B-series of schedules.

The subject lands were previously subject to the Future Neighbourhood Overlay as outlined on Schedule B6. At the time of writing this report, the City-initiated Official Plan Amendment to lift the Future Neighbourhood Overlay has been recommended for approval by Planning and Housing Committee and is scheduled for consideration by City Council on July 15, 2026.

- / Policy 3 of Section 3.3 – A secondary planning process, prepared in accordance with Section 5.6.2 and Section 12, shall be required for development within a Future Neighbourhood Overlay.

A secondary planning process to lift the Future Neighbourhood Overlay has been completed for the subject lands. The secondary planning process included the preparation of a master servicing study, environmental impact study, a community transportation plan, an update to the Barrhaven South Urban Expansion Area Community Design Plan (BSUEA CDP), and the preparation of an area-specific policy to be included in Volume 2C of the Official Plan.

- / Policy 4 of Section 3.3 – New greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwellings types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.

The proposed development has been designed as a residential development that will accommodate a range of low-rise housing typologies. The proposed development will abut employment lands that can accommodate a range of employment uses as directed by the Provincial Planning Statement. The proposed development has been designed to ensure that road connectivity can be provided through the employment lands if desired in the future.

While no non-residential use blocks are reserved within the proposed development, the Neighbourhood designation will allow for non-residential uses to be developed if there is an identified need or desire for non-residential uses in the future.

- / Policy 5 of Section 3.3 – New neighbourhoods shall be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a station on the high-frequency transit network, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues.

The proposed development has been designed to extend active transportation facilities into the subject lands through the extension of Elevation Road and Cappamore Drive. A park and ride is proposed to be located within 800 metres of the northwest corner of the subject lands at the intersection of Kilbirnie Drive and future realigned Greenbank Road, which will provide future residents access to the planned Bus Rapid Transit (BRT) route along future realigned Greenbank Road. It is anticipated that the proposed development will create the critical mass required to support a local transit loop through the community that will further ensure that future residents have access to a range of transportation options.

4.2.5 Mobility

Section 4.1 of the Official Plan contains policies focused on mobility and transportation, reflecting Council's commitment towards more equitable, safe, and healthy communities and climate change action. The applicable policies of Section 4.1 of the Official Plan for the proposed development are outlined as follows:

- / Policy 1 of Section 4.1.1 – In the urban area, people who walk, cycle and use transit shall, by default, be given priority for safety and movement.

The proposed development has been designed to safely accommodate people who walk, cycle and use transit.

- / Policy 5 of Section 4.1.1 – New subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing urban boundary.

The proposed development has been designed to connect to existing pedestrian, cycling, transit and street networks. The proposed development will connect to Kilbirnie Drive, Cappamore Drive, Elevation Road, and Moyard Drive. The proposed development has been designed to extend Kilbirnie Drive through the abutting industrial and logistics lands to the west, and has protected for Moyard Drive to be further extended to the west through the industrial and logistics lands if required.

- / Policy 6 of Section 4.1.2 – New developments will provide direct connections to the existing or planned network of public sidewalks, pathways, and cycling facilities.

Through the extension of Kilbirnie Drive, Cappamore Drive and Elevation Road, the proposed development will provide direct connections to the existing and planned network of public sidewalks, pathways, cycling facilities, and transit.

- / Policy 11 of Section 4.1.2 – The City shall require new collector roads to have sidewalks on both sides, with unidirectional cycling facilities on both sides. New local streets should have sidewalks on at least one side.

The proposed development has been designed to include sidewalks and cycle tracks on both sides of the collector roads. New local streets will have sidewalks on at least one side of the street. Cappamore Drive will be designed with sidewalks on both sides of the street, west of Elevation Road to ensure that pedestrian connectivity is continued through the site towards the industrial and logistics lands.

- / Policy 2 of Section 4.1.7 – The City shall protect rights of way for the street and road network as shown on Schedules C4, C5, C9 and C10 and as listed in detail in Schedule C16.

The proposed development has been designed to include a road widening block along Barnsdale Road, in accordance with the widening requirement outlined in Schedule C16.

- / Policy 4 of Section 4.1.7 – The City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium, as detailed in Schedule C16, and as identified in Environmental Assessments or approved road designs at no cost to the City. The rights-of-way protection requirements for new roads in Table 1 indicate that New Urban Collectors must provide for the protection of 26 metres of the right-of-way.

The proposed development includes the extension of existing collector roads, and as such, the existing ROW width of 24 metres has been carried forward. The 24-metre ROW width will continue to accommodate sidewalks and cycling tracks on both sides of the street.

- / Policy 17 of Section 4.1.2 – The new street network in new plans of subdivision shall be capable of accommodating direct transit routes through the neighbourhood with the potential for spacing such that 95 per cent of all households are within 400 metres walking distance of a transit stop.

The proposed development has been designed to have Elevation Road and Cappamore Drive form an L-shape, which will accommodate the looping of transit service throughout the site. As the north-south collector (Elevation Road) will generally be aligned in the center of the site, the majority of residential dwellings will be within approximately 400 metres of a potential local transit stop. This is further demonstrated in the Transportation Impact Assessment prepared by CGH Transportation.

- / Policy 1 of Section 4.1.3 – The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.

As previously discussed, the proposed street and road network will be designed to support multi-modal travel, the movement of goods and services and access to properties. The proposed street network has been designed to accommodate tree planting, as illustrated in the Conceptual Landscape Plan prepared by NAK Design Strategies.

4.2.6 Parks and Recreation Facilities

Section 4.4 of the Official Plan provides the overarching planning policy for parks. Parks are one component of the City's greenspace and are important for quality of life, active recreation, and health. Parks provide spaces for active recreation and passive recreation and opportunities to showcase our diverse cultural communities and for creative expression. The applicable policies of Section 4.4 of the Official Plan for the proposed development are outlined as follows:

- / Policy 2 of Section 4.4.1 – All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:

- a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
- b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
 - i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
 - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
 - iii) Be of a usable shape, topography and size that reflects its intended use
 - iv) Meet applicable provincial soil regulations; and
 - v) Meet the minimum standards for drainage, grading and general condition.

The proposed development will include land conveyance to satisfy the parkland dedication requirements. The proposed park block will be free of encumbrances above and below ground, and will be of a usable shape, topography and size that reflects its intended use, as illustrated in the Facility Fit Plan prepared by NAK Design Strategies.

/ Policy 4 of Section 4.4.1 – The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the Planning Act the following rates apply at the time of adoption of this Plan:

- b) The City shall require the dedication of land for parks in an amount not exceeding 5 per cent of the area of land that is developed or redeveloped for all other purposes except that the City will calculate the park dedication for residential development or redevelopment at densities that exceed 18 units per net hectare using the 'alternative requirement' of 1 hectare for every 300 dwelling units as provided in the Planning Act or some lesser amount based upon this requirement. The Parkland Dedication By-law will identify circumstances when a lesser amount will be considered;

This policy references the dedication requirements that were in place at the time of adoption of the Official Plan in 2021. The requirements for parkland dedication have been subsequently changed through amendments to the *Planning Act*. For the proposed development and density, the required dedication is at a rate of 1 hectare for every 600 dwelling units, to a maximum of 15% of the gross land area. The parkland requirement is calculated as follows:

Residential			
	No. of Units	Dedication Rate	Required Dedication
Low-rise, Ground-Oriented Units	942	1ha/600 units	1.57 ha
Total Parkland Requirement	1.57 ha		

The proposed development has included a 1.59 hectare park block, which represents an over-dedication of 0.02 hectares.

- / Policy 1 of Section 4.4.4 – For areas with a Future Neighbourhood Overlay in Outer Urban and Suburban areas, the City has the following preferences:
 - a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred;
 - c) For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks; and

The proposed development will introduce a single park that can accommodate an intermediate sized soccer field. The park has been located in an area where all residents will be within a 650 metre radius of the park. The park will be co-located with the existing Pointe Park, immediately abutting the subject lands. The co-location of the proposed park with Pointe Park will ensure that a large central park is provided for the community and that additional recreational amenities that would otherwise not fit onto the small parkette can now be provided for a greater number of residents in the existing phases of Quinn's Pointe and the future phases subject to the current Draft Plan of Subdivision and Zoning By-law Amendment applications.

4.2.7 Urban Design

Section 4.6 provides direction for urban design. Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The applicable policies of Section 4.6 of the Official Plan for the proposed development are outlined as follows:

- / Policy 1 of Section 4.6.5 – Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

The proposed development has been designed in accordance with the draft Barrhaven South Urban Expansion Area Community Design Plan and Council-approved design guidelines, including the Urban Design Guidelines for New Neighbourhoods.

- / Policy 6 of Section 4.6.6 – Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development is a low-rise residential development, consistent with the policy direction of the Suburban Transect and Neighbourhood designation. The proposed development responds to the surrounding context, as it is an extension of the existing Quinn's Pointe community to the east. The proposed development has been designed to orient the front entrances of all buildings towards the street, and incorporate front porches and balconies that face the street as well. As an extension of the existing Quinn's Pointe community, the proposed development will integrate architecturally with the surrounding context.

4.2.8 Greenspace Designation

Section 7 of the Official Plan provides direction for the City's Greenspace designation, which are identified on Schedule C12 of the Official Plan. The Greenspace designation consists of several sub-designations which are used to denote the different types of greenspaces based on their various functions of lands. While not currently identified on Schedule C12, the forthcoming Official Plan Amendment to lift the Future Neighbourhood Overlay on the subject lands will also redesignate a portion of the lands to Greenspace on Schedule B6 and Urban Natural Feature on Schedule C12. This designation will align with the significant woodland identified on the subject lands.

The applicable policies of Section 7 of the Official Plan for the proposed development are outlined as follows:

- / Policy 4 of Section 7.1 – Public access and connections to Greenspaces shall be facilitated and enhanced wherever possible, through the following mechanisms:
 - a) Secondary, community design, master plans and area-specific policies shall refine priorities for the securement of land for specific greenspace purposes;
 - b) Acquisition, conveyance or dedication of new Greenspaces through the development review process;
 - c) Pursuing opportunities for public access and enhancing urban forest canopy cover, where appropriate, in the design of transportation corridors, infrastructure and other municipal facilities as directed in other sections of the Official Plan and capital budget processes;
 - d) Permitted activities, for example ancillary uses, as directed by policies in other sections of this Plan; and
 - e) The sale or disposal of municipally-owned Greenspace shall not be supported where:
 - i) It includes a natural heritage feature or is part of the Natural Heritage System;
 - ii) There is no demonstrated public benefit, either locally or city-wide;
 - iii) There is no equivalent amount of greenspace land provided to complement the existing supply of greenspace in the surrounding area;
 - iv) The potential exists to utilize the land for existing or future pathway connections;
 - v) Public access to a waterway or other greenspace component would be removed or restricted;
 - vi) A culturally significant landscape at the local or city-wide scale would be adversely affected; or
 - vii) There is unevaluated archeological potential.

The proposed development is subject to the amended Barrhaven South Urban Expansion Area Community Design Plan (BSUEA CDP), which was updated through the secondary planning process to lift the Future Neighbourhood Overlay on the subject lands. Through the Official Plan Amendment to lift the Future Neighbourhood Overlay, the lands identified as a significant woodland will be redesignated Urban Natural Feature, and the CDP has established policies for conveyance of the significant woodland. No development is proposed within the Urban Natural Feature.

- / Policy 1 of Section 7.3 – Urban Natural Features are primarily publicly-owned urban natural areas that are managed for conservation or passive leisure uses. The following shall apply:
 - a) Development and site alteration are prohibited in Urban Natural Features;
 - b) Permitted uses in Urban Natural Features are: passive open spaces; scientific, educational, or conservation uses associated with the natural features; and forestry as defined in the Forestry Act;
 - c) Notwithstanding the prohibition on development and site alteration, the City, at its discretion, may allow pathways and stormwater infrastructure within Urban Natural Features, where such pathways and infrastructure will not adversely affect the natural characteristics of the areas or their ecosystem services;
 - d) The City may allow amenities and small-scale commercial operations as ancillary or temporary uses in Urban Natural Features for the purpose of supporting more intensive public use and equitable public access, subject to zoning and/or site plan;
 - e) Development and site alteration within 30 metres of the boundary of an Urban Natural Feature must demonstrate no negative impacts on the natural features within the area or their ecosystem services;
 - f) Where Urban Natural Features are privately owned, public use and access to these lands for any purpose requires the consent of the owner; and

- g) Urban Natural Features do not form part of parkland dedication.

The proposed development does not seek to develop the Urban Natural Feature. The retained Urban Natural Feature on within the proposed development is consistent with the area identified for retention within the Environmental Impact Study prepared by Fotenn Planning + Design. The Urban Natural Feature has been designed with open spaces flanking the east and west sides of the woodlot, allowing for passive recreation opportunities, while Kilbirmie Drive and Street No. 5 will flank the north and south sides of the woodlot. The Urban Natural Feature and the associated open spaces are intended to be conveyed to the City, separate from the required parkland conveyance. The woodlot and associated open spaces are intended to complement the new municipal park and provide a range of greenspace options within the community.

4.3 Draft Area Specific Policy 'XX' – Barrhaven South Urban Expansion Area

Area-Specific Policy 'XX' is the forthcoming area-specific policy for the Barrhaven South Urban Expansion Area, which includes the subject lands. This area-specific policy was drafted in support of the Official Plan Amendment application to lift the Future Neighbourhood Overlay from the subject lands. The applicable draft policies included within the S-1 Barrhaven South Future Neighbourhood Report to Planning and Housing Committee (File Number: ACS2026-PDB-PS-0057) have been reviewed and are outlined below:

- / Policy b) – Development shall generally be planned and reviewed in a manner that implements the Barrhaven South Urban Expansion Area Community Design Plan (CDP) and is coordinated with the Environmental Management Plan, Community Transportation Plan, Master Servicing Study and any other supporting studies approved by the City. Minor changes are permitted in accordance with the implementation policies of the CDP.

The proposed development has been designed in accordance with the supporting studies that were prepared in supporting of the Official Plan Amendment to lift the Future Neighbourhood Overlay, which includes an Environmental Impact Study, a Community Transportation Report, and a Master Servicing Study. The proposed development has been designed in accordance with the Barrhaven South Urban Expansion Area CDP and generally reflects the Demonstration Plan that has been included within the CDP.

- / Policy c) – Where a proposed development is generally consistent with the adopted Barrhaven South Urban Expansion Area Community Design Plan, any Environmental Impact Study required for a development application may be scoped to demonstrate compliance with the Environmental Management Plan in accordance with the City's Environmental Impact Study Guidelines.

A scoped Environmental Impact Study has been included with the submission for the Draft Plan of Subdivision and Zoning By-law Amendment applications.

- / Policy d) – Where a proposed development is consistent with the Community Transportation Plan for the Barrhaven South Urban Expansion Area, any Transportation Impact Study required for a development application may be scoped to rely on information included in the Community Transportation Plan, in accordance with the City's Transportation Impact Assessment Guidelines.

A Transportation Impact Assessment has been included with the submission for the Draft Plan of Subdivision and Zoning By-law Amendment applications.

- / Policy e) (currently included within Policy d)) – Further to the policies of Section 10, a landfill compatibility study is not required for lands subject to this Area-Specific Policy and the following policies apply:
 - i) Lands within 500 metres of an operating Solid Waste Disposal Site shall be treated as a landfill setback area. New sensitive land uses, including residential uses, schools, child care facilities,

long-term care homes and other receptors of adverse effects from the landfill shall not be permitted within this setback area.

- ii) Sensitive land uses may be permitted on lands located between 500 metres and 1,000 metres of an operating Solid Waste Disposal Site, subject to a warning clause on title advising future owners and occupants that the lands are located in proximity to an operating Solid Waste Disposal Site and may be affected from time to time by noise, dust, odours, and vibration.

As directed by Policy e), a Landfill Compatibility Study has not been completed for the proposed development. The subject lands are located beyond 500 metres of an operating Solid Waste Disposal site.

- / Policy e) (to be updated to Policy f)) – Further to policies in Section 10 Volume 1 of the Official Plan relating to Abandoned mineral and mineral aggregate mining operations, and the Sand and Gravel Resource Overlay area in the B-series schedules of the Official Plan, given the intervening distance at greater than 200 metres, lack of haul route impacts and the presence of Highway 416, a mineral impact assessment for future development in the Barrhaven South Urban Expansion Area shall not be required to support future development.

As directed by Policy f), a Mineral Impact Assessment has not been completed for the proposed development.

- / Policy f) (to be updated to Policy g)) – Any required buffer, transition or setback between Industrial and Logistics and Neighbourhood designations will be accommodated within the Industrial and Logistics lands.

The proposed development has been designed for the required buffer, transition and setbacks between the Industrial and Logistics lands and the Neighbourhood lands to be accommodated within the Industrial and Logistics lands.

- / Policy g) (to be updated to Policy h)) – Where the Barrhaven South Urban Expansion Area Master Servicing Study has identified a potential need for a servicing block within lands identified as a significant woodland, the need for such a block, as well as its alignment, width and other details, will be determined through the Plan of Subdivision process. Impacts to the woodland shall be minimized to the extent possible.

The Conceptual Servicing Plan (CS1) prepared by J.L. Richards continues to identify a servicing easement within the portion of the Industrial and Logistics lands identified as a potential future Urban Natural Feature within the Barrhaven South Urban Expansion Area CDP. This servicing easement has been designed to minimize to the extent possible any potential impacts to the existing woodlot.

- / Policy i) (to be updated to Policy j)) – West of Elevation Road, Cappamore Drive is a local street and is not identified as a Collector Street in Schedule C4 of the Official Plan but may be wider than 18 metres to provide continuity with Cappamore Drive east of Elevation Road and to ensure safe and continuous active transportation facilities west of Elevation Road. The cross-section width of Cappamore Drive west of Elevation Road will be determined through the Plan of Subdivision process.

As outlined within the policy above, Cappamore Drive is proposed to be a 20-metre local road, west of Elevation Road. Cappamore Drive will continue to provide sidewalks on both sides of the street within the 20-metre right-of-way to ensure that pedestrians have continuous access from realigned Greenbank Road through to the Industrial and Logistics lands on the west side of the subject lands. Active transportation facilities within the portion of Cappamore Drive west of Elevation Drive will transition to on-street shared facilities.

4.4 Barrhaven South Urban Expansion Area Community Design Plan (BSUEA CDP) (2026 Draft)

The Barrhaven South Urban Expansion Area is comprised of greenfield development areas intended to accommodate successive phases of urban boundary expansion south of the Jock River in Barrhaven. The City of Ottawa will adopt an update to the CDP as part of the lifting of the Future Neighbourhood Overlay on the subject lands, expanding the CDP plan area to include lands identified for urban expansion in the 2022 Official Plan, which includes the lands known as the S1 Future Neighbourhood (Figure 18).

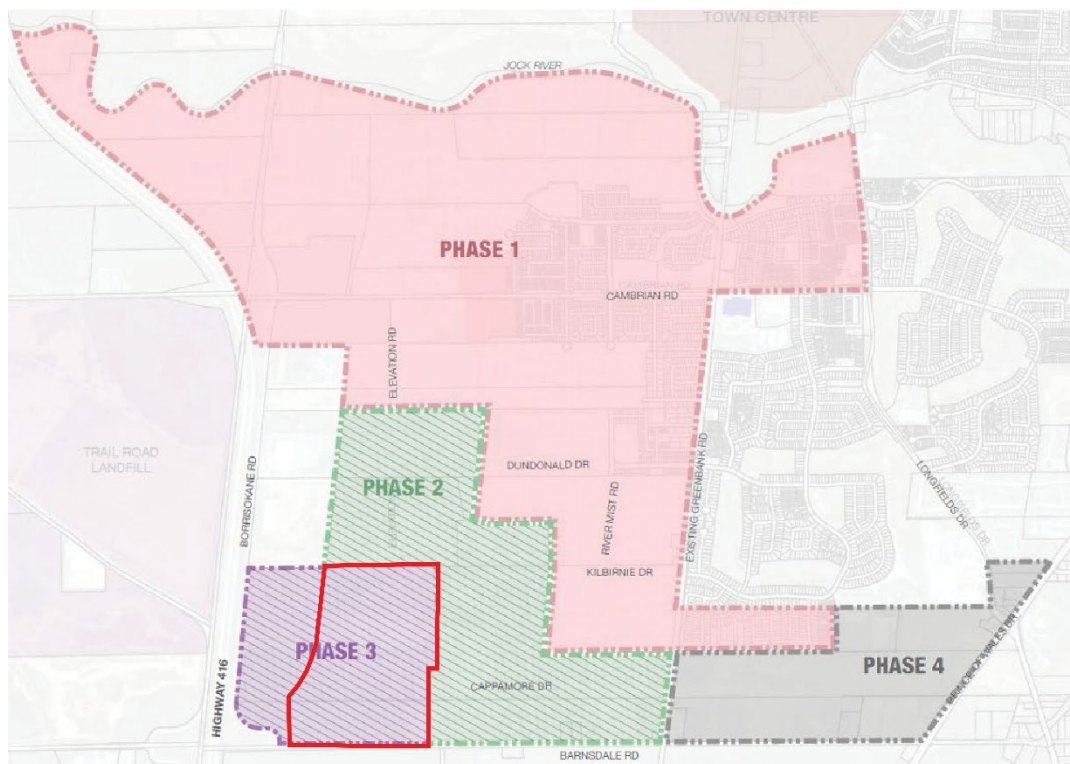


Figure 18. Extract of Barrhaven South CDP Plan Areas map with subject lands outlined in red

The CDP is envisioned to create a sustainable, liveable neighbourhood that connects with the transportation network, character, infrastructure, and natural environment of the existing Barrhaven South Community, and supports development of a 15-minute neighbourhood over time.

Section 5 of the CDP establishes the plans and policies for the CDP area. The plans and policies are divided into three main sections – greenspace, transportation, and land use. The greenspace policies are further divided into subsections, including parks policies, urban natural feature policies, and stormwater management policies. The land use section includes policies for each land use designation identified on the land use plan. The subject property is designated Low/Medium Density Residential, and as such, those policies are applicable to the proposed development (Figure 19).



Figure 19. Extract of Land Use Plan, Barrhaven South Urban Expansion Area CDP

The applicable residential land use policies of Section 5.3.2 are outlined as follows:

- / Policy 9a) – The form of all residential development should blend with existing neighbourhoods to form a cohesive community. Ways to achieve this may include similar lot setbacks, lot sizing, building form, and density.
- / Policy 9b) – 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.
- / Policy 9c) – Residential densities will achieve an overall minimum density of 36 units per net hectare.
- / Policy 9f) – A variety of residential densities, forms, accesses, and designs should be provided to enhance the streetscape and to ensure that on-street parking and street trees can be provided.
- / Policy 9h) – 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.
- / Policy 9i) – Front entrances should face and be visible from the street.
- / Policy 9k) – Residential dwellings located on window streets should face the street.
- / Policy 9l) – 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.
- / Policy 9m) – Wherever possible, lot widths should account for one on-street parking space in front of each house.
- / Policy 9o) – Back-lotting of residential uses onto Industrial and Logistics lands is strongly discouraged.

- / Policy 9p) – Residential areas along window streets should be developed with residential units oriented towards the arterial streets. Back lotting will be discouraged.
- / Policy 10a) – Residential form within Low-Medium Density Residential areas should not include stacked townhouses and apartments.
- / Policy 10b) – 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

Section 5.5 includes the Demonstration Plan for the Barrhaven South Urban Expansion Area, which functionally demonstrates the implementation of the CDP (Figure 20).



Figure 20. Extract of Demonstration Plan, Barrhaven South Urban Expansion Area CDP

The CDP update was prepared in conjunction with the secondary planning process to lift the Future Neighbourhood Overlay on the subject lands. The proposed development implements the policy direction of the CDP and generally reflects the Demonstration Plan. The overall unit count for the proposed development has slightly decreased in comparison to the Demonstration Plan within the CDP, however it continues to provide a residential density of 38.9 units per net hectare, exceeding the minimum density requirement within the Official Plan and the CDP. The proposed

development will continue to blend with the existing neighbourhoods to the north and east to form a cohesive community withing Barrhaven South.

4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)

4.5.1 Existing Zoning

The subject lands are split-zoned Mineral Aggregate Reserve, Subzone 1 (MR1), Rural Countryside (RU), and Agricultural, Subzone 2 (AG2) under the City of Ottawa Zoning By-law 2008-250 (Figure 21).

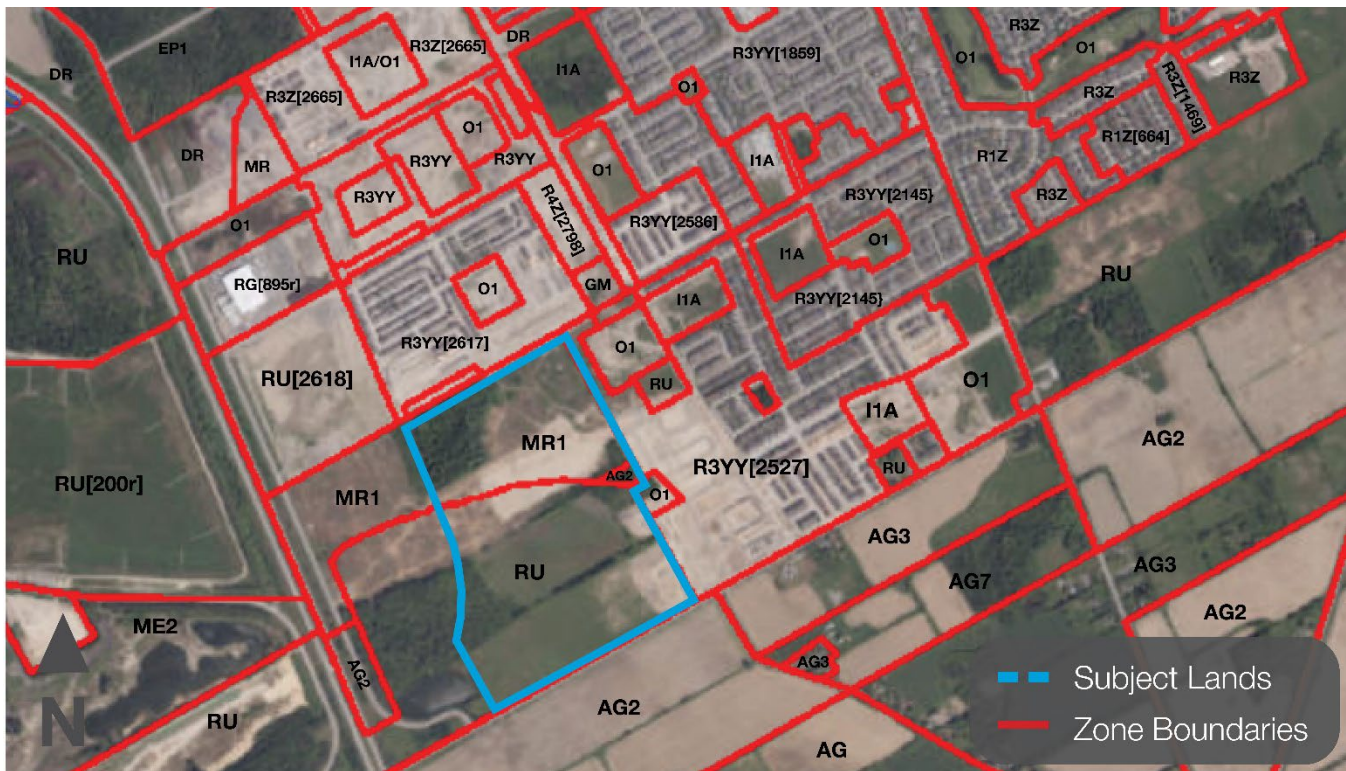


Figure 21. Zoning Map (Zoning By-law 2008-250)

The purpose of the MR zone is to:

- / Identify those areas that are designated as Sand and Gravel Resource Area or Limestone Resource Area in the Official Plan for which at present there is no licensed mineral extraction operations, and are not along a rural truck route;
- / Identify those lands where as yet unexploited mineral aggregate resources exist, until a request is made for a rezoning to the Mineral Extraction – ME zone to permit a mineral extraction operation;
- / Allow for an interim period a limited range of permitted uses of a nature that would not sterilize the potential of future mineral extraction operation on the lands or neighbouring lands; and,
- / Impose regulations reflective of the ME zone as lands in the MR zone may potentially be rezoned to ME to permit mineral extraction operations.

The MR1 zone permits agricultural use, agriculture-related use, environmental preserve and educational area, equestrian establishment, forestry operation, kennel and on-farm diversified use. The MR1 subzone also permits one

detached dwelling and a home-based business, and provides specific provisions for the development of a detached dwelling.

The purpose of the RU zone is to:

- / Accommodate agricultural, forestry, country residential lots created by severance and other land uses characteristic of Ottawa's countryside, in areas designated as General Rural Area, Rural Natural Features and Greenbelt Rural in the Official Plan;
- / Recognize and permit this range of rural-based land uses which often have large lot or distance separation requirements; and
- / Regulate various types of development in manners that ensure compatibility with adjacent land uses and respect the rural context.

The RU zone permits a range of land uses including agricultural use, agricultural-related uses, animal care establishment, animal hospital, artist studio, bed and breakfast, cannabis production facility, cemetery, detached dwelling, equestrian establishment, environmental preserve and educational area, forestry operation, group home, home-based business, home-based day care, kennel, on-farm diversified use, converted retirement home, and additional dwelling unit.

The purpose of the AG zone is to:

- / Recognize and permit agricultural uses in areas designated Agricultural Resource Area in the Official Plan;
- / Restrict the range of permitted uses to agricultural, forestry and related accessory uses in order to preserve these prime agricultural lands from loss to other uses;
- / Regulate uses in a manner that respects the character of the area and minimizes land use conflicts; and
- / Identify, through the use of subzones, those existing farm lots having lot area and lot width minimums that are less than the minimums required in the principal Agricultural zone.

The AG2 zone permits agricultural use, agriculture-related use, bed and breakfast, Cannabis Production Facility, limited to outdoor cultivation and greenhouse cultivation in a greenhouse that existed as of June 12, 2019, one detached dwelling, environmental preserve and educational area, equestrian establishment, forestry operation, group home, home-based business, home-based daycare, kennel, on-farm diversified use, and additional dwelling unit.

Within the AG2 zone, the minimum lot area for an agricultural use is 18 hectares. The portion of the subject lands that are zoned AG2 have an area of approximately 0.4 hectares, which is significantly smaller than the minimum lot area for the zone.

4.5.2 Proposed Zoning

To facilitate the development of the subject lands as proposed, it is recommended that the site be rezoned to the following zones, as illustrated on Figure 22:

- / Residential Third Density, Subzone YY, Urban Exception XXXX (R3YY[XXXX]) – this is proposed to apply to all residential blocks within the development.
- / Parks and Open Space (O1) – this is proposed to apply to the park block and the stormwater management pond.
- / Environmental Protection, Subzone 3 (EP3) – this is proposed to apply to the significant woodland block.

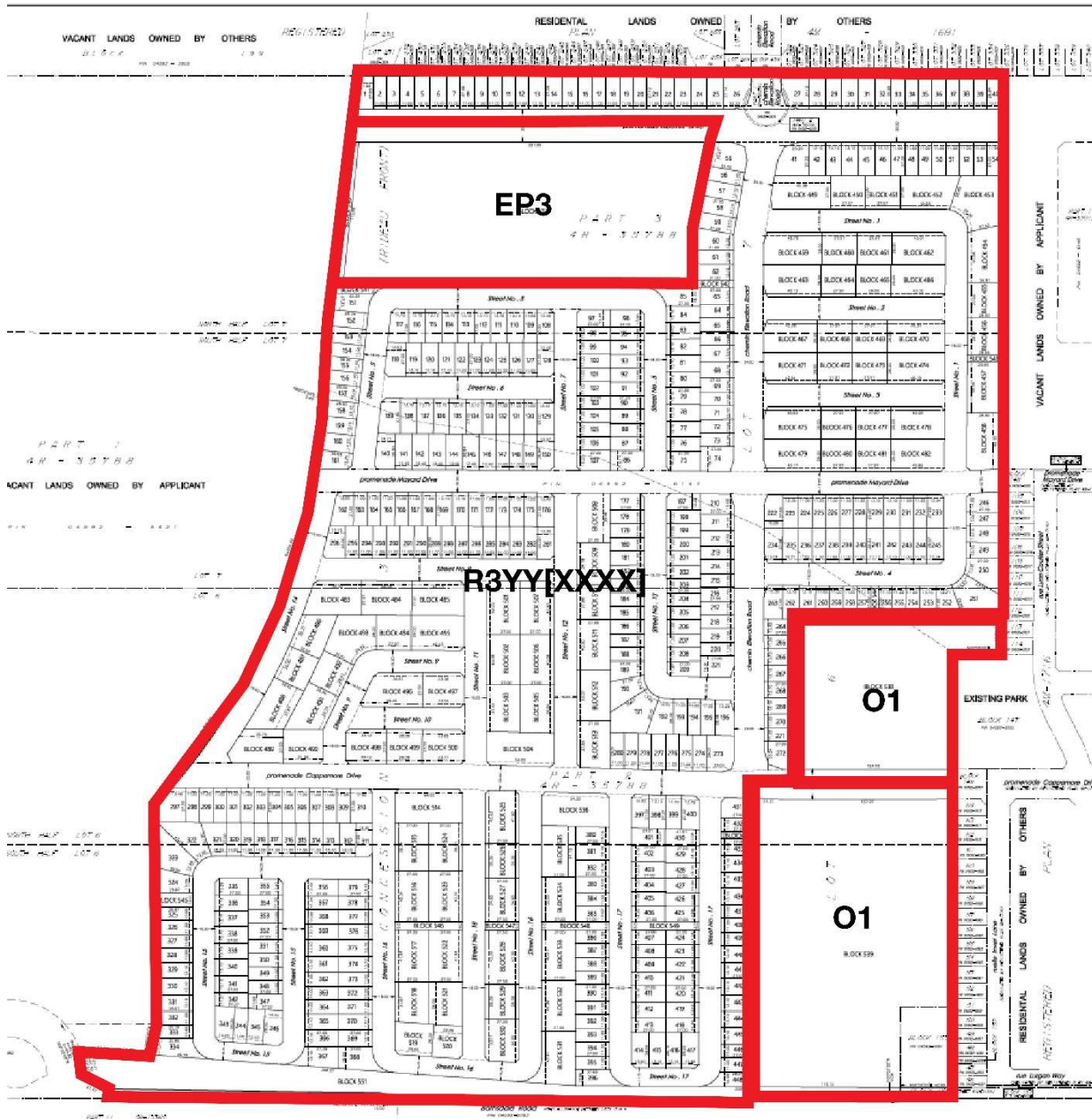


Figure 22. Proposed Zoning Map, Zoning By-law 2008-250

The proposed Urban Exception is similar to that of the zoning that is applicable to Minto's Quinn's Pointe and Minto's subdivision at 3432 Greenbank Road, both in Barrhaven South. Table 2, below, outlines the proposed R3YY[XXXX] provisions, with the provisions that vary from the standard R3YY provisions (to be addressed through the Exception) identified in **bolded text**. For the detached models, the provisions for Minto's 28-foot model are the most restrictive and are proposed to apply to all detached dwellings in the site-specific exception.

Table 2. Proposed R3YY[XXXX] Zoning

R3YY[XXXX] Proposed Zoning Provisions							
Unit Type	Min. Lot Width	Min. Lot Area	Max. Building Height	Min. Front Yard Setback	Min. Corner Side Yard Setback	Min. Rear Yard Setback	Min. Interior Side Yard Setback
Single Detached	7.5 m	195 m²	12 m	3 m	2.5 m	6 m	1.8 m total, 0.6m for one side yard
Townhouse (Executive)	4.5 m	120 m²	12 m	3 m	2.5 m	6 m	1.2 m
Back-to-back townhouse (Avenue)	4.5 m	75 m²	12 m	3 m	2.5 m	0 m	1.2 m
Projections:							
/ An air conditioner is permitted as a projection into the front and corner side yard.							
Additional Provisions:							
/ A maximum of 65 per cent of the area of the front yard, or the required minimum width of one parking space, whichever is greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping.							
/ In the case of home-based business operating within a townhouse, townhouse with rear lane access or back-to back townhouse, a parking space is only required if a non-resident employee works onsite.							
/ The minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 5.7 m.							
/ The minimum driveway width is 2.5 metres.							

Part 4 of the Zoning By-law provides Parking, Queueing and Loading provisions. Schedule 1A delineates the City into areas for minimum parking space requirements. The subject property is located within Area D (Rural Area) of Schedule 1A; however, as the lands are now located within the urban boundary, the provisions required for Area C (Suburban) have been applied. The applicable provisions and the proposed development's compliance is outlined in Table 3, below.

Table 3. Parking, Queueing and Loading Provisions

Zoning Provisions	Required	Proposed	Compliance
Minimum Parking Space Rates Section 101 Area C on Schedule 1A	Detached dwelling – 1 space/unit Townhouse – 1 space/unit Total: 936 spaces	At least 1 space/unit (garage + driveway) Total: 936 spaces	Yes
Minimum Visitor Parking Space Rates Section 102 Area C on Schedule 1A	Detached dwelling – no requirements Townhouse – 0.2 spaces/unit Total: 97 spaces	Units will have 1 garage and 1 driveway space	Yes

Minimum Parking Space Size Section 106	Standard Space – 2.6m x 5.2m Parallel Space – 2.6m x 6.7m	All garages will meet the minimum size requirements.	Yes
Minimum Driveway Width Section 107(3)(a)	2.6 m	2.5 m	No
Maximum Area of a Driveway Section 107(3)(b)(ii)	50% of the area of the yard in which the driveway is located or 2.6m times the depth of the yard in which the driveway is located.	65% of the area of the front yard or the required minimum width of one parking space, whichever is greater.	No (see Table 2 above)

The lands proposed to be conveyed to the City as parkland and the stormwater management pond are proposed to be zoned Parks and Open Space (O1). No changes are proposed to the existing O1 zone. Similarly, the lands proposed to be conveyed to the City as significant woodlands are proposed to be zoned Environmental Protection, Subzone 3 (EP3). No changes are proposed to the existing EP3 zone.

4.6 City of Ottawa New Zoning By-law (2026-50)

The City of Ottawa enacted a new Comprehensive Zoning By-law on March 11, 2026 to implement the Official Plan that was approved on November 4, 2022. At the time of writing this report, the new Zoning By-law has been appealed and the unappealed sections of the by-law were declared to be in effect by the OLT on July 2, 2026. It is understood that at this time, the most restrictive provisions between the existing Zoning By-law (2008-250) and new Zoning By-law (2026-50) will apply for provisions that remain under appeal. For the purposes of assessing the proposed development, both by-laws have been reviewed in their entirety for compliance.

4.6.1 Existing Zoning

The subject lands are zoned Development Reserve (DR) under the new City of Ottawa Zoning By-law 2026-50 (Figure 23). The purpose of the DR zone is to recognize lands that are set aside for future urban development in the Official Plan.

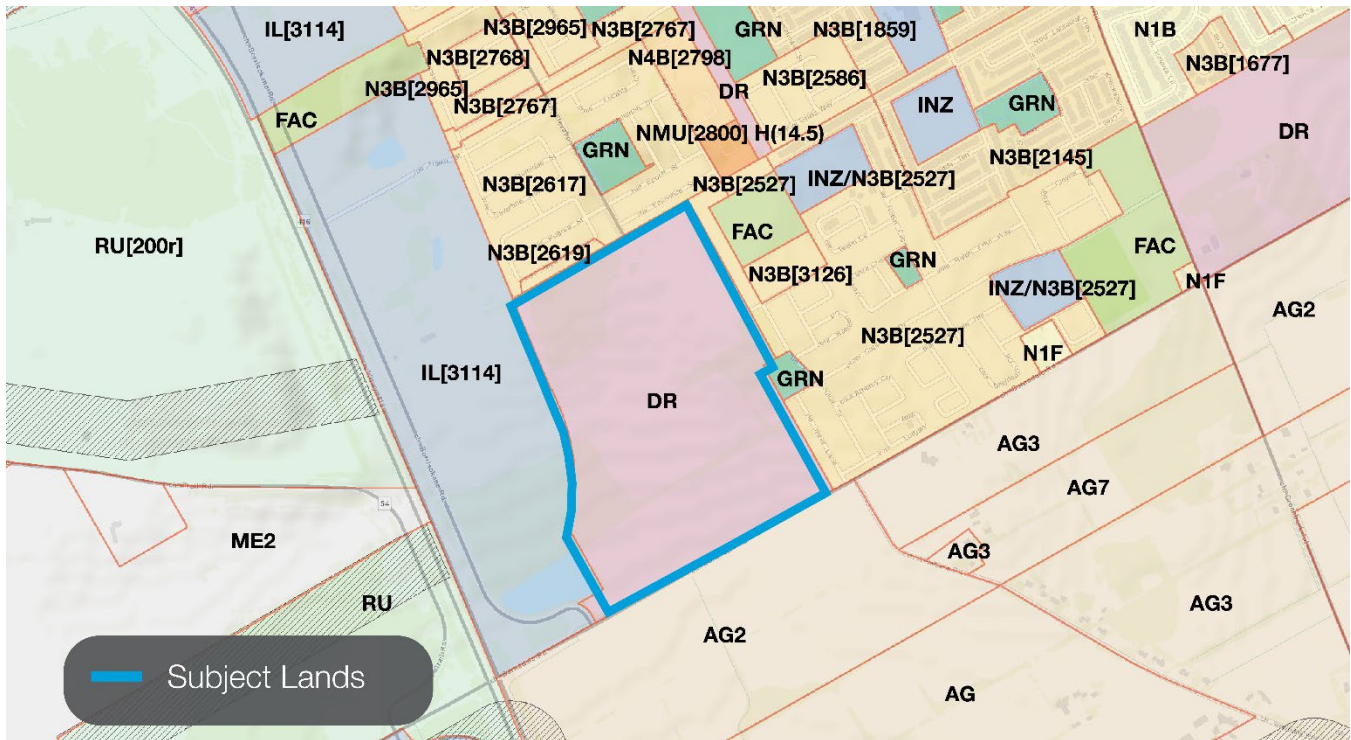


Figure 23. Zoning Map (Zoning By-law 2026-50)

4.6.2 Proposed Zoning

To facilitate the development of the subject lands as proposed, it is recommended that the site be rezoned to the following zones, as illustrated on Figure 24:

- / Neighbourhood Zone 3, Subzone B, Urban Exception XXXX (N3B[XXXX]) – this is proposed to apply to all residential blocks within the development.
- / Greenspace (GRN) – this is proposed to apply to the park block.
- / Environmental Protection, Subzone 3 (EP3) – this is proposed to apply to the significant woodland block.
- / Open Space and Facility Zone (FAC) – this is proposed to apply to the stormwater management block.

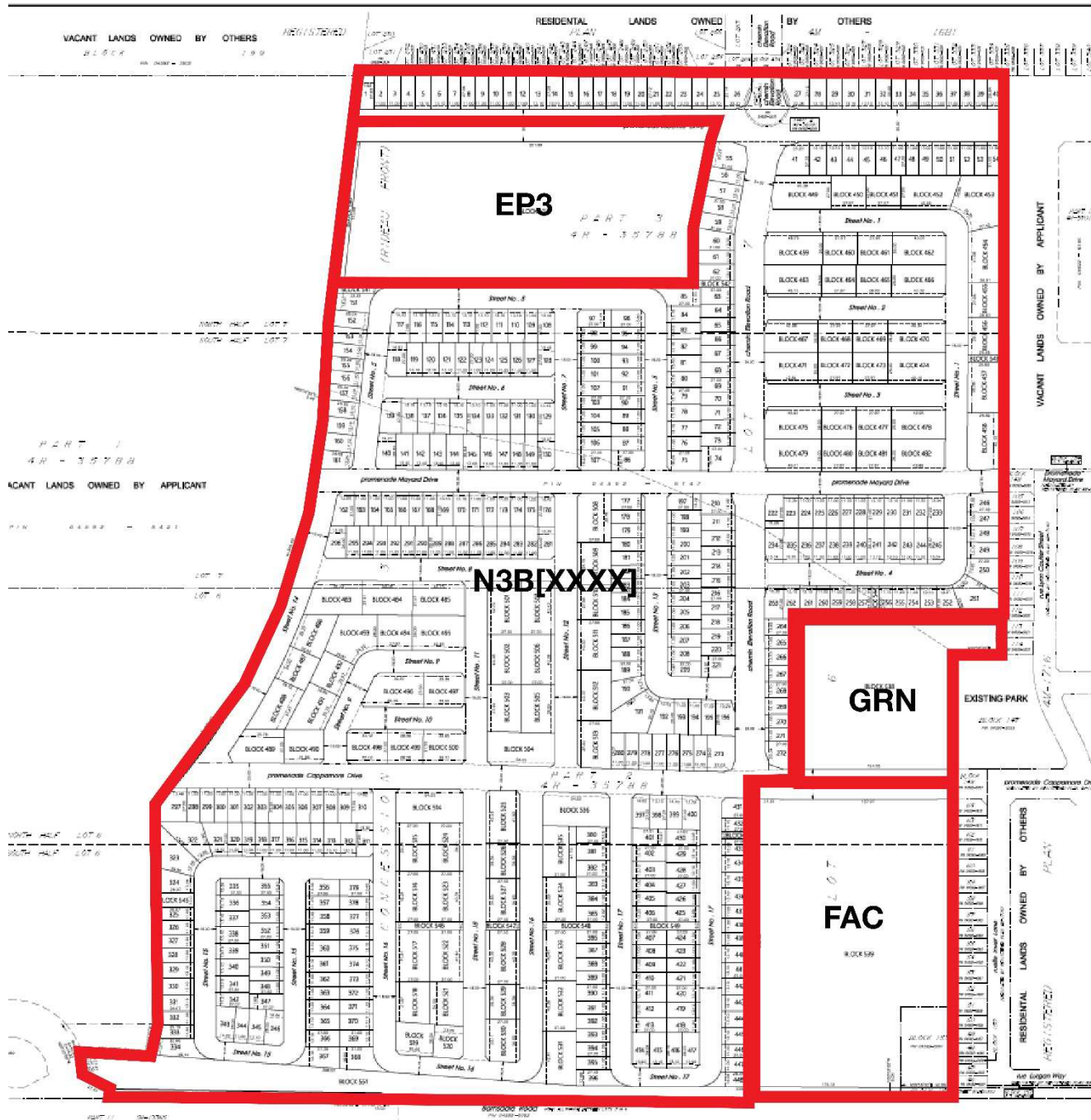


Figure 24. Proposed Zoning Map, Zoning By-law 2026-50

As outlined above in reference to Zoning By-law 2008-250, the proposed Urban Exception is similar to that of the zoning that is applicable to Minto's Quinn's Pointe and Minto's subdivision at 3432 Greenbank Road, both in Barrhaven South. Table 4, below, outlines the proposed N3B[XXXX] provisions, with the provisions that vary from the standard N3B provisions (to be addressed through the Exception) identified in **bolded text**. For the detached models, the provisions for Minto's 28-foot model are the most restrictive, and are proposed to apply to all detached dwellings in the site-specific exception.

Table 4. Proposed N3B[XXXX] Zoning

N3B[XXXX] Proposed Zoning Provisions								
Unit Type	Min. Lot Width	Min. Lot Area	Max. Building Height	Min. Front Yard Setback	Min. Exterior Side Yard Setback	Min. Rear Yard Setback	Min. Interior Side Yard Setback	Maximum Building Depth
Single Detached	7.5 m	n/a	12 m	3 m	2.5 m	6 m	1.8 m total, 0.6m for one side yard	22 m
Townhouse (Executive)	4.5 m	n/a	12 m	3 m	2.5 m	6 m	1.2 m	20 m
Back-to-back townhouse (Avenue)	4.5 m	n/a	12 m	3 m	2.5 m	0 m	1.2 m	20 m
Projections: / An air conditioner is permitted as a projection into the front and corner side yard.								
Additional Provisions: / A maximum of 65 per cent of the area of the front yard, or the required minimum width of one parking space, whichever is greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping. / In the case of home-based business operating within a townhouse, townhouse with rear lane access or back-to back townhouse, a parking space is only required if a non-resident employee works onsite. / The minimum driveway width is 2.5 metres. / The maximum number of vertically attached dwelling units is 8 units in a single row, and 16 units when configured as back-to-back vertically attached units. / Despite Section 604(4)(b), a permitted front yard parking space may be located less than 0.6 metres from an abutting sidewalk. / Despite Section 606(4), the maximum cumulative width of all walkways and driveways is 65% of the lot width for a front yard and lot depth for an exterior side yard.								

Section 802 of the Zoning By-law provides additional provisions for properties subject to a Neighbourhood zone, such as what is being proposed on the subject lands. Other additional provisions are located elsewhere within the Zoning By-law. Table 5, below, outlines all additional provisions that are applicable to the subject lands and the proposed development's compliance with the provisions.

Table 5. Additional Applicable Provisions – Zoning By-law 2026-50

Zoning Provisions	Required	Proposed	Compliance
Minimum Aggregated Soft Landscaping – Front and Exterior Side Yard Section 802(10) Table 802(c)	Any lot with a width of less than 8.25m – 30% of the yard Any lot with a width between 8.25m but less than 12m – 35% of the yard	A maximum of 65 per cent of the area of the front yard, or the required minimum width of one parking space, whichever is greater, may be used for a	No (see Table 4 above)

	Any lot with a width of 12m or more – 40% of the yard	driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping.	
Walkways within the Soft Landscaped Front and Exterior Side Yard Section 802(11)	A walkway may traverse the area required for soft landscaping in Table 802, and may be included in the calculated area, provided that where such a walkway extends to the front or exterior side lot line the combined area of the walkway plus any driveway in the same yard does not exceed 50% of the area of the yard.	A maximum of 65 per cent of the area of the front yard, or the required minimum width of one parking space, whichever is greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping.	No (see Table 4 above)
Minimum Contiguous Area of Soft Landscaping – Rear Yard Section 802(12)(b)	25% of the area of the rear yard	25% of the rear yard will be provided as soft landscaping	Yes
Minimum Number of Principal Entrances Section 802(14)	At least 1 principal entrance per principal building must be located on the front or exterior side façade and provide direct access to the street.	All principal buildings have at least 1 principal entrance facing the street.	Yes
Minimum Interior Side Yard and Rear Yard Setbacks for Vertically Attached Dwelling Units Section 702(2)	0 m between individual dwelling units that are vertically attached.	0 m between the interior walls for Executive Townhouses and Avenue Townhouses 0 m between the rear walls for the Avenue Townhouses	Yes
Maximum Number of Vertically Attached Dwelling Units Section 702(7)	8 units are permitted to be configured in a single row	8 units for standard townhouses; 16 units (8 units attached at the rear) for back-to-back townhouses.	No (see Table 4 above)
Minimum Visitor Parking Space Rates Section 603	0.1 spaces/unit, after the first 12 units on a lot No visitor parking is required where each dwelling unit has a	All units will have 1 garage and 1 driveway space	Yes

	driveway accessing a garage or carport located on the same lot.		
Front Yard Parking Section 604(4)	Front yard parking is permitted subject to: a) The lot is greater than 6 metres in width b) The parking space is located entirely on the lot, or else must be located 1.5 m away from an abutting roadway or 0.6 m from an abutting sidewalk c) The maximum width of any driveway containing front yard parking must not exceed the maximum width permitted under Section 606; NS d) The parking space must be perpendicular to the street.	Seeking to permit a front yard parking space where: / There is less than 0.6 metres between the parking space and an abutting sidewalk. / The maximum width of any driveway containing front yard parking does not exceed the maximum width established in the site-specific exception.	No (see Table 4 above)
Minimum Driveway Width Section 606(1)	2.6 m	2.5 m	No (see Table 4 above)
Maximum Area of a Driveway Section 606(2)(b)	50% of the of the lot width in the case of a front yard and 50% of the lot depth in the case of an exterior side yard.	65% of the area of the front yard or the required minimum width of one parking space, whichever is greater.	No (see Table 4 above)
Maximum Width of a Walkway Section 606(3)	1.8 m	1.8 m	Yes
Maximum Cumulative Width of All Walkways and Driveways Section 606(4)	50% of the lot width for a front yard and 50% of the lot depth for exterior side yard.	65% of the lot width for a front yard and lot depth for an exterior side yard.	No (see Table 4 above)
Minimum Interior Dimensions of a Garage Section 606(7) Applies to garages with no more than 2 parking spaces	Single parking space – 2.8m x 6 m Two parking spaces – 5.2m x 6 m	Single garage – 2.8m x 6 m Double garage – 5.2m x 6m	Yes

The lands proposed to be conveyed to the City as parkland are proposed to be zoned Greenspace (GRN). No changes are proposed to the GRN zone. Similarly, the lands proposed to be conveyed to the City as significant woodlands are proposed to be zoned Environmental Protection, Subzone 3 (EP3). No changes are proposed to the existing EP3 zone.

4.7 Urban Design Guidelines for Neighbourhoods and Streets – New Neighbourhoods

The Urban Design Guidelines for Neighbourhoods and Streets - New Neighbourhoods was published in 2026 and is intended to illustrate the City's expectations during the review process for new neighbourhoods, most likely in the Suburban and Rural Transects. The guidelines are focused on providing guidance for neighbourhood design during the neighbourhood planning process, subdivision review and zoning and site plan control processes. The guidelines are a tool kit and not intended to be used as a checklist for evaluating a proposal, and not all of the guidelines will be applicable to every site.

The guidelines identify two types of new neighbourhoods within the City, being new neighbourhoods located in greenfield areas and Future Neighbourhood Overlay beyond the Greenbelt in the Suburban Transect and new neighbourhoods located among existing neighbourhoods or Rural Villages. The proposed development represents a new neighbourhood within the greenfield area outside of the Greenbelt that was subject to the Future Neighbourhood Overlay.

The proposal meets several of the guidelines, including but not limited to the following:

Community Layout

- / Guideline 1.1 (1): Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time. Consider soils, landforms, natural and cultural features, habitats, watercourses and climate.
- / Guideline 1.1 (2): Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals. When they are connected to other greenspaces, ensure that public use does not detract from the ecological functions and characteristic.
- / Guideline 1.1 (3): Incorporate existing healthy trees within school, park or development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading.
- / Guideline 1.1 (7): Locate stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood.
- / Guideline 1.1 (8): Create a connected network of parks, greenspaces and public lands that is structured by existing natural features and connected by pathways and sidewalks. Make this network easily accessible on foot or bike from homes throughout the neighbourhood.
- / Guideline 1.2 (2): Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.
- / Guideline 1.2 (5): Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.
- / Guideline 1.2 (6): Layout collector streets to be direct and continuous through the neighbourhood so homes are within 400 metres of transit and other destinations along them.
- / Guideline 1.2 (7): Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.
- / Guideline 1.3 (4): Locate neighbourhood parks along collector or local streets, and ensure that they are generally square or rectangular, depending on features within the park.
- / Guideline 1.4 (4): Design stormwater management areas, and other greenspaces with majority of their frontage onto public roads to make a visible contribution to the neighbourhood.

Public Realm

- / Guideline 2.1 (1): Select the most suitable zoning setback and road right-of way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including trees, sidewalks, utilities, cycling facilities, parking and travel lanes.
- / Guideline 2.1 (6): Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.
- / Guideline 2.1 (8): Create an all season cycling-supportive neighbourhood with bicycle routes that serve local destinations, and that are linked to the citywide network of bicycle routes. Routes include cycle tracks, designated on-road bicycle lanes or multi-use pathways.
- / Guideline 2.1 (12): Construct sidewalks on both sides of streets that serve key destinations, such as transit stops, greenspaces, or to community facilities like schools. Select the correct road right-of-way standard to allow for sufficient space for sidewalks and all streetscape elements.
- / Guideline 2.2 (1): Provide landscape buffer areas around natural features, such as woodlots or watercourses, to protect the ecological function. Plant these buffers with native tree and shrub species to prevent invasive plant species from becoming established.

Site Design

- / Guideline 3.1 (1): Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.
- / Guideline 3.1 (3): Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.
- / Guideline 3.2 (7): Provide pathways between residential areas and no-residential sites that directly and clearly connect these areas and reduce walking or cycling distance.

The proposed development has been designed to respond to the Urban Design Guidelines for Neighbourhoods and Streets – New Neighbourhoods. The proposed development has appropriate regard to a range of guidelines related to community layout, public realm and site design.

Plan of Subdivision Criteria

The Ontario *Planning Act* regulates land division processes in the Province. Section 51(24) of the *Act* contains evaluation criteria for the consideration of subdivisions. The proposed development meets the following applicable criteria:

- a) The effect of development of the proposed subdivision on matters of provincial interest

The proposed development will advance several of the provincial interests listed in Section 2 of the *Planning Act* by facilitating the orderly development of a safe and healthy community, providing a range of housing options, and by protecting existing natural areas located on the subject lands.

- b) Whether the proposed subdivision is premature or in the public interest

The proposed subdivision is in the public interest, as it will facilitate the orderly development of lands which were incorporated into the City's urban boundary and designated for future urban growth.

- c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any

The proposed development conforms to the policies of the City of Ottawa Official Plan. The proposed Plan of Subdivision seeks to implement the development direction established through the secondary planning process to lift the Future Neighbourhood Overlay that was applied to the subject lands through the approval of the new Official Plan in 2022. The proposed Plan of Subdivision will expand on the existing Quinn's Pointe community and will integrate into the existing Ridge subdivision to the north.

- d) The suitability of the land for the purposes for which it is to be subdivided

The subject lands are ideally suited for development as it is located in proximity to a future bus rapid transit station at Kilbirnie Drive and the future realigned Greenbank Road. The subject lands are also located in proximity to a future highway interchange, as well as employment lands. The proposed Plan of Subdivision will facilitate the creation of development blocks that will accommodate residential uses as well as new public park, open space uses, the extension of the existing street network and retention of natural areas.

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

The proposed development will convey 18 new public streets and will extend three (3) existing collector streets and one (1) existing local street. The extension of Kilbirnie Drive, Moyard Drive, and Cappamore Drive will provide access to future realigned Greenbank Road, while the extension of Elevation Road will provide access to Cambrian Road. The supporting Transportation Impact Assessment provides details associated with the new streets, specifically the extension of the collector streets. The TIA also evaluates the surrounding road network as it relates to the proposed development.

- f) The dimensions and shapes of the proposed lots

The shape and size of the proposed development blocks are appropriate, as they will permit the orderly development of the subject lands with a range of low-rise dwelling typologies. The dimensions and shapes of the lots are generally rectangular and of a size that can accommodate single-detached and townhouse dwellings.

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

There are no known restrictions on the lands to be subdivided.

- h) Conservation of natural resources and flood control

The subject lands include an Urban Natural Feature consisting of a significant woodland. This natural feature is proposed to be retained and conserved, as illustrated on the Draft Plan of Subdivision and as discussed in the Environmental Impact Study.

- i) The adequacy of utilities and municipal services

An Assessment of Adequacy of Public Service report has been prepared in support of the Plan of Subdivision and Zoning By-law Amendment applications. The report has concluded that adequate municipal infrastructure capacity is available for the planned development on the subject lands.

- j) The adequacy of school sites

The proposed development does not propose a new school site, as confirmed through the secondary planning process for the subject lands.

- k) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes

The Draft Plan of Subdivision will convey 18 new public streets to the City and will extend three (3) existing collector streets and one (1) existing local street into the subject lands. The proposed development will also convey a 1.59-hectare park block and a 3.24-hectare woodlot and open space block.

- l) The extent to which the plan's design optimizes the available supply, means of supply, efficient use and conservation of energy

The development of the proposed lots created by this Draft Plan of Subdivision will explore opportunities to conserve energy, aligning with the goals of the City of Ottawa Climate Change Master Plan and the climate-related policies in the City of Ottawa Official Plan.

- m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of the *Planning Act*

As the proposed development includes low-rise building typologies with less than 12 units per lot or block, Site Plan Control will not be required.

As outlined above, the proposed development satisfies the criteria of Section 51(24) of the *Planning Act* for the review of Draft Plans of Subdivision.

Land Use Compatibility Assessment

A Land Use Compatibility Assessment is required for the proposed development given the proximity of the subject lands to lands designated Industrial and Logistics, as the Industrial and Logistics lands are permitted to be developed with industrial uses that may have the potential to produce point source and/or fugitive air emissions that require separation from sensitive land uses such as residential uses. As outlined in Figure 20, below, the subject lands immediately abut Industrial and Logistics lands to the west.



Figure 25. Location of the subject lands relative to the Industrial and Logistics lands

6.1.1 Provincial Planning Statement (2024)

As outlined in Section 4.1.1 of this Planning Rationale, the Provincial Planning Statement (PPS) provides policy direction for housing supply in the Province and also provides direction on opportunities for job creation and economic development. The proposed development will abut lands designated Industrial and Logistics, which are considered an employment area for the purposes of the PPS. Employment areas are defined in the PPS as follows:

- / **Employment area:** means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.”

Section 3.5 of the PPS provides direction on land use compatibility and sets out the following policies:

- / Policy 3.5.1 – Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
- / Policy 3.5.2 – Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive

land uses is only permitted if potential adverse effects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

Further to the policies of Section 3.5, the PPS defines major facilities and sensitive land uses as follows:

- / **Major facilities:** means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.
- / **Sensitive land uses:** means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities

The proposed development has been designed in accordance with the draft Barrhaven South Urban Expansion Area Community Design Plan (BSUEA CDP), which was updated as part of the secondary planning process to lift the Future Neighbourhood Overlay on the subject lands. The City-initiated Official Plan Amendment to lift the Future Neighbourhood Overlay will include an area-specific policy that states that all required separation is to be accommodated on the Industrial and Logistics lands, rather than the residential lands.

The proposed development has been designed to locate local streets with an 18-metre right-of-way abutting a portion of the Industrial and Logistics land. Where local streets are unable to be provided, dwellings are proposed to back onto the Industrial and Logistics lands. Further, the City of Ottawa's new Zoning By-law will require that the minimum 15-metre setback from the residential lands be provided as a landscaped buffer. This setback would ensure that future development of the industrial lands is not only set back from the residential lands, but buffered with landscaping to provide mitigation from any potential negative impacts. Future development of the industrial lands will be required to complete a land use compatibility assessment to determine the actual influence area and the required setbacks and mitigation based on the use that is proposed at that time.

The proposed development is not anticipated to impact the long-term viability of the planned industrial lands and the proposed development will not encroach onto the industrial lands.

6.1.2 Ministry of Environment, Conservation and Parks D-Series Guidelines on Land Use Compatibility

The Ministry of Environment, Conservation and Parks has issued a set of guidelines known as the D-Series Guidelines that recommends separation distances and other control measures for land use planning proposals to prevent or minimize adverse effects from the encroachment of incompatible land uses where a facility either exists or is proposed.

Section 1.3 of the D-1-1 Guideline states the proponent of development shall investigate the presence and severity of impacts, and propose any necessary remedial measures, including design details and specifications. Section 1.3.1 goes on to further state that the proponent shall provide evidence to the approving authority that a compatibility problem will not exist. This evaluation should be based on the nature of facilities in the vicinity that could have an impact on the proposed sensitive land use and the nature of the sensitive land use. As the subject lands are located in proximity to lands designated as Industrial and Logistics, the applicable guidelines related to industrial facilities have been evaluated. The D-1-3 Guideline provides definitions for the different classes of industrial facilities as follows:

- / **Class I Industrial Facility:** A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy

trucks and no outside storage. See Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for classification criteria and examples to categorize a specific industry.

- / **Class II Industrial Facility:** A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours. See Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for classification criteria and examples to categorize a specific industry.
- / **Class III Industrial Facility:** A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of point source and fugitive emissions of significant impact and there is high probability of fugitive emissions. See Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for classification criteria and examples to categorize a specific industry.

The D-6 Guideline provides direction for compatibility between industrial facilities and is a guide on how to decide what types of land uses are appropriate near industrial areas. This guideline is intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another.

Section 4.1.1 of the D-6 Guideline sets out potential influence areas for the three classes of industrial facilities:

- / Class I – 70 metres
- / Class II – 300 metres
- / Class III – 1000 metres

The potential influence areas are identified as areas within which adverse effects may be experienced. Section 4.1.2 goes on to state that the actual influence area for a particular facility is site-specific, and may be defined within, or in exceptional circumstances, beyond the potential influence area either before, or where applicable, after buffers have been used to reduce, eliminate, or otherwise intercept adverse effects.

Section 4.2.3 provides direction for an existing or committed industrial uses. The Ministry recommends that the category designation of "Class I", "Class II" or "Class III" be indicated in the land use plans by the approval authority. Plan approval agencies are encouraged to delineate all potential influence areas or, where known, the actual influence areas, around existing and committed industrial land uses within their jurisdiction, to be used as a 'flag' when a change in land use is proposed within them. For the purposes of this section, a committed land use is defined as a land use in accordance with federal, provincial, or municipal plans, by-laws and/or zoning orders, which has been approved by the regulatory authority, but is not existing yet.

The City of Ottawa Official Plan does not identify "Class I", "Class II" or "Class III" industrial facilities within the Official Plan, nor do any of the Official Plan schedules delineate the potential influence areas of the different classes of industrial facilities. The Industrial and Logistics designation commits the lands to be developed for traditional heavy or light industrial uses, such as manufacturing, warehousing, and distribution, as well as research and development in connection with manufacturing.

Section 4.3 establishes the recommended minimum separation distances for each class of industrial facilities. No incompatible development should occur in the separation distance even if additional mitigation for adverse effects is provided. The following separation distances are recommended:

- / Class I – 20 metres
- / Class II – 70 metres
- / Class III – 300 metres

Section 4.4 provides direction for how to measure separation distances, with Section 4.4.1 stating that [for general land use plans], measurement shall be taken from the area(s) designated for industrial use to the area(s) designated for sensitive land use. This would apply for such matters as municipal official plans.

Section 4.4.2 states that [for site specific plans], measurement shall normally be from the closest existing, committed or proposed property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use. This approach provides for the full use and enjoyment of both the sensitive land use and the industrial properties.

Section 4.4.3 states that where site-specific zoning or site plan control precludes the use of the setback for any activity associated with the industrial use that could create an adverse effect such as shipping and receiving or outside storage/stockpiling of materials, then the setback can be included as part of the measurement, rather than measuring from the industrial property line. On-site buffers could be required by a municipality through zoning by-law setback requirements in industrial subdivisions, but this may not be practical, as the provision of very deep lots would be necessary. The use of other forms of mitigation may have to wait until a specific industry and/or sensitive land use has been identified/established.

Section 4.4.5 states that where there is no existing industrial facility within the area designated/zoned for industrial land uses, determination of the potential influence area shall be based upon a hypothetical “worst case scenario” for which the zoned area is committed. Therefore, Ministry staff or the delegated authority shall use the outside range of the potential influence area to determine an appropriate separation distance.

As the Industrial and Logistics lands are currently vacant, Section 4.4.5 would apply. The outside range of the potential influence area for industrial facilities is 1,000 metres, which has a corresponding minimum separation distance of 300 metres. As outlined in earlier sections of this Planning Rationale, the forthcoming Official Plan Amendment to lift the Future Neighbourhood Overlay on the subject lands will include an area-specific policy that directs any required buffer, transition or setback to be accommodated within the Industrial and Logistics lands, rather than on the residential lands.

Applying the Class III separation distance westward from the lot line that abuts the proposed development, the Industrial and Logistics lands would be left with approximately 52 metres of lot depth to accommodate a Class III industrial facility, as the Industrial and Logistics lands have an approximate lot depth of 352 metres. As a result, Class III industrial facilities would generally be precluded from the site as a result of the existing policy framework and the parcel shape and size. As such, it is not anticipated that a Class III industrial facility would create adverse effects within the 1,000 metre potential influence area.

Applying the Class II separation distance westward from the lot line that abuts the proposed development, the Industrial and Logistics lands would be left with approximately 282 metres of lot depth to accommodate a Class II industrial facility. Applying the Class I separation distance westward from the lot line that abuts the proposed development, the Industrial and Logistics lands would be left with approximately 332 metres of lot depth to accommodate a Class I industrial facility.

While it is recognized that the potential influence area for Class I and Class II industrial facilities of 70 metres and 300 metres, respectively, would include a portion of the proposed residential development, the actual influence areas may be reduced as a result of mitigation and buffering measures that would be determined at a future date based on the actual industrial facility being proposed. In addition to the future mitigation and buffering measures that would be

determined once an industrial facility is proposed, the City of Ottawa new Zoning By-law has established a minimum landscaped buffer and setback of 15 metres, which precludes the use of the setback for any activity associated with the industrial use. All additional mitigation and buffering beyond the minimum landscaped buffer established in the Zoning By-law will be provided on the Industrial and Logistics lands. The proposed development has been designed to locate streets and natural environment features abutting the Industrial and Logistics lands to provide additional buffering to the residential uses. Where these features are unable to be located immediately abutting the Industrial and Logistics lands, the proposed dwellings will back onto the Industrial and Logistics lands. These lots will have a minimum rear yard setback of 6 metres, resulting in at least a 21-metre setback between an industrial use and a residential dwelling (15 metre setback on the industrial lands and 6-metre setback on the residential lands).

Per section 4.5, potential influence areas should act as a “flag”, and no sensitive land uses shall be permitted within the actual or potential influence areas of Class I, II or III industrial land uses, without evidence to substantiate the absence of a problem. When a land use proposal places sensitive land use beyond a facility’s potential influence area, or where known, actual influence area, the Ministry shall not normally object to the change in land use on the basis of land use compatibility.

No incompatible development is proposed within the minimum separation distance established for each class of industrial facility, as the City’s Official Plan directs that all buffer, transition or setback between the Industrial and Logistics designation and Neighbourhood designation be accommodated within the Industrial and Logistics lands. It is anticipated that future development of the Industrial and Logistics lands will require a site plan control application, at which point specific mitigation and buffering will be established to reduce the actual influence area of the industrial use being proposed. The development of the subject lands conforms with the policy direction of the Official Plan and the secondary planning process that was undertaken to lift the Future Neighbourhood Overlay.

6.1.3 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan provides policy direction regarding land use compatibility in Section 10.2.3. Policy 1 of Section 10.2.3 states to avoid adverse effects on sensitive uses and to protect the long term economic viability of industrial uses and major facilities, the Province’s Land Use Compatibility Guidelines shall be applied to the development of major facilities and/or sensitive land uses in proximity of a major facilities as outlined in the guidelines in any designation.

In addition to the land use compatibility policies, Section 3.5 of the Official Plan provides policy direction for employment uses. Policy 12 states on lands within 300 metres of an Industrial and Logistics or Rural Industrial and Logistics designation, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long- term economic viability of employment uses within the designation, in accordance with provincial guidelines.

As outlined in Section 6.1.2 above, the Province’s Land Use Compatibility Guidelines have been applied to the proposed development. Additionally, the forthcoming Official Plan Amendment to lift the Future Neighbourhood Overlay on the subject lands will introduce an area-specific policy that states that any required buffer, transition or setback between Industrial and Logistics and Neighbourhood designations will be accommodated within the Industrial and Logistics lands. The proposed development has utilized streets and natural features to provide a separation between the Industrial and Logistics lands and the proposed residential development; however, where streets and natural features are unable to be provided, lots are oriented so rear yards abut the Industrial and Logistics lands. This will maximize the separation between the potential industrial uses and the residential dwellings.

6.1.4 City of Ottawa Zoning By-law 2026-50

The City of Ottawa’s new Zoning By-law (2026-50) will introduce Urban Exception 3114 to the Industrial and Logistics lands immediately abutting the subject lands. Urban Exception 3114 will require that a 15-metre landscaped buffer be provided along any lot line abutting a Neighbourhood Zone or a Development Reserve Zone. As the subject lands are

proposed to be rezoned to Neighbourhood Zone 3, Subzone B, the Industrial and Logistics lands will be required to provide a 15-metre landscaped buffer along the property line abutting the subject lands.

The required landscaped buffer will result in a separation distance of 21 metres between any industrial facility and any dwelling unit, as there will be a 15-metre landscaped buffer on the Industrial and Logistics lands and a 6 metre rear yard setback on the residential lands.

As discussed above, the proposed development is consistent with the Provincial Planning Statement, has addressed the D-series Guidelines for Land Use Compatibility, and conforms to the policies of the Official Plan. The Zoning By-law has established zoning provisions that will require a minimum buffer of 15 metres on the Industrial and Logistics lands, and it is anticipated that future development of the Industrial and Logistics lands will result in additional zoning provisions or site plan control measures that will further mitigate and buffer the proposed development from industrial uses.

Integrated Environmental Review

The Integrated Environmental Review is intended to summarize how the proposed development has incorporated key recommendations from the Environmental Impact Study and other supporting technical studies to demonstrate the development's compliance with relevant Official Plan policies.

As noted within the Terms of Reference for a Planning Rationale, an Integrated Environmental Review may be completed as part of the policy justification section of the Planning Rationale. Section 4.2 of this Report reviews the applicable Official Plan policies. Further, Section 4.2.8 reviews the applicable greenspace designation policies which will apply to the portion of the lands identified as an urban natural feature, which is proposed to be retained.

Section 8 of this Report provides an overview of the technical studies that were completed in support of the Draft Plan of Subdivision and Zoning By-law Amendment applications. These studies and their recommendations have been reviewed in consideration of the applicable environmental policies of the Official Plan.

An Environmental Impact Study (EIS) and Tree Conservation Report (TCR) has been prepared by Fotenn Planning + Design as part of the Draft Plan of Subdivision and Zoning By-law Amendment applications. The EIS has identified one (1) woodland within the proposed development area (Woodland B) and has confirmed this woodland is significant and the partial retention of the feature is recommended. The retention of approximately 59 percent of the woodland will maintain the core ecological function of the feature. The associated removals of the woodland area represent a localized loss, but as noted in the EIS, based on grading requirements and the high-permeability esker-related soils, indirect effects to the retained woodland blocks are expected to be limited, provided the following mitigation measures are implemented. The recommended mitigation measures include:

- / A forest edge management plan and restoration objectives shall be developed at the Detail Design stage to manage impacts associated with the removal of native trees and shrubs along the edges of the woodland. No setbacks are proposed.
- / Landscaping plans shall incorporate native vegetation and tree plantings in accordance with the City's Urban Forest Management Plan to increase the abundance of native vegetation species on the site and to offset any loss of species from vegetation removals. Re-naturalization of east and west extent of Woodland B should be considered in the Landscape Plan.
- / Woodland management and maintenance of hazard trees shall be required in Woodland B prior to occupancy of the community. Directed by a qualified arborist, the detailed plan shall be included in the landscape plan, designed for the safety of the community.
- / A Tree Conservation Report (TCR) (Appendix G of the EIS) has been completed to facilitate proposed tree removals and has been prepared in accordance with the City of Ottawa's Tree Conservation Report Guidelines at the detailed design (Site Plan) stage; the TCR should be coordinated with the Landscape Architect and municipal engineering/grading design to ensure tree retention and compensation accurately reflect the requirements and mitigation outlined in this EIS, and to confirm that grading is refined on a case-by-case basis to maximize feasible tree retention.

While the EIS provides conclusions about the significant woodland identified within the Industrial and Logistics lands and within the proposed development area, it concludes that with the successful implementation of the mitigation measures, and despite the loss of woodland area, the project proposes to retain significant ecological feature which will retain a significant portion of native vegetation on the subject lands.

It is anticipated that the mitigation measures recommended within the EIS will appear as conditions of draft approval for the plan of subdivision application, as many of the mitigation measures will be completed through the detailed design stage of the proposed development. The proposed development has ensured that the significant woodland identified on the subject lands is retained, and that open areas have been provided on the east and west sides of the

woodland to facilitate renaturalization. As noted within the EIS, despite the natural heritage considerations identified within the EIS, the proposed development remains a good candidate for residential development from both an environmental and geotechnical perspective. With the implementation of the recommended mitigation and adherence to applicable policy and regulatory requirements, the proposed development can proceed while maintaining the ecological functions of key natural features.

8.0 Supporting Studies

Stage 2 Archaeological Assessment, prepared by Golder Associates Ltd., dated October 2016

Golder Associates Ltd. (“Golder”) conducted a Stage 2 Archaeological Assessment of the areas to be affected by the proposed Phase 2 residential development south of the community of Barrhaven on the eastern portion of Lot 7, and the majority of Lot 6, Concession 3 in the Geographic Township of Nepean. The Stage 2 investigation was undertaken between July 14th and November 25th, 2014. A total of 530 artifacts were collected during the course of the Stage 2 investigation. Two (2) sites were identified as requiring a Stage 3 assessment based on the artifact assemblage date range. All other areas did not require any further archaeological investigations. The lands at 3882 Barnsdale Road are included within the areas that do not require any further archaeological investigations.

Assessment of Adequacy of Public Service, prepared by J.L. Richards, dated June 26, 2026

J.L. Richards has prepared an Assessment of Adequacy of Public Services (AAPS) report in support of a joint Draft Plan and Zoning By-law application. The report establishes a comprehensive servicing framework for Quinn’s Pointe Phases 6-8, at 3882 and 4000 Barnsdale Road. The AAPS report builds upon the servicing strategies outlined in the *Addendum to Extend the Master Servicing Study (2018)* (MSS Addendum – May 27, 2026).

The AAPS includes a proposed servicing approach that integrates stormwater, sanitary, and water infrastructure, with particular emphasis on stormwater management. The stormwater strategy is founded on a treatment train approach that incorporates Etobicoke Exfiltration Systems (EES) in areas with suitable subsurface conditions, complemented by a downstream filtration facility located within a dedicated Stormwater Management Block to service non-EES areas.

The AAPS demonstrates that the subject lands can be adequately serviced with municipal water, sanitary sewer, storm sewer, and stormwater management infrastructure in accordance with City of Ottawa standards and applicable provincial requirements. The servicing strategy, initially identified in the MSS Addendum and further developed herein, confirms that sufficient system capacity exists—or can be provided through planned infrastructure improvements—to accommodate the proposed development without adverse impacts to existing municipal services.

Environmental Impact Study, prepared by Fotenn Planning + Design, dated June 26, 2026

Fotenn Planning + Design has prepared an Environmental Impact Study (EIS) to evaluate existing natural heritage features within the Study Area and assess potential impacts of the proposed low-rise residential development, consistent with municipal, provincial, and federal policy requirements. Field investigations were conducted between 2021 and 2024, which identified several natural heritage features requiring assessment. A surface water feature was identified along Barnsdale Road, two significant woodlands were identified, one within the proposed residential development and one within the Industrial and Logistics lands, and significant wildlife habitat was identified.

The EIS states that due to the site’s disturbed agricultural condition and limited ecological sensitivity, impacts are expected to be localized and manageable with appropriate mitigation. The EIS recommends a suite of mitigation measures that aligned with municipal and provincial guidance, including erosion and sediment control, protection fencing around retained natural features, adherence to bird and bat timing windows, habitat-enhancing landscaping, and implementation of Low-Impact Development drainage practices.

The EIS concludes that the site is a suitable candidate for development, provided the recommended mitigation measures are implemented and required approvals are obtained. The retention of significant woodland features, maintenance of hydrologic functions, and integration of ecological considerations into the subdivision and landscape design will ensure that natural heritage functions are appropriately protected while supporting planned growth within the Barrhaven South Urban Expansion Area.

Tree Conservation Report, prepared by Fotenn Planning + Design, dated June 26, 2026

Fotenn Planning + Design has prepared a Tree Conservation Report (TCR) to support the proposed Quinn's Pointe Phase 6-8 residential development, located at 3882 Barnsdale Road. The TCR has also included the abutting Industrial and Logistics lands. The purpose of the report is to identify trees and woodland areas that will be impacted by the lot development and associated construction activities, identify opportunities for tree retention, and establish a mitigative framework for removals that allow for the implementation of impact avoidance measures where retention is possible, and to minimize risk surrounding natural heritage features.

The TCR has identified five (5) woodland communities and uncategorized woodland areas totaling 20.18 hectares. Of these wooded areas, Woodland B, C, D, E, and a portion of Woodland A and the uncategorized woodlands are located within the proposed development area, while a portion of woodland A and a portion of the uncategorized woodlands are located within the Industrial and Logistics lands. The TCR anticipates that approximately 11.6 hectares of woodlot will require removal to accommodate the proposed development. The TCR notes that consideration was given during the community design plan (CDP) process to retain the highest quality portions of the significant woodlands, including interior habitat, thereby retaining many of the high quality tree specimens.

The TCR recommends the following tree protection and mitigation measures:

- / Clearing of vegetation shall occur outside of April 15-October 31 of any given year;
- / All trees and woodland areas identified to be retained should be clearly marked and the CRZ delineated with fencing to prevent encroachment and damage during construction. The limits of tree protection fencing are to be finalized at the detailed design phase of the Project. General prohibitions of activities within the fencing include:
 - No placement of construction material (including fill and equipment);
 - No construction activities (i.e. grading, machine operation, etc.) to avoid soil compaction and direct injury to the tree or its root system; and
 - No refueling or disposal of liquids.
- / If trees or woodland areas to be removed overlap with the CRZ of trees to be retained, cut roots at the edge of the retained CRZ and grind down stumps after tree removal, do not pull-out stumps. If roots must be cut, roots 20 cm or larger should be cut at right angles with clean, sharp, horticultural tools, without tearing, crushing, or pulling;
- / The limit of all grading shall be clearly staked in the field in advance of tree clearing to facilitate the flagging/marketing of trees that need to be removed;
- / A qualified professional shall mark the boundary of the woodland areas that need to be removed, relative to the staked grading limits and referring to the tree inventory;
- / An updated removals tally of total number of stems shall be completed during the detailed design phase to account for potential minor changes in site plan that may impact removals;
 - a) An additional site visit can be completed to confirm and discuss opportunities for additional treed area retention;
- / The City Forester will review the flagged trees in the field to confirm that any trees that may pose a future liability have been marked for removal. Upon confirmation by the City Forester, within areas where trees are to be retained, all trees flagged for removal will be painted with highly visible "X" and a butt line as per the Ontario guidelines for tree removals;
- / All tree service activities (i.e. removal, branch / root pruning, etc.) will be completed by or under the direction of an ISA certified arborist;
- / Do not attach any signs, notices or posters to any trees identified to be retained;
- / Do not damage the root system, trunk, or branches or any trees identified to be retained; and

- / Ensure that exhaust fumes from all equipment are directed away from tree canopies

Phase I Environmental Site Assessment Update, prepared by Paterson Group, dated June 25, 2026

Paterson Group (Paterson) has conducted a Phase I – Environmental Site Assessment (Phase I ESA) Update for the property at 3882 Barnsdale Road and 3933 Borrisokane Road. This report is an update to a previous Phase I ESA Update that was completed by Paterson Group in April 2024.

The Phase I ESA Update concludes that the results of the records review, research, and site inspection indicated that there are no new potential environmental concerns regarding the subject site since the 2022 Phase I ESA. Based on these results, a Phase II Environmental Site Assessment is not required for the Phase I Property.

Geotechnical Investigation, prepared by Paterson Group, dated May 26, 2026

Paterson Group (Paterson) has conducted a Geotechnical Investigation for the proposed residential development at 3882 Barnsdale Road. The objective of the geotechnical investigation was to determine the subsoil and groundwater conditions at this site by means of test holes, and provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect the design.

The Geotechnical Investigation states that from a geotechnical perspective, the subject site is considered suitable for the proposed development. It is anticipated that conventional shallow foundations would be suitable for low-rise and mid-rise wood framed housing and commercial buildings constructed throughout the site. It is anticipated that portions of the development will be occupied by parks, schools, a park and ride area and other municipal facilities, are all considered to be suitable to be constructed within the subject site from a geotechnical perspective.

The Geotechnical Investigation recommends that the following be carried out by Paterson once preliminary and future details of the proposed development have been prepared:

- / Review preliminary and detailed grading, servicing plan(s) from a geotechnical perspective.

It is a requirement for the foundation design data provided within the Geotechnical Investigation to be applicable that a material testing and observation program be performed by the geotechnical consultant. The following aspects of the program should be performed by Paterson:

- / Review and inspection of the installation of the foundation drainage systems.
- / Observation of all bearing surfaces prior to the placement of concrete.
- / Sampling and testing of the concrete and fill materials.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Observation of all subgrades prior to backfilling.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

A report confirming that these works have been conducted in general accordance with our recommendations could be issued upon the completion of a satisfactory inspection program by Paterson personnel.

Noise Control Feasibility Study, prepared by J.L. Richards, dated June 26, 2026

J.L. Richards has prepared a Noise Control Feasibility Study for the development known as Quinn's Pointe Stages 6, 7, and 8 located in the Barrhaven South Urban Expansion Area. The purpose of the study is to assess the potential environmental noise impact on the development, due to vehicular traffic on Highway 416, Realigned Greenbank Road,

Barnsdale Road, Kilbirnie Drive, Cappamore Drive, Elevation Road, and Borrisokane Road. The Noise Control Feasibility Study develops a strategy for subdivision development that minimizes the reliance upon noise barriers, ventilation requirements and air conditioning as a means of addressing roadway noise and instead examines land use, roadway layout and building orientation as a principal means to mitigate roadway noise. Land use and building orientation will be examined in detail as part of a future Noise Control Detailed Design Study.

The Noise Study concludes that Barnsdale Road will have the highest noise impact on the proposed development. To mitigate the noise impact of this transportation noise source, the subdivision has been designed to include single-loaded “window” streets to minimize the number of lots backing onto Barnsdale Road, among other considerations. The following lots/blocks have the potential of requiring a 2.2 metre high noise barrier: Lots 1, 26, 27, 41, 55-57, 151-162, 196, 222, 234, 263, 269-272, 296, 431, 432 and Blocks 450, 460, 464, 468, 472, 476, 480, 490, 514. Additionally, the following lots/blocks have the potential of requiring a 2.5 metre high noise barrier: Lots 323-334, 396, 448 and Block 532. In addition to noise barriers, several lots/blocks have the potential of requiring warning clauses on title.

The Noise Study also concludes that if it is determined that the noise level at the façade of a building exceeds 64.49 dBA, then the Acoustical Insulation Factor (AIF) method should be utilized to review building acoustic measures to be incorporated into the building construction.

Transportation Impact Assessment, prepared by CGH Transportation, dated June 2026

CGH Transportation (CGH) has prepared a Transportation Impact Assessment according to City of Ottawa’s 2017 Transportation Impact Assessment (TIA) Guidelines, incorporating the 2023 Revision to Transportation Impact Assessment Guidelines. A transportation report was prepared in support of the submission to lift the Future Neighbourhood Overlay, which is intended to be the parent transportation study that informs the concept plan for the future neighbourhood. The TIA dated June 2026 is intended to assess the plan of subdivision under the typical development review process and assess the impact of any changes between the overall concept plan for the lands and any revisions to the plan of subdivision.

The TIA summarizes that proposed development is forecasted to produce 804 two-way people trips during the AM peak hour and 868 two-way people trips during the PM peak hour. Of the forecasted people trips, 382 two-way trips will be vehicle trips in the AM peak hour and 428 two-way trips will be vehicle trips in the PM peak hour. The majority of trips (80%) are anticipated to travel north.

The proposed development will extend Elevation Road, Kilbirnie Drive and Cappamore Drive. These extensions will have a 2-metre sidewalk and a 2-metre unidirectional cycletrack on both sides of the roadway, with Cappamore Drive containing this infrastructure east of Elevation Road only. All local roads will have a 1.8-metre sidewalk on one side of the road, with the exception of Cappamore Drive, which will have sidewalks on both sides of the road west of Elevation Road.

Bus stops are included in Elevation Road at Kilbirnie Drive, at Moyard Drive, and at Cappamore Drive. The proposed development is anticipated to generate an additional 222 AM and 182 PM peak hour two-way transit trips.

The TIA concludes that it is recommended that, from a transportation perspective, the proposed development application proceed.

9.0 Conclusion

In considering the Draft Plan of Subdivision and Zoning By-law Amendment applications and the applicable policy and regulatory framework, it is Fotenn's professional opinion that the proposed development represents good planning, is in the public interest and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Planning Statement (2024) by providing a residential development that will increase housing options, provide greenspace for passive and active recreation, and will use existing public service facilities and infrastructure.
- / The proposed development conforms to the goals, objectives, and policies of the Official Plan. The proposed development will provide a residential development on lands that have been reserved for urban greenfield development. The density and housing choices proposed for the site will achieve the City's objectives for growth management.
- / The proposed development conform to the policies of the Suburban Transect, Neighbourhood Designation and Greenspace Designation. The proposed development is a low-rise residential neighbourhood that will include a mix of housing options as well as a new municipal park, a retained significant woodland, and will be located in proximity to employment lands.
- / The proposed development has been designed to respond to the Urban Design Guidelines for Neighbourhoods and Streets – New Neighbourhoods. The proposed development has appropriate regard to a range of guidelines related to community layout, public realm and site design.
- / The proposed development complies with the applicable requirements of the Comprehensive Zoning By-law 2008-250 and 2026-50. The requested amendments are necessary to facilitate the proposed development and are consistent with the zoning of other properties within the City of Ottawa with a similar built form. The amendments are appropriate and are not anticipated to create undue adverse impacts on the community or surrounding properties.
- / The proposed development is supported by technical studies, reports, and plans submitted as part of the application package.



Yuki Naganuma, B.URPL.
Planner



Patricia Warren, MCIP RPP
Senior Planner