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Planning Rationale – Minor Zoning By-Law Amendment

Quinns Pointe Stage 5



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Quinns Pointe Stage 5

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1.0 EXECUTIVE SUMMARY

J.L. Richards & Associates Limited (JLR) has been retained by Minto Communities, “the client”, to provide a Planning Rationale in support of a Minor Zoning By-law Amendment (ZBA) for a portion of the site known as Quinns Pointe Stage 5, located in the south-end of urban Ottawa in the community of Barrhaven.

The ZBA proposes two minor changes to the existing zoning, with changes to the performance standards to reflect the alteration to the lot pattern and ownership of the lands in the subdivision south of the Park and Ride in Stage 5. The ZBA will also capture an additional three blocks on the concept plan, Blocks 17-19, that is currently zoned DR. The intent of the application is to rezone portions of the subject site to permit both a street front and back-to-back form of townhouses.

The subject site is currently split zoned Residential Density Third Zone Subzone YY, Urban Exception 2527 (R3YY [2527]), Residential Density Fourth Zone Subzone Z, Urban Exception 2528 (R4Z [2528]), Open Space (O1), and Development Reserve (DR). The application proposes to rezone a portion of the subject site from Residential Density Fourth Zone Subzone Z, Urban Exception 2528 (R4Z [2528]), to Residential Density Third Zone Subzone YY, Urban Exception XXXX. The new urban exception proposes to use the existing development standards found in the R3YY [2527] for back-to-back townhouse dwellings with a reduced front yard setback from 5m to 3m. The application will also rezone Blocks 17-19 from DR to (R3YY [2527]) to permit street front townhouses. The existing (R3YY [2527]) current permits this unit type and therefore will be used to zone these three blocks.

This rezoning will permit residential development of eight (8) blocks back-to-back townhouses and three (3) blocks of street front Townhouses for a total of 99 units. The portion of the site zoned as (R3YY [2527]) will remain in place and permit the development of 49 street front townhouses for a total unit count of 148. The ZBA will revise the split zoning on the site and facilitate the implementation of the revised draft plan of subdivision. The zoning for the future Park and Ride will remain as Open Space (O1).

It is our professional opinion that the proposed application is appropriate for the subject site, conforms with the applicable Official plan policies and is consistent with the appropriate policies of the 2024 PPS, and represents good land use planning.

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2.0 INTRODUCTION

J.L. Richards & Associates Limited (JLR) has been retained by Minto Communities to provide a Planning Rationale in support of a Minor Zoning By-law Amendment for a portion of the site known as Quinns Pointe Stage 5, Part of 3882 Barnsdale Road and Part of 3960 Greenbank Road, Part of Lot 7, Concession 3 (Rideau Front) to permit the residential development of 19 residential blocks of street front and back-to-back townhouses for a total unit count 148 on Streets 22 23 and Kilbernie Road, as shown in Figure 1.

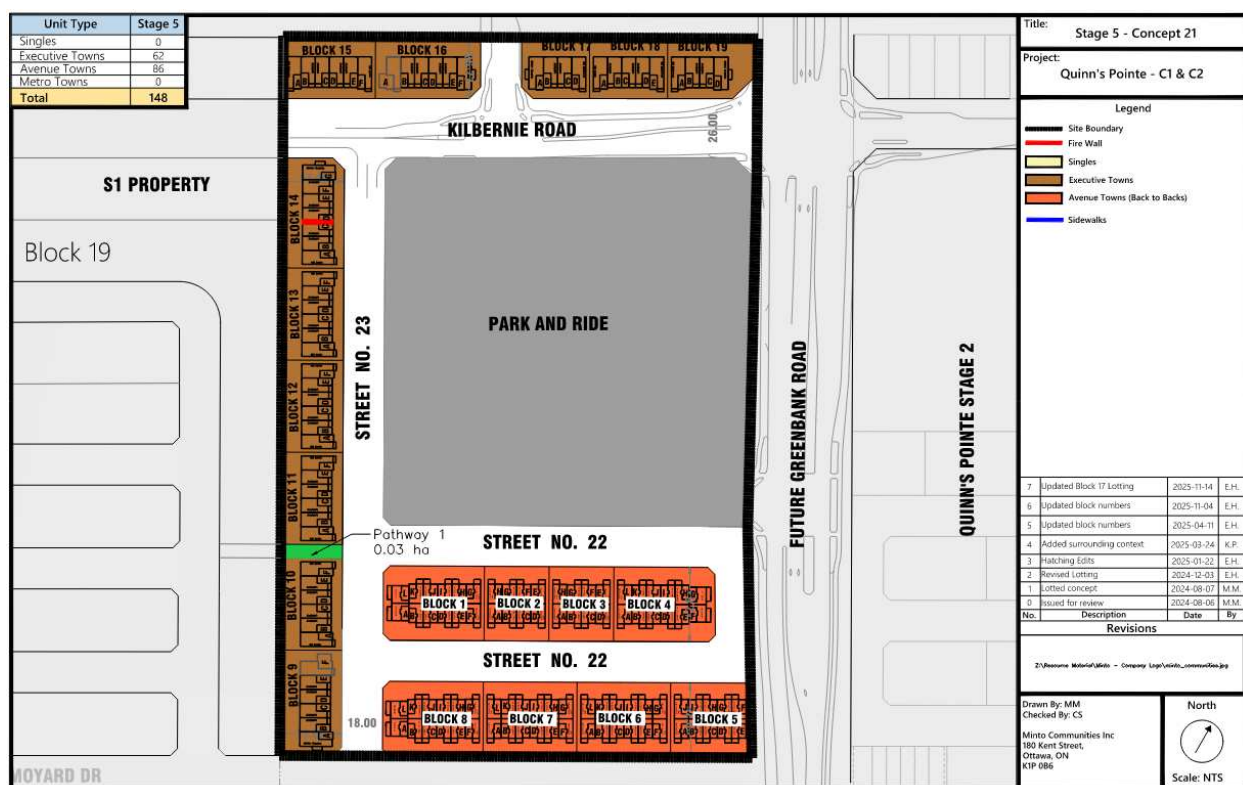


Figure 1: Proposed Concept Plan

The subject site is part of Minto's Quinns Pointe development and the fifth stage of this residential subdivision. The Quinns Pointe subdivision is located in the south-end of Ottawa in the community known as Barrhaven. This portion of Stage 5 is split zoned as Residential Density Third Zone Subzone YY, Urban Exception 2527 (R3YY [2527]), Residential Density Fourth Zone Subzone Z, Urban Exception 2528 (R4Z [2528]), Open Space (O1), and Development Reserve (DR). The Quinns Pointe subdivision was based on the Barrhaven South Community Design Plan which was approved and adopted by Council in May 2018 as a requirement for new land that was added

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to the City's urban boundary as part of City's 2009 Official Plan Review. This CDP was repealed when the City adopted its current OP.

The minor Zoning By-law Amendment is to rezone a part of the site from R4Z [2528] and DR to R3YY [XXXX] and R3YY [2527] to permit the development of two townhouses types. Currently, the R4Z [2528] permits the use of "back-to-back townhouse" but does not include proper development standards to permit the construction of the units as proposed by our Client. The R3YY [2527] generally has the proper development standards aside from the front yard setback of 5m. The application will rezone the portion of property that is R4Z [2528] and R3YY [2527] to R3YY [XXXX] with the same exceptions as the R3YY [2527], aside from a minimum front yard setback of 3m. The portion of the site zoned as DR will be rezoned to R3YY [2527] as this unit typology is currently permitted with these performance standards.

The ZBA will revise the split zoning found on the property and permit the back-to-back townhouses to be constructed. The proposed built form has not been established by the DR zoning and will be captured in this application. It was the previously the intent of our client to sell Blocks 17-19 on the concept plan for inclusion in Mattamy's development to the North, however upon further discussions it is now being included in the Stage 5 Lands.

The zoning by-law amendment can be considered technical in nature as outlined in Section 3.1, 3.2, 3.3.2 and 4.5 of this Planning Rationale.

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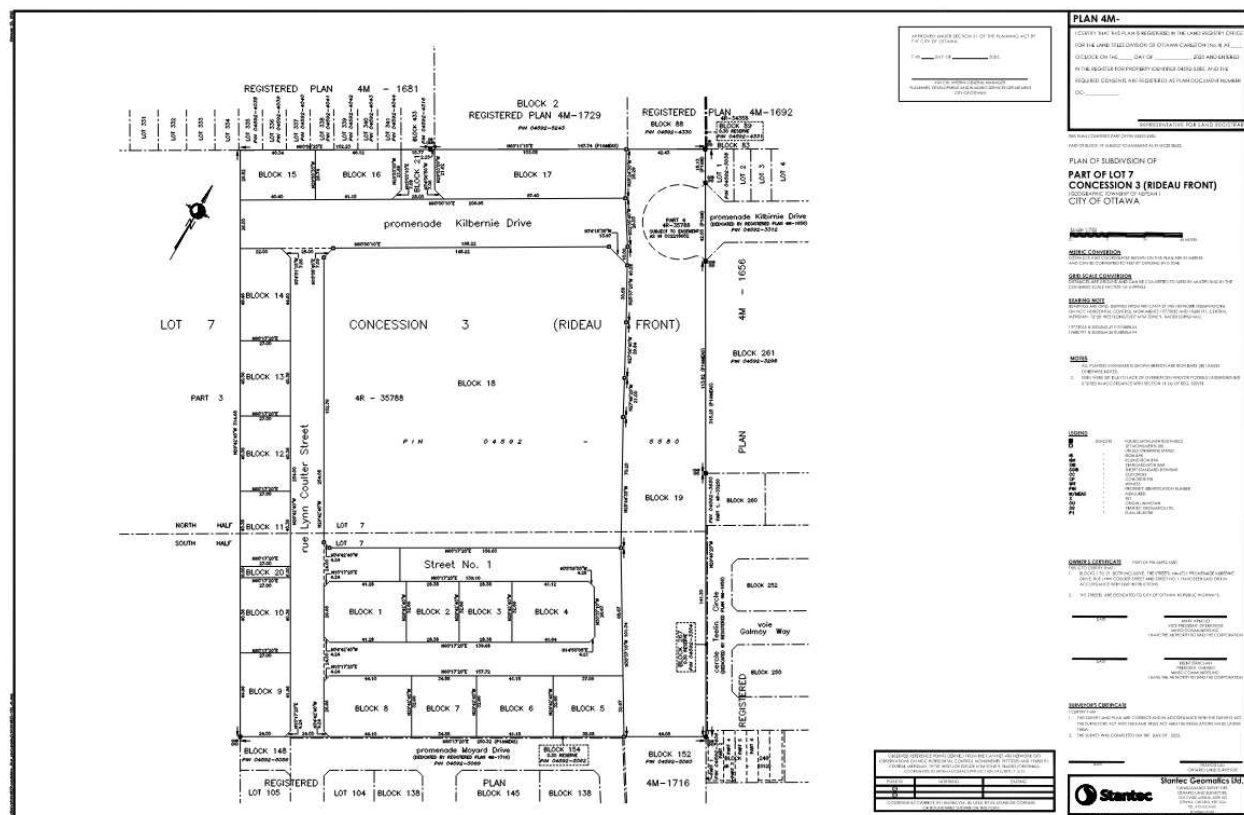


Figure 2: Draft M-Plan

Figure 2, above, outlines the revised Draft M-Plan based on the proposed concept plan. Upon discussions with Staff, an amendment to the previous Draft Approval will not be required and any changes will be captured as part of the detailed design of the subdivision, after the ZBA is approved.

This Planning Rationale has been prepared in accordance with the City's' current Terms of Reference to organize and validate the planning justification in support of the Minor Zoning By-law Amendment and to assist staff and the public in the review of the proposal.

This Planning Rationale will demonstrate that the proposed Minor Zoning By-law Amendment will:

- Comply with the Planning Act R.S.O 1990, c. P.13
- Be consistent with the policies of the Provincial Planning Statement (2024);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Establish appropriate Zoning Provisions for the Subject Site; and
- Maintain compatibility with the surrounding uses and community context.

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It is our professional opinion that the proposed application is appropriate for the subject site and represents good land use planning.

2.1 Subject Site Location and Description

The Quinns Pointe Subdivision is located towards the southern edge of the City of Ottawa's urban boundary in Barrhaven South, seen in purple in the figure below. The larger subdivision is bounded by Kilbennie Drive to the North, the existing Greenbank Road to the East, Barnsdale Road to the South, and Borrisokane Road to the west.

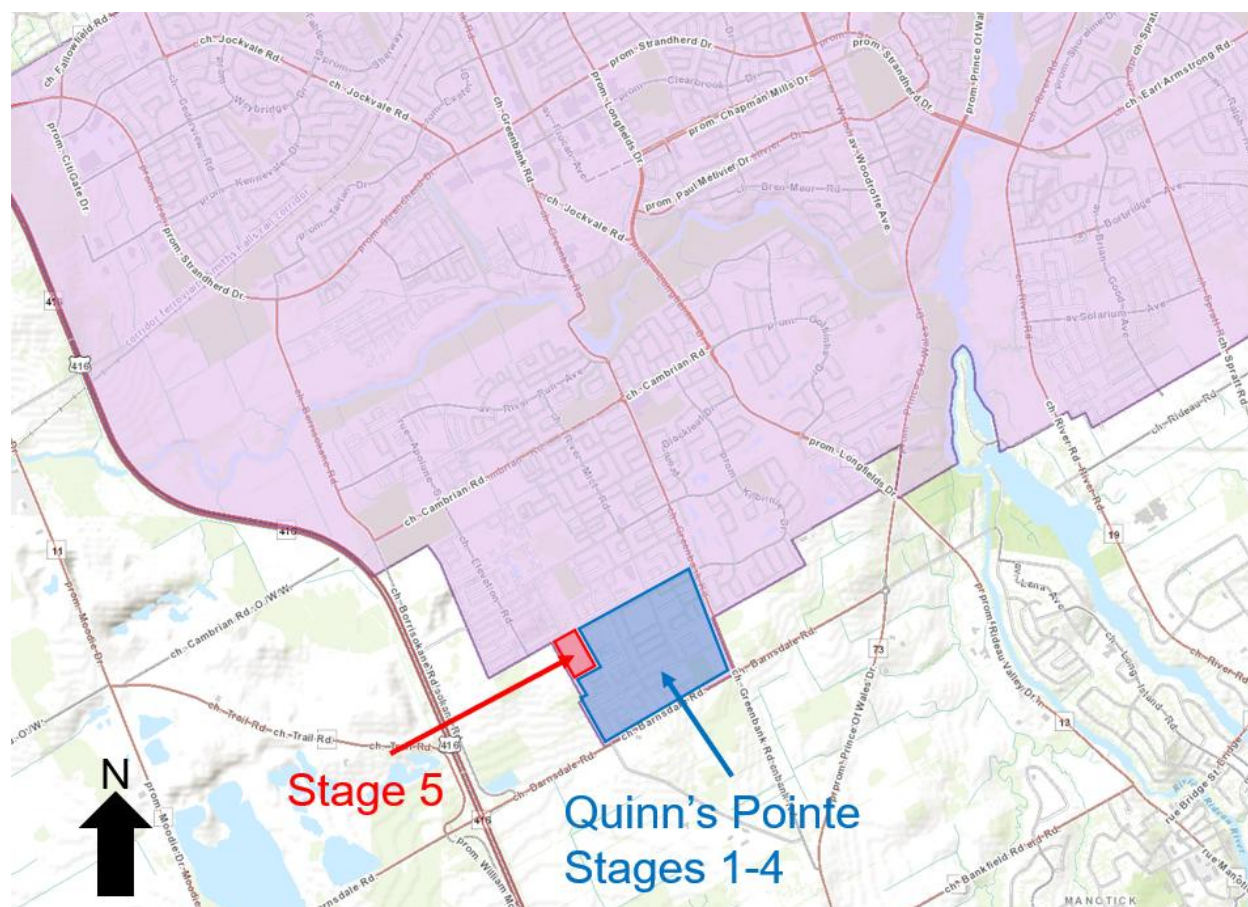


Figure 3: Context of Stage 5

Stage 5 is located in at the south-west corner of the new Greenbank Road alignment and Kilbennie Road, with the subject site being bounded by the existing Mattamy Phase 8 subdivision to the

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North, the re-aligned Greenbank Road to the East, Moyard Drive to the South and the future extension of Lynn Coulter Street to the West.

Adjacent to Stage 5 are the future Stages 6-8 of Quinn's Pointe as shown on Figure 4. This development west of the Stage 5 will proceed after the required secondary plan is adopted.

Additional lands owned by Minto are located between the future Stages 6-8 and Borrisokane Road/ Highway 416.

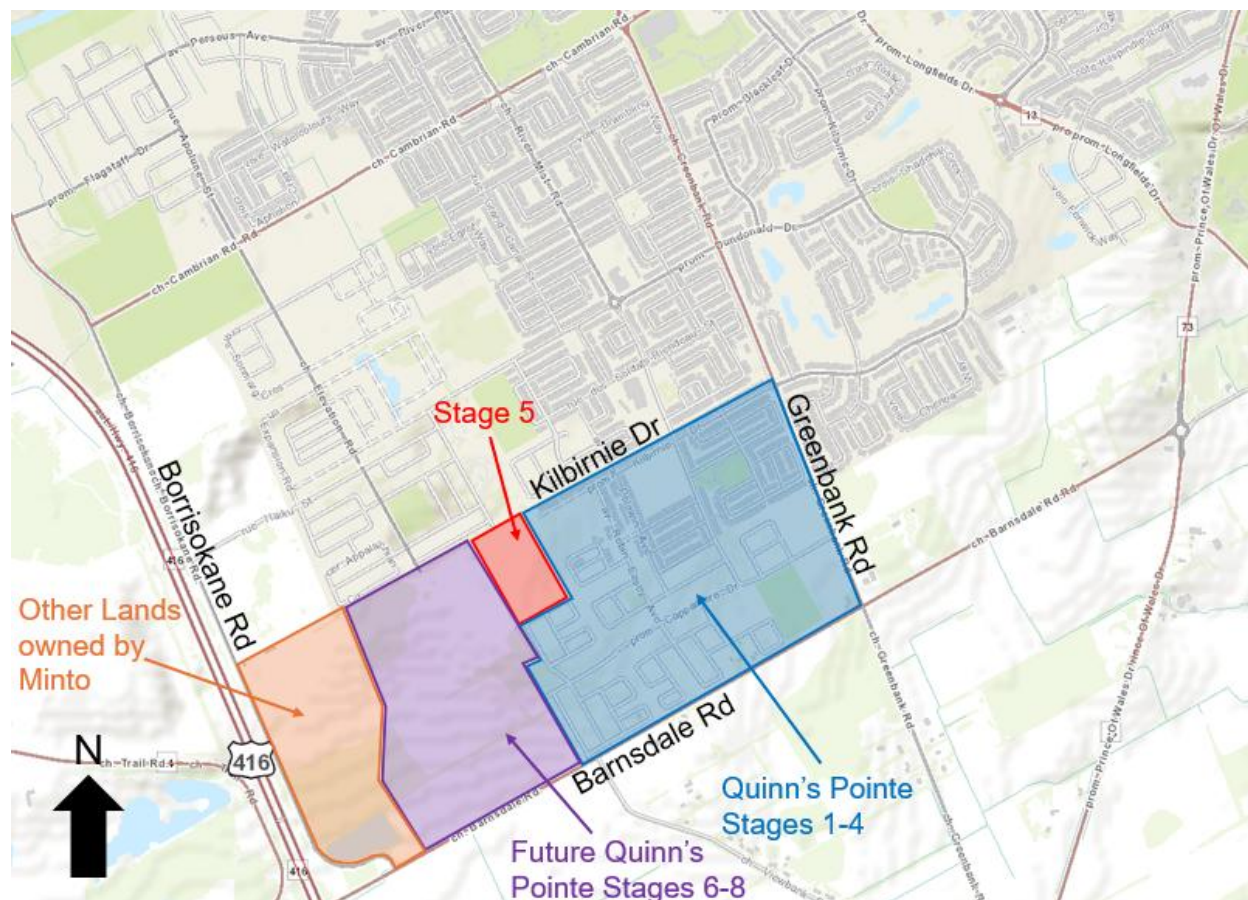


Figure 4: Context Map – Quinn's Pointe Stages

Phase 5 is rectangular in shape, with a total area and 7.9 ha. The site is generally flat and void of any significant vegetation. The portion of the Stage 5 proposed to be rezoned is approximately 1.9 ha, as outlined in the figure below, known as the subject site.

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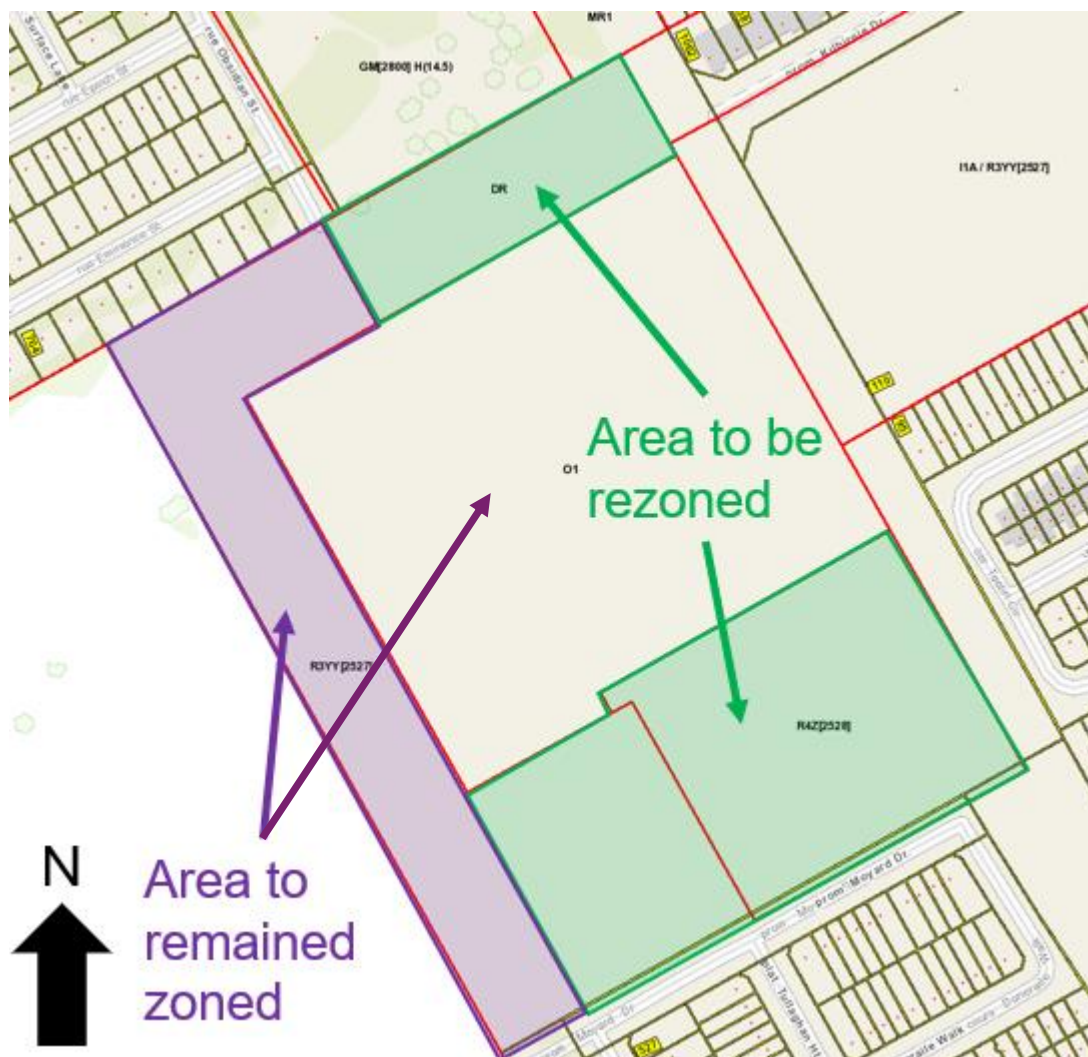


Figure 5: Subject Site and Area to be Rezoned

2.2 Community Context

The area to be rezoned, as part of the larger Stage 5 is primarily surrounded by residential dwellings including a variety of single-detached and townhouse dwellings to the South and East. The future park and ride for the Greenbank Road BRT is located north of the subject site. To the West of the subject site is currently vacant land that is proposed to be Stages 6-8.

The broader surrounding uses also include a school to the East and the commercial area to the North. The broader Quinns Pointe subdivision and community contain other park, institutional and commercial amenities.

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Further to the west is Provincial Highway 416 with the nearest interchange being at Bankfield Road, which is located approximately two kilometres south of Barnsdale Road. A new interchange at Highway 416 and Barnsdale Road is proposed by the Province.

2.3 Planning and Regulatory Framework

The subject site is located within the Suburban Southwest Transect Policy Area, with the Evolving Neighborhood Overlay as per Schedule B6. This Schedule also outlines the site is designated as Neighborhood in the City of Ottawa Official Plan 2022.

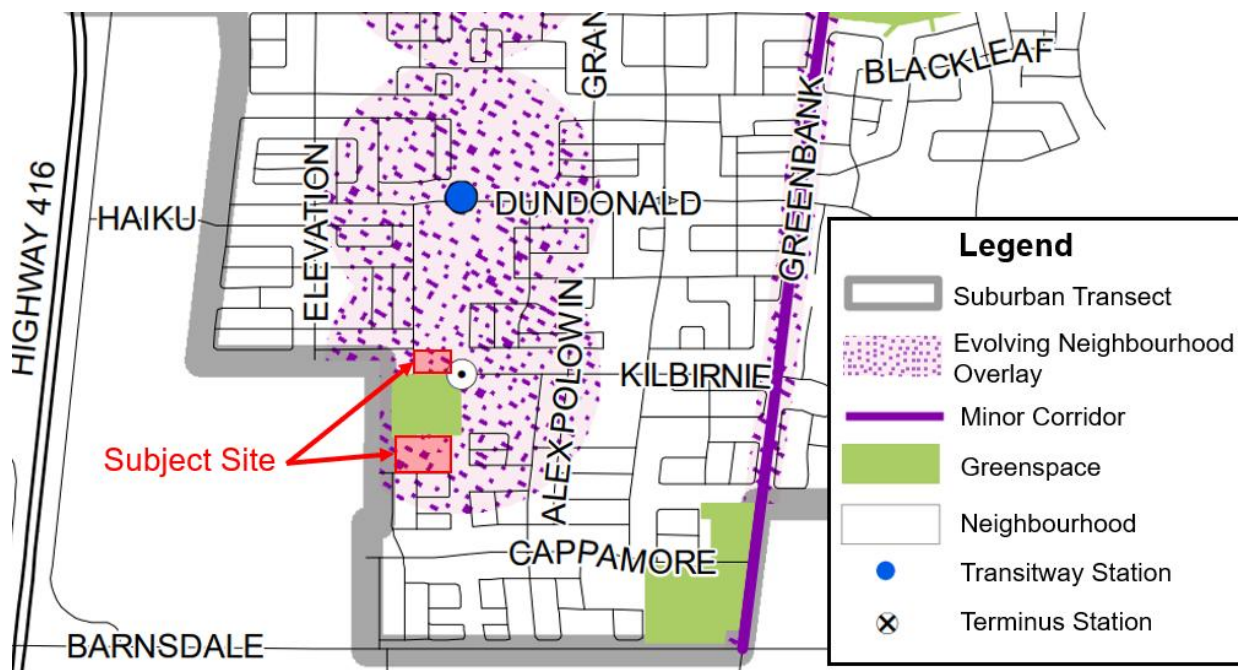


Figure 6: Official Plan Schedule B6 Excerpt - Urban Designations

The subject site is adjacent to a future arterial road, the realigned Greenbank Road as outlined below on Schedule C4.

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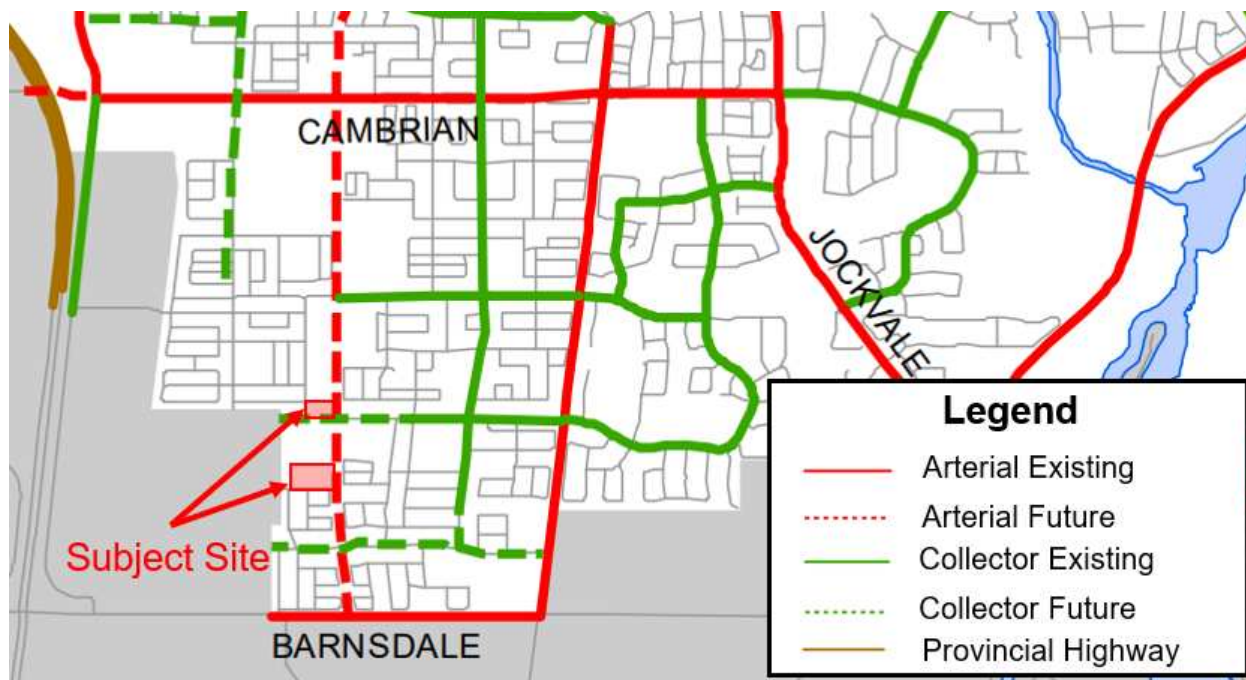


Figure 7: Official Plan Schedule C4 Excerpt - Urban Road Network

The subject site had been included in the Barrhaven South Community Design Plan approved by Council in 2018. This plan outlines the goals and objectives in the lands including and around Quinns Pointe Stage 5. The following image is the demonstration of the Barrhaven South CDP. This CDP was not carried forward into the new OP 2022. A Section from the CDP has been included as an historical reference for City Staff.

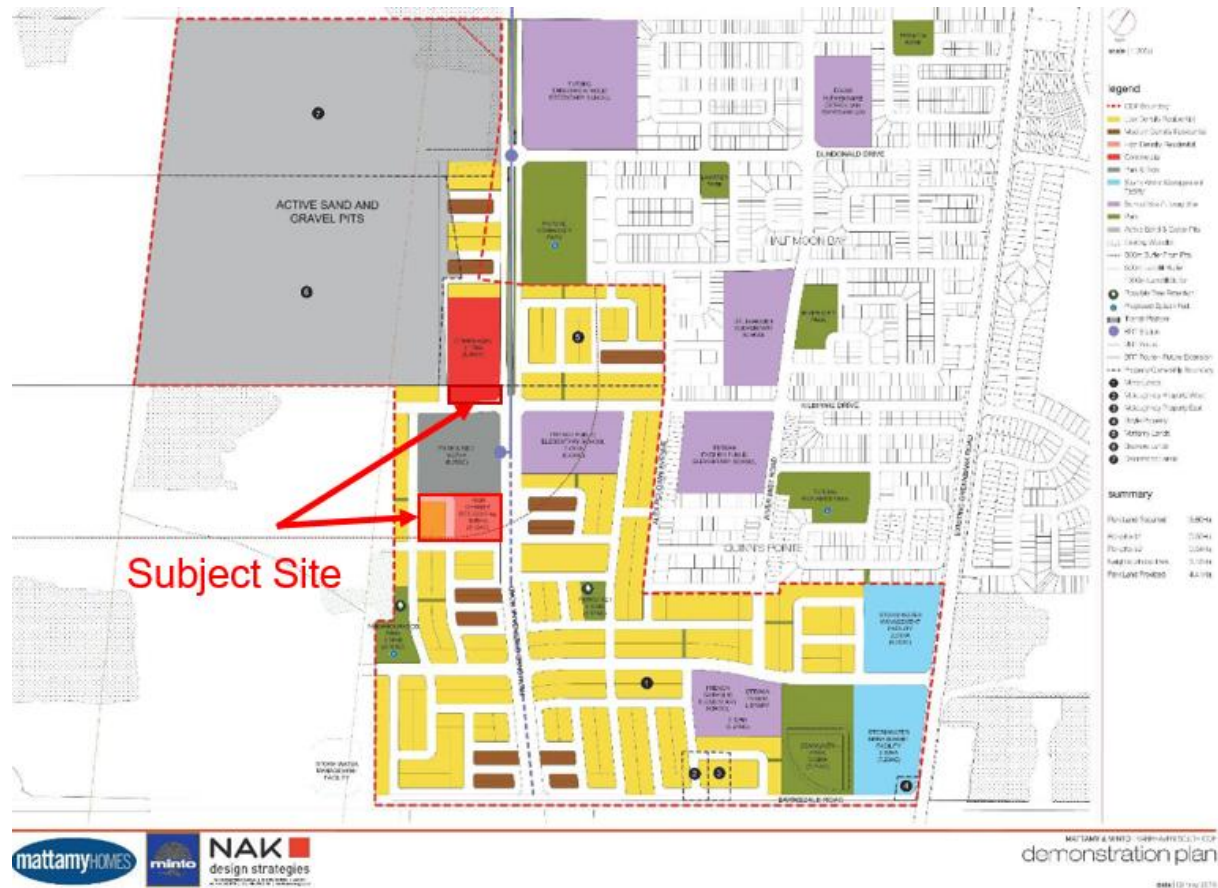


Figure 8: Barrhaven South CDP Demonstration Plan

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3.0 DEVELOPMENT PROPOSAL

Section 3 of this Planning Rationale reviews the proposed Minor Zoning By-law Amendment. This section also reviews the previous Zoning By-law Amendment which rezoned the site to R3YY [2527]

3.1 Description of Proposal Development

The Zoning By-law Amendment application proposes to rezone Blocks 1-8 and 17-19 on the Concept Plan in Figure 1, the lands described as Part of Lot 7, Concession 3 from Residential Density Fourth Zone Subzone Z, Urban Exception 2528 (R4Z [2528]) and Development Reserve (DR) to Residential Density Third Zone Subzone YY, Urban Exception XXXX (R3YY [XXXX]) and R3YY [2527].

As mentioned in the introduction, this is a technical amendment which is required to rezone the subject site to permit the development of the proposed Blocks 1-8 for back-to-back townhouses and Blocks 17-19 for street front townhouses.

Rather than maintaining the current split zoning found on the subject site, it is our recommendation that the subject site implement the adjacent zoning of R3YY [2527] with a revised to the front yard setback, creating a new urban exception of R3YY [XXXX] where the dwellings are currently permitted to be “arranged both side-by-side and back-to-back”. This will remove the current zoning line that straddles two blocks, which reflected the former layout of the plan. The revised zoning line located in the right-of-way of Street 23 will avoid any future issues for compliance at building permit. The proposed ZBA will also remove the DR zoning and permit development on this block with the current urban exception of R3YY [2527].

The figure below outlines how the current zoning line straddles the proposed concept plan. In rezoning the entire area south of the Park and Ride to R3YY [XXXX] the proposed development will be able to be implemented as outlined below in the concept plan.

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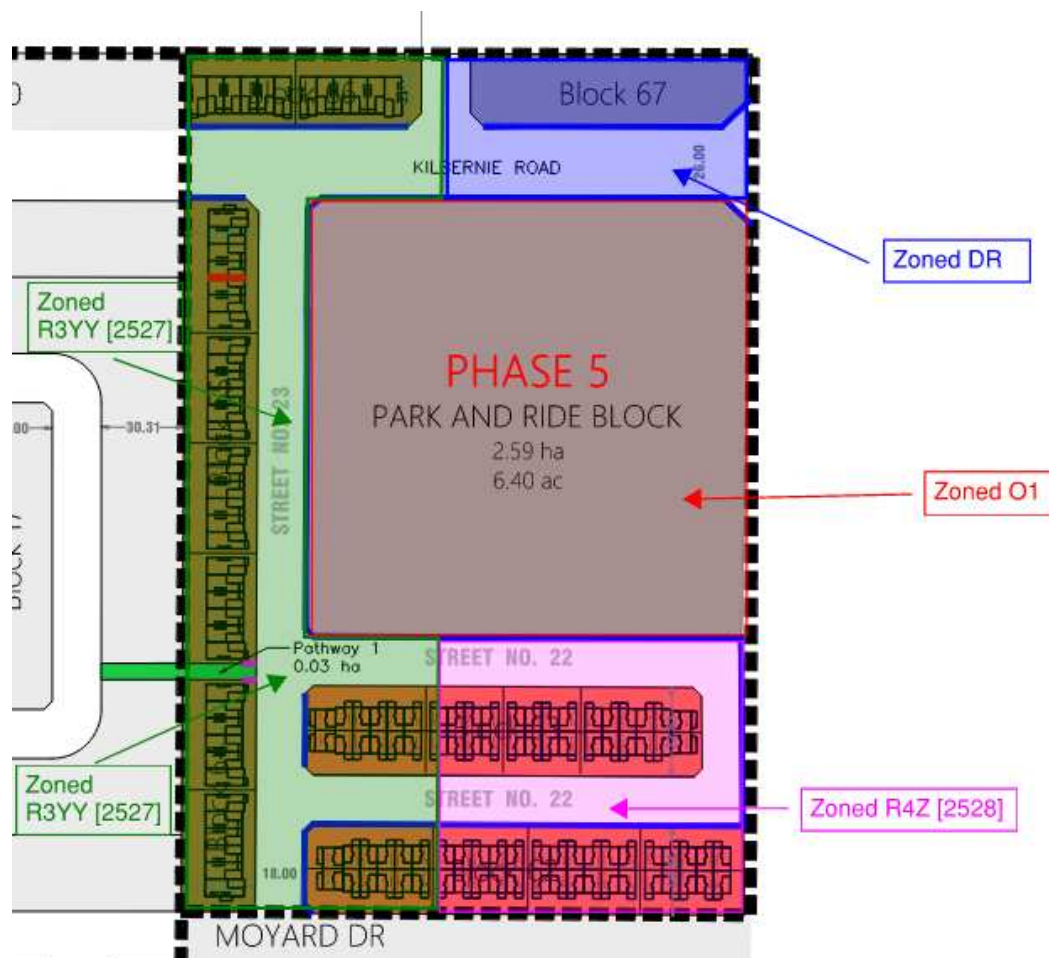


Figure 9: Current Zoning of Subject Site

The proposed ZBA will permit the 99 new townhouse dwellings to be developed in two different areas, north and south of the proposed park-and-ride, in addition to the 49 which are already permitted in the area zoned R3YY [2527]. As the townhouses proposed to be of a back-to-back nature, one new crescent street is proposed, Street 22, where one block of townhouses will use this street for access. The other block will front on the existing Moyard Drive and the new proposed street. The townhouses proposed to be located on Blocks 17-19 will be Minto's street front townhouses and front onto the extension of Kilbirnie Drive. The figure below shows how we propose the Zoning By-law Amendment be revised for the subject lands

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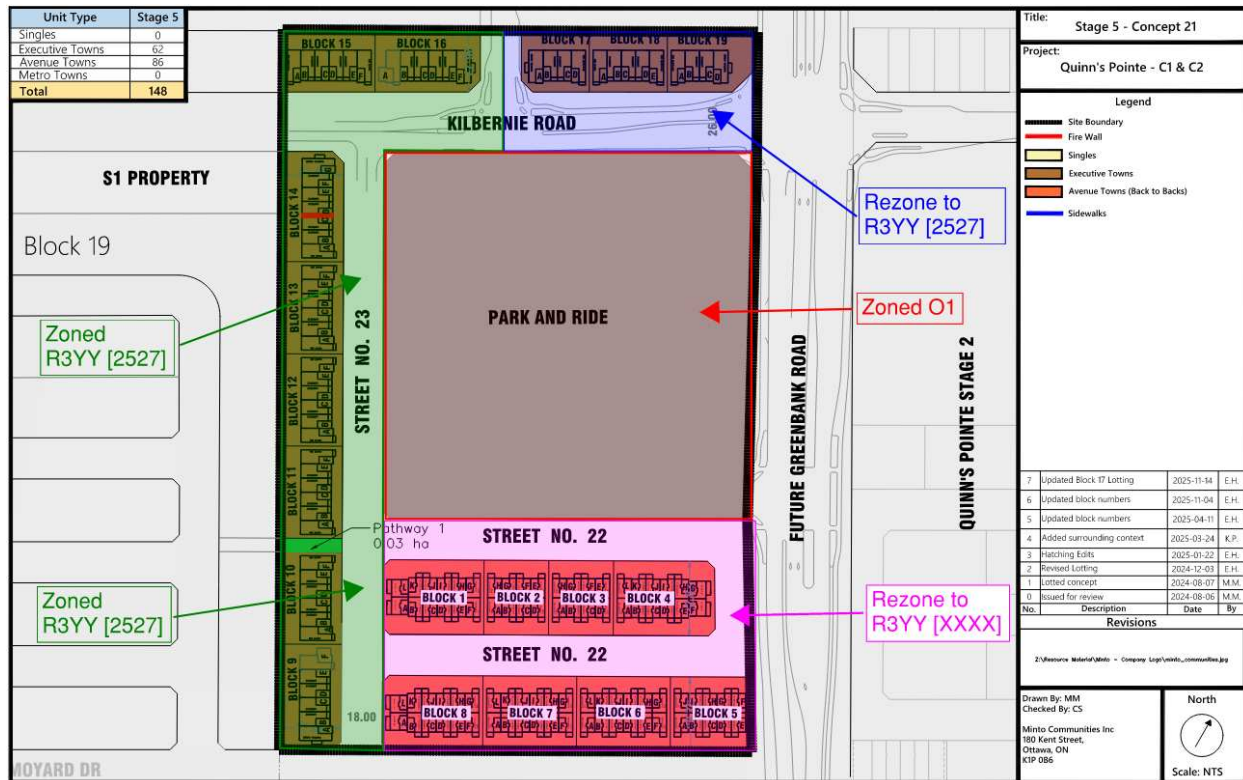


Figure 10: Sketch of Revised Zoning Line for the Proposed Development

Figure 11 outlines the previous concept plan for the subject lands based on the current zoning. The condo block would have been developed via site plan control.

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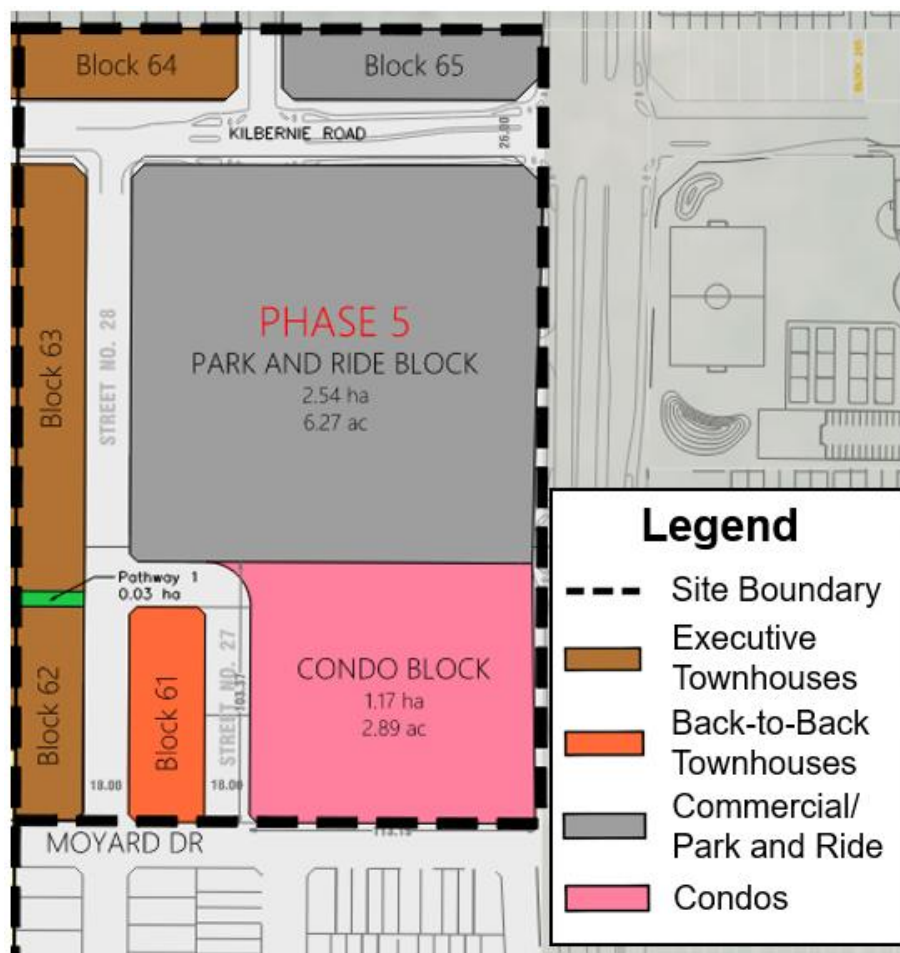


Figure 11: Previous Concept Plan

The back-to-back townhouse will be of a standard design that Minto uses throughout their other subdivisions in Ottawa. The units will be 3 storeys in height, and each contain a driveway and garage. The townhouses proposed on the intersection of two streets will be designed to have an active frontage, with the front door and garage being located on different sides with other features included in their design such as windows and porches. Sidewalks will be located on one side of the new proposed street. The street front townhouses will also be of a standard design already proposed in the subdivision along Kilbirnie Drive and the extension of Lynn Coulter Street (Street 23). The figures below show potential renderings of the proposed townhouses.



Figure 12: Rendering of Back-to-Back Townhouses



Figure 13: Rendering of Street Front Townhouses

3.2 Proposed Zoning By-law Amendment

The proposed new zoning will rezone the subject site to R3YY [XXXX] to permit the development of the back-to-back townhouses. The new urban exception will be based on the development standards of R3YY [2527], with a revised front yard setback of 3m, the same as the R4Z [2528]. The development standards for both current urban exceptions found on the subject site are outlined in the table below. It is our request the new urban exception R3YY [XXXX] carry forward all the existing provisions outlined below, aside from the front yard setback, outlined in italics.

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Provision	Required R3YY 2527	Required R4Z 2528	Proposed R3YY [XXXX]	Compliance with R3YY [2527]
Minimum Lot Width	6m	6m	6m	Yes
Minimum Lot Area	80m ²	150m ²	80m ²	Yes
Maximum Building Height	12m	12m	12m	Yes
<i>Minimum Front Yard Setback</i>	<i>5m</i>	<i>3m</i>	<i>3m</i>	<i>No</i>
Minimum Corner Side Yard Setback	2.5m	3m	2.5m	Yes
Minimum Rear Yard Setback	0m	3m	0m	Yes
Minimum Interior Side Yard Setback	1.2m	3m	1.2m	Yes

Table 1 – Review of Zone Provisions R3YY 2527 and R4Z 2528

Urban Exception 2527 included a provision for the maximum number of dwelling units permitted within a townhouse dwelling to be 14; with no more than 7 units being able to be provided in a row. This will be met by the proposed development and can be carried into the new exception.

The required parking for the proposed development is 1 space per dwelling unit. The proposed driveway length will permit the required parking space to be located in the driveway and complies with Part 4 of the Zoning By-law and meets the required parking provisions. The proposed zoning will permit the proposed development of back-to-back townhouse dwellings.

3.3 Previous Development Applications

3.3.1 Draft Plan of Subdivision Application

In line with the Barrhaven South CDP, Minto applied for a Draft Plan of Subdivision application for the lands known as Quinn's Pointe Stage 5. This was Draft Approved in the fall of 2018, shortly after the CDP was approved by Council in the spring of 2018. The Plan of Subdivision application implemented the CDP almost to the letter with a few small variations in local street patterns to accommodate properties owned by others. No major changes in land use were proposed through

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the application. Stage 5 continues to implement the goals and objectives of the CDP through the draft approval amendment and this ZBA. The image below, Figure 13, shows the initial Draft Plan for Quinns Pointe Stages 1-5.

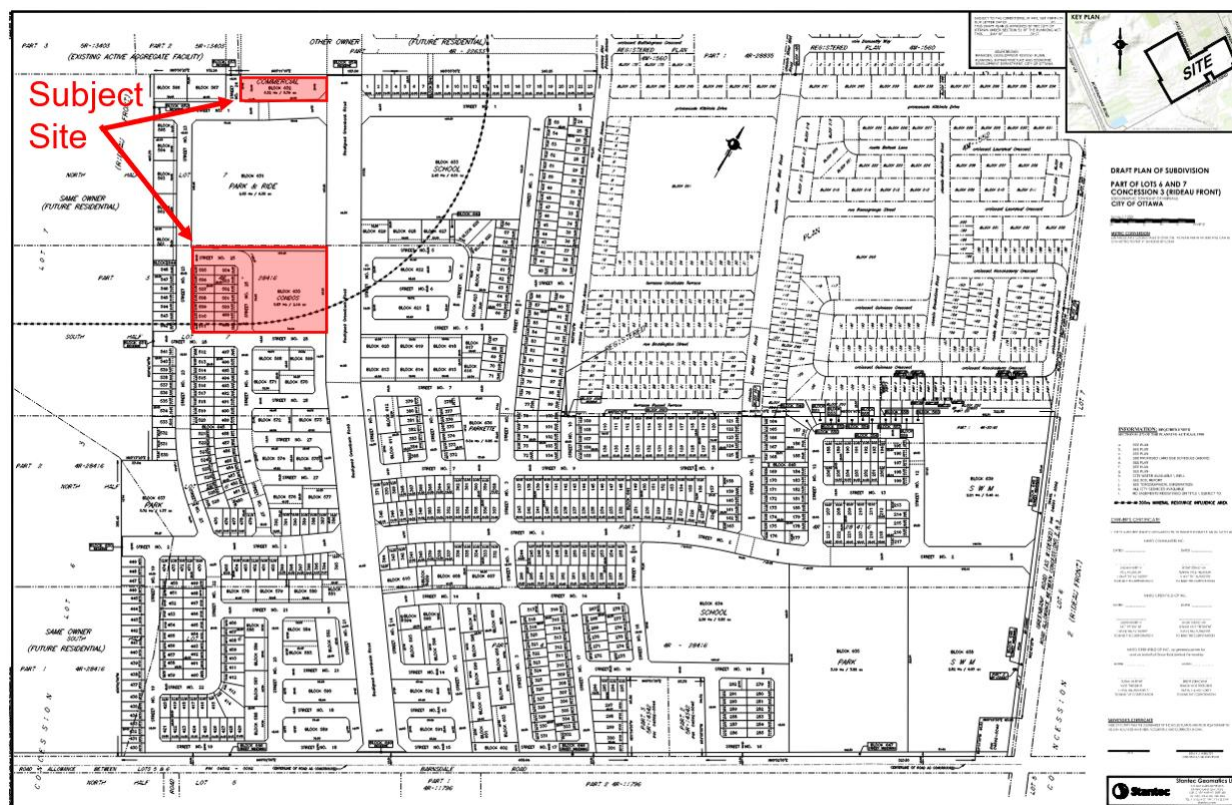


Figure 14: Initial Draft Plan of Subdivision, Quinn's Pointe Stages 1-5

As previously mentioned, City Staff have confirmed any required changes to the Draft Plan will be captured as part of the detailed design of the subdivision.

3.3.2 Zoning By-law Amendment

In line with the Draft Plan of Subdivision application for Quinn's Pointe Stage 5, a Zoning By-law Amendment was applied for by Minto to implement the proposed uses that were envisioned as part of the CDP and Plan of Subdivision. The previous Zoning By-law Amendment rezoned the entire subdivision in one application, with the majority of the lands rezoned from Rural Countryside and Mineral Aggregate Reserve to Residential Third Density Subzone YY Exception 2527. The application also included new zoning for parkland, schools and a block rezoned to Residential Fourth Density Subzone Z Exception 2528.

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With the evolution of the policy context, including the new City of Ottawa Official Plan and market conditions, Minto has decided to revise the zoning to accommodate the proposed development, which will continue to meet the policy goals as outlined in the next section while reflecting better the existing house typologies and market conditions.

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4.0 PLANNING POLICY JUSTIFICATION

Section 4 of the Planning Rationale provides the planning policy justification on the proposed minor zoning by-law amendment to rezoning the subject site to R3YY [XXXX] and R3YY [2527]. This section will outline how the proposed development is consistent with and conforms to the policy framework. The references to the appropriate policies can be found in Appendix A of this Planning Rationale.

4.1 Planning Act, R.S.O 1990, c. P.13

The Planning Act sets the regulatory framework for planning in Ontario. It regulates local planning administration, the development, approval and amendment of official plans, community improvement, and zoning by-laws along with various other statutory planning tools. The regulations detail application procedures, notice requirements, and public participation requirements among other matters. This application is in accordance, and in compliance with Section 34 of the Act and all other applicable sections.

4.2 Provincial Planning Statement, 2024

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

The PPS is divided into six (6) chapters, with chapters 2-4 providing policies on following:

- Chapter 2.0: Building Homes, Sustaining Strong and Competitive Communities
- Chapter 3.0: Infrastructure and Facilities
- Chapter 4.0: Wise Use and Management of Resources
- Chapter 5.0: Protecting Public Health and Safety

Upon our review of the PPS 2024, several relevant policies are found within Chapter 2.0 and 3.0, which policies for building homes and sustaining strong and competitive communities and on infrastructure and facilities, including for sewage, water and stormwater respectively.

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The subject site is located within in the settlement boundary of the City of Ottawa, where land use patterns are proposed based on a mix of densities and of land uses. This makes efficiently use of the land and resources, while optimize existing and planned infrastructure and public service facilities that support active transportation. General intensification and redevelopment are supported in the settlement area to achieve of complete communities, including by accommodating for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities. 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. The proposed development and zoning by-law amendment conform to the policies in Chapter 2.0 and 3.0 of the PPS 2024.

Our review of the PPS 2024 confirmed the subject site has no features that need to be addressed by Chapter 4.0 and 5.0 and therefore the proposed application does not conflict with these sections. Therefore, based on our review the proposed development will be consistent with the policies of the PPS 2024.

4.3 City of Ottawa Official Plan, 2022

In November 2022, the Minister of Municipal Affairs and Housing approved the new City of Ottawa Official Plan (OP), with 30 modifications to the Plan that was approved by Council in November 2021. The approval of City of Ottawa's new OP, as modified, repeals and replaces the OP adopted by the city in 2003 and all amendments thereto.

The new OP outlines a comprehensive land use policy framework to guide growth and development within the city to the year 2046. The subject site is located within the Suburban South-West Transect Policy Area, designated Neighbourhood, subject to the Evolving Neighbourhood overlay as per Schedule B6. There is no Secondary Plan, found in Volume 2A of the OP for the subject site.

4.3.1 Strategic Directions and Cross Cutting Issues

Section 2 of the OP provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

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The five Big Policy Moves provide broad policy directions and are the foundation of the OP. The Big Policy Moves are:

1. Achieve, by the end of the planning period, more growth but intensification than by greenfield development.
2. By 2046, the majority of trips in the city will be made by sustainable transportation.
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.
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Zoning By-law Amendment addresses the objectives of the above Cross-Cutting Issues by proposing new townhouse dwellings that will further diversify the current residential development found in the previous phases of the Quinns Pointe Subdivision and contribute to the City's Growth Management Framework.

The proposed rezoning will more efficiently use the subject site and will contribute to the creation of a compact and complete community. The proposed ZBA will not impact the use of the adjacent block for the future OC Transpo Park and Ride and will continue to support active transportation modes. This will promote health and inclusive communities, supporting all modes of transportation to the existing amenities in the vicinity of the subject site. The proposed development conforms to the policies in Section 2 of the OP.

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4.3.2 Growth Management Framework

Section 3 of the OP provides the framework for the City to manage new growth of residential and non-residential uses in all areas of the City. It is the intent of the City that the majority of residential growth will occur within the built-up area through intensification, increasing over time during the planning horizon. All new greenfield dwellings will be located in the Suburban Transect, with many of these new dwellings be in the form of ground-oriented units.

Section 3.1 of the Official Plan sets a target of 46% of household growth will take place within the greenfield portion of the urban area. New residential growth in the greenfield area is to be planned as 15-minute neighbourhoods, with compact design and a mix of uses, proceeding in a logical and orderly manner. The proposed development conforms to the intent and policies of Section 3 by proposing new residential development in the greenfield area, where 46% of household growth is to take place.

4.3.3 City-wide Policies

Section 4 of the City of Ottawa OP outlines those policies that apply city wide, depending on the type and scale of the proposed development. The following policies apply to the proposed Zoning By-law Amendment and have been reviewed for conformity.

4.3.3.1 Housing

Section 4.2 of the OP provides those policies related to housing. As the proposed development to allow for new townhouse dwellings, the policies apply to the ZBA. Section 4.2.1, policy 1 provides policies to enable greater flexibility in the City in order to allow an adequate supply and diversity of housing options through the Zoning By-law. The City's Zoning By-law shall promote diversity in densities and a range of housing options across all neighbourhoods. As well, development standards shall be established for new residential uses that balance the needs of the public interest.

The proposed development conforms to policy 4.2.1.1 by proposing back-to-back townhouse dwellings that contribute to the overall diversity in densities and a range of housing options found in the Quinns Pointe subdivision. The new proposed development will enable for the construction of townhouses which will balance the needs of the public interest by increasing housing supply with appropriate development standards

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4.3.3.2 Urban Design

Section 4.6.6 of the OP provides those policies related to Urban Design. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. It plays an important role in supporting the City to meet the Five Big Policy Move as previously outlined in section 4.3.1. Policy 4.6.6.6 describes urban design policies for low-rise buildings, which states that low-rise buildings should be designed to respond to the surrounding context as well as the larger context for what transect they are located in. Features such as soft landscaping, main entrances at-grade, front porches or balconies are to be included where appropriate.

The development of new townhouses as part of Quinns Pointe Stage 5 conforms to the policies in 4.6.6.6 by proposing new development that responds to the Quinns Pointe subdivision, and the larger development allowed in areas designated as “Neighbourhood” in the Suburban Transect. The ZBA proposes new development standards that will provide a compact, denser development of this townhouse typology. The three features of soft landscaping, main entrances at-grade and front porches or balconies are found as part of this townhouse type and ultimately provide for a better urban design experience.

4.3.4 Suburban Transect Policies

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different typology of urban form that is found in the City, starting with the downtown area and going outwards towards the rural areas. Further to Schedule A, Schedule B6 shows the subject site is located in the Suburban South-West Transect. These 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 focus of new development in these areas is to develop these areas to support their gradual change and evolution towards becoming 15-minute neighbourhoods. This will be done by design new development to accommodate active transportation modes, including a mix of uses and provide an increase variety and density of new housing to meet the changing demographic needs of the population. The proposed development conforms to the goals and policies of the Suburban Transect by proposing a low-rise residential development, in the form of townhouses.

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This new development contributes to the growth of becoming a 15-minute neighbourhood, developing new residential dwellings close to the transit hub to be found at the park and ride, existing amenities and mix of uses.

4.3.5 Neighborhood Policies

Section 6 of the Official Plan provides policies on land uses designations throughout the City of Ottawa. The subject site is shown on Schedule B6 and is designated as Neighbourhood. The neighbourhood designation is given to the majority of the land located in the Urban Boundary of the City of Ottawa. They are described as contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

The neighbourhoods located in the City of Ottawa are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to grow future development into 15-minute neighbourhoods where those conditions do not currently exist. The neighbourhood designation allows the construction of a variety of low-rise residential dwellings. The proposed development conforms to the neighbourhood policies by proposing new residential development that is “low-rise” (under 4 storeys) as part of the Quinns Pointe Subdivision. The new housing stock will contribute to the development a 15-minute neighbourhoods where existing amenities such as schools, commercial space and park space exist.

4.3.6 Evolving Neighbourhood Overlay

In addition to the subject site being designated as “neighbourhood” on Schedule B6, the Evolving Neighbourhood Overlay applies to the subject site, as described by policies in Section 5.6.1 of the Official Plan. The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form. The subject site is not close to an existing Corridor, but a future one when the realigned Greenbank Road is constructed. The site is also abutting the future park and ride for the BRT that will travel in the median of the realigned Greenbank Road.

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The proposed development of the subject site with townhouses will support intensification and provide for a form of development is more urban in nature, in terms of use, density, built form and site design. The townhouses are a dense form of ground-oriented dwellings that make efficient use of the proposed blocks by having other units attached on both sides and/or the rear. The new townhouses will support the City's active transportation and support the future park and ride that is located adjacent to the subject site.

4.4 Barrhaven South Community Design Plan

The Barrhaven South Community Design Plan (CDP) and associated Official Plan Amendment was approved by Ottawa City Council in June 2018. This prior work established a land use planning framework for the area with goals, objectives, policies and guidelines that provide direction in applying the high-level policies of the previous Official Plan, 2003, at a local scale. The CDP was developed as a result of OPA 76 which brought new land into the City's Urban Boundary through a comprehensive review, which included the Barrhaven South Urban Expansion Area (BSUEA), the land that the Barrhaven South CDP covers. As the site was designated an Urban Expansion Area in the Official Plan, a Community Design Plan (CDP) is required prior to development.

The CDP was a developer-driven, with the two main landowners, Minto and Mattamy, along with a consultant Team, and staff of the City of Ottawa Planning Department. JLR engineering team participated in the process by preparing the Master Servicing Study as required by the CDP to identify the water, wastewater and stormwater requirements for the site and sets the framework for further detailed engineering design. Other studies including Transportation Master Plan, Area Parks Plan and Environmental Management Plan to support the development of the CDP.

As part of the new Official Plan, 2022, the City reviewed all secondary plans and CDP's. Through this review, some secondary plans and CDP's were carried forward into the Official Plan as separate plans while under ones had certain portions that were carried forward as outlined in Annex 5 of the OP – Urban and Rural Areas Subject to Area-Specific Policies. The Barrhaven South CDP was not carried into the new Official Plan. Volume 2C does include a policy for the Barrhaven South CDP area. The current policy has no land use policy nor plans and is only in reference to the required private agreements to share the costs of the major infrastructure projects and associated studies and plans so that the costs shall be distributed fairly among the benefiting landowners. Minto is a signatory to this agreement.

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As described in Section 3.3, the initial Draft Plan of Subdivision Application and Zoning By-law Amendment were approved when the CDP was in force and effect under the Official Plan 2003 and followed the goals, objectives, policies and guidelines of the CDP and OP. It is our professional opinion that as the proposed Zoning By-law Amendment is technical in nature the development continues to aligns with the previously goals objectives, policies and guidelines of the CDP and conforms to the current Official Plan.

Furthermore, it is our understanding that this report was the only requirement for the zoning by-law amendment application to be deemed complete. We understand that the conclusions and recommendations of the original supporting studies continue to be sufficient for the site.

4.5 City of Ottawa Zoning By-law 2008-250

The subject site is currently split zoned as Residential Density Third Zone Subzone YY, Urban Exception 2527 (R3YY [2527]), Residential Density Fourth Zone Subzone Z, Urban Exception 2528 (R4Z [2528]) Open Space (O1) and Development Reserve (DR) in the City of Ottawa Comprehensive Zoning By-law 2008-250. A zoning by-law amendment is required to rezone the portion of the site from R4Z [2528] to R3YY [XXXX] and from DR to R3YY [2527] permit the development of 99 street front and back-to-back townhouse dwellings.

The purpose of the Residential Third Density Zone (R3) is as follows:

- 1) *Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)*
- 2) *Allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
- 3) *Allow ancillary uses to the principal residential use to allow residents to work at home;*
- 4) *Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and*
- 5) *Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

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The proposed development meets the purpose of the R3 Zone by proposed 99 new townhouse dwellings that provide additional housing choices within the Urban Area as defined by the Official Plan. The proposed development is compatible with existing land use patterns and enhances the residential character of the Quinn's Pointe Subdivision. The townhouses are proposed with development standards that are more urban in nature, promoting compact development and efficient use of the subject site.

The amendment is technical in nature to revise the split zoning on the site, to facilitate the registration of the revised plan of subdivision and permit the development of street front and back-to-back townhouses, with the proper development standards. Both townhouse types are a permit dwelling type in both current zones found on the subject site, as seen in the urban exception for both zones below.

I Exception Number	II Applicable Zones	III Exception Provisions - Additional land uses permitted	IV Exception Provisions - Land uses prohibited	V Exception Provisions - Provisions
2527 (By-law 2018-331)	R3YY [2527]			The following applies to townhouse dwellings, where the dwellings are arranged side-by-side: 1. minimum lot width: 5.7 m 2. minimum lot area: 120m² 3. minimum front yard setback: 3.75 m 4. minimum corner side yard setback: 2.5 m The following applies to townhouse dwellings where the dwellings are arranged both side-by-side and back-to-back: 1. the maximum number of dwelling units permitted within a townhouse dwelling: 14; however, no more than 7 units may be provided in a single row 2. minimum lot area: 80 m²

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				3. minimum corner side yard setback: 2.5 m 4. there is no rear yard setback requirement 5. minimum front yard setback: 5 m
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Table 2 - R3YY [2527] Urban Exception

I Exception Number	II Applicable Zones	III Exception Provisions - Additional land uses permitted	IV Exception Provisions - Land uses prohibited	V Exception Provisions - Provisions
2528 (By-law 2018-331)	R4Z [2528]		All uses except for: - apartment dwelling, low rise - planned unit development - stacked dwelling - townhouse dwelling, limited to back-to-back townhouses	- minimum front yard setback: 3 m - minimum corner side yard setback: 3 m - minimum rear yard setback: 3 m - minimum interior side yard setback: 3 m - minimum parking space rate for apartment dwelling low rise and stacked dwelling: 1 per dwelling unit

Table 3 - R4Z[2528] Urban Exception

As seen in the above tables, the R3YY zone and their accompanying urban exception permit the use of both types of townhouse dwellings. In order to permit the back-to-back townhouse dwellings with the proper development standards, we recommend revising the split zoning on the subject site. This will ensure that the development can easily under the R3YY zone, with tailored performance standards for the subject site and removes any potential conflicts in developing across the zoning line. In addition, rezoning the remaining block in the subdivision from DR to R3YY [2527] as part of this application will capture efficiently the proposed changes in one application and allow for the development of the balance of the draft approved subdivision to proceed at once. We had examined the possibility of simply revising the performance standards of that R4Z[2528] to match those of the R3YY [2527] however this would have maintained the split zoning and create potential issues at the time of building permit.

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The table below summarizes the new proposed development standards for the new R3YY [XXXX] as outlined in Section 3.2 of this report.

Provision	Required R3YY 2527 Back to Back Townhouses	Proposed R3YY [XXXX] Back to Back Townhouses
Minimum Lot Width	6m	6m
Minimum Lot Area	80m ²	80m ²
Maximum Building Height	12m	12m
Minimum Front Yard Setback	5m	3m
Minimum Corner Side Yard Setback	2.5m	2.5m
Minimum Rear Yard Setback	0m	0m
Minimum Interior Side Yard Setback	1.2m	1.2m

Table 4 – Updated Zone Provisions

It is our opinion that the new development standards proposed for the R3YY [XXXX] zone are consistent with the purpose of the Residential Third Density Zone and appropriate for the subject site. The portion of the site zoned as DR will be rezoned to R3YY 2527 and use the existing provisions as outlined in Table 2.

4.6 City of Ottawa New Zoning By-law

As part of initial due diligence for the proposed development and Zoning By-law Amendment, the subject site new zoning was reviewed in the context of the City's 2024 version of the draft new Zoning By-law. Both urban exceptions are proposed to be carried forward into the new Zoning By-law, with the same parent zoning, N3B, proposed for both parcels of land.

As the urban exception is being carried forward into the new Zoning By-law this would not solve the issues of the development standards requiring revisions to permit the back-to-back townhouses in what is currently the R4Z [2528] zoning. As the new Zoning By-law is to be place at the earliest Q1 of 2026, it is our opinion it is appropriate to apply for the Zoning By-law Amendment under the 2008-250 by-law. We will keep ongoing track of the implications of the new zoning by-law to confirm the most appropriate actions.

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5.0 Public Consultation Strategy

The City of Ottawa has developed a Public Notice and Consultation Policy for development applications. The following consultation steps will be undertaken or have been undertaken, all in accordance with the Policy and Planning Act notification requirements.

Pre-Application Consultation Meeting

- Our client met with City Staff for an informal Pre-application Consultation Meeting was on December 11, 2024.

Notification of Ward Councillor

- At this point in time, our client has not informed Councillor David Hill of the upcoming application, based on its technical and minor nature. Once submitted, our client will reach out to Councillor Hill.
- The Ward Councillor will also be notified by the City of Ottawa's 'Heads Up' e-mail once the application is received by the City.

City of Ottawa Public Notification Process

- A 'Heads Up' notification to the local registered community association will be completed by the City of Ottawa during the application process.
- Signs will be posted on the subject property by the City.
- The application materials will be posted on the City's 'DevApps' website which will enable the broader community to comment and review the application.

Community Information Session

- If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
- It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
- If requested, a community information session may be held online or in-person in discussions with our client, City Staff and the Ward Councillor.

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Statutory Public Meeting (Planning and Housing Committee)

- A formal public meeting in accordance with the Planning Act will be held by the City and Planning and Housing Committee.
- This will be led by the City's file lead and other City Staff with support from the applicant and the our Client.

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6.0 Conclusion

This Planning Rationale has been prepared by JLR in support of a Minor Zoning By-law Amendment for the site known as that portion of Quinns Pointe Stage 5, Part of 3882 Barnsdale Road and Part of 39260 Greenbank Road for Minto Communities that is proposed for back-to-back townhouse development. The ZBA is to rezone Blocks 1-8, 17-19 on the Concept Plan for the lands described as Part of Lot 7, Concession 3 from for eight (8) blocks of back-to-back townhouses and three (3) blocks of side-by-side Townhouses for a total of 99 units.

The subject site is split zoned as Residential Density Third Zone Subzone YY, Urban Exception 2527 (R3YY [2527]), Residential Density Fourth Zone Subzone Z, Urban Exception 2528 (R4Z [2528]), Open Space (O1) and Development Reserve (DR). The proposed ZBA will rezone a portion property to Residential Density Third Zone Subzone YY, Urban Exception XXXX (R3YY [XXXX]) to permit the new development of back-to-back townhouse dwellings. The portion of the property zoned as DR will be rezoned to R3YY [2527] to permit street front townhouses. The amendment can be considered technical in as outlined in Section 3.2, 3.3.2 and 4.5 of this Planning Rationale.

This Planning Rationale has been prepared in accordance with the City's current Terms of Reference to organize and validate the planning justification in support of the Minor Zoning By-law Amendment and to assist staff and the public in the review of the proposal.

This Planning Rationale has demonstrated that the proposed ZBA is consistent with the policies of the Provincial Planning Statement, 2024, conforms to the policies of the City of Ottawa Official Plan, 2022, establish appropriate zoning provisions for the subject site; and maintains compatibility with the surrounding uses and community context.

It is our professional opinion that the proposed application is appropriate for the subject site and represents good land use planning.

This report has been prepared by J.L. Richards & Associates Limited for Minto Communities' exclusive use. Its discussions and conclusions are summary in nature and cannot properly be used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report is

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based on information, drawings, data, or reports provided by the named client, its agents, and certain other suppliers or third parties, as applicable, and relies upon the accuracy and completeness of such information. Any inaccuracy or omissions in information provided, or changes to applications, designs, or materials may have a significant impact on the accuracy, reliability, findings, or conclusions of this report.

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Appendix A – Policy References

Provincial Planning Statement, 2024

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
2. 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
3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Chapter 3: Infrastructure and Facilities

3.6 Sewage, Water and Stormwater

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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

City of Ottawa Official Plan, 2022

Section 3 Growth Management Framework

3.1 Designate Sufficient Land for Growth

- 4) The City will allocate household growth targets as follows:
 - a) 93 per cent within the urban area where:

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

3.3 Design new neighbourhoods to be 15-minute neighbourhoods

1) 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.

Section 4 City-Wide Policies

Section 4.2 Housing

4.2.1.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

- 1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
 - a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
 - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
 - c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
 - d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
 - e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans

Section 4.6: Urban Design

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4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

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

Section 5 Transects

Section 5.4.1: Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

- 2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:
 - a) Low-rise within Neighbourhoods;
- 3) In the Suburban Transect, this Plan shall support:
 - a) A range of dwelling unit sizes in:
 - 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;

Section 5.6.1 Evolving Neighbourhood Overlay

- 1) The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:
 - a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
 - b) Allowance for new building forms and typologies, such as missing middle housing;

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- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

Section 6.3 Neighbourhoods

6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan

- 2) Permitted building heights in Neighbourhoods shall be Low-rise,
- 4) 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;

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