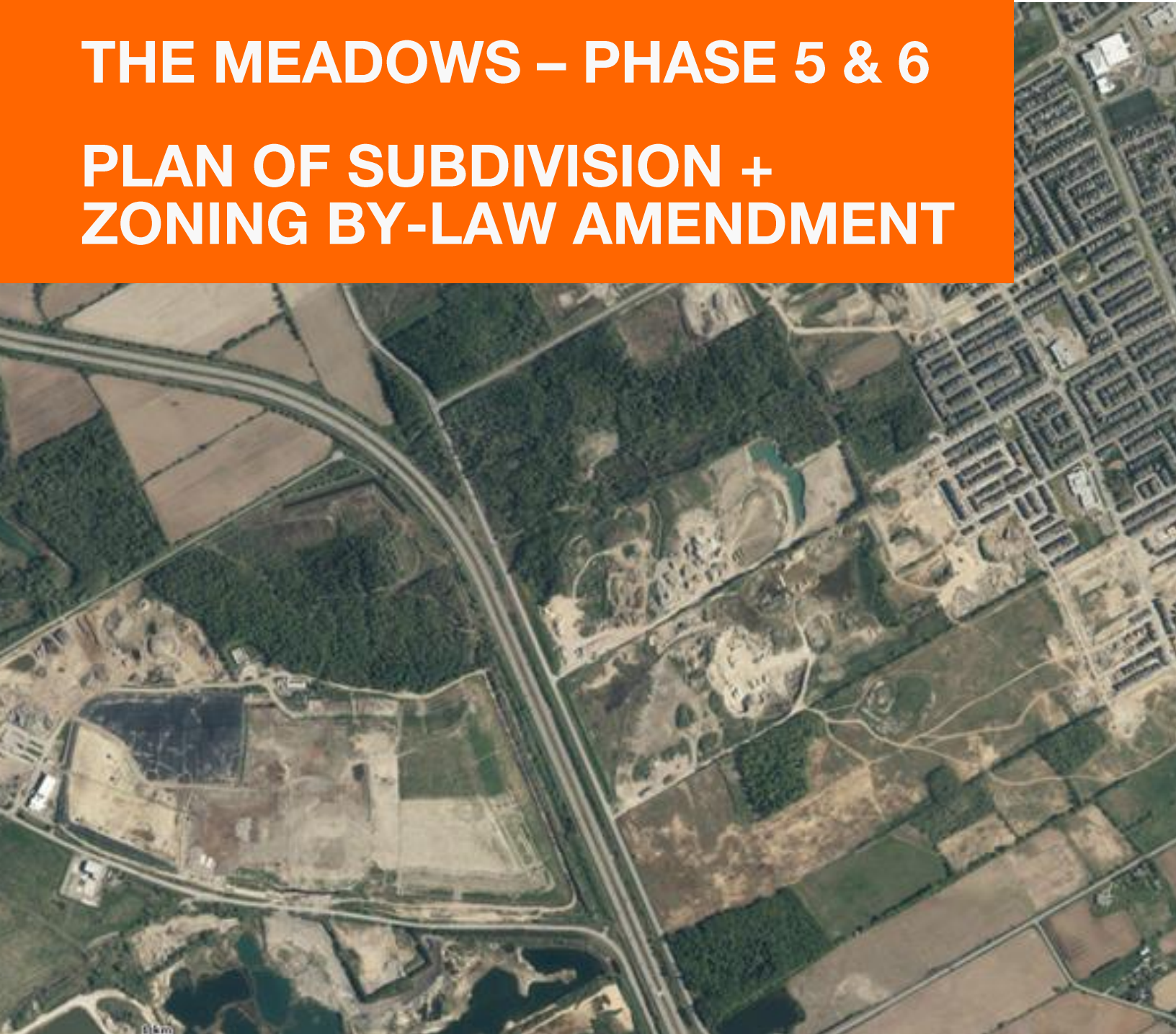


# FOTENN

## THE MEADOWS – PHASE 5 & 6 PLAN OF SUBDIVISION + ZONING BY-LAW AMENDMENT



May 04, 2018

Planning Rationale

Zoning By-law  
Amendment and Plan of  
Subdivision



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# 1.0 INTRODUCTION

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Fotenn Consultants Inc., acting as agents for Tamarack (Nepean) Corporation, a division of Tamarack Homes, is pleased to submit the enclosed Plan of Subdivision and Zoning By-law Amendment applications for the lands municipally known as 3640 Greenbank Road in the Barrhaven community of the City of Ottawa. The applications are intended to permit development of Phase 5 and 6 of Tamarack's 'The Meadows' community.

## 1.1 Overview

Tamarack Homes proposes a subdivision consisting of 346 residential units, a school site, and associated parkland in Barrhaven South. The proposed Zoning By-law Amendment would rezone lands zoned Mineral Aggregate Reserve Zone (MR) and Development Reserve Zone (DR) to permit the proposed uses.

The zoning is intended to permit a flexible range of ground-oriented low- to high-density residential dwelling types, parkland and a school, in a transit-integrated and pedestrian-friendly environment.

# 2.0 SURROUNDING AREA AND SITE CONTEXT

## 2.1 The Site

The subject property is located at 3640 Greenbank Road, west of existing Greenbank Road. Phase 5 and 6 of the project are located west of the future Greenbank Road realignment, in the Half Moon Bay area of Barrhaven South. The lands are legally known as *Part of Lots 9 and 10, Concession 2 (Rideau Front)* in the Geographic Township of Nepean. Phase 5 of the Meadows subdivision has a total area of 19.39 hectares, and has no frontage along current Greenbank Road.

The subject lands are located within the larger Barrhaven South Community Design Plan (CDP) study area, which is generally bounded by the Jock River to the north, Barnsdale Road and the urban boundary to the south, existing Greenbank Road to the east, and Highway 416 to the west. Figure 1 locates the subdivision area in the larger regional context.

More specifically, the lands are located south of the Jock River, east of Borrisokane Road (formerly Cedarview Road) and Highway 416, west of the future re-alignment of Greenbank Road, west of the existing Greenbank Road and south of the Cambrian Woodlot, as illustrated in Figure 2.

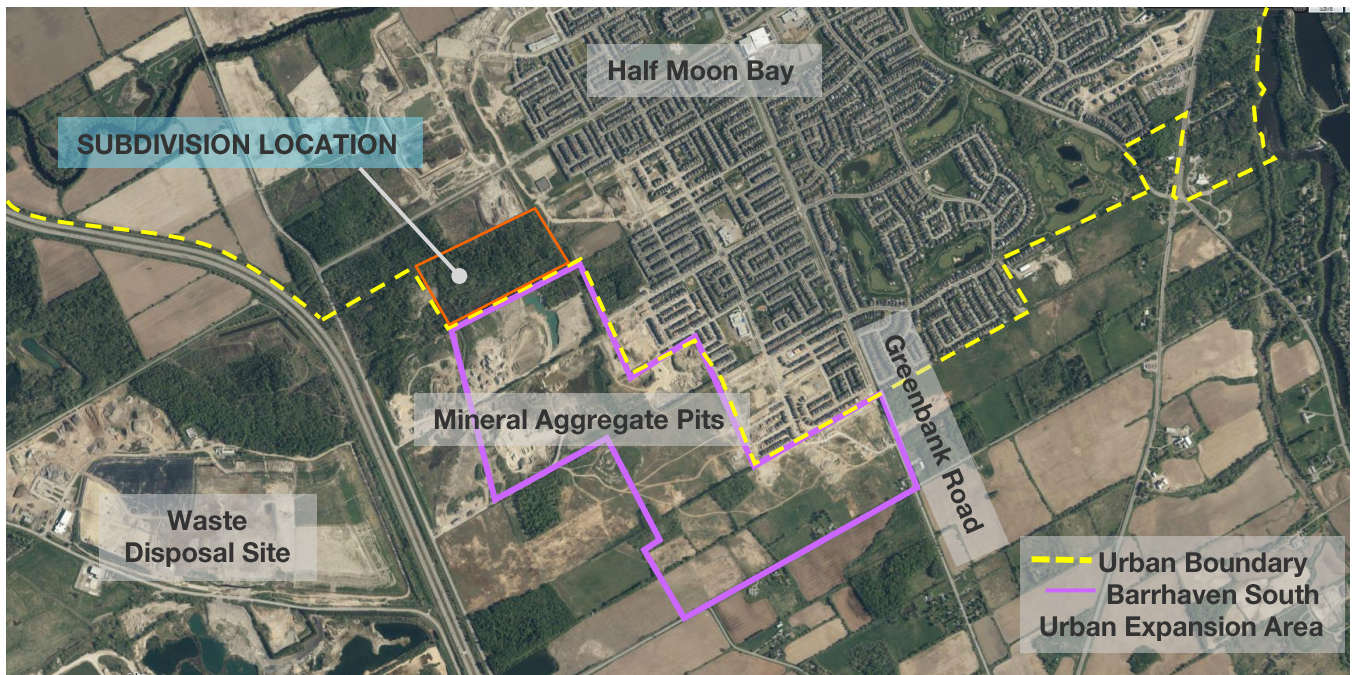


Figure 1: Location of Subdivision

The property is relatively flat and presently vacant. Aggregate operations previously occurred in the west and central portions of the site until the 1990's. A berm is present along the southern edge of the property. Other areas of the property appear to have been used in the past as pasture. An analysis of the tree cover on the property is contained within the Environmental Impact Statement and Tree Conservation Report prepared in support of the applications. The Report indicates that tree re-growth on the site has occurred over the last three decades, following previous aggregate extraction and agricultural uses.

With an area of 19.39 hectares (47.92 acres), the subject lands represent approximately 3% of the Barrhaven South CDP study area. Several developments have been approved within the CDP area, including the Mattamy Homes' Half Moon Bay West to the north of the subject lands.





Figure 2: Subject Lands and Surrounding Environment

As part of Official Plan Amendment (OPA) 150, there is a planned Bus Rapid Transit corridor, with a proposed transit station at Cambrian Road. This planned infrastructure places the proposed subdivision within 400m of a planned transit station, facilitating transit access and decreasing reliance on private vehicles. As planned in the Barrhaven South CDP and established through an approved Environmental Assessment, Greenbank Road will be realigned south of the Jock River to accommodate for traffic congestion. This realignment would relocate the Greenbank Road corridor along the eastern edge of the proposed subdivision. This is anticipated to occur by 2024.

## 2.2 Surrounding Area

Land uses surrounding the subject lands include:

### / NORTH

Directly north are lands owned by Mattamy Homes, which are proposed to be developed into the Half Moon Bay West neighbourhood. Directly north of the Subject Property on the south side of Cambrian Road is a proposed school site and the Cambrian Woodlot, which are proposed through the Mattamy Plan of Subdivision.

### / SOUTH

Directly south is an active Sand and Gravel pit (Costello Pit), which is expected to continue operations for another 5-7 years. The extraction operations are subject to the Barrhaven South Urban Expansion Study Area CDP, which is currently in progress. The forthcoming CDP is anticipated to move the limits of the urban boundary southward to Barnsdale Road.

### / EAST

East of the subject lands is the planned re-alignment of Greenbank Road, beyond which is the future Phase 4 Meadows Subdivision, which has received draft approval. Further east is the broader Barrhaven

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South community, consisting primarily of mixed-type residential development along with associated parkland, school sites and Community Core commercial development along realigned Greenbank Road.

/ **WEST**

West of the subject property are vacant lands outside of the urban boundary, which are also owned by Tamarack Homes. Further west is Borrisokane Road and Highway 416.

# 3.0 PROPOSED DEVELOPMENT

Tamarack Homes is proposing to subdivide the subject lands into lots intended to accommodate 346 detached, semi-detached, traditional townhouse, and back-to-back (“gallery town”) dwelling units. Additionally, the proposal includes one 2.8-hectare school block and one 1.51-hectare parkland block.

Access to the subdivision will be provided via Street 1b on the Mattamy Half Moon Bay West subdivision to the north, providing a link to Cambrian Road. A future connection to the east will be provided upon completion of the Greenbank Road realignment project. Future connections have been provided to the south and west. A temporary road is proposed along the west for improved vehicular circulation. The internal street network is intended to facilitate slow traffic speeds to enhance pedestrian safety.

The development of the subject property is expected to occur in two (2) phases. The first phase will focus on the lands at the east side of the site, facilitated by the vehicular connection to the Mattamy Half Moon Bay West Community to the north along with a vehicular connection to Phase 4 of the Meadows via ‘Street 5’ on the plan. Phase 2 will be comprised of the west side of the site and will include the school and park blocks of the development. Please refer to Figure 3 below for the configuration of each phase.

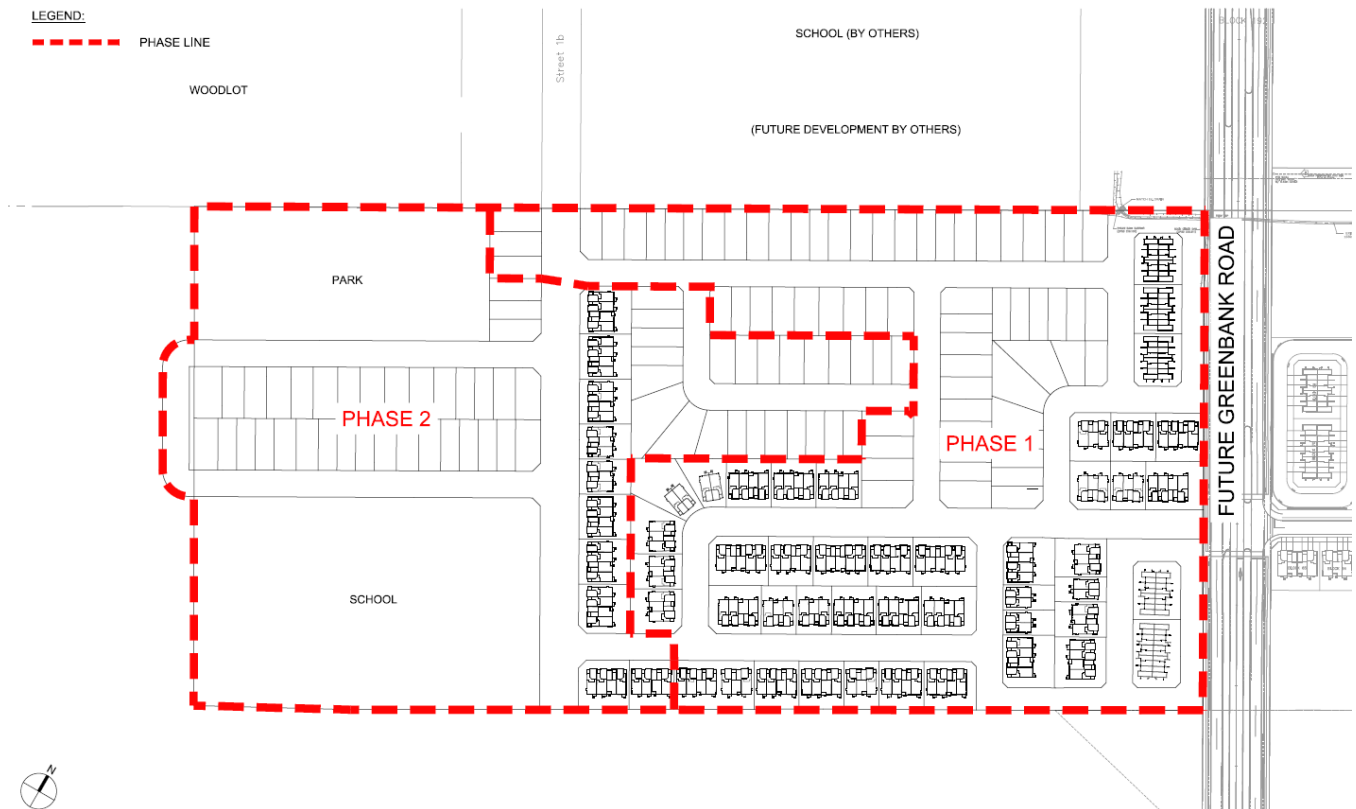


Figure 3: Conceptual Phasing Plan of Phase 5 of the Meadows (Source: IBI Group)

A 2.81-hectare school block is proposed to be located along the southwestern edge of the subdivision. The area of the school block meets the size requirements defined in the CDP. The school block location remains in close proximity to realigned Greenbank Road, the Community Core commercial area, and a future transit station.

A 1.5-hectare Neighbourhood Park is proposed in the northeast corner of the subject lands, abutting the woodlot. The size and shape of the park is consistent with the CDP.



The proposed Draft Plan of Subdivision defines roadways, a park, a school block and residential lots and blocks for detached, semi-detached, traditional townhouse and back-to-back townhouse units. The large blocks will provide flexibility for marketing purposes. The larger blocks would be subject to Part Lot Control applications.

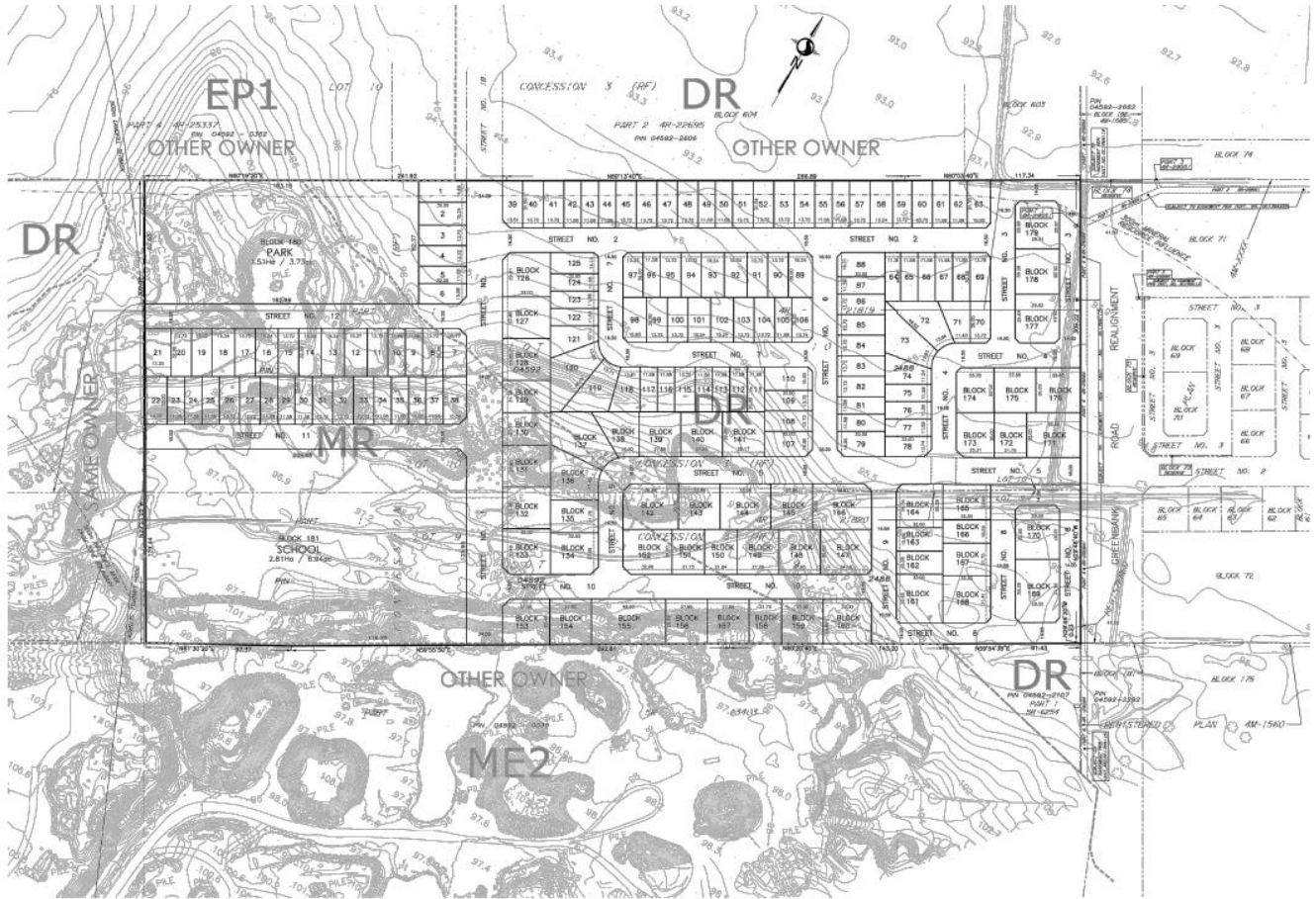


Figure 4: Draft Plan of Subdivision

## 4.0 POLICY AND REGULATORY FRAMEWORK

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### 4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that settlement areas shall be the focus of growth and development. To this end, the PPS promotes the creation of “healthy, liveable and safe communities” through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit- and freight-supportive, and include a range of uses and opportunities for redevelopment.

Policy 1.1.3.6 stipulates that new development taking place in designated growth areas is to have a compact form and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.4 contains policies specific to housing, requiring that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
- / Establishing development standards for new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity, including the provision of public access to shorelines. The PPS also states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure.

The PPS promotes wise use and management of resources (Section 2.0) through conservation policies with respect to natural heritage, water, agricultural, mineral and archaeological resources. These policies aim to protect environmental health by mitigating undue adverse impacts from land development.

Section 2.1 contains policies specific to Natural Heritage protection. This is accomplished by:

- / Protecting the natural features of the area; and,
- / Maintaining and identifying provincially significant natural features, systems, waters and agricultural areas.

Mineral Aggregate Resources are regulated under the Provincial Policy Statement (Section 2.5). Section 2.5.1 stipulates that mineral aggregate resources shall be identified and protected for long-term use. The PPS notes that mineral aggregate operations shall be protected from development activities that would preclude their development or pose risks to public health, safety or environmental impact. In this process, progressive and final rehabilitation shall be required to accommodate subsequent land uses, to promote land use compatibility, to recognize the interim nature of extraction, and to mitigate negative impacts to the extent possible.

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**The proposed development is consistent with the policies of the PPS. Studies have been prepared to further support the mineral aggregate resource and natural heritage protection mitigation methods.**



## 4.2 City of Ottawa Official Plan (2003, as amended)

The majority of the subject lands are designated General Urban Area on City of Ottawa Official Plan Schedule B (Urban Policy Plan), as illustrated in Figure 2. A small portion of the site in the northwest corner is designated Urban Natural Features. The subject lands are bordered by the urban boundary along the west and south sides. The Barrhaven South Expansion Area lands are located to the southeast of the site.

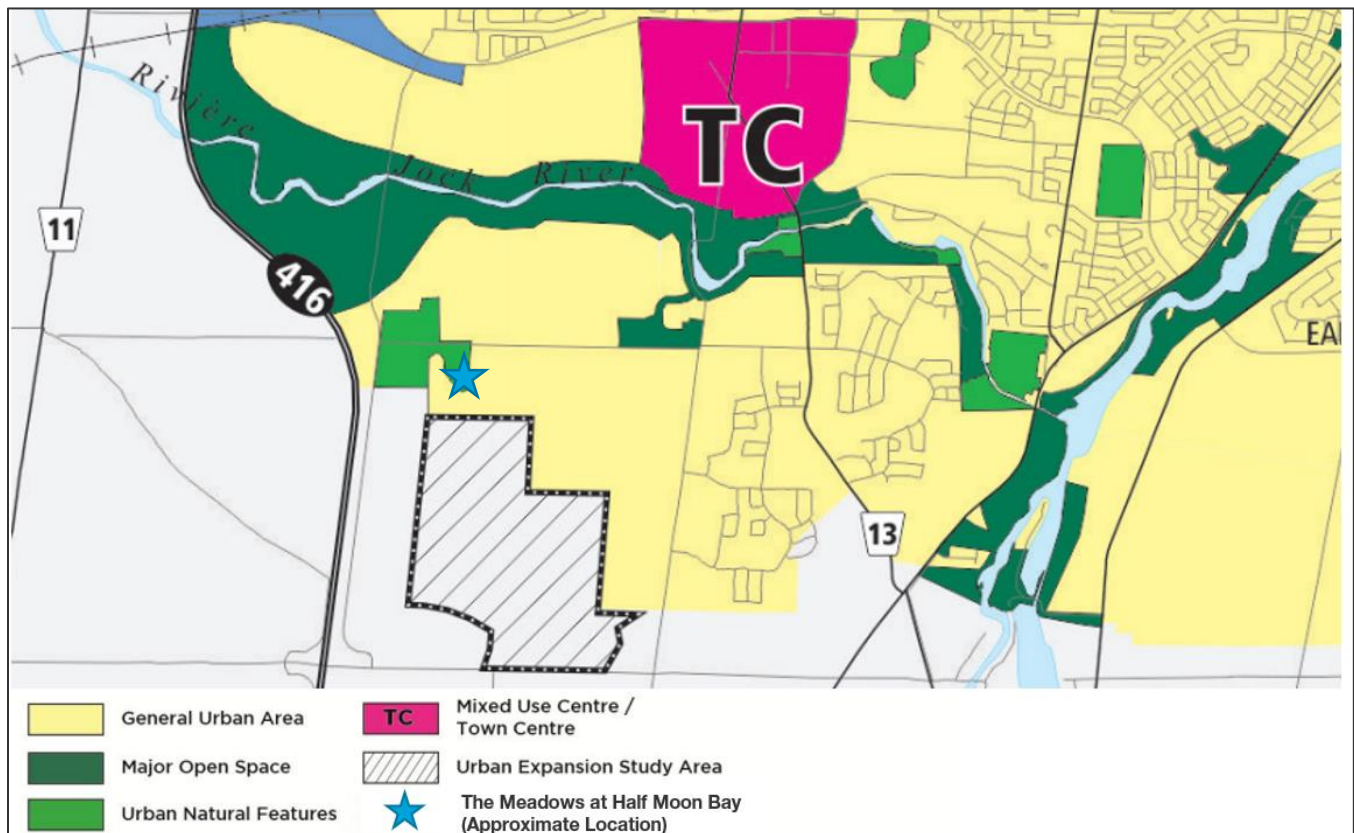


Figure 5: Official Plan Schedule 'B'

### Section 3.6.1 – General Urban Area

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The evaluation of development applications for lands within the General Urban Area must be in accordance with the policies of Sections 2.5.1, 3.6.1 and 4.11 of the Official Plan.

**The proposed land uses are permitted under the General Urban Area designation and the applications meet the policies of Section 3.6.1. The provision of units will increase the range of housing options in the immediate area. The increased density of the proposed development recognizes the planned function of Barrhaven South as a future transit corridor with a need for residential development.**

### Section 2.2.2 – Managing Growth Within the Urban Area

The Official Plan states that for lands located outside of the Greenbelt which are subject to a CDP approved by Council, as is the case with Barrhaven South, the following housing mix and density provisions apply:

- / At least 45% single detached but no more than 55% single detached, at least 10% apartment dwellings and the remainder multiple dwellings, other than apartments.
- / Overall residential development will meet the minimum average density target of 34 units per net hectare. Net residential density is based on the area of the land in exclusively residential use, including lands and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses.

The above policies are reflected in the Barrhaven South CDP and will be discussed below. The density of 34 units per net hectare is achieved by the proposal.

### Section 3.2.3 – Urban Natural Features

Although Schedule 'B' of the Official Plan demonstrates that a small portion of the Urban Natural Features designation is located within the northwest section of the site, the actual determination of the land is identified in the zoning. The zoning of the lands to the north-east of the subject property is EP1 (Environmental Protection), the sum of which has been secured by the City as the Cambrian Woods Woodlot. The intent of the Urban Natural Features designation is to preserve natural features that are currently managed for conservation or passive leisure uses. Land uses within the designation are restricted to those that do not adversely affect the natural characteristics of the area. Additionally, Policy 5 prohibits development and site alteration within 30 metres of the designation boundary, unless an Environmental Impact Statement (EIS) demonstrates that there will be no negative impacts on the natural features within the area or their ecological functions. An EIS has been prepared in support of the application which identifies the significant woodlands on and adjacent to the site as the only natural heritage features. The EIS proposes mitigation measures to protect the Cambrian Woods Woodlot.

The proposal will not result in negative impacts to the Cambrian Woods Woodlot north-west of the development. The location of the proposed park block provides additional opportunities for landscaping and recreation adjacent to the natural feature.

### Section 3.7.4 – Mineral Aggregate Resources

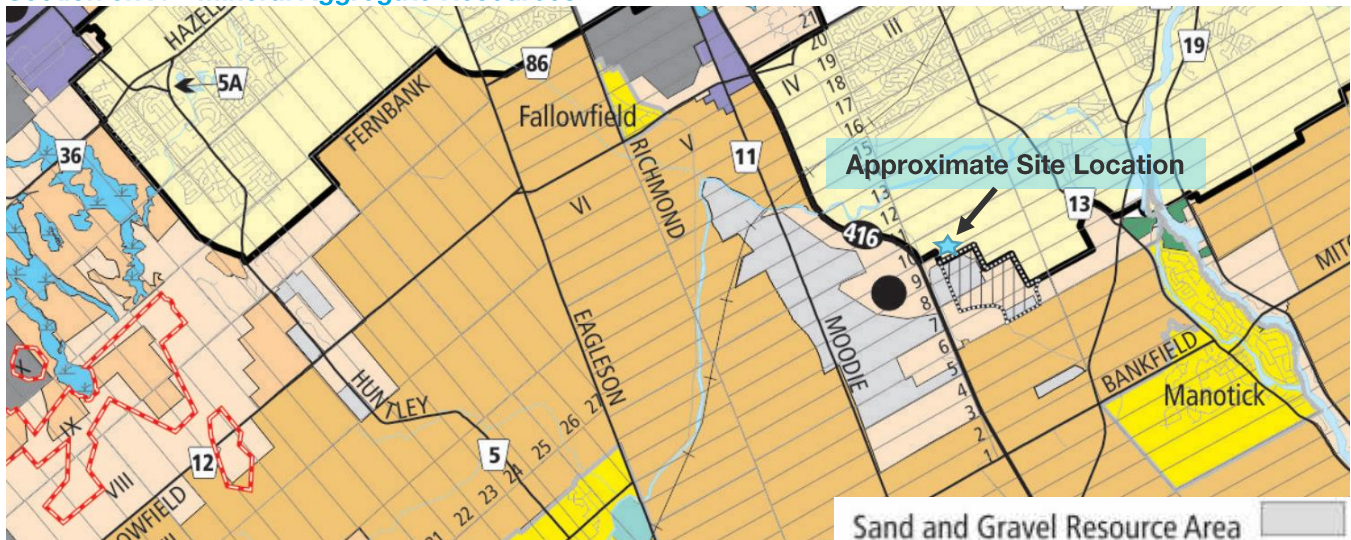


Figure 6: Schedule A of the City of Ottawa Official Plan

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Lands to the immediate south of the area are designated Sand and Gravel Resource Area on Schedule A (Rural Policy Plan), in recognition of the operational sand and gravel pits along Borrisokane Road. The intent of the designation is to:

- a) Protect non-renewable mineral aggregate resources, located close to markets, for future use;
- b) Protect mineral aggregate resource and aggregate operations from incompatible activities; and
- c) Minimize community and environmental disruptions from aggregate extraction activities.

Section 3.6.1 for the General Urban Area designation provides direction for development proposals in the Barrhaven South CDP area that are also located within 300 metres of Sand and Gravel resources. The policy presumes that existing pits will have exhausted their aggregate resources prior to the development of adjacent lands; however, it is now presumed that the sand and gravel pits to the south will be operational. As such, and in accordance with the policy, a Mineral Resource Impact Assessment has been prepared in support of the application to demonstrate that the proposed development is compatible with the aggregate operations. The mineral resource area to the south is currently being contemplated through the Barrhaven South Expansion Area CDP Study.

In addition to the above policy, the policies of Section 3.7.4 for the Mineral Aggregate Resource designations require that an impact assessment study be completed for lands located within 300 metres of a Sand and Gravel Resource Area in order to demonstrate that the mineral aggregate operation will not be affected by the proposed development. The policies further stipulate that the City may impose conditions to ensure development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate operation.

**The Mineral Resource Impact Assessment concludes that the proposed plan of subdivision will not negatively impact the current and future operation of the Sand and Gravel Pit. Similarly, the continued operation of the pit is not anticipated to negatively impact the proposed residential development, provided all proposed mitigation measures are adhered to.**



### Section 3.8 – Solid Waste Disposal Sites

The Trail Waste Facility on the west side of Highway 416 is identified with a Solid Waste Facility symbol on Official Plan Schedule 'A' (Rural Policy Plan). Policy 5 of Section 3.8 restricts uses permitted within 500 metres of an operating or non-operating solid waste disposal site boundary.

**As shown on the Draft Plan of Subdivision, the site falls entirely outside of the 500 metre setback.**

### Section 2.5.3 – Schools and Community Facilities

Section 2.5.3 emphasizes and encourages the establishment of complete communities which can accommodate a variety of land uses, including institutional uses. A significant element of complete communities is access to schools, which are recognized as forming part of the building blocks of any community.

**A public elementary school is proposed in accordance with the Barrhaven South CDP.**

### Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The design objectives of Section 2.5.1 are met by the proposed plan of subdivision in the following ways:

#### **Enhancing the sense of community by creating and maintaining places with their own distinct identity**

The proposed development responds to the suburban context of the neighbourhood and focuses on contributing to the existing community and strengthening its distinct identity. The new development proposes a residential community adjacent to a planned roadway realignment and transit infrastructure, and introduces a range of housing types. The subdivision will contribute to the sense of community and will provide opportunities for recreation and education within the community.

#### **Defining quality public and private spaces through development**

The development clearly defines and connects public and private spaces through a network of streets, a mix of dwelling units, parkland and a school. The school block has frontage on two streets and is easily accessed from a key north-south connection. The proposed park will provide additional outdoor space for new and existing residents, supported by the school block. The Ground-oriented, street-fronting units contribute to a more pleasant pedestrian realm.

#### **Creating places that are safe, accessible and are easy to get to, and move through.**

Careful attention has been paid to providing a well-connected and accessible street network that is easy to move through for multiple modes of transportation. The park and school blocks have substantial street frontage and Street No. 1 provides access to the community to the north, connecting new residents to transit and commercial uses.

#### **Ensuring that new development respects the character of existing areas.**

This new development is located to the south of the proposed Mattamy Homes Half Moon Bay West community and builds upon previous phases of the Tamarack "Meadows" neighbourhood to the east. The proposed subdivision complements and respects the character of the surrounding areas, balancing the context with the goals and objectives of the City for urban areas within the City. The proposed built form has been integrated into the community and maintains a low-rise character that is respectful of the adjacent developments.

The development to the south consists of a sand and gravel pit. The Mineral Resource Impact Assessment demonstrates that the proposed subdivision is compatible with the continued extraction of the resource to the south.

#### **Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**

The range of development forms, including detached, semi-detached, townhouse and back-to-back townhouse units will allow residents to continue to live within the community as they move through their lifecycle. The

proposed subdivision also recognizes the potential of adjacent properties to evolve over time by maintaining the potential for street connections.

**The proposed development respects natural processes and features in development design.**

The proposed development integrates well with the abutting land's natural features. In particular, the location of the proposed park provides a buffer from the Cambrian Woods woodlot to the north.

**Section 4.11 – Urban Design and Compatibility**

Section 4.11 builds upon the general principles of compatibility outlined in Section 2.5.1 by providing the following evaluative criteria: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, service areas, and outdoor storage, lighting, noise and air quality, sunlight, microclimate, and supporting neighbourhood services. The compatibility criteria have been evaluated in relation to the proposed development for the Plan of Subdivision application.

Table 1: Urban Design and Compatibility

<b>Criteria</b>	<b>Evaluation</b>
<b>Traffic</b>	IBI has produced a Transportation Study to meet City requirements. The development builds upon the road network proposed to the north and east and includes single-loaded streets to mitigate any traffic impacts on the residential neighbourhood.
<b>Vehicular Access</b>	Vehicular access to the first phase of the development will occur by way of a connection to the north-south road proposed through the Mattamy Half Moon Bay West Subdivision. Phase 2 can also be accessed through this connection. The future realignment of Greenbank will provide an additional connection to the subdivision from the east.
<b>Parking Requirements</b>	Parking will be provided on each individual property. Park and school blocks are sized sufficiently to allow adequate on-site parking facilities.
<b>Outdoor Amenity Areas</b>	The residential units will be developed with sufficient private outdoor amenity space in the form of rear yard amenity space (detached, semi-detached and townhouse units) and balconies (back-to-back townhouse units). Furthermore, the development also benefits from a neighbour park.
<b>Loading Areas, Service Area, and Outdoor Storage</b>	Loading, service, and outdoor storage areas are not requirements for most of the proposed land uses. The development of the elementary school will require Site Plan Control approval, at which time these elements will be analyzed.
<b>Lighting</b>	Lighting for the development will be compliant with City of Ottawa standards.
<b>Noise and Air Quality</b>	Noise and air quality impacts are not anticipated from the proposed land uses.  The Noise Study prepared by IBI outlines some noise impacts from the road traffic of Future Greenbank Road that will require a noise barrier due to high-volume traffic, this would also be reflected through a noise clause in the agreement of Purchase and Sale.
<b>Sunlight</b>	The low-profile building forms proposed will preserve access to sunlight for surrounding uses.
<b>Microclimate</b>	Microclimate impacts are not anticipated, particularly given the amount of open landscaped space and private amenity areas.

<p><b>Supporting Neighbourhood Services</b></p>	<p>The development will further support the use of proposed parks and schools both within this development and adjacent development. The proposal will also support commercial uses to be provided at the corner of Cambrian Road and Realigned Greenbank Road.</p>
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**Section 2.5.4 – A Strategy for Parks and Leisure Areas**

The Official Plan recognizes that park and leisure areas are important and necessary elements of complete communities, providing the playgrounds, parks and sport fields that provide people with their most frequent and immediate contact with greenspace. The Official Plan also recognizes that good park and leisure areas are well-distributed within communities, easily accessible from homes and well-connected to the Greenspace Network.

Parks and leisure areas will be linked to the Greenspace Network through such means as developing these areas in conjunction with other facilities such as schools, stormwater management facilities and other public lands that permit public access. They must be easily accessible via active transportation and visible from many vantage points in the community. Further, they must have significant street frontage relative to their size.

**The proposed park has substantial street frontage and is easily accessible from the school block to the south. The park backs onto the Cambrian Woods Woodlot, providing a buffer to the natural feature and creating opportunities for integration with any proposed passive recreational features of the woodlot. The location of the park on the west side of the Subdivision is appropriate given that a park has been approved for Phase 4 to the immediate east of Phase 5.**

**Section 4.8.3 – Unstable Soils or Bedrock**

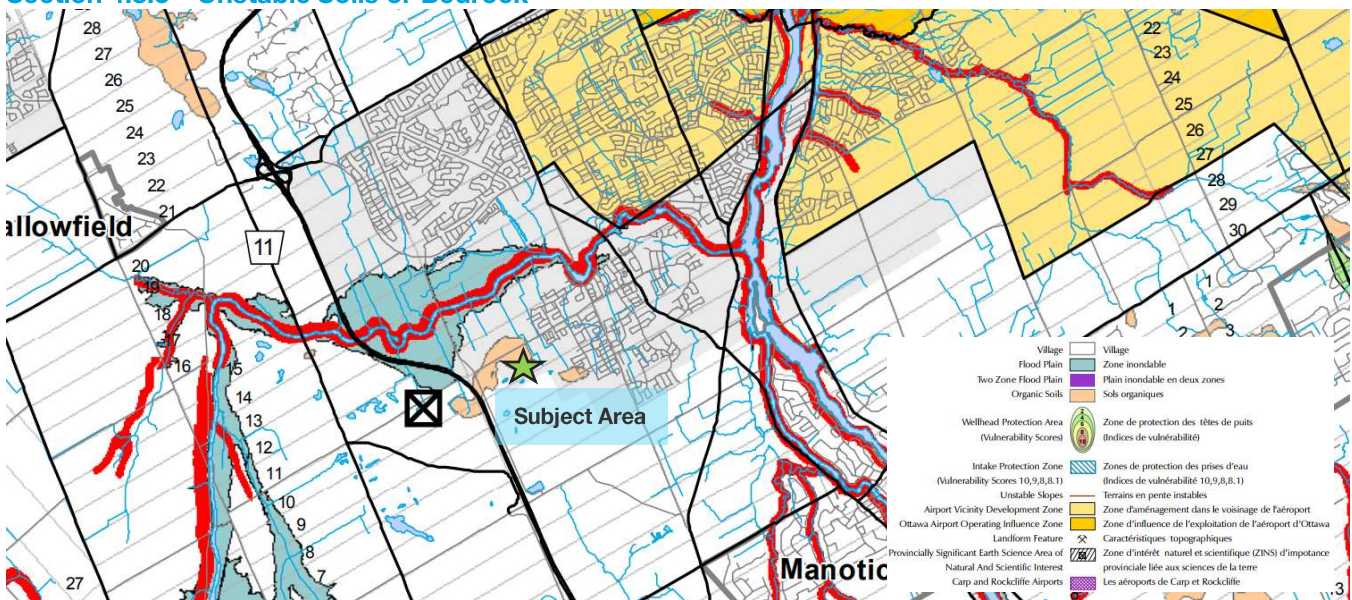


Figure 7: Schedule ‘K’ of the Official Plan - Environmental Constraints

Section 4.8.3 pertains to the protection of health and safety in relation to unstable soils and bedrock. The section notes that unstable soils or bedrock could be unsuitable for development due to natural hazards or risk of damage to structures. Per Schedule ‘K’ above, the properties are shown within an area of organic soils.

The Official Plan policies aim to mitigate property damage and distress caused by unstable soils. Policies relevant to this application include:



- / Applications shall be supported by a geotechnical study to demonstrate that the soils are suitable for development;
- / The City will review applications in sites described as having unstable soils using the following criteria:
  - o There are sufficient soils and engineering information to indicate that although the site is identified as having unstable soils, it is suitable for development.
  - o Alterations to the site will not cause adverse environmental effects or aggravate the hazard elsewhere.
  - o Vehicles and people have a way of safely entering exiting the area during times of erosion and other emergencies.

**In accordance with the policies of the Official Plan, a Geotechnical Investigation was prepared which demonstrates that development on the subject lands is appropriate, subject to the recommendations of the report. No undue adverse impacts are anticipated within the development or on adjacent properties.**

### Section 2.4.2 – Natural Features and Functions

Ottawa’s natural heritage system is identified and protected through designations on Schedules L1 – L3 which have associated policies to ensure that development does not result in negative impacts on natural features or their functions.

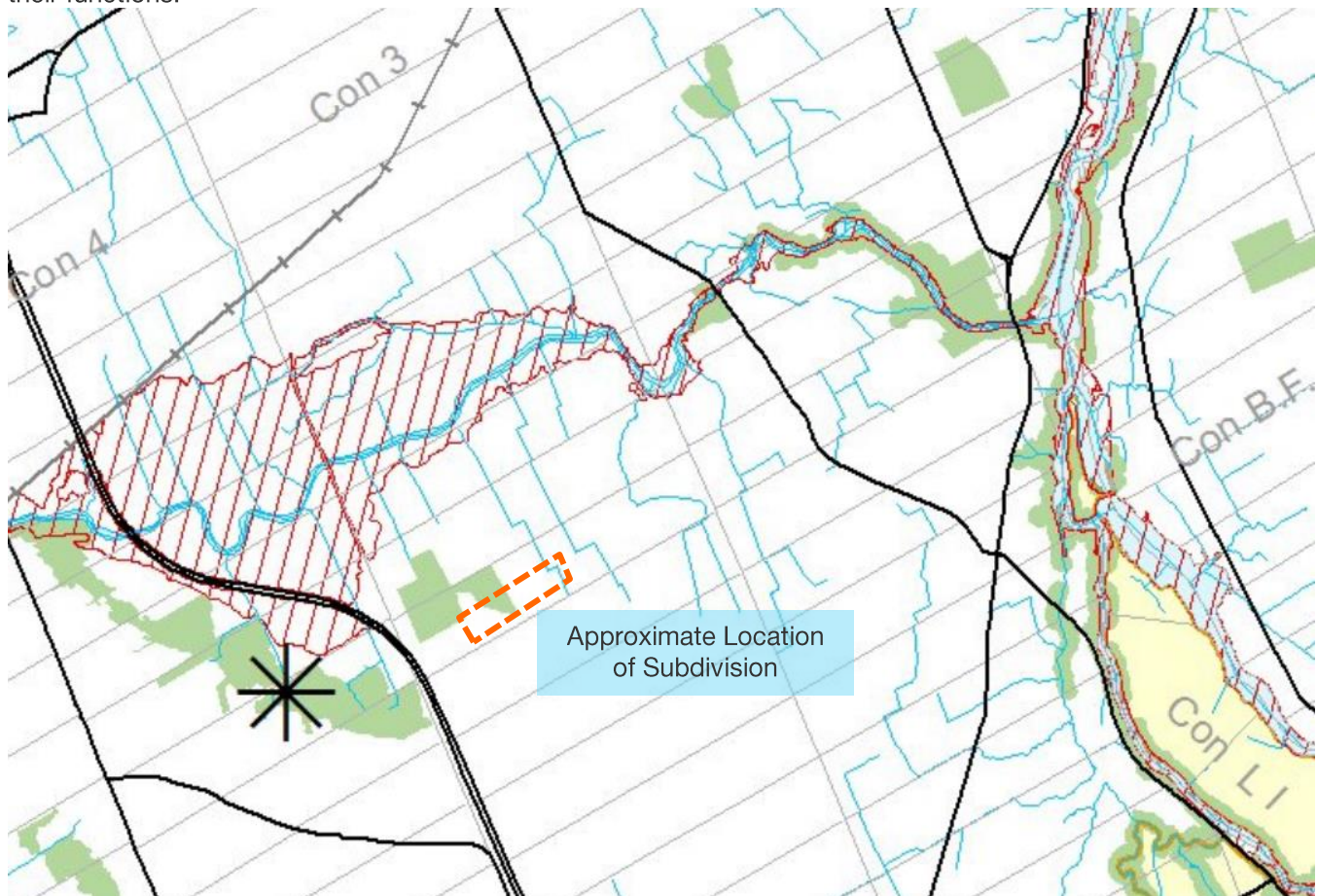
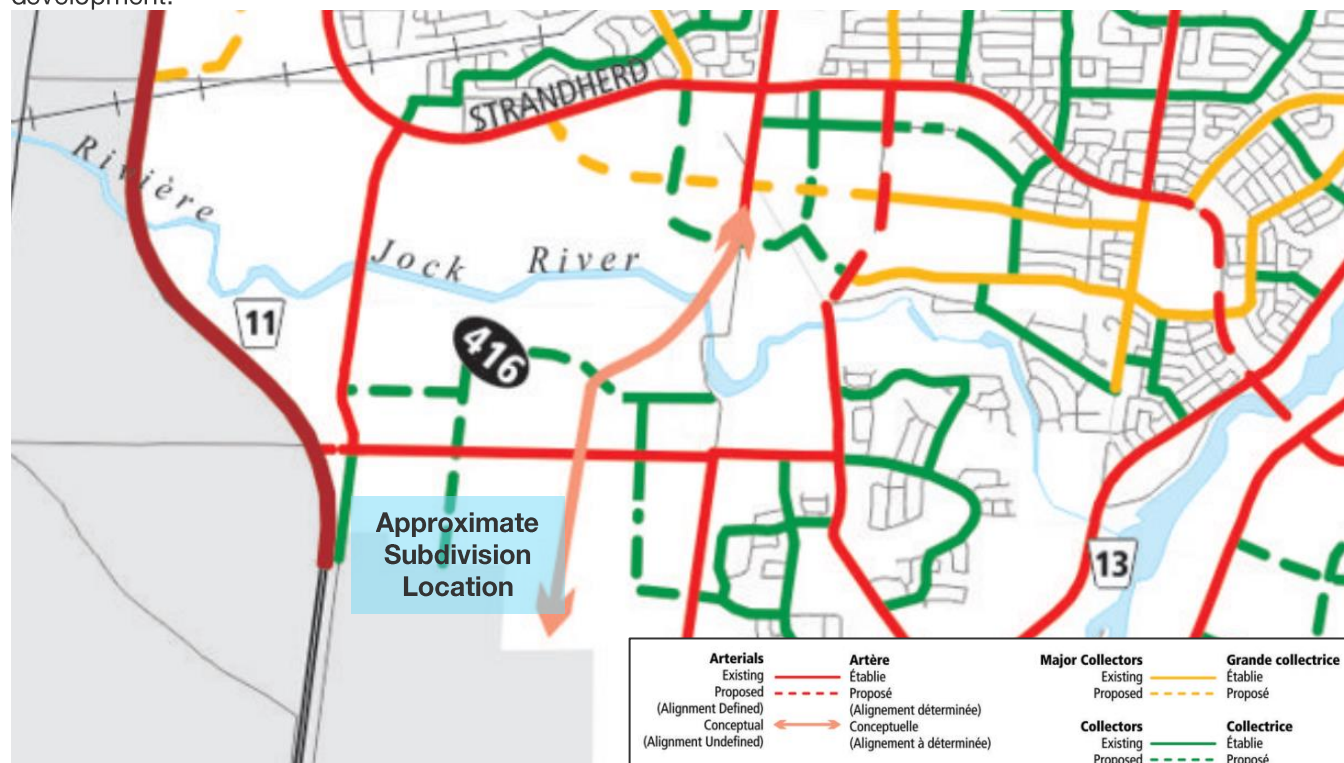


Figure 8: Schedule L2 - Natural Heritage Systems Overlay of the City of Ottawa Official Plan

The lands are identified as part of the Natural Heritage System. This is reflective of the woodlot, which has been conveyed to the City and zoned for Environmental Protection as part of the approvals for the Half Moon Bay West subdivision to the north.

### Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots

The Official Plan recognizes the close interconnection of land use and transportation. As such, when reviewing development applications, the City will assess the adequacy of the transportation network to meet the proposed development.



As shown in Schedule 'E' above, the development will be served by a proposed collector from the north of the subdivision and the proposed realigned Greenbank Road to the west. The Greenbank realignment is also proposed as an on-road cycling route, providing easy access for cyclists to the commercial areas and transit located to the north.

### 4.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan, which resulted in numerous changes to policy references and land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH).

A pre-hearing held in early 2018 resolved many of the outstanding appeals, meaning several of the policies of OPA 150 are now in force and effect. Other policies remain under appeal at the time of application submission.

The subject lands retain their designation as General Urban Area in OPA 150. The most significant change to the policies of the General Urban Area through OPA 150 is the limitation of building heights to four (4) storeys or less, except in particular cases. The proposed building height of all dwellings is less than four (4) storeys.

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New design criteria are also incorporated into revised policies of Section 4.11, many of which relate to high-rise buildings. None of the changes have a significant impact on the proposed development.

**The proposed development conforms to the policy revisions proposed through OPA 150.**



## 4.4 Barrhaven South Community Design Plan

The purpose of the Barrhaven South CDP is to create a framework for future development and a land use concept for the subject lands, as well as outline the servicing and transportation structure for future development. The CDP area is located at the south end of the urban area of the City of Ottawa, south of the Jock River, east of Highway 416, north of Barnsdale Road and west of Jockvale and Greenbank Road.

The subject lands are designated Low-Density Residential on the Land Use Plan shown in Figure 3 below. The plan indicates that low-density residential uses shall be dispersed evenly throughout the area and are integrated with high- and medium- density residential units.



Figure 9: Land Use Plan from the Barrhaven South CDP

### 4.4.1 Guiding Principles

The CDP contains a set of guiding principles that represent value statements about the type of urban environment that is desired for the Barrhaven South community. The guiding principles are listed below, with an explanation of how the proposed Meadows Concept Plan meets each principle.

#### / Create unique livable neighbourhoods

*The community will be carefully designed with unique, livable, urban type neighbourhoods each with their own character, sense of place and distinct identity. The diverse needs of people of different incomes and lifestyles, at various stages in the life cycle, will be met. An emphasis will be placed on human scale design, such that residents will positively perceive, and comfortably relate to the built and natural environment. Each neighbourhood will provide for a range of housing options and opportunity for a choice of housing tenure. Each neighbourhood will also ensure a rich variety of architectural styles,*



*with attention to detail – building massing, proportion, facade articulation, and materials. Successful interfaces will be created between private and public spaces.*

The Meadows development achieves this principle in the following ways:

- The development will provide a range of housing types to accommodate a range of incomes and lifestyle preferences. Housing types will include: detached dwellings, semi-detached dwellings, traditional townhouses, and back-to-back townhouses;
- Different housing types will generally be mixed throughout the community, providing a range of densities and a blending of housing forms;
- Housing will incorporate a range of built forms and architectural detailing, ensuring visual diversity of the streetscape.

### **Celebrate community focal points**

*Each neighbourhood will be designed around identifiable focal points – areas of interest that attract residents and become memorable landmarks within the community. These nodes will organize neighbourhoods into legible districts, and may consist of a variety of activities/amenities, for example, schools, parks, plazas, community facilities, and entrance features. These focal points will be well distributed within the community and easily accessible from homes both on foot or bicycle.*

The Meadows Subdivision achieves this principle in the following ways:

- Major focal points consist of a neighbourhood park and a school site. The location of these uses, along with the series of connecting sidewalks and pathways, will act as an organizing framework for the community;
- The neighborhood park is located on or near collector roads, where it will benefit from high visibility and easy access from community residents; and,
- The school proposed will serve as a focal point.

### **Integrate transportation and land use**

*The community will be designed for multiple modes of transportation within a development pattern that prioritizes walking, cycling and transit over the automobile. A modified grid system of roads will emerge, with higher densities and community facilities focused around points of high accessibility, especially near public transportation. Land use patterns will also complement and support the evolving South Nepean Town Centre. Design guidelines will be applied that ensure that all road corridors support adjacent land uses, enhance safety, offer supportive environments for walking, cycling and transit use, and maximize greening opportunities. Public transit, including rapid transit, will be systematically extended to serve the community, and to support the Town Centre. Transit will be integrated into the community early in the development process.*

The Meadows Subdivision achieves this principle in the following ways:

- Major focal points include a community park, located adjacent to the Cambrian Woods Woodlot, as well as the Elementary School located to the south. The parkland and the school site are connected to residential uses via sidewalks on local and collector streets; and
- Public transit, including a proposed Bus Rapid Transit (BRT), will run along realigned Greenbank Road. As a result, the entire subdivision will be well-served by public transit.

### **Ensure efficient use and phasing of future infrastructure**

*Alternative development standards will be considered when they complement the efficient and optimal use of land, neighbourhood liveability, and life-cycle operating and maintenance considerations. Both new and existing infrastructure will be considered in achieving this objective. Elements of environmental sustainability will be included in the design of buildings and infrastructure. The Province will be*

*approached to explore the need for and timing of their construction of the future overpass structure at Highway 416/Cambrian Road.*

The Meadows Subdivision achieves this principle in the following ways:

- The Plan of Subdivision and Zoning are based on a 24-metre wide right-of-way for the proposed collector road (Street1), 16.5-metre-wide local rights-of-way (and 14-metre-wide rights-of-way for window streets; and
- The local road ROWs are designed to maximize the efficient use of land and enhance the intimacy and urban feel of the development.
- Sustainable design measures will be explored in the design of the buildings.

/ **Create a Healthy and Active Community**

*The development will deliver a hierarchy of parks and recreation infrastructure for all members of the community to actively participate in physical activity. It will develop integrated and flexible opportunities throughout the community which are readily accessible to all residents*

The Meadows Subdivision achieves this principle in the following ways:

- The park system consists of a neighbourhood neigh park, which supports the network of parks and recreation of the Barrhaven South Community. The park is intended to accommodate a range of active and passive recreational uses, and is located along collector and local streets to ensure visibility, access, and safety.

/ **Create an integrated green/blue system**

*The Jock River corridor and key natural features areas will be protected and enhanced, resulting in the overall greenspace network within which the built environment is set. These natural features will play a valuable ecological role, and will also provide a social amenity function to the community in terms of meeting places, areas for recreation and relaxation, and quality of life. These natural features, watercourses, stormwater management facilities and open spaces will be linked, as appropriate, through the use of sidewalks, walkways and trails, and enhanced through additional landscape design that highlights, or is characteristic of, the individual feature.*

The Meadows Subdivision achieves this principle in the following way:

- The location of the park will enhance the Cambrian Woods Woodlot, creating an integrated network of park and greenspace that can provide a social amenity function through a combination of active and passive recreational uses on the park and passive recreational uses in the woodlot.

/ **Consider future of neighbouring aggregate resource area**

*The aggregate resource area will evolve over time to a use compatible with the new community. In the interim, it will be considered in the development phasing and when planning future land uses in the CDP.*

The Meadows Subdivision achieves this principle in the following way:

- The Sand and Gravel Resource Area designation abuts the lands to the south. Official Plan and CDP policies restrict residential and other sensitive land uses within 300 metres of this designation, unless it can be demonstrated through an impact assessment that the uses are compatible. An impact assessment has been carried out which demonstrates that although the sand and gravel pits are intended to remain operational for the next 5-7 years, the subdivision can proceed subject to the recommendations of the report.

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### / **Flexibility over time**

*While a clear planning framework is important to influence action, zoning by-laws need to be flexible (e.g., flexible range of uses, performance-based standards) to be able to respond to the market complexities and demand over time. Similarly, adjustments to the boundary of the Developing Community were made through the CDP process to ensure the rational planning of neighbourhoods, land uses, and servicing at a high level for those lands beyond the rationalized urban boundary. The rationalized urban boundary was established on a 'no net gain' approach. Any further changes to the boundary will be made by way of amendment to the Official Plan.*

The Meadows Subdivision achieves this principle in the following way:

- The zoning proposed will consider flexibility over time with flexible performance standards for residential uses and a split institutional/residential zoning for the school block to respond to changes in educational needs over time. No changes to the urban boundary are proposed.

#### 4.4.2 **Land Use Plan**

The intent of the Land Use Plan in the Barrhaven South CDP, approved by Council in September 2006, is to create a complete residential community with a distinct identity, containing a full range of housing choices and a broad complement of support services and facilities. The Land Use Plan was organized for flexibility during the neighbourhood design process, while achieving the main policies and principles of the CDP.

The Meadows Phase 5 & 6 Subdivision occupies a small portion of the CDP area. As noted in the Land Use Plan (Figure 9 above), the lands are designated primarily as residential, with a portion of the lands designated for a public elementary school, a neighbourhood park and a community park. The majority of the residential lands are designated as low density residential. A small area along the proposed realigned Greenbank Road is designated as high density residential.

The CDP contains a Demonstration Plan to provide a more specific level of detail in illustrating how the policies and objectives of the CDP could be met. The Demonstration Plan illustrates one way in which the Land Use Plan could be implemented. The Demonstration Plan is not intended to be interpreted as policy or as a representation of the precise manner in which the lands will develop. Instead, the Demonstration Plan provides a means of establishing and monitoring the mix of units and density targets over time. As illustrated in the Demonstration Plan, the subdivision area was intended to provide for a combination of low, medium and high density residential development in addition to the school and parkland. A future transit station was envisioned on the eastern side of the subdivision along realigned Greenbank Road. Surrounding proposed land uses include residential uses and woodland area to the north (on the south side of Cambrian Road).



Figure 10: CDP Demonstration Plan (Approximate Location of Meadows Phase 5 Identified in Black)

The development of Barrhaven South has occurred largely in accordance with the Demonstration Plan; however, some changes have occurred since the original adoption of the plan. To the northwest of the proposed subdivision, the Cambrian Woods woodlot extends the full extent of the lands to the north from Borrisokane Road to Street No. 1 on the Draft Plan of Subdivision. To the northwest in the Half Moon Bay West neighbourhood, the lands previously proposed as residential have been replaced with a 6.1 ha block allocated for a public secondary school. The previous school site across Cambrian Road has been re-lotted for residential uses. This has implications for roadway connections for the proposed subdivision, as there are no longer local streets connecting the northern interior portions of the subdivision to the Half Moon Bay West subdivision. The parkland proposed is in accordance with parkland dedication allocations for the development of the Barrhaven South community. The amount of parkland required to be dedicated is allocated into the 1.5 ha neighbourhood park as opposed to the two (2) separate parks shown on the Demonstration Plan.

### High Density Residential

The purpose of the High Density Residential land use category is to provide an adequate amount of land for residential dwellings at higher densities and to meet the Official Plan requirement that 10% of all dwelling units in Developing Communities are to be apartments. The High Density Residential land use category is located at major community focal points, such as along arterial and major collector roads, within and adjacent to the Community Core, and adjacent to, or within close proximity to, transit stations.



*The High Density Residential land use category can include products such as stacked townhouses, back-to-back townhouses, as well as low and mid-rise apartments. The 10% of dwelling units to be provided in the form of apartments must be located within the areas designated High Density Residential as shown on the Land Use Plan.*

*It is the City's policy that only those dwelling units that are separated both vertically and horizontally – so that there are units above one another and side-by-side – will be considered apartments in the context of the Barrhaven South CDP. Therefore, apartment units are defined as those units located in a building, which has a minimum of six (6) units, where the units are separated both vertically and horizontally, and where the units are limited to rental or condominium tenure.*

**The plan achieves this direction as follows:**

- / **12% of the proposed units are High-Density Residential uses in the form of back-to-back townhouses, and are located within the designated areas on the Land Use Plan and Demonstration Plan;**
- / **The high-density residential uses are located near collector roads and the future Greenbank Road realignment;**
- / **Higher-density residential uses are located in close proximity to transit;**
- / **Although the high density residential uses are not considered apartments per the definition in the CDP, the proposed back-to-back townhouses are considered a high-density product and are appropriate for areas adjacent to the future realigned Greenbank Road; and,**
- / **The high density residential uses constitute 12% of the proposed unit mix.**

### **Medium Density Residential**

*The purpose of the Medium Density Residential land use category is to provide an adequate amount of land to accommodate the majority of the ground-oriented multiple dwellings within the community. The Official Plan requires that at least 30% of all dwelling units within Developing Communities be ground-oriented multiple dwellings. The Medium Density Residential land use category is focused along arterial road and collector roads, at the intersection of collector roads within neighbourhoods, and adjacent to neighbourhood focal points and major park facilities. The land use category is dispersed throughout the community to provide for a variety in housing types throughout the various neighbourhoods.*

*All forms of ground-oriented multiple unit dwellings will be permitted within the Medium Density Residential land use category, which may include triplexes, fourplexes and townhouses (block, stacked, back-to-back, and street).*

**The plan achieves this direction as follows:**

- / **As required, the concept plan features medium-density dwellings in the form of traditional townhouse dwellings;**
- / **The development allocates 52% of residential units as medium-density townhouses, thereby contributing to the requirement that at least 30% of the developing community consist of ground-oriented multiple dwellings; and,**
- / **Medium-density residential uses are strategically distributed across the subdivision to balance levels of density across the community.**

### **Low Density Residential**

*The purpose of the Low Density Residential land use category is to provide an adequate amount of land that will accommodate the lowest density residential uses within the community. As per the Official Plan, such uses may not contain more than 60% of the total number of dwellings within the community.*

*Single-detached, semi-detached and duplex dwellings are permitted uses within the Low Density Residential land use category. Street townhouses and other similar ground-oriented multiple dwellings are also permitted within the Low Density Residential land use category in order to accommodate a variety of housing choices, increase affordability and create interesting streetscapes throughout neighbourhoods.*

**The concept plan meets this criteria in the following ways:**

- / **The concept plan allocates 36% of units as low-density residential dwellings, below the maximum of 60% established in the CDP;**
- / **As indicated in the Land Use Plan, low-density residential units are dispersed throughout the site;**
- / **The subdivision will include a range of ground-oriented dwelling units including detached, semi-detached, traditional townhouses, and back-to-back townhouses. This will ensure streetscape diversity and the provision of mixed housing on the same streets and/or blocks; and,**
- / **A range of lot sizes are proposed for single- and semi-detached units.**

### **Schools**

*The purpose of the School land use category is to accommodate sites for future potential school sites to serve the community. Six (6) elementary schools and two (2) secondary schools, as requested by the four (4) area school boards, have been identified within the School land use category. The location and size of these school sites have been shown to demonstrate the need to balance the distribution of schools throughout the community and to reflect the identified interests of the school boards, in terms of number, type, size, configuration and preferred location for these facilities.*

*Only schools and their associated uses, such as day care facilities or parks, are permitted within the School land use category.*

*School site requirements will be finalized during the subdivision approvals process. Where a school board has confirmed that it does not have an interest in a site that has been identified for it within the CDP, exchanges can be made with other school boards who express an interest. Where no interest is expressed, the lands may be developed as per the Medium Density Residential land use category, provided that the location is consistent with the locational criteria identified in Section 5.1.2.*

**The plan of subdivision meets this criteria in the following ways:**

- / **A 2.81-hectare school block is indicated on the Land Use Plan in the south-west corner of the site. An appropriately sized school block is proposed on the Draft Plan of Subdivision accordingly;**
- / **Should the School Board no longer have an interest in the school block, the lands can be developed in accordance with the medium-density residential land use category. The proposed zoning reflects the ability for both uses to be accommodated on the school block; and,**
- / **The proposed location of the school ensures visibility from the proposed Street 1 Collector Road, facilitating access for buses, motor vehicles and pedestrians.**

### **Parks**

*The purpose of the Park land use category is to identify lands that accommodate a full range of recreational opportunities, ranging from active spaces such as sportsfields and organized play areas, to more passive leisure areas including pathways, trails and seating areas. Barrhaven South is comprised of a hierarchy of four levels of parks: District, Community, and Neighbourhood level parks, and Parkettes, with the three (3) higher level parks designated on the Land Use Plan. All four levels of parks form the basis for the Barrhaven South Greenspace Plan.*

The required parkland dedication has evolved through the development of the CDP area. The Meadows Phase 5 subdivision is the last portion of Barrhaven South CDP area to develop. Through the development of previous areas of Barrhaven South, parkland dedication needs have been evaluated in accordance with the realized

density of development. The Land Use and Demonstration Plans anticipate the provision of two (2) parks within the subdivision; however, a consolidated 1.5-hectare neighbourhood park is proposed.

**The parkland proposed is in accordance with the requirements of the Parkland Dedication By-law and is reflective of agreements for the provision of parkland with other Barrhaven South CDP landowners. The Parkland Dedication By-law requires one (1) hectare of parkland per 300 dwelling units.**

**The proposed neighbourhood park is located in an appropriate location, next to the Cambrian Woods Woodlot in approximately the same location as the Land Use Plan's anticipated community park.**

### **Neighbourhood Parks**

*Neighbourhood Parks are located within neighbourhoods on either local or collector roads, and are generally around 0.8 hectares in size. Neighbourhood parks contain various park elements geared to a variety of users of all ages, and will vary from one neighbourhood to the next. The City recognizes the potential and unique opportunity for schools to co-locate and share facilities, such as joint use of sportsfields, shared parking and entrances with each other. Where co-located with schools, park elements may include intense use facilities such as outdoor rinks, basketball courts, small skate parks or spray pads, parking, and other complementary facilities to existing school yards such as a pre-school play area.*

**Although the proposed park is larger than 0.8 hectares in size, it meets the area range for a neighbourhood park in the Park Development Manual. The park is located in close proximity to a collector road and to a school. The uniform size provides opportunities for interesting programming that can be shared with the school and integrated with the Cambrian Woods Woodlot.**

### **4.4.3 Density Targets**

The Barrhaven South CDP establishes objectives in relation to the projected overall density as outlined in the City of Ottawa Official Plan. The overall projections for the CDP area have been divided into four (4) sub-planning areas to identify and track density targets and unit mix. The subject lands are located in Area 3. While the CDP establishes density targets for each sub-planning area, the assigned targets do not apply to individual subdivision applications.

The CDP establishes a target of 6,862 dwelling units for the entire Barrhaven South study area and an overall net residential density of 34.3 units per net hectare, which is reflective of the Official Plan target of 34 units per net hectare. The CDP anticipates that development of the study area will generate a total population of 19,215.

**The proposed subdivision will provide 346 units, as shown in Table 1 below. The units noted below occupy 10.11 hectares of land, representing a proposed density of 34.2 units per net hectare, which is consistent with the density target of both the Official Plan and the CDP. The proposed unit breakdown for the lands is outlined below. While the unit allocation contains a smaller proportion of single and semi-detached dwellings than what is envisioned in the CDP, the percentage of multiples (townhouses) exceeds the projection and generally respects the density patterns set out in the Demonstration Plan.**

**Table 1: Unit Type Split**

<b>Unit Type</b>	<b>Units</b>	<b>Percentage of Total</b>
<b>Single-Detached Dwellings</b>	135	39%
<b>Traditional Townhouses</b>	169	49%
<b>Back-to-back Townhouses</b>	42	12%

<b>Total</b>	<b>346</b>	<b>100%</b>
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While the overall CDP area is expected to achieve the desired mix of uses, each sub-planning area and each subdivision may not. The proposed subdivision aims to meet the intent of the CDP policies to provide a mix of land uses, including higher density land uses in appropriate locations, and to meet the minimum density target of 34 units per net hectare.

#### 4.4.4 Greenspace Plan



Figure 11: Greenspace Plan (Subject Site Outlined in Orange)

*The Barrhaven South greenspace system, will be an integrated network of open spaces, active recreational areas and linkages, and will include:*

- / Natural features, such as woodlots, tributaries and floodplain lands along the Jock River,
- / Formally dedicated parkland and linkages,
- / Stormwater management pond areas and trails, as well as
- / Open areas associated with school sites.

The Greenspace Plan will also ensure an equitable distribution of formal, active parks throughout the CDP area, strong pedestrian and cycling connectivity and a pattern of development that ensures all new residents are within 400 metres of Greenspace.

In 2006, an Amendment to the Official Plan was approved in order to implement the City's Greenspace Master Plan. The policies establish a target of 4.0 hectares per 1,000 population, or approximately 16-20% of gross land



area, for total green space, which includes parks, stormwater ponds, floodplains, and major recreational pathways (Section 2.4.5). This does not include land where access is restricted, including school grounds and private golf courses.

The target for park and leisure areas, which includes parkland dedicated under Section 42(3) of the Planning Act and parks owned by the City and other public agencies, is 2.0 hectares per 1,000 population, or approximately 8-10% of developable land (Section 2.5.4).

**The concept plan for Phase 5 of the Meadows subdivision incorporates 1.51 hectares of parkland, in the form of one Neighbourhood Park. With a total site area of 19.39 hectares, this represents approximately 8% of the gross land area. This figure meets the minimum 8% specification in Section 2.5.4 of the Official Plan. All blocks in the subdivision will be within 400 metres to a park or greenspace as the draft-approved Meadows Phase 4 Subdivision also contains a park located immediately east of realigned Greenbank.**

**As already discussed, the City of Ottawa Parkland Dedication By-law requires the provision of one (1) hectare of parkland per 300 dwelling units. This requirements equates to 1.15 hectares of parkland required for this Plan of Subdivision. As such, the 1.5 hectares of parkland provided exceeds the requirement for this subdivision. Also as previously noted, other subdivisions in the Barrhaven South CDP have provided parkland, which has continued to be evaluated as the area has developed in accordance with the density realized for the area.**

#### 4.4.5 Community Design Guidelines

The following is a comprehensive overview of the design principles that inform the Community Design Plan for Barrhaven South. The CDP establishes design guidelines which address a range of land uses, including:

- / Overall community identity
- / Streets
- / Parks and greenspace
- / The community core
- / Residential Areas
- / Employment and Retail Areas
- / Institutional Uses

The Concept Plan for the lands establishes the framework within which these design guidelines can be met. The majority of the design guidelines will be addressed at the detailed design stage. The italicized portion of each subsection below represents an excerpt from the CDP.

#### **Overall Community Identity**

The design guidelines established in the Community Design Plan speak to the importance of Community Identity. The notion of Community Identify in Barrhaven South is based on the following key development directives:

- 1.0** *Development should capitalize on the abundant natural features of the site – both existing and proposed.*
- 2.0** *Development should create a more urban, intimate environment.*

The plan meets these objectives as follows:

- / Medium- and high-density residential uses are distributed throughout the subdivision to create appropriate densities at an urban scale and ensure efficiency for urban services and infrastructure;
- / Window streets are incorporated to limit access to arterial roads and ensure appropriate interface between buildings and the public realm;

- / Development adjacent to the woodlands will be planned to ensure the integrity of the features and functions are maintained;
- / Cycling will be encouraged throughout the subdivision;
- / A common palette of materials and options will be explored in the detailed design phase;
- / At the detailed design phase, buildings will be designed to address major transportation routes by fronting onto the street to enhance the streetscape and to create a sense of the community for travelers along these routes; and,
- / Neighbourhood design will, where possible, promote accessibility.

### **Streets**

*Streets are a major element of the public realm in communities. The design of streets with respect to widths, landscaping, and their relationship with buildings are fundamental in establishing the character of a community.*

*The Official Plan directs that new communities should be designed using a modified grid road pattern in order to:*

- 1.0** *Maximize the number of access and egress points,*
- 2.0** *Increase permeability of the network,*
- 3.0** *Increase pedestrian and transit accessibility,*
- 4.0** *Enhance way-finding and personal navigation.*

While details of street design will be completed at the detailed design phase, the plan meets the objectives as follows:

#### Arterial Roads (Greenbank Road realignment)

- / Full-movement intersections will be appropriately spaced;
- / On street parking will be encouraged on the new Greenbank Road in off-peak hours;
- / Window streets are incorporated as an alternative to rear lotting; and
- / Where noise attenuation is required, it will be limited to short stretches of frontage.

#### Collector Roads

- / Collector Roads are designed using a 24-metre right-of-way; and
- / Rear lotting is not proposed along collector roads.

#### Local Roads

- / Local roads are designed with 16.5-metre rights-of-way; and
- / Window streets are designed with a 14-metre right-of-way.

### **Parks and Greenspace**

*Greenspace and parkland in Barrhaven South will be easily accessible to residents, provide active recreational space, and enhance north-south and east-west pedestrian connectivity.*

While most of the landscape details will be completed at the detailed design phase, the subdivision meets the objectives as follows:

- / Parks are sited with dwellings facing the park on the opposite side of the street, as well as dwellings with rear yards backing onto the park to encourage “eyes on the park” for aesthetic and safety reasons;
- / Parks are located with consideration for surrounding uses, and are located adjacent to residential uses and in close proximity to the proposed school;
- / The park’s location next to the Cambrian Woods Woodlot creates opportunities for integration with passive recreational uses within the woodlot;

- / The community park is rectangular in shape and is 1.51ha in size, which will facilitate an appropriate range of park amenities; and,
- / The park has significant frontage along Street No. 12.

### **Residential Neighbourhoods**

*The intent is to create a strong, vibrant, urban community in Barrhaven South, which includes the following elements:*

- / Increased densities to sustain transit and a variety of land uses;*
- / A variety of housing types and built form to create interesting places;*
- / Strong urban design elements that protect and enhance the abundant natural features and create engaging, beautiful places to live.*

The Concept Plan meets the objectives as follows:

- / Select streets and building lots are aligned and oriented to capitalize on view corridors to the Cambrian Woods Woodlot;
- / All residential development lots front onto public streets and buildings will be oriented to the street; and,
- / Townhouses are mixed with other built forms so as to not dominate an entire neighbourhood

### **Schools**

The Concept Plan meets the general guidelines for Institutional Uses as follows:

- / The proposed school has frontages on two streets;
- / On-site bus lay-bys and car drop-offs will be contemplated at the detailed design stage; and,
- / The school block is appropriately sized for the needs of the school board.

## **4.5 Urban Design Guidelines for Greenfield Neighbourhoods**

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject property is a Greenfield Neighbourhood as defined by the guidelines.

The proposal meets several of the guidelines, including:

- / Plans and builds a new community based on the inherent capacity of the natural landscape to sustain the community over time;
- / Considers natural features in community design;
- / Locates parks adjacent to other natural features, such as woodlands;
- / Concentrates higher-density residential uses in strategic locations, including in proximity to transit;
- / Selects the most suitable zoning setback and road right-of-way width for the land use context and the road function;
- / Incorporates sidewalks that connect to commercial areas, schools, and parks;
- / Connects new streets to existing streets in adjacent developments and plans for future connections to land that has yet to be developed;
- / Designs collector streets to be direct and continuous through the neighbourhood;

- / Limits the length of many development blocks to be between 150 and 250 metres;
- / Locates the school site facing two roads, including a collector street;
- / Locates a park of sufficient size with substantial frontage on a local street;
- / Minimizes the amount of frontage on an arterial road that will require a noise attenuation wall; and,
- / Utilizes window streets to avoid rear yards backing onto an Arterial Road.

**The proposed Plan of Subdivision and Zoning By-law Amendment advances several of the Urban Design Guidelines for Greenfield Neighbourhoods.**

## 4.6 Other Policy Documents

### 4.6.1 Barrhaven South Urban Expansion Study Area Community Design Plan (CDP)

The lands south of the Meadows subdivision lands are located outside of the urban boundary, but are designated with an Urban Expansion Study Area overlay on Schedules A (Rural Policy Plan) and B (Urban Policy Plan) of the Official Plan. The overlay requires a comprehensive study or Community Design Plan to evaluate the potential for development of urban uses. Minto Communities and Mattamy Homes have jointly initiated a CDP process, which is anticipated to be adopted by Council in May 2018. The preliminary concept plans for the CDP area propose a range of residential uses, along with schools and parks. A Park and Ride facility is also proposed within the CDP area on the west side of realigned Greenbank Road. The lands directly to the south are anticipated to retain the sand and gravel designation until such time as the resources extraction is complete and they can be used for residential and other complementary uses. The development of the CDP lands will not directly impact the planning on the subject lands.

### 4.6.2 Building Better and Smarter Suburbs (BBSS)

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Completed BBSS Initiatives include the following:

- / Tree Planting in Sensitive Marine Clay Soils: These guidelines will be reflected on Landscape and Streetscape Plans required for review of detailed design
- / Arterial Road Cross-Sections: The Arterial Road Cross-Sections will be reflected in the ultimate construction of realigned Greenbank Road.
- / Traffic Calming and Pedestrian Priority Measures: The proposed street network provides efficient access to the proposed uses in a manner that also facilitates active transportation
- / Zoning By-law Amendment to facilitate efficient use of land at school sites: The new zoning requirements will be applied to the school site through the design of the school and reviewed through the Site Plan Control application process.
- / Updated Park Development Manual: The manual will be applied to the ultimate plans for the park, provided at the detailed design stage.
- / Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
- / Pedestrian Crossovers information for new subdivisions: Pedestrian crossovers will be evaluated through detailed design of the subdivision.

## 4.7 City of Ottawa Zoning By-Law

The subject lands are presently subject to two (2) zones, including: Mineral Aggregate Reserve Zone (MR) and Development Reserve Zone (DR). The Development Reserve zone is indicative of the site's potential for development, as recognized in the Barrhaven South CDP. The Mineral Aggregate Reserve Zone is reflective of the site's previous use for aggregate extraction in the 1990's. Following the depletion of the resource for extraction and the termination of the aggregate license, the lands were rehabilitated and brought into the urban boundary through the Barrhaven South CDP process. As the site is now designated General Urban Area and is



designated for residential purposes in the CDP, it is appropriate for the MR zoning to be replaced with zoning that would facilitate the development of the proposed Plan of Subdivision.

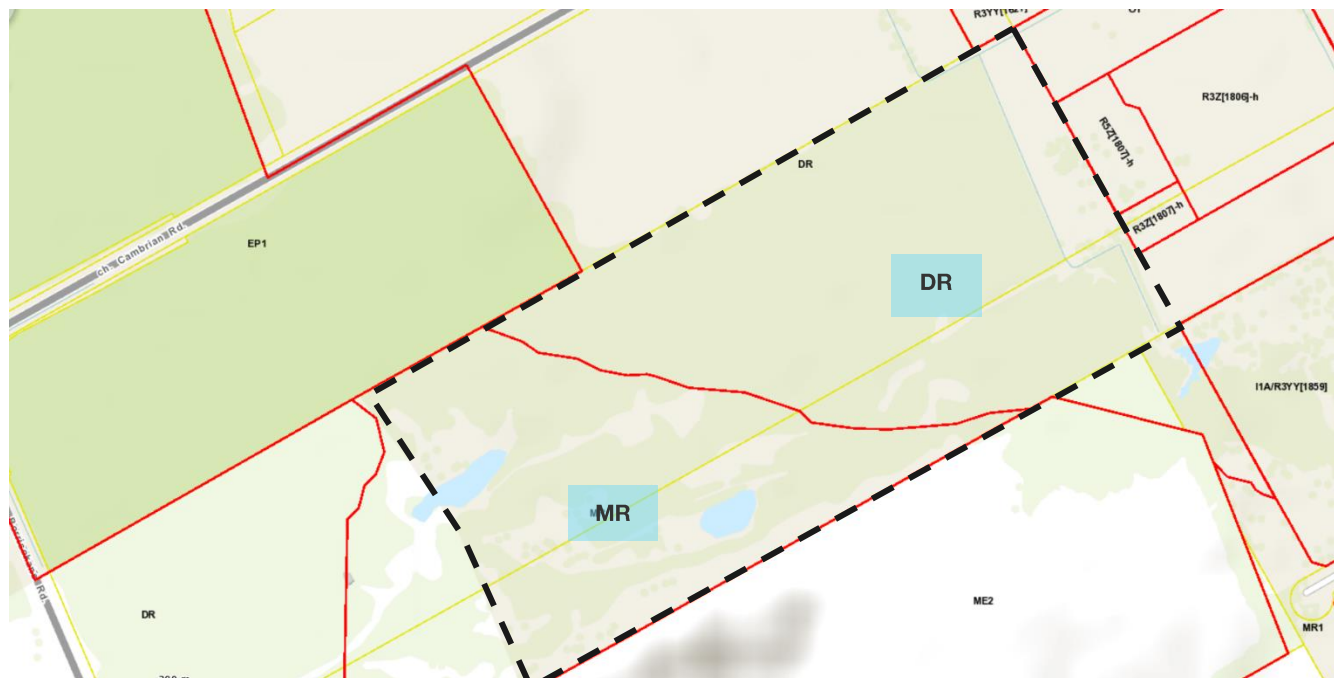


Figure 12: City of Ottawa Zoning By-law Map (Approximate Site Location in Black)

The proposed Zoning By-law Amendment seeks to rezone the subject lands to:

- / Residential Third Density Subzone Z (R3Z), Exception XXX to permit the proposed detached dwellings, semi-detached dwellings, townhouses and back-to-back townhouses, the exception is required to permit an 11.5 m building height (see Figure 13 for example of this product).
- / Open Space Subzone 1 (O1) to permit the development of the proposed park; and
- / A dual-zoned R3Z/Minor Institutional Zone (I1A) to permit the development of the proposed school, or alternatively, residential uses in the event that the school block is not required for that purpose.

The purpose of the proposed R3Z zone is to allow a range of ground-oriented low- to high-density residential dwelling types ranging from detached to townhouse dwellings on lands designated General Urban Area in the Official Plan. Permitted uses within the R3Z zone include detached dwellings, semi-detached dwellings, and townhouses. The subzone features alternative performance standards intended to promote efficient land use and compact form. This zone will allow continuity of the zones set out in previous phases of the Meadows subdivisions. An exception will be required to permit an 11.5 metre building height for the back-to-back townhouses. The parent zone permits a building height of 11 metres.

#### The R3Z zone has the following performance standards:

Zoning Standard	Detached	Semi-Detached	Townhouse
Lot Width	9m	7m	6m
Lot Area	240m <sup>2</sup>	190m <sup>2</sup>	150m <sup>2</sup>

Zoning Standard	Detached	Semi-Detached	Townhouse
<b>Building Height</b>	11m	11m	11m
<b>Front Yard Setback</b>	3m	3m	3m
<b>Corner Side Yard Setback</b>	3m	3m	3m
<b>Rear Yard Setback</b>	6m	6m	6m 0m when attached to back-to-back
<b>Interior Side Yard Setback</b>	Minimum total Interior side yard: 1.8m One minimum yard no less than 0.6m	0.9m	1.2m

The O1 zone is intended to permit parks, open space and related uses in areas designated General Urban Area in the Official Plan. Permitted uses include park, environmental preserve and urban agriculture. This zone will allow the construction of the park at the north-west portion of the site.

The I1A zone's purpose is to permit a range of community uses, institutional accommodation and emergency service uses in areas designated as General Urban Area in the Official Plan. Permitted uses include, but are not limited to, community centre, day care, school and park. This zone was selected based on the typical Institutional zone in the Barrhaven South area and will subsequently permit the development of the school at the south-west corner of the site, as described in the CDP. The zoning standards can be modified based on the development of the site. The combination of the I1A and R3Z zone will allow the developer to construct residential dwellings on the lands, should they not be required by the School Board.



Figure 13: Example of back-to-back "Gallery Towns"

In considering the Plan of Subdivision and Zoning By-law Amendment applications and the applicable policy and regulatory framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- / The development is consistent with the Provincial Policy Statement in that it seeks to develop an area within the City of Ottawa’s Urban Area in a manner that contributes to the range of housing types within the community. The site is also located in proximity to future rapid transit services and utilizes existing public service facilities planned for the Barrhaven South Community.
- / The proposal conforms to the goals, objectives, and policies of the Official Plan. The lands are designated General Urban Area, which permits a range of uses including the proposed uses. The proposed development is compatible with the surrounding context and character of the adjacent areas.
- / The proposal conforms to the policies of Official Plan Amendment No. 150 and the revised policies of the General Urban Area. The proposed low-rise development form is permitted within the General Urban Area and the development remains compatible with adjacent land uses.
- / The development is consistent with the goals and objectives of the Barrhaven South CDP and the Design Guidelines for Greenfield Neighbourhoods. The proposed development helps to achieve the densities and objectives of the CDP.
- / The proposed Zoning By-law Amendment is consistent with the policy designation and reflects the intended land uses. The R3Z zone in particular permits a range of residential dwelling types and densities.
- / The proposed Plan of Subdivision is appropriate for the scale and context in which it is planned.

Based on the above discussion, it is our professional opinion that the proposed development is compatible with the existing and planned land uses in the surrounding area, conforms to the policies, goals, and objectives of the Official Plan, is consistent with the vision and guidelines of the Barrhaven South Community Design Plan, and that the proposed Zoning By-law Amendment and Plan of Subdivision are appropriate for the future development of the site.



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