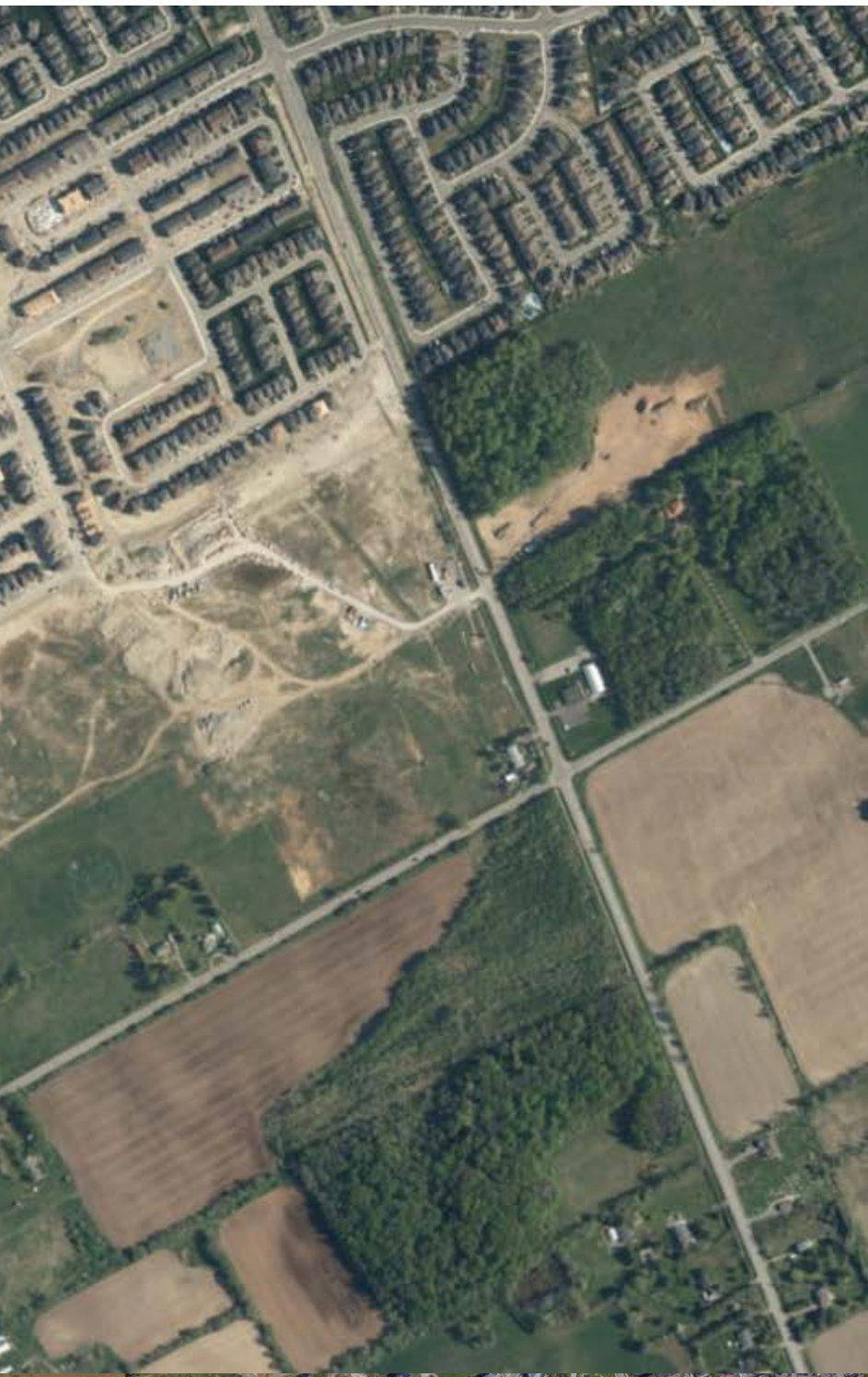




QUINN'S POINTE- PHASE 2 PLAN OF SUBDIVISION + ZONING BY-LAW AMENDMENT





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1.0 INTRODUCTION

Fotenn Consultants has been retained by Minto Communities (“Minto”) to prepare a Planning Rationale in support of Plan of Subdivision and Zoning By-law Amendment applications for Phase 2 of Minto’s Quinn’s Pointe community (“subject lands”). The proposed subdivision consists of 1,015 residential units, two school blocks, a commercial block, parkland, a Park & Ride, and stormwater management facilities.

The proposed Zoning By-law Amendment would rezone the subject lands to permit the proposed uses. More specifically, the following zones are proposed:

- Low- and Medium-Density Residential - Residential Third Density YY Subzone, Exception 2145 (R3YY[2145]).
- Commercial, Park and Ride, and High-Density Residential – General Mixed Use Zone (GM)
- Schools - Minor Institutional Zone, Subzone A and Residential Third Density YY Subzone, Exception 2145 (I1A/R3YY[2145]).
- Parks and Stormwater Management Facilities - Parks and Open Space Zone (O1)

Full details of the proposed zoning are summarized in Appendix A of this Planning Rationale.

1.1 Background

Since 2015, a developer-initiated Community Design Plan, known as the Barrhaven South Urban Expansion Area Community Design Plan (BSUEA CDP), has been underway for the subject lands as well as lands located to the immediate north (a future phase of Mattamy’s Half Moon Bay community). The CDP and the associated Official Plan Amendment (OPA) are anticipated to be considered by Council in Spring 2018. This applications for Plan of Subdivision and Zoning By-law Amendment will be subject to the policies of the approved CDP and OPA.



Figure 1: Subject Lands in City Context

SITE CONTEXT AND SURROUNDING AREA

2.1 Subject Lands

The subject lands are located in Barrhaven South, at the southern edge of the City of Ottawa's urban boundary. The lands are generally bound by the Quinn's Pointe Phase 1 development to the northeast, existing Greenbank Road to the east, Barnsdale Road to the south, vacant rural lands to the west, and active aggregate extraction operations to the north.

The subject lands comprise approximately half of the 122-hectare BSUEA CDP area, representing the majority of CDP lands not currently used for aggregate extraction operations. Figure 2 illustrates the subject lands in a local context.

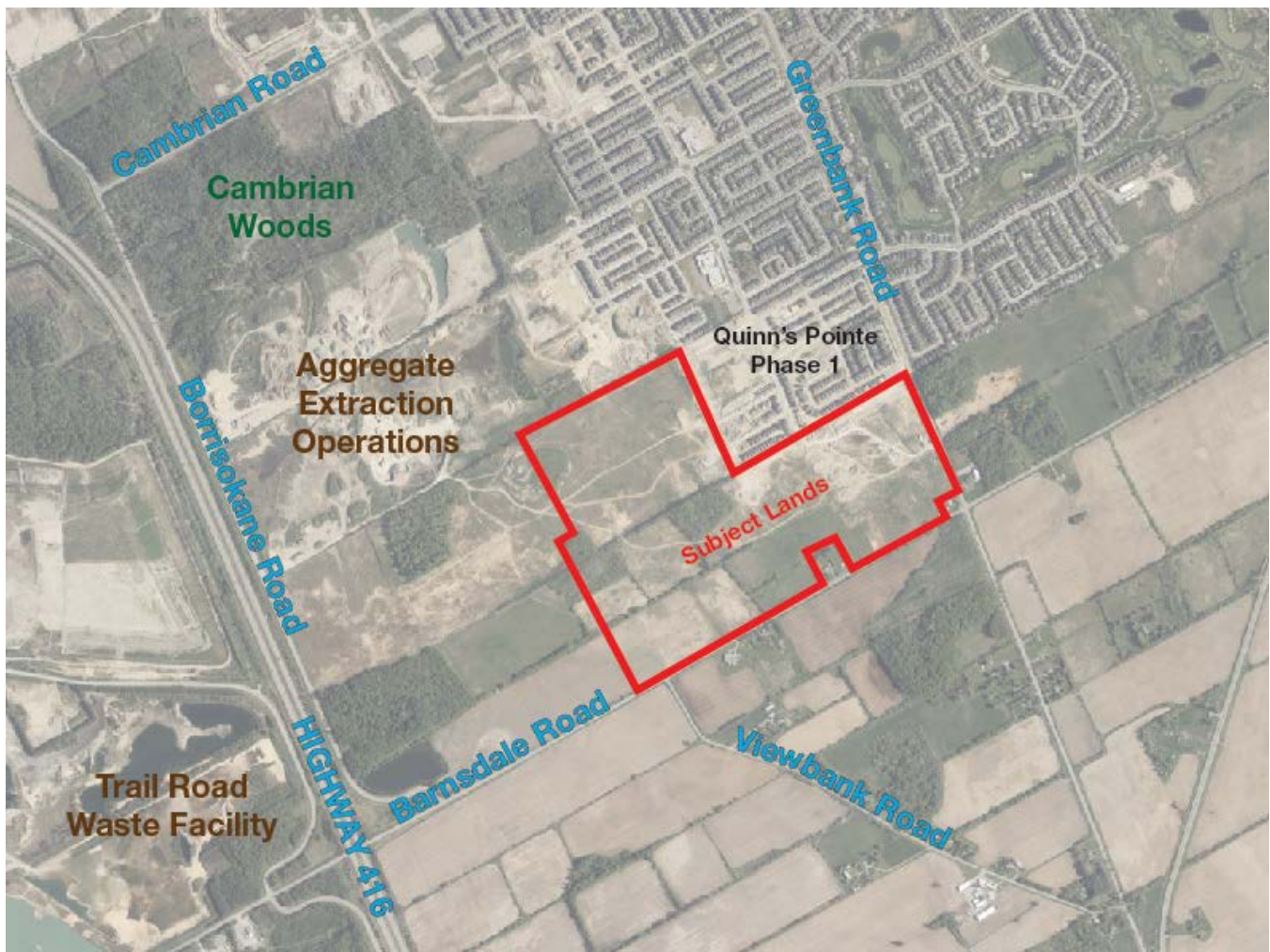


Figure 2: Subject Lands in Local Context

As previously mentioned, the subject lands are located within the Barrhaven South Urban Expansion Area CDP boundaries, immediately south of the existing urban boundary (Figure 3). The OPA in support of the CDP would expand the urban boundary to include the CDP lands.

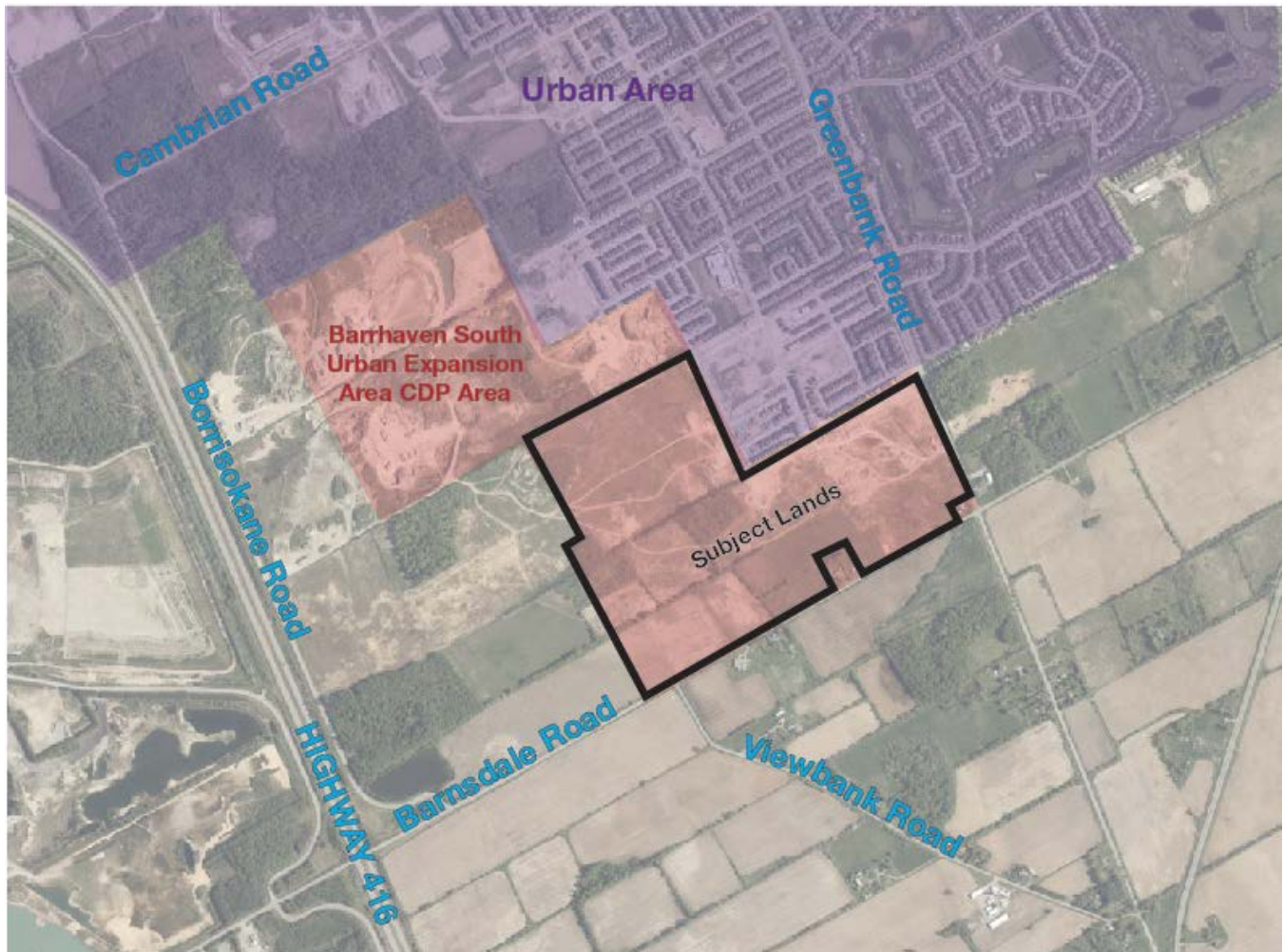


Figure 3: Subject Lands in Proximity to Urban Boundary and BSUEA CDP Area

The boundaries of the subject lands exclude three small residential properties fronting on Barnsdale Road, which are not under Minto ownership. These properties are included in the CDP area. The lands include two existing woodlots, portions of which may be incorporated into the Parkettes that are planned in those locations. The existing woodlots and hedgerows contain several mature trees and specimen trees measuring 85 centimetres or greater in diameter and are in good condition.

The subject lands are currently undeveloped and were previously used for agricultural purposes. The lands were identified as possible urban expansion lands through the Official Plan Amendment 76 process and designated “Urban Expansion Study Area” through an Ontario Municipal Board (OMB) decision in 2012. The southeastern portion of the lands were redesignated General Rural Area through a separate OMB Decision in 2015 (PL141313).

2.2 Surrounding Area

North and East

Existing and developing neighbourhoods are located immediately north of the subject lands. Some of the development is located within the Barrhaven South CDP area (approved in 2006), which generally applies to the lands bound by the Jock River to the north, Highway 416 to the west, existing Greenbank Road to the east, and the existing urban boundary to the south. Recent residential development has also occurred on the east side of existing Greenbank Road, in a community known as Stonebridge. These surrounding communities contain a mix of low- and medium-density residential uses, as well as schools and parks containing a range of amenities. The newly developed Minto Recreation Complex, which offers a range of amenities such as gymnasiums, a pool, ice rinks, and sports fields, is located at the southeast corner of the intersection of Cambrian Road and existing Greenbank Road, approximately 1.2 kilometres northeast of the subject lands.

Greenbank Road is proposed to be realigned through the subject lands, the alignment for which was approved through an Environmental Assessment process that was undertaken in 2014. The realigned road is proposed to intersect with Barnsdale Road approximately 800 metres west of its current location, and will accommodate a Bus Rapid Transit (BRT) route down the centre of the right-of-way.

In accordance with the Barrhaven South CDP (2006), a Community Core comprised of a mix of commercial and higher-density residential uses is planned at the intersection of Cambrian Road and realigned Greenbank Road. West of the Community Core is Cambrian Woods, a City-owned Urban Natural Feature.

West

Provincial Highway 416, a major north-south expressway, is located approximately 950 metres west of the subject lands. The nearest interchange with Highway 416 is Bankfield Road, located approximately 2 kilometres south of Barnsdale Road. Approximately 5 kilometres north of the subject lands is the Fallowfield Road interchange, connecting motorists with the central portion of Barrhaven to the east. The Barrhaven Town Centre Mixed Use Centre is located approximately 3 kilometres to the northeast of the subject lands.

The Trail Road Waste Facility is located immediately west of Highway 416. The subject lands are not located within the 500-metre area of influence around the waste facility, as identified through Official Plan policies.

South

The City's rural area is located to the south of the subject lands, with the closest village being the Village of Manotick approximately 2 kilometres to the southeast.

3.0 PROPOSED DEVELOPMENT

Minto proposes to subdivide the subject lands to enable the development of a mixed-use community known as Quinn's Pointe- Phase 2. The concept plan for the community is illustrated as Figure 4 below.

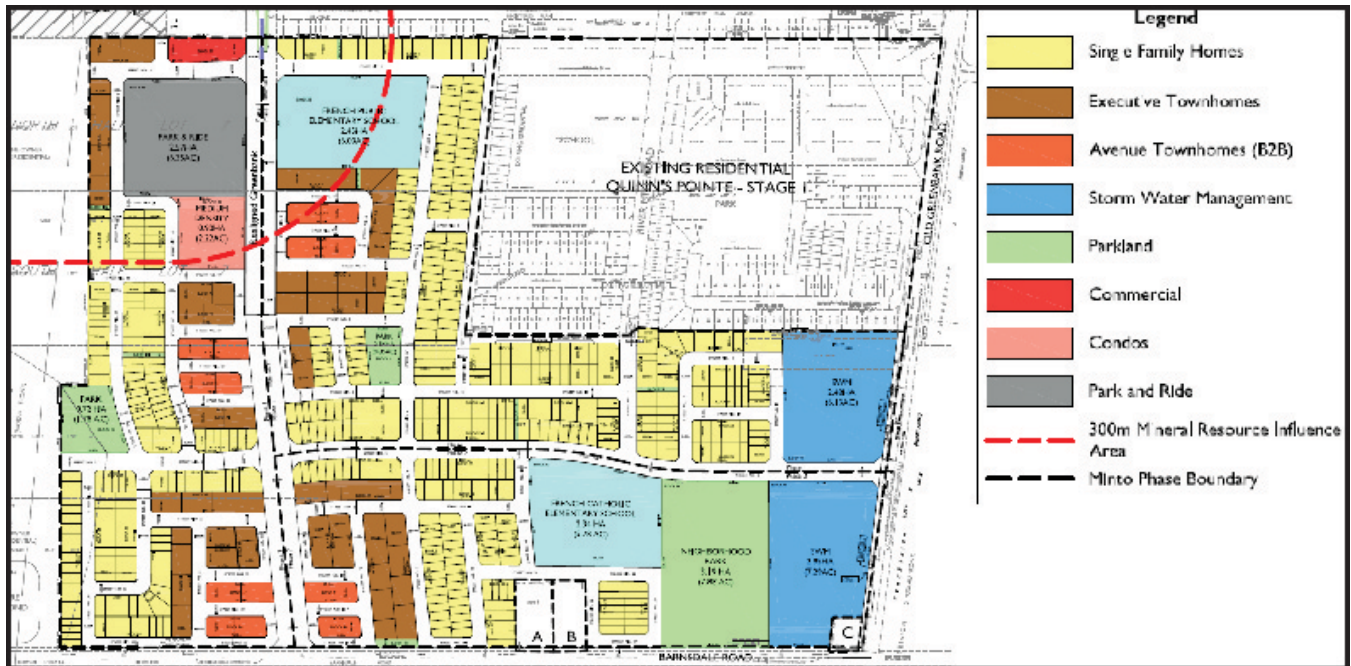


Figure 4: Concept Plan for Quinn's Pointe- Phase 2

The subdivision includes a range of housing types and densities, including:

- / Single Family Homes (detached dwellings, low density);
- / Executive Townhomes (attached dwellings, medium density);
- / Avenue Townhomes (back-to-back attached dwellings); and
- / A future development block for condominiums.

Table 1 summarizes the breakdown of each dwelling type and model.

3.1 Schools

The community includes two elementary school blocks, as identified through the CDP. The northern school block (Block 633) is proposed for Phase 1 of the development, and is expected to accommodate a French Public Elementary School on a 2.43-hectare lot. The block is located at the intersection of realigned Greenbank Road at Street No. 2 (western extension of Kilbirnie Drive), with additional frontage on local Street No. 4 to the east.

The southeastern school block (Block 634), proposed for the second phase of construction, is expected to accommodate a French Catholic Elementary School and a potential public library on a 2.34-hectare lot. The block is proposed at the intersection of a new collector street (Street No. 2) and a local street (Street No. 18), with additional frontage on local Street No. 16 to the south. Aligning with CDP policies that were drawn from the City's Building Better and Smarter Suburbs initiative, the school abuts a Neighbourhood Park, creating opportunities for recreation synergies and the potential sharing of facilities such as parking.

Table 1: Breakdown of Proposed Dwelling Units

Unit Type	Total Units
Singles	548
30' Single	109
36' Single	317
43' Single	122
Townhouses	467
Executive Townhome	297
Avenue Townhome	170
Condominium	TBD
Infusion Terrace	TBD
Total	1,095

3.2 Parkland

Three parks totaling 4.25 hectares are proposed for the subdivision in order to provide recreation opportunities for area residents. A 3.19-hectare block is reserved for a Neighbourhood Park at the southeast portion of the subject lands (Block 635). The block is located in between the stormwater management block to the east and the French Catholic Elementary School to the west. The Neighbourhood Park will have frontage on Barnsdale Road to the south, the Street 2 collector street to the north, and on local Street 16 to the southwest.

A 0.34-hectare Parkette is proposed in the approximate centre of the subdivision, east of future realigned Greenbank Road (Block 636). The park block is strategically located in the location of an existing woodlot, offering a potential opportunity for tree preservation. The Parkette will offer a passive recreation area for residents. Block 636 has frontage on Streets 3, 7 and 8.

Block 637, located along the western edge of the subdivision, is also reserved for a Parkette. The block has an area of 0.72 hectares. Like the other Parkette to the northeast, this park block location is also strategically located on an existing woodlot. The Parkette block is located at the intersection of the new collector Street 2 and local Street 23.

The City of Ottawa Parkland Dedication By-law (2009-95) requires the dedication of 1 hectare of parkland for every 300 units (for densities of 18 dwellings per net hectare or more, which applies in this situation). Further, 2% of the gross land area is required to be dedicated for commercial uses. At 1,095 units and 0.32 hectares of commercial, a total of 3.66 hectares of parkland are required. At 4.25 hectares, the plan of subdivision is currently over-dedicating 0.6 hectares of parkland. As such, the area of parkland in the subdivision may change as the Plan of Subdivision application progresses.

Several mid-block pedestrian connections are proposed in the subdivision. The connections are intended to improve connectivity for pedestrians and cyclists between streets, particularly in close proximity to schools and parks. Pedestrian connections are provided:

- / Between Streets 15 and 17 (Block 602);
- / Between Streets 11 and 12 (Block 640);
- / Between Streets 2 and 9 (Block 641);
- / From the French Public Elementary School block to Street 5 (Block 642);
- / From the northern boundary of the subject lands to Street 1 (Block 643);
- / From the western boundary of the subject lands to Street 23 (Block 644); and
- / Between Streets 23 and 26 (Block 645).

The Draft Plan of Subdivision is shown as Figure 5 below:

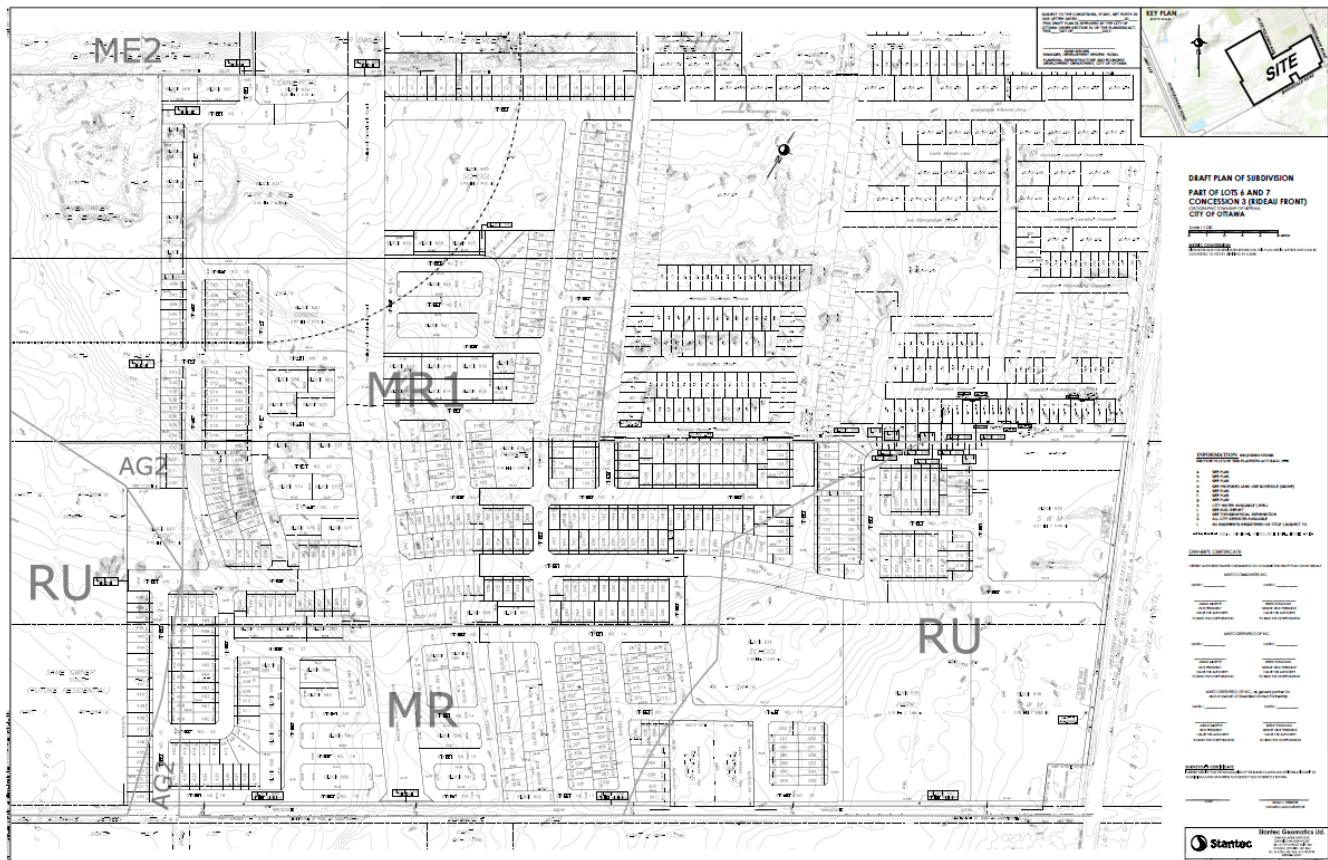


Figure 5: Draft Plan of Subdivision

3.3 Streets

The proposed street network is designed to integrate with the surrounding transportation network. A westward expansion of Kilbirnie Drive is proposed as Street 1 on the Plan of Subdivision, extending west of realigned Greenbank Road. The French Public Elementary School and the Park & Ride are proposed to have frontage onto this collector street. Similarly, a southward extension to River Mist Road is proposed in the southeast corner of the subject lands (Street 11), which is proposed to terminate at the French Catholic Elementary School. A new east-west collector street is proposed to connect existing Greenbank Road and realigned Greenbank Road (Street 2). These collector streets align with the collector streets identified in the CDP Land Use Plan.

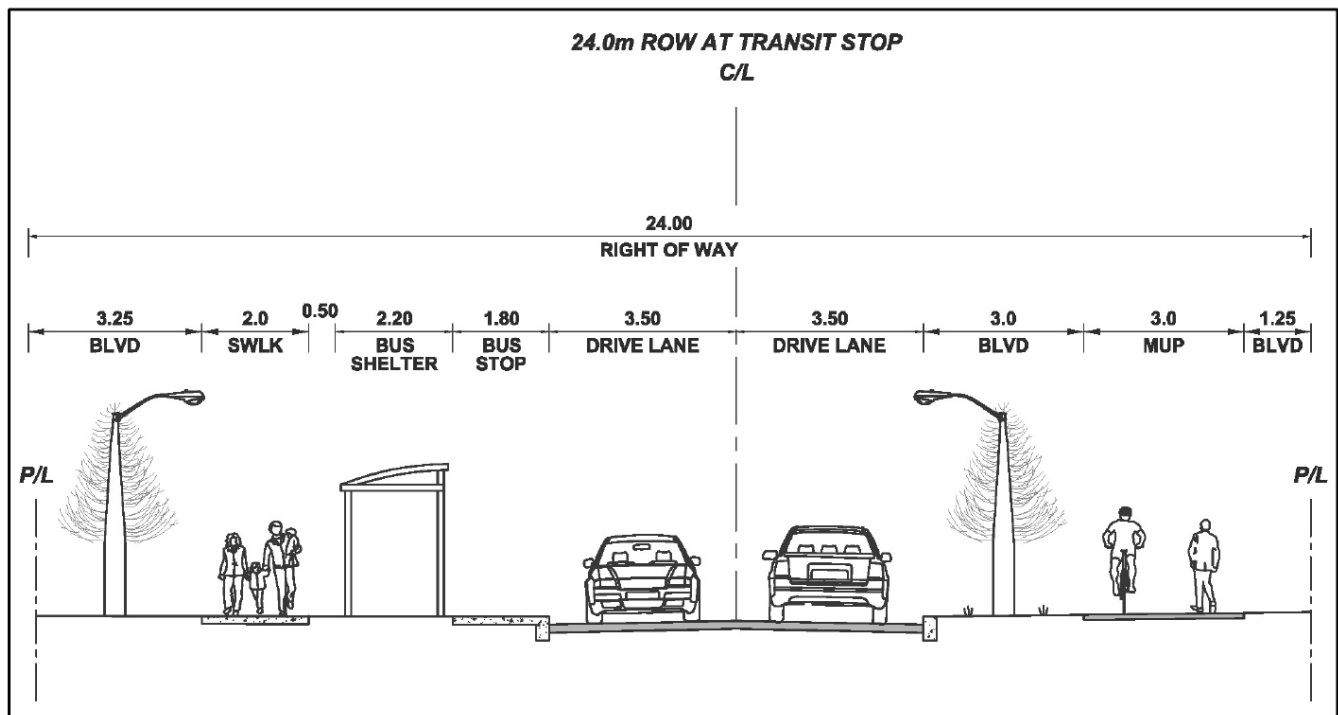


Figure 6: Proposed Cross-Section for 24 m Collector Streets

The proposed street widths are summarized in Table 2 below:

Table 2: Street Hierarchy

Street Type	Proposed Street Width
Arterials	Realigned Greenbank Road: 41.8 m (as per Realigned Greenbank Road Environmental Assessment (2014))
	Barnsdale Road & Existing Greenbank Road: As constructed
Collector Streets	22 m and 24 m
Local Streets	18 m
Local Streets- Window Streets	14 m

3.4 Park and Ride

As established in the Realigned Greenbank Road Environmental Assessment (2014), a block in the subdivision is dedicated for Park & Ride facility (Block 631). The reserved block has an area of 2.55 hectares and is located at the intersection of realigned Greenbank Road and Street No. 1 (extension of Kilbirnie Drive). The Environmental Assessment plans for the Park & Ride to be the terminus of the future Bus Rapid Transit (BRT) route, however, an extension further south to Barnsdale Road may be considered in the future.

3.5 Commercial

A commercial block is proposed immediately north of the Park & Ride, as identified on the CDP Land Use Plan. The commercial block is included in Phase 1 and represents only a portion of the total area planned for commercial uses, with the balance to be developed on the lands owned by Mattamy to the north.

3.6 Stormwater Management Facilities

Stormwater management facilities are proposed for Blocks 638 and 639, both fronting on existing Greenbank Road in the southeast portion of the subject lands. The blocks are located on the north and south sides of proposed collector Street 2, at the lowest elevation on the subject lands. The ponds will provide a catchment for drainage in the subdivision, as well as an amenity area for residents. The stormwater is strategically located adjacent to the Neighbourhood Park to allow for synergies such as an extended pathway system.

The three (3) lots fronting onto Barnsdale Road that are excluded from the subject lands are currently owned others. Consequently, they are not proposed to be developed as part of this Plan of Subdivision application. However, the subdivision design contemplates future inclusion or development of these parcels, allowing the properties to be developed with appropriate uses that can integrate with the design. Parcels A and B on the Concept Plan, located approximately 300 metres west of existing Greenbank Road, present an opportunity to develop with residential uses similar to those proposed for adjacent lands. As per the policies in the CDP, Parcel C, which is located at the northwest corner of the intersection with Greenbank Road and Barnsdale Road, may be developed with commercial uses in the future.

3.7 Phasing

The development of the subject lands is proposed to occur in three phases. The first phase is proposed to include the L-shaped lands west and south of Quinn's Pointe Phase 1, between realigned Greenbank Road and to the new east-west collector Street 2. Phase 2 includes the remaining lands located east of realigned Greenbank Road, with Phase 3 including the lands located west of realigned Greenbank Road.

POLICY AND REGULATORY CONTEXT

4.1 Provincial Policy Statement

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 “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. 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 and intensification.

Policy 1.1.1 defines the components that sustain healthy, liveable and safe communities, including:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- / Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- / Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Policy 1.1.2 stipulates that within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Specifically, Policy 1.1.3.2 clarifies that land use patterns within settlement areas shall be based on:

- / Densities and a mix of land uses which:
 - o Efficiently use land and resources;

- o Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
- o Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- o Support active transportation; and
- o Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

Policy 1.4.3 states that planning authorities must:

- / Provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, including special needs requirements;
- / Direct 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;
- / Promote densities for new housing which 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; and
- / Establish development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.5.1 states that 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; and
- / Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Policy 1.6.1 requires that infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs. Additionally, planning for infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be coordinated and integrated with land use planning so that they area:

- / Financially viable over their life cycle, which may be demonstrated through asset management planning; and
- / Available to meet current and projected needs.

Policy 1.6.2 states that planning authorities should promote green infrastructure to complement infrastructure.

Policy 1.6.6.1 requires that planning for sewage and water shall:

- / Direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services;
- / Ensure that these systems are provided in a manner that:
 - o Can be sustained by the water resources upon which such services rely;
 - o Is feasible, financially viable and complies with all regulatory requirements; and
 - o Protects human health and the natural environment;
- / Integrate servicing and land use considerations at all stages of the planning process.

Policy 1.6.6.2 specifies that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

Policy 1.6.6.7 states that planning for stormwater management shall:

- / Minimize, or, where possible, prevent increases in contaminant loads;
- / Minimize changes in water balance and erosion;
- / Not increase risks to human health and safety and property damage;
- / Maximize the extent and function of vegetative and pervious surfaces; and
- / Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

Policy 1.6.7.1 stipulates that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1.6.7.3 adds that connectivity within and among transportation systems and modes should be maintained.

Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. Policy 1.6.7.5 requires that transportation and land use considerations shall be integrated at all stages of the planning process.

Policy 1.6.8.3 stipulates that planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Policy 2.1 requires that natural features and areas shall be protected for the long term. Specifically, the diversity and connectivity and natural features in an area, and the long-term ecological function and biodiversity of natural

heritage systems should be maintained, restored, or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Policy 2.1.8 stipulates that development and site alteration shall not be permitted on adjacent lands to natural heritage features unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

The proposed plan of subdivision is consistent with the above-noted policies of the Provincial Policy Statement (2014). The development proposes a range of housing types within the settlement area boundary, as well as appropriate infrastructure and public service facilities to serve the new community. There is the potential to preserve significant woodlands in park blocks and stormwater management ponds are provided to manage stormwater.

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

The subject lands are currently designated “Urban Expansion Study Area” on Schedules A (Rural Policy Plan) (Figure 7) and B (Urban Policy Plan) (Figure 8) of the Official Plan. With the CDP recommended for approval by Planning Committee on May 22, the subject lands are expected to be brought into the urban area and re-designated to “General Urban Area” by City Council. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. The designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances.

The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan. Section 2.5.1 of the Official Plan contains a set of Design Objectives and Principles for development across the City. The proposed development meets the objectives as follows:

- / **To enhance the sense of community by creating and maintaining places with their own distinct identity**

The subdivision continues the built form character and identity of adjacent communities, including housing forms, densities, land uses, and patterns of open space.

- / **To define quality public and private spaces through development**

The subdivision is designed to feature streets, parks, and schools that provide areas for gathering, socializing, recreation, and other activities.

- / **To create places that are safe, accessible, and are easy to get to, and move through**

The proposed street network is designed to integrate with the surrounding street pattern, creating a modified grid that facilitates movement and connectivity. A variety of land uses and an absence of rear lotting provides passive surveillance of public areas, improving safety in the public realm.

- / **To ensure that new development respects the character of existing areas**

The proposed subdivision responds to the policy direction in the CDP and continues the built form and land use characters of surrounding communities. The road network integrates with the surrounding network, improving connectivity for all modes of transportation.

/ **To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice**

The subdivision contains a range of housing types that permit a range of demographics and incomes to live in the community.

/ **To understand and respect natural processes and features in development design**

Portions of two significant woodlands may be preserved and incorporated into a public park. The proposed stormwater management system, including the stormwater management pond, responds to the natural topography of the subject lands and the quality of the soils.

/ **To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment**

The subdivision is designed around the proposed Park & Ride facility, which will provide rapid transit opportunities for residents of the community and encourage active modes of transportation. Additionally, the proposed zoning permits alternative development standards that reduce land consumption and permit increased gross densities.

Policy 2 of Section 4.11 contains evaluation criteria for urban design and compatibility. The proposed development meets the following applicable criteria:

- / **Traffic:** A Transportation Impact Assessment was prepared for the development application, confirming that the transportation system will be functional, including traffic from private motorists.
- / **Vehicular Access:** The subdivision will feature vehicular access to all properties, with a functional street hierarchy of arterial, collector, and local streets. Integration into the surrounding street network will improve connectivity to and through the subdivision.
- / **Outdoor Amenity Areas:** The proposed lot layout is not anticipated to result in an infringement on privacy within existing private amenity areas.
- / **Noise and Air Quality:** The proposed land uses are not anticipated to result in noise or air quality impacts on sensitive uses in the subdivision.
- / **Sunlight:** As the proposed development contains low-profile buildings, shadowing impacts within the new community are not anticipated.
- / **Supporting Neighbourhood Services:** The proposed subdivision features two schools and three parks, as well as a Park & Ride facility. Commercial uses to serve the local residents are provided at the northwest portion of the subdivision, as well as north of the subdivision at Cambrian Road and realigned Greenbank Road.

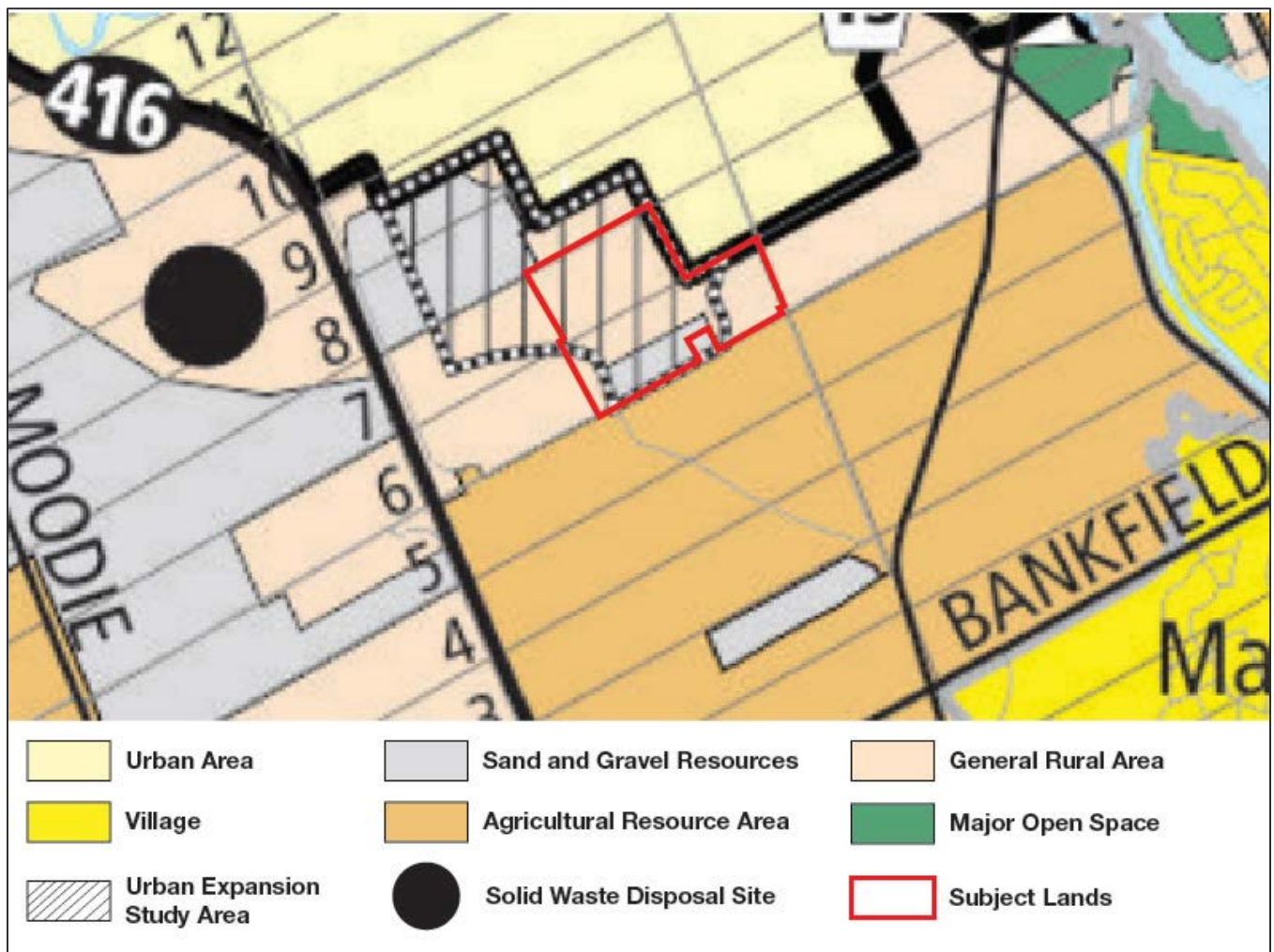


Figure 7: Extract from Official Plan Schedule A (Rural Policy Plan)

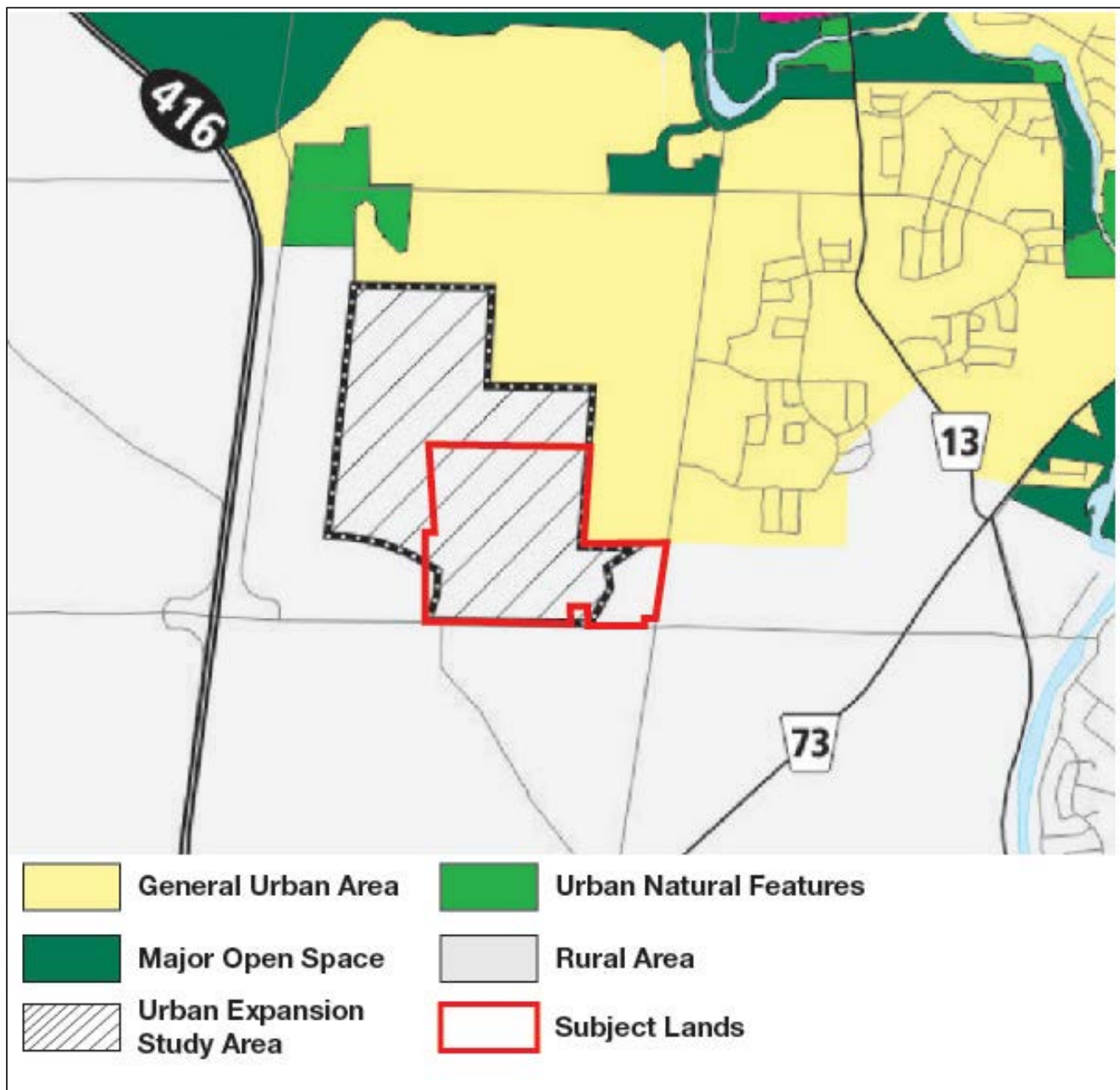


Figure 8: Extract from Official Plan Schedule B (Urban Policy Plan)

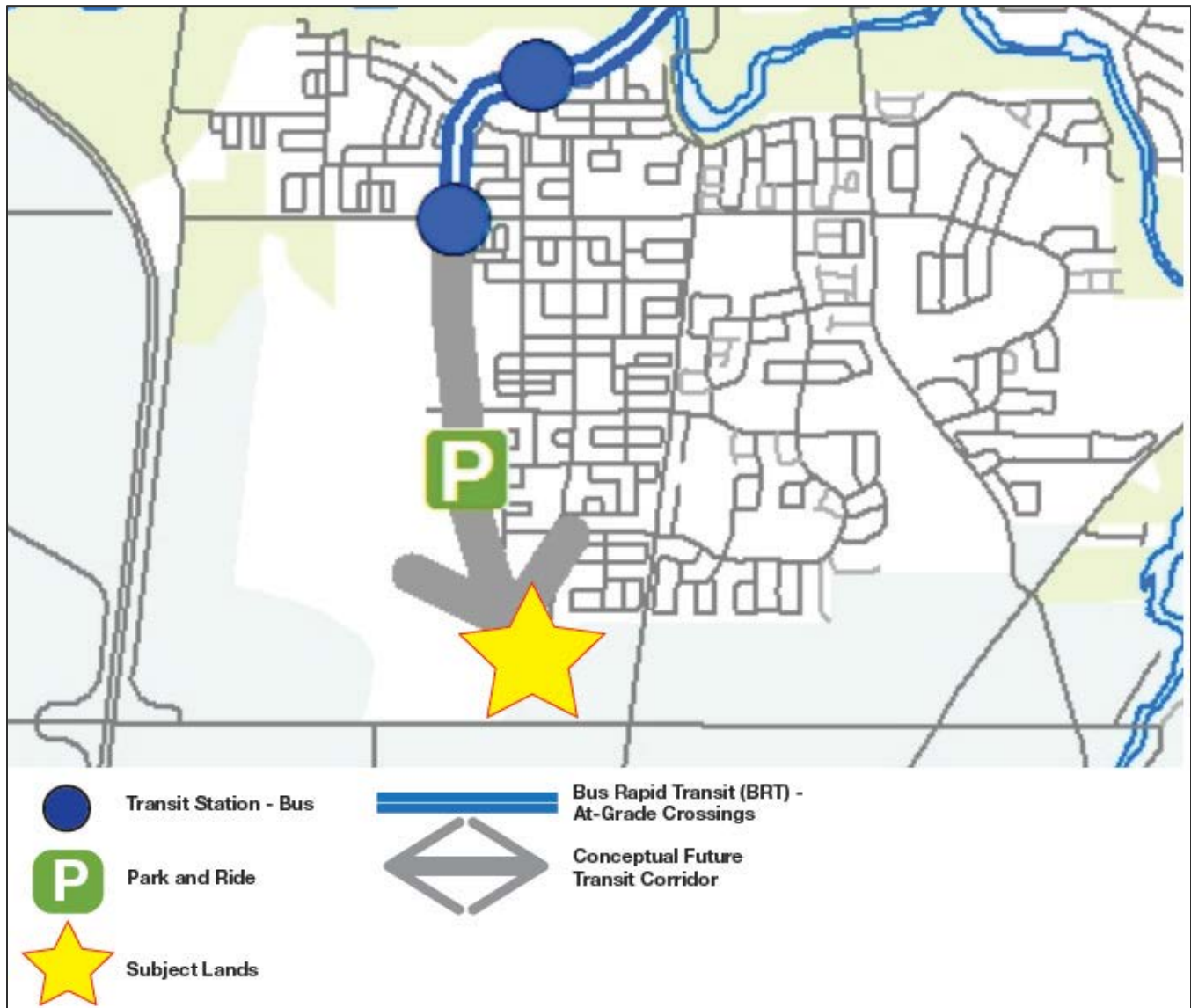


Figure 9: Extract from Official Plan Schedule D (Rapid Transit)

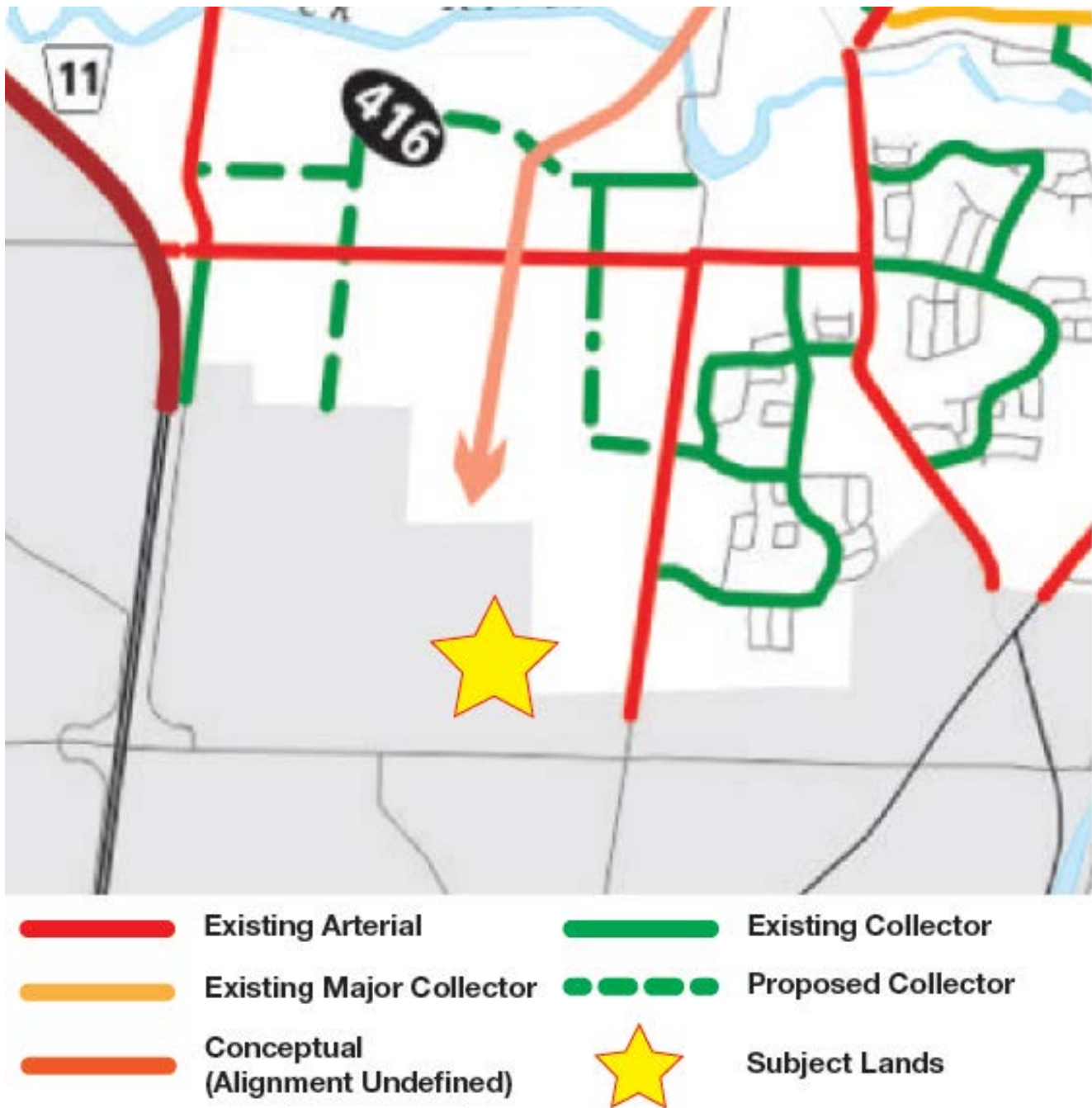


Figure 10: Extract from Official Plan Schedule E (Urban Road Network)

Policy 3.7.4 of the Official Plan permits limited types of land uses within a 300-metre radius of the “Sand and Gravel Resource Area” designation, provided that such development does not conflict with future mineral aggregate extraction. For new residential uses, an impact assessment is required. A Mineral Resource Impact Assessment has been submitted with the subdivision application, which confirms that noise and dust impacts on adjacent uses can be mitigated. Additionally, the Minto lands are no closer to the extraction pits than the existing Mattamy Half Moon Bay subdivision, and the proposed subdivision will not further hinder mineral aggregate extraction.

Policy 4.7.8 of the Official Plan requires an Environmental Impact Statement for development within 30 metres of a natural heritage system feature in the urban area. An Environmental Impact Statement has been submitted with this application, which summarizes the natural features on the subdivision lands and recommends measures to ensure impacts are minimized or mitigated.

The Trail Road Waste Facility located 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. The proposed subdivision is located outside of the required buffer and is therefore not affected by this policy.

The proposed Plan of Subdivision and Zoning By-law Amendment applications are consistent with the policies of the Official Plan, following the anticipated inclusion of the subject lands in the urban boundary.

4.3 Official Plan Amendment (OPA) 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) and then appealed by several parties.

A pre-hearing held in early 2018 resolved several outstanding appeals, bringing into full force and effect some policies of OPA 150. Other policies remain under appeal at the time of application submission.

OPA 150 proposes changes to some policies in the General Urban Area designation, including introducing a maximum building height of four storeys or less, except in particular cases. As only low-rise buildings are proposed in the subdivision, this change does not impact the proposed development.

New design criteria are also incorporated into the 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 Urban Design Guidelines for Greenfield Neighbourhoods

The City of Ottawa Council approved a set of Urban Design Guidelines for Greenfield Neighbourhoods in September 2007. The guidelines outline the City’s expectations during the development review process for greenfield neighbourhoods. The proposal meets several of the guidelines, including:

- / Considers soils, landforms, natural and cultural features, habitats, watercourses and climate in the design of the community;

-
- / Creates a connected network of parks, stormwater ponds, and community uses at the southeastern corner of the development;
 - / Incorporates existing healthy trees within development blocks;
 - / Locates stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood;
 - / Concentrates higher-density residential units around neighbourhood focal points, including transit stops, commercial areas, schools, community facilities, parks, and multi-use pathways;
 - / Creates a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks;
 - / Connects new streets to existing streets in adjacent developments and plans for future connections to land that has yet to be developed;
 - / Lays out collector streets to be direct and continuous through the neighbourhood so homes are within 400 metres of transit and other destinations along them;
 - / Lays out local street patterns so that development blocks are easily walkable;
 - / Locates elementary school blocks on sites with two road frontages, one of which is adjacent to a Neighbourhood Park;
 - / Locates the Neighbourhood Park along a collector and local street, and proposes a rectangular shape;
 - / Orients rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls, and uses single-loaded streets;
 - / Proposed zoning allows residential buildings to be located close to the property line;
 - / Mixes various types of housing on each street, while considering the relationship between each other, and to existing houses;
 - / Incorporates mid-block walkways to make walking more direct and convenient;
 - / Designs stormwater management areas and other greenspaces with the majority of their frontage onto public roads to make a visible contribution to the neighbourhood; and
 - / Designs streetscapes with open accessible frontages along greenspaces, such as woodlots and stormwater management ponds.

4.5 Barrhaven South Urban Expansion Area Community Design Plan (BSUEA CDP)

The BSUEA CDP is anticipated to be adopted by Council after receiving a recommendation for approval from Planning Committee on May 22, 2018, along with an Official Plan Amendment (OPA) which would bring the subject lands into the urban area and re-designate them to “General Urban Area.” The CDP establishes a set of site-specific development and design policies for the subject lands, including permitted land uses and design guidelines.

The CDP features a Land Use Plan showing the land uses that are intended for the CDP area, as well as the general location of collector streets. The land uses in the proposed subdivision align with the uses identified on the Land Use Plan, including:

- / Residential uses, including the high-density residential block;
- / School / library blocks;
- / Stormwater management ponds;
- / Park and Parkettes;
- / Park & Ride;
- / Commercial Block; and
- / Collector Roads.

The proposed subdivision and rezoning meet the policies for each land use designation, as summarized below:

4.5.1 Low-Medium Density Residential Area

The Low-Medium Density Residential Area designation permits low-rise, ground-oriented dwellings, including detached dwellings, semi-detached dwellings, linked-detached dwellings, and townhouses. The CDP directs that multiple-attached dwellings will be distributed throughout the Residential Area.

The draft Plan of Subdivision proposes a range of lot sizes, distributing lot sizes to cluster medium-density residential uses in appropriate locations.

4.5.2 Commercial Area

The proposed commercial block along the northern edge of the subdivision aligns with the location shown on the Land Use Plan. Although the block represents only the southern portion of the total commercial area envisioned, the block is appropriately sized and designed to accommodate the range of permitted uses summarized in the CDP.

4.5.3 Schools and Library

As directed in the Land Use Plan, the draft Plan of Subdivision proposes two school sites. The northwest block fronting onto realigned Greenbank Road is reserved for a new French Public Elementary School, while the block in the southeast corner, adjacent to the Neighbourhood Park, is reserved for a French Catholic Elementary School. The location and size of both of these sites correspond to the blocks identified in the CDP.

4.5.4 Parks

As noted previously, a total of 4.25 hectares of parkland is proposed on the draft Plan of Subdivision, which exceeds the required parkland dedication rate. Section 6.1.4 of the CDP acknowledges that the parks included on the Land Use and Demonstration Plans represent an over-dedication of parkland and that the Parkette located along the western boundary of the subdivision may be reduced in size at the time of Plan of Subdivision. As noted in Table 3, the Parkette has already been reduced in area and the Neighbourhood Park has increased

in size slightly. Additional changes to the park blocks can be discussed as the Plan of Subdivision application progresses.

Table 3: Proposed Park Areas

Park	Area in CDP	Area on Draft Plan of Subdivision
Neighbourhood Park (Block 635)	3.12 ha	3.19 ha
Parkette 1 (Block 636)	0.35 ha	0.34 ha
Parkette 2 (Block 637)	0.94 ha	0.72 ha
TOTAL	4.41 ha	4.25 ha

4.5.5 Stormwater Management Facilities

The CDP Land Use Plan identifies a stormwater management facility in the southeast corner of the subject lands, which is the lowest elevation of the CDP area. Consistent with this direction, the proposed Plan of Subdivision proposes two stormwater management blocks in this location, including one block adjacent to the proposed Neighbourhood Park.

4.5.6 Park & Ride

A municipal Park & Ride facility, as identified through the Realigned Greenbank Environmental Assessment, was incorporated into the BSUEA CDP. The Land Use Plan illustrates the Park & Ride facility on the west side of realigned Greenbank Road, adjacent to the high-density residential block and south of the commercial block. The proposed Plan of Subdivision reflects this direction, reserving Block 631 for the Park & Ride facility.

4.5.7 Demonstration Plan

The CDP contains a Demonstration Plan, which is intended to illustrate the intent for development, including a preferred local road layout and active transportation network, locations of community facilities, stormwater infrastructure, and public transit. The Demonstration Plan contains a greater level of detail than the Land Use Plan.

The proposed subdivision conforms substantially to the Demonstration Plan. Specifically, the road network, land use allocation, and block configuration. Minor deviations are proposed, principally adding an additional street adjacent to Parcel B on the Concept Plan, which is currently under separate ownership. The size or configuration of certain development blocks were adjusted slightly to account for precise road widths or lot dimensions, as required.



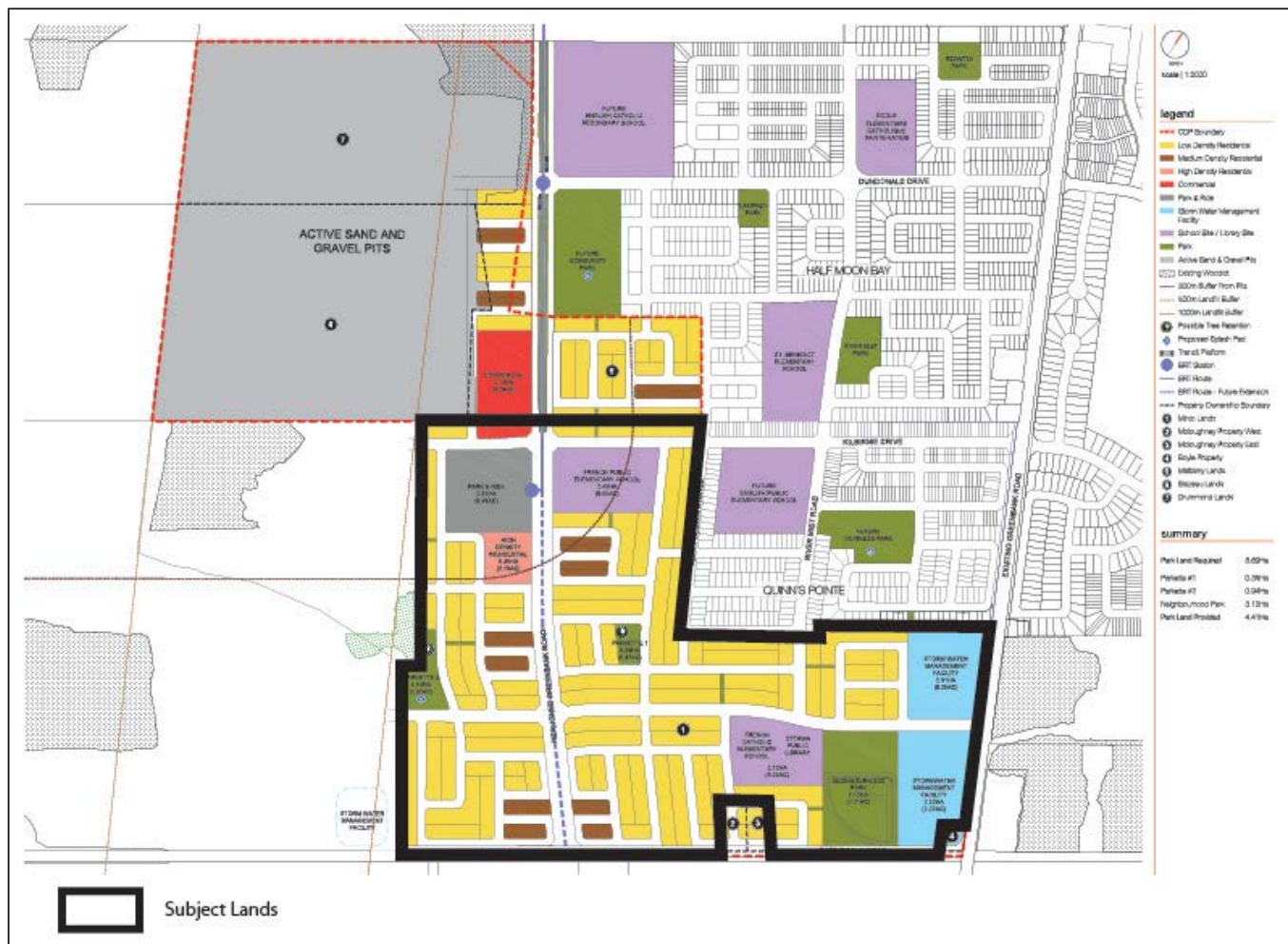


Figure 12: BSUEA CDP Demonstration Plan

4.5.8 Community Design Policies and Guidelines

The proposed Plan of Subdivision meets the policies and guidelines established for the various land uses, as summarized below:

Streetscape Policies:

- / Access from local roads to arterials is limited;
- / Residential dwellings face collector and local streets; and
- / Design of collector streets is consistent with City guidelines.

Streetscape Guidelines:

- / Collector streets accommodating transit routes are designed with a 24-metre right-of-way;
- / The local street pattern is designed as a fully-connected offset grid;
- / Single-loaded window streets are designed with a 14-metre right-of-way; and
- / Local streets are designed within an 18-metre right-of-way.

Parks Policies:

- / The Neighbourhood Park is 3.19 hectares in area, within the 1.2- to 3.2-hectare range established in Parks Policy 1; and
- / Parkettes are located on visible street frontages.

Stormwater Management Policies:

- / Stormwater management facilities are located on the subject lands, within the Barrhaven South Urban Expansion Area CDP boundary.

Policies for Linkages and Pathways:

- / Pathway connections are included mid-block along long residential streets to facilitate pedestrian and cyclist access to schools, parks, and transit facilities.

Guidelines for Linkages and Pathways:

- / Pedestrian pathways are provided from residential neighbourhoods to parks and schools; and
- / Pedestrian connections are provided between residential neighbourhoods.

Policies for All Residential Site Design and Building:

- / A variety of housing densities and designs are provide to enhance the streetscape;
- / Small-scale service and retail will be permitted on corner lots on collector streets, as permitted through the Zoning By-law.

Guidelines for Residential Site Design and Building:

- / Alternative zoning standards are proposed through the Zoning By-law Amendment application, including reduced setbacks to allow dwellings to be located closer to the street to reinforce a strong street edge; and

-
- / Residential lots located on window streets are oriented to face the street.

School Policies:

- / The draft Plan of Subdivision proposes a co-location of the French Catholic Elementary School, the Neighbourhood Park, and the public library.

4.6 Comprehensive Zoning By-law 2008-250

The subject lands are currently zoned the following in the Comprehensive Zoning By-law (2008-250):

- / Rural Countryside Zone (RU);
- / Mineral Aggregate Reserve Zone (MR);
- / Mineral Aggregate Reserve Subzone 1 (MR1); and
- / Agricultural Subzone 2 (AG2).

The geographical distribution of these zones are illustrated on Figure 13.

The Rural Countryside is intended to:

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

The Mineral Aggregate Reserve Zone is intended to:

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

The Agricultural Zone is intended to:

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

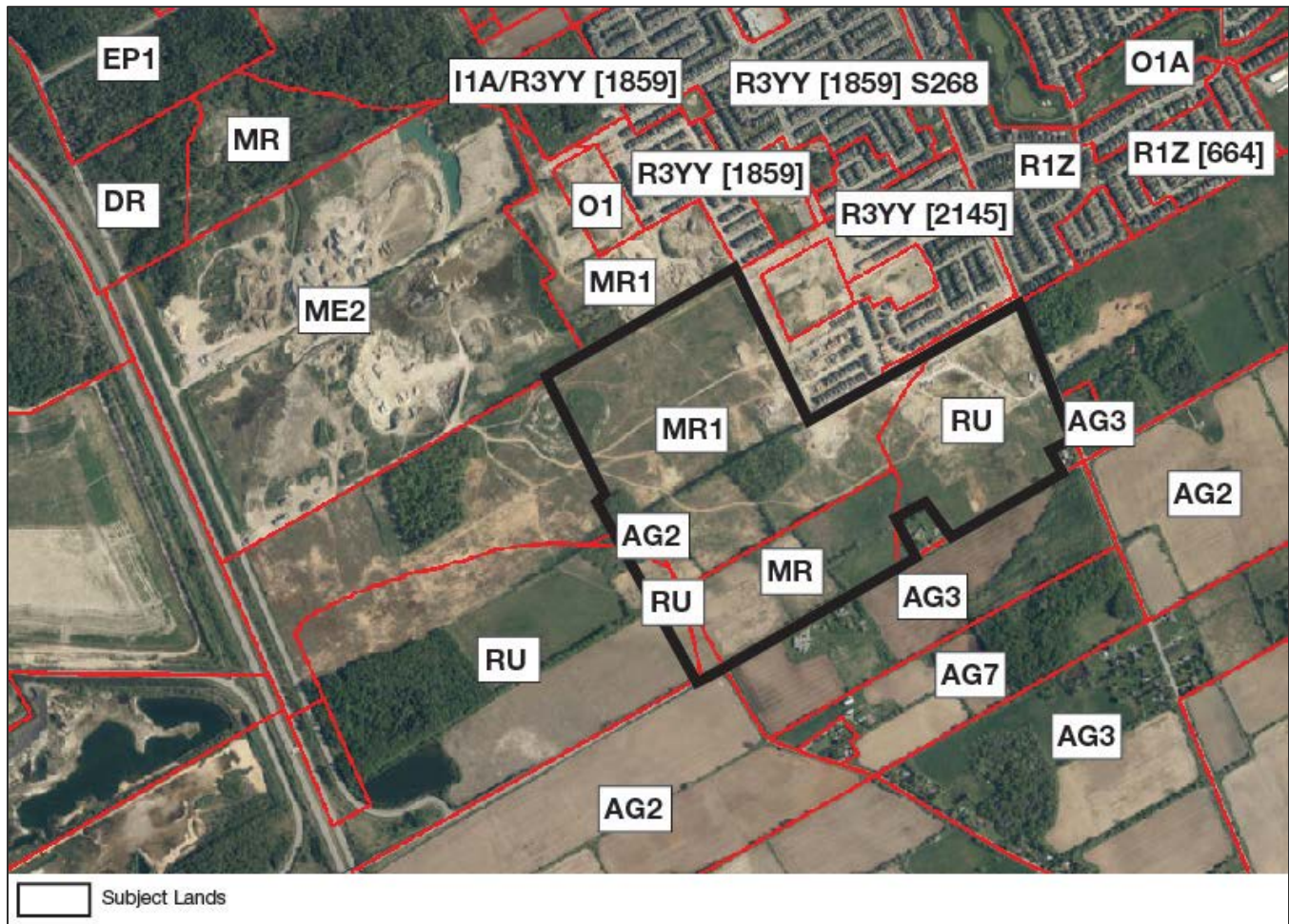


Figure 13: Zoning Map

As all of the zones applied to the subject lands are rural zones, the existing zoning is inappropriate for lands that will be brought into the urban area and designated General Urban Area in the Official Plan. As such, the Zoning By-law Amendment application seeks to rezone the proposed blocks on the draft Plan of Subdivision to:

- Low- and Medium-Density Residential - Residential Third Density YY Subzone, Exception 2145 (R3YY[2145]).
- Commercial, Park and Ride, and High-Density Residential – General Mixed Use Zone (GM).
- Schools - Minor Institutional Zone, Subzone A and Residential Third Density YY Subzone, Exception 2145 (I1A/R3YY[2145]).
- Parks and Stormwater Management Facilities - Parks and Open Space Zone (O1)

Figure 14 identifies the location of the proposed zones. Full details for the R3YY [2145] zone are summarized in Appendix A to the Planning Rationale. No variations are requested from the other proposed zones.

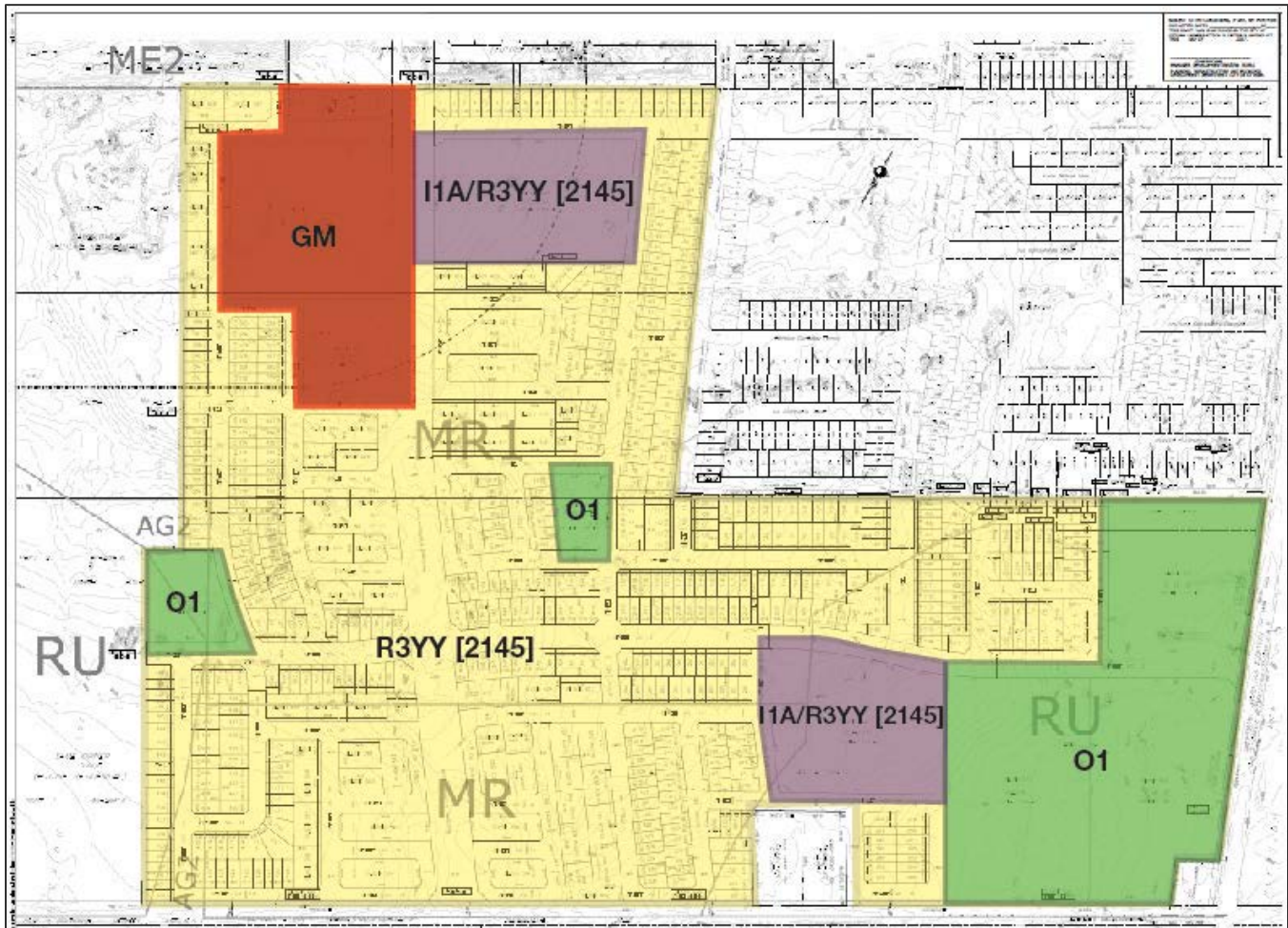


Figure 14: Proposed Zoning

5.0

SUPPORTING STUDIES

5.1 Transportation Impact Assessment

Stantec prepared a Transportation Impact Assessment to assess the potential traffic impacts of the proposed subdivision. The report reviews existing transportation conditions, including private vehicles, the pedestrian and cycling network, and transit facilities. Traffic volumes were updated using traffic counts from late 2017 and early 2018.

The Transportation Impact Assessment accounts for the anticipated traffic volumes resulting from future developments in the area, including future phases of Mattamy's Half Moon Bay development, Phase 1 of Minto's Quinn's Pointe, Citi Gate's employment lands development, and Glenview's development along Borrisokane Road. These developments are anticipated to be built-out by 2025.

The Assessment concludes by noting that designing specific road modifications are premature prior to the Subdivision Registration stage, but that road improvements are required at study area intersections. With these modifications incorporated, the reports recommends that the proposed development proceed as currently designed.

5.2 Servicing Brief

J.L. Richards & Associates Limited prepared a Servicing Brief for the proposed subdivision. The study reviews water, wastewater, and stormwater management servicing for the development.

The study finds that the water distribution system fulfills the demands and pressure criteria under both domestic and fire flow conditions. Local watermain and service lateral sizing, hydrant spacing and watermain looping will be addressed at the engineering detailed design stage.

Wastewater servicing for the subdivision will be provided in accordance with the 2018 Barrhaven South Urban Expansion Area MSS and will include trunk sanitary sewers and three connections to existing sanitary sewers on existing Greenbank Road, Kilbirnie Drive and Fameflower Street.

Stormwater servicing will be provided by a conventional storm sewer system, an EES, three dry ponds and two hydrodynamic separators. Runoff will ultimately outlet to the existing Greenbank Road trunk storm sewer at a restricted release rate so as to maintain integrity of the downstream sewer system.

5.3 Phase I Environmental Site Assessment (ESA)

Paterson Group prepared a Phase I ESA in support of the proposed subdivision. The purpose of the report was to research the past and current use of the subject site and adjacent properties and identify any environmental concerns with the potential to impact the subject property.

The report reviews historical sources and performs a site visit, and finds that no potentially contaminating activities were identified. As such, the report concludes that a Phase II ESA is not required.

5.4 Environmental Impact Statement

Dillon Consulting prepared an Environmental Impact Statement (EIS) in support of the proposed subdivision. The purpose of the EIS is to document existing conditions of the natural environment; determine the potential limits of development; evaluate the potential for environmental impacts associated with the proposed development;

and recommend mitigation, restoration, and enhancement measures to preserve and / or restore natural features to be retained.

The report reviews the governing provincial and municipal policy frameworks, provides a natural heritage background screening, takes a biophysical inventory, summarizes impact assessment and mitigation, and lists mitigation and opportunities for enhancement.

While most plant and wildlife species observed within the subdivision area are considered common and secure in Ontario, two Species at Risk were observed during field surveys in 2015, including Barn Swallow and Bank Swallow (although the Bank Swallow sighting was outside of the subdivision lands).

The mitigation measures listed in the Assessment are recommended to avoid or minimize potential impacts to area flora and fauna. Specifically, the Landscaping and Planting Plan and Erosion and Sediment Control Plan are recommended to minimize impacts resulting from the proposed subdivision. Further, an Environmental Monitoring Plan is recommended during construction to monitor impacts on the natural environment and ensure mitigation measures are implemented.

5.5 Noise Control Feasibility Study

J.L. Richards & Associates Limited prepared a Noise Control Feasibility Study for the proposed subdivision. The purpose of the study was to assess the potential environmental noise impacts from vehicular traffic on existing Greenbank Road, realigned Greenbank Road, Barnsdale Road, and the proposed collector roads in the subdivision.

The study establishes maximum acceptable sound levels for residential development and other land uses such as nursing homes, schools, and daycare centres.

Due to their proximity to the Quinn's Pointe Stage 2 development, Realigned Greenbank Road, Existing Greenbank Road and Barnsdale Road have the highest noise impact on the development. The study notes that the inclusion of single-loaded window streets in the proposed subdivision minimizes the number of lots backing onto these roads. The siting of the park and ride, schools, stormwater management ponds, and parks also reduce the number of private dwellings affected by noise impacts.

Despite the mitigation measures incorporated into the proposed design, barriers will be required along certain street frontages to reduce noise impacts on outdoor living areas. Noise barriers with a height of 2.5 metres are recommended. Additionally, the report recommends that Warning Clauses be applied to highlight the exceedance of City and Provincial noise criteria and to identify mitigation measures.

The study concludes with a recommendation that the City of Ottawa accept the draft plan of subdivision and include a condition requiring a Noise Control Detailed Study and a Detailed Building Components Study for Building Permits, where required, based on the report findings.

5.6 Stationary Noise Source Study

Valcoustics Canada Ltd. prepared a Stationary Noise Source Study that assesses the noise impacts of the aggregate extraction pits against the Ministry of the Environment and Climate Change (MOECC) stationary source noise guidelines.

The study concludes that noise from worst-case operations will exceed guideline limits at the closest dwelling units within the proposed development

5.7 Assessment of Dust Impacts from Aggregate Pits

Golder Associates prepared a Dust Assessment to assess potential impacts from the Drummond and Brazeau aggregate pits. The Assessment was prepared under the Ontario Ministry of the Environment and Climate Change (MOECC) Publication D-6 Guidelines.

The study analyzed the pit operations, including particle emissions and the predicted concentrations of dust on surrounding uses. It notes that the daily operations of each of the pits varies depending on the demand for specific products, but that they generally operate between 10 and 12 hours per day. While both pits are licensed to extract below the water table, the costs associated with this practice makes this scenario unlikely. In both pits, the areas of extraction are anticipated to move westward, away from the proposed subdivisions to the east.

The study identifies several mitigation approaches employed to reduce conflicts with the subdivision:

- / The majority of the proposed residential development includes a setback from the pits;
- / The products from both pits are shipped through Borrisokane Road, which is located at a significant distance from the subdivision; and
- / The aggregate extraction is occurring westward, away from the subdivision.

The maximum predicted 24-hour concentration of Total Suspended Particulate (TSP) for the combined pit operations is below the MOECC Schedule 3 standard at all receptor locations in the proposed subdivision, indicating that the Pits can operate within the limit for TSP, as established by the MOECC.

Based on the findings, the report concludes that the estimated dust emissions are below the Ministry limit at the proposed subdivisions. Specifically, the proposed land uses adjacent to the pits are considered to be compatible under the D-6 Guidelines for Class II Facilities.

5.8 Mineral Resource Impact Assessment

Paterson Group prepared a Mineral Resource Impact Assessment in support of the subdivision application, in conformity with Section 3.7.4 of the City of Ottawa Official Plan. The purpose of the Assessment is to evaluate the potential for land use impacts relating to land use compatibility between the proposed residential development and the adjacent mineral aggregate resources currently in operation.

The Assessment reviews current surface conditions, characteristics of the extraction pits, City of Ottawa planning policies, Provincial standards, and compatibility and mitigation analyses.

The Assessment concludes that the proposed residential development will not negatively impact the current and future operation of the aggregate resource pits. Provided that the mitigation measures outlined in the compatibility and mitigation analyses are incorporated, including warning clauses, the proposed subdivision is compatible with the existing extraction pits.

6.0 CONCLUSIONS

The proposed Quinn's Pointe- Phase 2 subdivision meets the policies of the Official Plan and the Barrhaven South Urban Expansion Area CDP. Additionally, the subdivision meets several Urban Design Guidelines for Greenfield Neighbourhoods. The proposed development is also consistent with the Provincial Policy Statement and the criteria for subdivisions in Section 51(24) of the Planning Act.

In our professional opinion, the draft Plan of Subdivision and the Zoning By-law Amendment applications are appropriate for the lands and are in the public interest.



Jaime Posen, MCIP RPP
Senior Planner



Julie Carrara, MCIP RPP
Senior Planner

APPENDIX A: PROPOSED ZONING DETAILS

Residential Third Density Subzone YY, Exception 2145 (R3YY [2145])

- / Detached dwelling:
 - o Minimum front yard setback: 3.75 m
 - o Minimum corner side yard setback: 2.5 m

- / For a detached dwelling located on a corner lot with a driveway providing access over an exterior side lot line:
 - o Minimum front yard setback: 3 m
 - o Minimum corner side yard setback: 1.2 m

- / For a semi-detached dwelling:
 - o Minimum lot width: 6.5 m
 - o Minimum lot area: 170 m²
 - o Minimum front yard setback: 2.5 m

- / For townhouse dwellings, where the dwellings are arranged only side-by-side:
 - o Minimum lot width: 5.7 m
 - o Minimum lot area: 120 m²
 - o Minimum front yard setback: 3.75 m
 - o Minimum corner side yard setback: 2.5 m

- / For townhouse dwellings where the dwellings are arranged both side-by-side and back-to-back:
 - o The maximum number of dwelling units permitted within a townhouse dwelling is 12; however, no more than 6 units may be located side-by-side
 - o Minimum lot area: 80 m²
 - o Minimum corner side yard setback: 2.5 m
 - o There is no rear yard setback requirement
 - o Minimum front yard setback: 5 m

- / Where a holding symbol applies:
 - o With the exception of a temporary storm water management facility, all permitted uses are prohibited until the holding symbol is removed; and
 - o The holding symbol may only be removed at such time as an ultimate storm water management facility to serve the subject lands has been constructed to the satisfaction of the General Manager, Planning and Growth Management Department.