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**3265 Jockvale Road
Ottawa, Ontario**

**Planning Rationale and Public Consultation
Strategy**

Prepared for: Minto Communities Inc.

Engineering excellence.

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**3265 JOCKVALE ROAD
OTTAWA, ONTARIO**

**PLANNING RATIONALE AND PUBLIC CONSULTATION STRATEGY
IN SUPPORT OF APPLICATIONS FOR
PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT**

Prepared For:



Prepared By:



Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

February 25, 2026
Revised September 11, 2026

Novatech File: 125109
Ref: R-2026-012

September 11, 2026

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Siobhan Kelly – Planner II

**Reference: 3265 Jockvale Road
Barrhaven Town Centre Phase 2
Planning Rationale and Public Consultation Strategy in Support of
Applications for Plan of Subdivision and Zoning By-law Amendment
Our File No.: 125109**

Novatech has been retained by Minto Communities Inc. ('Minto') to prepare this revised Planning Rationale and Public Consultation Strategy in support of applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 3265 Jockvale Road in Ward 3 – Barrhaven West, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Minto is proposing to develop a residential subdivision on the Subject Site that will consist of three (3) medium density development blocks, thirty-two (32) townhouse blocks, eight (8) back-to-back townhouse blocks, one (1) public park block, and one (1) pedestrian walkway block. A total of two hundred fifty-three (253) residential dwellings are proposed for the low-rise residential development. The medium density development blocks will be subject to separate *Site Plan Control* applications when the proposed details are finalized.

The proposed development will include a future public park that will be strategically located next to the alignment of Jockvale Road which is envisioned to be a future linear greenspace corridor by the City of Ottawa to provide for a greenspace and recreational network for the Barrhaven community. The proposed pathways, sidewalks, cycle tracks, and network of newly created collector and local roadways are organized in a modified grid network to ensure the proposed development is integrated with the growing community.

The revised Planning Rationale and Public Consultation Strategy will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and the *Barrhaven Downtown Secondary Plan (2022)*, and complies with the provisions of *Zoning By-law 2026-50*.

NOVATECH

N. Thomson

Nicole Thomson, BES (Planning) Planner
Planning and Development

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EXECUTIVE SUMMARY

Novatech has been retained by Minto Communities Inc. ('Minto') to prepare this revised Planning Rationale and Public Consultation Strategy in support applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 3265 Jockvale Road in Ward 3 – Barrhaven West, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

The Subject Site consists of two irregular shaped parcels situated within the Barrhaven downtown community experiencing growth and development. The Subject Site has a total area of 9.67 hectares with frontages currently on Jockvale Road, Chapman Mills Drive, and Longfields Drive. Historically, the Subject Site has been used for agricultural related purposes with some temporary construction staging activities but remains undeveloped based on a review of historical photography from GeoOttawa.

Minto is proposing to develop a residential subdivision on the Subject Site. The residential subdivision will consist of three (3) medium density development blocks, thirty-two (32) townhouse blocks, eight (8) back-to-back townhouse blocks, one (1) public park block, and one (1) pedestrian walkway block. A total of two hundred fifty-three (253) residential dwellings are proposed for the low-rise residential development. The medium density development blocks will be subject to separate *Site Plan Control* applications when the proposed details are finalized.

The proposed development will include a future public park that will be strategically located next to the alignment of Jockvale Road which is envisioned to be a future linear greenspace corridor by the City of Ottawa to provide for a greenspace and recreational network for the Barrhaven community. The proposed pathways, sidewalks, cycle tracks, and network of newly created collector and local roadways are organized in a modified grid network to ensure the proposed development is integrated with the growing community.

It is our assessment that the suggested proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and the *Barrhaven Downtown Secondary Plan (2022)*, and complies with the provisions of *Zoning By-law 2026-50*. This revised Planning Rationale and Public Consultation Strategy supports the *Plan of Subdivision* and *Zoning By-law Amendment* applications.

1.0 INTRODUCTION

Novatech has been retained by Minto Communities Inc. ('Minto') to prepare this revised Planning Rationale and Public Consultation Strategy in support of applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 3265 Jockvale Road in Ward 3 – Barrhaven West, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Minto is proposing to develop a residential subdivision on the Subject Site that will consist of three (3) medium density development blocks, thirty-two (32) townhouse blocks, eight (8) back-to-back townhouse blocks, one (1) public park block, and one (1) pedestrian walkway block. A total of two hundred fifty-three (253) residential dwellings are proposed for the low-rise residential development. The medium density development blocks will be subject to separate *Site Plan Control* applications when the proposed details are finalized.

The proposed development will include a future public park that will be strategically located next to the alignment of Jockvale Road which is envisioned to be a future linear greenspace corridor by the City of Ottawa to provide for a greenspace and recreational network for the Barrhaven community. The proposed pathways, sidewalks, cycle tracks, and network of newly created collector and local roadways are organized in a modified grid network to ensure the proposed development is integrated with the growing community.

The revised Planning Rationale and Public Consultation Strategy will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and the *Barrhaven Downtown Secondary Plan (2022)*, and complies with the provisions of *Zoning By-law 2026-50*.

1.1 Site Location and Description

The Subject Site consists of two irregular shaped parcels of land situated within the Barrhaven downtown community experiencing growth and development. The Subject Site has a total area of 9.67 hectares with frontages currently on Jockvale Road, Chapman Mills Drive, and Longfields Drive. Historically, the Subject Site has been used for agricultural related purposes with some temporary construction staging activities but remains undeveloped based on a review of historical photography from GeoOttawa.

The planned extension of Riocan Avenue bisects the Subject Site and will ultimately connect Chapman Mills Drive to the existing Longfields Drive and Paul Métivier Drive intersection providing a complete roadway network for the community as shown in **Figure 1**. The Riocan Avenue right-of-way alignment is currently owned by the City of Ottawa with the portion on the Subject Site to be constructed by Minto but the ultimate build out to the south to be constructed by the City of Ottawa as these are City owned lands. The completion of this municipal roadway will connect the proposed development to the overall surrounding community.

The Subject Site is legally described as follows:

PIN 047325038 and PIN 047325866

PART OF LOT 14, CONCESSION 2, RIDEAU FRONT, NEPEAN CITY OF OTTAWA



Figure 1: Subject Site and surrounding uses.

1.2 Community Context and Connectivity

The following describes the land uses adjacent to the Subject Site as shown in **Figure 1**.

North: Chapman Mills Drive which runs in an east-west direction borders the Subject Site to the north. Riocan Avenue which runs in a north-south direction abuts the Subject Site to the north with this roadway alignment bisecting the Subject Site. Located to the northeast of the Subject Site on the opposite side of Chapman Mills Drive are approved *Zoning By-law Amendment (City File No.: D02-02-21-0155)*, *Plan of Subdivision (City File No.: D07-16-21-0155)*, and *Site Plan Control (City File No.: (D07-12-22-0104)* applications by Minto for the Anthem Subdivision development. Located to the northwest are undeveloped lands. Further north of the Subject Site is an existing commercial and retail plaza, existing low-rise residential dwellings, and Pierre-Savard Catholic Secondary School as shown in **Figure 2**.

East: Longfields Drive borders the Subject Site to the east. Located east of the Subject Site on the opposite side of Longfields Drive are existing low-rise residential dwellings as shown in **Figure 3**. Chapman Mills Public School, Jean-Robert-Gauthier Catholic Elementary School, and Foot Guards Park are also located further east of the Subject Site. Further east of the Subject Site is open space and additional low-rise residential dwellings.

South: Located immediately south of the Subject Site are undeveloped lands as shown in **Figure 4**. Open space, existing low-rise residential dwellings, St. Joseph Catholic High School, Jock River District Park, Stonebridge Trail, and WC Levesque Park are located further south.

West: Jockvale Road borders the Subject Site to the west. Existing low-rise residential dwellings and undeveloped lands are located west of the Subject Site on the other side of Jockvale Road

as shown in **Figure 5**. Further west is a place of worship and additional existing low-rise residential dwellings and undeveloped lands.



Figure 2: Existing commercial shopping plaza north of the Subject Site (Google Streetview, 2024).



Figure 3: Existing low-rise residential development east of the Subject Site along Longfields Drive (Google Streetview, 2024).



Figure 4: Undeveloped land abuts the Subject Site to the south along Longfields Drive (Google Streetview, 2024).



Figure 5: Existing low-rise dwellings are located west of the Subject Site along Jockvale Road (Google Streetview, 2024).

1.3 Planning and Regulatory Context

1.3.1 City of Ottawa Official Plan (2022)

The Subject Site is currently designated as a *Town Centre Hub* with portions along Chapman Mills Drive designated as a *Corridor – Minor* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B6 – Suburban (Southwest) Transect* as shown in **Figure 6**.

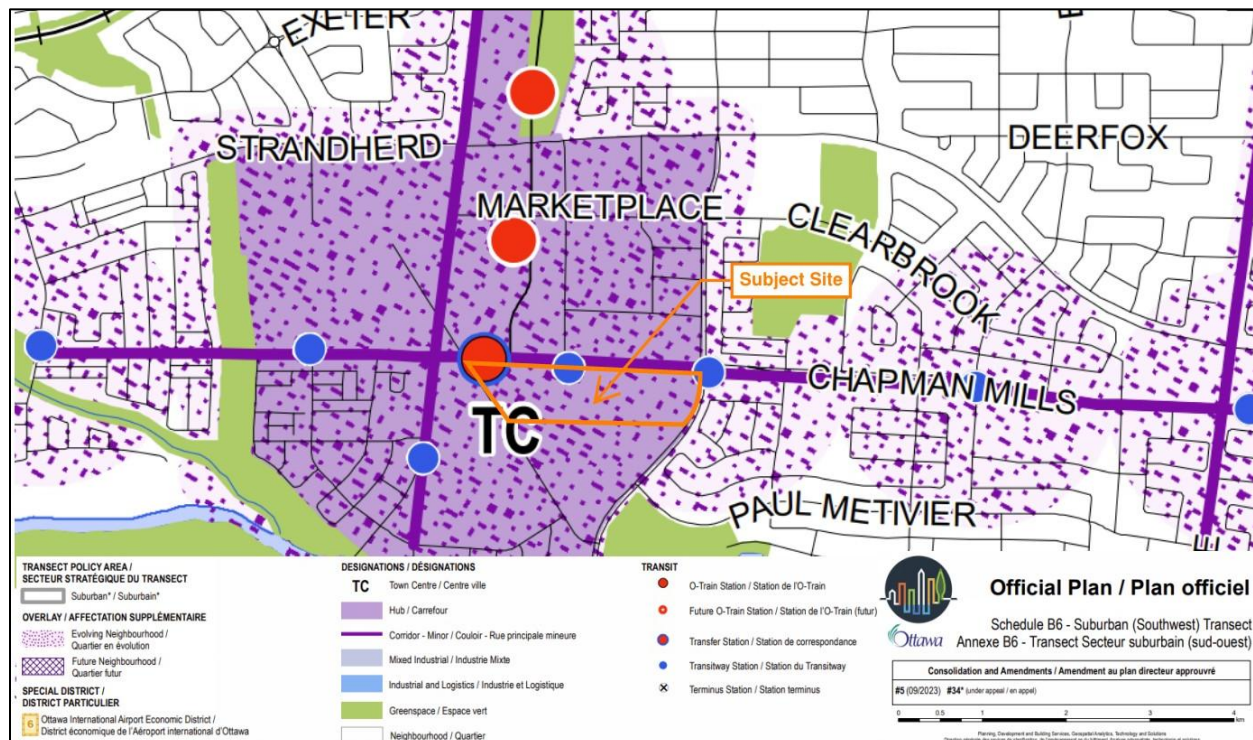


Figure 6: Excerpt from the City of Ottawa Official Plan Schedule B6 – Suburban (Southwest) Transect with the Subject Site added by Novatech.

Chapman Mills Drive is designated as a future *Transitway – At-Grade Crossings* as per the *City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate* as shown in **Figure 7**. The Subject Site is situated within a 300-metre radius and within 400 metre network distance of the future Transitway, O-Train Station, and Transitway Stations located to the north of the Subject Site. This will enable alternative modes of transportations and connections to multiple bus routes for future residents of the proposed development. The 300-metre radius is equivalent to a walking time of 5 minutes as per *Official Plan Section 4.1.2(1)(a)* policies.

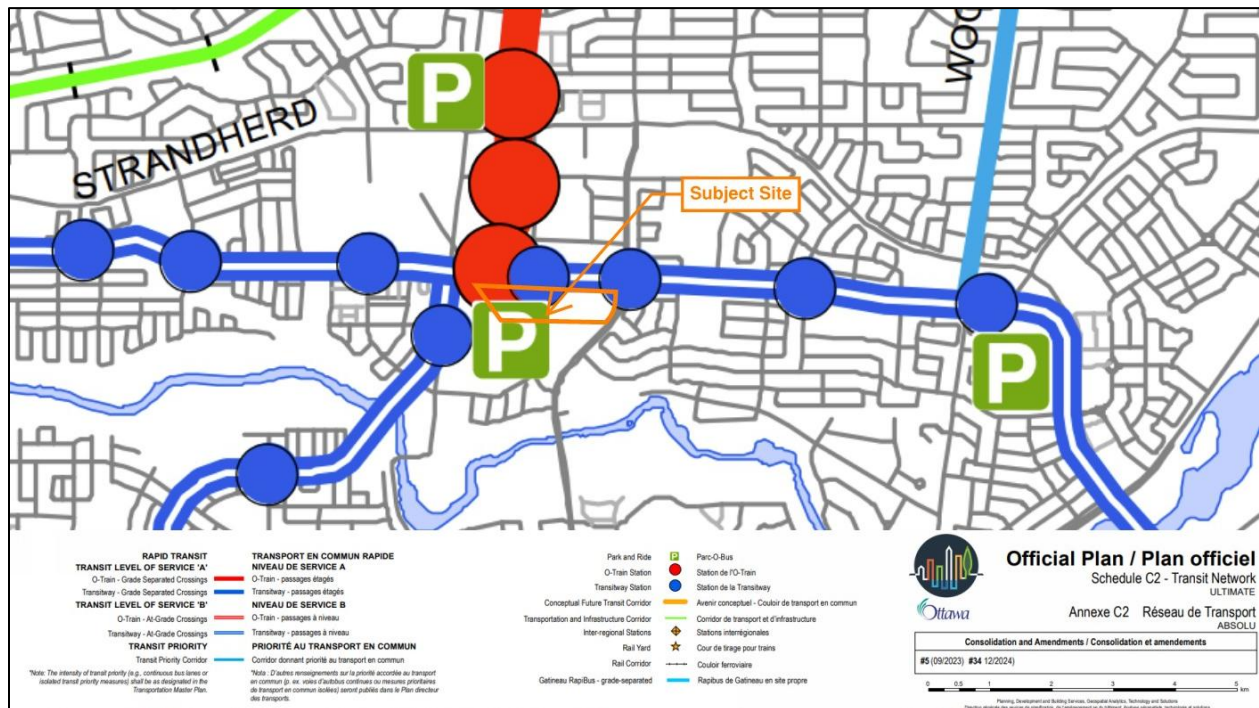


Figure 7: Excerpt from the City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate with the Subject Site added by Novatech.

A Major Pathway is shown further north of the Subject Site along Strandherd Road as per the City of Ottawa Official Plan Schedule C3 – Active Transportation Network Urban – Major Pathways as shown in Figure 8.

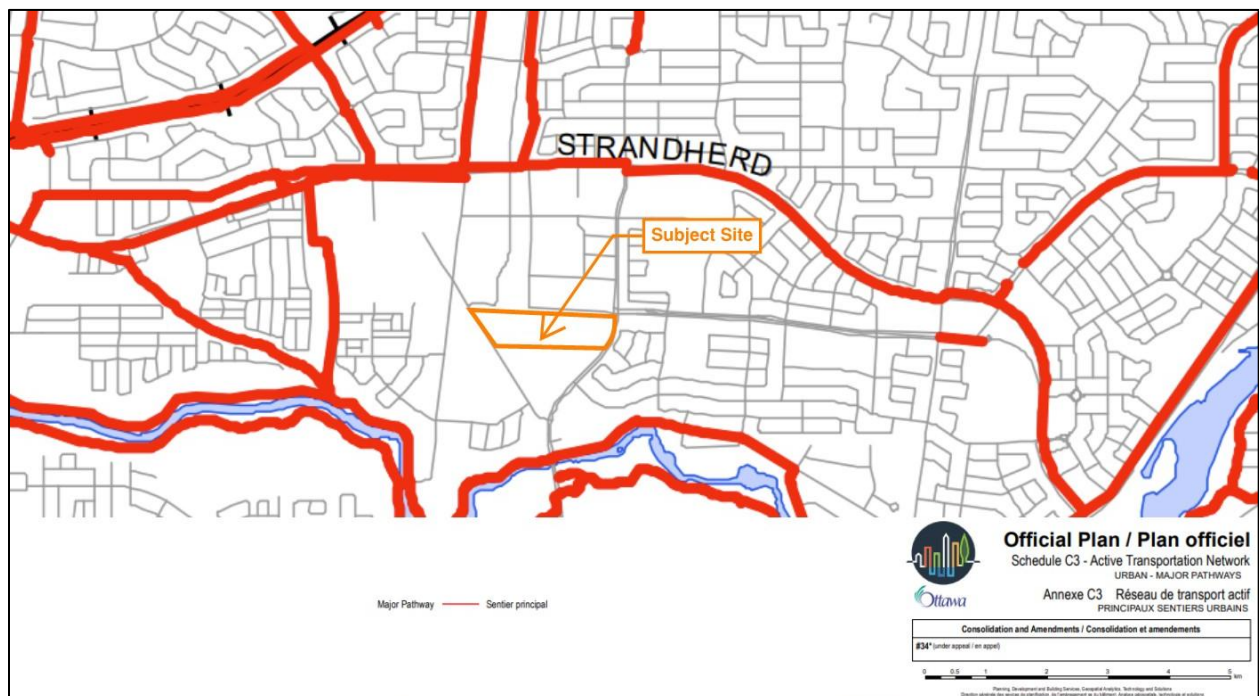


Figure 8: Excerpt from the City of Ottawa Official Plan Schedule C3 – Active Transportation Network Urban – Major Pathways with the Subject Site added by Novatech.

Chapman Mills Drive is designated as a *Major Collector – Future* roadway, Longfields Drive is designated as an *Arterial – Existing* roadway and the planned extension of Riocan Avenue through the Subject Site is designated as a *Collector – Future* roadway as per the *City of Ottawa Official Plan Schedule C4 – Urban Road Network* as shown in **Figure 9**.

As noted previously, the planned extension of Riocan Avenue bisects the Subject Site and will ultimately connect to the existing Longfields Drive and Paul Métivier Drive intersection providing a complete roadway network for the community.

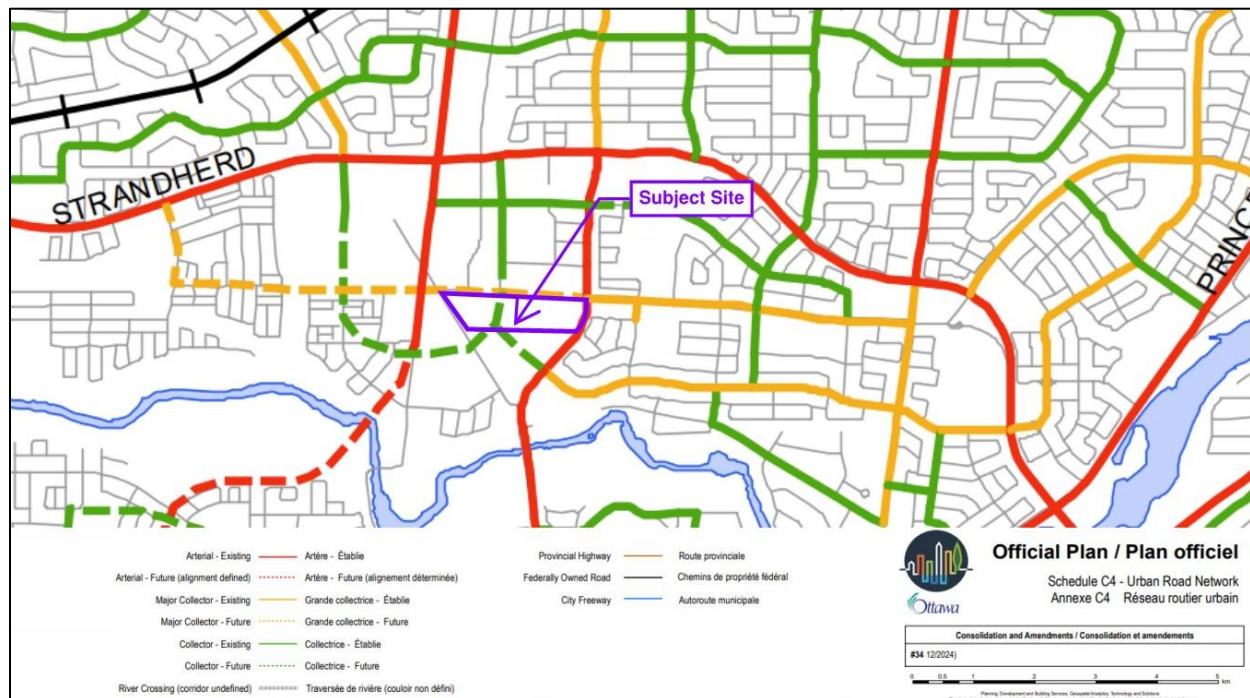


Figure 9: Excerpt from the City of Ottawa Official Plan Schedule C4 – Urban Road Network with the Subject Site added by Novatech.

The Subject Site is located within a *Design Priority Area* as per the *City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban* as shown in **Figure 10**.

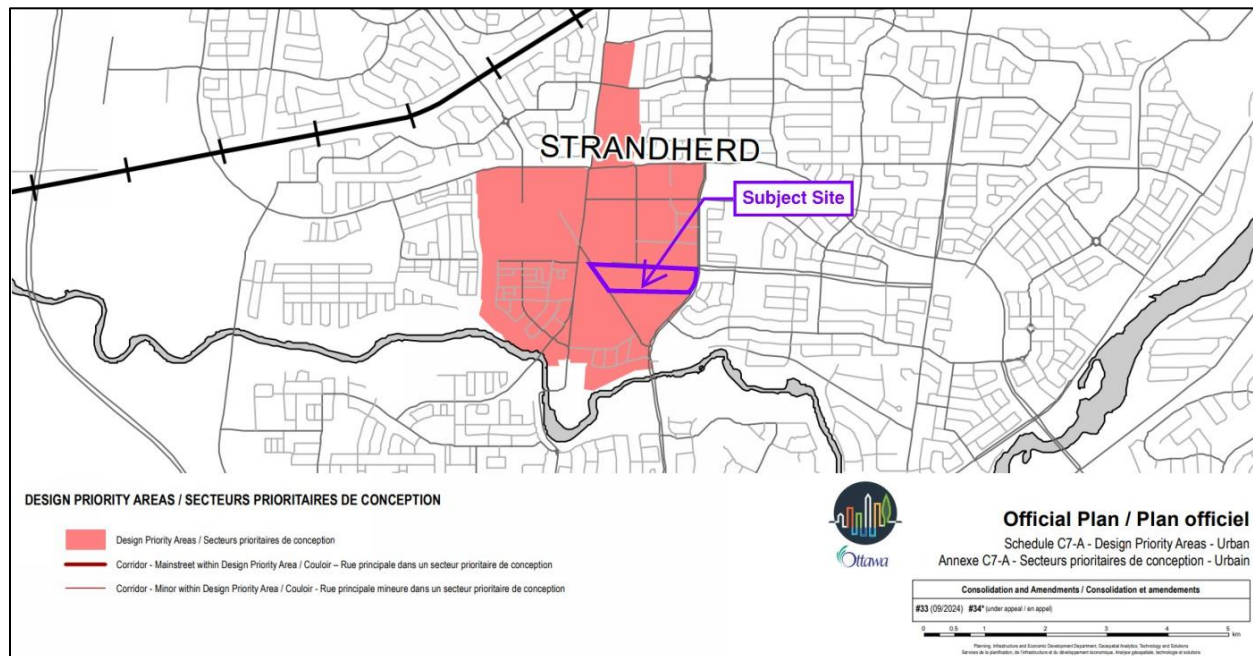


Figure 10: Excerpt from the City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban with the Subject Site added by Novatech.

The Subject Site is not identified as containing any natural heritage features as per the *City of Ottawa Official Plan Schedule C11-A – Natural Heritage System (West)* as shown in **Figure 11**.

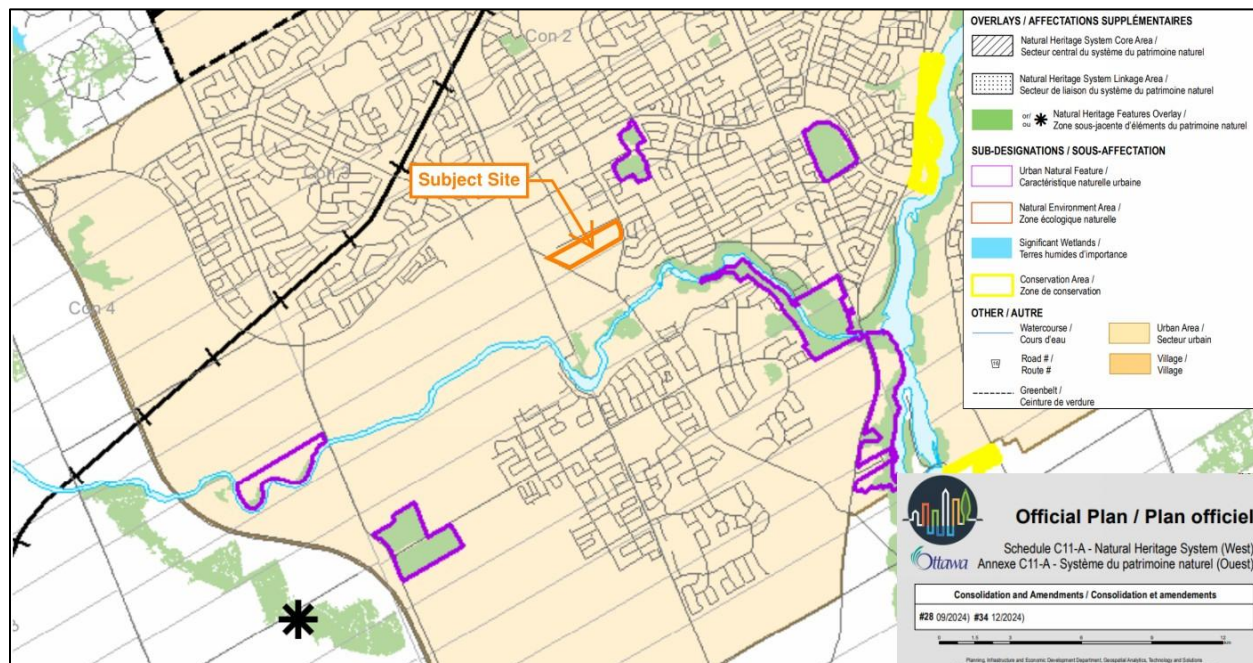


Figure 11: Excerpt from the City of Ottawa Official Plan Schedule C11-A – Natural Heritage System (West) – Urban with the Subject Site added by Novatech.

The Subject Site does not feature any urban greenspaces as per the *City of Ottawa Official Plan Schedule C12 – Urban Greenspace* as shown in **Figure 12**.

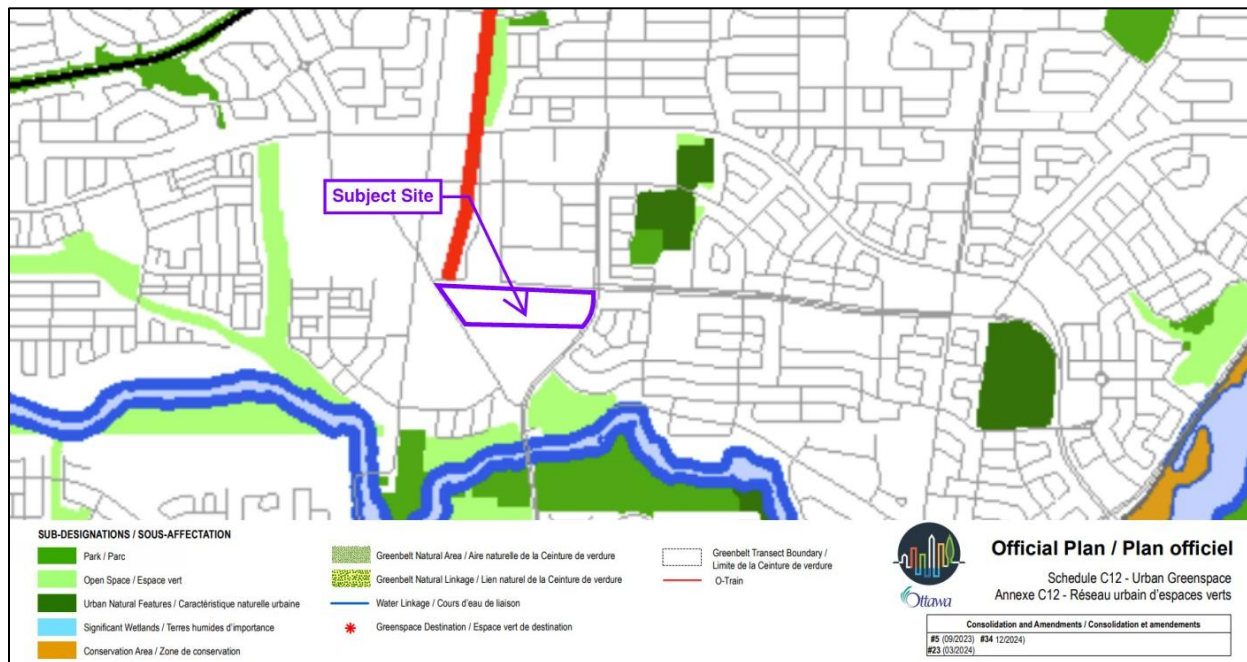


Figure 12: Excerpt from the City of Ottawa Official Plan Schedule C12 – Urban Greenspace with the Subject Site added by Novatech.

A small portion of the Subject Site is within the Airport Vicinity Development Zone as per the *City of Ottawa Official Plan Schedule C14 – Land Use Constraints Due to Aircraft Noise* as shown in **Figure 13**.

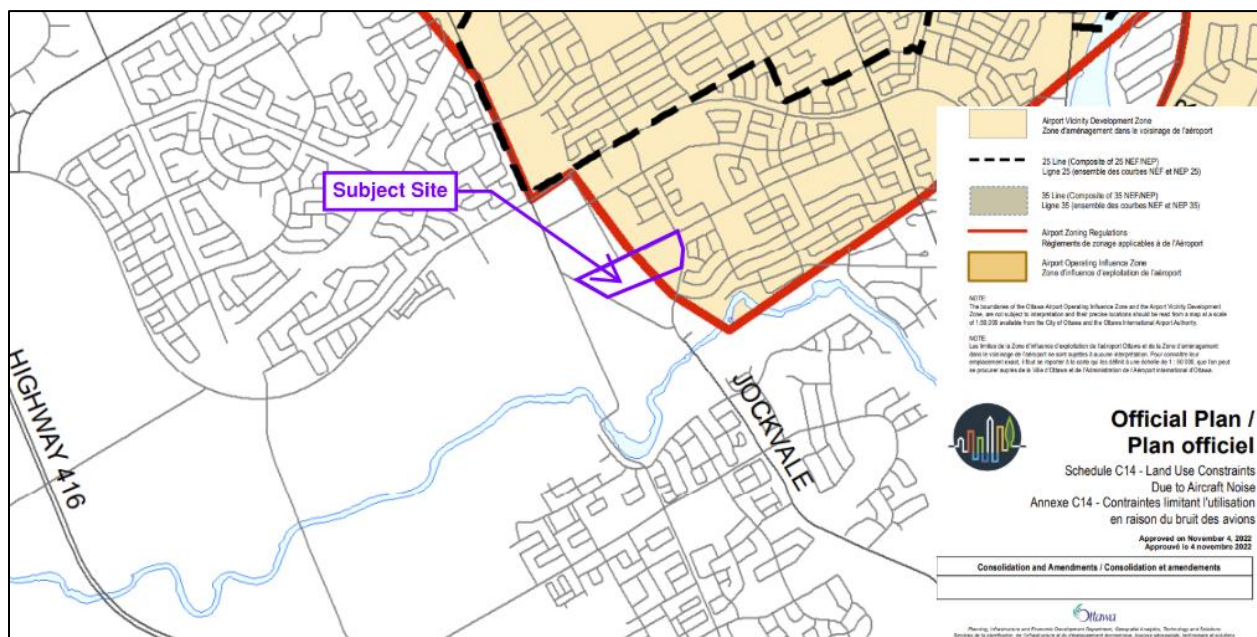


Figure 13: Excerpt from the City of Ottawa Official Plan Schedule C12 – Urban Greenspace with the Subject Site added by Novatech.

The Subject Site is not identified as containing any environmental constraints as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints* as shown in **Figure 14**.

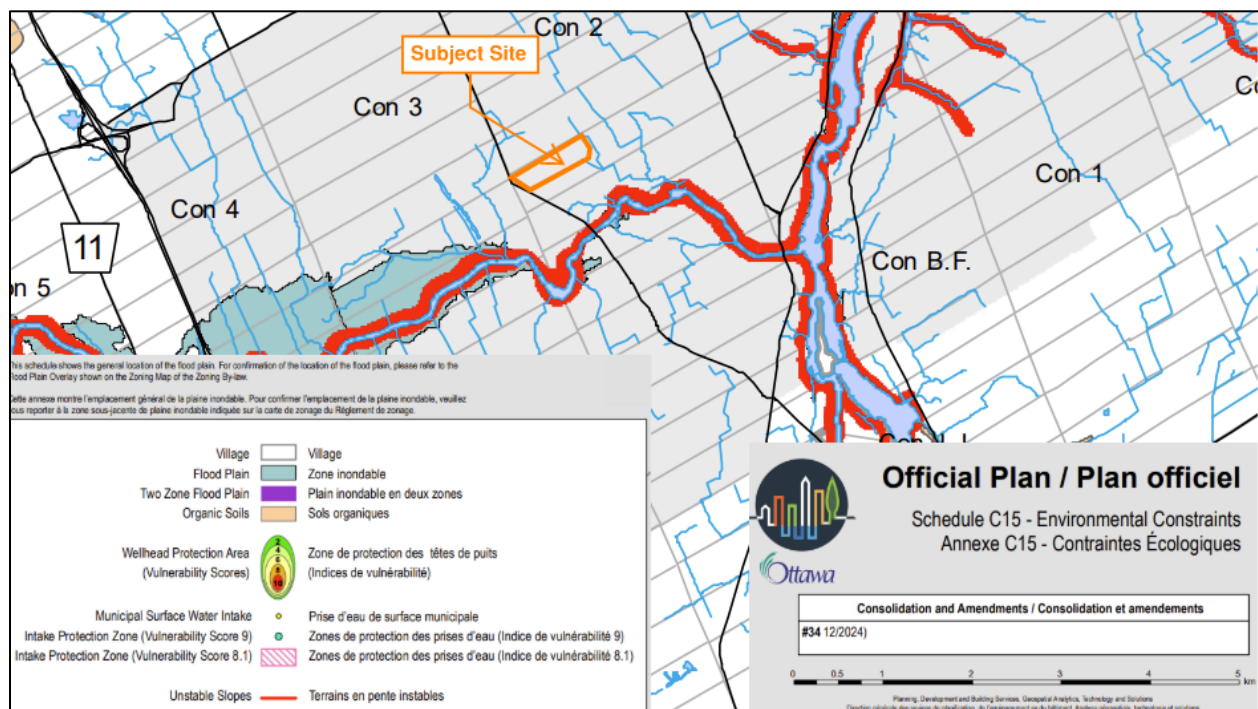


Figure 14: Excerpt from the City of Ottawa Official Plan Schedule C15 – Environmental Constraints with the Subject Site added by Novatech.

1.3.2 New City of Ottawa Zoning By-law 2026-50

At the time of preparing this report, parts of the City of Ottawa's new *Zoning By-law 2026-50*, not included in the 25 appeals came into force on July 2, 2026 in an oral decision made by the Ontario Land Tribunal (OLT). This decision is retroactive to March 11, 2026 and majority of Zoning By-law 2026-50 is now in force. The Subject Site is currently zoned as *Development Reserve – DR* as shown in **Figure 15**. The purpose of the *Development Reserve – DR* zone is to:

- Recognize lands that are set aside for future urban development in the Official Plan.
- A **Zoning By-law Amendment** is required to rezone the Subject Site to permit the low-rise residential development, medium density development blocks, and future public park.

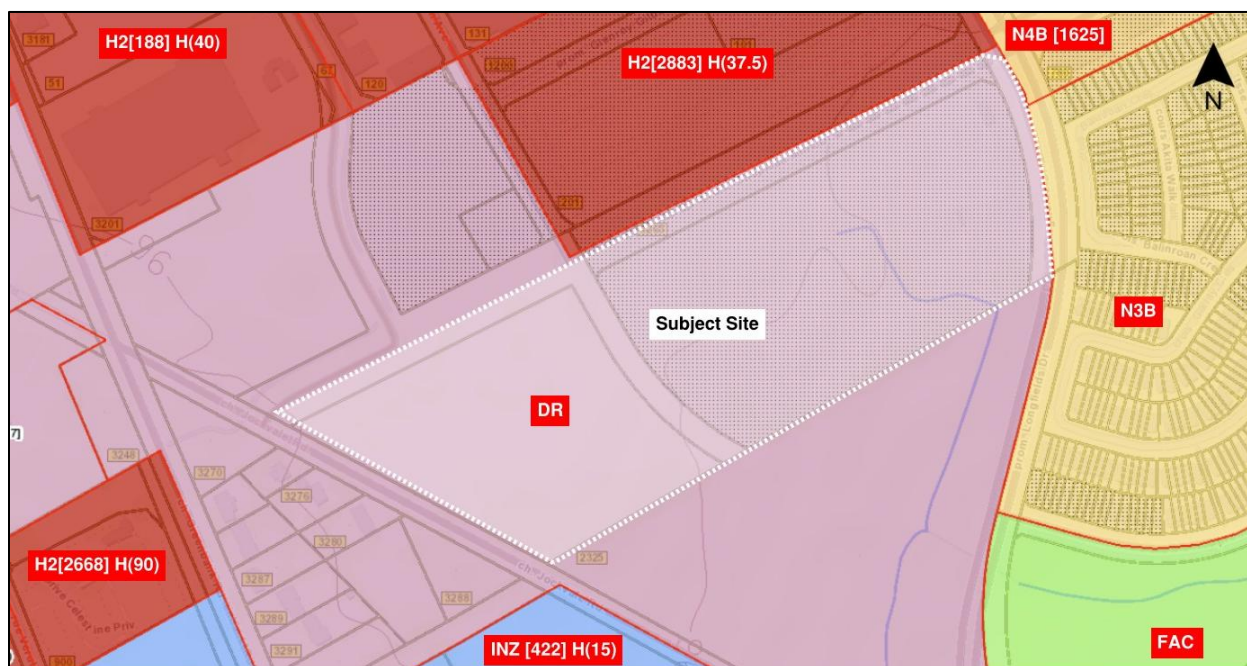


Figure 15: Excerpt of the Subject Site's new Zoning By-law 2026-50 – Final Draft from GeoOttawa.

2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

As previously discussed, Minto is proposing to develop a residential subdivision on the Subject Site that will consist of three (3) medium density development blocks, thirty-two (32) townhouse blocks, eight (8) back-to-back townhouse blocks, one (1) public park block, and one (1) pedestrian walkway block as shown on the Draft Plan of Subdivision in **Figure 16**. A total of two hundred fifty-three (253) residential dwellings are proposed for the low-rise residential development. The medium density development blocks will be subject to separate *Site Plan Control* applications when the proposed details are finalized.

The residential building typologies will consist of varying architectural design and elements that will be compatible with the existing community as shown in **Figures 17 to 20**. A Concept Plan was prepared by Novatech dated January 2026 and is derived from the Draft Plan of Subdivision which illustrates the proposed development for the Subject Site and how it will integrate with the surrounding community as shown in **Figure 21**. A full size of the Draft Plan of Subdivision is provided in **Appendix A** whereas a full size of the Concept Plan provided in **Appendix B** of this report.

The proposed development will include a future public park, sidewalks, and pedestrian pathways that will connect with the surrounding community. The pedestrian walkway block will provide a linear passive connection for future residents to the surrounding community as shown on the Concept Plan. A network of newly created 14.75 and 18.0 metre right-of-way (ROW) roadways will provide for an efficient layout throughout the future community that will connect to the future Riocan Avenue. The planned extension of Riocan Avenue is proposed to be a 24.0 metre ROW connecting from the north of Chapman Mills Drive to Longfields Drive to the south of the Subject Site. Minto is proposing to construct the Riocan Avenue right-of-way alignment on the portion of the Subject Site but the ultimate build out to the south to be constructed by the City of Ottawa as these are City owned lands.

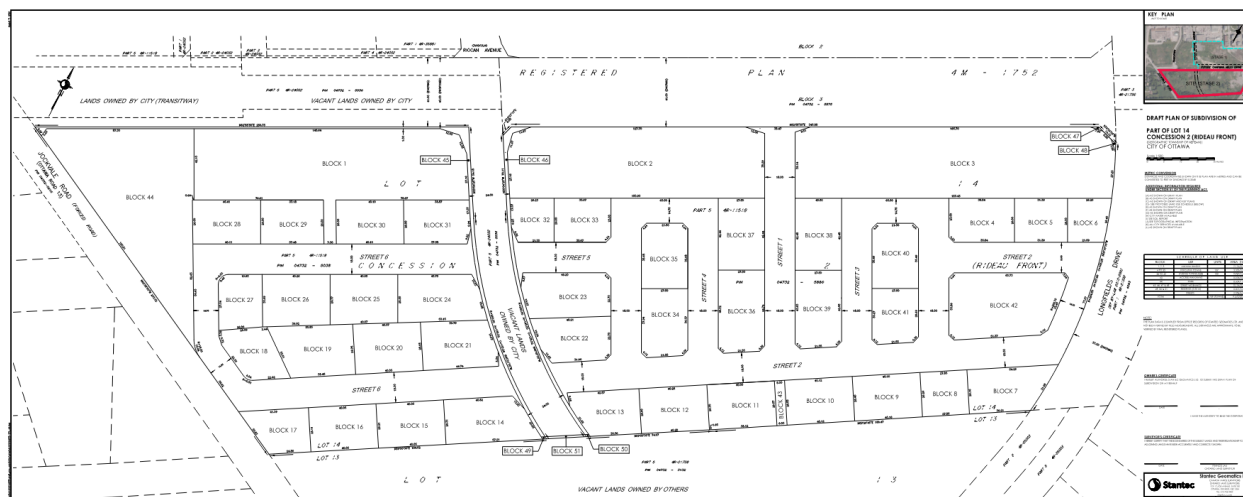


Figure 16: Excerpt from the Draft Plan of Subdivision prepared by Stantec dated August 7, 2026.



Figure 17: Conceptual back-to-back townhouse renderings prepared by Minto.



Figure 18: Conceptual street townhouse renderings prepared by Minto.



Figure 19: Conceptual corner street townhouse renderings prepared by Minto.



Figure 20: Conceptual corner side yard for back-to-back townhouse renderings prepared by Minto.

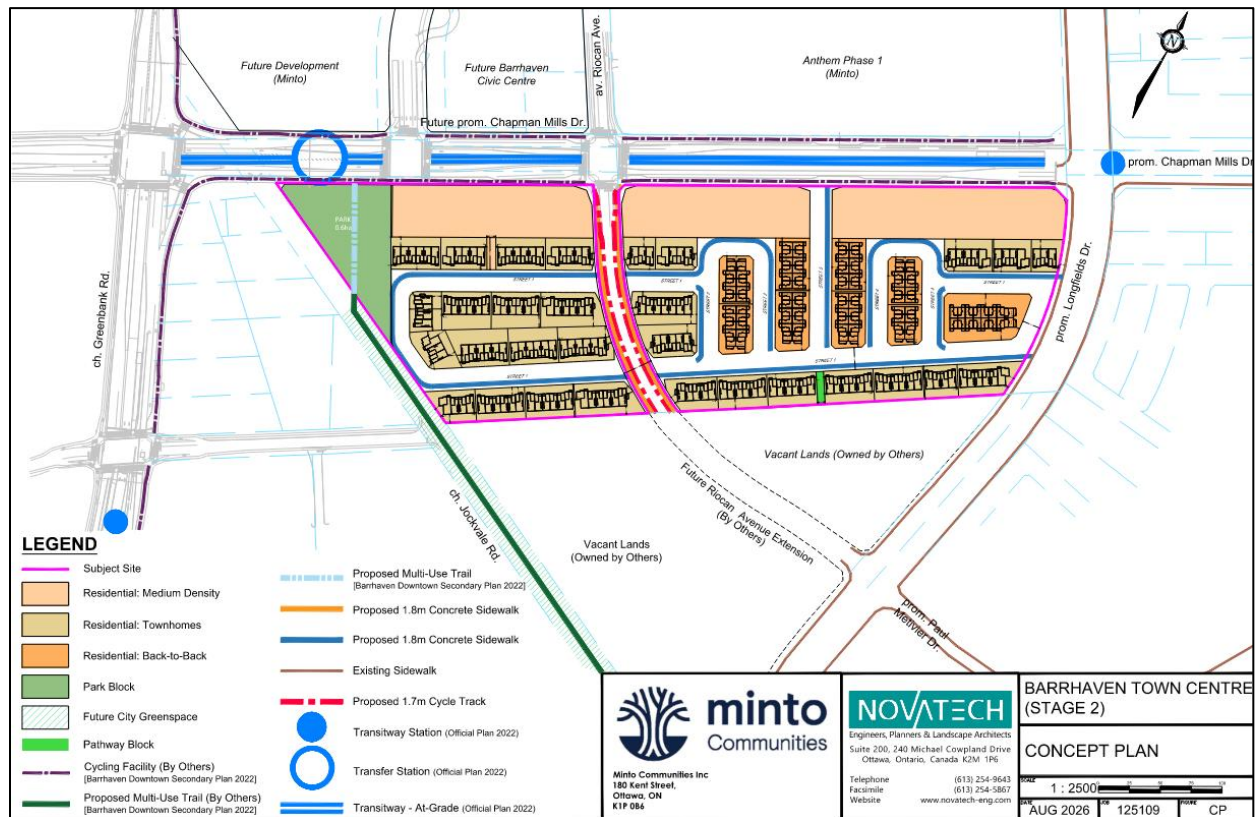


Figure 21: Concept Plan prepared by Novatech dated August 2026.

2.2 Details of Proposed Amendment(s)

To facilitate the proposed development as per the Draft Plan of Subdivision, it is suggested to rezone the Subject Site. As indicated above, an oral decision made by the OLT on July 2, 2026 brought part of the City of Ottawa's new *Zoning By-law 2026-50* not included in the 25 appeals came into force. Accordingly, this report acknowledges the suggested zoning provisions under the new *Zoning By-law 2026-50*.

Table 1 below identifies the current and proposed zoning provisions under *Zoning By-law 2026-50*.

Zoning Provisions: Neighbourhood 3, Subzone B, Urban Exception XXXX - N3B[XXXX]				
City of Ottawa Zoning By-Law 2008-250 and Zoning By-law 2026-50				
	Required (Zoning By-law 2026-50)	Provided (Executive Towns - Traditional Towns)	Provided (Avenue Towns - Back-to-Backs)	Proposed Zone N3B[XXXX]
Minimum Lot Width	7.5 m	5.7 m	5.5 m	5.5 m
Minimum Lot Width per Principal Vertically Attached Unit (m)	4.5 m	5.7 m	5.5 m	5.5 m
Minimum Lot Area (Townhouse Dwellings)	N/A	120 m ²	75 m ²	75 m ²
Minimum Front Yard Setback	3.0 m	3.0 m	3.0 m	3.0 m
Minimum Rear Yard Setback	6.0 m*	6.0 m	0.0 m	0.0 m
Minimum Interior Side Yard Setback	1.8 m (total)	1.5 m	1.5 m	1.5 m
Minimum Corner/Exterior Side Yard Setback (Street and Back-to-Back Townhouse Dwellings)	3.0 m	2.5 m	N/A	2.5 m
Maximum Building Height	11.0 m	12.0 m	12.0 m	12.0 m
Maximum Density (Units Per Hectare)	2.5 per 100 sq m of lot area, maximum 12 per building*	26.2 Units Per Hectare		Minimum 12 Units Per Hectare and Maximum: 27 Units Per Hectare
Minimum Driveway Width	2.6 m			
Maximum Driveway Area	50%	60%	60%	60%
Maximum Driveway Width^	50% of lot width in the case of a front yard, or 50% of the lot depth in the case of an exterior side yard	58%	51%	
Minimum Aggregated Soft Landscaping for Front and Exterior Side Yard Setbacks	30% of the yard	50%	29%	
Minimum Interior Dimensions of Garage^	2.8 m x 6.0 m (Single) 5.2 m x 6.0 m (Double)	2.8 m x 6.0 m (Single) 5.2 m x 6.0 m (Double)		2.8 m x 6.0 m (Single) 5.2 m x 6.0 m (Double)
Minimum Setback of Balcony, Deck, Platform, Porch, or Verandah Features From Lot Lines	1.0 m	1.2 m	2.0 m	
Maximum Projection of Balcony, Deck, Platform, Porch, or Verandah Features	2.0 m or 50% of the yard	1.0 m	0.5 m	
Minimum Setback of Eaves, Eavestroughs, or Gutters From Lot Lines	0.3 m	0.3 m	0.3 m	0.3 m
Maximum Projection of Eaves, Eavestroughs, or Gutters	1.0 m	1.0 m	1.0 m	1.0 m
Minimum Setback of Fireplace Systems From Lot Lines	0.6 m	N/A	N/A	N/A
Minimum Setback of Fireplace Systems	1.0 m	N/A	N/A	N/A
Maximum Projection of Air-conditioner From Lot Lines	0.3 m	N/A	Air-conditioner proposed as a projection into the front yard and corner side yard	Air-conditioner proposed as a projection into the front yard and corner side yard
Maximum Projection of Air-conditioner	1.0 m	N/A	Air-conditioner proposed as a projection into the front yard and corner side yard	Air-conditioner proposed as a projection into the front yard and corner side yard

Table 1: Proposed Zoning Provisions.

2.2.1 New City of Ottawa Zoning By-law 2026-50

Under the new *Zoning By-law 2026-50*, it is suggested to rezone the Subject Site from *Development Reserve – DR* to *Hub Zone 2 – H2*, *Neighbourhood 3, Subzone B, Urban Exception XXXX – N3B[XXXX]* and *Greenspace Zone – GRN* as shown in **Figure 22**.

The low-rise residential development on the Subject Site is suggested to be rezoned to *Neighbourhood 3, Subzone B, Urban Exception XXXX – N3B[XXXX]* which permits residential dwellings. Similar to the above, a site-specific zoning exception is required to facilitate the street and back-to-back townhouse dwellings. The site-specific zoning exception for street townhouses includes reduced minimum lot widths from 7.5 metres to 5.7 metres, a reduced minimum interior side yard setback from 1.8 metres to 1.5 metres, a greater maximum building height from 11.0 metres to 12.0 metres, and a reduced exterior side yard setback from 3.0 metres to 2.5 metres. The site-specific zoning exception for back-to-back townhouses includes reduced minimum lot width from 7.5 metres to 5.5 metres, reduced minimum exterior side yard setback from 3.0 metres to 2.5 metres, and a greater maximum building height from 11.0 metres to 12.0 metres. The proposed site-specific provisions fit within the surrounding lot fabric. Tree planting setbacks will be maintained and any impacts to setbacks will be addressed as part of detailed design.

The suggested zoning provisions for the proposed development will be subject to further discussions with City of Ottawa staff. The purpose of the *Neighbourhood Zones* are to:

- *Permit a full range of housing options and associated residential uses as contemplated within the Neighbourhoods designation of the Official Plan, and establish standards focused on regulating their built form and function.*
- *Regulate density and maximum building height using the primary Neighbourhood Zones, with the N5 and N6 Zones denoting mid- and high-rise respectively.*
- *Regulate elements of residential character, such as lot width and yard setbacks, using the N-subzones (A-F), with subzone A representing the most urban character and subzone F representing the most suburban character as defined in Table 6 of the Official Plan. These standards apply to all primary Neighbourhood Zones.*
- *The mid- and high-rise zones (N5 and N6) also conditionally permit non-residential uses, so as to permit a range of services in proximity to permitted high-density residential areas to implement the 15-minute neighbourhood policies of the Official Plan.*

The medium density development blocks on the northern portion of the Subject Site are suggested to be rezoned to *Hub Zone 2 – H2* which permits both residential and a range of non-residential land uses. The suggested *Hub Zone 2 – H2* will enable the flexibility required for the medium density development blocks which will be subject to future *Site Plan Control* applications when the proposed details are known. The purpose of the *Hub Zone 2* is to:

- *Permit a broad range of uses and promote an urban form in mixed-used nodes throughout the city.*
- *Lands in this zone will accommodate a mid- to high-density built environment and mixed-use neighbourhoods that provide a full range of services to residents.*

The proposed public park south of Chapman Mills Drive is suggested to be rezoned to *Greenspace Zone – GRN*. As noted previously, this zone is intended to reflect the *Park* designation in the *Barrhaven Downtown Secondary Plan (2022)* and will build upon the linear

greenspace corridor for the alignment of Jockvale Road. The purpose of the *Greenspace Zone* is to:

- Permit conditional uses that contribute to parks.
- Maintain no required minimum lot width or lot area to support the park development process outlined in the Official Plan.
- Ensure lots are primarily greenspace through maximum lot coverage

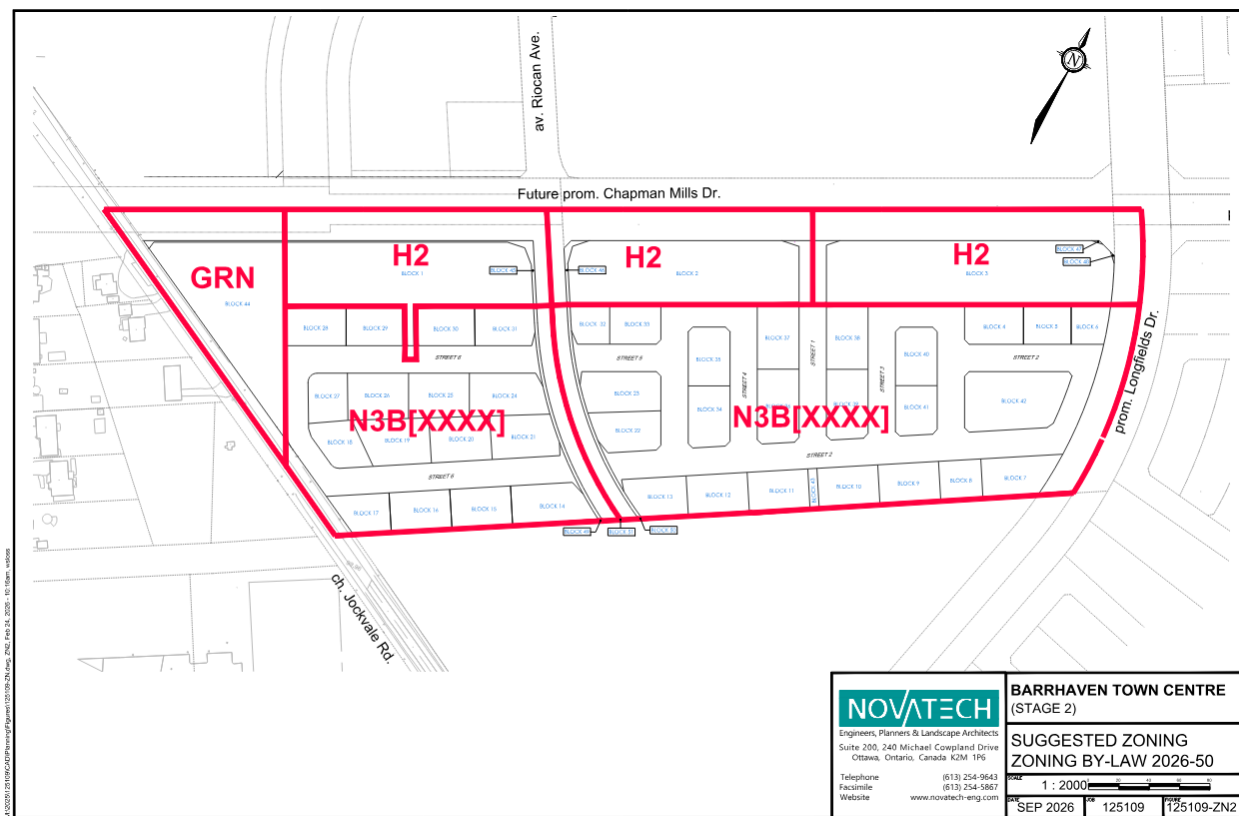


Figure 22: Excerpt from the Suggested Zoning from Zoning By-law 2026-50 prepared by Novatech dated September 2026.

2.3 Previous Consultations, Applications and Approvals

As previously noted, the Subject Site is currently undeveloped based on a review of historical images from GeoOttawa. It is understood that there have been no *Planning Act* development applications approved for the Subject Site.

- A formal pre-consultation meeting was held with City of Ottawa staff from Development Review and Community Planning on September 25, 2025, to discuss the proposed development. The Pre-Consultation Meeting Feedback, Applicant's Study and Plan Identification List (SPIL), as well as other documents were provided by City staff on October 24, 2025 and identifies the various reports and plans would be required to be submitted in support of the development applications.
- A revised SPIL was issued by City of Ottawa staff on February 11, 2026 following changes to the City's Development Application Study Policy (DASP) By-law.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Planning Act

The purpose of the *Planning Act* is to provide for a land use planning system led by provincial policy, provide policy direction on sustainable development, and to account for provincial interest in provincial and municipal planning decisions. The *Planning Act* provides the planning policy framework for provincial and municipal planning documents.

Section 51: Plan of subdivision approvals

Contents

51 (17) The applicant shall provide the approval authority with the prescribed information and material and as many copies as may be required by the approval authority of a draft plan of the proposed subdivision drawn to scale and showing,

- a) the boundaries of the land proposed to be subdivided, certified by an Ontario land surveyor;*
 - b) the locations, widths and names of the proposed highways within the proposed subdivision and of existing highways on which the proposed subdivision abuts;*
 - c) on a small key plan, on a scale of not less than one centimetre to 100 metres, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision and the relationship of the boundaries of the land to be subdivided to the boundaries of the township lot or other original grant of which the land forms the whole or part;*
 - d) the purpose for which the proposed lots are to be used;*
 - e) the existing uses of all adjoining lands;*
 - f) the approximate dimensions and layout of the proposed lots;*
 - (f.1) if any affordable housing units are being proposed, the shape and dimensions of each proposed affordable housing unit and the approximate location of each proposed affordable housing unit in relation to other proposed residential units;*
 - g) natural and artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands and wooded areas within or adjacent to the land proposed to be subdivided;*
 - h) the availability and nature of domestic water supplies;*
 - i) the nature and porosity of the soil;*
 - j) existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided;*
 - k) the municipal services available or to be available to the land proposed to be subdivided; and*
 - l) the nature and extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements.*
- **The proposed development will feature low-rise residential and medium density development blocks. The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Barrhaven community.**

- A network of newly created public roadways provides for an efficient layout throughout the future neighbourhood. The roadways will connect to Chapman Mills Drive, planned extension of Riocan Avenue, and Longfields Drive to the south of the Subject Site.
- The Subject Site is situated within the City of Ottawa's settlement area and efficiently utilizes land, resources, infrastructure, and public service facilities.
- A Functional Servicing Study was prepared by Stantec dated September 10, 2026 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.

51 (24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
 - b) whether the proposed subdivision is premature or in the public interest;
 - c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
 - d) the suitability of the land for the purposes for which it is to be subdivided;
 - (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
 - e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
 - f) the dimensions and shapes of the proposed lots;
 - g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
 - h) conservation of natural resources and flood control;
 - i) the adequacy of utilities and municipal services;
 - j) the adequacy of school sites;
 - k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
 - l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
 - m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006.
- The proposed development conforms to **Official Plan** policies and will provide for a range and mix in housing options and densities. The proposed development will contribute to the overall housing typologies and forms for the Barrhaven community.
 - A network of newly created public roadways provides for an efficient layout throughout the future neighbourhood. The roadways will connect to Chapman Mills Drive, the future planned extension of Riocan Avenue by others, and Longfields Drive to the south of the Subject Site.
 - The Subject Site is situated within the City of Ottawa's settlement area and efficiently utilizes land, resources, infrastructure, and public service facilities.

- There are no school sites within the proposed development.
- At the time of registration of the subdivision, the future public roads, parks, and walkway blocks will be dedicated to the City of Ottawa.

3.2 Provincial Planning Statement

The *Provincial Planning Statement [PPS] (2024)* came into effect on October 20, 2024 and replaces the previous *Provincial Policy Statement (2020)* that came into effect on May 1, 2020. The *PPS* provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating development and land use province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. The decisions that affect all planning matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3 of the Planning Act*. The following is an overall review of the applicable *PPS 2024* policies.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

- 1) *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
- 2) *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
- 3) *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality’s next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*
- 4) *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
 - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*
- 5) *Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.*
- 6) *Planning authorities should support the achievement of complete communities by:*

- a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*
- **The Subject Site is situated within the City of Ottawa's settlement area and is designated within the *Official Plan (2022)* and the *Barrhaven Downtown Secondary Plan (2022)* for future residential and non-residential development.**
 - **The proposed development will feature low-rise residential development and future medium density development blocks.**
 - **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Barrhaven community.**

2.2 Housing

- 1) *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
 - a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - b) *permitting and facilitating:*
 - i. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - ii. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
 - c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*
- **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Barrhaven community.**
 - **The Subject Site is situated within the City of Ottawa's settlement area and efficiently utilizes land, resources, infrastructure, and public service facilities.**
 - **The Subject Site is situated within a 300-metre radius of the future O-Train Station and future transitway stations. The 300-metre radius is equivalent to a walking time of 5 minutes as per *Official Plan Section 4.1.2(1)(a)* policies.**

2.3 Settlement Areas for Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 1) *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
 - 2) *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) *efficiently use land and resources;*
 - b) *optimize existing and planned infrastructure and public service facilities;*
 - c) *support active transportation;*
 - d) *are transit-supportive, as appropriate; and*
 - e) *are freight-supportive.*
 - 3) *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
 - 4) *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
 - 5) *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
 - 6) *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*
- **The Subject Site is situated within the City of Ottawa's settlement area and efficiently utilizes land, resources, infrastructure, and public service facilities.**
 - **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Barrhaven community.**

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

- 1) *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
- 2) *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a) *to accommodate significant population and employment growth;*
 - b) *as focal areas for education, commercial, recreational, and cultural uses;*
 - c) *to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and*
 - d) *to support affordable, accessible, and equitable housing.*
- 3) *Planning authorities should:*
 - a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*

- b) *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
 - c) *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
 - d) *consider a student housing strategy when planning for strategic growth areas; and*
 - e) *support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*
- **The Subject Site is situated within a *strategic growth area* of the City of Ottawa in accordance with the definition of the *PPS (2024)*. The Subject Site is situated within 300-metre radius of the future O-Train Station and future bus rapid transit stops. The 300-metre radius is equivalent to a walking time of 5 minutes as per *Official Plan Section 4.1.2(1)(a)* policies.**
 - **Chapman Mills Drive is identified as a *Service 'B' Transitway – At-Grade Crossings* as per *City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate*.**
 - **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Barrhaven community.**

2.4.2 Major Transit Station Areas

- 1) *Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.*
- 2) *Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*
 - a) *200 residents and jobs combined per hectare for those that are served by subways;*
 - b) *160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or*
 - c) *150 residents and jobs combined per hectare for those that are served by commuter or regional rail.*
- 3) *Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*
 - a) *planning for land uses and built form that supports the achievement of minimum density targets; and*
 - b) *supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.*
- 4) *For any particular major transit station area, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:*
 - a) *development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or*
 - b) *there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.*
- 5) *Planning authorities may plan for major transit station areas that are not on higher order transit corridors by delineating boundaries and establishing minimum density targets.*

- 6) *All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:*
 - a) *connections to local and regional transit services to support transit service integration;*
 - b) *infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
 - c) *commuter pick-up/drop-off areas.*

2.4.3 Frequent Transit Corridors

- 1) *Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*
- **The anticipated density for the low-rise residential development is 62.0 units per net hectare. However, the medium density development blocks are anticipated to increase the overall density as part of the proposed development for the Subject Site in support of the *Major Transit Station Areas* and *Frequent Transit Corridor* policies.**
 - **The Subject Site is designated as a *Town Centre Hub* as per the *City of Ottawa Official Plan Schedule B6 – Suburban (Southwest) Transect* which is considered as *Protected Major Transit Station Areas (PMTSAs)* for the purposes of the *PPS (2024)*. Portions along Chapman Mills Drive are designated as a *Corridor – Minor* with an *Evolving Neighbourhood Overlay*.**
 - **The Subject Site is situated within 300 metres radius of the future O-Train Station and future bus rapid transit stops. The 300-metre radius is equivalent to a walking time of 5 minutes as per *Official Plan Section 4.1.2(1)(a)* policies.**
 - **The proposed development will feature low-rise residential subdivision as well as medium density block that is anticipated to support and encourage public transit.**

2.9 Energy Conservation, Air Quality and Climate Change

- 1) *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a) *support the achievement of compact, transit-supportive, and complete communities;*
 - b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
 - c) *support energy conservation and efficiency;*
 - d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
 - e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*
- **The proposed development will achieve a compact and transit-supportive built form with a range and mix of housing options and densities that will contribute to an overall complete community.**
 - **The proposed development will feature 2.0 metre sidewalks and 1.5 metre cycle tracks on both sides of the planned Riocan Avenue roadway whereas all local streets will feature a 1.8 metre sidewalk on at least one side of the roadway which will facilitate active modes of transportation.**

- The Subject Site is within 300 metres radius of the future O-Train Station and future transitway stations which is equivalent to a walking time of 5 minutes.
- The proposed development will include a future public park area and pathways that will connect to the existing community.

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

- 1) *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
 - a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b) *leverage the capacity of development proponents, where appropriate; and*
 - c) *are available to meet current and projected needs.*
- A Functional Servicing Study was prepared by Stantec dated September 10, 2026 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.
 - Detailed information and findings can be found in the report which will accompany this submission.

3.2 Transportation Systems

- 1) *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*
 - 2) *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- The proposed development will include a network of newly created roadways that provides for an efficient layout throughout the future neighbourhood and connects to Chapman Mills Drive, planned extension of Riocan Avenue, and Longfields Drive to the south of the Subject Site.
 - A Transportation Impact Assessment (TIA) was prepared by Novatech dated September 11, 2026 in support of the development applications. The findings and recommendations from the report include:
 - Accesses to the subdivision are proposed from Riocan Avenue Extension and a local roadway off Chapman Mills Drive. This local roadway is proposed between the central and eastern medium density blocks.
 - Bus routes 3045A, 3045B, 1221, 1404, 1227, 3020, and 0310 are within a 400 metre radius from all the units within the proposed subdivision.
 - As part of the city's Greenbank Realignment and Southwest Transitway project, Median BRT will be provided along Chapman Mills Drive Extension.

- The Riocan Avenue extension will be designed with a 24.0 metre right-of-way for consistency with the approved design of Riocan Avenue north of Future Chapman Mills Drive. Sidewalks and cycle tracks are proposed on both sides of the roadway.
- Detailed information and findings can be found in the report which will accompany this submission.

3.6 Sewage, Water, and Stormwater

1) *Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) *ensure that these services are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 2. *is feasible and financially viable over their life cycle;*
 - 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. *aligns with comprehensive municipal planning for these services, where applicable.*
- c) *promote water and energy conservation and efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process;*
- e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
- f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

2) *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

8) *Planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces;*
- f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

- **A Functional Servicing Study was prepared by Stantec dated September 10, 2026 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

- 1) *Healthy, active, and inclusive communities should be promoted by:*
 - a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
 - b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
 - c) *providing opportunities for public access to shorelines; and*
 - d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*
- **The future public park will be strategically located next to the alignment of Jockvale Road which is envisioned to be a future linear greenspace corridor by the City of Ottawa to provide for a greenspace and recreational network for the Barrhaven community.**

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

- 1) *Natural features and areas shall be protected for the long term.*
- 2) *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 3) *Natural heritage systems shall be identified in Ecoregions 6E & 7E 1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
- 4) *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in Ecoregions 5E, 6E and 7E1; and*
 - b) *significant coastal wetlands*
- 5) *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
 - b) *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - c) *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - d) *significant wildlife habitat;*

- e) *significant areas of natural and scientific interest; and*
- f) *coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
- 6) *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
- 7) *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
- 8) *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 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.*

4.2 Water

- 1) *Planning authorities shall protect, improve or restore the quality and quantity of water by:*
 - a) *using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
 - b) *minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
 - c) *identifying water resource systems;*
 - d) *maintaining linkages and functions of water resource systems;*
 - e) *implementing necessary restrictions on development and site alteration to:*
 - 1. *protect all municipal drinking water supplies and designated vulnerable areas; and*
 - 2. *protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;*
 - f) *planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
 - g) *ensuring consideration of environmental lake capacity, where applicable.*
 - 2) *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*
- **The Subject Site is not identified with a *Flood Plain* as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.**
 - **An amended combined Environmental Impact Statement (EIS) and Tree Conservation Report was prepared by McKinley Environmental Solutions dated April 27, 2026. The findings and conclusions from the report include:**
 - **Mature trees cannot be retained within the development area due the density of the proposed development. Mature trees that occur within the Site and overlap with the development area will be removed during the future development of the Site.**

- The removal of trees through the development area is not anticipated to be ecologically significant.
 - The mature trees that occur within the adjacent property will be retained during the development of the Site.
 - A Tree Retention Plan is included in the report and has been developed to show the position of the retained trees.
- Detailed information and findings can be found in the report which will accompany this submission.

4.4 Minerals and Petroleum

4.4.1 General Policies for Minerals and Petroleum

- 1) *Minerals and petroleum resources shall be protected for long-term use.*

4.5 Mineral Aggregate Resources

4.5.1 General Policies for Mineral Aggregate Resources

- 1) *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*
- The proposed development will not impact any current mineral mining operations or petroleum resource operations.
 - The proposed development will not impact any properties identified with a **Bedrock Resource Area Overlay** or **Sand and Gravel Resource Area Overlay** as per the **City of Ottawa's Official Plan Schedule B9 – Rural Transect**.

4.6 Cultural Heritage and Archaeology

- 1) *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
 - 2) *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
 - 3) *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*
 - 4) *Planning authorities are encouraged to develop and implement:*
 - a) *archaeological management plans for conserving archaeological resources; and*
 - b) *proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*
- The Subject Site is identified as containing “Archaeological Potential” as per the City of Ottawa’s GeoOttawa overlay.
 - The City of Ottawa staff acknowledge in pre-consultation notes from October 24, 2025, that a Stage 1 Archaeological Assessment has been completed in support of the Environmental Assessment for the extension of Chapman Mills Drive. City staff noted

that the Subject Site has “low archaeological potential” and did not recommend further assessment and that a Stage 2 archaeological assessment is not required.

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

- 1) *Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.*

5.2 Natural Hazards

- 1) *Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.*
- 2) *Development shall generally be directed to areas outside of:*
 - a) *hazardous lands adjacent to the shorelines of the Great Lakes -St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
 - b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
 - c) *hazardous sites.*
- 3) *Development and site alteration shall not be permitted within:*
 - a) *the dynamic beach hazard;*
 - b) *defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);*
 - c) *areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*
 - d) *a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*
- 4) *Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.*
- 5) *Despite policy 5.2.3, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:*
 - a) *in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or*
 - b) *where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.*
- 8) *Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in*

accordance with provincial standards, and where all of the following are demonstrated and achieved:

- a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
- b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
- c) new hazards are not created and existing hazards are not aggravated; and
- d) no adverse environmental impacts will result.

5.3 Human-Made Hazards

- 1) Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.
 - 2) Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.
- The Subject Site is not identified with a *Flood Plain* as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.
 - A Geotechnical Investigation was prepared by Paterson Group dated August 24, 2026. The report notes that generally, the subsurface profile encountered at the test hole locations consists of either fill or topsoil underlain by a silty clay crust and/or silty sand and/or a glacial till deposit. Tree planting setbacks to building foundations are recommended for large and small trees given the presence of silty clay deposit. The report states that from a geotechnical perspective, the Subject Site is suitable for the proposed development.
 - A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated April 29, 2026. The findings and conclusions from the report include:
 - Based on a review of historical information, the Phase I Property has consisted of vacant agricultural land and never been developed.
 - A dry cleaner was noted north of the Phase I Property. This business is considered to represent an off-site PCA for the Phase I Property. Based on the separation distance between this business and the Phase I Property, it is not considered an Area of Potential Environmental Concern (APEC).
 - Based on the findings of the Phase I ESA, no Potentially Contaminating Activities (PCAs) resulting in Areas of Potential Environmental Concern (APECs) were identified on the Phase I Property or within the Phase I Study Area.
 - Based on the findings of the assessment, it is recommended that a Phase II-Environmental Site Assessment is not required for the subject property.
 - The proposed development will not result in any natural or human-made hazards.
 - Detailed information and findings can be found in the reports which will accompany this submission.

The *Plan of Subdivision* and *Zoning By-law Amendment* applications are consistent with the policies of the *Provincial Planning Statement (2024)*.

3.3 City of Ottawa Official Plan (2022)

The Subject Site is currently designated as a *Town Centre Hub* with portions along Chapman Mills Drive designated as a *Corridor – Minor* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B6 – Suburban (Southwest) Transect*.

3.3.1 Strategic Directions & Cross Cutting Issues

Section 2 of the *Official Plan* provides the *Strategic Directions* for the City of Ottawa to become the most liveable mid-sized city in North America over the next century. These include five *Big Policy Moves* and six *Cross-Cutting Issues*.

- 1) *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
 - 2) *By 2046, the majority of trips in the city will be made by sustainable transportation.*
 - 3) *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
 - 4) *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
 - 5) *Embed economic development into the framework of our planning policies.*
- **The Subject Site is situated within the City of Ottawa’s urban area that is accessible by active and sustainable modes of transportation with public transit stops located abutting the Subject Site.**
 - **The Subject Site is within 300 metres radius of the future O-Train Station and future transitway stations which is equivalent to a walking time of 5 minutes.**

These *Big Policy Moves* inform the six themes, or *Cross-Cutting Issues*, that are embedded throughout the policies and sections of the *Official Plan* and are essential to the achievement of a liveable city, but are implemented through the policies in multiple sections of the *Official Plan*. The *Cross-Cutting Issues* are:

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

Policy 2.2.1 – Intensification and Diversifying Housing Options

- **The proposed development will achieve a compact and transit-supportive built form with a range and mix of housing options and densities that will contribute an overall complete community.**
- **The Subject Site is within 300 metres radius of the future O-Train Station and future bus rapid transit stops which is equivalent to a walking time of 5 minutes.**
- **The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or**

weekly needs given the Subject Site's location within a *Town Centre Hub* with a range of non-residential land uses.

- The proposed development will include a future public park and a pedestrian walkway block that will connect to the existing community.

Policy 2.2.2 – Economic Development

- The proposed development will contribute to a range and mix of housing options that will support economic development as it relates to the retention of skilled workforces for businesses and employers in the City of Ottawa.
- The proposed development may also include non-residential land uses as part of the medium density development blocks. Separate *Site Plan Control* applications will be filed for the when the proposed details are known.

Policy 2.2.3 – Energy and Climate Change

- The Subject Site is situated within the City of Ottawa's urban area and is already accessible by active and sustainable modes of transportation with the future transitway abutting the Subject Site.
- The proposed development will feature 2.0 metre sidewalks and 1.5 metre cycle tracks on both sides of the planned extension of Riocan Avenue whereas all local streets will feature a 1.8 metre sidewalk on at least one side of the roadway which will facilitate active modes of transportation. The proposed development will include a future public park and a pedestrian walkway block that will connect to the existing community.
- The Subject Site is within 300 metres radius of the future O-Train Station and future transitway stations which is equivalent to a walking time of 5 minutes. The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs given the Subject Site's location within a *Town Centre Hub* with a range of non-residential land uses.

Policy 2.2.4 – Healthy and Inclusive Communities

- The Subject Site is within 300 metres radius of the future O-Train Station and future transitway stations which is equivalent to a walking time of 5 minutes. The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.
- An existing commercial shopping plaza consisting of retail stores, restaurants, and personal service businesses is located north of the Subject Site.

Policy 2.2.5 – Gender and Racial Equality

- The Subject Site is accessible by active and sustainable modes of transportation with public transit abutting the Subject Site. This ensures that equitable access is provided for all regardless of socio-economic status.
- The Subject Site is within 300 metres radius of the future O-Train Station and future transitway stations which is equivalent to a walking time of 5 minutes. The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.

Policy 2.2.6 – Culture

- **No cultural spaces are identified on the Subject Site as per the City of Ottawa’s GeoOttawa “Cultural Spaces” mapping overlay.**

3.3.2 Growth Management Framework

Section 3 of the *Official Plan* provides the *Growth Management Framework* for the City of Ottawa premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and existing infrastructure efficiently, while reducing greenhouse gas emissions.

Policy 3.1 – Designate Sufficient Land for Growth

- 1) *Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy Statement.*
- 2) *Projected growth in Table 1 incorporates a method to project market demand, which includes the needs of existing and future residents.*
- 3) *The urban area and villages shall be the focus of growth and development.*
- 4) *The City will allocate household growth targets as follows:*
 - a. *93 per cent within the urban area where:*
 - i. *47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and*
 - ii. *46 per cent is within the greenfield portion of the urban area;*
 - b. *7 per cent within the rural area where:*
 - i. *5 per cent is within the villages; and*
 - ii. *2 per cent is outside of villages.*

The boundaries establishing the urban areas and the villages are designated on Schedule A and Schedules B1 through B9.

- **The Subject Site is situated within the City of Ottawa’s urban area and is designated within the *Official Plan (2022)* and the *Barrhaven Downtown Secondary Plan (2022)* for future residential and non-residential development. The proposed development will feature low-rise residential development and a future medium density development blocks.**

Policy 3.2 – Support Intensification

- 1) *The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior’s and student residences, based upon building permit issuance within the built-up portion of the urban area...*
- 2) *Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a*

minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.

- 3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
 - 4) Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.
 - 8) Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
 - a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
 - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- The Subject Site is designated within the **Official Plan (2022)** and the **Barrhaven Downtown Secondary Plan (2022)**, for future residential and non-residential development. The proposed development will feature low-rise residential development and future medium density development blocks.
 - The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Barrhaven community.
 - The Subject Site is within 300 metres radius of the future O-Train Station and future bus rapid transit stops which is equivalent to a walking time of 5 minutes.
 - The Subject Site is accessible by active and sustainable modes of transportation with future transitway stations abutting the Subject Site.

Policy 3.3 – Design new neighbourhoods to be 15-minute neighbourhoods

- 1) Residential growth within the greenfield portions of the urban area will be planned as complete 15- minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.
- 2) Urban Greenfield growth areas include previous urban expansion areas that were undeveloped as of July 1, 2018 and areas subject to the Future Neighbourhood Overlay on the B-series of schedules.
- 4) New greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwelling types and sizes shall also be provided and if necessary,

reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.

- 5) *New neighbourhoods shall be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a station on the high-frequency transit network, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues.*
- **The proposed development will achieve a compact and transit-supportive built form with a range and mix of housing options and densities that will contribute an overall complete community.**
 - **The Subject Site is within 300 metres radius of the future O-Train Station and future bus rapid transit stops which is equivalent to a walking time of 5 minutes.**
 - **The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs given the Subject Site's location within a *Town Centre Hub* with a range of non-residential land uses.**
 - **The proposed development will include a future public park and a pedestrian walkway block that will connect to the existing community.**
 - **The proposed development may also include non-residential land uses as part of the medium density development blocks. Separate *Site Plan Control* applications will be filed for the when the proposed details are known.**

Policy 3.5 – Meet employment needs

- 1) *Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.*
 - 2) *Employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.*
 - 3) *Employment that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods designations, have potential adverse impacts on adjacent sensitive uses, and require clustering of similar uses are located within Industrial and Logistics areas. These uses tend to be manufacturing, construction, storage and logistics related. Business parks that have a mix of industrial and non-industrial uses such as small-scale office and other service-oriented uses are located within Mixed Industrial areas.*
- **The proposed development will not include employment land uses.**

3.3.3 City-wide Policies

Section 4 of the *Official Plan* sets out the city-wide policies to be considered where all new development is proposed.

Subsection 4.1 – Mobility

Policy 4.1.1 – Provide mobility options to safely and equitably navigate the city

- 1) *In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. The resolution of overlapping priorities in the Urban area and Villages, as well as the establishment of priorities in the Rural area, will be informed by Multi-Modal Level of Service targets outlined in the Transportation Master Plan (TMP) and Multi-Modal Level of Service Guidelines.*
 - 2) *Equity considerations, in accordance with the City's Equity and Inclusion Lens, and Subsection 2.2.4, Policy 2) of this Plan, shall be included in the planning and evaluation of all transportation investments.*
 - 3) *The City's street hierarchy includes provincial and City highways, federally owned roads, arterials, major collectors, collectors, local roads or streets and lanes. The City will identify streets or segments of streets in the hierarchy that are intended to function as:*
 - a) *An access street, which is a public or private street with a close relationship to its surrounding land uses, exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation; or*
 - b) *A capacity and flow street, which is a public street that plays a structural role in the overall street grid by virtue of its length and its ability to link several areas of the City, and where the movement of people is an important part of its function;*
 - c) *The access or capacity and flow function shall be based on the transect, designations, overlays and consider elements such as surrounding land uses, density, connectivity, street frontage, mix of users, urban design considerations, as well as the allocation of space in the right of way and the road network functions; and*
 - d) *When capacity and flow functions are identified for a street, the priority is to ensure a high-quality public realm that maintains the safety of vulnerable users and the capacity and flow of public transit and sustainable modes in priority over general traffic.*
 - 5) *New subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing Urban boundary or Village boundary.*
- **The proposed development will achieve a compact and transit-supportive built form with a range and mix of housing options and densities that will contribute an overall complete community.**
 - **The Subject Site is within 300 metres radius of the future O-Train Station and future bus rapid transit stops which is equivalent to a walking time of 5 minutes.**
 - **The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs given the Subject Site's location within a *Town Centre Hub* with a range of non-residential land uses.**
 - **The proposed development will include a future public park, a pedestrian walkway block, and cycle tracks that will connect to the existing community.**

- **A Transportation Impact Assessment (TIA) was prepared by Novatech dated September 11, 2026 in support of the development applications. The findings and recommendations from the report include:**
 - **Accesses to the subdivision are proposed from Riocan Avenue Extension and a local roadway off Chapman Mills Drive. This local roadway is proposed between the central and eastern medium density blocks.**
 - **Bus routes 3045A, 3045B, 1221, 1404, 1227, 3020, and 0310 are within a 400 metre radius from all the units within the proposed subdivision.**
 - **As part of the city's Greenbank Realignment and Southwest Transitway project, Median BRT will be provided along Chapman Mills Drive Extension.**
 - **The Riocan Avenue extension will be designed with a 24.0 metre right-of-way for consistency with the approved design of Riocan Avenue north of Future Chapman Mills Drive. Sidewalks and cycle tracks are proposed on both sides of the roadway.**
 - **The Riocan Avenue right-of-way alignment is currently owned by the City of Ottawa with the portion on the Subject Site to be constructed by Minto but the ultimate build out to the south to be constructed by the City of Ottawa as these are City owned lands**
- **Detailed information and findings can be found in the report which will accompany this submission.**

Policy 4.1.2 – Promote healthy 15-minute neighbourhoods

- 1) *In general, this Plan equates a walking time of:*
 - a) *5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*
 - b) *10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and*
 - c) *15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.*
- 2) *Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:*
 - a) *600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations; and*
 - b) *300-metre radius or 400 metres walking distance, whichever is greatest, to existing or planned frequent street transit stops and street transit stops along a Transit Priority network.*
- 3) *The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLOS), the Safe Systems Approach and all the following:*
 - a) *All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans; and*
 - b) *Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate; and*
 - c) *Pedestrian and cycling networks and shortcut public access through private properties may be required at the time of development approval, where appropriate or identified in this Plan and the TMP and associated plans; and*
 - d) *New and reconstructed local residential streets shall be designed to low operating speed; and*

- e) *Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving overlay.*
 - 4) *Development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.*
 - 5) *Where public pedestrian and cycling routes or facilities intersect with roads, appropriate traffic control devices shall be provided to accommodate pedestrian and cycling movements.*
 - 6) *New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.*
 - 12) *The City has identified a network of active transportation facilities identified in the policies outlined above and in Schedules C3 and C8 and in the TMP and associated plans that will be implemented through the review of development applications, development of spaces within the public realm and as part of capital programs to build new transportation facilities or to maintain or upgrade existing facilities. Although not illustrated in Schedule C3, all urban area collectors, major collectors and arterials are cycling routes that, over time, are to include cycling facilities as set out in Policy 11) above.*
 - 14) *The attractiveness of transit service along Corridors and in Hubs, and in areas targeted for intensification and new growth including greenfield areas, new neighbourhoods and expansion lands will be improved through the ongoing implementation of measures to improve service, including the introduction of priority measures, and improvements to frequency and capacity of service, in a way that will achieve or surpass the target mode shares as set out in the TMP and associated plans.*
- **The proposed development will achieve a compact and transit-supportive built form with a range and mix of housing options and densities that will contribute an overall complete community.**
 - **The Subject Site is within 300 metres radius of the future O-Train Station and future bus rapid transit stops which is equivalent to a walking time of 5 minutes.**
 - **The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs given the Subject Site's location with a range of non-residential land uses.**
 - **The proposed development will include a future public park area and a pedestrian walkway block that will connect to the existing community.**

Policy 4.1.7 – Protect and invest in rights of way

- 1) *Under the provisions of the Planning Act, the City may require the dedication of lands for pedestrian or bicycle pathways and road and public transit rights of ways as a condition of development approval, and at no cost to the City.*
- 2) *The City shall protect rights of way for the street and road network shown on Schedules C4, C5, C9 and C10 and as listed in detail in Schedule C16.*
- 3) *Protected Transportation Corridors identified in this Plan, including in Schedule C2, the TMP, associated Plans and utility corridors shall be protected for future transportation*

purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail.

- **Chapman Mills Drive from Longfields Drive to Riocan Avenue is identified as having a 41.0 metre right-of-way (ROW) to be protected as per *City of Ottawa Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection*.**
- **Chapman Mills Drive from Riocan Avenue to Greenbank Avenue is identified as having a 43.0 metre ROW to be protected and will require road widenings as per *City of Ottawa Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection*.**
- **Riocan Avenue will have a 24.0 metre ROW protected which is consistent with the design of Riocan Avenue north of the future Chapman Mills Drive and as such will require road widenings.**
- **Longfields Drive from Strandherd Drive to Cambrian Road is identified as having a 37.5 metre ROW to be protected as per *City of Ottawa Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection*. No road widenings are required for this roadway.**
- **Chapman Mills Drive is identified as a *Service ‘B’ Transitway – At-Grade Crossings* as per *City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate*.**

Subsection 4.2 – Housing

Policy 4.2.1 – Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

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

Subsection 4.4 – Parks and Recreation Facilities

Policy 4.4.1 – Identify park priorities within Ottawa's growth areas

- 1) *The City shall provide parks through the following three mechanisms:*
 - a) *As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law;*
 - b) *The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or*
 - c) *The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures*
 - 2) *All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:*
 - a) *Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and*
 - b) *Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:*
 - i. *Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;*
 - ii. *Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;*
 - iii. *Be of a usable shape, topography and size that reflects its intended use*
 - iv. *Meet applicable provincial soil regulations; and*
 - iv. *Meet the minimum standards for drainage, grading and general condition.*
- **The proposed development will include a future public park that will be strategically located next to the alignment of Jockvale Road which is envisioned to be a future linear greenspace corridor by the City of Ottawa to provide for a greenspace and recreational network for the Barrhaven community.**
 - **The future public park will have frontages along the future Chapman Mills Drive, Jockvale Road, and the future local street. The park will enable parks programming and activities as per the preliminary Facility Fit Plan prepared by NAK dated December 4, 2025.**
 - **The future public park is classified as a parkette as per the *City of Ottawa's Parks and Pathways Manual 2nd Edition (2017)* which will allow for a range of active and passive recreation opportunities including shade structures, seating, play equipment, and an unstructured play area.**
 - **The future public park is identified as Block 45 on the Draft Plan of Subdivision and has an area of 0.60 hectares which is intended to address the parkland dedication requirements for the proposed development in accordance with the *Parkland Dedication By-law 2022-280, Planning Act, and the Barrhaven Downtown Secondary Plan (2022)*.**

Subsection 4.5 – Cultural Heritage and Archaeology

Policy 4.5.4 – Conserve sites of archaeological value

- 1) *The City shall conserve sites of archaeological value where the City's Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.*
 - 3) *The Archaeological Resource Potential Mapping Study shows the historic core of the City (as defined by the City limits at the time of its incorporation in 1855) as having archaeological potential, upon discovery of any archaeological resource during the course of construction in the City's historic core area, the site shall be immediately protected from further disturbance until a licensed archaeologist has completed an archaeological assessment and any necessary mitigation has been completed.*
- **The Subject Site is identified as containing “Archaeological Potential” as per the City of Ottawa’s GeoOttawa overlay.**
 - **As noted previously, it was acknowledged in the pre-consultation notes from October 24, 2025, that a Stage 1 Archaeological Assessment has been completed in support of the Environmental Assessment for the extension of Chapman Mills Drive. City staff noted that the Subject Site has “low archaeological potential” and did not recommend further assessment and that a Stage 2 Archaeological Assessment is not required.**

Subsection 4.6 – Urban Design

Policy 4.6.1 – Promote design excellence in Design Priority Areas

- 1) *Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5, DPA Tiers of Priority and the following policies apply:*
 - a) *DPAs may be identified or modified by City Council through the designation of new Special Districts, the creation of new or updates to existing City plans or policies.*
 - b) *The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the 98 framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.*
 - c) *Development review within the Kanata North Economic District will be guided by applicable policies of the Plan, including the Special Economic District policies contained in Section 6.6.3.2, and use of the UDRP will be optional.*

- The Subject Site is identified to be within a **Design Priority Area** as per the **City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban**.
- The proposed development will feature low-rise residential subdivision and future medium density development blocks. The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.
- The future medium density development blocks may be subject to the Urban Design Review Panel (UDRP) when the details of the proposed development are known and formal **Site Plan Control** applications are filed.

Policy 4.6.5 – Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- 1) *Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.*
 - 2) *Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.*
- Further discussion on the **Urban Design Guidelines for Greenfield Neighbourhoods (2007)** and **Building Better and Smarter Suburbs (2015)** is provided in Section 4 of this report.
 - Separate **Site Plan Control** application will be filed for the medium density development blocks when the proposed details are known.

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

- 1) *To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:*
 - a) *Between existing buildings of different heights;*
 - b) *Where the planned context anticipates the adjacency of buildings of different heights;*
 - c) *Within a designation that is the target for intensification, specifically:*
 - i. *Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - ii. *Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.*
 - 6) *Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.*
- The proposed development will feature low-rise residential subdivision and future medium density development blocks.

- **The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.**

Subsection 4.7 – Drinking Water, Wastewater, and Stormwater Infrastructure

Policy 4.7.1 – Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area

- 1) *To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:*
 - a) *Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and*
 - b) *Not exceed the capacity of the existing infrastructure system.*
- 2) *The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.*
- 3) *In order to mitigate the impacts of development and climate change on drainage systems, local plans will:*
 - a) *Demonstrate integration of receiving watercourse assessments and required mitigating works with the development of local plans, master drainage plans, environmental management plans and master servicing studies; and*
 - b) *Identify requirements for Low Impact Development and implementation plans in environmental management plans and/or master servicing studies based on water budget calculations.*
- 4) *The City will prepare and implement programs and policies to address the need for stormwater capacity to support a range of intensification development applications. This will include:*
 - a) *Design and study requirements for on-site stormwater management, considering a range of intensification development application; and*
 - b) *Regulatory mechanisms for on-site stormwater management to provide adequate capacity to support intensification in existing neighbourhoods.*
- 5) *Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:*
 - a) *The requirements of approved subwatershed studies, environmental management plans and master servicing study;*
 - b) *Other relevant Council-approved studies, such as stormwater retrofit studies;*
 - c) *The Ottawa Sewer Design Guidelines and associated climate change considerations; and*
 - d) *The Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.*
- 6) *As part of a complete application, all redevelopment applications will be required to:*
 - a) *Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and*
 - b) *Implement site, grading, building and servicing design measures to protect new development from urban flooding.*

- 7) *As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.*
 - 8) *As a condition of Site Plan Control approval or draft plan of subdivision approval, proof of legal and sufficient outlet for proposed stormwater management and drainage systems will be required and satisfied prior to the early servicing or registration, whichever comes first.*
- **A Functional Servicing Study was prepared by Stantec dated September 10, 2026 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Subsection 4.8 – Natural Heritage, Greenspace and the Urban Forest

Policy 4.8.1 – Protect the City's natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies

- 1) *The Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies Ottawa's Natural Heritage System and, to the extent possible, Ottawa's Natural Heritage Features as overlays. Natural Heritage Overlay policies appear in Subsection 5.6.4.*
- 2) *The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.*
- 3) *The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:*
 - a) *Significant wetlands;*
 - b) *Habitat for endangered and threatened species;*
 - c) *Significant woodlands;*
 - d) *Significant valleylands;*
 - e) *Significant wildlife habitat;*
 - f) *Areas of Natural and Scientific Interest;*
 - g) *Urban Natural Features;*
 - h) *Natural Environment Areas;*
 - i) *Natural linkage features and corridors;*
 - j) *Groundwater features;*
 - k) *Surface water features, including fish habitat; and*
 - l) *Landform features.*
- 4) *The natural heritage overlay policies apply to all features in Policy 3) regardless of whether they appear on Schedules to the Official Plan.*

- The Subject Site has no natural heritage features as per the *City of Ottawa Official Plan Schedule C11-A – Natural Heritage System (West)*. An *Urban Natural Feature* is identified west of the Subject Site.
- The Subject Site does not feature any urban greenspaces as per the *City of Ottawa Official Plan Schedule C12 – Urban Greenspace*. *Park and Open Space* is identified within the surrounding area identified as an *Urban Natural Feature*.
- The Subject Site is not identified with a *Flood Plain* as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.
- An amended Environmental Impact Statement was prepared by McKinley Environmental Solutions dated April 27, 2026. The development of the Site is not anticipated to have a significant negative effect on the natural features and functions. No SARs, no significant natural heritage features, no PSWs, unevaluated wetlands, and ANSI concerns were identified. The report notes that the development of the Subject Site is not anticipated to have significant negative effects on natural features and functions.

Policy 4.8.2 – Provide residents with equitable access to an urban forest canopy

- 1) *Ottawa's urban forest includes all of the trees, and their growing environments, whether they grow singly, in groups or in woodlands, on both public and private property.*
 - 2) *The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors.*
 - 3) *Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:*
 - a) *Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect;*
 - b) *On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices or in accordance with the recommendation of a Landscape Architect;*
 - c) *Planning and development decisions, including Committee of Adjustment decisions, shall have regard for short-term, long-term and cumulative impacts on the urban forest at the neighbourhood and urban-wide scale;*
 - d) *When considering impacts on individual trees, planning and development decisions, including Committee of Adjustment decisions, shall give priority to the retention and protection of large, healthy trees over replacement plantings and compensation; and*
 - e) *Planning and development review processes shall support the goals and effective implementation of the Tree Protection By-law, including early consideration of trees in application and business processes.*
- An amended Tree Conservation Report was prepared by McKinley Environmental Solutions dated April 27, 2026. The findings from the report include:
 - The Site does not include any forest habitat, and the majority of the Site lacks mature tree cover.
 - The mature trees that occur within the adjacent property (south of the Site) will be retained during the development of the Site. Mature trees that occur within the Site

- limits overlap the future development area and will be removed during the future development of the Site.
- During the development of the Site, tree preservation mitigation measures will be implemented to help protect and preserve the retained trees that occur within the adjacent property.
 - The report found that Butternut Trees were present within the site. These trees were identified as 'Category 2 (retainable)' and occur within the planned development area and will be removed during the future development of the site.
 - A Butternut Health Assessment was completed by McKinley Environmental Solutions to provide greater detail on the presence of Butternut Trees. The findings from the assessment include:
 - The presence of on Category 1 (non-retainable) and Category 2 (non-retainable) Butternut Trees were found on site. No Category 3 (archivable) Butternut Trees were found on site.
 - Detailed information and findings can be found in the reports which will accompany this submission.

Subsection 4.9 – Water Resources

Policy 4.9.2 – Keep watercourses in a natural state while managing erosion, slope stability and flooding concerns

- 1) *Natural watercourses shall be kept in a natural condition. Where an alteration is assessed as being environmentally appropriate and consistent with a Council-approved study, watercourse alterations shall follow natural channel design.*

Policy 4.9.3 – Restrict or limit development and site alteration near surface water features

- 1) *The minimum setback from surface water features shall be the development limits as established by a Council-approved watershed, subwatershed or environmental management plan.*
- 2) *Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:*
 - a) *Development limits as established by the conservation authority's hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;*
 - b) *Development limits as established by the geotechnical hazard limit in keeping with Council approved Slope Stability Guidelines for Development Applications;*
 - c) *30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and*
 - d) *15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.*
- 3) *Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.*

- 4) *The setback provided for in Policies 1) and 2) shall be implemented through the Zoning By-law, and any change in the setback shall require a Zoning By-law amendment or variance that conforms with the policies in this section of this Plan.*
 - 5) *Where development or site alteration is proposed within or adjacent to headwater drainage features, and the proponent is requesting an exception to the minimum setback identified in Policy 2), the proposal and supporting studies must address the following to the satisfaction of the City: a) Evaluation and description of the project site, sensitivity of the headwater drainage features and sampling methods; b) Assessment and classification of hydrological function, riparian conditions, fish and fish habitat and terrestrial habitat; and*
- **The Subject Site is not identified with a *Flood Plain* as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.**
 - **The proposed development is outside of the Rideau Valley Conservation Authority flood plain.**
 - **An amended Environmental Impact Statement was prepared by McKinley Environmental Solutions dated April 27, 2026. The findings from the report include:**
 - **The development of the Site is not anticipated to have a significant negative effect on the natural features and functions.**
 - **The report notes that the development of the Subject Site is not anticipated to have significant negative effects on natural features and functions.**
 - **An unnamed watercourse is located in the southeast corner of the Subject Site. The report identifies this watercourse as an artificial drainage channel. The channel is not a natural watercourse, does not connect to any natural upstream or downstream watercourses, and no longer conveys any significant flows.**

3.3.4 Transect Policy Area

Section 5 of the *Official Plan* addresses the six concentric policy areas called transects that represent a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (*Downtown Core*) to least urban (*Rural*).

Subsection 5.4 – Suburban Transect

The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the *Greenbelt*. The objectives of the *Suburban Transect* as per Section 5.4 of the *Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, and provide direction for new development.

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

- 1) *The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.*
- 2) *The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*
 - a) *Low-rise within Neighbourhoods;*
 - b) *Low-rise along Minor Corridors, however the following policy direction applies:*

- i. *Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;*
 - ii. *Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan;*
 - iii. *High-rise buildings may be permitted through a secondary plan.*
 - c) *Mid-rise along Mainstreet Corridors, however the following policy additional direction applies;*
 - i. *Generally not less than 2 storeys;*
 - ii. *Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;*
 - iii. *The building stepback should be no taller than the corresponding width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
 - iv. *The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition.*
 - d) *In Hubs, the following heights will apply:*
 - i. *High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;*
 - ii. *Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and*
 - iii. *Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.*
- 3) *In the Suburban Transect, this Plan shall support:*
- a) *A range of dwelling unit sizes in:*
 - i. *Multi-unit dwellings in Hubs and on Corridors; and*
 - ii. *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes*
- **The Subject Site is designated as *Town Centre Hub* with portions along Chapman Mills Drive designated as a *Corridor – Minor* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B6 – Suburban (Southwest) Transect*.**
 - **Building heights can range from mid- to high-rise within 400-800 metres of rapid transit stations.**
 - **The proposed development will feature low-rise residential subdivision and future medium density development blocks. The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.**
 - **The low-rise residential subdivision will provide a transition from the planned high to medium densities within the *Town Centre Hub* to the existing low-rise residential located to the southeast and southwest of the Subject Site and conforms to the *Barrhaven Downtown Secondary Plan (2022)* policies.**

Policy 5.4.3 – Provide direction to the Hubs and Corridors located within the Suburban Transect

- 3) *Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows:*
 - a) *Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however*
 - b) *The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
 - c) *Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and stepbacks, permitted building heights are up to 4 storeys, however:*
 - i. *Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;*
 - ii. *Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and*
 - iii. *Mid-rise or high-rise buildings may be permitted through a Secondary Plan.*
- **It is suggested that the medium density residential blocks be rezoned to *Mixed-Use Centre – MC/Hub Zone 2 – H2* which permits residential and non-residential land uses as well as building heights greater than low-rise. Separate *Site Plan Control* applications will be filed for the medium density development blocks when the proposed details are known.**

Policy 5.4.3 – Provide direction to the Hubs and Corridors located within the Suburban Transect

- 1) *Town Centre Hubs are denoted by the initials TC on Schedules B5, B6, B7 and B8 of this Plan. They are intended to be the most important and largest Hub of their suburban community and are planned for at least 10,000 jobs each. They are the preferred location for any office-based employers and Major Office development seeking to locate in suburban neighbourhoods.*
- **The Subject Site is currently designated as a *Town Centre Hub* with portions along Chapman Mills Drive designated as a *Corridor – Minor* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B6 – Suburban (Southwest) Transect*.**
 - **The proposed development will feature low-rise residential dwellings. The medium density development blocks will be apart of future separate *Site Plan Control* applications when the proposed details are known.**
 - **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Barrhaven community.**

Policy 5.4.4 – Provide direction for new development in the Suburban Transect

- 1) *Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:*
 - a) *A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
 - b) *A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments. The Tewin community will be structured on a fine-grained, fully-connected street network that reflects Algonquin placekeeping and design principles;*
 - c) *Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
 - d) *Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
 - e) *Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;*
 - f) *Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;*
 - g) *Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;*
 - h) *Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;*
 - i) *Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and*
 - j) *Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.*
- **A network of newly created 14.75 and 18.0 metre right-of-way (ROW) roadways will provide for an efficient layout throughout the future community that will connect to the future Riocan Avenue. The planned extension of Riocan Avenue is proposed to be a 24.0 metre ROW connecting from the north of Chapman Mills Drive to Longfields Drive to the south of the Subject Site.**

- **The Subject Site is accessible by active transportation linkages. The proposed development will feature a future public park that will be located next to the alignment of Jockvale Road which is planned to be a linear greenspace corridor to provide for a cohesive greenspace and recreational network.**
- **The pedestrian walkway, pedestrian sidewalks, and network of newly created collector and local roadways are organized in a modified grid network to ensure the proposed development is integrated with the growing community.**
- **Separate *Site Plan Control* applications will be filed for the medium density development blocks when the proposed details are known.**

Policy 5.4.5 – Provide direction to Neighbourhoods located within the Suburban Transect

- 1) *Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:*
 - a) *Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
 - b) *Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and*
 - c) *Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.*
- **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Barrhaven community.**
 - **The proposed development will feature low-rise residential subdivision and future medium density development blocks. The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.**

3.3.5 Overlay Policy Area

Subsection 5.6 – Overlays

The *Overlays* are intended to complement the underlying designations and provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that are otherwise not included in the designation sections of the *Official Plan*. The objective of the *Overlay* as per *Section 5.6* of the *Official Plan* is to provide built form direction for the urban area where intensification is anticipated to occur.

Policy 5.6.1 – Evolving Neighbourhood Overlay

- 1) *The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood*

Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors;
 - b) Allowance for new building forms and typologies, such as missing middle housing;
 - c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
 - d) Direction to govern the evaluation of development.
- 2) Where an Evolving Neighborhood Overlay is applied:
- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
 - b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.
- **The proposed development will feature low-rise residential subdivision and future medium density development blocks. The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development. Separate *Site Plan Control* applications will be filed for the future medium density development blocks when the proposed details are known.**

3.3.6 Designation

Section 6.1 – Hubs

The *Hub* designation applies to areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, and a higher level of public transit connectivity. Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Planning Statement.

Policy 6.1.1 – Define the Hubs and set the stage for their function and change over the life of this Plan

- 1) *Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:*
 - a) *Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;*
- 2) *The strategic purpose of Hubs is to:*
 - a) *Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;*
 - b) *Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish*

- a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;*
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and*
 - d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).*
- 3) *Development within a Hub:*
- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;*
 - c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300-metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:

 - i. Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;*
 - ii. Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and*
 - iii. May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;**
 - d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;*
 - e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;*
- **The proposed development will feature a low-rise residential subdivision and future medium density development blocks. The suggested *Mixed-Use Centre – MC/Hub Zone 2 – H2* permits a broad range of both residential and non-residential land uses which will support 15-minute neighbourhoods and complete communities. Separate *Site Plan Control* applications will be filed for the future medium density development blocks when the proposed details are known.**
 - **The future public park will be located next to a linear greenspace corridor to provide for a cohesive greenspace and recreational network. The pedestrian sidewalks and network of newly created collector and local roadways are organized in a modified grid network to ensure the proposed development is integrated with the growing community.**

Policy 6.1.2 – Set out direction for Protected Major Transit Station Areas (PMTSAs)

- 1) *Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.*
- 2) *Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.*

3) *Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.*

- **The Subject Site is located within a *Protected Major Transit Station Area* as per the *City of Ottawa Official Plan Schedule C1 – Protected Major Transit Station Areas (PMSTA)*.**
- **The anticipated density for the low-rise residential development is 62.0 units per net hectare. However, the medium density development blocks are anticipated to increase the overall density as part of the proposed development for the Subject Site in support of the *Protected Major Transit Station Areas* policies.**
- **Separate *Site Plan Control* applications will be filed for the future medium density development blocks when the proposed details are known.**

3.3.7 Protection of Health and Safety

Section 10 – Protection of Health and Safety

Environmental conditions whether occurring naturally or not can result in hazards to human life or health and damage or loss to property value. The environmental conditions or constraints to development may include natural hazards such as flood plains and unstable soils to hazards resulting from human activity such as contaminated sites, mine hazards, and land affected by noise. In accordance with *Section 10* of the *Official Plan*, development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to health or safety or of property damage and shall not create new or aggravate existing hazards.

Policy 10.1 – Prevent Injury, loss of life and property damage

Policy 10.1.1 – Natural Hazards: Flooding Hazards and Erosion Hazards

- **The Subject Site is not identified with a *Flood Plain* as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.**

Policy 10.1.4 – Natural Hazards: Unstable soils or bedrock

1) *Development shall generally be directed to areas outside of unstable soils or bedrock as defined as a Hazardous Site in the Provincial Policy Statement.*

- **The Subject Site is not situated within unstable slopes or contain any organic soils as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.**
- **A Geotechnical Investigation was prepared by Paterson Group dated August 24, 2026. The report notes that, the subsurface profile consists of either fill or topsoil underlain by a silty clay crust and/or silty sand and/or a glacial till deposit. Tree planting setbacks to building foundations are recommended for large and small trees given the presence of silty clay deposit. The report states that from a geotechnical perspective, the Subject Site is suitable for the proposed development.**

Policy 10.1.6 – Contaminated sites

- 11) Required environmental site assessments, remedial or risk assessment/risk management activities and associated reports shall be completed in compliance with the applicable regulations and requirements, as amended, and shall be completed, signed and stamped by a Qualified Person as defined by applicable regulation. Where required, the City may use the holding provisions of the Planning Act to ensure receipt of satisfactory verification of suitable environmental condition prior to development.*
 - 12) Phase one environmental site assessment reports shall include the City of Ottawa Historical Land Use Inventory reports and all other required environmental information sources that are reasonably and publicly available through public regulatory bodies and industry standard private environmental databases.*
 - 13) When contamination is identified in a proposed development property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment / risk management plan to address the contamination shall be submitted to the City. A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.*
 - 14) When the filing of a Record of Site Condition is required, a copy of the Record of Site Condition and all supporting documentations along with the Ministry's acceptance shall be submitted to City. The City shall consider a Record of Site Condition as acknowledged by the Ministry when:*
 - a) It has been confirmed that the Record of Site Condition has passed the Ministry's audit; or*
 - b) It has been confirmed that the Record of Site Condition will not be audited by the Ministry.*
- **A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated April 29, 2026. The findings and conclusions from the report include:**
 - **Based on a review of historical information, the Phase I Property has consisted of vacant agricultural land and never been developed.**
 - **A dry cleaner was noted north of the Phase I Property. This business is considered to represent an off-site PCA for the Phase I Property. Based on the separation distance between this business and the Phase I Property, it is not considered an Area of Potential Environmental Concern (APEC).**
 - **Based on the findings of the Phase I ESA, no Potentially Contaminating Activities (PCAs) resulting in Areas of Potential Environmental Concern (APECs) were identified on the Phase I Property or within the Phase I Study Area.**
 - **Based on the findings of the assessment, it is recommended that a Phase II-Environmental Site Assessment is not required for the subject property.**

3.4 Barrhaven Downtown Secondary Plan (2022)

The Subject Site is located in the *Barrhaven Downtown Secondary Plan (2022)* area. The *Barrhaven Downtown Secondary Plan (2022)* provides direction to guide both public and private development within the Barrhaven Downtown. Growth and intensification is being driven by proximity to transit throughout the City of Ottawa including the Barrhaven Downtown. The Barrhaven Downtown will attract development and evolve over time to become a vibrant, pedestrian-friendly, transit-supportive, mixed-use community hub for Barrhaven.

Section 3 – Land Designations

The Subject Site is currently designated as *Mixed-Use Corridor, Neighbourhood, and Park* as per the *Barrhaven Downtown Secondary Plan Schedule A – Designation Plan* as shown in **Figure 23**.

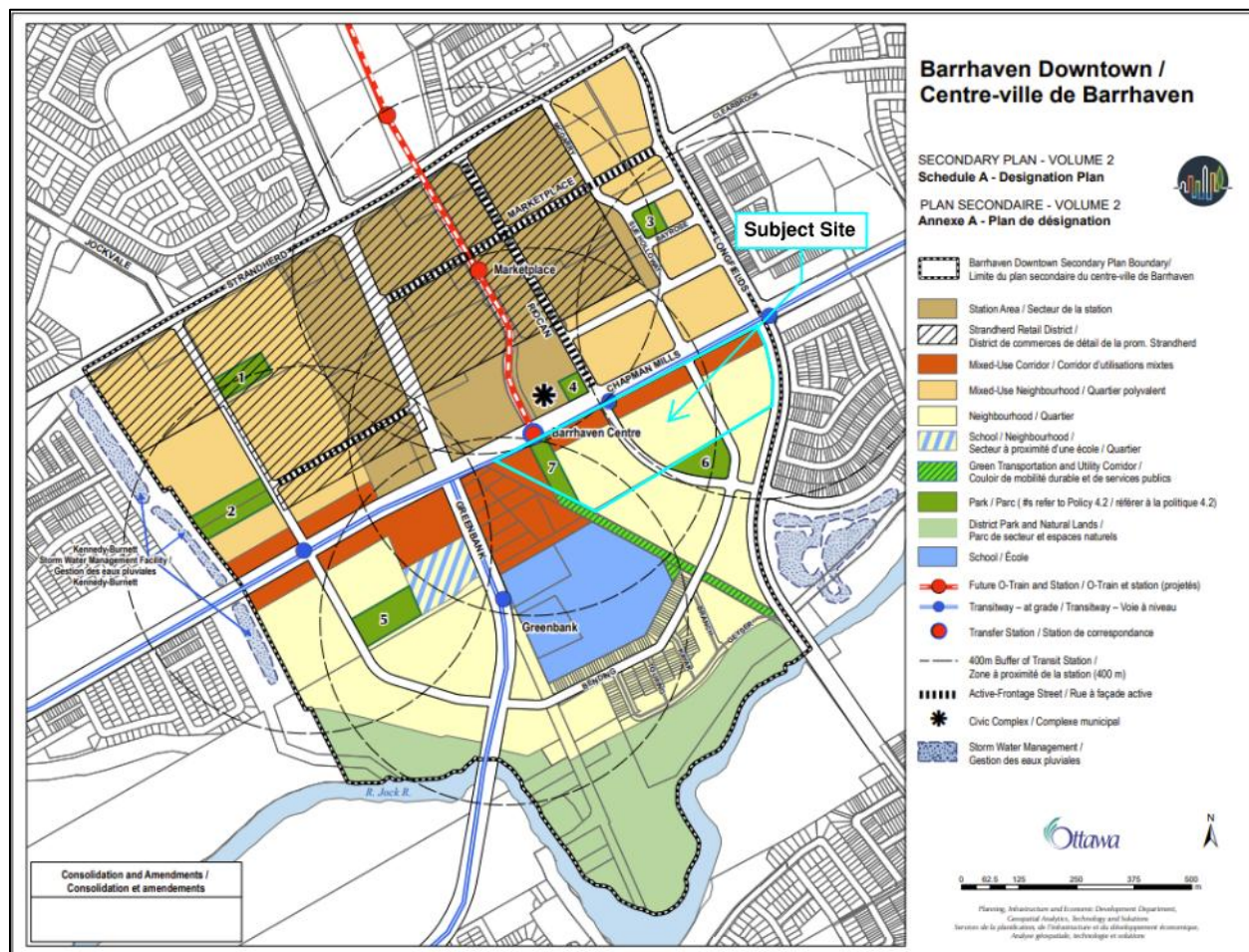


Figure 23: Excerpt from the Barrhaven Downtown Secondary Plan Schedule A – Designation Plan with the Subject Site added by Novatech.

Subsection 3.2 – Mixed-Use Corridor

The north and south sides of Chapman Mills Drive will be bordered by mixed-use development at a density that will provide activity on the street and create an attractive and vibrant streetscape. Adjacent to the Station Area designation, blocks will feature active ground floor uses that will further this contribution. East and west of the Station Area, opportunities for ground floor non-residential uses will be encouraged and spaces protected for conversion in the future.

- 6) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, parks and recreational uses.*
 - 7) The minimum density is 75 units per net hectare for residential uses and the minimum floor space index for non-residential uses is 0.50.*
 - 8) Buildings will have a minimum height of two storeys.*
 - 10) The ground floor treatment of all buildings should include a street-oriented built form (such as townhouses) and have individual primary entrances oriented to the public realm.*
- **The proposed development will include three (3) medium density development blocks along the future Chapman Mills Drive as per the Draft Plan of Subdivision.**
 - **The suggested *Mixed-Use Centre – MC/Hub Zone 2 – H2* permits a broad range of both residential and non-residential land uses which will support 15-minute neighbourhoods and complete communities. Separate *Site Plan Control* applications will be filed for the future medium density development blocks when the proposed details are known.**

Subsection 3.4 – Neighbourhood

South of Chapman Mills Drive, the planning area takes on a more residential character. The Neighbourhood designation will provide urban housing options, appropriate to the suburban planning area context, in proximity to amenities and transit.

- 15) Residential uses and parks are permitted and are encouraged to reflect the compact, dense, urban nature of the planning area.*
 - 16) Buildings will have a minimum height of two storeys.*
 - 17) The minimum density for residential development is 50 units per net hectare.*
- **The proposed development will include thirty-two (32) townhouse blocks and eight (8) back-to-back townhouse blocks for a total of two hundred fifty-three (253) residential dwellings for the low-rise residential development.**
 - **The low-rise residential building typologies will consist of varying architectural design and elements that will be compatible with the existing community as shown in Figures 17 to 20 above.**
 - **As noted previously, the anticipated density for the low-rise residential development is 62.0 units per net hectare which achieves a compact and dense building form.**

Section 4 – Public Realm

Subsection 4.2 – Parks

2) *Public parks and community facilities are permitted.*

- The proposed development will include a future public park that will be strategically located next to the alignment of Jockvale Road which is envisioned to be a future linear greenspace corridor by the City of Ottawa to provide for a greenspace and recreational network for the Barrhaven community.
- The future public park will have frontages along the future Chapman Mills Drive, Jockvale Road, and the future local street. The park will enable parks programming and activities as per the preliminary Facility Fit Plan prepared by NAK dated December 4, 2025.
- The future public park is classified as a parkette as per the *City of Ottawa's Parks and Pathways Manual 2nd Edition (2017)* which will allow for a range of active and passive recreation opportunities including shade structures, seating, play equipment, and an unstructured play area.
- The future public park is identified as Block 45 on the Draft Plan of Subdivision and has an area of 0.60 hectares which is intended to address the parkland dedication requirements for the proposed development in accordance with the *Parkland Dedication By-law 2022-280, Planning Act*, and the *Barrhaven Downtown Secondary Plan (2022)*.

Section 5 – Built Form

Subsection 5.1 – Built Form

Barrhaven Downtown is envisioned as a compact, mixed-use, transit-supportive community and as such is intended to develop with a mix of different building heights, massing and typologies. The established minimum densities, are intended to ensure minimum densities to support the Transitway and O-Train, in Barrhaven Downtown are achieved while providing flexibility in terms of housing types, building massing and building heights.

- 1) *Developments within the planning area shall have regard for Appendix 1 - Barrhaven Downtown Urban Design Guidelines and for other applicable design guidelines.*
 - 2) *Building heights up to thirty storeys are permitted generally within 400 metres of transit stations identified on Schedule A - Designation Plan. High-rise buildings shall generally be encouraged to be located along Greenbank Road, Chapman Mills Drive and Longfields Drive and shall demonstrate compatibility with surrounding uses in accordance with the appropriate policies of the Official Plan.*
- The low-rise residential building typologies will consist of varying architectural design and elements that will be compatible with the existing community as shown in Figures 17 to 20 above.
 - Separate *Site Plan Control* applications will be filed for the future medium density development blocks when the proposed details are known.

Section 6 – Transportation

The transportation network in Barrhaven Downtown will be an accessible and sustainable system focused on public transit, cycling and walking. This transportation network contains four components: the transit network, the street network, the pedestrian and cyclist network and the parking network. The proper design of all components is critical to achieving the built form and urban design objectives for the planning area.

Subsection 6.2 – Streetscape Typologies

The street network is organized to connect the Barrhaven Downtown with surrounding communities, provide a pattern of regular development blocks and integrate different neighbourhoods within the planning area.

- 4) Greenbank Road and Chapman Mills Drive within the planning area will be prominent and comfortable multi-modal streets with wide sidewalks and cycle tracks separated from vehicular movements and large street trees adjacent to the sidewalk. The City's Transportation Master Plan calls for at-grade, median Transitway lanes along Chapman Mills Drive in the near term and along Greenbank Road (south of Chapman Mills Drive) beyond 2031. This secondary plan recognizes that Chapman Mills Drive is shared between property owners and may require a landowners' agreement to ensure a coordinated construction of the new road.*
 - 5) RioCan Avenue and Marketplace Avenue will be animated and active streets with generous pedestrian zones for walking and outdoor commercial patios, ample bicycle parking, strategic on-street parking, special furnishings, street trees and planting beds.*
 - 6) Jockvale Road will be designed with wide sidewalks, bicycle lanes/tracks, on-street parking and generous greenery through prominent street trees.*
- As noted previously, Chapman Mills Drive from Longfields Drive to Riocan Avenue is identified as having a 41.0 metre right-of-way (ROW) to be protected as per *City of Ottawa Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection*.**
 - Chapman Mills Drive from Riocan Avenue to Greenbank Avenue is identified as having a 43.0 metre ROW to be protected and will require road widenings as per *City of Ottawa Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection*.**
 - Riocan Avenue will have a 24.0 metre ROW protected which is consistent with the design of Riocan Avenue north of the future Chapman Mills Drive and as such will require road widenings.**
 - The Riocan Avenue right-of-way alignment is currently owned by the City of Ottawa with the portion on the Subject Site to be constructed by Minto but the ultimate build out to the south to be constructed by the City of Ottawa as these are City owned lands.**
 - Longfields Drive from Strandherd Drive to Cambrian Road is identified as having a 37.5 metre ROW to be protected as per *City of Ottawa Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection*. No road widenings are required for this roadway.**

Subsection 6.3 – Pedestrian and Cyclist Network

The pedestrian and cyclist network will be safe and accessible for all users, it will work well with the surrounding built form and it will be connected to various destinations within Barrhaven Downtown and in adjacent communities.

- 7) All Arterial (Greenbank, Longfields and Strandherd) and Major Collector (Chapman Mills) streets will have pedestrian and cycling facilities.*
 - 8) Commit to “pedestrians-first” and provide a connected network of accessible sidewalks and pedestrian paths for access to neighbourhoods, transit, schools, parks, community facilities and retail areas.*
 - 9) An adequate supply of bicycle parking, as per the applicable zoning by-law, must be provided near transit stops, in high activity areas, in parks and in locations linked to the pedestrian and cyclist network.*
 - 10) A pedestrian and cycling connection must be provided from Chapman Mills Drive along the east side of the Kennedy-Burnett Stormwater Management Facility, to the surrounding streets. Where such a connection cannot be provided within public lands, a pedestrian and cycling pathway must be dedicated within the adjacent development.*
 - 11) All public streets within the Station Area, Mixed-Use Corridor and Mixed-Use Neighbourhood designations shall aim to have sidewalks on both sides of the street.*
 - 12) Cycling facilities will be developed in accordance with Schedule B – Cycling Network*
- **The proposed development will feature 2.0 metre sidewalks and 1.5 metre cycle tracks on both sides of the planned Riocan Avenue roadway whereas all local streets will feature a 1.8 metre sidewalk on at least one side of the roadway which will facilitate active modes of transportation as shown in Figure 24.**
 - **The pedestrian and cycling facilities will connect to the planned facilities within the Barrhaven Downtown to provide for an integrated multi-modal network as shown in Figure 24.**

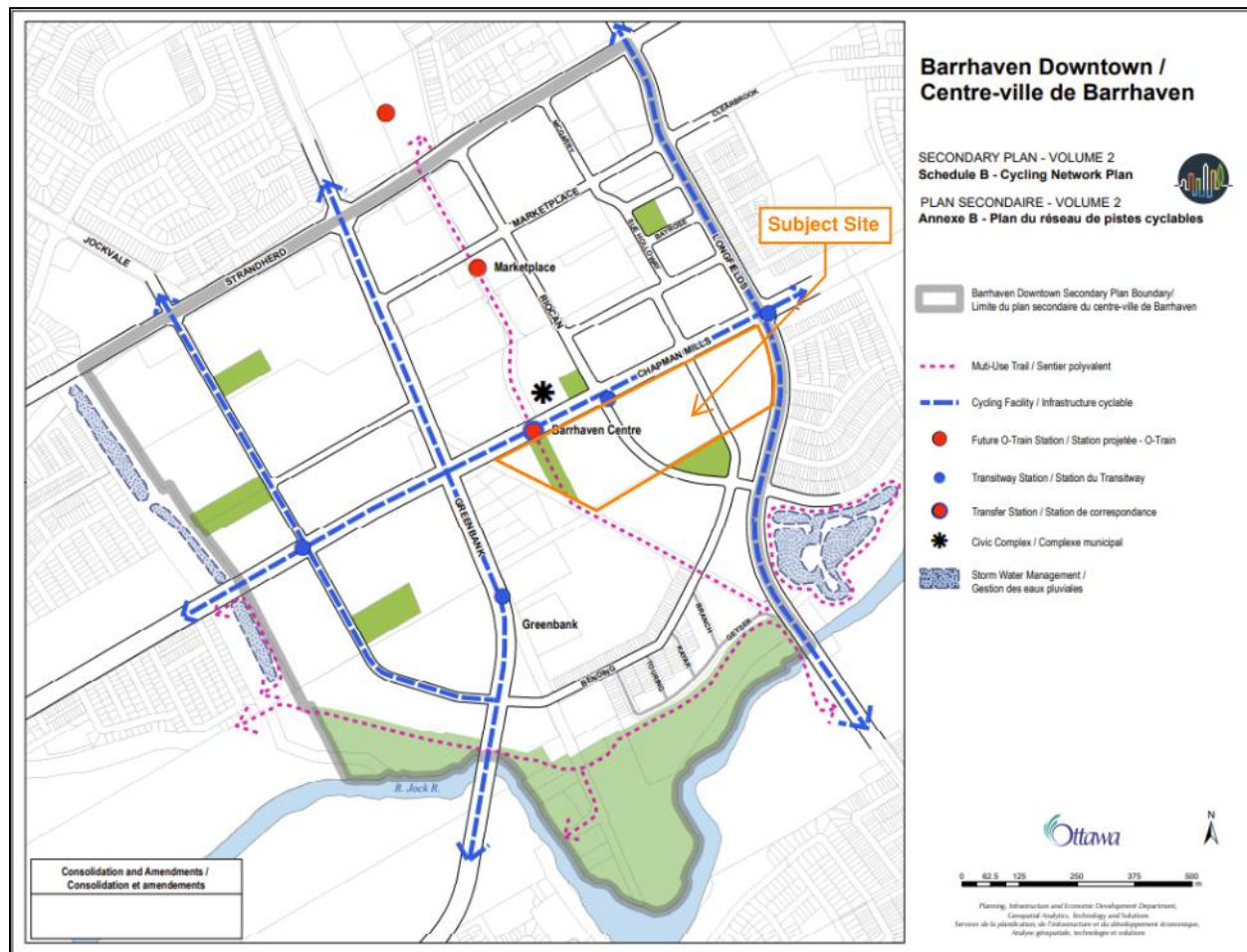


Figure 24: Excerpt from the Barrhaven Downtown Secondary Plan Schedule B – Cycling Network Plan with the Subject Site added by Novatech.

Section 7 – Servicing and Infrastructure

Subsection 7.1 Wastewater and Water Supply

For sanitary requirements, Barrhaven Downtown will be serviced through a connection to the existing Barrhaven Collector, near the intersection of Jockvale Road and the Jock River. The City completed a functional design of this connection in 2003 and the first phase to the existing Jockvale Road at the crossing of the Jock River was constructed in 2005. For water supply requirements, the planning area will be serviced with potable water through the reservoir and pumping station on Fallowfield Road. This is connected to the City's central purification plant on the Ottawa River through the trunk watermain along Woodroffe Avenue.

- 1) All development will be undertaken in accordance with the Infrastructure Master Plan, the Serviceability Report prepared in support of the South Nepean Town Centre Design Urban Design Strategy and City of Ottawa standards for wastewater and water supply servicing.

Section 7.2 Stormwater Management

The Kennedy-Burnett Stormwater Management Facility will service the western portion of the planning area while the Chapman Mills Stormwater Management Facility will serve the eastern portion.

- 2) All development must be undertaken in accordance with the Infrastructure Master Plan, the Serviceability Report prepared in support of the South Nepean Town Centre Design Urban Design Strategy and with current City of Ottawa standards for stormwater management.*
 - 3) The configuration and sizing for stormwater management facilities will be defined by stormwater management plans as part of subdivision plans for the eastern stormwater management facility.*
 - 4) The stormwater drainage system must be designed to the satisfaction of the City, in consultation with the Rideau Valley Conservation Authority and the Ministry of the Environment, Conservation and Parks, as required.*
- **A Functional Servicing Study was prepared by Stantec dated September 10, 2026 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Section 8 – Interpretation

This secondary plan establishes broad principles to guide future development in Barrhaven Downtown.

Schedule A - Designation Plan identifies various land designations within Barrhaven Downtown and this secondary plan provides policy direction for these areas.

- 1) The boundaries of the land designations in this secondary plan are flexible and subject to minor variation without amendment to this secondary plan. The location of land uses and rights-of-way are included to represent the facilities and services required and are not intended to represent exact locations.*
- **As shown on the Draft Plan of Subdivision and Concept Plan, the future public park is proposed on lands designated as *Mixed-Use Corridor* as per the *Barrhaven Downtown Secondary Plan Schedule A – Designation Plan*.**
 - **The larger future public park within this location will provide for a more usable space for a range of active and passive recreation opportunities including shade structures, seating, play equipment, and an unstructured play area in accordance with the *City of Ottawa's Parks and Pathways Manual 2nd Edition (2017)* while also satisfying the requirements of parkland dedication requirements in accordance with the *Parkland Dedication By-law 2022-280, Planning Act* and the *Barrhaven Downtown Secondary Plan (2022)*.**

Section 9 – Implementation

Section 9.2 – Greenspace Acquisition and Development

The Parks and the Green Transportation and Utility Corridor identified on Schedule A - Designation Plan are intended to provide open spaces where people can meet and connect within Barrhaven Downtown.

- 8) Parks to be acquired by the City through development applications are generally identified on Schedule A - Designation Plan.*
 - 9) Within Barrhaven Downtown, the City will require parkland dedication in accordance with the standard rate as set out in the Ontario Planning Act.*
 - 10) Where parkland dedication cannot be satisfied through land conveyance, cash-in-lieu of parkland dedication will be collected in accordance with the above parkland dedication rates. Cash-in-lieu funds collected will be used to purchase identified parcels within the District Park and natural lands with the exception of those within the floodplain (and associated setbacks) zone. Once that parkland has been fully acquired it will be directed to the purchase of parkland in communities surrounding the Barrhaven Downtown.*
 - 11) Parks are intended to be built concurrently with plans of subdivision for the lands that the parks are intended to serve.*
 - 12) Landowners within Barrhaven Downtown may be required to enter into private agreements to share the costs of the development of the Parks identified on Schedule A - Designation Plan, so that the costs shall be distributed fairly among the benefiting landowners. The agreement shall contain a financial schedule describing the estimated costs of the development of the parks and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval for all plans of subdivision, requiring proof that the landowner is party to the agreement and has paid its share of any costs pursuant to the agreement*
 - 13) The existing Jockvale Road right of way, south of Chapman Mills Drive (Section 4.3: Green Transportation and Utility Corridor), will be re-purposed as a pathway corridor to connect the core of Barrhaven Downtown and Barrhaven Centre Station to the District Park and Natural Lands. This corridor will not be counted towards parkland dedication as per Policy 9), Section 9.2: Greenspace Acquisition and Development, of this secondary plan.*
- **The future public park is identified as Block 45 on the Draft Plan of Subdivision and has an area of 0.60 hectares which is intended to address the parkland dedication requirements for the proposed development in accordance with the *Parkland Dedication By-law 2022-280, Planning Act*, and the *Barrhaven Downtown Secondary Plan (2022)*.**
 - **It is acknowledged that parkland dedication requirements may be subject to change pending the approval of future *Site Plan Control* applications for the medium density development blocks.**
 - **The transfer of the future public park to the City of Ottawa will be completed at subdivision registration.**

3.4.1 Urban Design Guidelines

Table 2: Summary of the applicable Appendix 1 – Barrhaven Downtown Urban Design Guidelines as it relates to the proposed development.

Guideline (G) Topics	Proposed Development
Built Form (G: 1-17)	Principal entries to residential buildings will address the primary street and public realm and connect to the sidewalk where proposed (G: 1). Some residential buildings will be oriented to face the future public park block (G: 2). Residential typologies vary and will include street townhouse dwellings and back-to-back townhouse dwellings for the low-rise residential subdivision. The residential building typologies will consist of varying architectural design and elements (G: 14). Residential buildings will be located close to the property line addressing the street and public realm in keeping with the requirements of zoning provisions (G: 15).
Streetscape (G: 18-25)	Sidewalks will be organized to ensure the proposed development is integrated with the growing community. The planned extension of Riocan Avenue is proposed to be a 24.0 metre ROW connecting from the north of Chapman Mills Drive to Longfields Drive to the south of the Subject Site. The proposed development will include City of Ottawa 14.75 and 18.0 metre right-of-way (ROW) roadways that allow for sidewalks, landscape boulevards, and street trees. Street tree locations will be determined as part of the detailed design process (G: 20, 23). The planned extension of Riocan Avenue is proposed to be a 24.0 metre ROW connecting from the north of Chapman Mills Drive to Longfields Drive to the south of the Subject Site. Street tree locations will be determined as part of the detailed design process (G: 24-25).
Parking and Loading (G: 26-32)	Utility location will be determined as part of the detailed design process (G: 27).
Open Space and Connections (G: 33-40)	The future public park will be located next to the alignment of Jockvale Road which is planned to be a linear greenspace corridor to provide for a cohesive greenspace and recreational network and provide access to the existing community. The triangular shape of the future public park block will still enable parks programming and activities as per the preliminary Facility Fit Plan. (G: 36, 39).

The *Plan of Subdivision* and *Zoning By-law Amendment* applications are in conformity with the policies of the *Barrhaven Downtown Secondary Plan (2022)*.

4.0 DESIGN GUIDELINES

4.1 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The purpose of the *Urban Design Guidelines For Greenfield Neighbourhoods (2007)* is to “illustrate the City’s expectations during the development review process for greenfield neighbourhoods within the Urban Area of the City of Ottawa. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes”.

The following is a summary of the applicable urban design guidelines that have been considered in the layout and design of the proposed development as shown in **Table 3**:

Table 3: Summary of applicable Urban Design Guidelines for Greenfield Neighbourhoods (2007) as it relates to the proposed development.

Guideline (G) Topics	Proposed Development
Structuring Layout (G: 1 – 20)	The future public park will be strategically located next to the alignment of Jockvale Road which is planned to be a linear greenspace corridor to provide for a cohesive greenspace and recreational network. The pedestrian walkway, pedestrian sidewalks, and network of newly created collector and local roadways are organized in a modified grid network to ensure the proposed development is integrated with the growing community (G: 2). The future medium density blocks will be subject to a separate <i>Site Plan Control</i> application when the proposed details are known (G: 9). New pathways will connect to the existing community (G: 10 – 11).
Street Design (G: 21 – 33)	The suggested zoning provisions and roadway right-of-ways will provide opportunities for street trees and utilities (G: 21). No rear yard amenity areas for the low-rise residential subdivision will back onto arterial or collector roadways (G: 22). Public streets with a 14.75 and 18.0 metre ROW are to be provided as part of the proposed development with opportunities for sidewalk(s), landscape boulevards, and street trees. Street tree locations will be determined as part of the detailed design process (G: 27). New pathways will connect to the existing community (G: 31-32).
Residential Building and Site Design (G: 34 – 46)	Residential buildings will be located as close to the property line with the primary façade addressing the street and public realm in keeping with the requirements of zoning provisions, tree setbacks, and utility requirements (G: 34). Residential building typologies will include street townhouse dwellings and back-to-back townhouse dwellings for the low-rise residential subdivision (G: 35). The residential building typologies will consist of varying architectural design and elements (G: 37-39). A linear greenspace corridor provides for a cohesive greenspace and recreational network. The pedestrian walkway, sidewalks, and network of newly created collector and local roadways are organized in a modified grid network to ensure the proposed development is integrated with the growing community. (G: 46).
Greenspace (G: 54 – 59)	A linear greenspace corridor and pedestrian sidewalks provide access to the future public park and the existing community (G: 56).

Utilities and Amenities (G: 60 – 65)	Existing transit stops are located within proximity of the Subject Site (G: 61). The location of communal mailboxes will be confirmed as part of the detailed design process (G: 63). Opportunities for street trees and utilities will be determined as part of the detailed design process (G: 65).
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4.2 Building Better and Smarter Suburbs (2015)

The purpose of the *Building Better and Smarter Suburbs (2015)* is to provide clarity and revisions to existing policies, plans, and practices with respect to the design of residential subdivisions in the City of Ottawa.

The following is a summary of the applicable strategic directions that have been considered in the layout and design of the proposed development as shown in **Table 4**:

Table 4: Summary of applicable Building Better and Smarter Suburbs (2015) Strategic Guidelines as it relates to the proposed development.

Strategic Direction (SD) Topics	Proposed Development
Street Network and Land Use (SD: 1 – 12)	A network of new 14.75 and 18.0 metre right-of-way roadways are proposed which will connect to the future extension of Chapman Mills Drive and the future extension of Riocan Avenue. (SD: 1-2). New pathways will connect to the existing community and future multi-use pathways (SD: 3). No reverse frontage lots are proposed within the new community (SD:9).
Parks and Open Space (SD: 1 – 4)	A future public park will be located next to the alignment of Jockvale Road which is planned to be a linear greenspace corridor to provide for a cohesive greenspace and recreational network. The pedestrian walkway, pedestrian sidewalks, and network of newly created collector and local roadways are organized in a modified grid network to ensure the proposed development is integrated with the growing community (SD: 4).
Parking (SD: 1 – 7)	Setbacks for driveways will comply with applicable zoning by-law provisions (SD: 2). Parking spaces within garages will ensure adequate and sufficient area can accommodate vehicles (SD: 4). On-street parking will be accommodated to serve the proposed development (SD: 6).
Road Right-of-Way (SD: 1 – 10)	A network of newly created 14.75 and 18.0 metre right-of-way (ROW) roadways will provide for an efficient layout throughout connecting to the current and future community (SD: 1, 3).
Trees (SD: 1 – 4)	The placement of street trees will be confirmed as part of the detailed design process in conjunction with utility requirements and tree planting requirements (SD: 1 – 2).
Utility Placement (SD: 1 – 6)	The location and placement of all utilities and infrastructure will be confirmed as part of the detailed design process (SD: 1 – 5).

5.0 REVIEW OF SUPPORTING STUDIES / INTEGRATED ENVIRONMENTAL REVIEW

The following provides an overview of the technical studies that have been prepared to inform the design of the proposed development and supports the proposed *Plan of Subdivision* and *Zoning By-law Amendment* applications for the Subject Site.

Environmental Impact Statement and Tree Conservation Report

An amended combined Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) was prepared by McKinley Environmental Solutions dated April 27, 2026. The findings and conclusions from the report include:

- Mature trees cannot be retained within the development area due the density of the proposed development. Mature trees that occur within the Site and overlap with the development area will be removed during the future development of the Site.
- The removal of trees through the development area is not anticipated to be ecologically significant.
- The mature trees that occur within the adjacent property will be retained during the development of the Site.
- A Tree Retention Plan is included in the report and has been developed to show the position of the retained trees.
- The development of the Site is not anticipated to have a significant negative effect on natural features and functions.

Based on the findings and recommendations from the report, the proposed development has been designed to ensure that any environmental and natural heritage features on the Subject Site or surrounding area will be protected for the long-term. The report notes that the development of the Site is not anticipated to have significant negative effects on natural features and functions.

Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group dated August 24, 2026. The subsurface profile encountered at the test hole locations consists of either fill or topsoil underlain by a silty clay crust and/or silty sand and/or a glacial till deposit. Tree planting setbacks to building foundations are recommended for large and small trees given the presence of silty clay deposit. It is recommended to review preliminary and detailed grading, servicing plan(s) from a geotechnical perspective, the subject site is considered suitable for the proposed development.

Based on the findings from the report, the Subject Site is suitable for the proposed development. Due to the presence of silty clay deposits, tree planting setbacks to building foundations for large and small trees are recommended. The exact location and number of plantings will be confirmed as part of the detailed design process including considerations for utility placement and any tree planting requirements.

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated April 29, 2026. The findings and conclusions from the report include:

- Based on a review of historical information, the Phase I Property has consisted of vacant agricultural land and never been developed.
- A dry cleaner was noted north of the Phase I Property. This business is considered to represent an off-site PCA for the Phase I Property. Based on the separation distance between this business and the Phase I Property, it is not considered an APEC.
- Based on the findings of the Phase I ESA, no PCAs resulting in Areas of APECs were identified on the Phase I Property or within the Phase I Study Area.
- Based on the findings of the assessment, it is recommended that a Phase II-Environmental Site Assessment is not required for the subject property.

Based on the findings from the report, a Phase II Environmental Site Assessment is not required for the subject property. No PCAs resulting in APECs were identified on the Phase I Property or within the Phase I Study Area.

Transportation Noise Feasibility Assessment

A Transportation Noise Feasibility Assessment was prepared by Gradient Wind dated August 11, 2026 in support of the development applications. The findings and recommendations from the report include:

- Type C and Type D Warning Clauses are required for units backing onto Longfields Drive and for specific units backing onto streets within the subdivision.
- Units requiring the Type D Warning Clause will require upgraded window STC levels for sensitive bedrooms and living rooms.
- Noise mitigation will be required by the installation of noise barriers.
- The report found that the impact of the study site is not anticipated to have any significant impact on the proposed residential subdivision.

Based on the findings from the report, Type C and Type D Warning Clauses are required for some units, with some dwelling units requiring noise attenuation measures. The report concluded that regarding stationary noise impacts of the study site on its surroundings, the development's nature as a suburban development means that these stationary noise impacts do not need to be considered.

Functional Servicing Study

A Functional Servicing Study was prepared by Stantec dated September 10, 2026, in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.

Based on the findings from the report, the proposed development will be accommodated by existing municipal water and wastewater network.

6.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- A public meeting will be held when the *Zoning By-law Amendment* application goes to the City of Ottawa's Planning and Housing Committee.

- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).

7.0 CONCLUSION

It is our assessment that the suggested proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and the *Barrhaven Downtown Secondary Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*. This revised Planning Rationale and Public Consultation Strategy supports the *Plan of Subdivision* and *Zoning By-law Amendment* applications.

The proposed development is an appropriate and desirable addition to the Barrhaven community and represents good planning.

NOVATECH

Prepared By:



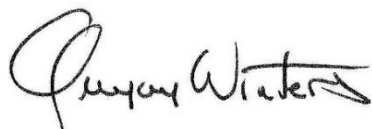
Nicole Thomson, BES (Planning)
Planner, Planning and Development

Prepared By:



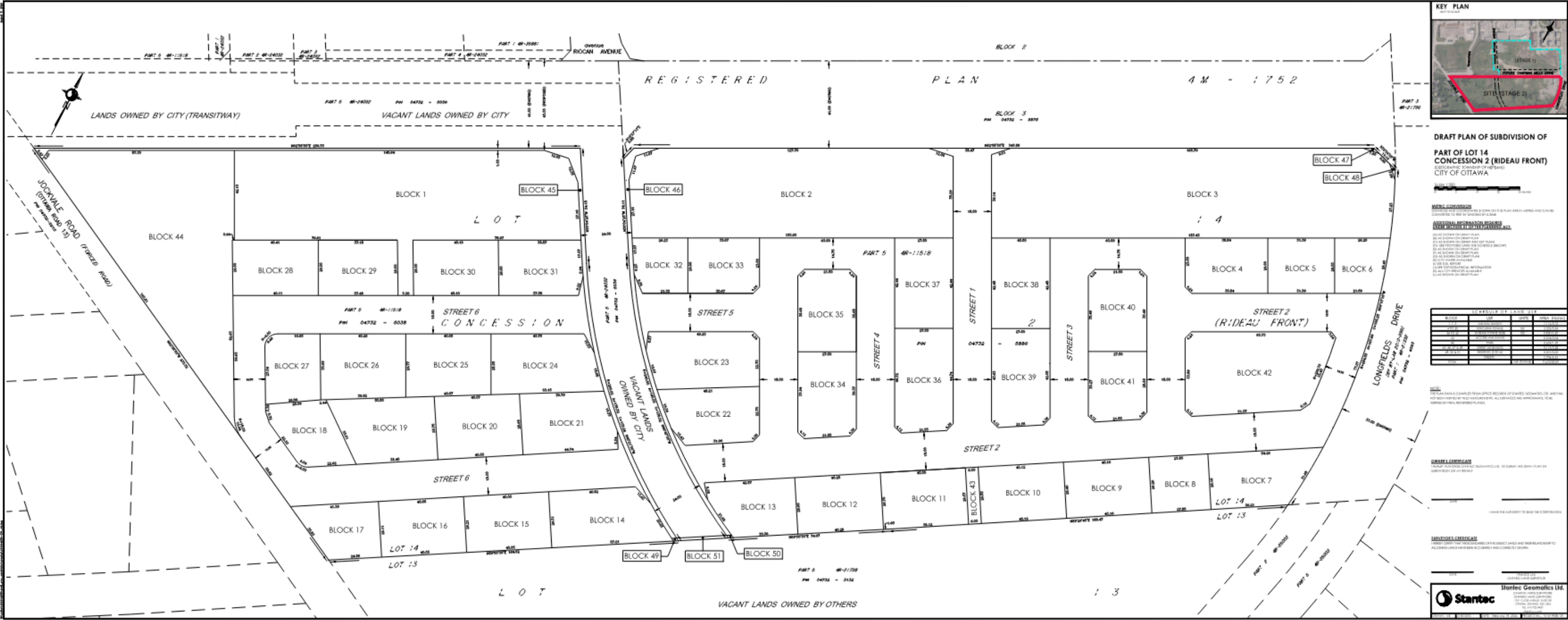
Robert Tran, M.Pl.
Project Planner, Planning and Development

Reviewed By:



Greg Winters, MCIP, RPP
Director, Planning and Development

Appendix A
Draft Plan of Subdivision
Prepared by Stantec
Dated August 7, 2026



**Appendix B
Concept Plan
Prepared by Novatech
Dated August 2026**

