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Planning Rationale/Design Brief

Mattamy Half Moon Bay 3 Ltd. (3718 Greenbank Road), Barrhaven, Site Plan



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1.0 Introduction and Overview

1.1 Introduction

J.L. Richards & Associates Limited (JLR) has been retained by Mattamy Half Moon Bay (3) Ltd. (Mattamy) to provide a Planning Rationale/Design Brief in support of a proposed Site Plan for a vacant property known as 3718 Greenbank Road in South Barrhaven, Ottawa. This property is situated immediately west of the new Greenbank Road alignment, south of the Jock River and east of Highway 416. It is in the former City of Nepean and within the Barrhaven South Urban Expansion Area.

On behalf of our clients we are making application for site plan approval to implement a 228-unit stacked townhouse development at the Subject Site of approximately 3.09 hectares, referred to as 'Block 8' in the previously submitted Draft Plan of Subdivision and Zoning By-law Amendment applications.

- In addition to the previously submitted Plan of Subdivision and Zoning By-law Amendment applications, we are seeking the following approval from the City of Ottawa for the proposed development: of a single site plan for 1 residential block containing 228 units in a proposed plan of condominium.

In support of this application and in accordance with the direction from the pre-application consultation, the following reports and plans have been submitted along with this Planning Rationale:

- Site Plan, prepared by Korsiak
- Landscape Plans, prepared by NAK design strategies
- Transportation Impact Assessment Strategy Report Phases 1-4, prepared by CGH
- Geotechnical Study, prepared by Paterson,
- Architectural/elevation drawings, prepared by Q4,
- Site Servicing plans, grading and drainage plans, sedimentation and erosion control plans, Composite Utility Plan, HNA, site servicing study, and Stormwater Management Report, prepared by Stantec,
- Noise Study, prepared by Gradient,
- Survey Plan, prepared by J.D. Barnes,
- Site Lighting Plan and Certification letter, prepared by LRL Associates Ltd., and
- Phase 1 Environmental Site Assessment, prepared by Paterson.

1.2 Subject Property

1.2.1 Location and Site Description

The Subject Property is located within the broader Barrhaven South Urban Expansion Area Community Design Plan (CDP) area and is located south of the Jock River and east of Highway 416 (see Figure 1). The site is approximately

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3.06 hectares in size and is known municipally as part of 3718 Greenbank Road. The property is legally described as being part of Part of Lot 8, Concession 3, Rideau Front, Nepean, now City of Ottawa. As shown in Figure 2 below, the site currently consists of undeveloped lands.

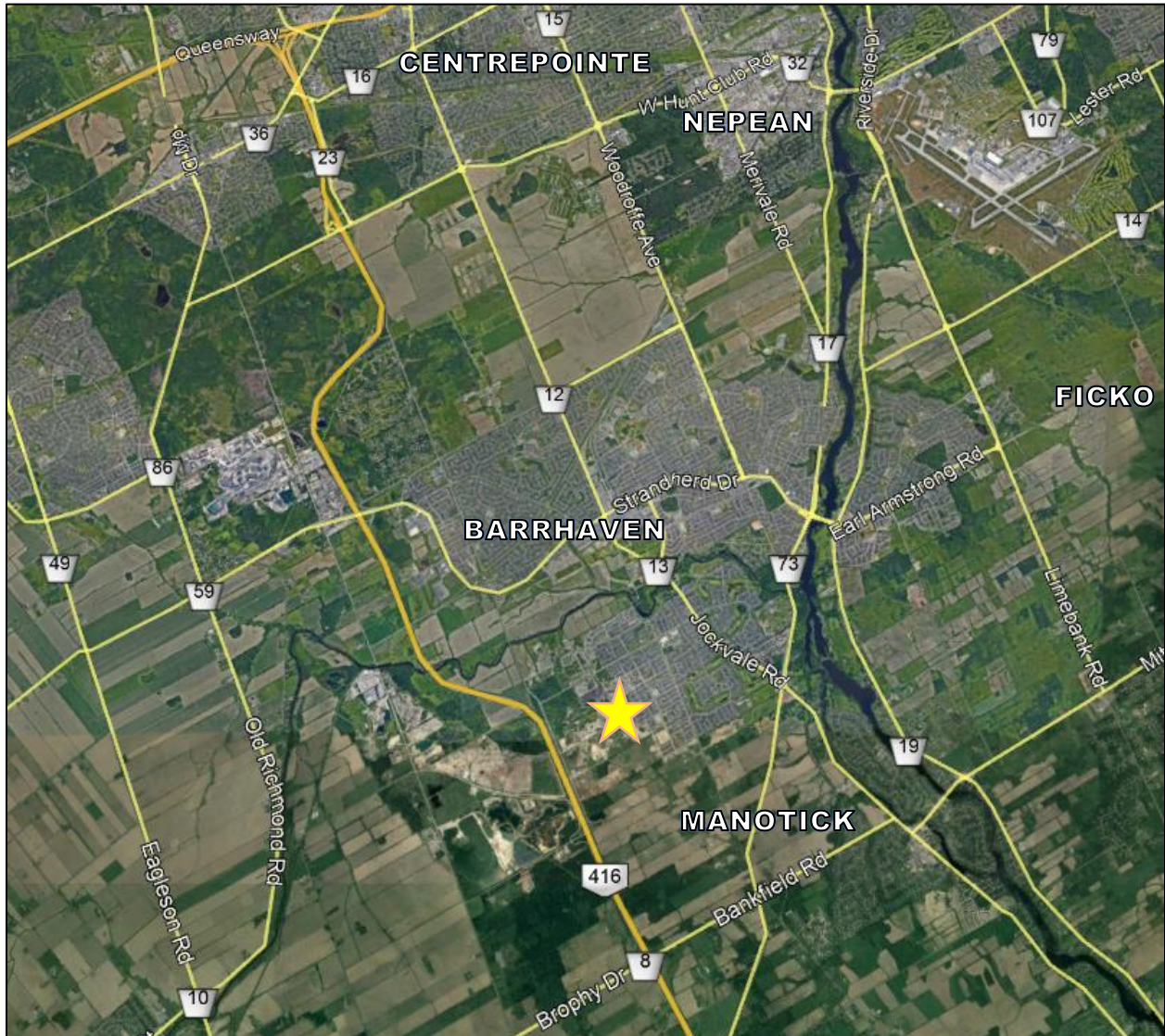
Land uses adjacent to the Subject Property are primarily existing residential development or vacant lands slated for residential development with some institutional and open space uses. Figure 3 provides a concept plan demarcating land uses located east of the Subject Property.

Phase 4 of the Mattamy subdivision (community park) is immediately east of the site on the opposite side of the new Greenbank Road. The Caivan subdivision, 3809 Borrisokane, is immediately to the west of the subject site.

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Figure 1: General Location of Subject Property.



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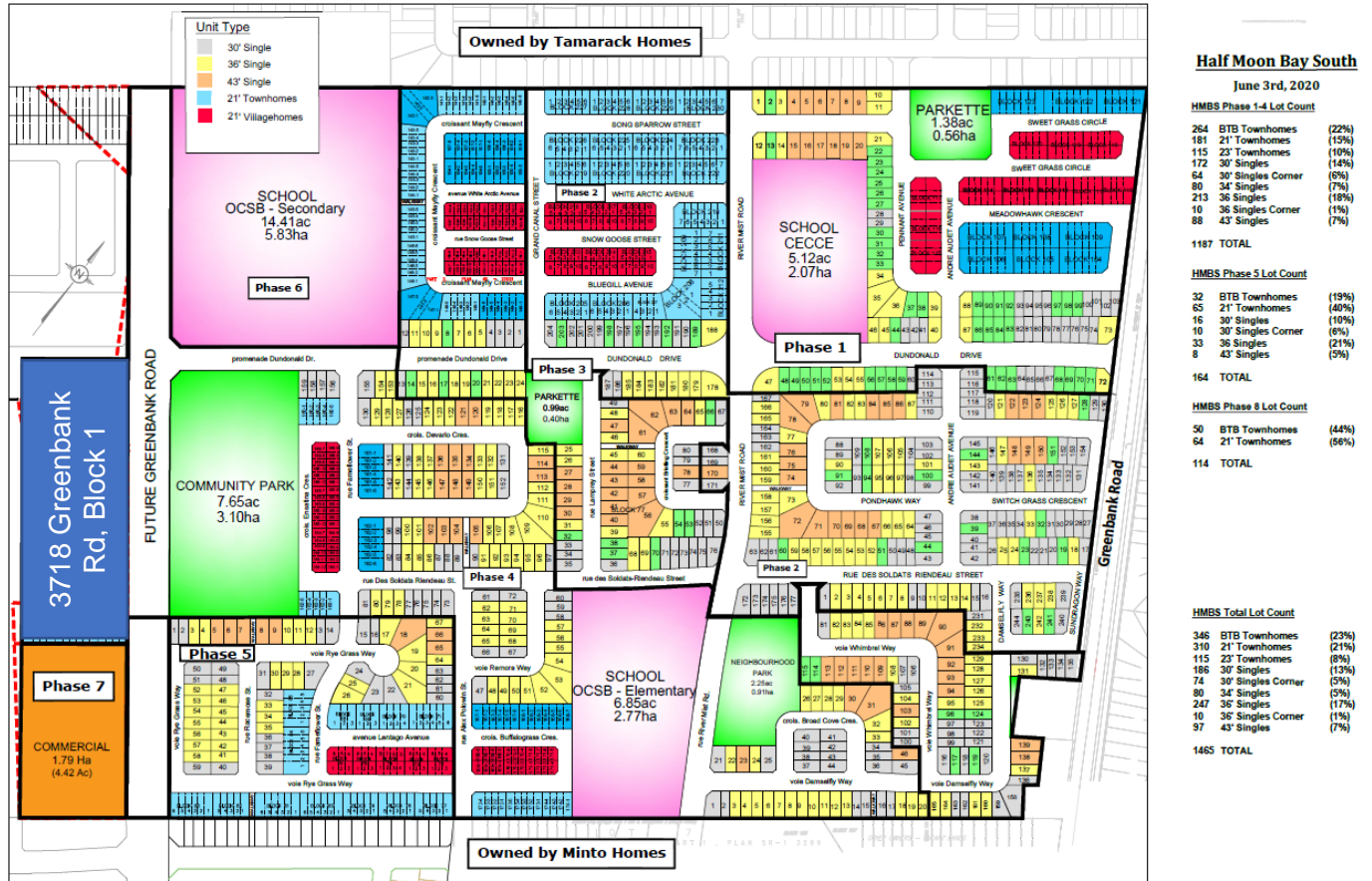
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Figure 2: Approximate footprint of vacant Subject Property.



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Figure 3: Concept plan showing planned and existing land uses located to the east of the Subject Property.

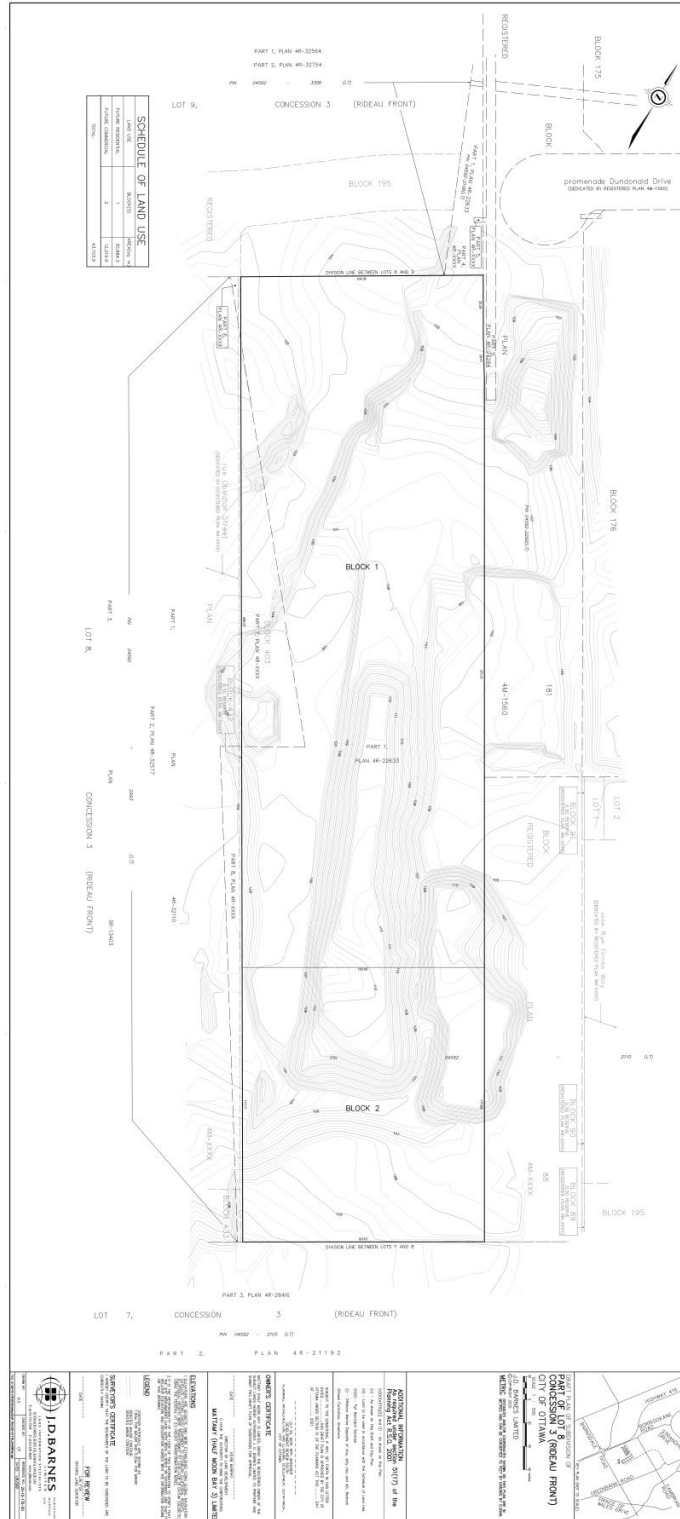


The Subject Property is designated General Urban Area as per the City of Ottawa Official Plan, Schedule 'B' and, via zoning by-law amendment, is to be zoned Residential Fourth Density Zone (R4Z) Subzone Z, Exception XXX in accordance with the pending amendment to the City of Ottawa Zoning By-law (No. 2008-250).

Under the Barrhaven South Urban Expansion Area Community Design Plan (BSUECDP), the Subject Property is shown on the Land Use Plan as Low/Medium Density Residential. Figure 3 shows this CDP land use designation.

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Figure 4: Draft Plan of the proposed development, indicating Blocks 1 and 2, as per previous Draft Plan Approval submission



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2.0 The Proposal

2.1 Site Plan

Figure 4 shows the proposed residential development in relation to the abutting parcels. In its entirety, the proposed development is bounded by the future Dundonald Drive, the future Greenbank Road realignment, Kilbirnie Drive and the future Obsidian Street to the north, east, south and west, respectively. The proposed development subject to this Site Plan submission is summarized as follows:

Land Use	Mattamy Block Reference	Area (sq. m)	Unit Count	Area (ha)
Proposed Residential	8	30,884	228	3.09

Figure 5 shows the Site Plan provided to support this submission. The proposal includes:

- A total of 228 residential units (19 stacked townhouse blocks)
- A density of 74 units per hectare.
- Each of the 19 proposed stacked townhouse blocks are 3-storeys in height and contain 12 units.
- 320 parking spaces (274 resident and 46 visitor parking spaces)
- 114 bike parking spaces are proposed
- 1,938 sq. m of communal and amenity area
- All streets proposed within Block 1 are private
- Two accesses on Obsidian Street.

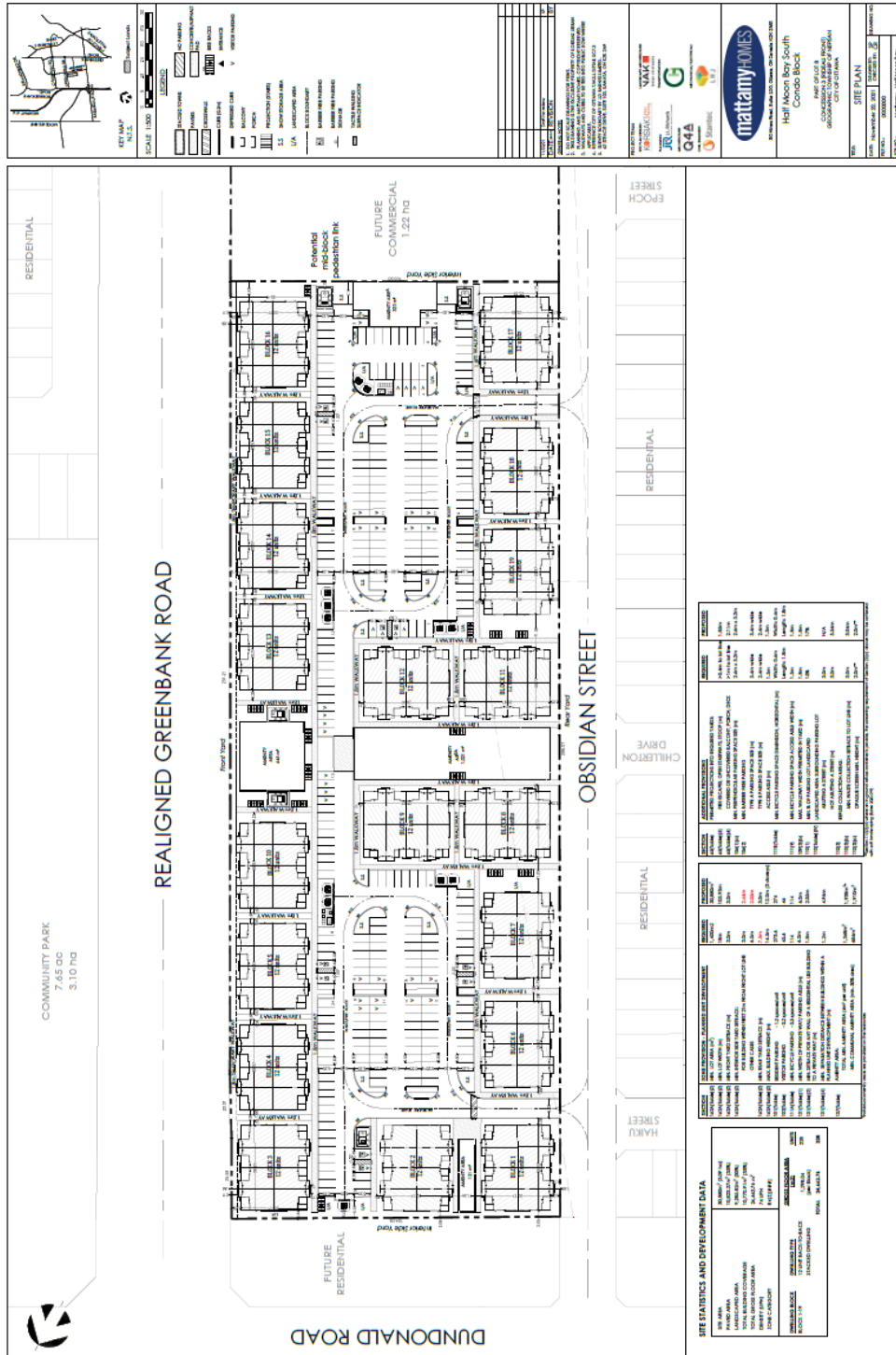
The Site Plan prepared for this submission demonstrates that the proposed development conforms to R4Z - exception Zone provisions.

The proposed developments will be on full municipal services.

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Figure 5: Site Plan for Block 1 of the proposed development, prepared by Korsiak, dated November 22, 2021

(Refer to Site Plan submitted with this application for a high-resolution version of this plan)



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2.2 The Proposed Zoning By-law Amendment

Specifically, the Zoning By-Law Amendment is to establish an R4 - Residential Fourth Density Zone as found in Sections 161 and 162 of the By-law to permit the proposed residential development. The site plan conforms to this request for zoning. The specific R4Z exception being requested for Block 1 of the Subject Property will be finalized in conjunction with staff based upon the review of the details contained herein. Following this submission and based upon the review of the site plan comments we will work with City staff to determine the most appropriate exceptions based upon the technical review.

3.0 Policy Context

Section 3.0 examines the relevant policies from the City of Ottawa Official Plan and the City's Urban Design Guidelines for Greenfield Neighbourhoods, the 2020 PPS and The Planning Act which support the proposed stacked townhouse and commercial development. Review of these policies will demonstrate the appropriateness of the proposed Plan of Subdivision and justify the proposed Zoning By-law Amendments (ZBA). This section also introduces the Barrhaven South Urban Expansion Area Community Design Plan Area and states the policy requirements. Where appropriate, the proposed development is examined in relation to CDP policies to demonstrate areas of conformity and areas where schedules may need amendment to accurately reflect this development.

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

3.1.1 Official Plan Designation

As shown in Figure 7, the Subject Property is designated "General Urban Area" as per the City of Ottawa Official Plan Schedule 'B', Urban Policy Plan.

With exception to the Caivan Brazeau Lands at 3809 and 3713 Borrisokane, which are immediately west and north of the Subject Property, were designated "Sand and Gravel Resource Area" within the "Urban Expansion Study Area" overlay, lands abutting the Subject Property are also designated "General Urban Area". These were updated through OPA 243; therefore, the site is completely surrounded by general urban lands.

In support of the site plan, the following section will review City of Ottawa Official Plan policies that were considered as part of this planning justification.

Section 2.5.1— Designing Ottawa

As outlined in Section 3.6.1.2 of the Official Plan, development applications must be evaluated in accordance with Section 2.5.1. Section 2.5.1 provides broad design objectives that apply to plans and development in all land use designations, and from a city-wide to a site-specific basis. These objectives include:

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1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

The development of this block will create an independent residential enclave separated from Greenbank Road and providing for amenity space for the residents. This will complement the park being developed on the opposite side of Greenbank and we have designed the site to direct people to the intersection to cross the road.

2. To define quality public and private spaces through development

The layout provides for clearly articulated private amenity spaces.

3. To create places that are safe, accessible and are easy to get to, and move through.

The site has been designed with the intent of providing a safe space for the residents.

4. To ensure that new development respects the character of existing areas.

The development builds upon the typology introduced by the same developer in the previous phases.

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

This site will provide a higher density and more affordable unit type for this part of the community.

6. To understand and respect natural processes and features in development design.

This site will provide a significant improvement to the former use and includes a significant amount of landscaping.

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

These units will be energy efficient.

The following policy states:

1. In the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives. [Amendment #150, LPAT July 18, 2019]

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The proposed residential development satisfy the Design Objectives listed above.

Section 3.6.1 – General Urban Area

General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. [Amendment #150, October 19, 2018] The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.

As outlined above, the General Urban Area designation permits a broad range of uses. The uses being proposed for this Block conforms to the permitted uses within the General Urban Area designation. The development of ground-oriented low-rise housing is permitted throughout this designation.

Section 4.11 – Urban Design and Compatibility

1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:

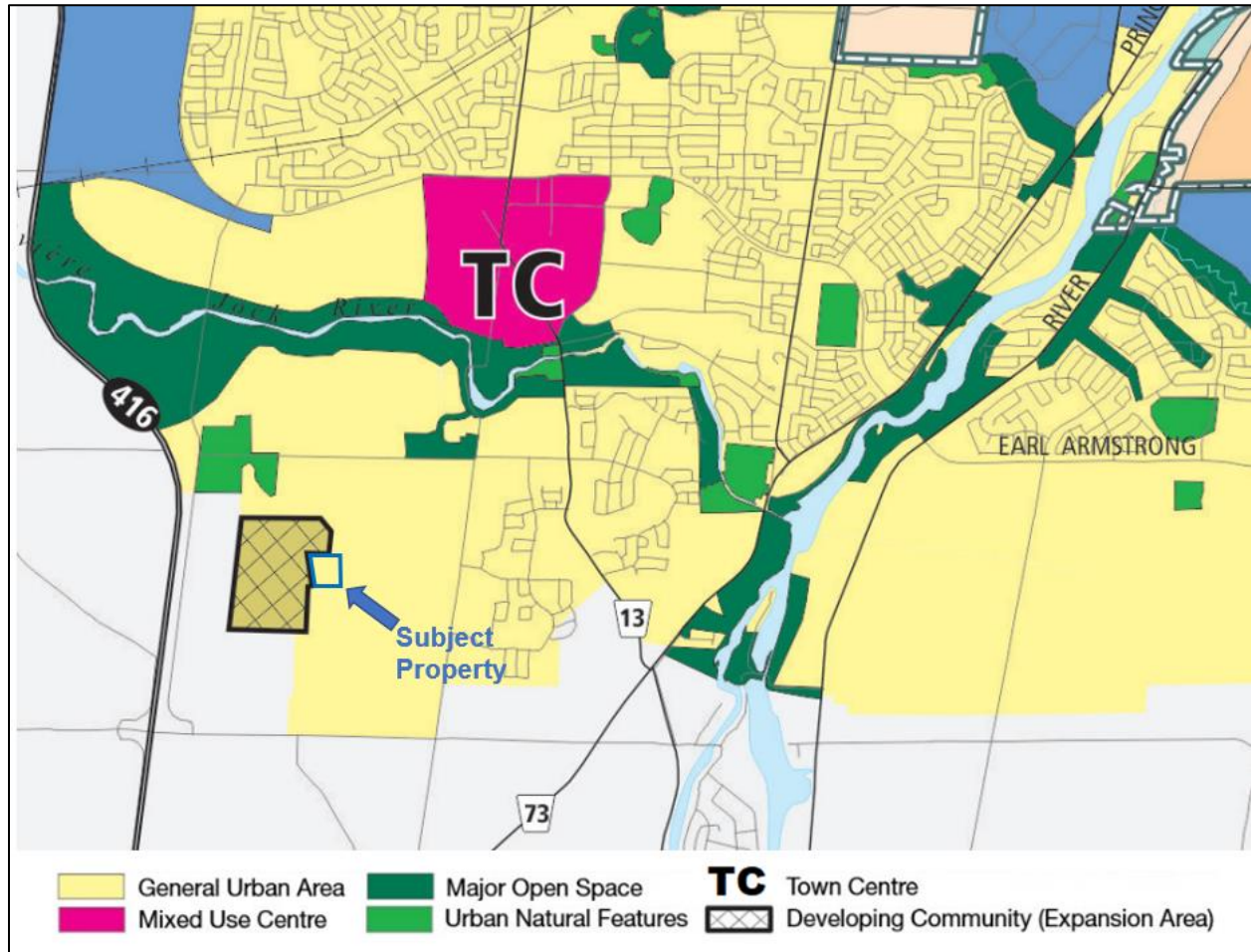
- a. The provisions of this Plan that affect the design of a site or building;*
 - b. Design Guideline(s) approved by Council that apply to the area or type of development; and*
 - c. The design provisions of a community design plan or secondary plan.*
- [Amendment #150, LPAT July 19, 2019]*

These provision shave been addressed below in our review of the CDP.

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Figure 6: Subject Property shown as “General Urban Area” as per the City of Ottawa Official Plan Schedule ‘B’, Urban Policy Plan.



3.1.2 Official Plan Amendment 150

Updates to various parts of the City of Ottawa Official Plan were made in 2013, as required by the Planning Act. The Ministry of Municipal Affairs and Housing issued approval of this amendment (OPA 150) in 2014 however, due to outstanding appeals, only parts of this Official Plan Amendment came to affect in 2017. The changes made by OPA 180 did not affect these lands.

The proposed site plan conforms with the OP as amended by OPA 150.

3.2 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

Ottawa City Council approved the Urban Design Guidelines for Greenfield Neighbourhoods in Fall 2007. These Guidelines outline key expectations for new neighbourhoods being developed within the Urban Area of the City of Ottawa. Key elements of these guidelines include direction on:

- Subdivision design, including structuring layout;

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- Street design;
- Residential building and site design; and,
- Design of greenspaces, and utilities and amenities.

The proposed site plan is consistent with the direction provided in the Urban Design Guidelines for Greenfield Neighbourhoods.

3.3 Barrhaven South Urban Expansion Area Community Design Plan (BSUEACDP)

The Subject Property is located within the Barrhaven South Urban Expansion Area Community Design Plan Area. Community Design Plans (CDPs) are developed for the purpose of guiding change and providing specific policy direction and/or future development at the community level. As part of the City of Ottawa's 2009 Official Plan review, the City and the then Ontario Municipal Board (OMB) established the Barrhaven South Urban Expansion Area (BSUEA) as a Greenfield development area. This Community Design Plan (CDP) fulfills Section 3.11 of the Official Plan, which requires that a comprehensive study be prepared prior to bringing expansion lands into the Urban Area. Additionally, the Land Use Plan and Demonstration Plan of the BSUEA CDP was developed in consideration of the 2007 Urban Design Guidelines for Greenfield Neighbourhoods.

Since the adoption of the CDP the lands to the west have been incorporated through the approval of the abutting subdivision plan.

The purpose of the Barrhaven South Urban Expansion Area CDP is to provide a basis for land use planning and good urban design for this new community and is intended to serve as a guiding policy document for the City of Ottawa when reviewing applications for development within the CDP area. This CDP provides direction in applying the high-level policies of the Official Plan at a local scale. Development within the CDP area will be guided by the following:

- Land Use Plan;
- Demonstration Plan;
- Area Parks Plan;
- Servicing and transportation infrastructure plans; and,
- Design guidelines.

Section 2 – A Vision for this New Community

Section 2 of the Barrhaven South Urban Expansion Area Community Design Plan provides the Plan's overarching vision and outlines the goals and objectives that serve as roadmap to achieving this vision. The overall vision of this CDP is "to create new, liveable neighbourhoods that link with the identity and character of the existing Barrhaven South Community". The goals and objectives of this Plan covers a range of topics including housing, parks and greenspace, transit, transportation network design and community facilities. The Plan concludes with an outline of plans, studies and legislation that serve to guide its implementation.

This CDP defines stacked townhomes and low-rise apartments as high-density housing.

The goals and objectives relating to housing wish to accomplish the following:

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- Provide a range of housing types and densities to support a diversity of ages and income levels; and,
- Ensuring that housing types of varying densities are developed in appropriate locations.

The residential development proposed on the Subject Property align with the overarching CDP vision and conform to its goals and objectives outlined, namely those relating to housing by providing a more dense form of housing abutting the commercial block that is abutting Greenbank Road which is the north-south arterial and has the future BRT. This position will be further justified as additional sections of the CDP are reviewed.

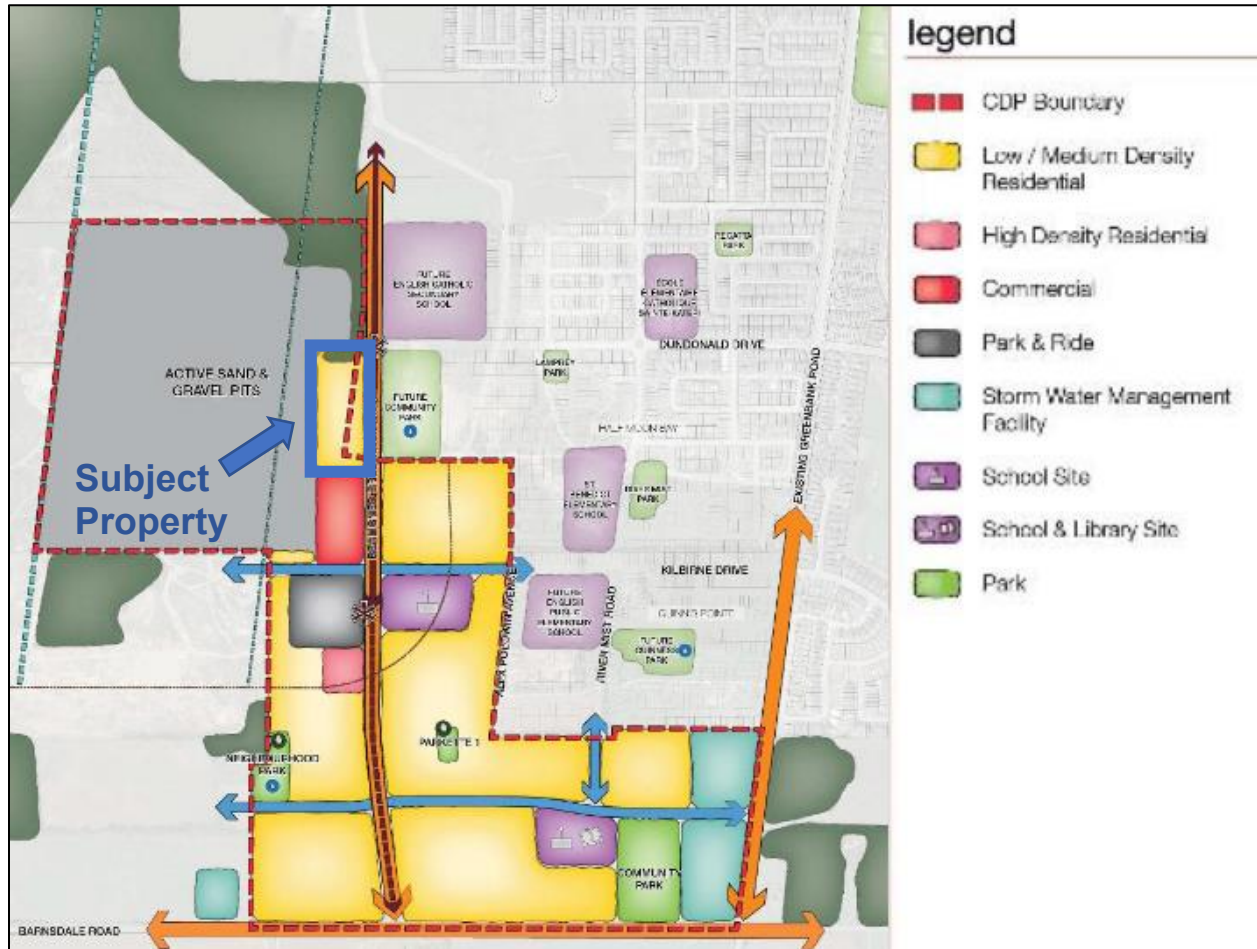
Section 5.1 – Land Use Plan

The Subject Property represents a small proportion of total lands contained within the Barrhaven South Urban Expansion Area. Figure 4 of the CDP is the Land Use Plan for this area. Figure 8 of this report shows that this block was intended for low-medium residential. The following text will review the provisions and uses permitted in areas designated as low-medium density residential.

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Figure 7: Subject Property identified within the Barrhaven South Urban Expansion Area Land Use Plan.



Section 5.1.1 – Residential Areas

Section 5.1.1 of the Barrhaven South Urban Expansion Area Community Design Plan outlines requirements for development within areas designated as residential within the CDP area. Residential land uses represent approximately half of all development within the Barrhaven South Urban Expansion Area CDP. Residential land uses are further broken down into two categories that vary in density and housing type: Low-Medium Density and High-Density residential areas. As required by the Official Plan requirement, the CDP establishes a minimum density of 34 residential units/net hectare and the Barrhaven South Urban Expansion Area expects to achieve a density of 36 residential units/net hectare.

The Subject Property was designated as a Low-Medium Density Residential Area. The current applications being reviewed by the City for Zoning and subdivision seek to permit stacked townhouses in the Low-Medium Density Residential Area. We have received confirmation from the City that an OPA will not required to make the requested change. As outlined by the City, the

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proposed change to the CDP will be included in the technical circulation of the combined subdivision and rezoning applications.

As the proposed stacked townhouses meet the CDP's objective of developing low-rise and ground-oriented housing within Low-Medium Density Residential Area and exceed CDP Area density targets, it is our opinion that the proposed development is appropriate, and the change is minor in nature. The form of development is consistent with the intent of the designation as it is a low-rise form. The overall density of the site is within the range of development needed to achieve the overall density for the designation.

Based upon the Implementation Section of the CDP, this report needs to examine the appropriateness of the proposed uses of land.

We have reviewed the existing plan, as recently altered through the approval of the Caivan subdivision to the west in order to examine the best use for these lands.

The site is found abutting the new alignment for Greenbank Road which is to be the major arterial road for the community and includes significant infrastructure within this right-of-way including:

- Bus Rapid Transit
- Bicycle Lanes
- Sidewalks or a MUP
- 4 lanes of traffic
- Turning lanes
- Roundabouts
- Major bus stop abutting this site
- Park and Ride lot to the south to serve the entire community

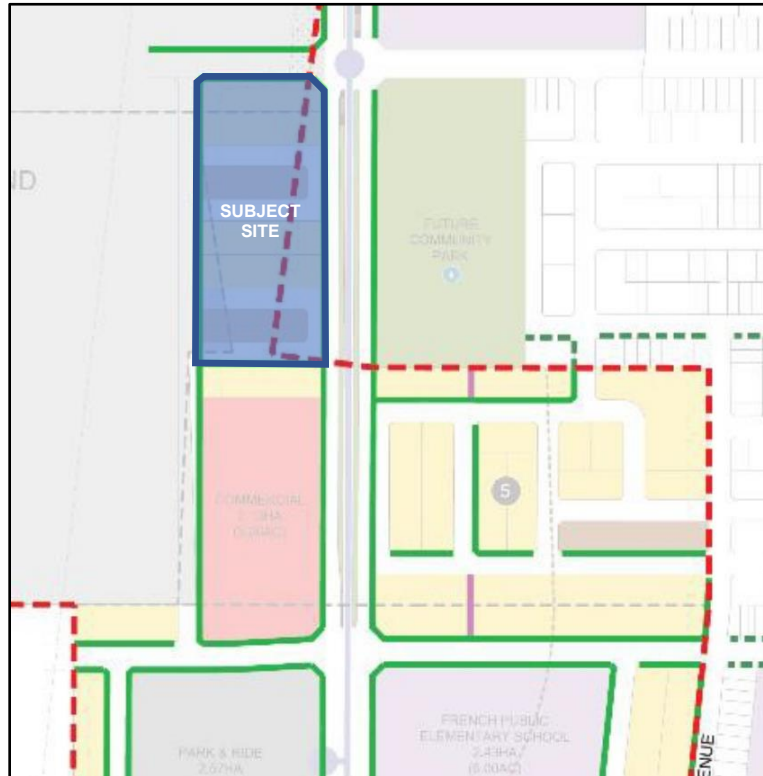
In addition, both Dundonald Drive and Kilbirnie Drive are Collector Roads, as shown on Figure 10 of the CDP, and are both abutting the Plan to facilitate traffic through this community, thus providing a very high level of support for this site.

The site will be further supported by sidewalks, shown as green, as per Figure 13 of the CDP which shows an extensive sidewalk network. Figure 9, below, is an extract from the CDP.

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Figure 8: Extract from Figure 13 BUEACDP



The major bicycle infrastructure, as shown on Figure 15 of the CDP, includes facilities on Greenbank, Dundonald and Kilbirnie (See Figure 10). The purple represents Cycle Tracks while Green represents on-road facilities.

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Figure 9: Extract from Figure 15 Cycling Facilities Plan BSUECDP



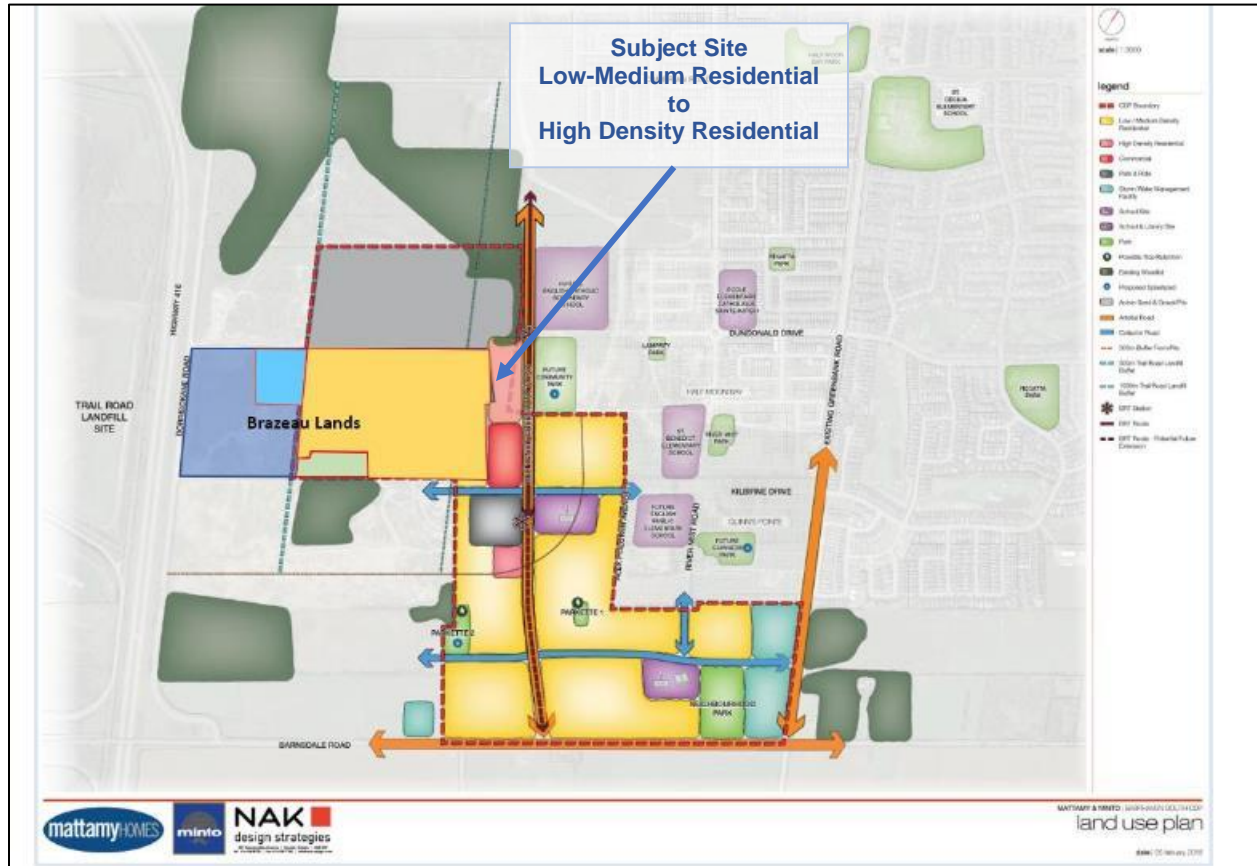
When examining the Land Use Plan in context of the supporting figures, it is our opinion that development of a moderately increased density on this site is appropriate. The intent is to remain within the low-rise format of housing that is already permitted on the site. The only change will be to permit the development of the stacked version of a townhome.

The site is on the arterial road, the lands to the west are to be townhomes and there is a major community park immediately east of the site. The area is clearly the centre of this community and should support increased density of use. The park and ride lot south of the site is followed by the only other high-density residential site in the community. This tapering of higher density uses in a core is an appropriate gradation of land uses and supports the City's goals for intensification and TOD.

We have prepared Figure 11 to show this change to the land use plan for the Barrhaven South Urban Expansion Area to show how it fits with the other designations.

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Figure 10: Amended Land Use Plan (Figure 4) for BSUECDP



Section 5.2 – Demonstration Plan

The purpose of the Demonstration Plan for the Barrhaven South Urban Expansion Area CDP is to illustrate the intent for development including preferred road layout and active transportation network, locations of community facilities, stormwater infrastructure, and public transit. The CDP makes note that deviation away from the Demonstration Plan may be necessary to address unforeseen constraints and opportunities so long as the proposed development respects the overall vision and intent of the CDP. The Demonstration Plan, with an added inset of the Subject Property, is provided in Figure 12.

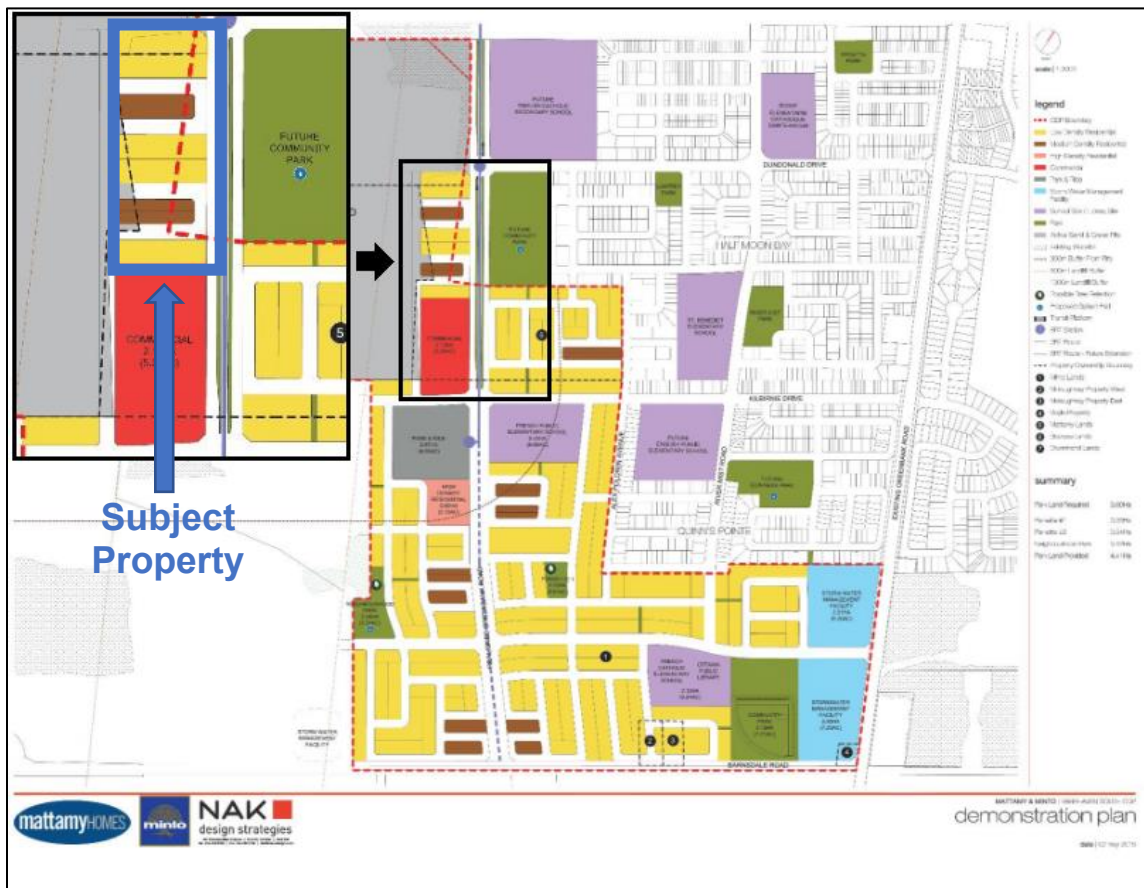
The Demonstration Plan identifies three types of residential development: low, medium and high density residential. Under this plan, detached, semi-detached, and traditional townhouse units are encouraged in low density residential blocks. Back-to-back townhomes are identified as the primary housing type to be developed within the identified medium-density blocks. The development of apartments or alternative forms of multiple-attached dwellings are encouraged within the one high-density block. The development of higher-density development within the identified high-density block is justified given its proximity to transit, the major park and lands reserved for commercial uses or community facilities.

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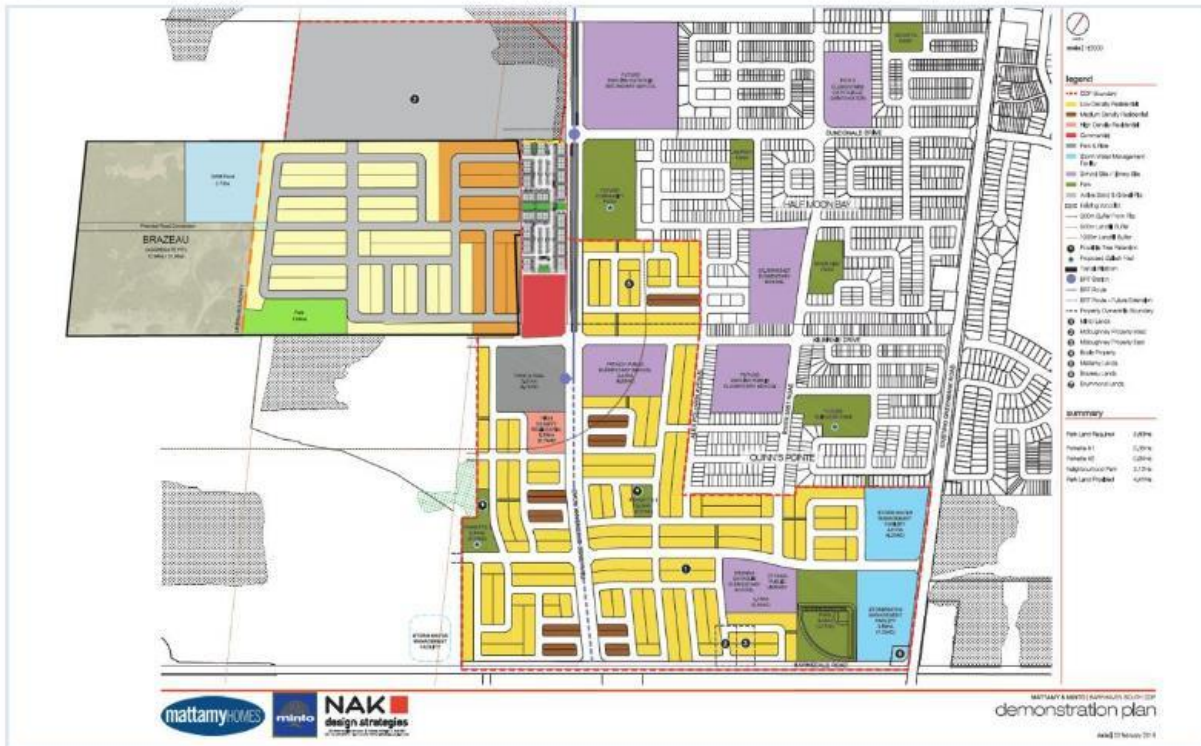
Under the Demonstration Plan, the Subject Property is identified as having 5 low-density blocks and 2 medium-density blocks. The Subject Property has many of the qualities outlined in Section 5.2 to justify the development of higher-density residential. The northern portion of the Subject Property is immediately adjacent to an arterial with higher order transit (Bus Rapid Transit), including two BRT stations, and is located within a five-minute walking distance of the commercial block, one of the planned elementary schools, and a park. As such, it is our opinion that the proposed plan to permit stacked townhouses in this location of the Barrhaven South Urban Expansion Area is highly appropriate. Even more, we believe that this deviation away from the Demonstration Plan by increasing the residential unit count in the area represents an opportunity to better meet the overall vision and intent of the CDP as this will increase access to and use of key transit, commercial and community facilities that are planned or exist in the area.

Figure 11: Barrhaven South Urban Expansion Area CDP Demonstration Plan (Subject Property outlined in blue).



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Figure 12: Amended Demonstration Plan Showing High-Density Residential on Block 1



3.4 Provincial Policy Statement, 2020

This Planning Rationale in support of a proposed site plan application is consistent with the vision and intent of the 2020 Provincial Policy Statement (PPS) as issued under Section 3 of the Planning Act. Section 1.1 of the PPS focuses on promoting efficient land use and development patterns that occur adjacent to built-up areas and which provide opportunities for intensification. The following policies have been considered as a part of our planning justification in support of the proposed site plan, consistent with the related applications for subdivision and rezoning:

Policy 1.1.1:

Healthy, liveable and safe communities are sustained by:

- (a) promoting efficient development and land use patterns...;
- (b) accommodating an appropriate affordable and market-based range and mix of residential types...;
- (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and,
- (g) ensuring that necessary infrastructure and public service facilities are or will be available....

Policy 1.1.3.2:

Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

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- (a) efficiently use land and resources;
- (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;
- (e) support active transportation; and
- (f) are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.3:

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.4.3:

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- (b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- (c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- (d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.5.1:

Healthy, active communities should be promoted by:

- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

Policy 1.7.1:

Long-term economic prosperity should be supported by:

- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.

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Policy 1.8:

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- (a) promote compact form and a structure of nodes and corridors;
- (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
- (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies of the PPS 2020, in the following ways:

- The proposed residential development represents an appropriate and efficient land use pattern and form of development.
- The proposed residential development contributes to the provision of diverse housing options by providing compact and thus more attainable residential units. As the surrounding developments primarily offer larger units (i.e. conventional townhouses and single-detached dwellings), the proposed stacked townhouse development contributes to the provision of diverse housing options that vary in type, size and density and ensuring that current and future housing needs are met.
- The proposed residential development is transit-supportive and can be supported by existing municipal services, as evidenced in the Functional Servicing Report prepared for this development.
- Proximity to proposed public transit, commercial areas and community facilities will meet the needs of residents of the proposed residential development.
- The proximity of the proposed residential development support active transit between uses and community connectivity.
- There are appropriate levels of infrastructure and public service facilities to support the needs of future residents of the proposed residential development.
- The proposed residential development prioritizes more intense development in proximity to transit, including corridors and stations.
- Given the compact nature of stacked townhouse units, the proposed development supports energy conservation and efficiency thus mitigating impacts of a changing climate.
- The proposed mixed-use development will provide jobs and entertainment opportunities for future residents; promoting a strong local economy.
- The proposed residential and mixed-use development are part of a greater planned community where land use patterns support alternative and/or active modes of transportation. The proposed residential development supports this objective by providing pedestrian connections to the realigned Greenbank Road and the proposed mixed-use development and providing ample onsite bike parking.

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4.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following table summarizes the proposed public consultation strategy by task.

- Pre-consultation meeting with City of Ottawa Planner;
- Pre-application consultation with the Ward Councillor
- Email notifications to Councillor Scott Moffatt's office;
- Email notifications to Community Association(s) in advance of application submission;
- Posting of public signage, to be completed by City staff;
- Online submission of comments through the City's Development Applications Portal;
- Public Meeting, co-ordinated with Councillor Moffatt for the subdivision approval; and,
- Statutory public meeting at Planning Committee for the Zoning Amendments.

5.0 Supporting Studies

The following studies have been completed to support these applications. The list of studies was developed during the pre-application process with the City of Ottawa. Each of the studies was developed using the City of Ottawa Guidelines for the preparation of studies.

5.1 Geotechnical Investigation

A Geotechnical investigation was completed by Paterson Group to address the geotechnical design requirements for the subsoil and groundwater conditions at the site to support the planned structures, private roadways, utilities, or other infrastructure and that the groundwater recharge requirements will be attained.

5.2 Roadway Traffic Noise Feasibility Assessment

This report was prepared by Gradient Wind to generate noise calculations based on the development's Draft Plan drawings and projected future traffic volumes, corresponding to the City of Ottawa's Official Plan (OP) roadway classifications. The study concludes that residential units near the new Greenbank Road will require updated building components and internal ventilation such as central air conditioning. Furthermore, the study indicates that a traffic noise study will be required at the time of subdivision registration to determine specific noise control measures for the development.

5.3 Transportation Impact Assessment (TIA) Strategy Report

A Transportation Impact Assessment (TIA) has been prepared by CGH to understand the impact and required mitigation for traffic on the surrounding neighbourhood and supports the development as proposed.

5.4 Site Servicing Strategy

Stantec has provided a series of reports and plans to support this site plan application, including:

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- Servicing and Stormwater Management Report,
- Site Servicing plans,
- Grading and drainage plans,
- Sedimentation and erosion control plans,
- Composite Utility Plan,
- HNA, and
- Site servicing study

5.5 Stormwater Management Report, Phase I Environmental Site Assessment

The City of Ottawa requested an ESA to ensure that the proposed development is being undertaken where the environmental conditions are suitable for the proposed use of the site. Paterson's Phase 1 ESA recommended that additional works be completed (i.e., review of detailed grading plans(s) and various additional sampling and testing and periodic observations) at later stages of this development.

6.0 Conclusion

The proposed Site Plan Control Approval is supported by the following:

- The proposed residential development is appropriate use for the site as they conform to the land use policy direction provided by the City's Official Plan.
- The proposed residential development is appropriate and consistent with the intent of the Barrhaven South Urban Expansion Area CDP.
- The proposed development will contribute to the City of Ottawa's housing supply and the diversification of available housing options.
- The proposed development is consistent with the 2020 PPS in that it:
 - supports Provincial policies relating to energy conservation and efficiency,
 - transit-supportive development,
 - intensification; and,
 - wise use of available public services and infrastructure.
- The proposed development respects the applicable guidelines of the Barrhaven South Urban Expansion Area CDP Design Plan (CDP) guidelines.
- Meets the intent of the City's Urban Design Guidelines for Greenfield Neighbourhoods.
- The rezoning will increase density; encouraging increased use of and access to proximate public facilities, Bus Rapid Transit and commercial uses.

Based upon the above, it is our opinion that the proposed development is representative of good land use planning and will respect the intent and character of this planned community and does conform to the 2020 PPS, City of Ottawa Official Plan and Barrhaven South Urban Expansion Area CDP policies.

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