

FOTENN

HALF-MOON BAY SOUTH (PHASE 5)

PLAN OF SUBDIVISION + ZONING BY-LAW AMENDMENT



February 21, 2019

Planning Rationale

Plan of Subdivision +
Zoning By-law
Amendment



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1.0 INTRODUCTION

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Fotenn Consultants Inc., acting as agents for Mattamy Homes (“Mattamy”), is pleased to submit the enclosed Plan of Subdivision and Zoning By-law Amendment Applications for the lands municipally known as 3718 Greenbank Road in the Barrhaven community of the City of Ottawa. The development will represent Phase 5 of Mattamy’s Half-Moon Bay South development.

1.1 History + Proposal Summary

The subject lands are located within the planning area for the Barrhaven South Urban Expansion Area (BSUEA) Community Design Plan (CDP). The CDP was approved by City of Ottawa Council in July 2018, along with an Official Plan Amendment (OPA) that designated the CDP lands as General Urban Area.

The subject lands comprise the majority of the Mattamy landholdings within the CDP area. Mattamy also owns a portion of the lands west of realigned Greenbank Road, including the majority of the designated commercial block, which will be developed at a later time. To the south, Minto Corporation has received approval for the first phase of development for its landholdings within the CDP area (“Quinn’s Pointe Phase 2”).

The proposed development consists of exclusively residential uses, featuring a range of housing types and densities. A total of 164 units are proposed, including detached dwellings, traditional townhouses, and back-to-back townhouses.

The proposed Zoning By-law Amendment would rezone the subject lands to permit the proposed land uses. As the entirety of the lands will be developed with residential uses, the full extent of the subject lands are proposed to be rezoned to Residential Third Density Subzone YY, Exception 1627 (R3YY[1627]). Full details of the proposed zoning are summarized in Appendix A of this Planning Rationale.



Figure 1: Subject Lands in City Context

SUBJECT LANDS + SURROUNDING AREA

2.1 Subject Lands

The subject lands are located near the southern edge of the Barrhaven community in the City of Ottawa. The lands are generally bounded by the Half Moon Bay Phase 4 development to the east and north, realigned Greenbank Road to the west, and Quinn's Pointe Phase 2 to the south.

The subject lands comprise the majority of the Mattamy landholdings within the CDP area, but represent a small portion of the CDP lands overall. The lands are generally flat and have been largely cleared of vegetation. Figure 2 illustrates the subject lands in a local context.



Figure 2: Subject Lands in Local Context

The subject lands are municipally known as 3718 Greenbank Road, although the parcel no longer enjoys direct frontage onto existing Greenbank Road. The lands are legally described as PART OF LOT 8, CONCESSION 3 (RIDEAU FRONT). The area subject to the applications total 6.46 hectares in area.

2.2 Surrounding Area

The subject lands abut the existing low-density residential development in Quinn's Pointe Phase 1 to the east and north. Alex Polowin Avenue abuts the entire length of the eastern boundary of the subject lands, with low-density residential uses flanking the east side of the street. Remora Way and Buffalograss Crescent intersect with Alex Polowin Avenue directly across from the eastern boundary of the subject lands.

The northern boundary of the subject lands abuts Black Raven Park for the western half of the property, with low-density residential uses backing onto the subject lands along the eastern half of the property. A road allowance is reserved to permit an extension to Fameflower Street into the subject lands abutting the northern property line of the subject lands.

Development has been approved for the Quinn's Pointe Phase 2 lands directly south of the subject lands. A row of detached dwellings is proposed to back onto the southern boundary of the subject lands, with a pedestrian pathway block reserved towards the western portion of the block.

The realigned Greenbank Road right-of-way was approved through an Environmental Assessment process along the western edge of the subject lands. A 41.8-metre block (Block 93) representing a segment of the approved corridor is included in the draft Plan of Subdivision.

West of the realigned Greenbank Road corridor are two aggregate extraction pits. While the northern pit (former "Drummond Pit") at 3713 Borrisokane Road is no longer operational, the southern pit ("Brazeau Pit") at 3809 Borrisokane Road is anticipated to remain operational to approximately 2021. Both pits are anticipated to be developed in the future, under separate ownership. In accordance with the policy framework applied to these lands following the approval of the BSUEA CDP, completion of comprehensive technical studies will be required to permit development on these lands.

Approximately 1.3 kilometre west of the subject lands is the Trail Road Waste Facility, an operational landfill. The entirety of the CDP area, including the subject lands, are located more than 500 metres from the landfill site. The subject lands are located more than 1,000 metres from the landfill.

Arterial roads in proximity to the subject lands include Barnsdale Road (south), Greenbank Road (east), and Cambrian Road (north). While the subject lands are located approximately 1 kilometre from Highway 416, access to the highway is gained from Strandherd Drive in the northern portion of Barrhaven.

3.0 PROPOSED DEVELOPMENT

The proposed development consists of exclusively residential uses, including a range of housing types and densities. The unit breakdown is summarized below:

Housing Type	Number of Units	Percentage of Total
21' Village (Back-to-Back) Townhouses	32	19%
21' Widelot Townhouses	65	40%
30' Single-Detached	16	10%
30'C Single-Detached	10	6%
36' Single-Detached	33	20%
43' Single-Detached	8	5%
TOTAL	164	100%

The unit types are generally clustered within the subject lands, with denser housing types in the south and southeast areas of the lands. Figure 3 below is the proposed concept plan.

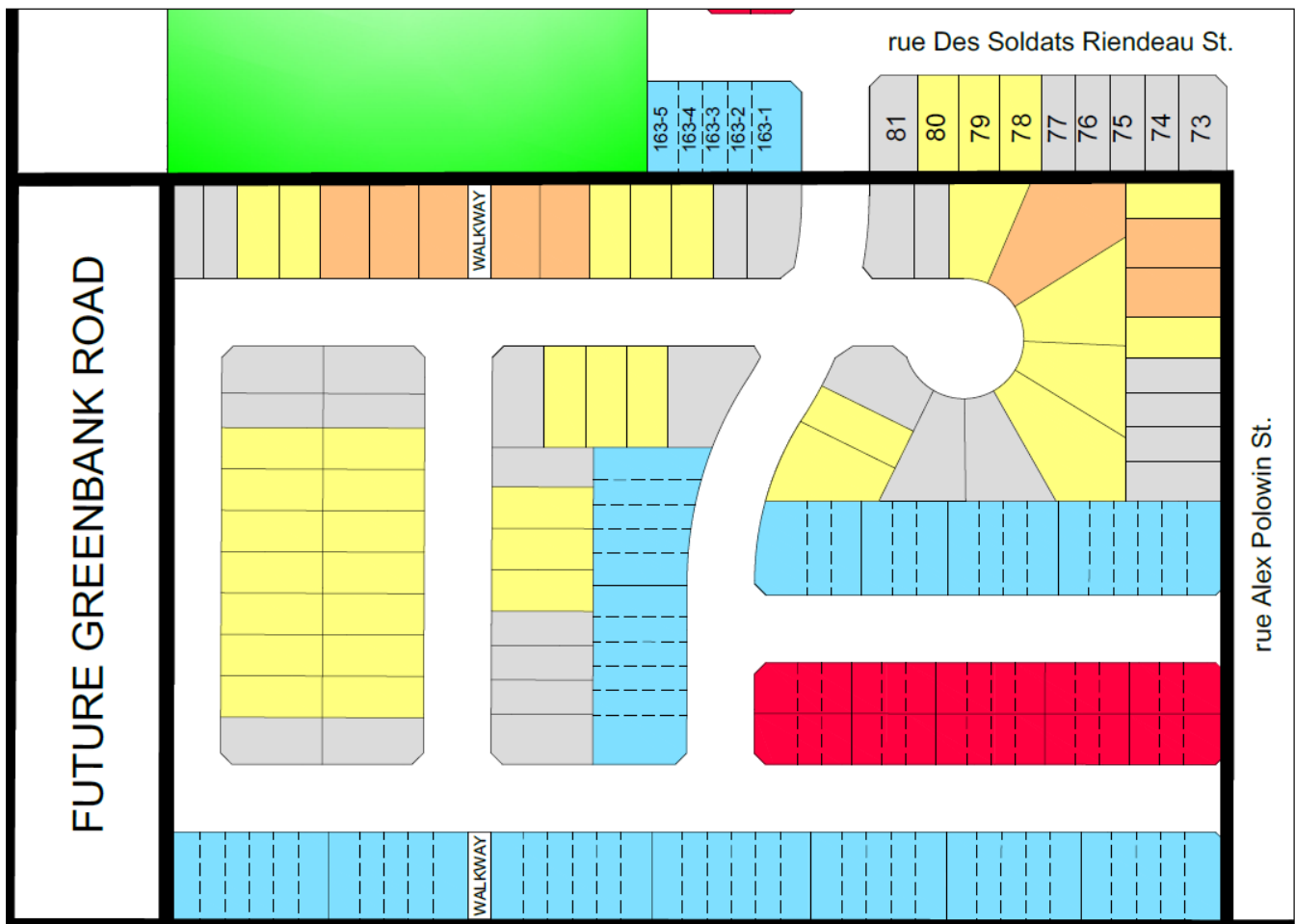


Figure 3: Proposed Concept Plan

A draft plan of subdivision has been prepared to reflect the proposed concept plan. The plan labels development blocks, existing streets, and future streets. Figure 4 below is the draft plan of subdivision.

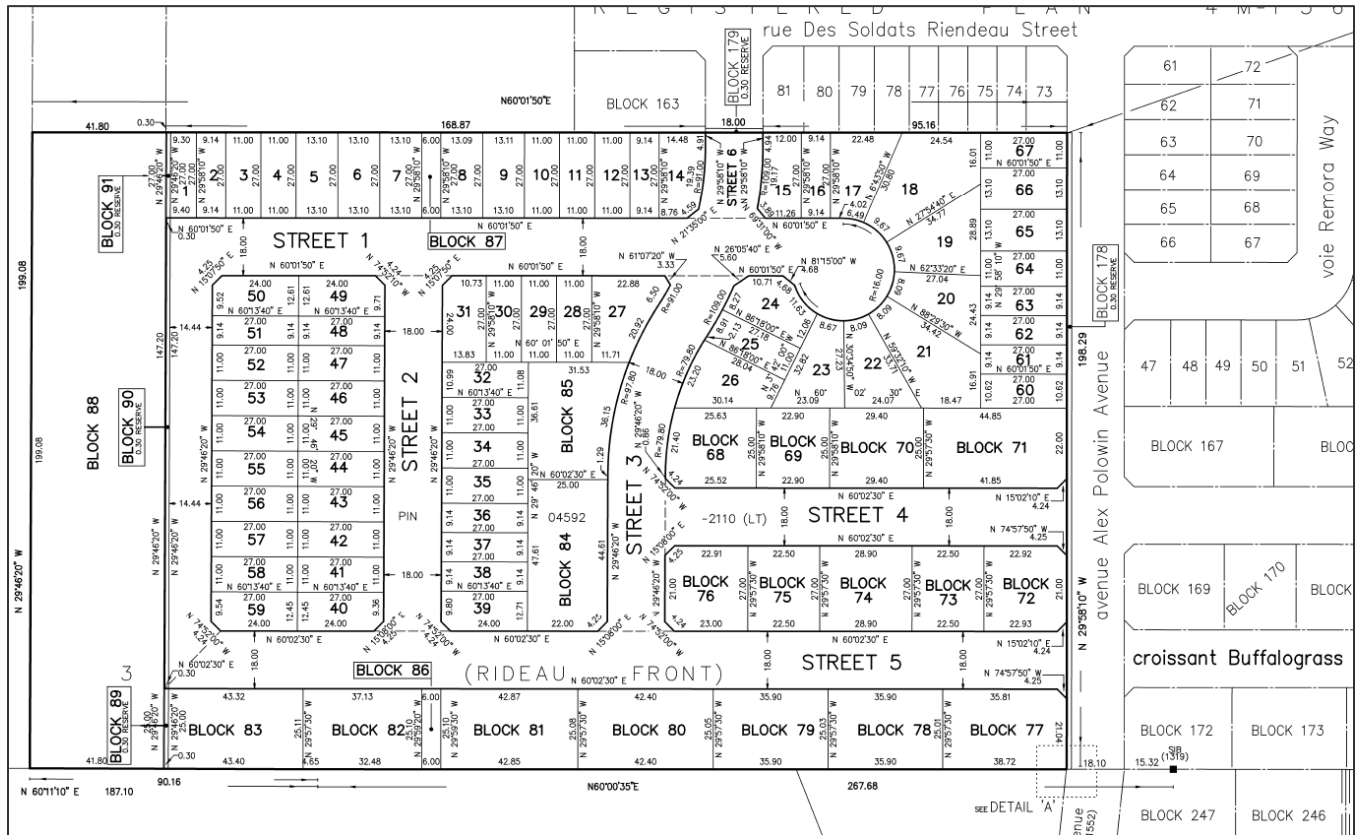


Figure 4: Draft Plan of Subdivision

The proposed street network is designed to integrate into the existing street pattern to the north and east, extending the established modified grid pattern. While a previous street network design included an additional north-south street between Street 3 and Alex Polowin Avenue, the two intersections with Street 1 were located too close to the intersection with Street 6 (Fameflower Street extension). To eliminate additional street intersections and ensure safe traffic circulation, Street 1 was converted to a cul-de-sac and a curvilinear extension was added to Street 3.

One window street is provided adjacent to the realigned Greenbank Road block (Block 93), restricting direct access to the arterial road. The window street is proposed at a reduced width of 14.44 metres, in accordance with City of Ottawa standards.

Extensions to both branches of Buffalograss Crescent are proposed as Streets 4 and 5 at the southeast portion of the subdivision. An extension to Fameflower Street is proposed onto the subject lands, proposed as Street 6.

The back-to-back townhouses are accommodated within one contiguous block between Streets 4 and 5 abutting Alex Polowin Avenue to the east. A total of 13 blocks intended to accommodate traditional townhouses are proposed in the south and southeast areas of the subdivision.

Two pedestrian walkways are proposed to provide connections to adjacent destinations in the Quinn's Pointe community. One walkway is proposed to connect Street 1 in the proposed subdivision with Black Raven Park to the north. A second walkway is proposed between townhouse Blocks 81 and 82 along the southern edge of the development. The second walkway will connect to a forthcoming walkway on the Minto Quinn's Pointe Phase 2 lands and will connect Street 5 in the proposed development with the northern street of the Minto development. The two walkways will permit residents from the proposed development and Quinn's Pointe lands to access Black Raven Park to the north along walkways and sidewalks.

A separate parkland dedication is not proposed for the subject lands. Additional parkland was provided in Phase 4 of the Half Moon Bay development, and the over-dedication accounts for dwelling units proposed in Phase 5.

A 30-Centimetre Reserve is indicated along the western edge of the development adjacent to the realigned Greenbank Road block (Block 88). The Reserves are indicated on the draft plan of subdivision, and apply to Block 83 (Block 89), the window street (Block 90), and Lot 1 (Block 91). Thirty-Centimetre Reserves are similarly applied across the width of rights-of-way for the proposed extensions of Buffalograss Crescent and Fameflower Street.

4.1 Planning Act

Section 51(24) of the Planning Act contains criteria to be considered when evaluating a draft Plan of Subdivision. The proposed subdivision meets the applicable criteria as follows:

The effect of the proposed subdivision on matters of provincial interest.

The proposal is consistent with the policies of the 2014 Provincial Policy Statement, as detailed in Section 4.2 of this Planning Rationale.

Whether the proposed subdivision is premature or in the public interest.

The proposed subdivision meets the prevailing provincial and municipal policy framework and is in the public interest. The proposal is consistent with the character of the surroundings, and infrastructure and public facilities are available to service the development and its residents.

Whether the plan conforms to the Official Plan and adjacent plans of subdivision.

The proposed subdivision conforms to the policies of the Official Plan, as detailed in Section 4.3 of this Planning Rationale. The proposed subdivision is deliberately designed to integrate with the street network and character of adjacent subdivisions.

The suitability of the land for the purposes for which it is to be subdivided.

The lands are located in a settlement area and the proposed built form is consistent with development in adjacent subdivisions.

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.

The proposed street network is designed to integrate into the existing street network in the area, and continues a modified grid pattern. Additionally, a block is reserved along the western edge of the subject lands to account for the realignment of Greenbank Road.

The dimensions and shapes of the proposed lots.

The proposed development blocks are designed to accommodate an appropriate number and density of dwelling units. The lots and blocks are generally rectangular in shape and are designed in response to the specific dwelling types to be developed. The proposed lot pattern is consistent with the character of surrounding development.

The restrictions or proposed restrictions on the land proposed to be subdivided.

The existing Mineral Aggregate Reserve Subzone 1 (MR1) zoning on the subject lands is intended for rural areas, and is inappropriate for lands within the urban boundary. The proposed Zoning By-law Amendment is appropriate for the surrounding context, and has been used in other areas of Barrhaven.

Conservation of natural resources and flood control.

The proposed subdivision will integrate into the surrounding stormwater management infrastructure network and will connect to existing infrastructure in adjacent rights-of-way.

The adequacy of utilities and municipal services.

As confirmed in the supporting study prepared by Stantec, the surrounding services have sufficient capacity to accommodate the proposed development.

4.2 Provincial Policy Statement (PPS)

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

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy.” To this end, the PPS promotes the creation of “healthy, liveable and safe communities” through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification.

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

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

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

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

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

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

Policy 1.4.3 states that planning authorities must:

- / Provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, including special needs requirements;
- / Direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- / Promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- / Establish development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.5.1 states that healthy, active communities should be promoted by:

- / Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and
- / Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Policy 1.6.6.1 requires that planning for sewage and water shall:

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

-
- / Integrate servicing and land use considerations at all stages of the planning process.

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

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

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

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

The proposed plan of subdivision is consistent with the above-noted policies of the Provincial Policy Statement (2014). The development proposes a range of housing types within the settlement area boundary, as well as appropriate infrastructure and public service facilities to serve the new community.

4.3 Official Plan

The subject lands are currently designated General Urban Area on Schedule B (Urban Policy Plan) of the Official Plan, as shown in Figure 5 below. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. The designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances.

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

- / **To enhance the sense of community by creating and maintaining places with their own distinct identity**
The subdivision continues the built form character and identity of adjacent communities, including housing forms, densities, land uses, and patterns of open space.
- / **To define quality public and private spaces through development**
The subdivision is designed to feature streets, parks, and schools that provide areas for gathering, socializing, recreation, and other activities.
- / **To create places that are safe, accessible, and are easy to get to, and move through**
The proposed street network is designed to integrate with the surrounding street pattern, continuing a modified grid that facilitates movement and connectivity. A variety of land uses and an absence of rear lotting provides passive surveillance of public areas, improving safety in the public realm.

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

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

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

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

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

Stormwater management is proposed in the subdivision to control water quality and quantity.

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

The broader area is designed around the proposed Park & Ride facility, which will provide rapid transit opportunities for residents of the community and encourage active modes of transportation. An extract from Official Plan Schedule D (Rapid Transit Network) is shown as Figure 6 below. Additionally, the proposed zoning permits alternative development standards that reduce land consumption and permit increased gross densities.

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

- / **Traffic:** A CGH Transportation Strategy Report has been provided with the application submission package. The report concludes that transportation patterns are not anticipated to impact any adjacent residential, recreational, or natural land uses beyond the planned conditions and results of the study.
- / **Vehicular Access:** The subdivision will feature vehicular access to all properties, with a functional street hierarchy of arterial, collector, and local streets. Integration into the surrounding street network will improve connectivity to and through the subdivision. Figure 7 below shows an extract from Official Plan Schedule E (Urban Road Network).
- / **Outdoor Amenity Areas:** The proposed lot layout is not anticipated to infringe on privacy within existing private amenity areas.
- / **Noise and Air Quality:** The proposed land uses are not anticipated to result in noise or air quality impacts on sensitive uses in the subdivision.
- / **Sunlight:** As the proposed development contains low-profile buildings, shadowing impacts within the new community are not anticipated.
- / **Supporting Neighbourhood Services:** The proposed subdivision is located in proximity to schools and parks, as well as a future Park & Ride facility. Commercial uses to serve the local residents are provided north of the subdivision at Cambrian Road and realigned Greenbank Road.

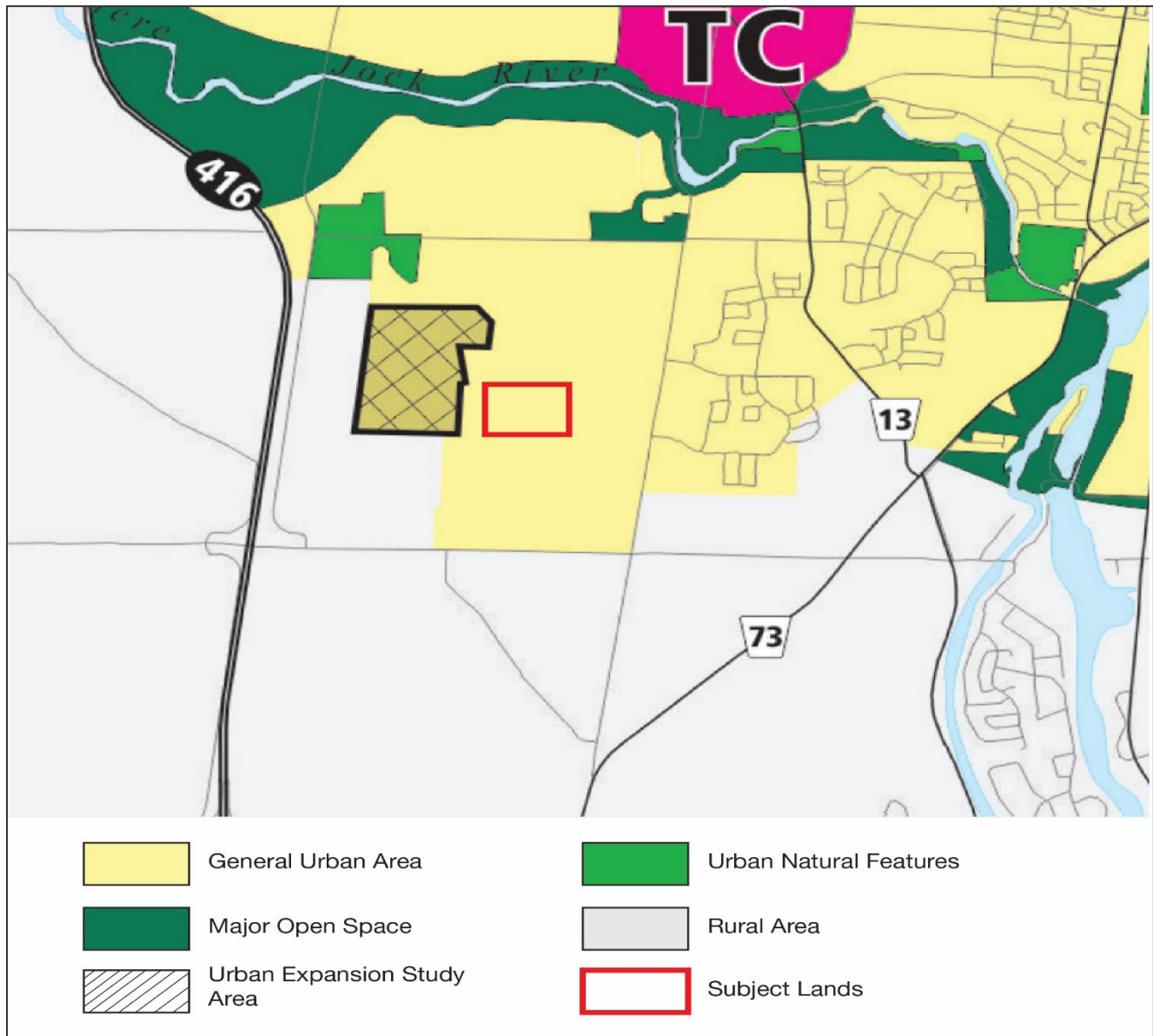


Figure 5: Extract from Schedule B (Urban Policy Plan)

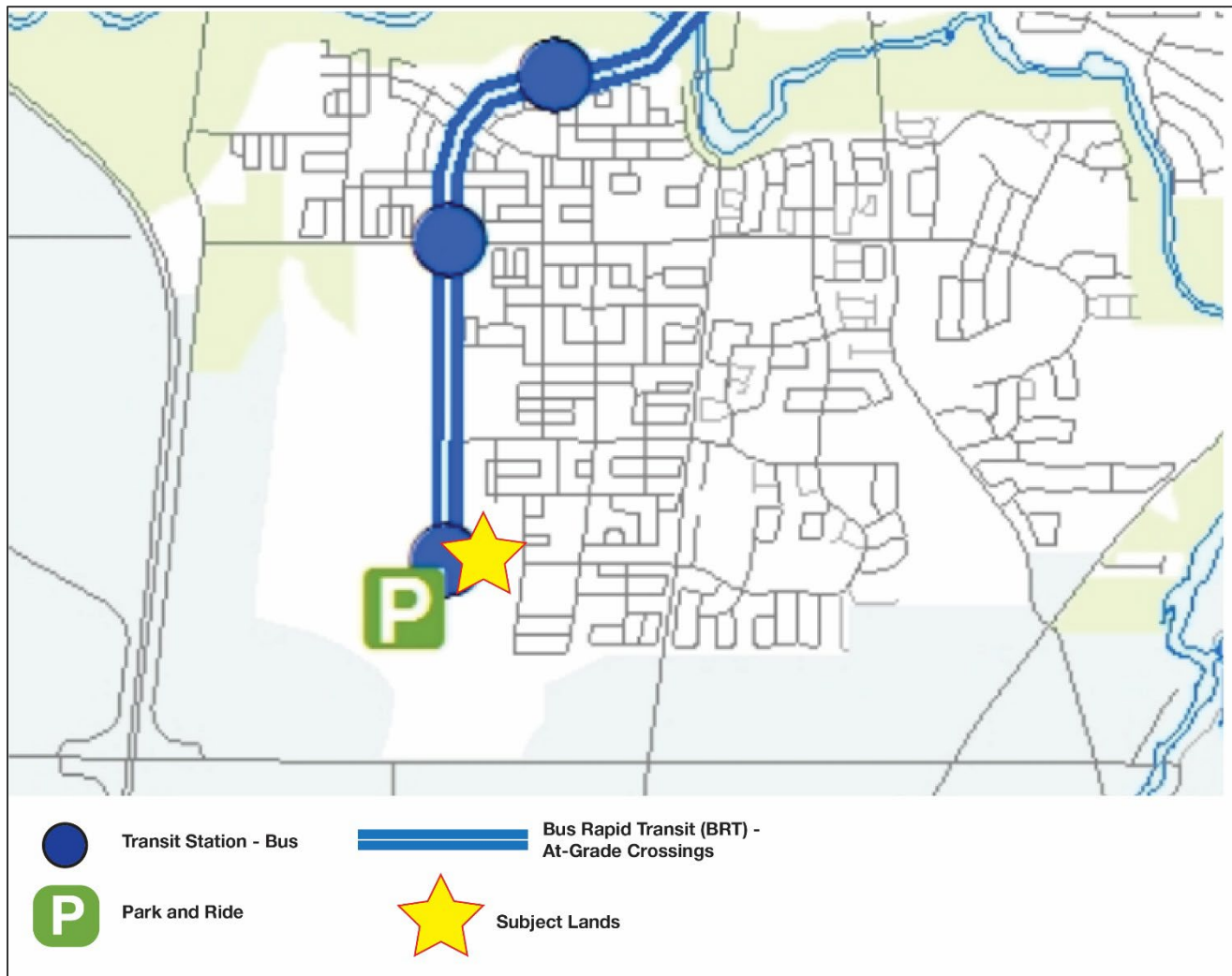


Figure 6: Extract from Schedule D (Rapid Transit Network)

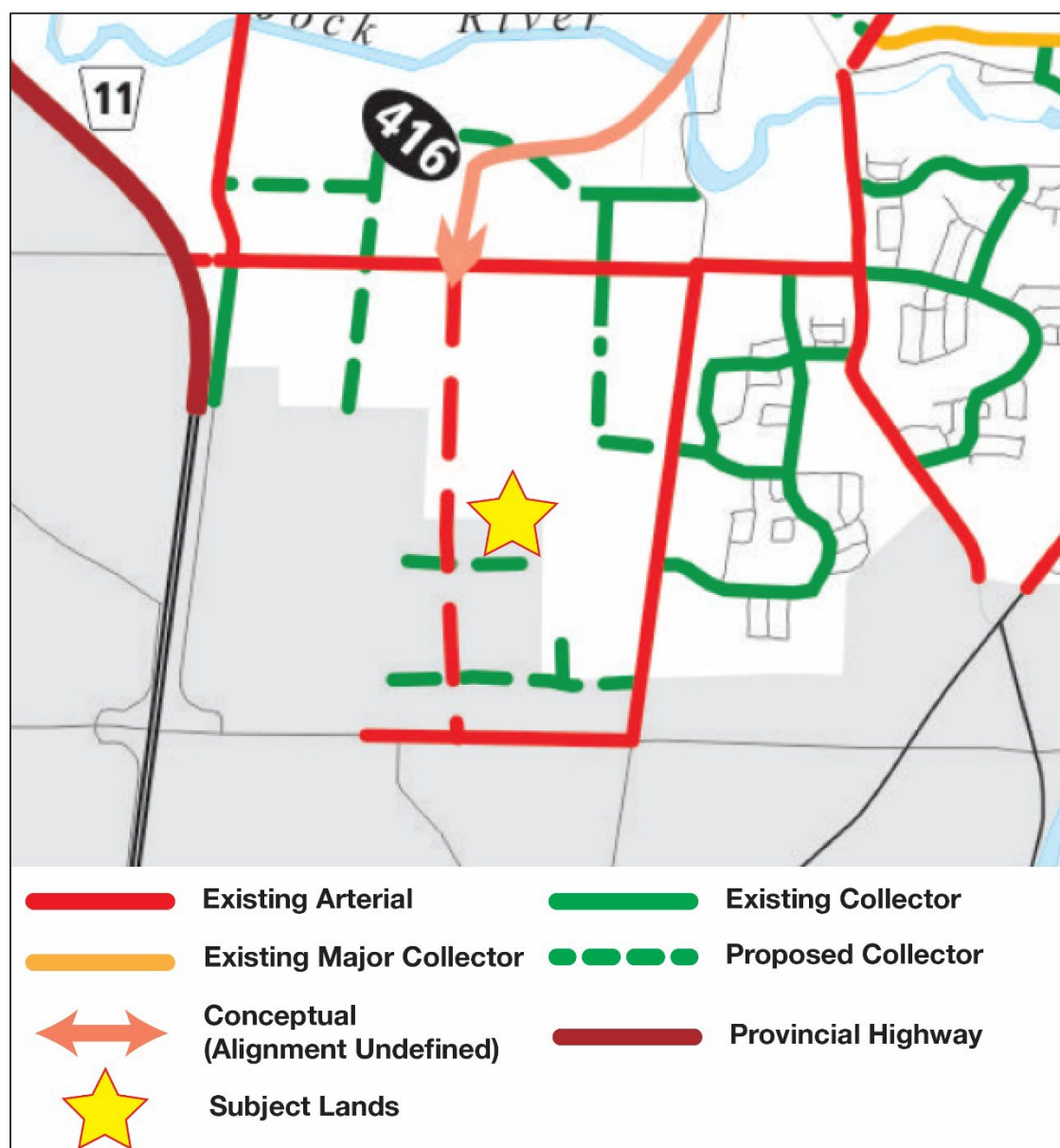


Figure 7: Extract from Schedule E (Urban Road Network)

Policy 3.7.4 of the Official Plan permits limited types of land uses within a 300-metre radius of the “Sand and Gravel Resource Area” designation, provided that such development does not conflict with future mineral aggregate extraction. For new residential uses, an impact assessment is required. A Mineral Resource Impact Assessment has been submitted with the subdivision application, which concludes that the proposed development will not negatively impact the current and future operation of the aggregate resource pit.

The proposed Plan of Subdivision and Zoning By-law Amendment applications conform with the policies of the Official Plan.

4.4 Official Plan Amendment (OPA) 150

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

Pre-hearings and settlements in 2018 resolved several outstanding appeals, bringing into full force and effect some policies of OPA 150. Other policies remain under appeal at the time of application submission.

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

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

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

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

The BSUEA CDP was adopted by Council in July, 2018, along with an Official Plan Amendment that brought the subject lands into the urban area and re-designated them to General Urban Area. The CDP establishes a set of site-specific development and design policies for the subject lands, including permitted land uses and design guidelines.

The CDP features a Land Use Plan (Figure 8 below) showing the land uses that are intended for the CDP area, as well as the general location of collector streets. The land uses in the proposed subdivision generally align with the uses identified on the Land Use Plan, specifically residential uses and realigned Greenbank Road.

The proposed subdivision and rezoning meet the policies of the CDP, as summarized below:

4.5.1 Low-Medium Density Residential Area

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

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

4.5.2 Demonstration Plan

The CDP contains a Demonstration Plan (Figure 9 below), which is intended to illustrate the intent for development, including a preferred local road layout and active transportation network, locations of community facilities, stormwater infrastructure, and public transit. The Demonstration Plan contains a greater level of detail than the Land Use Plan.

The proposed subdivision conforms substantially to the Demonstration Plan, including the road network, land use allocation, and general block configuration. The alignment of Street 3 has been altered, given that the road network in the Demonstration Plan featured two intersections located at an unsafe distance from each other.



Figure 8: BSUEA CDP Land Use Plan

Policies for Linkages and Pathways:

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

Guidelines for Linkages and Pathways:

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

Policies for All Residential Site Design and Building:

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

Guidelines for Residential Site Design and Building:

- / Alternative zoning standards are proposed through the Zoning By-law Amendment application, including reduced setbacks to allow dwellings to be located closer to the street to reinforce a strong street edge; and
- / Residential lots located on window streets are oriented to face the street.

The proposed Plan of Subdivision and Zoning By-law Amendment applications conform with the policies and guidelines of the BSUEA CDP.

4.6 Urban Design Guidelines for Greenfield Communities

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

- / Creates a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks;
- / Connects new streets to existing streets in adjacent developments and plans for future connections to land that has yet to be developed;
- / Lays out local street patterns so that development blocks are easily walkable;
- / Orients rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls, and uses single-loaded streets;
- / Proposed zoning allows residential buildings to be located close to the property line;
- / Mixes various types of housing on each street, while considering the relationship between each other, and to existing houses; and
- / Incorporates mid-block walkways to make walking more direct and convenient.

4.7 City of Ottawa Comprehensive Zoning By-law 2008-250

The subject lands are currently zoned Mineral Aggregate Reserve Subzone 1 (MR1), as illustrated in Figure 10.

The Mineral Aggregate Reserve Zone is intended to:

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



Figure 10: Extract from Zoning Map

As the MR1 zone is a rural zone, the existing zoning on the subject lands is inappropriate for lands inside the urban boundary. As such, the Zoning By-law Amendment application seeks to rezone the subject lands to Residential Third Density Subzone YY, Exception 1627 (R3YY [1627]).

The proposed amendment would apply to the entirety of the subject lands, excluding the block reserved for realigned Greenbank Road. The R3YY [1627] zone permits the three dwelling types proposed in the development, including detached dwellings, townhouse dwellings, and back-to-back townhouse dwellings.

The performance standards established in the proposed zoning have been tailored to Mattamy products through previous development applications in the Half Moon Bay community. Details of the proposed zoning are included as Appendix A.

5.1 Transportation Impact Assessment

CGH Transportation prepared a Transportation Impact Assessment Strategy Report in accordance with the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines. The report outlines existing and planned transportation conditions in the area, and assesses the anticipated trip generation from the proposed development. In line with the Guidelines, the report also examines how sustainable modes of transportation will function in the subdivision and surrounding area.

The report notes that transportation patterns are not anticipated to impact any adjacent residential, recreational, or natural land uses beyond the planned conditions and results of the study.

5.2 Servicing Brief

Stantec prepared a Functional Servicing Report in support of the applications. The report builds on the servicing principles established in the Half Moon Bay South Phase 4 Servicing Report, as well as the Barrhaven South Urban Expansion Area Master Servicing Study.

The report concludes that the proposed water, sanitary, and stormwater management servicing for the subdivision is functional and appropriate for the proposed density and development form.

5.3 Phase I Environmental Site Assessment (ESA)

Paterson Group prepared a Phase I Environmental Site Assessment in support of the proposed development. The report includes an assessment of historical sources to determine previous land uses on the subject property and in the vicinity.

The report concludes that no potentially contaminating activities or areas of potential environmental concern were identified. Consequently, the study recommends that a Phase II Environmental Site Assessment is not required.

5.4 Geotechnical Investigation

Paterson Group prepared a Geotechnical Investigation in support of the proposed development. The report contains findings and recommendations related to geotechnical issues on development lands.

The report concludes that the subject site is satisfactory for the proposed development.

5.5 Traffic Noise Assessment

A Traffic Noise Assessment was prepared by Valcoustics Canada Ltd. in support of the proposed development. The Assessment identifies road traffic on Realigned Greenbank Road and Kilbirnie Drive as significant traffic noise sources. The Assessment concludes by recommending the following mitigation measures:

- / Mandatory air conditioning at the dwellings closest to Realigned Greenbank Road;
- / The provision for adding air conditioning at the dwellings in the vicinity of Realigned Greenbank Road;
- / Sound barriers at dwellings with rear yards exposed to Realigned Greenbank Road; and
- / Upgraded wall and / or window construction may be required at the dwellings closest to Realigned Greenbank Road. The requirements should be determined once the building plans are available.

5.6 Mineral Resource Impact Assessment

Paterson Group prepared a Mineral Resource Impact Assessment in support of the proposed development. The assessment was intended to evaluate the potential for land use impacts and compatibility between the proposed residential development and the adjacent mineral aggregate resources currently in operation.

The report notes that operation of the Costello (Drummond) Pit is anticipated to continue for two years. Operations at the Brazeau Pit have ceased, and the land has been purchased for a future development. The report also notes the existence of existing residential development east of the two pits, concluding that the development will not add to the additional burden on the continued operation of the sand and gravel pit.

The report examines noise, traffic, dust, vibration, and groundwater impacts of the pits on the proposed development. It concludes that the proposed development will not negatively impact the current and future operation of the aggregate resource pit. Aligning with the conclusion of the Traffic Noise Assessment, the Paterson report supports inclusion of a warning clause on properties within the 300-metre area of influence.

6.0 CONCLUSIONS

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The proposed Half Moon Bay Phase 5 subdivision meets the applicable policies of the Official Plan and the Barrhaven South Urban Expansion Area CDP. Additionally, the subdivision meets several Urban Design Guidelines for Greenfield Neighbourhoods. The proposed development is also consistent with the Provincial Policy Statement and the criteria for subdivisions in Section 51(24) of the Planning Act.

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

A handwritten signature in black ink that reads "Jaime Posen". The signature is written in a cursive, slightly slanted style.

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Senior Planner

APPENDIX A: PROPOSED ZONING DETAILS

Residential Third Density Subzone YY, Exception 1627 (R3YY [1627])

A: General:

- / Where access to a lot is provided by a street with sidewalks provided under the requirements of the plan of subdivision, the front yard setback for an attached garage will be measured from the garage to the nearest edge of the sidewalk, for a minimum setback of 6m from the back edge of the sidewalk
- / The front wall of an attached garage may not be located more than 2m closer to the front lot line than either the front wall of the main building or the leading edge of a roofed porch
- / Minimum density is 29 units per net hectare;
- / The minimum distance between a driveway and an intersection of two street lines is 6m measured at the street line
- / The minimum distance between a driveway for a townhouse dwelling on a public lane and an intersection of two street lines is 3.5m measured at the street line
- / Outdoor amenity areas is permitted on top of garages in townhouse dwellings located on rear lanes
- / More than one detached dwelling is permitted on an existing lot of record for the purpose of serving as a model home provided a draft Plan of Subdivision has been approved for the lot of record

For detached dwellings:

- / Minimum lot area is 220 m²
- / Minimum lot width is 8.8 m
- / Minimum front yard setback is 3m for the principal building and attached garage
- / Minimum combined interior side yard setback is 1.8m with a minimum of 0.6m on one side
- / Minimum rear yard for a corner lot is 0.6m
- / Minimum corner side yard is 2.5m
- / Maximum lot coverage is 55%

For semi-detached dwellings:

- / Minimum lot area is 137m²
- / Minimum lot width is 5.5m
- / Minimum front yard setback is 3m for the principle building and attached garage
- / Minimum corner side yard is 2.5m
- / Minimum rear yard setback for a townhouse dwelling and garage on a rear lane is 0m
- / Maximum lot coverage is 65%
- / Maximum building height is 12m

For back-to-back and/or townhouse dwellings:

- / Minimum lot area is 81m²
- / Minimum lot width is 4m
- / Minimum front yard setback is 3m for the principal building and attached garage
- / Minimum front yard setback is 3m for the principal building and attached garage
- / Minimum rear yard setback for a townhouse dwelling and garage on a rear lane is 0m
- / Minimum corner side yard is 2.5m
- / Minimum interior side yard setback is 1.5m and 0m on the common lot line of attached buildings
- / Maximum building height is 14m

B – General:

- / When access to a lot is provided by a public rear lane a minimum of 8.5m wide, and that lot also abuts a public park, the public park frontage shall be considered to be a “frontage on a public street” for interpretation of the provisions of this zoning by-law
- / A sill, belt course, cornices, eaves, gutters, chimneys, chimney box, fireplace box, overhangs or pilasters may project 1m into the required front and corner side yard and 1m, but no closer than 0.2m, into the interior side yard
- / Balconies may project 2m, but no closer than 1m from the property line and no closer than 0m from a property line abutting a sight triangle, into the front and corner side yard
- / Open, roofed or unroofed porches and entrance features not exceeding one storey in height may project 2m, but no closer than 1m from the property line and no closer than 0m from a property line abutting a sight triangle, into the front and corner side yard, and 1m into a rear yard
- / A deck may project 2m, but no closer than 1m from the property line, into a front and corner side yard; in a rear and interior side yard a deck may project to within 0.3m of a lot line and an additional 0.3m setback from every 0.3m or portion thereof that is constructed above finished grade
- / Steps attached to a porch may project 2.5m, but no closer than 0.5m from property line and no closer than 0m from a property line abutting a sight triangle, into a front and corner side yard
- / Air conditioning units may project 1m into a corner and interior side yard and 2m into a rear yard, but no closer than 0.2m to the property line
- / Corner sight triangles shall have the following distances:
 - o 10 metre triangles when involving arterial roads
 - o 5 metres when involving only local roads
 - o 3 metres when involving a public lane
- / In the case of a home-based business operating within a townhouse or semi-detached dwelling, the required parking space is only required if the business involves an outside employee
- / No more than 60% of the area of any front yard or corner side yard may be used as a driveway or parking space
- / Exterior parking spaces will have a minimum length of 5.5m and a minimum width of 2.7m
- / Blocks of townhouse dwellings that are attached along the rear and side walls shall be limited to sixteen attached dwelling units within each block
- / 0.0 metre setback required from the lot line at a corner lot line