



**DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW, SOUTH,
PLANNING, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT
DEPARTMENT**

Site Location:	Part of 3718 Greenbank Road
File No.:	D07-16-19-0007
Date of Application:	February 22, 2019

This application submitted by Jaime Posen on behalf of Mattamy is recommended for DRAFT APPROVAL, subject to the following Standard and Special Conditions, as attached.

December 9, 2019

Date

Lily Xu
Manager, Development Review South
Planning, Infrastructure and Economic
Development Department

Attach(s):

1. Conditions of Draft Approval
2. Draft Plan of Subdivision



DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION SUPPORTING INFORMATION

SITE LOCATION

Part of 3718 Greenbank Road.

The subject site is located in Barrhaven South, close to the southern edge of the City of Ottawa's urban boundary. The proposed subdivision is located to the north-west of the intersection between Kilbirnie Drive and Alex Polowin Avenue.

Surrounding land uses include an existing/developing neighbourhood that contains a mix of low- and medium-density residential uses, schools and parks containing a range of amenities immediately north, east and south of the site. Further to the south is the city's rural area with the closest village Manotick approximately three kilometres to the southeast. To the west is Provincial Highway 416 with the nearest interchange being at Bankfield Road, which is located approximately two kilometres south of Barnsdale Road.

SYNOPSIS OF APPLICATION

The Draft Plan of Subdivision proposes 164 residential units on full services consisting of 67 detached dwellings and 97 townhouse dwellings (65 regular townhouses and 32 back-to-back townhouses), and a proposed street network with 5 local roads.

The Barrhaven South Urban Expansion Area Community Design Plan (CDP) was approved by Council on June 13, 2018. This 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. A Zoning By-law Amendment was approved by Council on October 25, 2019.

DISCUSSION AND ANALYSIS

It is recommended that the application be approved.

The subject application has been examined pursuant to the provisions of the Official Plan. This site is designated as General Urban Area in the Official Plan, which permits the development of a full range and choice of housing types to meet the

needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities.

Sections 2.5 and 4.11 of the Official Plan outline policies for compatible developments. The proposed development has been reviewed based on the following: traffic, access, parking, outdoor amenity areas, lighting, noise and air quality, sunlight, microclimate, and supporting neighbourhood services. The proposal aligns with the policies of the Official Plan by adding detached dwellings and townhouse dwellings on new local roads. The proposed residential subdivision will provide adequate pedestrian connections to the existing Black Raven Community Park and to future parks and schools to the south through new walkway blocks. The proposal also provides for the realignment of Greenbank Road. The new local roads will connect to the existing road network in Half Moon Bay South and Quinn's Pointe Stage 1. Adding detached dwellings and townhouse dwellings within an area currently being developed with singles, townhouses and back to back townhouses will ensure that the new development respects the character of the developing area. Given the proximity of the Brazeau Pit and Drummond (Costello) Pit, special conditions were added to the Draft Conditions document to ensure the recommendations of the Mineral Resource Impact Assessment and Stationary Noise Source Study are respected. City staff concludes that the proposed use meets the compatibility criteria of the Official Plan.

According to Schedule E of the Official Plan, Realigned Greenbank Road is classified as Proposed Arterial. According to Schedule D of the Official Plan, Realigned Greenbank Road is to include a future transit corridor. The Realigned Greenbank Road and Southwest Transitway Extension Planning and Environmental Assessment (EA) Study indicates that the Realigned Greenbank Road cross-section will include dedicated Bus Rapid Transit lanes (in the centre of the right-of-way), transit stations, vehicle lanes, cycle tracks, and sidewalks.

The site is designated Low/Medium Density Residential in the Land Use Plan of the Barrhaven South Urban Expansion Area Community Design Plan (CDP). The proposal respects the Land Use Plan in the CDP.

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

The conditions of approval are supported by the applicant and the Ward Councillor.

The proposed development does not require an expenditure of municipal funds over and above those funds recovered by development charges or for which an allocation has been made in a Council approved budget.



CONSULTATION DETAILS

Councillor Scott Moffatt is aware of the application related to this report.

Councillor Jan Harder is aware of the application related to this report.

Public Comments

This application was subject to the Public Notification and Consultation Policy. Enhanced notification was carried out and included: the holding of a public consultation meeting in the community on August 27, 2019 to inform the residents of the proposed Draft Plan of Subdivision and the proposed Zoning By-law Amendment. Notice of the public meeting was sent by mail to the 6 interested parties, consisting of 3 residents and 3 reviewing agencies and a notice was posted on the on-site signs. The meeting was held at the Minto Recreation Complex and two members of the public attended.

Summary and response to the comments received:

1. Construction vehicles are cutting through the existing neighbourhood to deliver aggregate and soil to the site. This is causing a nuisance in the form of excessive dust.

Unfortunately, these impacts are unavoidable in developing communities. However, Mattamy has agreed to look into adjusting or increasing the scheduled street sweeping and watering to mitigate the dust.

APPLICATION PROCESS TIMELINE STATUS

This Plan of Subdivision application was processed by the “On Time Decision Date” established for the processing of an application that has Manager Delegated Authority.

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