

Prepared for:

**MATTAMY HOMES CANADA**  
50 Hines Road  
Ottawa, ON  
K2K 2M5

Prepared by:

**J.L. RICHARDS & ASSOCIATES LIMITED**  
864 Lady Ellen Place  
Ottawa, ON  
K1Z 5M2  
Tel: 613-728-3571  
Fax: 613-728-6012

## **Planning Rationale**

# **Mattamy Half Moon Bay (3718 Greenbank Road), Barrhaven, Draft Plan of Subdivision, and Zoning By-Law Amendment**



# Planning Rationale

## Mattamy Half Moon Bay (3718 Greenbank Road), Barrhaven, Draft Plan of Subdivision, and Zoning By-Law Amendment

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### **1.0 Introduction and Overview**

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#### **1.1 Introduction**

J.L. Richards & Associates Limited (JLR) has been retained by Mattamy Homes Canada to provide a Planning Rationale in support of a proposed Plan of Subdivision, and Zoning By-Law Amendment 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. This development of approximately 4.3 hectares is proposing the creation of 228 stacked townhouse units and mixed-use development consisting of commercial and office space as well as additional residential units.

To permit the proposed development, we are seeking the following approvals:

- To approve a plan of subdivision for 2 blocks; and
- To rezone the property from Mineral Aggregate Reserve (MR1) Zone, Subzone 1 to the requested residential and commercial exception zones.

In support of these applications and in accordance with the direction from the pre-application consultation and City of Ottawa study preparation guidelines, the following reports, studies and plans have been submitted along with this Planning Rationale:

- Geotechnical Investigation, prepared by Paterson Group
- Roadway Traffic Noise Feasibility Assessment, prepared by Gradient Wind
- Draft Plan of Subdivision, prepared by JD Barnes
- Transportation Impact Assessment Strategy Report, prepared by CGH
- Functional Servicing Report and associated drawings, prepared by Stantec
- Phase I Environmental Site Assessment, prepared by Paterson Group

#### **1.2 Purpose**

This Rationale will demonstrate how the proposed development is consistent with the 2020 Provincial Policy Statement (PPS) and is in conformity with the City of Ottawa Official Plan, Official Plan Amendment 150, the City's Urban Design Guidelines for Greenfield Neighbourhoods and the Barrhaven South Urban Expansion Area Community Design Plan (CDP) as modified at various points through approvals of Plans of Subdivisions.

This Planning Rationale has been prepared for our client to assist with the City's review of a Draft Plan of Subdivision Approval, and Zoning By-law Amendment application involving the development of the proposed 228 stacked dwelling units and a mixed-use block consisting of commercial and office space as well as additional residential units.

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### **1.3 Subject Property**

#### **1.3.1 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 4.31 hectares (10.65 acres) in size and is known municipally as 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.

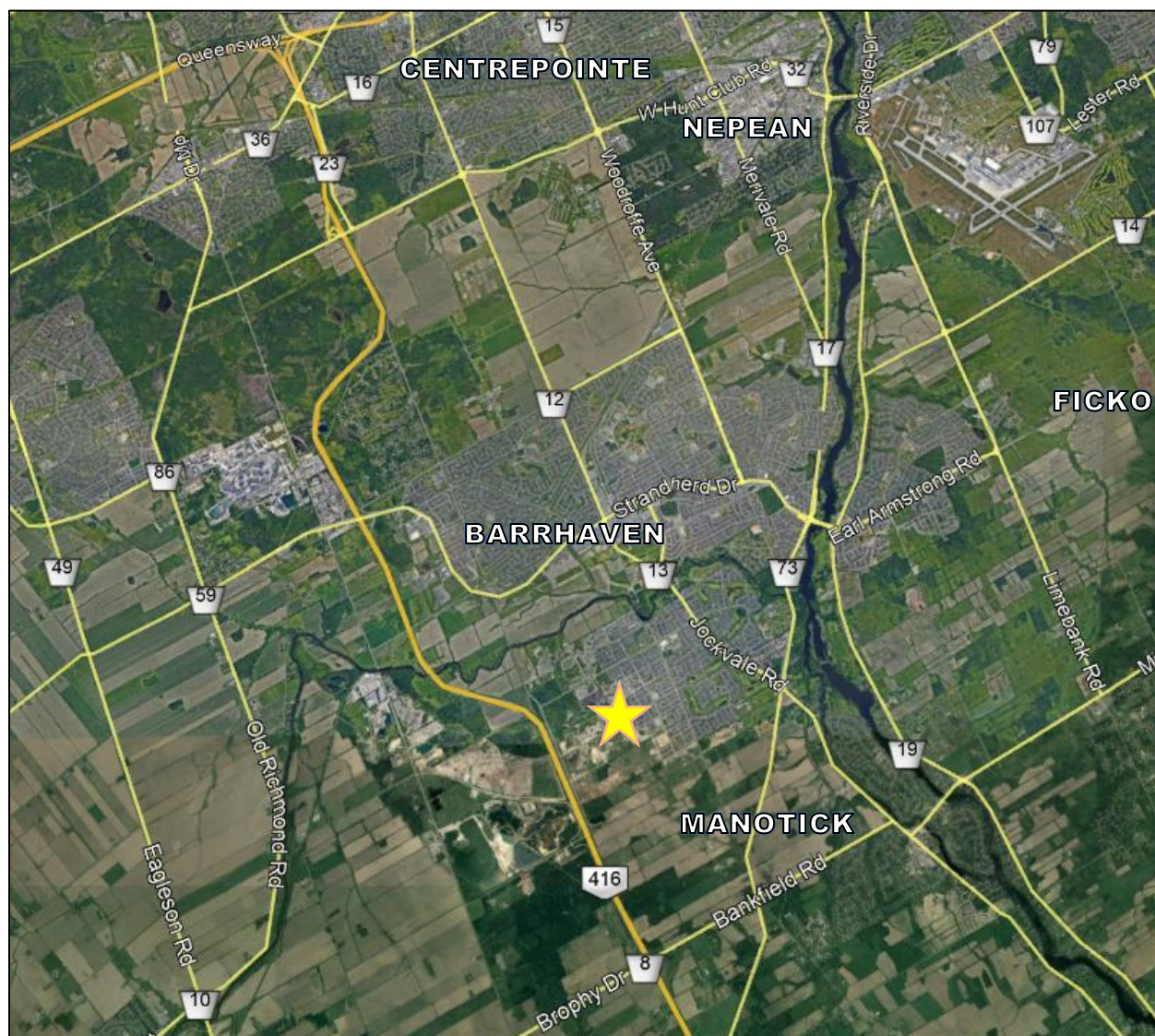
Phase 5 of the Mattamy subdivision is immediately east of the site on the opposite side of the new Greenbank Road. The Caivan subdivision, 3809 Borrisokane, is immediately to the west of the subject site.

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Figure 1: General Location of Subject Property.





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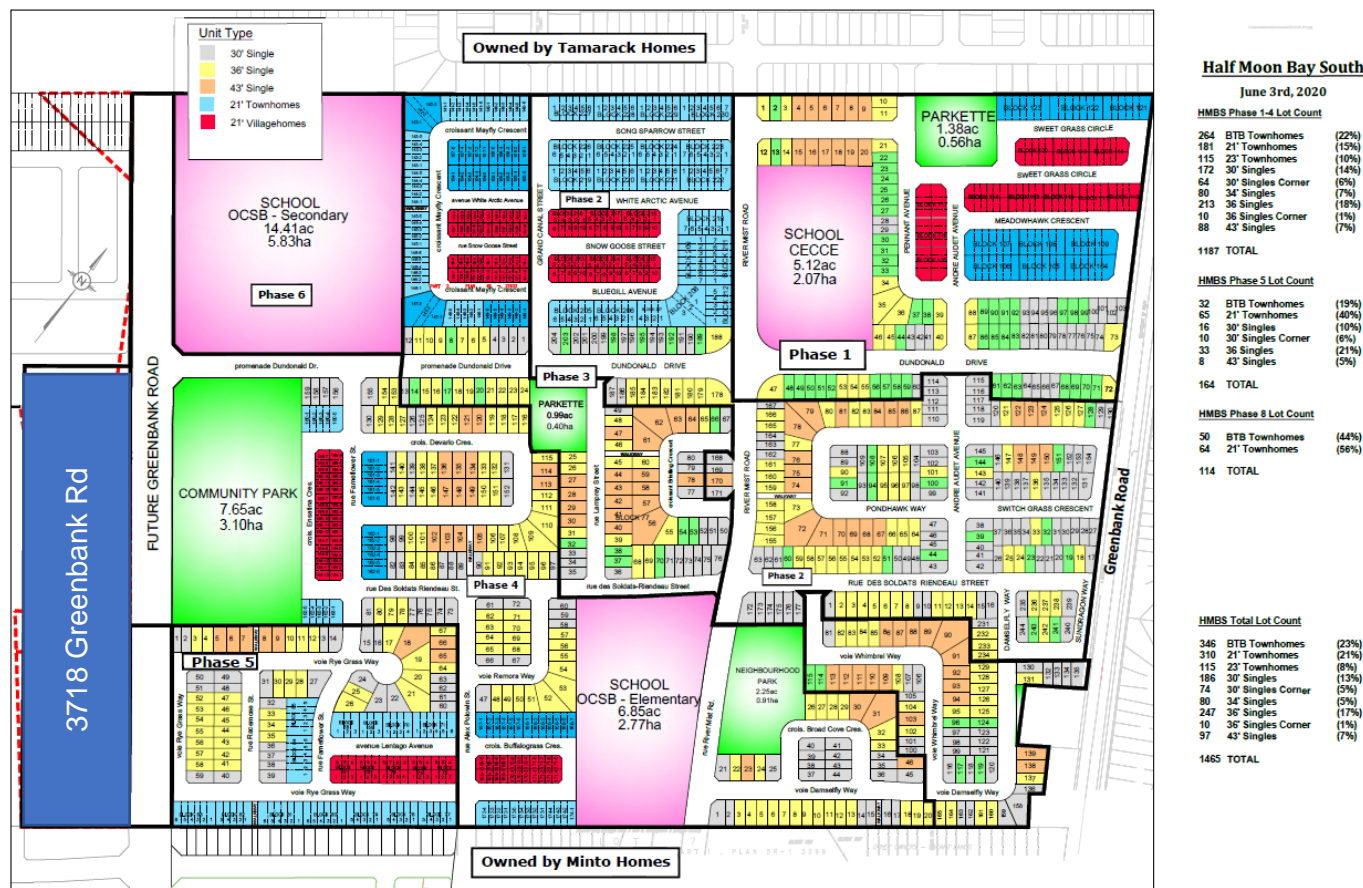
Figure 2: Approximate footprint of vacant Subject Property.



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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 is zoned Mineral Aggregate Reserve (MR1) Zone, Subzone 1 under 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 and Commercial. Figure 4 shows how the Subject Property has been separated in two blocks on the Draft Plan, which corresponds with the division in CDP land use designations. Blocks 1 and 2 of the Subject Property are designated Low-Medium Density Residential and Commercial, respectively.





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## 2.0 The Proposal

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### 2.1 Concept Plan of Subdivision

Figure 5 shows the proposed conceptual Subdivision Plan for 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 is divided into two parts: Residential (Block 1) and Mixed-Use/Commercial (Block 2) and can be summarized as follows:

Land Use	Block(s)	Area (sq. m)	Area (ha)
Proposed Residential	1	30,884.0	3.09
Proposed Mixed-Use/Commercial	2	12,219.9	1.22
Total		43,103.9	4.31

A total of 228 residential units (19 stacked townhouse blocks) are being proposed for development within Block 1 and achieves a density of 73 units per hectare. Each of the proposed stacked townhouse blocks are 3-storeys in height and contain 12 units. To support these dwelling units, a total of 320 parking spaces (274 resident and 46 visitor parking spaces) and 114 bike parking spaces are proposed. Block 1 will also include approximately 1,938 sq. m of communal and amenity area. All streets proposed within Block 1 are to be private. As shown in Figure 5, two accesses to Block 1 are proposed on Obsidian Street.

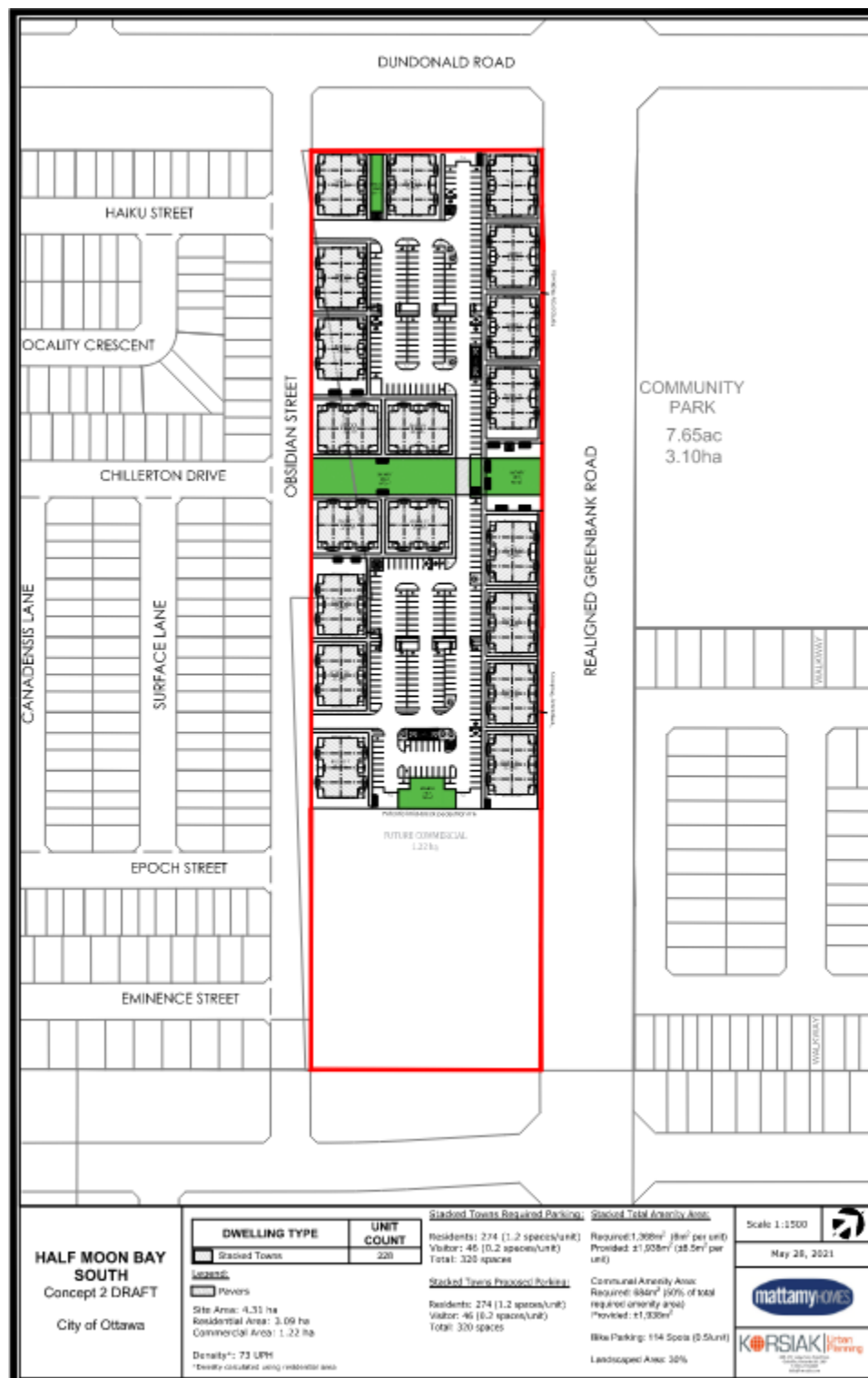
Mixed-use/commercial development is proposed on Block 2. Block 2 consists of 1.22 hectares (3.02 acres). Within this area, the proposed structures will consist of commercial space at grade with office space on the second storey and residential uses on the third and fourth. The proposed development will resemble the mixed-use Kennevale Plaza located at 200-220 Kennevale Drive (at Strandherd), in Barrhaven Ottawa. Though a concept plan has not been prepared for the proposed mixed-use development at this time, Figure 6 provides a potential concept of what is being proposed for Block 2 of this development.

The proposed developments will be on municipal services.

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Figure 5: Concept Plan of Block 1 of the proposed development, prepared by Korsiak, dated May 28, 2021



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Figure 6: Potential concept for the mixed-use component of the proposed development.



Site plan applications will be prepared for the proposed developments at a later date. The following will accompany this application submission:

- A Section 37 contribution;
- Design Brief(s);
- Composite Plan (to modify CDP);
- Landscape Plan; and,
- Site Lighting Plan and Certification Letter.

### 2.2 The Proposed Zoning By-law Amendment

Specifically, the requested amendment seeks to add an exception to the land use designation under the Barrhaven South Urban Expansion Area CDP to allow the for the development of stacked townhouses on Block 1 of the Draft Plan.

Both Blocks 1 and 2 of the Subject Property require Zoning By-Law Amendments to the R4 - Residential Fourth Density Zone as found in Sections 161 and 162 of the By-law to permit the proposed residential and mixed-use/commercial development. Currently, the entirety of the Subject Property is zoned Mineral Aggregate Reserve (MR1) Zone, Subzone 1 in the City of Ottawa Zoning By-law No. 2008-250.

The proposed rezoning is appropriate given:

- Its consistency with the Provincial Policy Statement as expressed in the Official Plan;
- the removal of the Aggregates Act Licensing;
- Its conformity to Schedule 'B' of the City of Ottawa Official Plan (i.e. Urban Policy Plan) (See Figure 7); and
- Its consistency with the intent of the CDP.

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Specifically, the requested zoning by-law amendments align with the previous Official Plan Amendment no. 243, which re-designated the abutting lands from 'Sand and Gravel Resource Area' to 'General Rural Area' and the inclusion within the Urban Area in Accordance with OPA 150 where the lands were included in the Urban Area. This site-specific amendment was adopted without appeal on June 10, 2020. The Adoption of the Barrhaven South Expansion Area Community Design Plan in 2018 provided the guidance for development within the community. In keeping with the intent of Official Plan the following rezoning is being requested:

- Block 1 (Residential): MR1 to R4Z
- Block 2 (Mixed-use/Commercial): MR1 to GM[2546] H(14.5)

The table below summarizes the permitted uses and provisions for the GM special exception zones being requested for Block 2 of the Subject Property.

Zone	Permitted Uses	Provisions
GM[2546] H(14.5)	Additionally permitted: <ul style="list-style-type: none"><li>• Car wash</li><li>• Gas bar</li></ul>	<ul style="list-style-type: none"><li>• Minimum required setback for all yards abutting a lot containing a residential use: 7.5m</li><li>• Maximum building height of 14.5m</li></ul>

The specific R4Z exceptions being requested for Block 1 of the Subject Property have not yet been selected. 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

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Section 3.0 will also review 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



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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 proposed Draft Plan of Subdivision and ZBLA, 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:

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.*
- 2. To define quality public and private spaces through development*
- 3. To create places that are safe, accessible and are easy to get to, and move through.*
- 4. To ensure that new development respects the character of existing areas.*
- 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.*
- 6. To understand and respect natural processes and features in development design.*
- 7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

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]*

The proposed residential and mixed-use developments satisfy the Design Objectives listed above. This will be further demonstrated in the review of relevant Barrhaven South Urban Expansion Area CDP policies and in the design brief, which will be included in the forthcoming submission of the site plan application for this development.

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### *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 in Blocks 1 and 2 of the proposed development conform 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:*

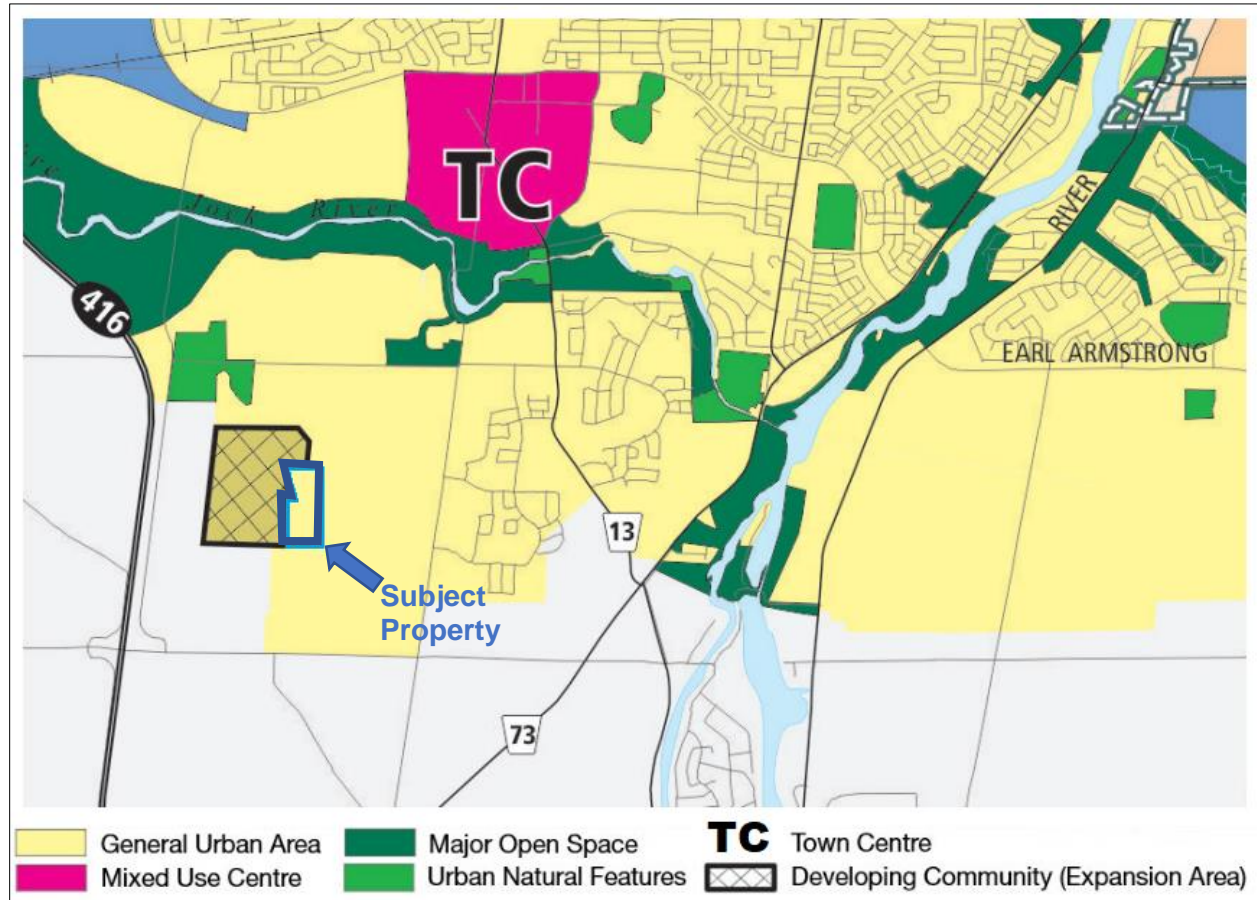
- a. The provisions of this Plan that affect the design of a site or building;*
  - b. Design Guideline(s) approved by Council that apply to the area or type of development; and*
  - c. The design provisions of a community design plan or secondary plan.*
- [Amendment #150, LPAT July 19, 2019]*

A design brief that satisfies Policy 4.11.1 of the City's Official Plan will be included in the forthcoming submission of the site plan application for this development. This design brief will consider the relevant design provisions outlined in the City's Official Plan and Barrhaven South Urban Expansion Area CDP. To support this application for the Draft Plan and Zoning it is our opinion that the development of a mixed-use Block is in conformity with the Official Plan Policies as this block will provide a form of low-rise housing that is appropriate when combined with local, service, type commercial development. The development of the residential block with low-rise dwelling is also in conformity with the intent of the OP, particularly when viewed against the desire for a range of housing types and an increase in density within the new communities.

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Figure 7: 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 Plan of Subdivision 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;
- Street design;

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

The proposed Plan of Subdivision 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.

This section of the CDP does not include goals and objectives that specifically address commercial and/or development within the Plan's area. The site that has been identified as Commercial is Block 2 of this plan of subdivision.

The residential and mixed-use 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. This position will be further justified as additional sections of the CDP are reviewed.

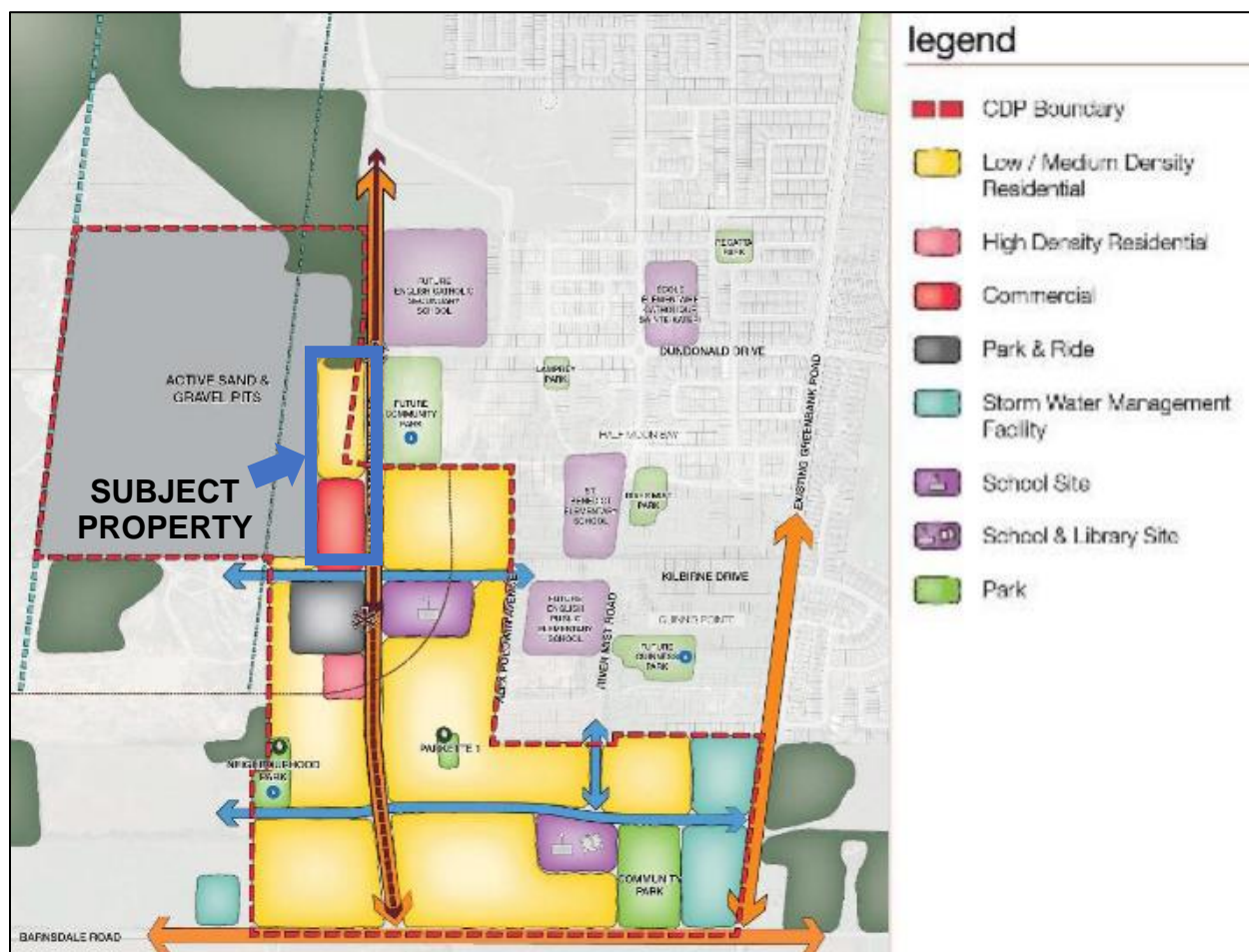
#### *Section 5.1 – Land Use Plan*

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 blocks 1 and 2 of the Subject Property are intended for low-medium residential and commercial development, respectively. The following text will review the provisions and uses permitted in areas designated as low-medium density residential.

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**Figure 8: 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.

Low-Medium Density Residential Areas are characterized as being low-rise and ground oriented in design. The CDP permits the following housing typologies within Low-Medium Density Residential Areas:

- Detached dwellings

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- Semi-detached dwellings
- Linked-detached dwellings
- Ground-oriented multiple-attached dwellings (such as traditional townhouses)
- Back-to-back townhomes
- Rear-lane townhome

In this section, the CDP specifies that stacked townhouses and apartments are not permitted in areas designated Low-Medium Density Residential.

The northern portion of the Subject Property is designated as a Low-Medium Density Residential Area. The proposed applications seek to permit stacked townhouses in the Low-Medium Density Residential Area. We have received confirmation from the City that an OPA will not be required to make the requested change. As outlined by the City, the 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.

#### *Section 5.1.2 – Commercial*

The intent of areas designated Commercial under the Barrhaven South Urban Expansion Area Community Design Plan is to accommodate a mix of small-scale commercial uses to serve the personal and commercial needs of residents of the CDP area and adjacent neighbourhoods. Development within the Commercial Area will be low-rise, with a maximum height of four storeys. Our client is planning on a mixed-use form of development which is complimented by this designation.

The following are outlined as permitted uses within Commercial Areas:

- Retail, retail food, and convenience stores
- Restaurants
- Banks and other financial services
- Service and repair uses
- Personal service businesses
- Recreational and athletic facilities
- Professional offices
- Medical facilities
- Instructional facilities
- Animal care establishments and hospitals
- Post office
- Municipal service centre
- Higher density residential development
- Private parks and open spaces

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- Click-and-collect pick-up points

As outlined previously, the southern portion of the Subject Property is designated Commercial Area. The proposed development within the southern portion of the Subject Property conforms with objectives, height requirements and permitted uses for Commercial Areas outlined in Section 5.1.2 of this CDP.

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 9: 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 10: 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.

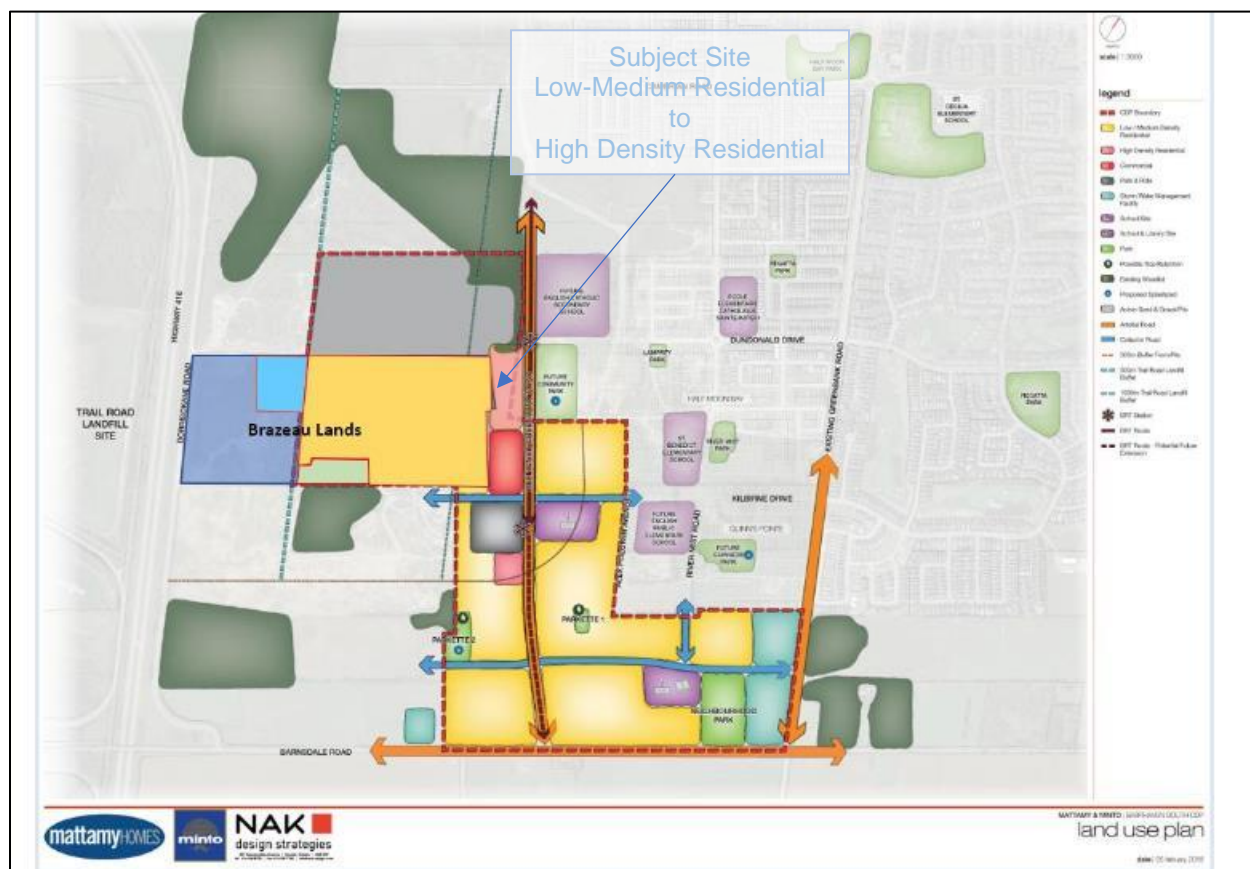
The site is on the arterial road, it is abutting a commercial site, the lands to the west are to be townhomes and there is a major community park immediately east of the site. The area is clearly the centre of this community and should support increased density of use. The park and ride lot south of 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 11: 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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The southern portion of the Subject Property is identified as commercial. The proposed mixed-use development on the southern portion of the property conforms to the direction provided by the Demonstration Plan. Figure 13 is a version of the Demonstration plan with the actual concept plan for this site inserted.

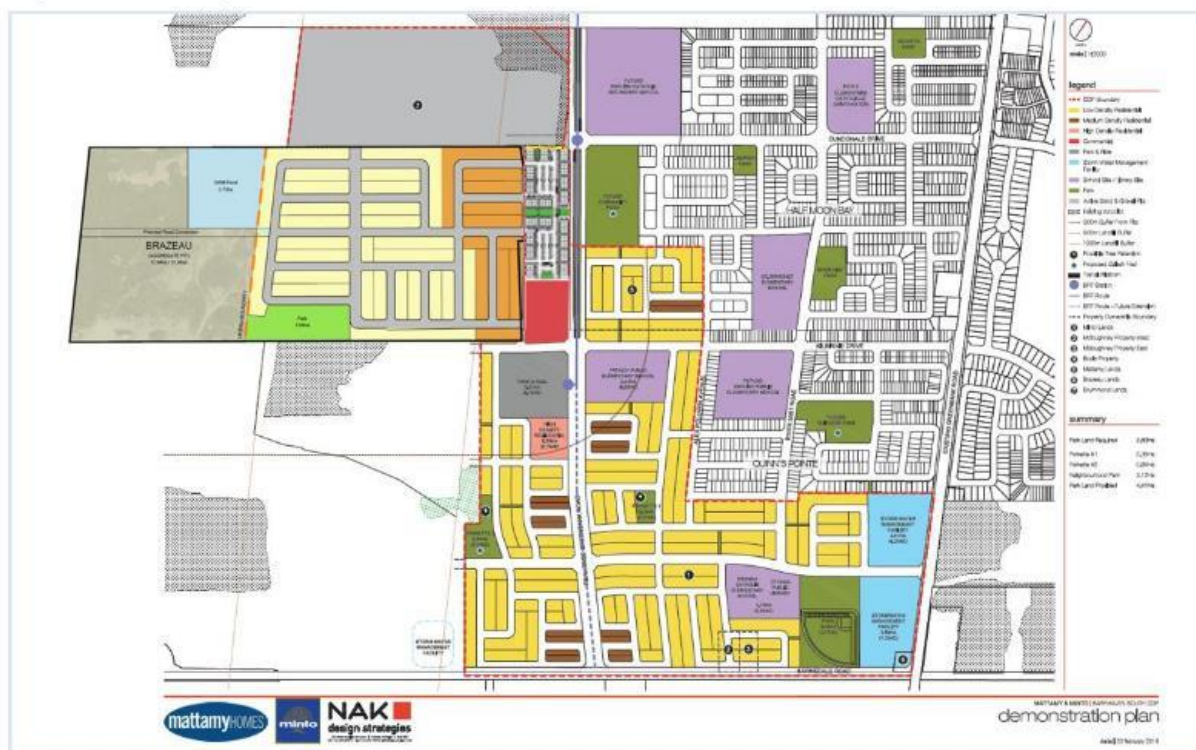
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Figure 13: Amended Demonstration Plan Showing High-Density Residential on Block 1



### 3.4 Planning Act (R.S.O. 1990, c. P.13)

Section 51 (24) of the *Planning Act* provides details regarding the criteria to be considered with a Draft Plan of Subdivision application. Ontario Regulation 545/06 of the *Planning Act* outlines the requirements associated with zoning by-laws, holding by-laws and interim control by-laws that are applicable to a Draft Plan of Subdivision application. When considering a draft plan of subdivision regard shall be had for the following items:

#### (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2

Section 3.5 of this rationale summarizes how the proposed development is consistent with the 2020 Provincial Policy Statement.

#### (b) whether the proposed subdivision is premature or in the public interest

The proposed subdivision is located within the City of Ottawa's urban boundary in an area designated for urban development by the Official Plan and Low and Medium Density Residential by the CDP. There are several concurrent subdivision applications in proximity to the proposed subdivision, including lands immediately east and west of the property. The proposed subdivision will facilitate the development of a range of housing to accommodate projected population growth in Ottawa.

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#### **(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any**

Section 3.1 of this rationale will demonstrate how the proposed subdivision conforms to the policies of the Official Plan. The arrangement of streets and blocks within the proposed subdivision has been coordinated with adjacent plans of subdivision by Caivan and Minto.

#### **(d) the suitability of the land for the purposes for which it is to be subdivided**

As noted above, the property is within Ottawa's urban boundary, designated for urban development by the Official Plan and designated Low and Medium Density Residential by the CDP. Other technical studies, summarized in Section 5 of this rationale, were completed to ensure that the property is suitable for the proposed subdivision.

#### **(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing**

The proposed subdivision will accommodate stacked townhome and other medium density forms of dwellings to accommodate residents from a variety of life stages and economic means.

#### **(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**

All existing and proposed public streets have been shown on the draft plan of subdivision. These blocks will front on to existing roads.

#### **(f) the dimensions and shapes of the proposed lots**

The stacked townhome dwellings will be located on block 1. Dimensions of the proposed blocks are indicated on the Draft Plan of Subdivision.

#### **(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**

The only restrictions on the land will be implemented through the Zoning By-law. The property will be rezoned from MR1 to R4Z and all proposed development will be subject to the new zone's provisions.

#### **(h) conservation of natural resources and flood control**

The property does not contain natural resources which warrant conservation, nor is it impacted by floodplains. Stormwater management will be discussed in Section 5.4 of this rationale.

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#### **(i) the adequacy of utilities and municipal services**

A Functional Servicing Report has been prepared by Stantec and is summarized in Section 5.4 of this rationale.

#### **(j) the adequacy of school sites**

The size and location of school sites within Barrhaven have been determined with the various CDPs. No school sites are located within the proposed subdivision.

#### **(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes**

There are no roads required for this plan of subdivision.

#### **(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy**

The development within the proposed subdivision has been laid out in a grid pattern to efficiently use land resources and allow densities that will support local transit use. Buildings will be constructed to Ontario Building Code standards for energy efficiency.

#### **(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**

The proposed dwellings will be subject to site plan control. There will be subsequent applications for site plan approval in accordance with the City of Ottawa Requirements.

The proposed Draft Plan of Subdivision for blocks 1 and 2 of this development have addressed each of the criteria and requirements identified in *the Act*.

### **3.5 Provincial Policy Statement, 2020**

This Planning Rationale in support of a proposed Plan of Subdivision 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 zoning by-law amendments:

#### *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...;

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(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:

(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.

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#### *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.

#### *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 and mixed-use developments represent 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 and mixed-use developments are 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 proposed mixed-use development will provide future residents with proximate access to shops and services and additional housing options.
- The proximity of the proposed residential and mixed-use developments 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



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pedestrian connections to the realigned Greenbank Road and the proposed mixed-use development and providing ample onsite bike parking.

### **4.0 Public Consultation Strategy**

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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**

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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.

#### **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.

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#### **5.4 Functional Servicing Report**

A Functional Servicing Report was completed by Stantec to demonstrate that the proposed development can be serviced and to propose an appropriate and feasible servicing strategy.

#### **5.5 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**

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The proposed Plan of Subdivision and Zoning By-law Amendments are supported by the following:

- The proposed residential and mixed-use developments are appropriate uses for the site as they conform to the land use policy direction provided by the City's Official Plan.
- The proposed residential and mixed-use developments are 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.

This report has been prepared for the exclusive use of Mattamy Homes, for the development proposed at the realigned 3718 Greenbank Road. The contents and conclusions of this report and cannot be properly used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report was prepared for the sole benefit and use of Mattamy Homes and may not be used or relied on by any other party without the express written consent of J.L. Richards & Associates Limited.

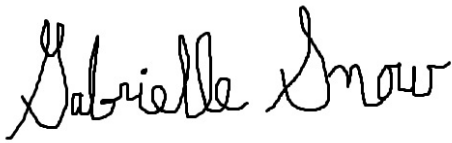
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J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:



Gabrielle Snow, M.PL  
Planner

Reviewed by:



Timothy F. Chadder, MCIP, RPP  
Associate  
Senior Planner