

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

Site Location:	3232 Jockvale Road
File No.:	D07-16-19-0019
Date of Application:	July 18, 2019

This application submitted by Novatech Consultants Inc., on behalf of Minto Communities Inc. is recommended for DRAFT APPROVAL, subject to the following Conditions, as attached.

May 4, 2020



Date

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

Attach(s):

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Subdivision
4. Concept Plan



DRAFT PLAN SUBDIVISION APPLICATION SUPPORTING INFORMATION

SITE LOCATION

The subject site is located on the western half of the larger 3232 Jockvale Road parcel, which is divided by the Kennedy-Burnett Stormwater Management Facility. The site is located on the northern side of the future Chapman Mills Drive extension, south of Strandherd Drive.

The subject parcel is approximately 6.9 hectares in size and will be a continuation of Minto's "Harmony" subdivision (D07-16-16-0004) which is taking place to the north. South of this parcel, on the opposite side of the future Chapman Mills Drive extension, are lands for the proposed "Caivan Barrhaven Conservancy" residential subdivision (D07-16-19-0031). The site is also bound to the west by a proposed park and Minto's "Infusion" residential development (D07-12-18-0042), and to the east by the Kennedy-Burnett Stormwater Management Facility.

DETAILS

The Plan of Subdivision application proposes the development of 176 street-oriented townhomes, 12 rear lane townhomes, 8 detached dwellings, a park block, and several roadways. The roadways include the extension of Namaste Walk, Lilith Street, Cashmere Terrace and Hamsa Street to the new future Chapman Mills Drive to the south. New streets will be created, including Chakra Street which provides access from Chapman Mills Drive to the west to Namaste Walk, and Street No. 1 which services the rear lane townhouse units.

The 8 detached dwellings (Lots 1-8) will abut existing detached dwellings from the previous phase, to ensure there is a transition from the existing detached dwellings to the proposed townhouse dwellings.

The Park Block (Block 30) will form part of a larger park with Block 117 from 4M-1607. This larger park will have street frontage on Chakra Street (from this phase), Chapman Mills and Clarity Avenue (from previous phases).

Table 1: Land-Use

Block	Area (ha)	Approx. Units
Open Space Block 29	0.045	N/A
Park Block 30	0.582	N/A

Pathway Block 31	0.032	N/A
Pathway Block 32	0.035	N/A
30 cm reserve Block 33	0.003	N/A
Lots 1-8	0.296	8
Townhouse Blocks 9-23 and 25-28	3.370	172
Rear lane Townhouse Block 24	0.181	12

RELATED APPLICATIONS

Zoning By-law Amendment (File No. D02-02-19-0082)

The Zoning By-law Amendment was submitted for the purpose of rezoning the lands from Development Reserve (DR) to Residential Third Density Subzone YY with Urban Exceptions (R3YY [XXXX]) and Parks & Open Space Zone (O1). The purpose of the DR zone is to recognize lands intended for future urban development in areas designated as General Urban Area, limit the range of permitted uses to those which will not preclude future development options, and impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

The Residential Third Density Zone, Subzone YY (R3YY) is intended to allow for a mix of residential building forms, ranging from detached to townhouse dwellings, implementing the General Urban Area designation of the Official Plan.

The proposed R3 Zoning will allow for a mix of residential building forms ranging from detached to townhouse dwellings, while the O1 zone will permit the use of parks, open space and related and compatible uses.

DISCUSSION AND ANALYSIS

Public consultation

A public meeting was held on January 14, 2020 (6:30 to 9:00pm) at 3500 Cambrian Road, Minto Recreation Complex (Cambrian Room). Approximately 40 community members attended the meeting, as well as City staff, and the applicant (Minto Communities Inc. representatives). Property owners were circulated the revised subdivision and zoning amendments through the Planning Act requirements. Public comments can be seen in the **Consultation Details** of this report.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014 and 2020.

Official Plan designation

The site is designated as a “General Urban Area”, Section 3.6.1 of the Official Plan. The General Urban Area is intended to permit 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.

Policies within Section 3.6.1 permit many types of densities of housing, but generally limits height to low-rise (4 stories and under). Infill and intensification will be permitted through forms of housing such as semi-detached and other ground oriented multiple unit housing, based on compatibility and contribution to achieving a balance of housing types and tenures for a variety of demographic profiles throughout the General Urban Area of the City.

The Official Plan requires the evaluation of applications based on Section 2.5.1 and 4.11 of the Official Plan with respect to urban design. The proposed ground-oriented dwellings, maintaining a low-rise building form and providing and aiding a mix of building forms for the overall ‘Harmony’ neighbourhood, meets the character of this developing suburban neighbourhood,

South Nepean Urban Area Secondary Plan (Area 8)

The South Nepean Urban Area Secondary Plan (Area 8) designates the subject lands as ‘Residential’, with an approximate population target of 340 units. The intent of the ‘Residential’ land use designation is to;

1. Accommodate a mixture and diversity of housing types
2. Accommodate land uses which directly support and service the immediate residential area

The intent of Area 1 within Schedule A4 of the Secondary Plan is to provide for an approximate number of units (340) and population (625). Further, the Secondary Plan states that Area 1 (which is closest to the Barrhaven Town Centre) is to provide medium to high density uses, while Area 2 shall consist of low to medium residential uses. The geographic boundary between Areas 1 and 2 is Chapman Mills Drive. The proposed density of 50 units per net hectare is medium density, which is consistent with the built-form and density threshold that the ‘Residential’ land-use category (Area 1) prescribes.

The Secondary Plan has a series of ‘Development Requirements’ as per Section 4.3.1.4, which are relevant to the subdivision design. These include maximum building heights for ground-oriented development at 10.7 metres; the neighbourhood park being surrounded by public streets; and no rear lotting along Chapman Mills Drive.

Although the overall number of units and population are being exceeded within Area 1, the subject development is complying with density, unit typology and design

requirements of the Secondary Plan. The approximate unit and population figures are a guide to development and are implemented through the Secondary Plan's related policies of land-use permissions, development requirements and urban design guidelines. Minor variations from numerical requirements in the Plan may be permitted without an amendment provided that the general intent of the Plan is maintained.

The Secondary Plan's transit policies recognize Chapman Mills Drive as a rapid transit corridor, which is consistent with Schedule D of the City's Official Plan, where this corridor is identified as a 'Conceptual Future Transit Corridor'. This corridor has an approved functional design plan to aid in the continuation of the Bus Rapid Transit corridor from Longfields Drive in the east across the Kennedy-Burnett stormwater management facility, and eastward along the southern frontage of this subdivision.

Infrastructure

To support the proposed Plan of Subdivision the City has reviewed the application based on the following servicing requirements:

Sanitary

The Minto Harmony stage 4 development will be serviced by a network of gravity sewers which will direct wastewater flows to the existing South Nepean Collector (SNC) located within Chapman Mills Drive. The subdivision was included as within the SNC drainage area. A theoretical peak flow for the subdivision was calculated to be 8.5 L/s and well within the capacity of the existing SNC sewer.

Water

The proposed watermains to service the subdivision will connect to the existing 300mm dia. watermain on Chapman Mills Drive and the 200mm dia. and 300mm dia. watermains within Harmony Phase 1. During peak hour conditions, the proposed system is expected to operate above the minimum pressure objective of 276kPA (40psi), however pressure reducing valves may be required for individual homes.

Stormwater Management

Minor system peak flows from the proposed site will be captured and directed to an oil grit separator (OGS) for quality control and will ultimately discharge into Kennedy-Burnett Stormwater Management Facility. Major flows will be also be directed to the same Facility, by-passing the OGS.

Summary

The proposed Draft Plan of Subdivision implements the Provincial Policy Statement (2014 and 2020), the City's Official Plan, and the South Nepean Secondary Plan (Area 8), where these policy documents support a block and road pattern that supports medium density, ground-oriented residential development.

The accompanying concept plan demonstrates how the subdivision meets the design requirements within the Secondary Plan, including road pattern, park configuration, lotting and sidewalk configurations.

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.

It is recommended that the application be approved in accordance with the conditions of draft approval included in Document 1.

CONSULTATION DETAILS

Councillor Jan Harder – Barrhaven Ward (Ward 3) has concurred with the proposed conditions of Draft Approval.

Councillor Harder has expressed concerns with traffic related issues with this neighbourhood and the completion of Strandherd Drive. She is working with City Staff to ensure the signalized intersection at Strandherd Drive and Chapman Mills Drive is completed as soon as possible.

PUBLIC COMMENTS

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Plan of Subdivision applications.

A public meeting was held on January 14, 2020 (6:30 to 9:00pm) at 3500 Cambrian Road, Minto Recreation Complex (Cambrian Room). Approximately 40 community members attended the meeting, as well as City staff, and the applicant (Minto Communities Inc. representatives). Property owners were circulated the revised subdivision and zoning amendments through the Planning Act requirements.

Summary of input from the community:

Transportation Phasing & Timing

Question: Residents inquired about the timing of the Chapman Mills Drive Extension, and why the project wasn't planned for an earlier date.



Response: The construction of the road is being paid for through front ending by developers and development charges on a need-by-need basis when developers come forward.

Question: Residents expressed concern that the existing community will be left without transportation infrastructure during the build-out of the subdivision and surrounding sites. It was asked why the city can't confirm exact timelines of road projects at this time.

Response: These roads are development charge projects and need a funding source in order to be built. The city cannot provide a specific timeline because it is not known when developers will come forward with applications and construction.

Transportation and New School Site

Question: Residents inquired whether increased bus and vehicular trips related to the new French Secondary School were considered when planning for transportation. What will be the catchment area of the new French Public School Board for the new school site? (e.g. will it be local only, or there will be kids coming from other communities), and how will this transportation affect the local streets?

Response: With the number of school boards within the City, it is difficult to plan or ensure a neighbourhood is only serviced by the school within that catchment area. The busing of children from a neighbourhood to outside that neighbourhood is inevitable. The Transportation study's review of PM and AM peak periods will take into account traffic related to the school but will do so based on trip generation from this type of land-use, and not the specific schools traffic patterns.

Parking, Signage and Road Design

Question: Concerns were expressed with parking issues in existing neighbourhoods, and it was asked how the parking issues can be addressed with the new subdivision proposal, and whether there would be anything done to alleviate the situation.

Response: Traffic calming measures are looked at during detailed engineering design after draft plan approval. City staff require applicants to look into such measures as speed bumps, curb bulb-outs and/or signage.

Construction Traffic

Question: Residents expressed concerns with both existing construction and the impact it has on children within the existing neighbourhoods travelling to and from school, as well as construction impacts during this phase of development. Concern



was also expressed about the speed of construction vehicles on existing streets and impacts to the school bus pick-up/drop-off.

Response: Traffic and construction will improve in the future once this final phase has been built out. In the interim Minto has committed to looking at the pinch points and where traffic and construction vehicles are in conflict, and has committed to doing a better coordination effort with the trades and where construction vehicles stop vis a vis the school bus stop.

The phasing of development and on-going construction is a hardship that is faced in all residential subdivisions as they go through phased approvals and construction. Minto has expressed a commitment to improve the situation, but there is recognition that work must continue in order to complete the phase and development.

Question: Residents expressed concerns regarding safety at the intersection of Chapman Mills and Strandherd Drive with construction traffic. There were also concerns about sightings of construction vehicles making illegal left turns at this intersection (from Chapman Mills onto Strandherd Drive).

Response: The timing of development requires further build-out in order for final intersection improvements to be made. Once the Caivan Conservancy subdivision is developed and Strandherd Drive is widened the Chapman Mills / Strandherd Drive intersection will provide for full movements.

Intersections

Question: Residents expressed concern regarding intersections of Haydon Circle with Madrid Avenue, with regards to narrow roads, many cars parked along the roads mixed with construction vehicles.

Response: The ultimate Strandherd Drive configuration (4-lane) and intersection at Chapman Mills, will reduce pressure from these locations, where many cars are accessing Madrid Avenue to get to Andora Ave. The plan is to install temporary traffic signals at the intersection of Chapman Mills/Strandherd/Fraser Fields this year, with a Fall schedule to have the signals operation.

Question: Why are there just three exit points? Frustration was expressed that the new neighbourhood is too congested in the am peak period while existing onto Strandherd Drive.

Response: The ultimate Strandherd Drive configuration (4-lane) and intersection at Chapman Mills, will reduce pressure from the intersection at Andora Ave and give a full movement onto Strandherd Drive.



Question: Concerns were expressed about directional issues on Strandherd Drive. It was said that illegal turns are a safety hazard, and that many make U-turns to access Strandherd Drive, as left turns onto Strandherd from Chapman Mills are not allowed.

Response: The ultimate Strandherd Drive widening will alleviate many of the issues with access to and from Strandherd Drive. Currently, the road is in a temporary state and safety issues have limited north bound left turn lanes from Chapman Mills Drive to Strandherd Drive. The volume and speed of traffic on Strandherd Drive makes left turns dangerous, until such time as this intersection is signalized.

TIA & Transportation Memo

Question: It was asked how the figures in the transportation memo were arrived at, and whether the number of cars on the road was measured correctly.

Response: The Transportation Report was generated by looking at the frequency of cars, land-uses and looking at standard trip generation protocols.

Transit & Active Transportation

Question: What is the timing of the Bus Rapid Transit infrastructure?

Response: The Chapman Mills corridor has been functionally designed and will be constructed as development requires the segment of roads to access their development. This means that developers will be constructing the east-bound and west-bound travel lanes, however, the median BRT will be constructed by the City when funding has been identified and secured.

Question: Will there be sidewalks provided along the local streets?

Response: There will be sidewalks located on portions of Chakra Street, Namaste Walk, Lilith Street, Cashmere Terrace and Hamsa Street. Please refer to the attached concept plan in Attachment 4.

Question: Are pedestrian pathways to be proposed so residents have access through the neighbourhood?

Response: Yes, two pedestrian access paths will be developed which will connect Namaste Walk with Lilith Street, and Lilith Street with Cashmere Street.

Question: Why doesn't infrastructure such as BRT and park and rides be developed prior to construction?



Response: The BRT is a Development Charge item, meaning that development fees pay for this city wide infrastructure. Thus, in order for the City to have the funds to pay for such infrastructure it must first collect development charge money at the time of building permits for development. Development comes first, and then money is available for City wide infrastructure projects.

Other Transportation Comments

Question: What will prevent outside traffic from cutting through the neighbourhood to avoid major intersections?

Response: The design of the streets will prevent cut-through traffic. The future Chapman Mills Drive is a median divided road, and there is only one proposed traffic signal on this road at Hamsa Street and Chapman Mills Drive. The fastest way from Chapman Mills Drive in the Barrhaven Town Centre to Strandherd Drive is to utilize Chapman Mills Drive and not leave to cut through the residential neighbourhood.

Parks

Question: Which park will be built first and when?

Response: The park in Phase 1 is planned for construction in Summer 2020, with subsequent phases built depending on how quickly development proceeds.

Question: What will the park block look like for existing phases as well as proposed phases? What will the programming be?

Response: The plan is to construct a water play feature in the first phase and a soccer field in the second phase.

Question: What are the requirements for ensuring there is enough parkland? And within this parkland, enough amenities for groups that may use it the most such as children and elderly?

Response: There is a parks programming process in place which ensures local demand is met. The parks in the subdivision will go through this process.

Changes to Concept Plan

Question: Frustration was expressed that the community felt they were shown a different concept plan and heard different information at the time they bought their homes. The original concept plan showed singles, why has everything changed?



Response: The concept plan supported a previous phase, in that it showed how the lands to the south could potentially develop. At the time Minto was proceeding with development in Phases 1 and 2, these lands, subject to the 'concept plan' were not in Minto ownership. The lands were shown in a different lot, block and road configuration and regrettably caused confusion, frustration and anger in the community.

Question: Was this concept plan was approved by city?

Response: The 'concept plan' was not an approved plan of subdivision, only information illustrating how the lands could be developed.

Question: Why were there changes in the road network from the original concept plan?

Response: Minto did not own the property, and a concept plan was developed by the owner (Mion) to illustrate how the lands could potentially develop. This concept plan was used as a guide to illustrate how Minto's lands could connect to these future development lands. Mion never applied for a plan of subdivision application on their lands, but sold them to Minto.

Density

Question: How was the density of the development decided?

Response: The Official Plan and Secondary Plan (South Nepean Area 8 Secondary Plan) contemplates what was proposed, being a medium density ground oriented development.

Question: Residents expressed concerns with the total number of houses on the new phase, being much higher than the Secondary Plan contemplated.

Response: The Secondary Plan gave an estimated number of units and population (340 units and 625 population) for this particular neighbourhood. Although the overall number of units and population are being exceeded within Area 1, the subject development is complying with density, unit typology and design requirements of the Secondary Plan. The approximate unit and population figures are a guide to development and implemented through the Secondary Plans related policies of land-use permissions, development requirements and urban design guidelines. Further, the Implementation Section of the Secondary Plan states "Minor variations from numerical requirements in the Plan may be permitted without an amendment provided that the general intent of the Plan is maintained".



Question: Residents inquired about the demographics of homebuyers in the new townhomes. Will they be rented out? What is expected to be the average number of cars per household?

Response: The zoning to move to an R3YY zone, which permits townhomes, is in keeping with the City's Official Plan (OP) policies. Townhomes are encouraged by the OP as an alternative housing choice, to provide the market and neighbourhoods with a variety of options at a variety of prices and sizes. Who purchases them, and the choice to rent a townhouse, is not a planning consideration.

Question: Residents asked how the density on the site was decided upon from a City point of view. It was asked whether the city was trying to attract a certain amount of people or type of demographic.

Response: Determining the amount and type of new dwelling units required to support population growth is governed by provincial policies such as the PPS policies and Ontario Housing policies. At the municipal level, it is the Planning, Infrastructure and Economic Development Department that forecasts and recommends to Council how much urban land is required to set aside to account for growth, which meets the requirements of the Provincial Policy Statement. City Council ultimately makes the decision. The City's Official Plan guides the highest densities to transit oriented areas such as Mainstreets, Downtown, Town Centres, Arterial roads, Mixed-Use Centres, and Transit Oriented Development areas. For areas such as the General Urban Area, the goal is to keep height low-profile (<4 storeys), and permit a range of ground oriented units.

Question: Residents expressed concerns with incompatibility, and some concerns were expressed with the townhomes being out of character with detached homes.

Response: The applicant has provided a single detached house along each new street to transition the existing homeowners with the new proposed townhouses. In terms of compatibility, the General Urban Area and the Secondary Plan (South Nepean Area 8), all call for a mix of ground oriented residential units for this neighbourhood. From a planning perspective ground oriented units, whether they be single detached, semi's or townhouses, are compatible in the same neighbourhood, on the same street.

Configuration of the Draft Plan

Question: Residents asked whether the draft plan could be modified to include a road running southwest to northeast to create a split between the existing neighbourhood and the new subdivision.



Response: The draft plan was revised to include 2 pathway blocks running east-west, but not a new road.

Question: Were cul-de-sacs considered at the termination of the existing streets (Lily, Cashmere, Hasma and Namaste Walk)?

Response: The use of cul-de-sacs would have the effect of cutting this neighbourhood in half, with no vehicular access between the neighbourhood. Although residents may wish to cut off vehicular traffic, neighbourhoods should be designed to integrate with each other. Cul-de-sacs cause operation issues (snow plowing, as well as dead-end services such as the watermain.)

Question: Were commercial plazas and grocery stores considered to be included in any part of the process?

Response: The plans for their locations at a high-level, but because their locations are largely determined by market demand they are not prescribed within neighbourhoods at a lot by lot level.

Process & Next Steps

Question: What are the appeal rights for the Plan of Subdivision and Zoning By-law amendment applications?

Response: The Plan of Subdivision and accompanying Zoning By-law Amendment both have a 20-day appeal period. The Zoning By-law Amendment can be appealed by the general public to the Local Planning Appeals Tribunal (LPAT). With the Province passing Bill 108 on June 6th of 2019 and all provisions coming into effect September 3rd, 2019 the implications for this are that the subdivision has no rights of appeal for general members of the public. Only certain listed public agencies/corporations (mostly utility companies and similar organizations) have appeal rights under the new amendments.



APPLICATION PROCESS TIMELINE STATUS

This Plan of Subdivision application was not processed by the “On Time Decision Date” established for the processing of an application that has Manager Delegated Authority due to time allocated to revisions and design review. Further Covid-19 disrupted the timing of sending draft approval, due to the appeal period being held up until such time as Bill 189 was passed.

Contact: Sean Moore Tel: 613-580-2424, extension 16481, Fax 613-580-2576 or e-mail: sean.moore@ottawa.ca.



PUBLIC NOTIFICATION OF DECISION LIST

Draft Plan of Subdivision Application:

Site Address: 3232 Greenbank Road

File No.: D07-16-19-0019

The persons, community organizations, advisory committees and/or technical agencies noted on the attached lists are to be notified of the decision, given they have provided comments and/or requested to be notified of the decision, through the Department's Public Notification and Consultation or Technical Circulation Processes:

List of Persons, Community Organizations, Technical Agencies and Advisory Committees who commented on the application or requested to be notified of the decision.

The supporting information attached to the notification of the decision does not need to be bilingual, because no comments were received in French.

LOCATION MAP



		LOCATION MAP / PLAN DE LOCALISATION PLAN OF SUBDIVISION / PLAN DE LOTISSEMENT	
D07-16-19-0019	19-0851-D		3232 ch. Jockvale Road
D02-02-19-0082	I:\CO\2019\Subdiv\Jockvale_3232		
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REVISION / RÉVISION - 2019 / 08 / 07			

PLAN OF SUBDIVISION



CONCEPT PLAN

