

# FOTENN

## 2701 LONGFIELDS DRIVE STONEBRIDGE PHASE 16 PLAN OF SUBDIVISION + ZONING BY-LAW AMENDMENT





Prepared for:



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June 2018

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# 1.0 INTRODUCTION

Fotenn Consultants has been retained by Mattamy Homes (“Mattamy”) to prepare a Planning Rationale in support of Plan of Subdivision and Zoning By-law Amendment applications for Phase 16 of Mattamy’s Stonebridge community (“subject lands”). The subject lands currently comprise a portion of the Stonebridge Golf Course, and are proposed to be removed from the golf course lands to accommodate the subdivision. The proposed subdivision will allow for the 18-hole golf course to be maintained.

The golf course lands are legally described as Part of Lot 7 and 8 Concession 2, in the Geographic Township of Nepean, City of Ottawa.

The proposed subdivision consists of 158 residential units, including a mix of detached and townhouse units. The subdivision also contains supporting land uses, including parkland, and stormwater management facilities.

The Zoning By-law Amendment proposes to rezone the subject lands to permit the proposed uses. Specifically, the following zones are proposed:

- Residential Third Density Z Subzone (R3Z) to permit the low- and medium-density residential land uses; and
- Parks and Open Space Zone (O1) to permit the proposed park.

Full details of the proposed zoning are summarized in Appendix A of this Planning Rationale.

## 1.1 Background

Stonebridge is a predominantly residential community developed by Mattamy Homes at the southern edge of the urban boundary in Barrhaven. The community is generally bound by Greenbank Road to the west, Prince of Wales Drive to the east, the existing urban boundary to the south and the Jock River to the north. Upon completion, the community will have approximately 3,000 homes.

This application for Plan of Subdivision and Zoning By-Law Amendment seeks to permit the development of Phase 16 of the Stonebridge community.

# 2.0 SITE CONTEXT AND SURROUNDING AREA

## 2.1 Subject Lands

The subject lands are located in Barrhaven South, at the edge of the urban boundary. The lands are generally bound by existing Longfields Drive to the east, vacant rural lands to the south, a portion of the existing golf course to the west, and a forthcoming Uniform subdivision at 2741 Longfields Drive to the north. Figure 1 shows the subject lands in the city context.

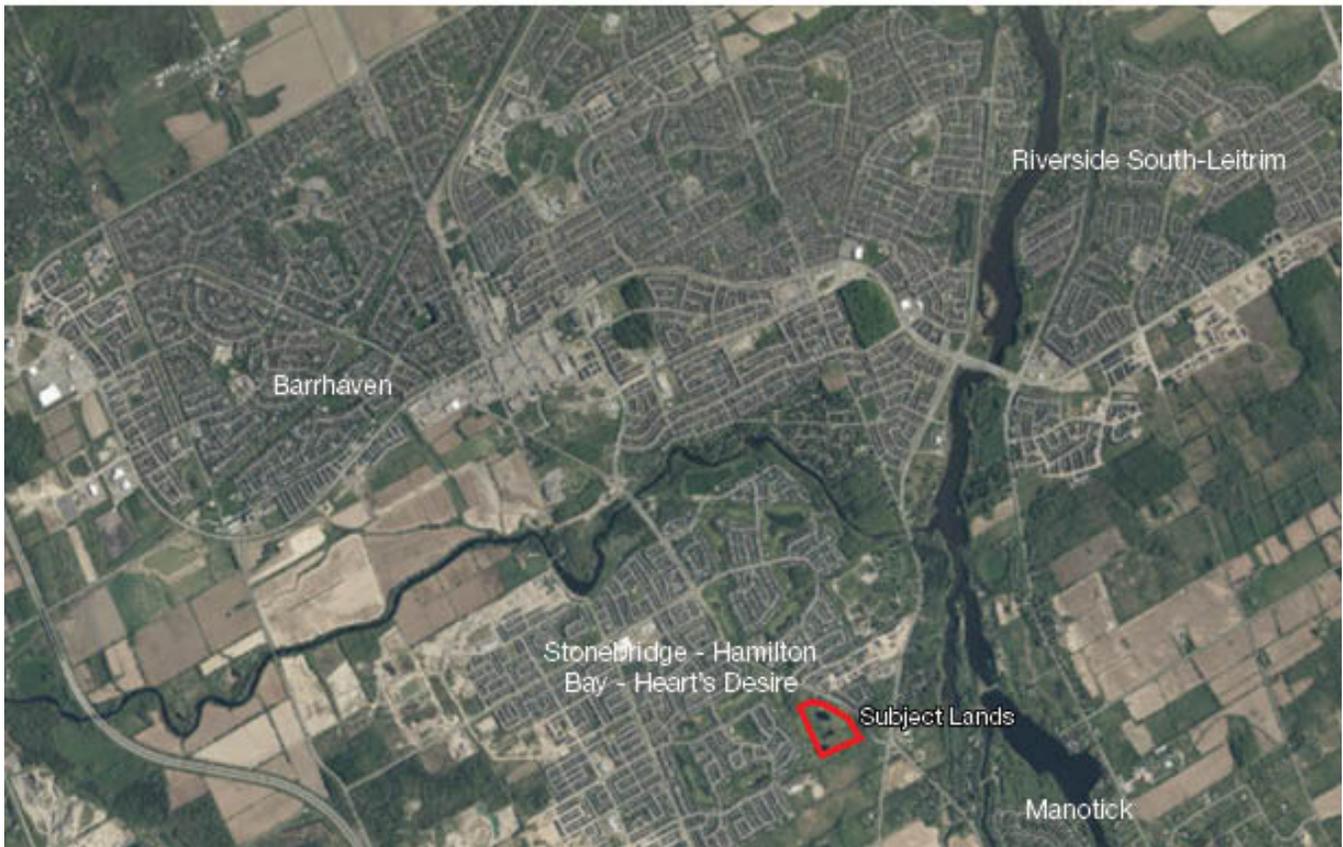


Figure 1: Subject Lands in City Context

The subject lands are 9.4 hectares in area, comprising a portion of the 73-hectare Stonebridge Golf and Country Club. The balance of the Golf and Country Club located outside of the subject lands will continue to function as a golf course, while providing a buffer of approximately 130 metres between the proposed development and existing subdivisions to the west. The proposed subdivision will ultimately result in the reconfiguration of existing hole #7 in the golf course. Figure 2 illustrates the subject lands in a local context.



Figure 2: Subject Lands in Local Context

## 2.2 Surrounding Area

### *North*

A residential subdivision developed by Uniform containing a mix of low- and medium-density residential uses as well as a park is anticipated in this location. The Minto Recreation Complex, which offers a range of amenities such as gymnasiums, a pool, ice rinks, and sports fields, is located at the southeast corner of the intersection of Cambrian Road and existing Greenbank Road, approximately 1.2 kilometres northeast of the subject lands. The Barrhaven Town Centre Mixed Use Centre is located approximately 3 kilometres to the north of the subject lands. Approximately 5 kilometres north of the subject lands is the Fallowfield Road interchange, connecting motorists with Highway 416.

### *East*

Prince of Wales Drive, a north-south arterial providing access to the downtown core, is located directly east of the subject lands. Several city-owned parks including Maple Hill, Beryl Gaffney and David Bartlett are located east of the site along the Rideau River.

### *West*

The Stonebridge Golf and Country Club is located directly west of the subject lands. Existing residential development from previous phases of the Stonebridge development borders the western boundary of the Golf Club. These surrounding communities contain a mix of low- and medium-density residential uses, as well as

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schools and parks. Further west of the site, a Community Core comprised of a mix of commercial and higher-density residential uses is planned at the intersection of Cambrian Road and realigned Greenbank Road in accordance with the Barrhaven South CDP (2006).

*South*

The City's rural area is located south of the subject lands, with the closest village being the Village of Manotick approximately 1.2 kilometres to the southeast.

# 3.0 PROPOSED DEVELOPMENT

Mattamy Homes proposes to subdivide the subject lands to enable the development of a residential community known as Stonebridge Phase 16. The concept plan for the community is illustrated as Figure 3 below.



Figure 3: Concept Plan for Stonebridge

The subdivision includes a range of housing types and densities, including detached homes and townhouses. Table 1 summarizes the breakdown of each dwelling type and model.

Table 1: Breakdown of Proposed Dwelling Units

Unit Type	Total Units	Percentage of Total
<b>Detached</b>	91	58%
<b>14m Single</b>	29	19%
<b>11m Single</b>	62	39%
<b>Townhouses</b>	67	42%
<b>Executive Townhome</b>	67	42%
<b>Total</b>	<b>158</b>	<b>100%</b>

### 3.1 Parkland

A park totaling 0.75 hectares is reserved for a Neighbourhood Park at the northern portion of the subject lands (Block 99). The park is located directly west of the main access point to the subdivision from Longfields Drive. The Neighbourhood Park will have limited frontage along Longfields Drive to the northeast, on Street 1 to the east, Street 3 to the west, and on the anticipated subdivision to the north. A pedestrian connection along the northern property line of the proposed subdivision will provide park space for the residents of the adjacent Uniform subdivision.

The City of Ottawa Parkland Dedication By-law (2009-95) requires the dedication of 1 hectare of parkland for every 300 units (for densities of 18 dwellings per net hectare or more). At 158 units, a total of 0.53 hectares of parkland are required. The proposed parkland represents a modest over-dedication of 0.29 hectares of parkland, accounting for the parkland requirements for the Uniform subdivision to the north.

The Draft Plan of Subdivision is shown as Figure 4 below:

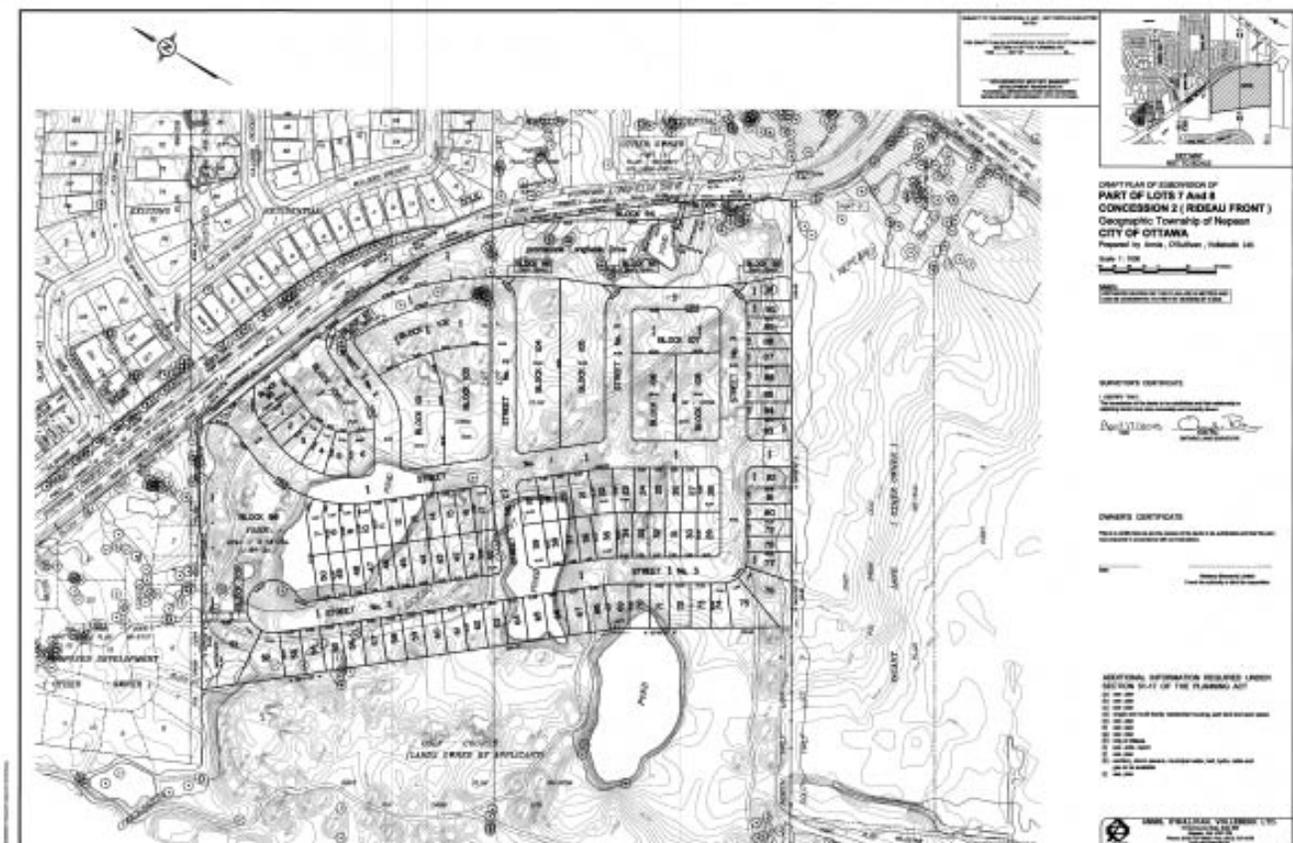


Figure 4: Draft Plan of Subdivision

### 3.2 Streets

As established in the City of Ottawa Transportation Master Plan (2013), the portion of Longfields Drive between Cambrian Road and Prince of Wales Drive is anticipated to be widened from two to four lanes. The road widening will also result in a roundabout located at the entrance to the subdivision. The road widening is

projected to occur between 2020-2025, which will ameliorate the increased traffic demand anticipated from surrounding development in the near future.

The submitted Concept Plan and Draft Plan of Subdivision both illustrate the ultimate condition of Longfields Drive following completion of the road widening. In the interim, the Transportation Impact Assessment (TIA) prepared by Parsons proposes a minor-stop control for this intersection. The proposed street network is therefore designed to integrate with the existing and anticipated surrounding street network, while providing connectivity throughout the proposed subdivision.

A southern extension of existing Kilspindie Ridge is proposed at the northeast corner of the subject lands providing access to the subdivision. The proposed roundabout at the access point will improve efficiency along Longfields Drive and calm traffic near the subdivision.

The street network is proposed to terminate at a cul-de-sac adjacent to the Neighbourhood Park. Window streets along the eastern edge of the subdivision provide a buffer between the residential properties and Longfields Drive and reduce instances of rear lotting along the edge of the community. The Transportation Impact Assessment recommends that sidewalks be located on one side of the proposed streets.

A road allowance is proposed to be reserved at the southern edge of the subdivision. In the event that the urban boundary is expanded, the proposed street network provides an extension to the southern edge of the subdivision.

The proposed street widths are summarized in Table 2 below:

Table 2: Street Hierarchy

Street Type	Proposed Street Width
Local Streets	18 m
Local Streets- Window Streets	14.5 m

### 3.3 Stormwater Management Facility

The Adequacy of Public Servicing Report proposes two possible locations for a new stormwater management facility. While the first option proposes that the facility be located on the existing golf course property, the second option proposes that it be located on adjacent vacant rural lands. These considerations will be further analyzed throughout the process. The pond will provide a catchment for drainage in the subdivision, as well as a possible amenity feature for residents.

### 3.4 Potential Golf Course Plan

As mentioned above, the proposed plan of subdivision will ultimately result in the reconfiguration of the existing hole #7 in the golf course (Figure 5). Detailed renderings are found in Appendix B of the rationale.



Figure 5: Concept Plan of Hole #7

## POLICY AND REGULATORY CONTEXT

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### 4.1 Provincial Policy Statement

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.

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;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; and
- / 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.

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:

- / Densities and a mix of land uses which:
  - o Efficiently use land and resources; and
  - o 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; and

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 1.6.2 states that planning authorities should promote green infrastructure to complement infrastructure.

Policy 1.6.6.7 states that planning for stormwater management shall:

- / Minimize, or, where possible, prevent increases in contaminant loads;
- / Minimize changes in water balance and erosion;
- / Not increase risks to human health and safety and property damage;
- / Maximize the extent and function of vegetative and pervious surfaces; and
- / Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

**The proposed plan of subdivision is consistent with the 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. The plan also proposes two viable options for stormwater management ponds which are provided to manage stormwater.**

#### **4.2 City of Ottawa Official Plan (2003, as amended)**

In a pre-application consultation meeting with the City of Ottawa on December 13<sup>th</sup>, 2017, and in accordance with previous direction, it was confirmed that the subject lands are located within the Urban Boundary and designated General Urban Area.

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 a connected network of streets and a park 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, creating a logical configuration that facilitates movement and connectivity. The proposed roundabout is also designed to create a safer environment for motorists, cyclists and pedestrians alike. Front and side yards abut or face the proposed park block to ensure passive surveillance of the public space.
  - / **To ensure that new development respects the character of existing areas**  
The proposed subdivision 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 variety 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**  
The proposed stormwater management system, including the stormwater management pond, will respond to the natural topography of the subject lands and the quality of the soils.
  - / **To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment**  
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 Transportation Impact Assessment was prepared for the development application, confirming that the transportation system will be functional, including traffic from private motorists.
- / **Vehicular Access:** The subdivision will feature vehicular access to all properties, with a functional street network of local streets. Vehicular access to the subdivision is gained from Longfields Drive, an existing arterial road.
- / **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 features a park and is in close proximity to other neighbourhood parks, schools, and a recreation complex.

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Policy 4.7.8 of the Official Plan requires an Environmental Impact Statement for development within 30 metres of a natural heritage system feature in the urban area. An Environmental Impact Statement has been submitted with this application, which confirms that negative impacts to the listed Species at Risk (SAR) or other natural heritage features are not anticipated as a result of the proposed plan of subdivision. The EIS highlights that mitigations for Barn Swallows may be required. This will be confirmed through additional site bird surveys.

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

### 4.3 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 and it was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH) and then appealed by several parties.

A pre-hearing held in early 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.**

### 4.4 Urban Design Guidelines for Greenfield Neighbourhoods

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:

- / Considers soils, landforms, natural and cultural features, habitats, watercourses and climate in the design of the community;
- / Proposes a park at the northern portion of the development;
- / Proposes the connection of 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;
- / Locates the Neighbourhood Park along a local street, and proposes a shape appropriate for programming;
- / Proposed window streets allow for a buffer between residential properties and Longfields Drive; and
- / Proposed zoning allows residential buildings to be located close to the property line.

#### 4.5 Comprehensive Zoning By-law 2008-250

As illustrated on Figure 10, the subject lands are currently zoned Parks and Open Space, Subzone A (O1A) in the Comprehensive Zoning By-law (2008-250). The Parks and Open Space Zone is intended to:

- / Permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed-Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
- / Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

The O1A Subzone is intended to permit a golf course use in addition to other permitted uses.



Figure 6: Zoning Map

As the subject lands are entirely zoned O1A, the existing zoning is inappropriate for the proposed subdivision. As such, the Zoning By-law Amendment application seeks to rezone the portion of the subdivision which will contain the proposed Neighbourhood Park to Parks and Open Space (O1) and rezone the proposed residential portion of the subject lands to Residential Third Density Z Subzone, (R3Z).



# 5.0 SUPPORTING STUDIES

## 5.1 Assessment of Phase 1 Environmental Site Assessment

Paterson Group conducted a Phase 1 Environmental Site Assessment which provided a research of the past and current uses of the site, as well as an identification of any environmental concerns which may impact the subject property.

Based on the findings, the report concluded that selenium was identified above the MOECC standard in two of the four samples. Although its source is unknown, it is possible that the concentrations of selenium are naturally occurring. Additional soil testing is recommended in order to further evaluate the presence of selenium.

Beyond this finding, the report cites no further concerns regarding the appropriateness of the soil for the proposed development.

## 5.2 Adequacy of Public Servicing Report

IBI Group prepared an Adequacy of Public Servicing report which provided an assessment of availability of servicing throughout the subject site. More specifically, the study analyzed water distribution, wastewater disposal, stormwater management, grading and sediment and erosion control.

Based on the findings, the report concludes that water, wastewater and stormwater systems required to accommodate the proposed plan of subdivision are available.

## 5.3 Assessment of Transportation Impact Assessment

A Transportation Impact Assessment was prepared by Parsons. Based on the findings the report concludes that one access point from Longfields Drive is sufficient for the proposed plan of subdivision. The report also highlights that the proposed plan of subdivision will not contribute to capacity issues.

## 5.4 Roadway Traffic Noise Feasibility Assessment

A roadway traffic noise feasibility assessment was prepared by Gradient Wind Engineering. Based on the findings, the report concludes that the highest roadway traffic noise levels will occur along Longfields Drive. Outdoor living areas with exposure to the noise sources within 100 metres of Longfields Drive may therefore require noise control measures. A detailed roadway traffic noise study will be required at the time of site plan approval to further determine control measures for the purposes of development.

## 5.5 Environmental Impact Assessment

An Environmental Impact Statement (EIS) was prepared by Kilgour & Associates. Based on the findings, the report concludes that negative impacts to the listed Species at Risk (SAR) or other natural heritage features are not anticipated as a result of the proposed plan of subdivision. The EIS highlights that mitigations for Barn Swallows may be required. This will be confirmed through additional site bird surveys.

## 6.0 CONCLUSIONS

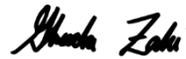
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The proposed Stonebridge subdivision meets the policies of the Official Plan. Additionally, the subdivision meets several Urban Design Guidelines for Greenfield Neighbourhoods. The proposed development is also consistent with the Provincial Policy 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.



Jaime Posen, MCIP RPP  
Senior Planner



Ghada Zaki  
Planner

# APPENDIX A: PROPOSED ZONING DETAILS

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## Residential Third Density Subzone Z

### / Detached dwelling:

- Minimum Lot Width: 9 m
- Maximum Building Height: 10 m
- Minimum Lot Area: 240 m
- Minimum Front Yard Setback: 3 m
- Minimum Corner Side Yard Setback: 3 m
- Minimum Rear Yard Setback: 6 m
- Minimum Interior Side Yard Setback: 1.8 metres, with one minimum yard no less than 0.6 m
- Minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk: 6.2 m
- No portion of a private garage or carport shall be located more than 2.5 m closer to a street lot line than the closer of:
  - a building front wall or side wall, or
  - a covered porch or veranda that is at least 2.5 m wide.

### / Townhouse dwelling:

- Minimum Lot Width: 6 m
- Maximum Building Height: 10 m
- Minimum Lot Area: 150 m
- Minimum Front Yard Setback: 3 m
- Minimum Corner Side Yard Setback: 3 m
- Minimum Rear Yard Setback: 6 m
- Minimum Interior Side Yard Setback: 1.2m
- Minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk: 6.2 m
- No portion of a private garage or carport shall be located more than 2.5 m closer to a street lot line than the closer of:
  - a building front wall or side wall, or
  - a covered porch or veranda that is at least 2.5 m wide.

## Parks and Open Space Zone

- Minimum Lot Width: No minimum
- Minimum Lot Area: No minimum
- Minimum Front Yard Setback: 7.5 m
- Minimum Corner Side Yard Setback: 7.5 m
- Minimum Rear Yard Setback: 7.5 m
- Minimum Interior Side Yard Setback: 7.5 m
- Maximum Building Height: 11 m
- Maximum Lot Coverage (%): 20

# APPENDIX B: GOLF COURSE DESIGN

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Golf Course Scorecard

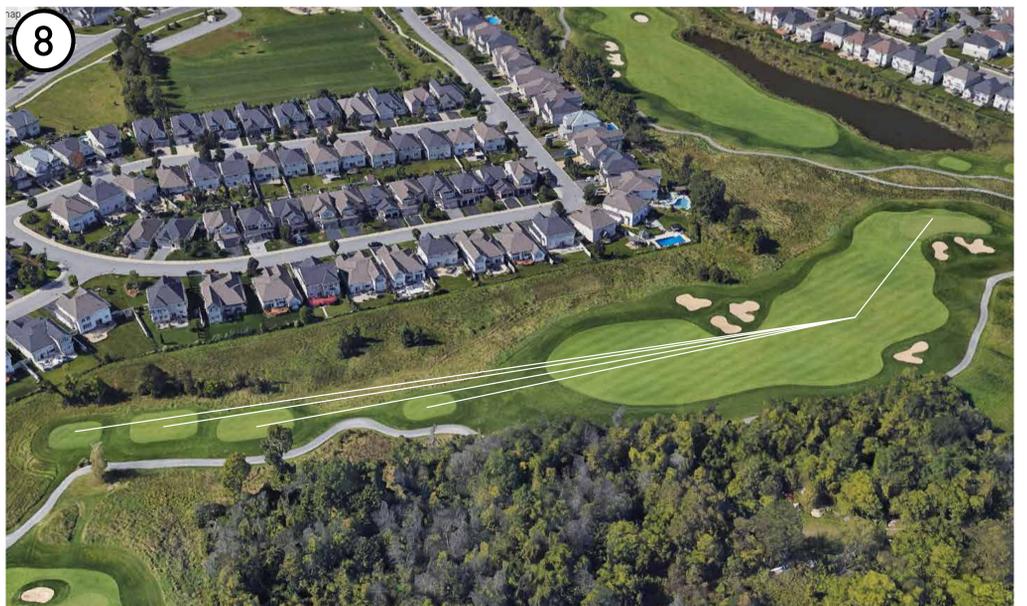
**Front Nine**

Tees	#1	#2	#3	#4	#5	#6	#7	#8	#9	Out
Black	323	142	187	493	399	232	412	328	118	2634
Blue	295	129	174	453	368	202	377	319	107	2424
Gold	283	121	157	453	368	195	352	293	101	2323
White	278	110	157	415	339	153	275	266	90	2083
Red	247	95	142	382	306	126	268	244	79	1889
Par	4	3	3	5	4	3	4	4	3	33

**Back Nine**

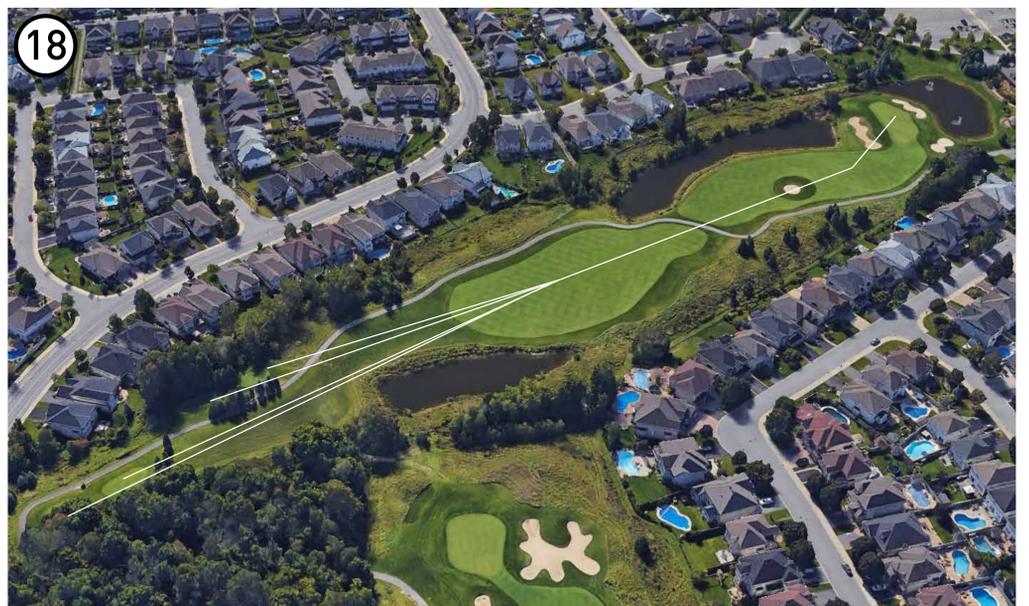
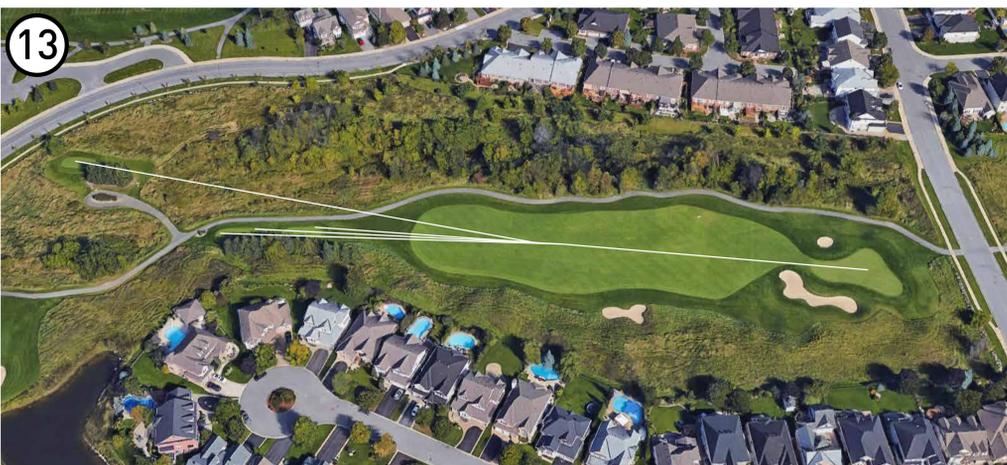
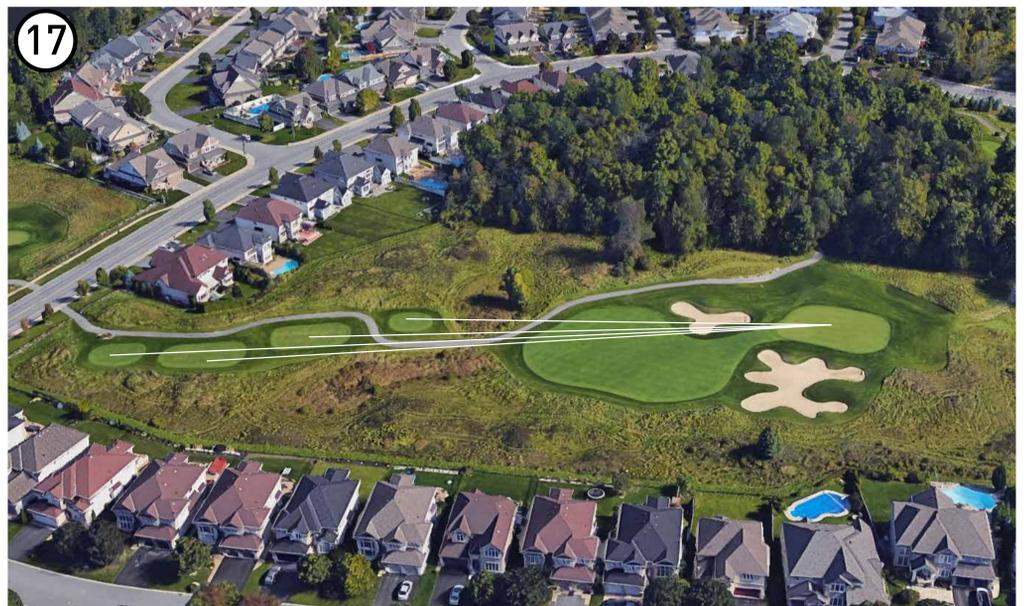
Tees	#10	#11	#12	#13	#14	#15	#16	#17	#18	In	Total
Black	500	197	408	340	353	175	378	185	489	3025	5659
Blue	479	173	375	260	340	155	353	170	461	2766	5190
Gold	479	143	375	260	340	155	324	140	461	2677	5000
White	432	143	340	252	322	144	324	140	425	2522	4605
Red	410	122	300	230	251	124	284	115	401	2237	4126
Par	5	3	4	4	4	3	4	3	5	35	68

FRONT 9



MODIFIED HOLES

EXISTING HOLES



MODIFIED HOLES      EXISTING HOLES

# PHASE 16 CONCEPT PLAN



# PARK CONCEPT PLAN

