

Document 7 – Summary of Public Comments Received during Public Circulation and Response

Notification and Consultation Process

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

Locations of community facilities confirmed by applicable school boards, Parks and Ottawa Public Library.

Summary of Public Comments and Responses:

Comment	Response
<p>Resident of Knockderry Crescent</p> <p>“I am concerned that this change in zoning will increase traffic in front of my house due to the additional housing units to the south. I am also concerned that this change in zoning will slow down the re-alignment of Greenbank Road and eventual connection to Barnsdale Road. I hope that is not the case and the Transportation Master Plan will continue as proposed currently. These are my top two priorities to ensure that the neighbourhoods along the current Greenbank Road continue to benefit from the reduced arterial traffic levels as a result of the new, widened, and relocated Greenbank Road.”</p>	<p>Response provided to resident</p> <p>“In answer to your question - new Greenbank will be constructed as part of this development. This is in keeping with the proposed transportation plan for this study area.</p> <p>Regarding your other question. Greenbank road in front of your house is predicted to become busier. The reason for this is that the lands to the south of you have been identified for urban development for some time and both old and new Greenbank are designated as arterial mainstreets. Arterials convey traffic at higher levels than collectors and local streets so they tend to be busier in general. The Transportation Master Study which is posted on the city’s development application web portal predicts that the traffic on old Greenbank by 2025 will increase substantively from now (my interpretation of the figures in the report are that traffic will be more than double what it is now).</p> <p>The city and province understand that traffic and, in particular traffic noise, is of significant concern to residents. That is why Knockaderry exists as ‘window street’ in your development. The extra distance from Greenbank Road combined with your house facing onto the open arterial road (like a window) is meant to keep noise levels in your backyard to within provincial guidelines. In</p>

	<p>addition, the extra distance setback helps to attenuate noise to the rest of the house. I am not sure about your particular home but, because you front onto an arterial mainstreet, you may also have a warning clause on title mentioning the increased traffic noise.”</p>
<p>- Too many school close to each other, this will cause lot of traffic issue in the morning and 3 to 4 PM during schools calendar years. Try to keep schools away from each other.</p> <p>- I suggest the park and ride should be in the middle of the new aligned green bank, just across from Dundonald .</p> <p>I suggest to have the library in the space where you have a high school on dundonlad/ new green bank-</p> <p>Barnsdale needs to be fixed, it is in a horrible state and its an easier way to get prince of wales.</p> <p>- May be I suggest to have a small commercial plaza on dundonlad or kilbrine, an example of a success commercial is movati and freshco on standherd.</p>	<p>The schools have been integrated into the proposed neighbourhoods with appropriate infrastructure to provide for pedestrian and cycling access. Each school is on a collector with close access to an arterial street.</p> <p>The park and ride is located roughly mid-block along New Greenbank Road.</p> <p>Comments were considered. The library is proposed to be adjacent to an elementary school and park. The future high school is located to the north in the existing Barrhaven South CDP area.</p> <p>Comments regarding Barnsdale have been forwarded to infrastructure services.</p> <p>The commercial / mixed use area is located along New Greenbank which will be the predominant transit route. It will be quite close to Dundonald and Kilbirnie.</p>
<p>“I attended a meeting regarding the development of this area a few months ago and was informed a small plaza will be developed close to the park-and-ride for the future bus transit on Greenbank Road, which will include at least a coffee shop and a grocery store like Farm Boy. I would suggest a clinic, a Shoppers Drug Mart, etc. These stores and clinic will serve the residents in this area, which is undergoing large expansion (e.g., Stonebridge, Quinn’s Point, Half Moon Bay, etc). Thank you!”</p>	<p>Comments have been forwarded to the group who own, and will therefore develop, the commercial / mixed use blocks on the concept plan.</p>
<p>Resident of Guinness Crescent</p> <p>“...we back onto the target area. We believe our house is at it's most northern tip. Last summer we had record breaking rains, since we are near the</p>	<p>Response to resident</p> <p>“I inquired directly with the developer (Minto) of your property. They advise me that:</p>

<p>bottom of the hill, water was, at times, backing up onto our property, when the storm sewer on our property blocked. Our back yard is small and we are planning on developing this area and are concerned with the water. There is a storm pond behind us now will that remain or be expanded”?</p>	<p>‘ The major overland flow traverses her rear yard west to east and is directed towards the pathway between 901 Guinness and 66 Knockaderry. Lot 131 also has a rear yard catch basin in the southeast corner with a lead directing minor flows to the STM sewer on Guinness. I’ve attached the relevant Grading Plan. I would consider this design to be permanent and any landscaping improvements contemplated would need to adhere to the design.’</p> <p>What this means is that you should be ok to landscape your backyard as long as you do not change the grade (and thus drainage pattern) and also make sure not to obstruct the catch basin.</p> <p>I have attached the approved grading plan for your subdivision for your reference.”</p>