

The Ridge Subdivision - Phase 4

Planning Rationale
Zoning By-law Amendment
February 21, 2024



Prepared for Caivan Communities

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Caivan Communities to prepare this Planning Rationale in support of a Zoning By-law Amendment for a portion of the site municipally addressed as 10 Pumice Place (formerly 3713 Borrisokane Road). This application seeks to amend the zoning of Phase 4 of The Ridge subdivision.

A plan of subdivision including Phase 4 of The Ridge community was previously draft-approved (D07-16-20-0015) and successfully rezoned (By-law 2022-104) through past development applications. Since these approvals, Caivan has redesigned a portion of the site with consideration for the revised parkland requirements and housing policy direction arising from the *More Homes Built Faster Act, 2022* (Bill 23). This Planning Rationale assesses the proposed Zoning By-law Amendment application against the current policy and regulatory framework.

A Planning Rationale supporting a Zoning By-law Amendment (D02-02-23-0064) for The Ridge - Phase 4 was submitted to the City of Ottawa in September 2023. This rationale was accepted by the City but was not reviewed as Caivan required Draft Plan Approval of the lands prior to assessing the Zoning By-law Amendment. Draft Plan Approval is imminent.

1.1 Required Applications

To facilitate the proposed development, a Minor Zoning By-law Amendment (ZBLA) is sought. The ZBLA seeks to permit minor alterations to the R3YY [2767] zone to accommodate a new dwelling product and layout that aligns with the latest Provincial policy direction.

This ZBLA does not request amendments to the R3YY [2768] zone utilized in previous and subsequent phases of the subdivision. Phase 4 lands are entirely zoned R3YY [2767].

2.0 Site Context and Surrounding Area

2.1 Subject Lands

The Ridge subject lands are legally described as Part of Lot 9, Concession 3 (Rideau Front) and are known municipally as 10 Pumice Place (formerly 3713 Borrisokane Road, prior to an approved severance). The subject lands have an area of 20.36 hectares and have frontage along the future realigned Greenbank Road to the east. The lands were formerly occupied by a sand and gravel extraction operation. Prior to the approval of the original applications, the extraction licenses were surrendered to the Ministry of Natural Resources and Forestry and the site was filled accordingly.



Figure 1: Location of Subject Lands (Outlined in Blue)

2.2 Area Context

North

Urban lands zoned for residential redevelopment and currently under construction are located directly to the north. Approximately 300 metres north of the subject lands is Cambrian Woods, a City-owned woodlot representing one of the largest blocks of contiguous remnant forest within the highly disturbed Jock River-Barrhaven sub-catchment area. Further north are new suburban residential communities that are currently under development, including Mattamy's Half Moon Bay West and Glenview's Flagstaff communities, both located within the Barrhaven South Community Design Plan (CDP) (2006) area. Further north is the Jock River, beyond which is the Barrhaven Town Centre.

West

Immediately west of the subject lands is 3713 Borrisokane Road, which is located in the rural area. This property is the location of a light-industrial office and manufacturing facility for Caivan Communities. Further west is Highway 416, which is accessible via interchanges located approximately 4.5 kilometres to the north (at Strandherd Drive/Fallowfield Road) and approximately 2.9 kilometres to the south (at Bankfield Road/Brophy Drive). Approximately 1 kilometre west of the subject lands is the Trail Road Landfill municipal landfill site. The urban boundary is located 500 metres east of the Trail Road Landfill, which reflects Official Plan policies that prohibit sensitive land uses within this setback area. Several rural

uses such as agricultural operations, mineral and aggregate extraction, contractor and materials yards, and undisturbed natural areas are located further west.

South

South of the subject lands are properties zoned for residential development and currently under construction. Further south is the rural area, consisting primarily of agricultural operations and rural detached residential uses. The Village of Manotick is located approximately 3.2 kilometres to the southeast of the subject lands, along the Rideau River.

East

To the east of the subject lands are additional lands within the Barrhaven South Urban Expansion Area (BSUEA) Community Design Plan (CDP) (2018), which guides development in the area. The corresponding Official Plan Amendment brought the CDP lands into the urban area. Further east are a number of newer communities located within the Barrhaven South CDP (2006) area, including Mattamy's Half Moon Bay South and Minto's Quinn's Pointe - Phase 1 communities.

2.3 Road Network

The subject lands will be accessed from future realigned Greenbank Road, which is not yet completed, but is planned as an arterial road on Schedule C4 - Urban Road Network of the City of Ottawa's Official Plan (Figure 3). Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances.

Borrisokane Road, a collector road south of Cambrian Road on Schedules C4 and C9 - Rural Road Network is located approximately 355 metres west of the subject lands (Figure 2). Collector roads are roads that serve neighborhood travel to and from major collector or arterial roads and usually provide direct access to adjacent lands.

The draft plan proposes extensions of two existing/planned collectors on Schedule C4, including a western extension of Dundonald Drive and a southern extension of Elevation Road. Highway 416, a provincial highway, runs parallel and adjacent to Borrisokane Road.

2.4 Transit Network

Realigned Greenbank Road is identified as a Bus Rapid Transit (BRT) corridor with at-grade crossings on Schedule C2 – Transit Network, Ultimate of the Official Plan (Figure 3). A BRT Station is planned for the intersection of Dundonald and realigned Greenbank Road, which directly abuts the subject lands. A Park and Ride facility is planned approximately 550 metres south of the subject lands.

Current bus routes servicing the area include Rapid Route 75, which can be accessed from a bus stop at River Mist Road and Dundonald Drive, approximately 610 metres east of the subject lands.

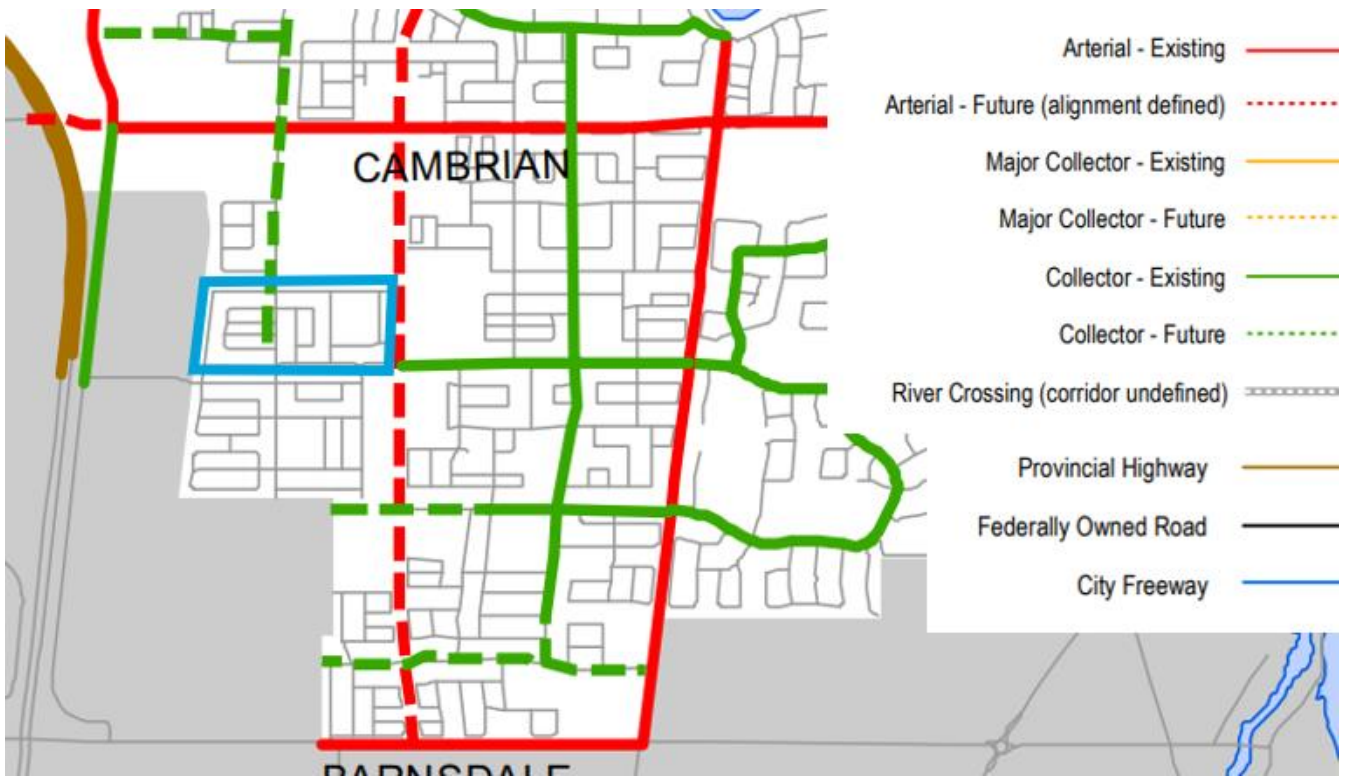


Figure 2: Schedule C4 - Urban Road Network

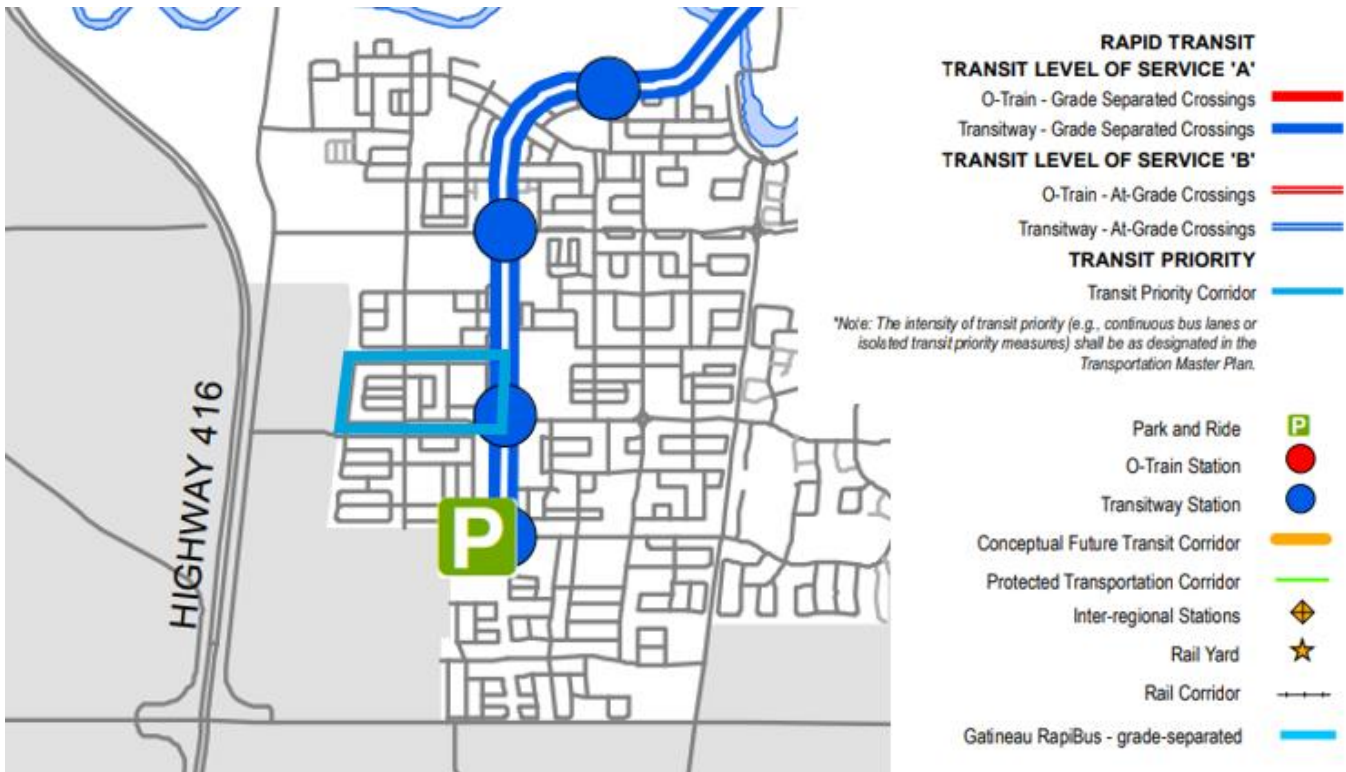


Figure 3: Extract from Official Plan Schedule C2 – Transit Network, Ultimate

3.0 Proposed Development

3.1 Project Overview

Caivan is proposing to amend the existing Plan of Subdivision approval (D07-16-20-0015) and corresponding zoning (By-law 2022-104) to permit a residential subdivision consisting of 162 units for The Ridge Phase 4, as summarized in Table 1. The low-rise housing typologies will contribute to meeting housing needs in the area.

The previous proposal and supporting Planning Rationale sought to rezone the southern half of Block 53 from Open Space - O1 to a Residential - R3YY zone to permit four additional townhouses with a 700 m² parkette to the north. The present proposal instead seeks to maintain the O1 zoning of the entire Block 53 to create a 1,400 m² parkette of open space in the northwest quadrant of the subdivision.

Single detached dwellings will be established along the north side of Promontory Place, backing onto the townhouse units along Beebalm Crescent. One single-detached corner lot is captured within Phase 4 at Expansion Road and Promontory Place.

Townhouses comprise the remaining blocks of Phase 4 on Blocks 51 and 52 in the southwest corner of the subdivision on Expansion Road, on the south side of Promontory Place on Blocks 44 to 50 and encompassing the loop of Pumice Place and Andesite Terrace on Blocks 22 through 43. These townhouses have been revised to accommodate Caivan's new 19'-6" townhouse product.

Block 54 between Blocks 27 and 28 will be a 6 metre walkway connecting the townhouse area directly the 1.66 hectare park on Block 130.

Table 1. Proposed Land Uses

Land Use – Phase 4	Unit Count	Blocks/Lots
Street townhome blocks	141	22 - 51
Single detached dwellings	21	1 - 21
Parkland	0	53
Total	162	

Subsequent phases of The Ridge will address rezoning of the eastern side of the subdivision. This application addresses the rezoning of Phase 4, as shown in blue in Figure 4 below.

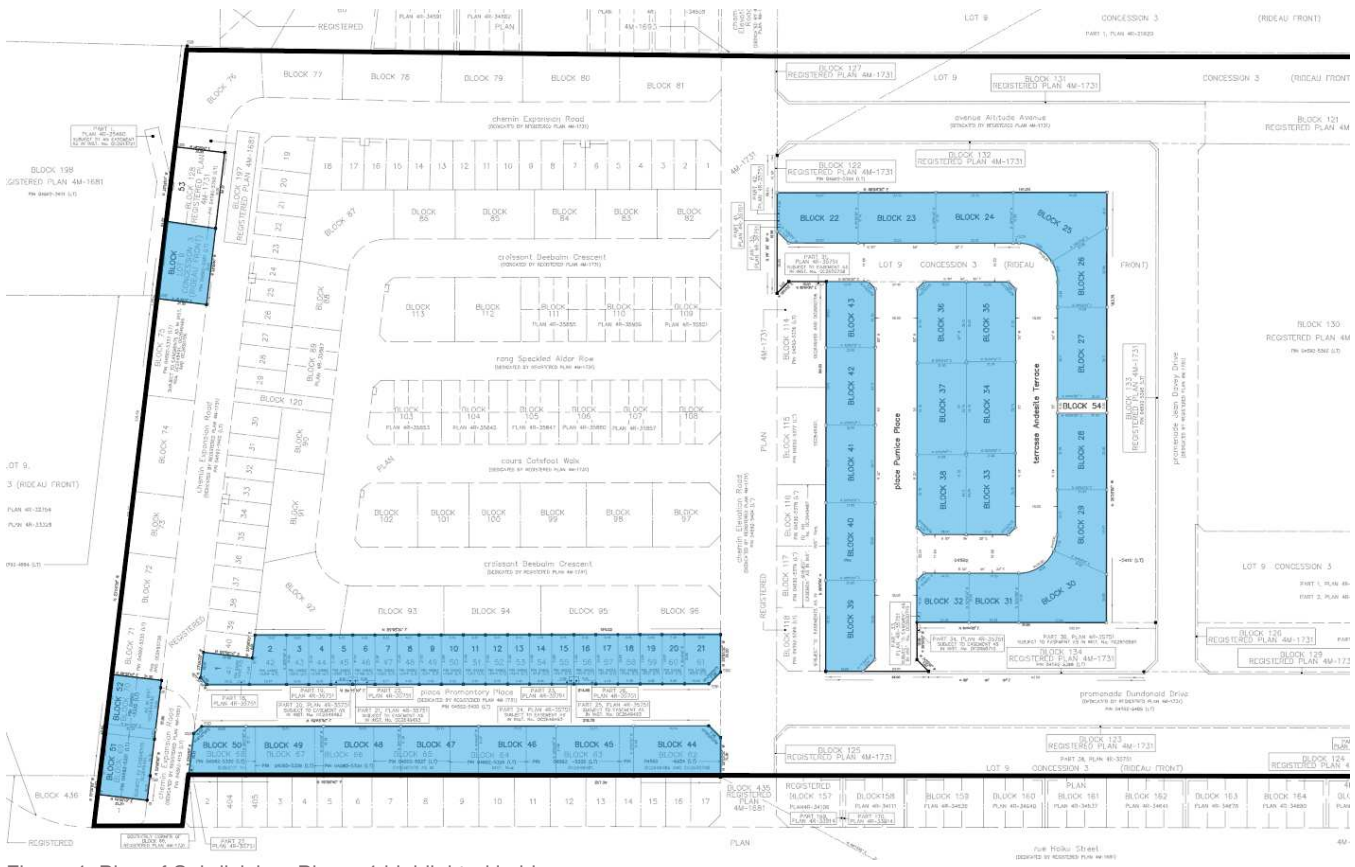


Figure 4: Plan of Subdivision, Phase 4 highlighted in blue

4.0 Policy & Regulatory Review

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The policies of the PPS that are of relevance to the proposed development are summarized below.

Efficient and resilient development and land use patterns

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodates an appropriate range and mix of residential, recreational and open space uses to meet long-term needs;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs; and
- / Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Settlement Areas

- / Land use patterns within Settlement Areas shall be based on densities and a mix of land uses which:
 - / Efficiently use land and resources; and
 - / Are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.
- / 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.

Housing

- / Maintains ability to accommodate residential growth within a Settlement Area;
- / Provides for an appropriate range of housing types and densities; and
- / Directs the development of new housing towards locations where appropriate levels of infrastructure and public service facilities will be available to support current needs.

Public Spaces, Recreation, Parks, Trails and Open Space

- / Plans public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity; and
- / Plans and provides 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 1.1.5.5 of the PPS states that development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.

The proposed zoning changes are consistent with the policies of the PPS. More specifically, the proposal refines a development in an area that is located within the City of Ottawa’s urban area, providing for a range of housing options and park spaces.

The revised proposal responds more effectively to the emphasis of the PPS on providing adequate housing supply and diverse housing typologies in areas that can support them.

4.2 City of Ottawa Official Plan (2022)

The Official Plan provides guidance for development across the Ottawa region, outlining how planning over the next 25 years will accommodate the projected population growth. The plan highlights specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan also highlights a strategic approach to economic development across the region with the goal of concentrating development through land use policies, in hopes of attracting a diversified and skilled workforce.

As shown in Figure 6, the subject lands are located within the Suburban Transect and designated Neighbourhood, with a partial “Evolving Overlay” applied as shown in Schedule B6, Suburban (Southwest) Transect.

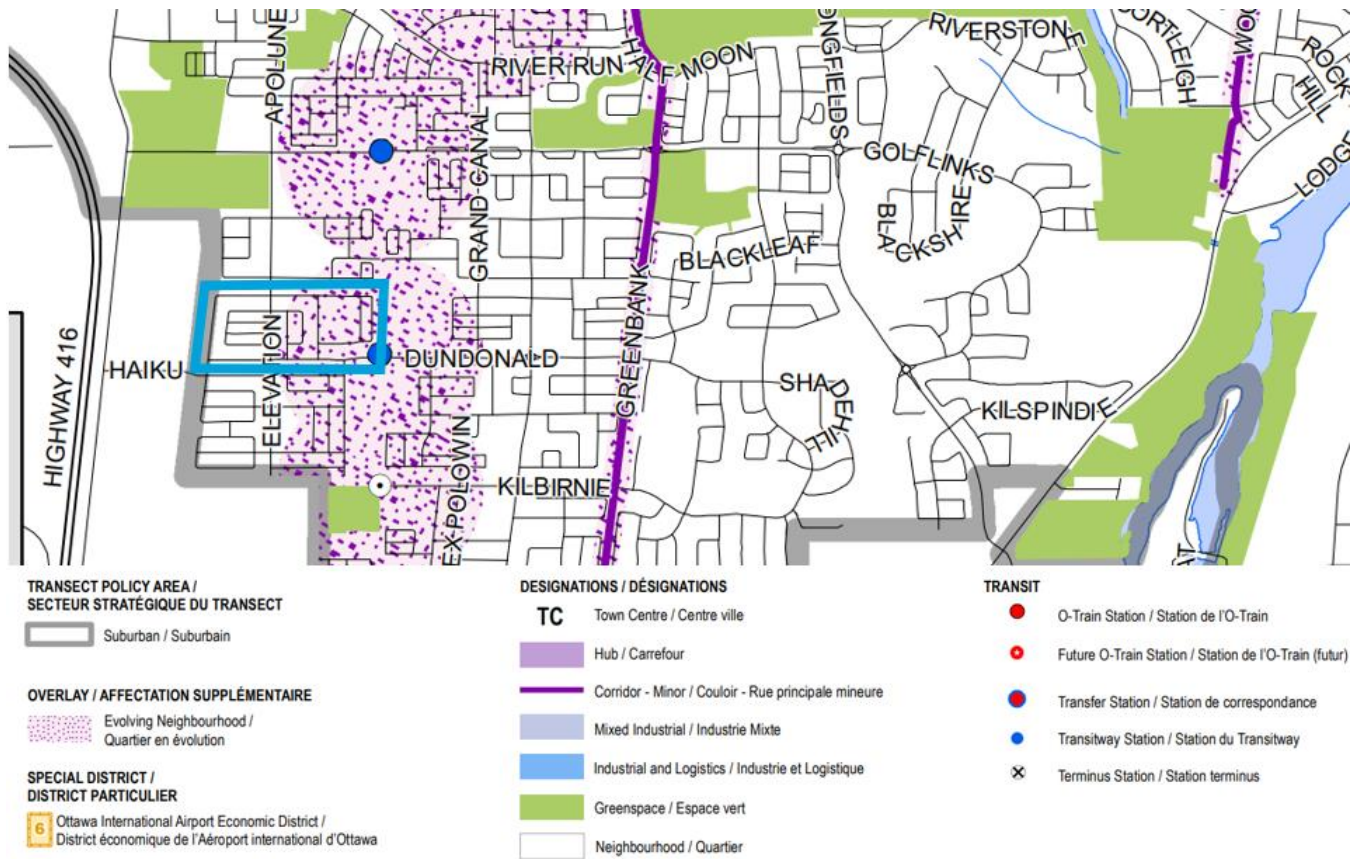


Figure 4: Schedule B6, Suburban (Southwest) Transect, of the Official Plan (Subject lands outlined in blue)

4.2.1 Suburban (Southwest) Transect Area & Minor Corridors

The Suburban Transect is comprised of communities within the urban boundary but located outside the Greenbelt. These areas generally reflect the “conventional” suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. The focus in these areas is to complete the communities in ways that support their gradual evolution to becoming 15-minute neighbourhoods, with substantial changes focused only on strategic locations.

Suburban Transect areas are generally planned for low-rise development, with greatest densities directed to Hubs and Mainstreet Corridors. The Suburban Transect area is generally characterized by low- to mid-density development, with Neighbourhoods permitting low-rise only (5.4.1.2). A range of dwelling unit sizes are supported in the Suburban Transect, with multi-unit dwellings directed to Hubs and Corridors (Policy 5.4.1.3a).

New development in the Suburban Transect area shall contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating the following:

- / A planned arrangement that creates a sense of place and orientation (Policy 5.4.4.1a);
- / A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability, and define greenspaces (Policy 5.4.4.1b);
- / Corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood (Policy 5.4.4.1e);
- / Corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods (Policy 5.4.4.1f);
- / Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services (Policy 5.4.4.1g);
- / Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures (Policy 5.4.4.1i); and,
- / Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy (Policy 5.4.4.1j).

The proposed zoning changes are consistent with policy direction established in the Official Plan. The revisions provide new housing uses that are compact and urban within a Neighbourhood designation.

4.2.2 Evolving Overlay

The Evolving Overlay is applied to areas throughout the City to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to “allow new built forms and more diverse functions of land”. The overlay is intended to provide opportunities to reach the City’s growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character;
- / Allowance for new building forms and typologies, like the missing middle;
- / Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals; and
- / Provide direction to govern the evaluation of development.

The new Zoning By-law will provide development standards for the built form and buildable envelope within the Evolving Overlay and will apply minimum density targets.

The proposed zoning changes meet the direction of the Evolving Overlay by providing a more urban built form and site design, particularly in proximity to the realigned Greenbank Road and its transportation infrastructure. The zoning changes also allow for an enhanced range of densities, unit mix, and building typology within the Evolving Overlay.

4.3 Barrhaven South Urban Expansion Area Community Design Plan (2018)

The subject lands are located within the Barrhaven South Urban Expansion Area (BSUEA) CDP (2018), which establishes development and design policies for the study area, including permitted land uses and design guidelines. The CDP features a Land Use Plan (Figure 7) which illustrates the location of planned land uses, community facilities (such as parks and schools), arterial and collector streets, and stormwater management infrastructure. The CDP also contains a Demonstration Plan (Figure 8) which illustrates the intent for development, including the preferred local street layout.

At the time the CDP was prepared, the timeline for surrendering the licenses for the Drummond (north) and Brazeau (south) aggregate pits was unknown, and consequently the CDP provides limited guidance on the redevelopment of these areas. More specifically, Section 3.4.1 - *Aggregate Pits* of the CDP recognizes the former operations and notes that the extraction licences would be surrendered after operations have ended and rehabilitation has occurred as per the requirements of the MNR (which has now occurred for the former Drummond pit). Section 5.7 - *Phasing Plan* of the CDP notes that the sand and gravel pits will be subject to the same density and housing mix requirements as the remainder of the CDP area, with a density of 36 units per net hectare expected.

Section 7.2 - *Policies and Guidelines for Parks and Greenspace* of the CDP notes that the aggregate pits were not included in the calculations that were used to determine the quantity of parkland in the CDP area and therefore redevelopment of the pits is subject to a separate parkland dedication calculation through the Plan of Subdivision process.

The proposed rezoning is generally consistent with the policies and intended direction of the Barrhaven South Urban Expansion Area CDP. The zoning modifications enable an appropriate range and densities of housing types, achieving the CDP policy direction for the implied Low-Medium Density Residential Area designation.

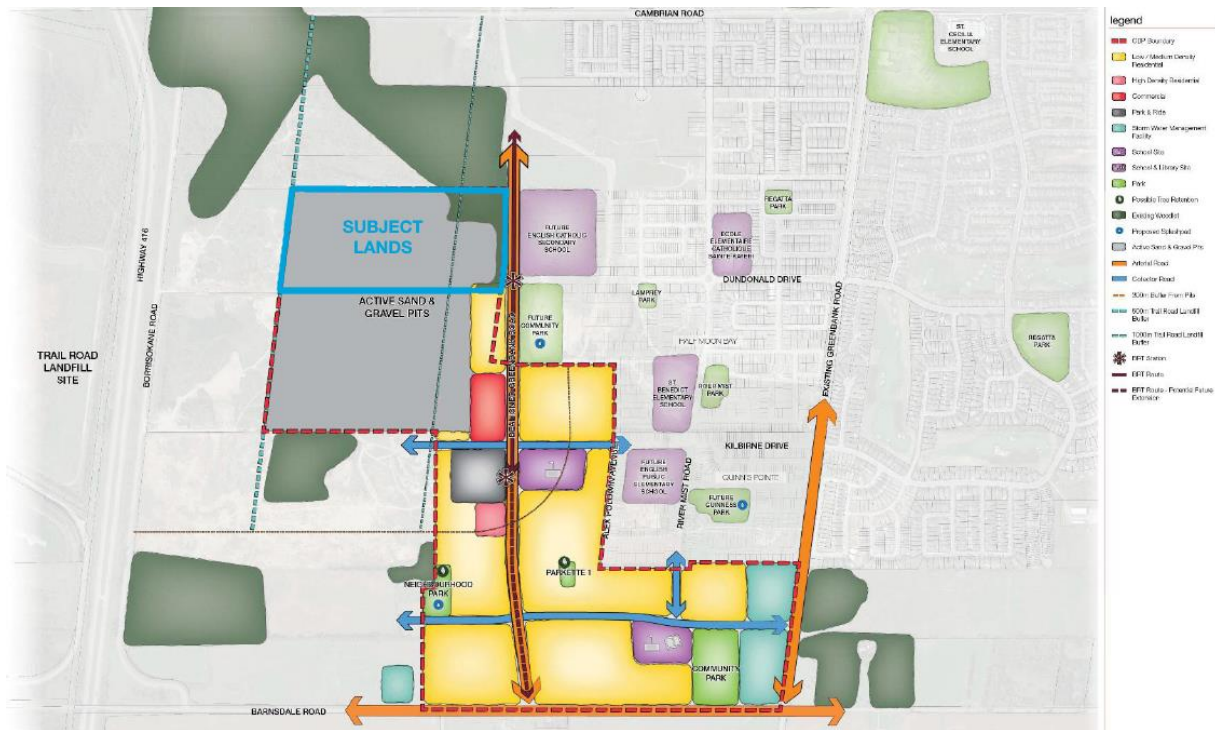


Figure 5: BSUEA CDP Land Use Plan

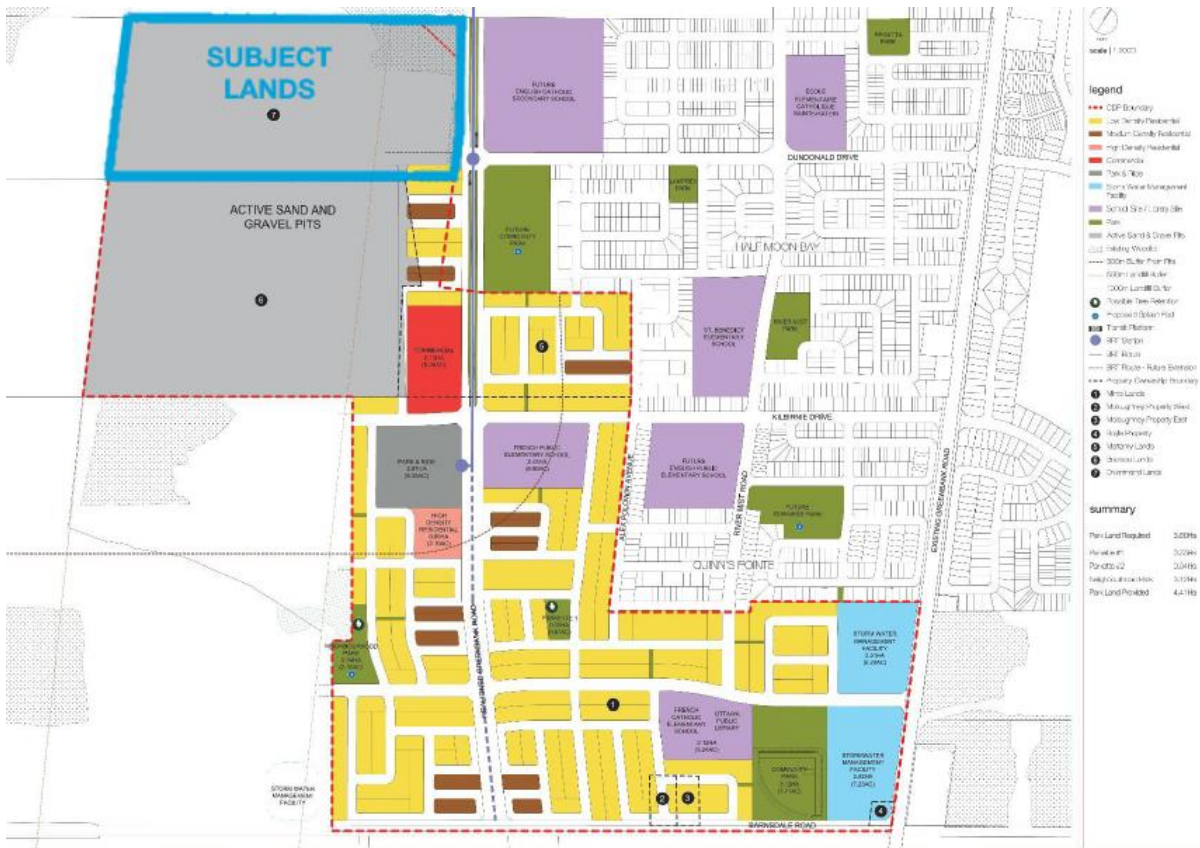


Figure 6: BSUEA CDP Demonstration Plan

4.3.1 Community Design Policies and Guidelines

The proposed redesign meets the following policies and guidelines from the BSUEA CDP:

Policies for All Residential Site Design and Building:

- / A variety of housing densities and designs will be provided to enhance the streetscape;
- / Front entrances should face and be visible from the street; and
- / Projecting garages will be avoided.

A mix of single detached and townhouse dwellings is proposed throughout Phase 4, complementing the mixed design of The Ridge. The front entrances of the proposed units face the street and the garages are flush with the façade of the buildings, with the front porches projecting slightly.

Guidelines for Residential Site Design and Building:

- / Residential dwellings should be located close to the street to reinforce a strong street edge.

Front yard setbacks of 3 metres are maintained for all Phase 4 unit types.

4.4 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City’s expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning

processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The proposed development meets several of the guidelines, including:

- / Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways (Guideline 9);
- / Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections (Guideline 34);
- / Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses (Guideline 35);
- / Design building façades so that windows and doors are prominent features that address the streets they front (Guideline 37);
- / Incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building (Guideline 39);
- / Design the lower floors of taller residential buildings to be in scale with the pedestrian environment and include individual at-grade doors for ground floor units (Guideline 40); and
- / Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site (Guideline 43).

The proposed rezoning meets many of the Urban Design Guidelines for Greenfield Neighbourhoods. The proposed development contains an appropriate mix of residential uses, where the location, design, orientation, and articulation of each use is suitable for the subject site and surrounding area.

4.5 Building Better and Smarter Suburbs (2015)

In 2015, Council approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan”, which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine (9) core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- / Street Network and Land Use; Parks and Open Space; Stormwater Management; School Sites; Parking; Road Rights-of-Way; Rear Lanes; Trees; Utility Placement.

Although several of the above core topic areas are not applicable to the subject site, the proposed development of The Ridge meets the following objectives and strategic directions of the BBSS initiative:

BBSS Core Topic Area	Strategic Direction	The Ridge Phase 4 Subdivision
Street Network and Land Use	Avoid reverse frontage lots (rear yards abutting public streets) within the community	No rear lotting is proposed within the subdivision. This has been achieved through the use of a window street and rear lane townhomes fronting onto realigned Greenbank Road. This reduces the need for noise walls and achieves urban design objectives by orienting units towards the arterial road.
Parks and Open Space	Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size.	All four edges of the park are street frontages (providing views into the greenspace), with detached homes and townhomes facing the park from the opposite side of the streets. The four sides with homes facing the park provides “eyes” on the park.
	Provide access to a range of parks and open space features within reasonable walking distances.	The 0.14 hectare parkette in the northwest corner of the subdivision provides varied greenspace to the larger 1.66 hectare focal neighbourhood park offering variety and a short walk between the open spaces.

The proposed development, including the proposed rezoning meets many of the applicable objectives and strategic directions of the Building Better and Smarter Suburbs: Strategic Directions and Action Plan.

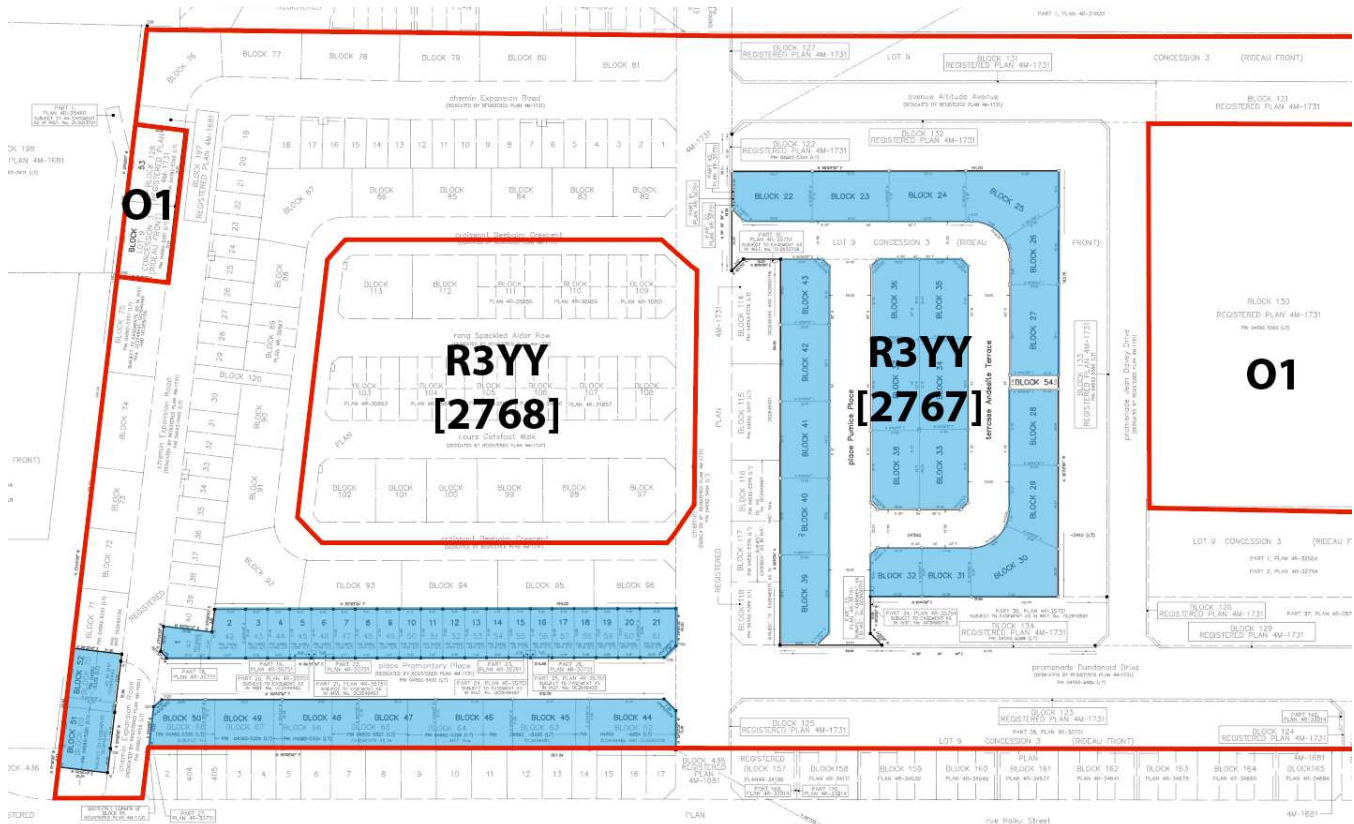
4.6 City of Ottawa Zoning By-law (2008-250)

4.6.1 Existing Zoning

The subject lands are currently zoned in line with the previously approved Plan of Subdivision, consisting of an array of Residential, Third Density, Subzone YY (R3YY) zones with site-specific exceptions relating to the specific housing typologies. The parkland, and connection to the Stormwater Management Facility to the east are zoned Open Space, Subzone 1 (O1).

The purpose of the Residential, Third Density – R3 zone is as follows:

1. Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
2. Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
3. Allow ancillary uses to the principal residential use to allow residents to work at home;
4. Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
5. Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.



The increased ratio of townhouses to single-detached dwellings within The Ridge responds to increased housing costs in the Province. The compact lot area and building footprint reduce development costs, providing increasingly affordable housing to homeowners seeking alternatives to single-detached dwellings.

5.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment for Phase 4 of The Ridge constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing efficient use of existing infrastructure, supporting existing and planned multi-modal transit, and improving and providing new housing options in the area.
- / The proposed development conforms to the applicable policies of the City of Ottawa Official Plan by providing a range of housing types and park infrastructure within the Neighbourhood designation of the Suburban (Southwest) Transect Area, supported by its proximity to transit and interconnection with infrastructure available in the area.
- / The proposed development is consistent with the direction and design guidelines of the Barrhaven South Urban Expansion Area Community Design Plan, providing appropriate housing types and densities in appropriate locations.
- / The proposed development is consistent with applicable Urban Design Guidelines for Greenfield Neighbourhoods by providing a site design and built forms which are reflective of the desirable characteristics of the neighbourhood.
- / The proposed development meets several of the applicable objectives and strategic directions of the Building Better and Smarter Suburbs: Strategic Directions and Action Plan, including for land use and parks and open spaces.
- / The requested zoning provisions encourage densities which efficiently use land, resources and infrastructure while maintaining the established character in Barrhaven.
- / The proposed development is supported by technical studies, plans, and reports submitted as part of this application.

Sincerely,



Scott Alain, MCIP RPP
Senior Planner



Gabi Scollon, MPI
Planner

Appendix 1: Proposed Zoning Exception 2767

Green indicates newly introduced provisions.

R3YY Zoning Exception	Provisions
2767	<p>Zone requirements for detached dwellings:</p> <ul style="list-style-type: none"> / Minimum lot area: 195 m² / Minimum lot width: 9 m / Minimum front yard setback: 3 m / Minimum front yard setback for an attached garage: 3.5 m. / Minimum interior side yard setback: Total 1.8 m, with one minimum no less than 0.6 m / Where there is a corner lot, the minimum interior side yard setback is 0.6 m / Minimum corner side yard setback: 2.5 m / Despite the foregoing, no more than two portions of the building, not exceeding a total floor area of 3 m², may be located no closer than 2 m from the side lot line abutting a street. / Detached dwellings on corner lots must keep street facing side yards consistent in the quality and detail of the front elevation. / Minimum rear yard setback: 6 m / The rear yard setback may be reduced to a minimum of 4.5 m for a maximum of 50% of the lot width, the total area of the rear yard must not be less than 54 m² / For a corner lot, the minimum rear yard setback may be reduced to 2.5 m for part of the building that is no higher than 4.5 m and any part of the building, excluding projections, located less than 6 m from the rear lot line must be located at least 4 m from any interior side lot line. / Maximum building height: 12 m / Maximum lot coverage: 55% <p>Zone requirements for townhouse dwellings:</p> <ul style="list-style-type: none"> / Minimum lot area: 120 m² / Minimum lot width: 5.5 m / Minimum front yard setback: 3 m / Minimum interior side yard setback: 1.5 m / Minimum corner side yard: 1.5 m / Minimum rear yard setback: 6 m / Minimum rear yard setback may be reduced to a minimum of 4.5 m for a maximum of 55% of the lot width, the total area of the rear yard must not be less than 30 m². / Maximum building height: 14 m / Maximum lot coverage: 66% <p>Zone requirements for townhouse with rear lane access dwellings:</p> <ul style="list-style-type: none"> / Minimum lot area: 110 m² / Minimum lot width: 5.5 m / Minimum front yard setback: 3 m / Minimum interior side yard setback: 1.5 m / Minimum corner side yard: 2.5 m / Minimum rear yard setback: 0 m / Maximum building height: 14 m / Maximum lot coverage: No maximum

General Provisions:

1. A maximum of 60% of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 m, must be landscaped with soft landscaping, except where the side lot line abuts New Greenbank Road.
2. Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.2 m from the nearest edge of the sidewalk
3. Despite Table 65 Row 6(b), the steps of a porch may project 2.5 m into a required yard but may be no closer than 0.2 m from a lot line other than a corner lot line abutting a street, from which they can be as close as 0m.
4. Balconies and porches, including those higher than 0.6 m above adjacent grade, may project to within 1.0 m from the front lot line and 0.6 m from a side lot line abutting a street, and may project to within 0.0 m of an interior lot line and corner lot line.
5. Despite Table 65, Row 8, an air conditioning condenser unit may project 2 m, but no closer than 0.2 m to a lot line. An air conditioning condenser unit may not be located in a corner side yard except in the case of a townhouse dwelling and may not be located in a front yard except in the case of a townhouse with rear lane access and back-to-back townhouse dwellings.
6. In the case of a home based business operating within a townhouse, back-to-back townhouse, or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.
7. Section 136 does not apply.