



PLANNING RATIONALE REPORT ZONING BYLAW AMENDMENT

November 2024

3285 & 3305 Borrisokane Road

Concessions 3, Part of Lots 13 & 14 (Rideau Front),
Geographic Township of Nepean

Barrhaven Conservancy Development Corporation

J.F. Sabourin and Associates Inc.
52 Springbrook Drive,
Ottawa, ON K2S 1B9
T 613-836-3884 F 613-836-0332

jfsa.com

Table of Contents

1	Executive Summary	5
1.1	Supporting Studies	5
2	Introduction	6
2.1	Background	6
2.2	Location	6
2.3	Surrounding Area.....	7
2.4	Site Conditions	8
2.5	Relationship to Landscape	8
2.6	Transportation Connections.....	8
2.7	Proposed Development.....	8
2.7.1	Residential Dwelling Types	8
2.7.1.1	Single Family Dwellings	8
2.7.1.2	Traditional Townhouses.....	9
2.7.2	Transportation	9
2.7.3	Landscaping.....	10
2.8	Provincial Policy Statement.....	10
2.8.1	PPS 2020	10
2.8.2	PPS 2024	10
2.9	Official Plan Designation	11
2.10	Zoning By-law.....	11
2.10.1	Existing zoning	11
2.10.2	Proposed zoning.....	11
2.10.2.1	R3 - Residential Third Density Zone.....	12
2.11	Parks	14
3	Policy Justification – Strategic Directions and Growth Management	15
3.1	Ottawa Official Plan Section 2	15
3.1.1	Section 2.1 – Big Policy Moves	15
3.1.2	Section 2.2 – Cross Cutting Issues.....	16
3.1.2.1	Intensification and diversifying housing options.....	16
3.1.2.2	Economic Development	16

3.1.2.3	Energy and Climate Change.....	16
3.1.2.4	Healthy and Inclusive Communities.....	17
3.1.2.5	Gender and Racial Equity	17
3.2	Section 3 – Growth Management.....	18
3.3	Section 4 City-wide Policies.....	19
3.3.1.1	Section 4.1 Mobility	19
3.3.1.2	Section 4.2 Housing.....	20
3.3.1.3	Section 4.4 Parks and Recreational Facilities.....	20
3.3.1.4	Section 4.6 Urban Design.....	22
3.3.1.5	Section 4.7 Drinking Water, Wastewater and Stormwater Infrastructure	22
3.3.1.6	Section 4.8 Natural Heritage, Greenspace and the Urban Forest.....	22
3.3.2	Section 4.9 Water Resources.....	23
3.4	Section 5 Transects	23
3.4.1.1	Section 5.4 Suburban Transect.....	23
3.5	Section 6.3 Neighbourhood Designation	24
3.6	Secondary Plans and Area Specific Policies.....	25
4	Integrated Environmental Review	25
5	Conclusion	25
6	JFSA Statement of Limitations	26

Table of Figures

Figure 1: Location of Site.....	6
Figure 2: Site Context	7
Figure 3: Conservancy Phase 2B, Active Mobility and Road Network (NAK Design)	9
Figure 4: Zoning Amendment Boundary Shown on Schedule B6 (Suburban Southwest)	11
Figure 5: Proposed Zoning	12

Table of Tables

Table 1: Net Residential Density	18
Table 2: Excerpt from Table 6 of Ottawa Official Plan.....	23

1 Executive Summary

In April 2024, Barrhaven Conservancy Development Corporation revised the lot fabric within the draft approved blocks of Phase 2B of the Conservancy East subdivision at 3285 & 3305 Borrisokane Road. The subdivision was originally draft approved in 2021 (D07-16-20-0021) with supporting zoning that was approved in 2022. The revised lot fabric within the existing blocks replaced most single family dwelling units in phase 2B with townhouse units, without changing the location of approved right-of ways.

This Planning Rationale has been prepared in support of a zoning bylaw amendment application to facilitate the development of 3285 & 3305 Borrisokane Road as revised.

A review of the planning policy framework under the current Provincial Policy Statement (PPS 2020) incoming PPS(2024), and Ottawa Official Plan has been completed. This Planning Rationale concludes that the proposed Zoning Bylaw Amendment is consistent with the policies of the PPS, conforms with the policies of the Ottawa Official Plan, demonstrates compatibility with the surrounding area, appropriate development of the site, and overall, is good land use planning.

1.1 Supporting Studies

The majority of the reports prepared for this submission have been reviewed through the previous subdivision application. The reports referenced below have been updated or prepared for this submission.

- ⊕ Zoning Confirmation Report (R3YY Zone). JFSA Canada Inc., November 2024.

The supporting studies referenced below have previously been submitted in support of the application and draft approved subdivision:

- ⊕ NAK Design Strategies, Streetscape Plan, dated September, 2024.
- ⊕ Caivan, Concept Plan, dated March 7, 2024.
- ⊕ Paterson Group, Geotechnical Investigation (revision 7), dated March 14, 2024.
- ⊕ NAK Design Strategies, Landscape Design Brief, dated August 2024.
- ⊕ Gradient Wind Engineering Inc, Noise Addendum Letter, dated March 1, 2024.
- ⊕ Paterson Group, Stage 1-2 Archaeological Assessment, dated December 2019.
- ⊕ Paterson Group, Landfill Impact Assessment, dated Aug 8, 2024.
- ⊕ Kilgour & Associates Ltd. EIS Update for Barrhaven Conservancy East Phase 3-4, dated April 11, 2024.
- ⊕ Paterson Group, Phase 1 Environmental Site Assessment, dated September 16, 2022.

2 Introduction

2.1 Background

This planning rationale has been prepared in support of a Zoning By-law Amendment application for the Conservancy East Subdivision. The subdivision was originally draft approved in 2021 (D07-16-20-0021) with supporting zoning that was approved in 2022.

In April 2024, due to changes in the housing market the lot fabric within the draft approved blocks of Phase 2B was modified to replace single family dwellings with townhomes. This revision increased residential density and reduced lot size to provide more attainable housing units.

The purpose of the proposed Zoning By-law Amendment is to implement zoning to reflect the increased residential density of the Conservancy East subdivision as was proposed through the above revision. The boundary of the proposed zoning bylaw amendment includes phase 2B, of the Conservancy East Subdivision. The current zoning is Residential Third Density (R3YY[2766]).

2.2 Location

The site is a **5.6 hectare** irregular parcel, currently described as 3285 & 3305 Borrisokane Road, Concessions 3, Part of Lots 13 & 14 of the former Geographic Township of Nepean. The land is bounded by the Fraser-Clark watercourse to the north, the remaining lands of the Conservancy East Subdivision to the east, west, and south. Refer to **Figure 1** below.

Figure 1: Location of Site.



2.3 Surrounding Area

The proposed development is in the Suburban Transect on land designated as Neighborhood, surrounded by existing and developing residential and/or mixed-use communities.

⊕ North

Directly north are publicly owned lands consisting of the Fraser Clark watercourse and the future Chapman Mills Bus Rapid Transit (BRT). Across this corridor, there are residential neighbourhoods (including complementary community facilities such as schools, parks, trail systems, etc.) existing or under development. To the northwest, a large employment area exists on the western side of Strandherd Drive.

⊕ East

Phases of the Conservancy East Subdivision Phase 2 are under development east. Beyond this is Barrhaven Town Centre comprised of a mixed-use community providing both commercial and high density residential land uses when fully built out.

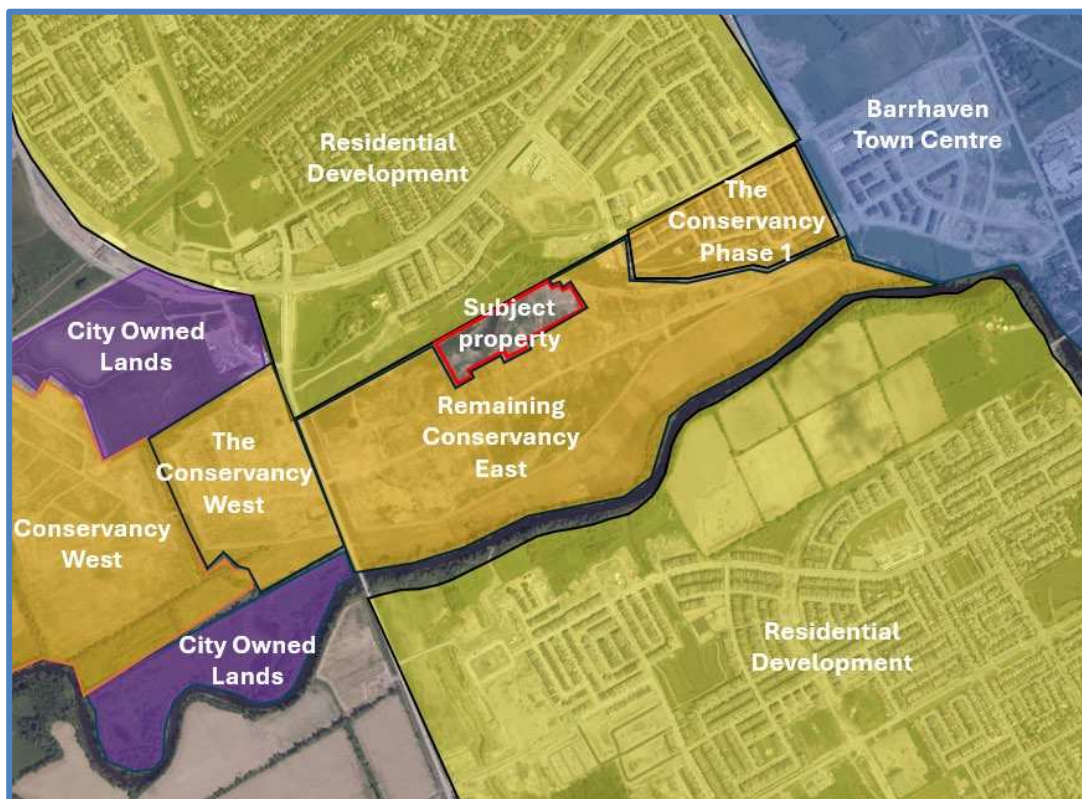
⊕ South

Phases of the Conservancy East Subdivision Phase 2 are under development to the south. Beyond this is the Jock River and associated corridor lands, with residential neighbourhoods under development on the south shore of the river.

⊕ West

To the west, are future phases 3 & 4 of the Conservancy East Subdivision (D07-16-24-0011). Beyond this land is Borrisokane Rd and additional future subdivision lands (Conservancy West) which complete the residential fabric to Highway 416.

Figure 2: Site Context



2.4 Site Conditions

The existing site conditions are comprised primarily of former agricultural lands, extending to the banks of the Jock River to the south, and Borrisokane Road to the west. The land has undergone major site alterations through the installation of infrastructure to support the existing draft approved subdivision.

2.5 Relationship to Landscape

The site is connected visually and physically to the Jock River corridor to the south and Fraser-Clark Watercourse to the north and east. South of the Jock River is a similar corridor of Open space land, bounded by the residential development lands of Half Moon Bay.

2.6 Transportation Connections

A collector road, Conservancy Drive, runs east-west through the centre of the subdivision. It provides the main vehicle access route with connections at Borrisokane Road to the west and the Canoe Street bridge to the west through Conservancy East. Borrisokane Road, an arterial road, adjacent to the west of the subdivision, connects to the wider transportation network.

The extension of the Chapman Mills BRT runs above the northern boundary of the site. It is ultimately intended to link this area to future development in the west, to the Barrhaven Civic and Town Centre and the transitway system. The completed EA terminates the BRT corridor at Borrisokane Road and is indicated conceptually to continue west.

2.7 Proposed Development

The proposed zoning bylaw amendment applies to phase 2B of the Conservancy East Subdivision. (D07-16-20-0021).

The lands are to be developed for residential housing, including single detached dwellings and traditional townhouses, at densities suiting the suburban location and adjacent transit infrastructure. **180** dwelling units are proposed within the area of the zoning amendment.

The layout and composition of this development have considered input from municipal and review agency staff, as well as the local context. Views and focal points have been established. The arrangement of the roads and blocks relates appropriately to the adjacent transportation and natural corridors, as well as the surrounding developing neighbourhoods. The road network is designed as a permeable grid, with pathways and walkway blocks.

2.7.1 Residential Dwelling Types

A variety of low rise residential dwellings are planned as is suitable for the Suburban Transect. The existing draft approved subdivision includes a large number of single-family homes. However, the lot fabric of phase 2B has been revised to increase the number of smaller residential units. Dwellings of different sizes are provided to allow for a range of economic situations/price points, and household composition. This allows populations with diverse financial resources, like families and younger people, to purchase homes, promoting the economic integration of different socioeconomic groups in Ottawa.

2.7.1.1 Single Family Dwellings

A small number of dwellings within the development boundary are single-family dwellings, providing housing for large families and multi-generational households.

The proposed single family houses have not been altered from the lot plans previously considered through the [2766] zoning exception. With respect to zoning for single detached dwellings, the general intent of this revision is to carry forward the existing provisions that apply within the [2766] exception zone. An update to the permitted building height is requested to allow rear yard walk out basements where the changes to average grade have the effect of increasing the measured building height. This zoning modification is not intended to permit an additional storey.

2.7.1.2 Traditional Townhouses

Traditional townhouses are moderately sized residential units containing three or four bedrooms, providing suitable housing for families.

Moderate updates have been made to the proposed townhouses as compared to those evaluated through the previous [2766] zoning exception. The rear yard “bump-out” has been expanded from 50% of the lot width to 55% which slightly reduced the area of the rear yard. Site specific zoning exceptions have been proposed to accommodate this change. Zoning which accommodates this design has been approved on other development sites in Ottawa and is enacted in The Ridge Subdivision (Bylaw 2024-305) through exception zone [2965].

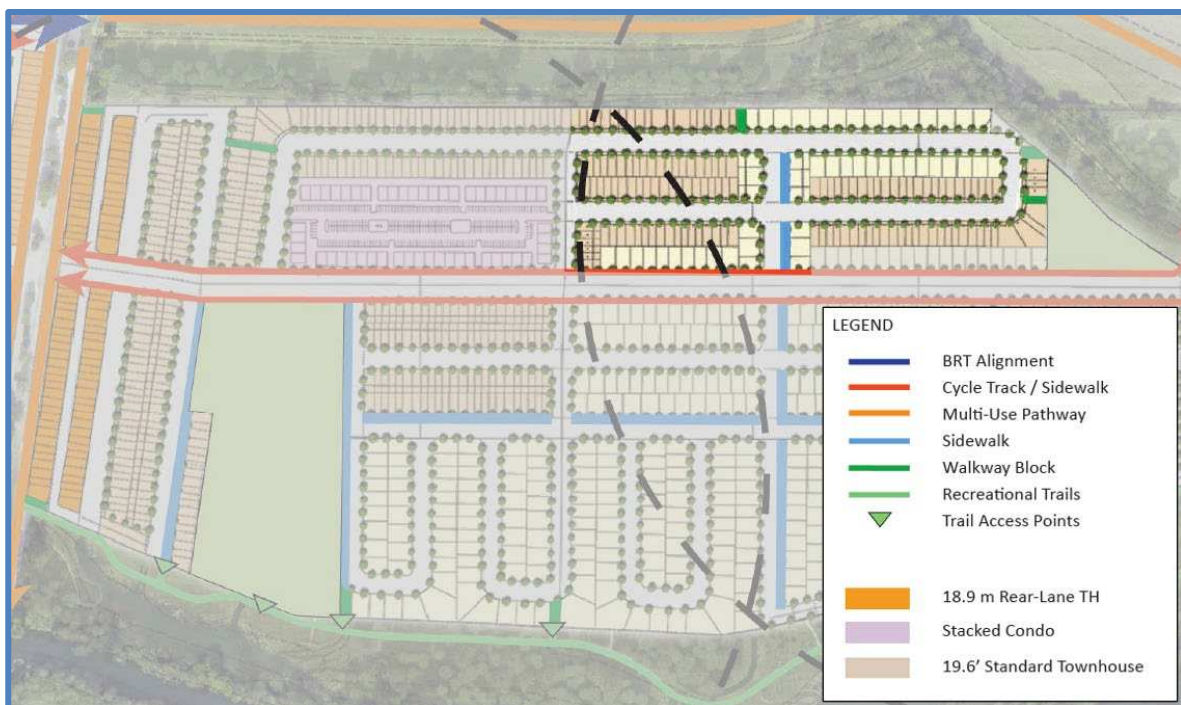
2.7.2 Transportation

The development layout supports access to the transit network through pedestrian connections (sidewalks and pathways). Higher-density housing forms are situated in proximity to the transitway.

Public sidewalks associated with the local road system support pedestrian connectivity and mobility

The road network includes a centralized east-west collector road and an internal local road grid system. **See Figure 3.**

Figure 3: Conservancy Phase 2B, Active Mobility and Road Network (NAK Design)



2.7.3 Landscaping

A landscaping brief has been prepared by NAK Design. Street trees are provided at rates consistent with previously approved townhouse development in Ottawa.

A calculation of total canopy coverage at 40 years was undertaken by NAK design. The draft approved Conservancy East subdivision is projected to have **52%** tree canopy coverage at 40 years.

2.8 Provincial Policy Statement

2.8.1 PPS 2020

Under Section 3 of the Planning Act, the 2020 Provincial Policy Statement (2020 PPS) establishes policies to achieve the provincial goals for land use planning and development. Specifically, it promotes growth in urban areas for the efficient and optimized use of land, resources, infrastructure and public service facilities. The policies also seek to protect public health, safety and property, conserve the natural resources that support the long-term health and social well-being of communities, and the sustainability of natural features and systems in the environment.

The proposed rezoning supports efficient and resilient development and land use land patterns in accordance with policies under Section 1.

- ⊕ Accommodates an appropriate range and mix of land uses to meet long-term needs.
- ⊕ Avoids environmental or public health and safety concerns.

The site is in a settlement area as directed under Section 1.1.3.

- ⊕ New development 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.

The residential uses adhere to the Section 1.4 housing provisions.

- ⊕ Accommodates residential growth in Settlement Areas in designated areas.
- ⊕ Supports a range of appropriate housing types and densities.

The rezoning supports the subdivision layout which respects the policies in Section 3.0 for the protection of public health and safety.

- ⊕ Development shall not be undertaken where there is an unacceptable risk to public health or safety, or of property damage, and not create new or aggravate existing hazards.
- ⊕ Development is directed to areas outside of hazardous lands adjacent to river systems which are impacted by flooding hazards and/or erosion hazards.

The proposed zoning amendment is consistent with the above direction provided in the PPS 2020, as it is located within the urban boundary, and provides an appropriate mix of housing, in an established residential growth area, which can be efficiently serviced.

2.8.2 PPS 2024

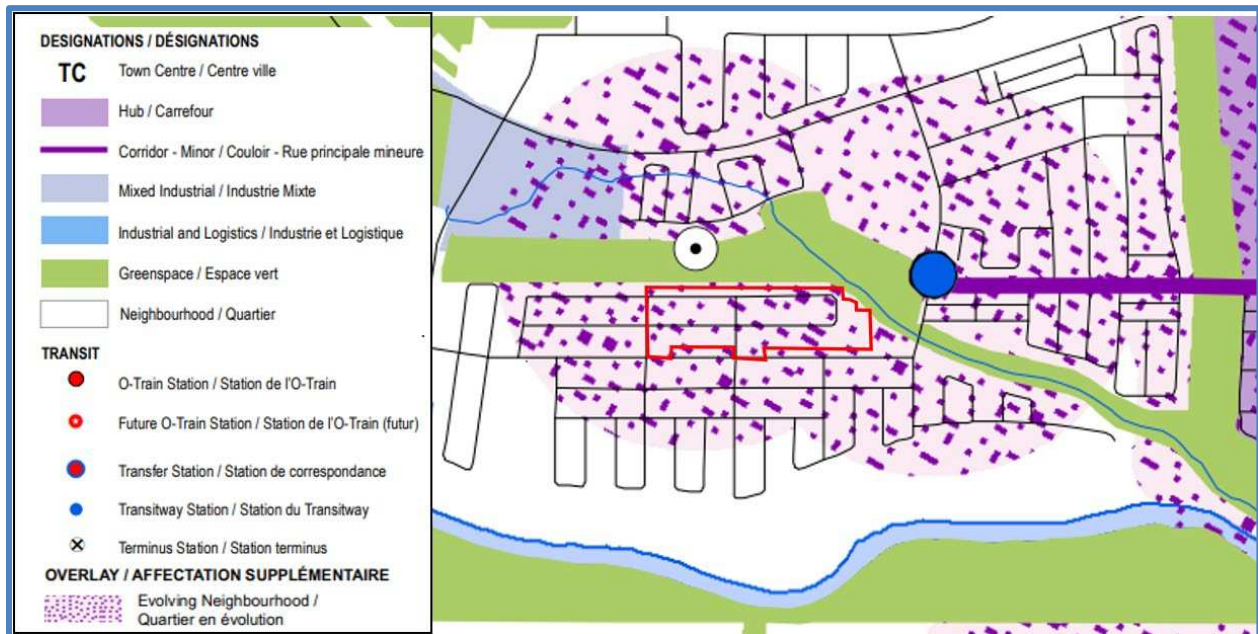
An update to the Provincial Policy Statement was released August 20, 2024, and came into effect October 20, 2024. Although the new PPS was not in effect at the time this application was deemed

complete, a review of applicable policies was undertaken. The proposed zoning is generally in keeping with the intent of the new PPS.

2.9 Official Plan Designation

The site is in the Suburban Transect, as shown by Official Plan Schedule 6B (Suburban southwest). The lands are designated as Neighbourhood, and subject to the Evolving Neighbourhood overlay, (**Figure 4**). Neighbourhoods are contiguous urban areas that constitute the heart of communities. They are intended to permit a mix of building forms and densities. It is the intent of the Official Plan to seed the conditions for future 15-minute neighbourhoods in newly proposed areas. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an overlay directs evolution, for gradual well-planned transformation.

Figure 4: Zoning Amendment Boundary Shown on Schedule B6 (Suburban Southwest)



2.10 Zoning By-law

2.10.1 Existing zoning

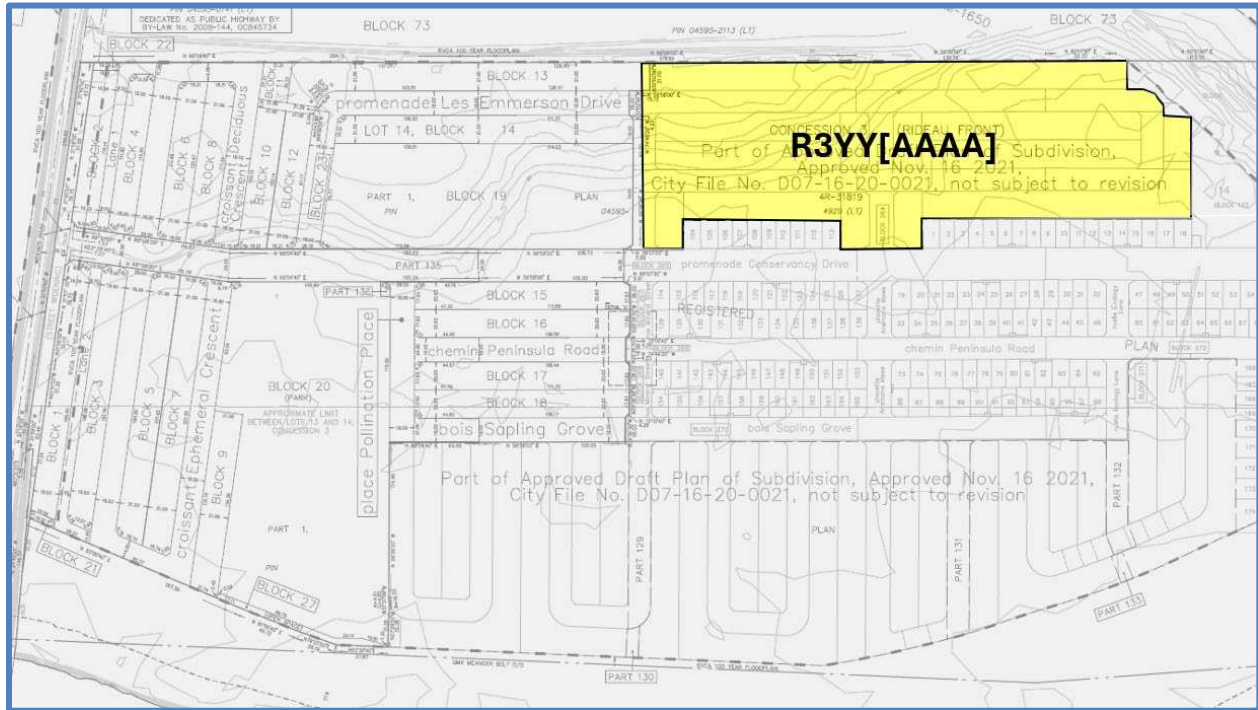
The site is currently zoned as Residential Third Density (R3YY[2766]). The purpose of this zoning is to allow the development of a residential subdivision with varied housing typologies and efficient use of the site.

The site specific exception zone 2766 provides revised provisions to provide innovative and efficient housing options on this site.

2.10.2 Proposed zoning

A new zoning designation is proposed: **R3YY[AAAA]** for singles and traditional townhouses. Exceptions are proposed to accommodate the lot fabric and dwelling units developed specifically for this project. **Figure 5** below shows the boundaries of the proposed zones.

Figure 5: Proposed Zoning



2.10.2.1 R3 - Residential Third Density Zone

The purpose of the R3 - Residential Third Density Zone is to allow a mix of residential building forms ranging from detached to townhouse dwellings to provide additional housing choices and allow ancillary uses to the principal residential use to allow residents to work at home. The zone “regulate(s) development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced”.

This zone will support similar building/lot relationships as proposed in the Conservancy West subdivision.

Proposed zone: R3YY[AAAA]

General Provisions:

- A maximum of 60 per cent 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 metres, must be landscaped with soft landscaping
- 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 5.7 m from the nearest edge of the sidewalk.
- Despite Table 65, rows 1-3, chimney, chimney box, fireplace box, eaves, eaves-troughs, gutters, and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metre into required interior side yard but no closer than 0.2 metres to the lot line.

- Despite Table 65, row 6a, balconies and porches may project to within 0 metres of a corner lot line and sight triangle.
- Despite Table 65, row 8, an air-conditioning condenser unit may project 2 metres, but no closer than 0.2 metres to a lot line. And the air conditioning condenser may not be located in a front yard (including front yard balcony) but may be located in a corner side yard.
- Section 57 does not apply.
- In the case of a home-based business operating within a townhouse or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.

Singles:

- Minimum lot area: 220 m²
- Minimum front yard setback 3 m
- Maximum building height: 14 metres
- Minimum total interior side yard setback is 1.8 m with a minimum of 0.6 m on at least one side. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.
- 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.
- Maximum lot coverage: 55%
- Minimum rear yard setback may be reduced to 4.5 m width 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 detached dwelling on a corner lot:
 - 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 located at least 4 m from any interior side lot line.
 - Detached dwellings on corner lots must keep street facing side yards consistent in the quality and detail of the front elevation.
- Any portion of a deck with a walking surface higher than 0.3 m but no higher than 0.6 m above adjacent grade may project to within 0.6 m of a front lot line, side lot line abutting a street and/or corner lot line, and any portion of a deck with a walking surface equal to or less than 0.3 m may project to within 0.3 m of a front lot line, side lot line abutting a street and/or corner lot line.

Townhouses:

- Minimum lot area: 120 square metres.
- Minimum lot width: 5.5 metres.
- Minimum front yard setback: 3.0 meters.
- Minimum interior side yard setback: 1.5 meters.
- Minimum corner side yard: 2.5 metres.
- Minimum rear yard setback: 6.0 meters.
- Minimum rear yard setback may be reduced to a minimum of 4.5 metres for a maximum of 55 per cent of the lot width (limited to 4.5m height measured from the ground floor to top of roof), the total area of the rear yard must not be less than 30 square metres.

- Maximum building height: 14 metres.
- Maximum lot coverage: 66 percent.
- Despite Table 65, row 6a:
 - In the front yard and corner side yard - any portion of a deck with a walking surface higher than 0.3 metres but no higher than 0.6 metres above adjacent grade may project to within 0.6 metres of a lot line, and any portion of a deck with a walking surface equal to or less than 0.3 metres may project to within 0.3 metres of a lot line.
 - In the interior side yard - any portion of a deck with a walking surface no higher than 0.6 metres may extend to the lot line and any portion of a deck higher than 0.6 metres, but no higher than the Finished First Floor Elevation, may extend to within 0.25 metres of a lot line.

2.11 Parks

Phase 2B does not include any park blocks however two parks are located within the Conservancy East Subdivision. A small park block within Phase 2 is located immediately to the east of the Phase 2B, and a larger community park block is located in Phase 3. These parks will include a variety of active recreational and leisure opportunities, including two tennis courts, a soccer field, a multipurpose basketball/hockey court, young family amenities, and multi-purpose pathways.

3 Policy Justification – Strategic Directions and Growth Management

3.1 Ottawa Official Plan Section 2

3.1.1 Section 2.1 – Big Policy Moves

The proposed development aligns with the “Big Policy Moves” outlined in Section 2.1 of the official plan.

Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

The site is greenfield development and contributes to the 40% growth that does not occur through intensification. However, it supports a denser proposal than the existing draft approved Conservancy East subdivision which it partially replaces. This proposal intensifies the unit density compared to the existing R3YY[2766] zone supporting Big Policy Move 1.

Greenfield development is noted as being part of the balanced approach to growth management, and the density of this transit proximate subdivision mitigates land consumption, limiting expansion into valuable agricultural and natural heritage rural lands, efficiently using municipal public infrastructure, and moderating the impacts to municipal financial resources to service growth.

Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.

The additional density of this development together with the proximity to the BRT corridor will support public transit ridership. The inclusion of sidewalks, walkway blocks and pathways with good connectivity will encourage alternative transportation modes. Denser building typologies are located closer to the transitway, promoting increased ridership opportunities. Proximity to mixed uses, the town centre, schools and parkland will support local residents' access to amenities, without requiring vehicle trips.

Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The location and density of the community enable and promote transit ridership, reducing per capita private automobile use. Reducing the transportation component of CO₂ emissions is a component of climate sustainability. The health resilience of residents is encouraged with access to recreational and passive amenities, as well as robust active transportation networks. The adjacent Jock River corridor will feature pathways and natural setting Open Space, facilitating physical outdoor exercise and the mental health benefits of having accessible greenspace nearby.

Big Policy Move 5: Embed economic development into the framework of our planning policies.

The development is located near a mix of existing and future land uses including, industrial, commercial, Town Center and other employment lands, bringing housing closer to those destinations and supporting businesses and employers.

3.1.2 Section 2.2 – Cross Cutting Issues

3.1.2.1 Intensification and diversifying housing options

The proposed zoning supports higher densities than traditional subdivisions and diversifies the local housing choices.

- 1) *Directing residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods.*
 - ⊕ Intensifies residential development design for efficient use of infrastructure and land.
 - ⊕ Links with robust proposed transit and road connections to the Barrhaven Town Centre which provides a full range of services. This area is accessible within a 15-minute cycle, bus ride or car trip. This supports the foundation of a 15-minute community.
- 2) *Providing housing options for larger households.*
 - ⊕ This development provides a variety of ground-oriented housing options, including traditional towns. These smaller options are complementary to the larger housing typologies offered on the balance of the Conservancy lands to the east. The larger products can accommodate multi generational families or households composed of non-family members.

3.1.2.2 Economic Development

A variety of housing options supports economic drivers in Ottawa. The proposed zoning facilitates housing construction which contributes to the development industry and accommodates the workforce.

- 1) *Enhance Ottawa's high quality of life to attract a skilled workforce and businesses.*
 - ⊕ High-quality variations of market sensitive housing are located proximate to employment areas and future rapid transit services, allowing access to jobs throughout the Ottawa region.
 - ⊕ Proximity to proposed parks and nature corridors enhances the livability of the area, attracting residents with skills, supporting Ottawa's economic sustainability.

3.1.2.3 Energy and Climate Change

Sustainable design is embedded in the structure, and construction of the proposed development. The proposed zoning will facilitate the subdivision design which contributes to the reduction of energy consumption and mitigation of the effects of climate change.

- 1) *Plan a compact and connected city.*
 - ⊕ The additional residential density proposed in this area contributes to the city being more compact and diminishes the need for future urban boundary expansion.
 - ⊕ The modified grid street pattern, sidewalks and pathways blocks support active transportation permeability.
 - ⊕ Efficient access to the wider transportation network is provided by the major east-west corridor of Conservancy Drive, and the future BRT corridor.
- 2) *Apply sustainable and resilient site and building design as part of development.*
 - ⊕ The subdivision's active mobility plan encourages active and sustainable transportation options, as well as the use of public transit.
- 6) *Build resilience to future flood risks and increased stormwater runoff.*

- ⊕ Extensive consultation with the Rideau Valley Conservation Authority has ensured that the proposal is sited to avoid potential natural hazards.
- ⊕ Stormwater flows are conveyed to the Jock River by robust infrastructure, sized and built, according to municipal standards. Appropriate quality control measures are provided at the subdivision boundary.
- ⊕ The Jock River Corridor will be naturalized, with a series of wetlands and vegetation to accommodate and support the mitigation of large storm events and flows in the Jock River.

3.1.2.4 *Healthy and Inclusive Communities*

The physical layout of the proposal enables and encourages healthy choices by residents.

- 1) *Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities.*
 - ⊕ A range of ground-oriented housing options, appropriate within the Suburban Transect are provided.
 - ⊕ The residential lots are connected by sidewalks and walkway blocks to transit, parks, open space and pathways, extending beyond the development, to encourage active transportation choices.
 - ⊕ Walkway blocks and window streets invite residents into the surrounding open spaces for physical activity and a healthy environment suited to a range of users.
 - ⊕ Walkability and nearby mixed-use opportunities encourage evolution of a 15-minute neighborhood.
- 2) *Build accessible, inclusive communities, and design for all ages, including children and older adults.*
 - ⊕ The street layout has been designed to be universally accessible for people of all ages and abilities.
 - ⊕ A range of market sensitive housing options are offered that are connected to transit, supporting diverse economic and household compositions.
- 4) *Advance human health through decision-making on the built environment.*
 - ⊕ Access to the pathways network in the Jock River Corridor to the south of the Conservancy East subdivision creates opportunities for active transportation and recreation.
 - ⊕ The built environment provides trees and access to greenspaces, parks and trail systems, contributing to the mental and physical health of residents.

3.1.2.5 *Gender and Racial Equity*

The proposed zoning supports gender and racial equity by providing housing and community services in a form that is accessible to a range of households and economically diverse compositions.

- 4) *Improve access to amenities.*
 - ⊕ Establishes safe pedestrian and cycling networks to support access by a range of users to community facilities, parks, adjacent neighbourhoods, and nearby commercial and employment areas.
 - ⊕ Introduces a diversity of appropriate housing for families of different compositions, alternative household units and communities that require access to different amenities.

- ⊕ Provides parks for a diversity of users, and a range of uses, including opportunities for active and passive recreation, leisure activities, community meeting points and cultural expression, to meet the needs of residents.

3.2 Section 3 – Growth Management

The proposed zoning will facilitate development of Phase 2B of the draft approved subdivision.

The site is designated as Neighbourhood and classified as urban greenfield growth in the Suburban Transect. Section 5.4.4, policy 2 specifies a minimum density of 36 dwellings per net hectare for new greenfield subdivisions. Based on the boundary of the proposed zoning revision, the site has a density of **55.9** units per net hectare (**See Table 1**), which exceeds the minimum required density. No maximum density is specified in section 5.4.4.

Table 1: Net Residential Density

Residential Density - Dwellings per Net Hectare		
Net Hectares	Units	Units per Net Hectare
3.219	180	55.9

The following policies apply when considering the development of new greenfield subdivisions:

Section 3.1 Policy 4: *“The City will allocate household growth targets as follows: a) 93 per cent within the urban area where: ii) 46 per cent is within the greenfield portion of the urban area;”*

- ⊕ The proposed subdivision is classified as greenfield development.

Section 3.3 Policy 1: *“Residential growth within the greenfield portions of the urban area will be planned as complete 15-minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.”*

- ⊕ A compact modified grid street network, supplemented with sidewalks and pathway blocks, supports walking and cycling mobility options, to access local amenities, shopping and employment and the transit network extensions into the broader area.
- ⊕ The proposed density, focused adjacent to the BRT corridor, supports sustainable public transit.

Section 3.3 Policy 4: *“New greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwelling types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.”*

- ⊕ The mix of residential housing typologies is complementary to the adjacent less dense opportunities in the immediate neighbourhood.
- ⊕ The proposed street layout is designed to integrate with the adjacent existing draft approved subdivision.

- ⊕ Existing and future uses in the surrounding area contribute to developing a complete 15-minute neighbourhood and include the Barrhaven Town Centre, Strandherd Drive, Citigate and the proposed mixed-use block at Borrisokane and Chapman Mills Drive.

Section 3.3 Policy 5: *“New neighbourhoods should be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a station on the high-frequency transit network where such facilities exist or are planned, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues.”*

- ⊕ Easy transit access is provided to the planned Chapman Mills BRT. The densest housing is the closest to the transit, with supporting sidewalks and pathways block to support direct access.

3.3 Section 4 City-wide Policies

Section 4 of the Official Plan sets out city-wide policies to guide development in Ottawa. The proposed zoning will facilitate the development of Phase 2B of the draft approved subdivision. This subdivisions was designed to conform with the following policies:

3.3.1.1 Section 4.1 Mobility

Section 4.1.1 Policy 1: *“In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement...”*

Section 4.1.1 Policy 5: *“New subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing Urban boundary or Village boundary.”*

- ⊕ Transit and pedestrian access are prioritized throughout the site, with the modified street grid providing sidewalks and walkway blocks at strategic locations.
- ⊕ The proposed road network integrates with the surrounding street network with primary connections at Borrisokane Road to the west and Conservancy Drive to the east. Local roads connect to the draft approved subdivision area.
- ⊕ Active transportation infrastructure within the Conservancy East subdivision connects with the Jock River Corridor to the south, local parks and east-west through the subdivision on Conservancy Drive as well as north-south on Borrisokane Road.

Section 4.1.2 Policy 3: *“The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLoS), the Safe Systems Approach and all the following: a) All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans...”*

Section 4.1.2 Policy 6: *“New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.”*

- ⊕ Map 1 from the Transportation Master Plan shows a planned cycle pathway to the south of the subdivision. The layout of the Conservancy East subdivision provides a connection to these future paths through the Jock River Corridor.

- ⊕ Map 6 from the Transportation Master Plan notes Borrisokane Road to the west as an existing arterial and an unnamed road to the east as a future major collector. These connections are provided in the proposal and Conservancy Drive fills the role of the major collector.

Section 4.1.2 Policy 11: *“The City shall require the provision of pedestrian and cycling facilities through new development, ...”*

- ⊕ Sidewalks and cycling facilities are provided on both sides of Arterials and Major Collectors.
- ⊕ Sidewalks are provided on local roads in strategic locations to allow pedestrian connectivity. Sidewalk locations are consistent with the previously approved draft plan of subdivision for Conservancy East.

3.3.1.2 Section 4.2 Housing

Section 4.2.1: *“The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by: a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law; ... c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law..”*

- ⊕ The proposed development provides a range of market rate housing in the Suburban Transect of the city. This will contribute to the available housing mix in this part of the city.
- ⊕ The proposed unit mix is dense and focused near public rapid transit.

3.3.1.3 Section 4.4 Parks and Recreational Facilities

Section 4.4.1 Policy 2 states:

“All development, regardless of use, shall meet all the following criteria to the satisfaction of the City:

- a) Consider land acquisition for parks as directed by the Parkland Dedication Bylaw to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and*
- b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
 - i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan.*
 - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas unless the encumbrances have been approved by the city where reasonable.*
 - iii) Be of a usable shape, topography and size that reflects its intended use*
 - iv) Meet applicable provincial soil regulations; and**

v) *Meet the minimum standards for drainage, grading and general condition.*”

- ⊕ As discussed in section 2.11 of this report, two public parks are provided in the surrounding Conservancy East subdivision.

Section 4.4.4 Policy 1: *“For areas with a Future Neighbourhood Overlay and in the Outer Urban and Suburban Transects, the City has the following preferences:*

a) *Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred;...”*

- ⊕ The large 3.09-hectare park in the Conservancy East subdivision provides an opportunity for a wide range of activity spaces including a soccer field, tennis courts and basketball courts.

Section 4.4.6 Policy 1: *“The design of parks should generally meet each of the following criteria:*

a) *The emphasis on parks will be to provide space for recreational activities;*

b) *Consider potential cultural development opportunities by including performance and cultural gathering spaces, or by reflecting diverse cultural groups through commemoration or park design;*

c) *Consistent with the City’s Public Art Policy, opportunities will be explored to select appropriate sites for the installation of new public art in parks;*

d) *Some parks in the Downtown Core and Inner Urban Transects shall be built to withstand the impact of high usage and may require water, lighting and electricity, maintenance, more expensive recreational amenities and event/festival spaces that are of higher cost than that of parks that are less intensively used;*

e) *A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting streets; Sidewalks shall be provided along the entirety of a park’s street frontages in all cases in all transects, and required on local roads that lead directly to parks;*

f) *Where possible, landscape, servicing study and concept plans shall preserve existing mature trees and incorporate additional tree cover in a manner that is consistent with the use of the park and prioritizes shade for users. The tree canopy cover target for parks is 40 per cent, as detailed in Subsection 4.8.2, Policy 2), to be implemented, as appropriate;*

g) *New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible; and*

h) *To adapt to climate change, provide cooling amenities in park design such as splash pads, wading pools, shade trees and shade structures, where possible.”*

- ⊕ A variety of recreational activities are provided including two tennis courts, a soccer field, multipurpose basketball/hockey court, splash pad, playground, picnic tables and multi-purpose pathways.
- ⊕ Open space and picnic tables provide opportunities for the park to be used as a gathering space for the community.
- ⊕ More than 50 percent of the park perimeter is continuous frontage on abutting streets.
- ⊕ Sidewalks are provided on all park street frontages.
- ⊕ Tree canopy cover in the park is 43%.

- ⊕ The park is co-located adjacent to the Jock River Corridor, an urban natural feature that will be re-vegetated over the coming years. The Jock River Corridor provides access to the city's multi-use parkway network directly from the park.
- ⊕ Splash pads and shade trees are provided in the park as cooling amenities as a means to adapt to climate change.

3.3.1.4 Section 4.6 Urban Design

Section 4.6 of the Official Plan sets out policies for urban design. The site is not within a design priority area, or a view protection area of the City, and is not abutting a scenic entry route identified on Schedule C13 of the Official Plan.

3.3.1.5 Section 4.7 Drinking Water, Wastewater and Stormwater Infrastructure

Section 4.7.1 Policy 2: *"The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events."*

- ⊕ The proposed stormwater infrastructure on the site meets municipal and provincial standards.
- ⊕ The on-site road network is designed to maximize the available storage for the 100-year design storm event, where possible, with controlled release of stormwater to the minor storm system; and an overland flow route designed to safely convey large storm events to the receivers.

Section 4.7.1 Policy 5: *"Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:*

- a) *The requirements of approved subwatershed studies, environmental management plans and master servicing study;*
- b) *The Ottawa Sewer Design Guidelines and associated climate change considerations;*
- ⊕ Quality control is provided through a treatment train approach to provide treatment above the enhanced total suspended sediment treatment required level of protection for the receiver.

Section 4.7.2 Policy 2: *"Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services)."*

- ⊕ Full municipal services are proposed for the subdivision.

Section 4.7.2 Policy 12: *"The City shall not permit new development reliant on sump pump discharge to the sanitary sewer."*

- ⊕ Where proposed, sump pump discharge is directed to the storm sewer system.

3.3.1.6 Section 4.8 Natural Heritage, Greenspace and the Urban Forest

Section 4.8.2 Policy 2: *"The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors."*

- ⊕ Tree canopy in the draft approved Conservancy East subdivision is projected to be **52%**.

Section 4.8.3 Policy 2: *"In general, and to support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:*

- a) Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;
 - b) Within a 10-minute safe walking distance (800 metres), two green public spaces; and
 - c) Within a 15-minute trip by transit, a publicly owned natural area”
- ⊕ A large park in the Conservancy East Subdivision is proposed to provide passive and active recreation opportunities to all residents.
 - ⊕ The Jock River Corridor to the south of the subdivision will provide a high quality publicly owned natural area, once development of the area is finalized. The parcel will ultimately be conveyed to the city as part of the Jock River corridor system.

3.3.2 Section 4.9 Water Resources

Section 4.9 of the Official Plan sets out policies for the protection of water resources including appropriate setbacks from watercourses. The goals of these policies are to “*Protect, improve or restore the quality and quantity of surface water features and groundwater features*”, as well as “*keep watercourses in a natural state while managing erosion, slope stability and flooding concerns.*”

There are no watercourses within the boundaries of the proposed site. The Fraser-Clarke watercourse north of the site shall be relocated between the BRT corridor and the rear yards of the larger Conservancy East development area, as previously established in draft condition 102 of the existing draft approval for Conservancy East Phase 2.

3.4 Section 5 Transects

The proposed development is within the Suburban Transect as shown on Schedule B6 and conforms with the general characteristics of the Suburban built form, as specified by Table 6 of the Official Plan (**Table 2**).

Table 2: Excerpt from Table 6 of Ottawa Official Plan

Suburban
Suburban yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances oriented to the public realm but set back from the street
Larger lots, and lower lot coverage and floor area ratios
Variety of building forms including single storey
Generous spacing between buildings
Informal and natural landscapes that often include grassed areas
Private automobile parking that may be prominent and visible from the street

3.4.1.1 Section 5.4 Suburban Transect

The Suburban Transect is comprised of neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model

described in Table 6 and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. The proposed zoning will facilitate the proposed development which conforms with the following policies:

Section 5.4.1 Policy 2: *“The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be: a) Low-rise within Neighbourhoods;”*

- ⊕ The proposed development is within the Neighbourhood designation and is low-rise with density appropriate to the provisions of a market sensitive housing mix and proximity to public transit.

Section 5.4.2 Policy 1: *“1) In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:*

a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and

b) Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification”

- ⊕ The proposed zoning will allow higher density housing close to the Chapman Mills BRT corridor. Access to this corridor is supported by sidewalks and strategically placed pathway blocks supporting finer grid pedestrian and cycling movement.

Section 5.4.4 Policy 2: *“Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area as shown on Figure 6... shall plan for a minimum density of 36 units per net hectare...”*

- ⊕ The proposed net residential density is **55.9** units per net hectare, which is within the Inner Urban Transect target of 60-80 dwellings per net Hectare, as specified by Table 3B of the Official Plan.
- ⊕ The proposed density exceeds the minimum requirement of 36 units per net hectare. No maximum density is set.

3.5 Section 6.3 Neighbourhood Designation

The proposed development is within the Neighbourhood designation on Schedule B6. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that they, permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development as they become 15-minute communities.

Section 6.3.1 Policies 1-5 provide policy guidance that supports low-rise housing options, density and variety, depending on conditions such as proximity to transit stations, potential small scale non-residential uses and services, and certain larger scale institutional and office based facilities.

- ⊕ Low-rise residential is proposed throughout the subdivision.
- ⊕ A variety of housing typologies are proposed that support diverse economic conditions and household composition.
- ⊕ Density is focused near rapid transit.
- ⊕ Parks provide publicly accessible and useable space.
- ⊕ The zoning by-law will implement appropriate conditions for the evolution and adaptation of the community as it matures.

The proposed zoning will facilitate development of the site in accordance with the policies of section 6.3.1.

3.6 Secondary Plans and Area Specific Policies

The subject lands are not located within the geographic boundaries of any Secondary Plan, or Area Specific Policy established under the Official Plan.

4 Integrated Environmental Review

A full Integrated Environmental Review (IER) was submitted by Kilgour and Associates, in support of the existing draft approved subdivision (2021). An update to this report (April 11, 2024) was provided when the proposed revised the adjacent subdivision application for phases 3 & 4 (D07-16-24-0011). It is noted that the identified environmental features are located outside of the site boundaries and were addressed during the approval process for the existing draft approved Conservancy East Subdivision.

5 Conclusion

This Planning Rationale has been prepared in support of a zoning bylaw amendment application to facilitate the development of 3285 & 3305 Borrisokane Road. This application includes Phase 2B of an existing draft approved subdivision, Conservancy East (D07-16-20-0021).

The proposed residential development includes single family dwellings, and traditional townhouses, as is appropriate for the Neighbourhood designation of the Suburban Transect. The increased residential density provided by this amendment will further Ottawa's goal of establishing 15 minute communities.

Based on our review of the applicable policies and guidelines presented in this report, it is our opinion that the proposed zoning amendment represents good land planning and is in the public interest. It is consistent with the current Provincial Policy Statement (2020), incoming PPS(2024), and is in conformity with Ottawa's Official Plan.

We recommend approval of the Zoning Bylaw Amendment to the City.

Respectfully,



Tim Eisner, M. Pl., RPP, LEED Green Associate
Planner, JFSA Canada



6 JFSA Statement of Limitations

JFSA Canada Inc. (JFSA) has prepared this report, and performed the services described in this report, in a manner consistent with the level of care and skill normally exercised by members of the planning profession currently practicing under similar conditions in the jurisdiction in which the services are provided, subject to the time limits and financial and physical constraints applicable to the services. No other warranty, expressed or implied, is made. This report has been prepared for the exclusive use of the client representative, for the specific site, objective, and purpose described to JFSA by the client. The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location. Any change of site conditions, purpose and/or development plans may alter the validity of the report. The report, which specifically includes all tables, figures and appendices, is based on data and information assembled by JFSA, and is based on the conditions at the site and study area at the time of the work and on the information provided by others. JFSA has relied in good faith on all information provided and does not accept responsibility for any deficiencies, misstatements, or inaccuracies contained in the report as a result of omissions, misinterpretation, or fraudulent acts of the persons contacted or errors or omissions in the reviewed documentation and data. Any use which a third party makes of this report, or any reliance on, or decisions to be made based on it, are the responsibilities of such third parties. JFSA accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report