



# **CONSERVANCY PHASE 3 & 4 - PLANNING RATIONALE REPORT ZONING BYLAW AMENDMENT**

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**December 2024**

**3285 & 3305 Borrisokane Road**  
Concessions 3, Part of Lots 13 & 14 (Rideau Front),  
Geographic Township of Nepean

**Barrhaven Conservancy Development Corporation**

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# 1 Executive Summary

Barrhaven Conservancy Development Corporation has recently submitted a subdivision revision application for phases 3 & 4 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 new proposal (D07-16-24-0011) introduces new lot types and a site plan block in phases 3 & 4, providing residential units in a variety of housing typologies.

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(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 subdivision application. The reports referenced below have been updated or prepared for this submission.

- ⊕ Zoning Confirmation Report, Phase 3 & 4, (R3YY Zone). JFSA Canada Inc., November 2024.
- ⊕ Zoning Confirmation Report (R4Z Zone) Revision# 2. JFSA Canada Inc., November 2024.
- ⊕ NAK Design Strategies, Streetscape Plan, dated November, 2024.

The supporting studies referenced below have previously been submitted in support of the application for the phase 3 & 4 subdivision revision:

- ⊕ 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.
- ⊕ David Schaeffer Engineering Ltd., Serviceability Memorandum, dated April 19, 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.

Due to changes in the housing market, an application to revise phases 3 & 4 was submitted in April 2024 (D07-16-24-0011). This revision increased residential density and reduced lot size to provide more attainable housing units, including a planned unit development block intended for stacked dwellings.

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 revisions. The boundary of the proposed zoning bylaw amendment includes phases 3 & 4 in the Conservancy East Subdivision. The current zoning is Residential Third Density (R3YY[2766]) and Open Space (01).

### 2.2 Location

The site is a approximately **12 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 and west, and the Jock River corridor to the 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 to the 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.

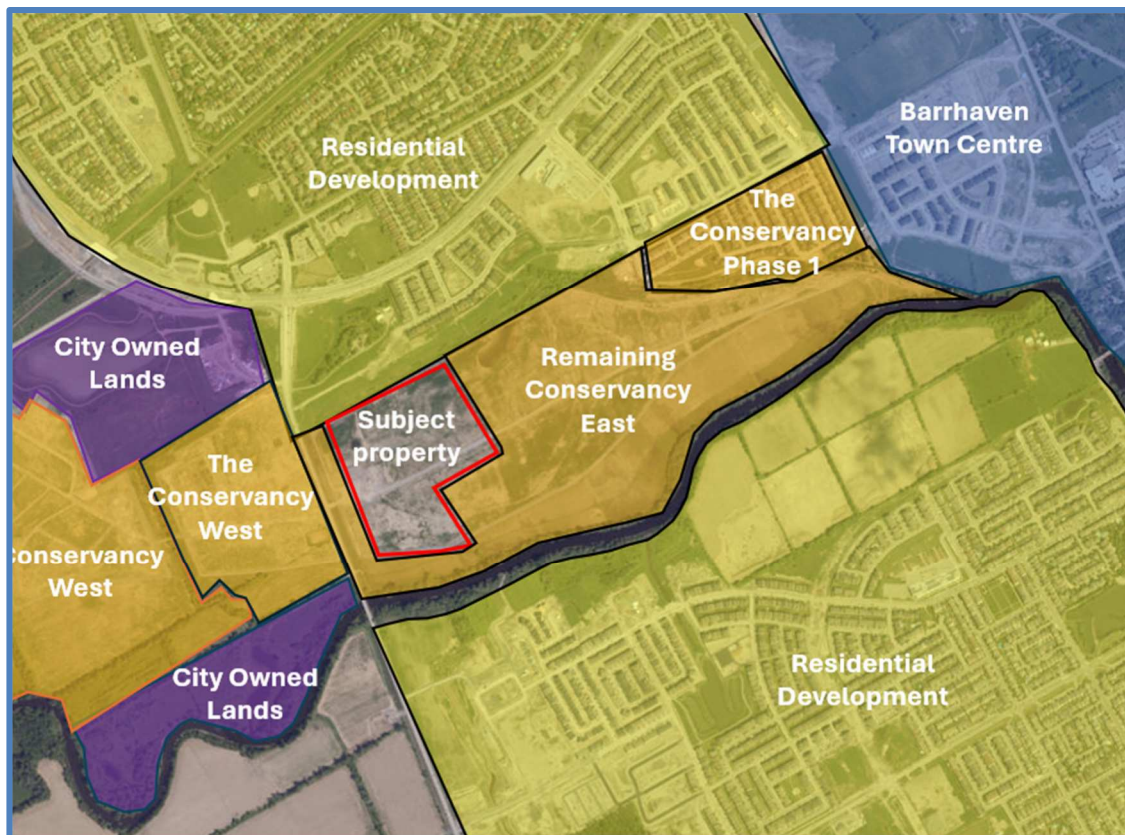
### ⊕ South

The Jock River and associated corridor lands are to the south, with residential neighbourhoods under development on the south shore of the river.

### ⊕ West

Rear lane townhouse blocks are immediately west of the zoning boundary fronting on Borrisokane Rd. West of Borrisokane are 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 phases 3 & 4 of the Conservancy East subdivision (D07-16-24-0011).

The lands are to be developed for residential housing, including single detached dwellings, traditional townhouses, and stacked condominium townhouses, at densities suiting the suburban location, adjacent transit and open space. **508** dwelling units are proposed within the area of the zoning amendment. Open space in the development includes one large park that is sized to accommodate desirable community facilities designed for active recreation and the Jock River Corridor to the south.

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. The park blocks and streets connect the community and the open space corridor of the Jock River.

### 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 new subdivision plan 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 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].

A further 1m<sup>2</sup> reduction in rear yard area is required for townhouse dwellings in the R3YY[BBBB] area, due to reduced lot depths. Reduce lot depths are required to accommodate the increased ROW widths as required by city standards (See **Section 2.7.2.1**). This minor yard area reduction is expected to have no impact on the useability of the rear yards.

### 2.7.1.2 Stacked Condominium Townhouses

The development includes a block intended for a planned unit development consisting of approximately 196 stacked condominium townhouses. The planned unit development is being developed through the site plan control process, in a separate application (D07-12-24-0097).

This dwelling type will provide additional density and is purposefully located close to the future transitway corridor. These smaller units provide additional residential variability in the area, adding entry level housing for a wider demographic, responding to market conditions for those who seek homeownership and promoting socially and economically diverse neighbourhoods.

A variety of strategies are used to provide units at an attainable market rate, including reducing setbacks, and reducing parking. Site specific zoning exceptions are proposed to facilitate these strategies.

## 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. Further, the park block provides local access to the Jock River corridor and a network of multi-use trails.

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

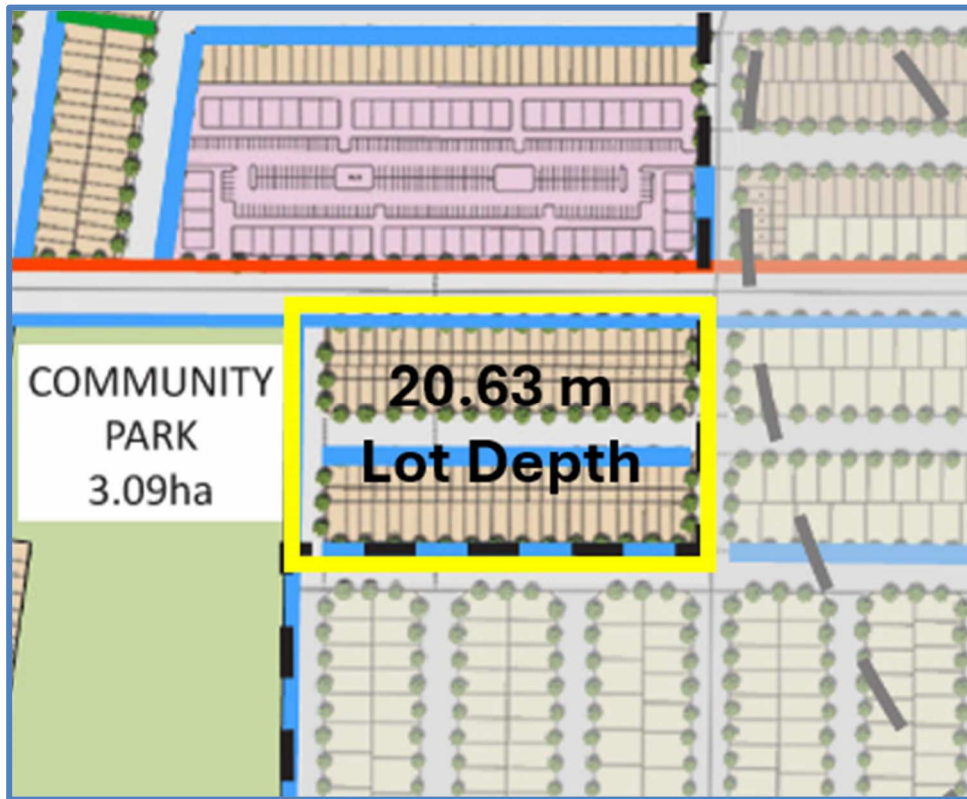
**Figure 3: Conservancy Phase 3 & 4 Active Mobility and Road Network (NAK Design)**



*2.7.2.1 ROW Width Update*

The developer was requested to increase the minimum ROW width to 18m in the Phase 3 & 4 revision, due to changes to Ottawa city standards. The previous road layout was maintained, and this change was accommodated by reducing the lot depth of townhouse lots with frontage on Conservancy Drive, Peninsula Road, and Sapling Grove. Lot depth in this area has been reduced to 20.63m. Site specific variances as noted in section 2.10.2.2 are requested to accommodate this change. See **Figure 4**

**Figure 4: Lots with Reduced Depth to Accommodate 18m ROW.**



#### 2.7.2.2 Parking

A planned unit development consisting of 196 stacked condominium units will be developed within the site plan block at the centre of the development area. Typical parking rates indicated in the zoning bylaw for stacked dwellings in Area C would be:

- 1.2 spaces per units (Table 101, Row R10, Column IV)
- 0.2 visitor spaces (Table 101, Row 3, Column III)
- Total 1.4 spaces per unit.

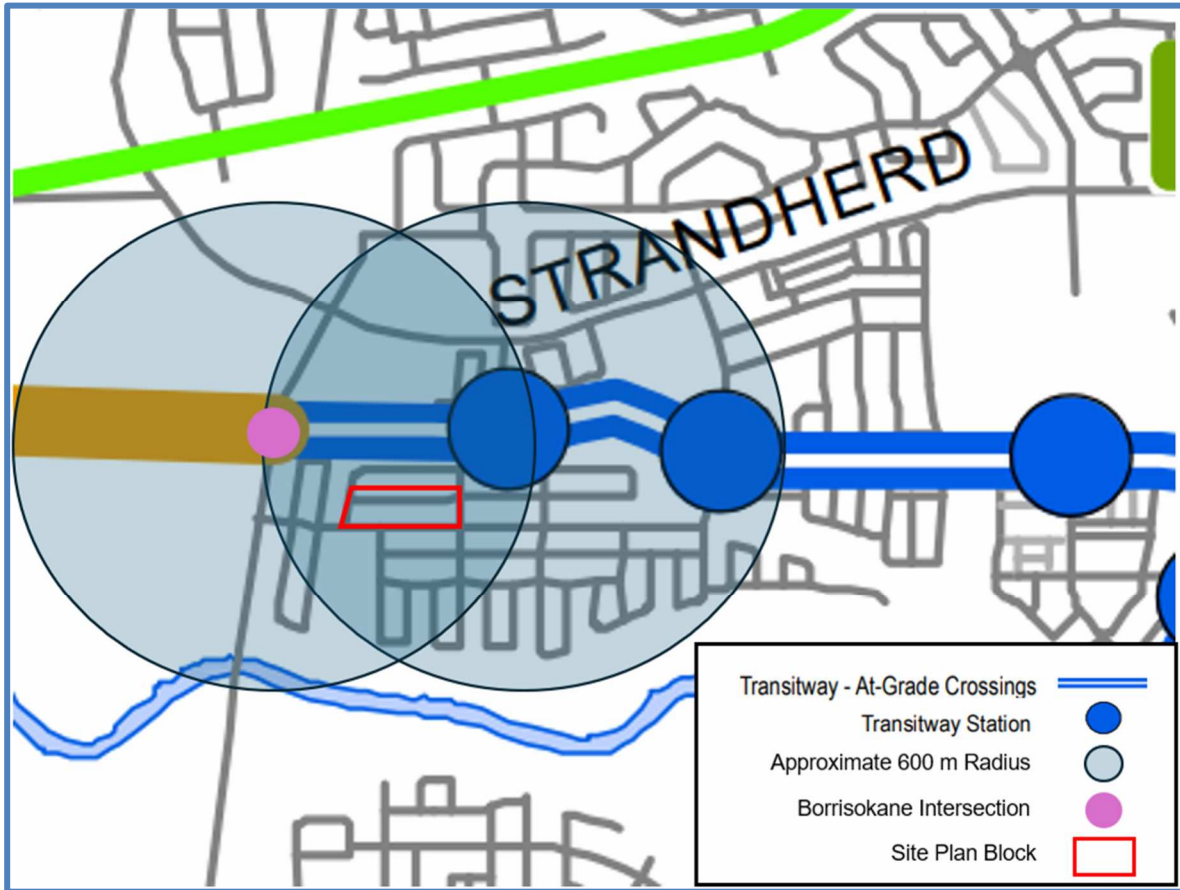
However, the zoning bylaw also provides for exceptions to this rate where a development is within 600 metres of an existing or planned higher-order transit station.

#### Ottawa Zoning Bylaw Section 101

*(5) where a residential use building has an active entrance located within 600 metres of a rapid-transit station shown on Schedule 2A or 2B, the minimum parking required by Table 101 for the residential use is calculated using the rates for Area X.*

Although Schedules 2A and 2B do not show transit stations within 600 metres, three new transit stations are planned on the Chapman Mills BRT, shown on Official Plan Schedule C2 (Transit Network). Additionally, the extension of the BRT is expected to provide a station close to the intersection with Borrisokane. See **Figure 5**.

**Figure 5: Proximity of Site Plan Block to Future Transit**



If the rates for Area X were proposed the parking rates would be:

- 0.5 spaces per units (Table 101, Row R10, Column II)
- 0.1 visitor spaces (Table 101, Row 3, Column II)
- Total 0.6 spaces per unit

A reduced parking rate is proposed that is less than required in Area C, but greater than the requirements of Area X. The proposed parking rates are:

- 1.0 spaces per units
- 0.1 visitor spaces
- Total 1.1 spaces per unit

It is our opinion that the proposed parking reduction is appropriate for this location. It considers the proximity of future higher order transit stations on the Chapman Mills BRT corridor and also provides sufficient parking for residents until such time that the future transit stations are constructed.

### 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, projecting that **39%** tree canopy will be established in phases 3 & 4 of the proposed subdivision at 40 years. The remainder of the draft approved Conservancy East subdivision is projected to have **52%** tree canopy coverage at 40 years.

Although the phase 3 & 4 tree canopy slightly below the city-wide goal set out by the Official Plan, it is noted that this is a significant improvement over the same area prior to development and that the Jock River Corridor (part of this and the adjacent Barrhaven Conservancy community) will be contributing a surplus, well above the city tree canopy targets for the larger Conservancy area. The provision of density and land use efficiency is appropriately balanced with the canopy target objectives.

## 2.8 Provincial Policy Statement

Under Section 3 of the Planning Act, the 2024 Provincial Policy Statement (2024 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 PPS preamble discusses prioritizing compact and transit-supportive design, to support convenient access to housing, quality employment, services and recreation for all Ontarians. Zoning and development permit bylaws are directed to be forward looking and facilitate opportunities for appropriate range and mix of housing options. The proposed rezoning supports efficient and resilient development and land use land patterns in accordance with policies in PPS 2024.

Chapter 2 of PPS 2024 focuses on building homes and sustaining strong and healthy communities. The proposed zoning bylaw amendment is consistent with the following:

- ⊕ Section 2.1.6 – The proposal will accommodate an appropriate range and mix of land uses, include housing options with multimodal access to employment, public service facilities, institutional use, recreation, parks and open space, and other uses to meet long-term needs. This will facilitate accessibility for people of all ages and abilities.
- ⊕ Section 2.2.1 – The proposed zoning will contribute to the appropriate range and mix of housing options to meet the projected needs of residents.
- ⊕ Section 2.3.1 (1) – The site is within a settlement area which are directed to be the focus for growth and development under the PPS
- ⊕ Section 2.3.1 (2) – The proposed land use pattern efficiently uses land and resources, optimizing planned infrastructure and public services. Active transportation and transit access are provided throughout the site.
- ⊕ Section 2.4.1 (2) – Portions of the site are within the Strategic Growth Area due to the proximity of high order transit with the future BRT corridor on Chapman Mills Drive. The proposal supports the intensification of this site contributing to creating a complete community by providing a mix of housing options.
- ⊕ Section 2.4.3 (1) – The proposed zoning will facilitate intensification of land within the Frequent Transit Corridor adjacent to planned higher order transit.

Chapter 3 of PPS 2024 sets out policies for the provision of Infrastructure and Facilities. The proposed zoning bylaw amendment is consistent with the following:



- ⊕ Section 3.6 (2) – The proposed development is on full municipal services as is noted as the preferred form of servicing for development within settlement areas.
- ⊕ Section 3.9 (1) – The zoning will facilitate the development of the subdivision which was designed to provide adequate public spaces, and access to recreation, parks, trails and open space.

Chapter 4 of PPS 2024 sets out policies for the Wise Use and Management of Resources. The proposed zoning bylaw amendment is consistent with the following:

- ⊕ Section 4.1 (2) – Development is directed to areas outside of natural heritage features. The site has been designed in such as way as to facilitate the establishment of a natural corridor adjacent to the Jock River.

Chapter 5 of PPS 2024 guides Protecting Public Health and Safety. The proposed zoning bylaw amendment is consistent with the following:

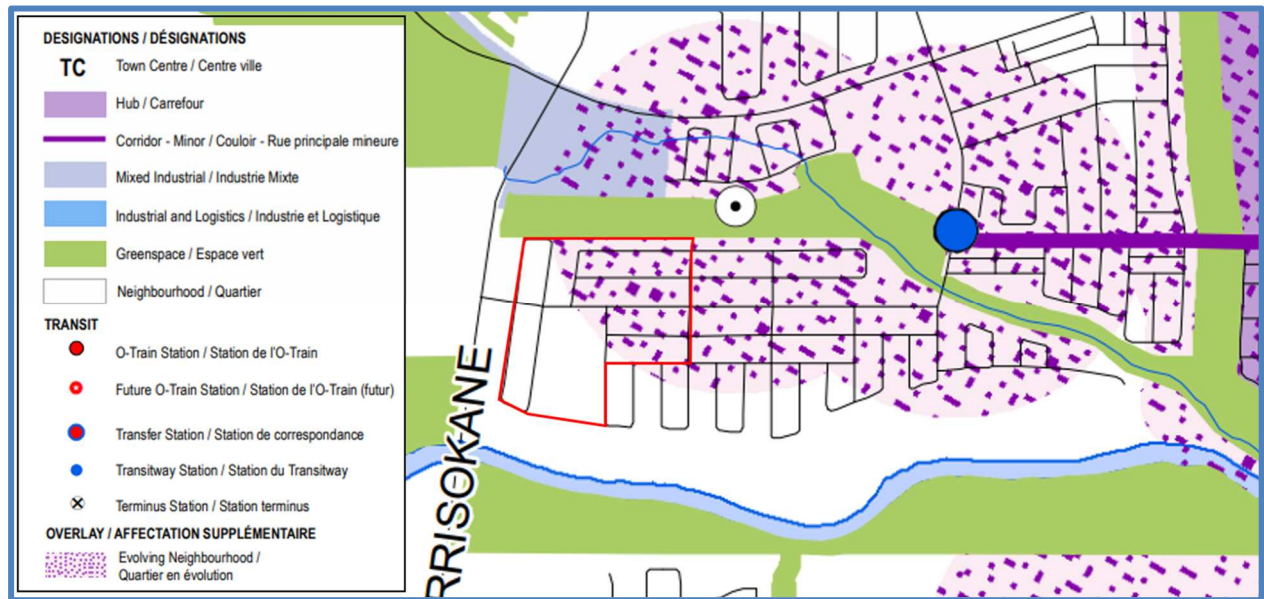
- ⊕ Section 5.1 (1) - Development is directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage and will not create new or aggravate existing hazards.
- ⊕ Section 5.1(2) - Development is directed to areas outside of hazardous 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 2024, 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.

## 2.9 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 a large portion of the site is subject to the Evolving Neighbourhood overlay, (**Figure 6**). 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 6: Zoning Amendment Boundary Shown on Schedule B6 (Suburban Southwest)**



## 2.10 Zoning By-law

### 2.10.1 Existing zoning

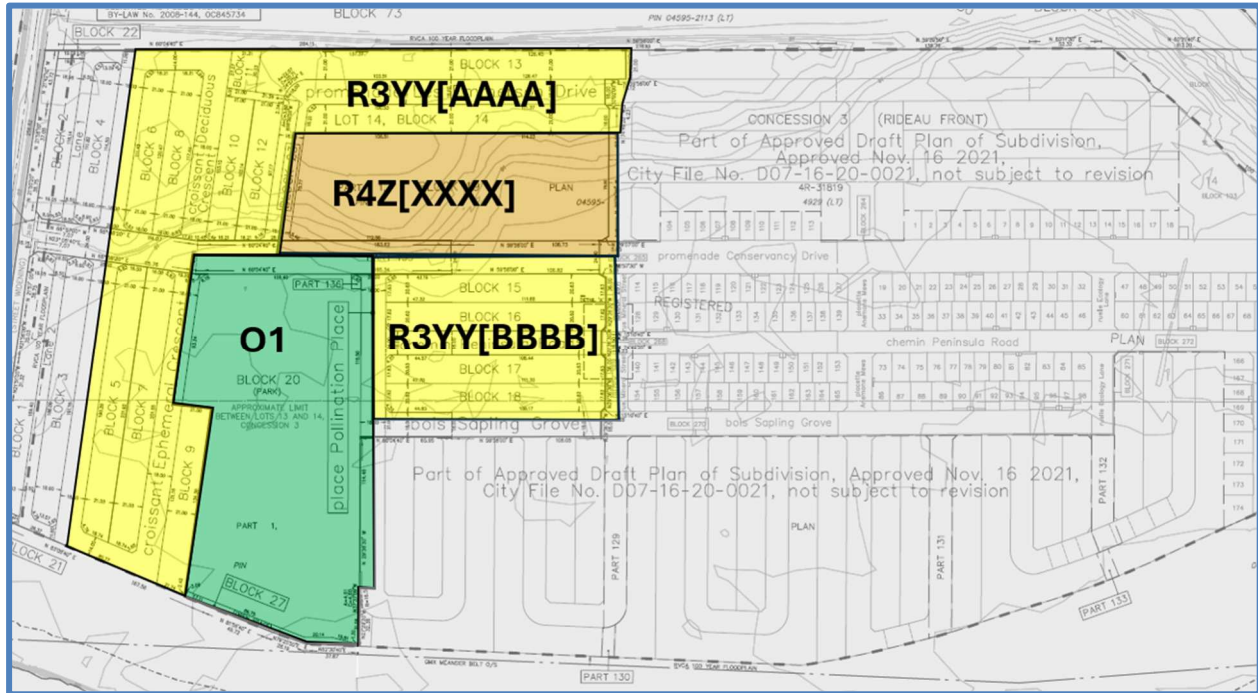
The site is currently zoned as Residential Third Density (R3YY[2766], and Open Space (O1). The purpose of this zoning is to allow the development of a residential subdivision with varied housing typologies, efficient use of the site, and appropriate parkland.

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

### 2.10.2 Proposed zoning

Three zoning designations are proposed: **R3YY[AAAA]** for traditional townhouses, **R3YY[BBBB]** for traditional townhouses on reduced depth lots, and **R4Z[XXXX]** for stacked condominium dwellings. Exceptions are proposed for all three to accommodate the lot fabric and dwelling units developed specifically for this project. Additionally, the boundary of the existing Open Space zone (**O1**) is proposed to be modified to match the new subdivision plan as proposed in phase 3&4 (D07-16-24-0011). **Figure 7** below shows the boundaries of the proposed zones.

**Figure 7: 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. The provisions sought for the R3YY[AAAA] zone are identical to the recently requested zoning for Conservancy Phase 2B immediately to the east of the site. We note that no single family dwellings are proposed within the requested zoning boundaries at this time, however the provisions regarding single family dwellings are requested to remain in case of future changes to housing market conditions.

**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.
- The steps of a porch may project 2.5 m into a required yard, but may be no closer than:
  - 0.5 m from a front lot line;
  - 0.2 m from a side lot line abutting a street; and
  - 0.0 m from a corner lot line.
  - 0.0m from an interior side lot line
- 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 m<sup>2</sup>
- 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 m<sup>2</sup> 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 m<sup>2</sup>.
- 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.

#### *2.10.2.2 R3 - Residential Third Density Zone – Traditional Townhouses on Reduced Depth Lots.*

As noted in section **2.7.2.1** of this report, the lot depth was reduced on a number of residential lots in this proposal to accommodate an 18 metre ROW as required by updated municipal standards. This revision necessitates additional provisions due to the reduced lot depth.

#### **Proposed zone: R3YY[BBBB]**

##### **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.
- The steps of a porch may project 2.5 m into a required yard, but may be no closer than:
  - 0.5 m from a front lot line;



- 0.2 m from a side lot line abutting a street; and
- 0.0 m from a corner lot line.
- 0.0m from an interior side lot line
- 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.

#### 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: 5.5 meters.
- Minimum rear yard setback may be reduced to a minimum of 4.1 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 29 square metres.
- Maximum building height: 14 metres.
- Maximum lot coverage: 67 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.

#### *2.10.2.3 R4 - Residential Fourth Density Zone*

The purpose of the R4 - Residential Fourth Density Zone is to allow a wide mix of residential building forms ranging from detached to low-rise apartment dwellings, with a maximum height of four storeys. 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*”. Further, the R4 zone, “*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 proposed planned unit development of stacked townhouse condominiums is consistent with the intent of the R4 zone. The Z subzone is suitable as it is the preferred zone to showcase newer design approaches which promote efficient land use in newly developing communities. Site-

specific exceptions are proposed to allow for the introduction of new designs that efficiently use land adjacent to major transit routes such as the BRT corridor.

**Proposed zone: R4Z[XXXX]**

**General Provisions:**

- Despite the definition of Front Lot Line in Section 54, the lot line fronting on Conservancy Drive shall be deemed the Front Lot Line for zoning purposes.
- Despite Table 65, Row 5(b):
  - i). Where at or below the first floor level, open stairways, stoop, landing, steps and ramps, may extend to a lot line.
  - ii) other cases:
    - 1. In the case of any yard: 1.5 m, but not closer than 1 m to a lot line; except that, switchback stairs and landings may project 2.2 m into the rear yard where these are intended to provide a means of egress for dwelling units located on the second and higher storeys.
- Despite Table, 101, Row R19, required parking shall be 1.0 per dwelling unit
- Despite Table, 102, Row 3, required visitor parking shall be 0.1 per dwelling unit

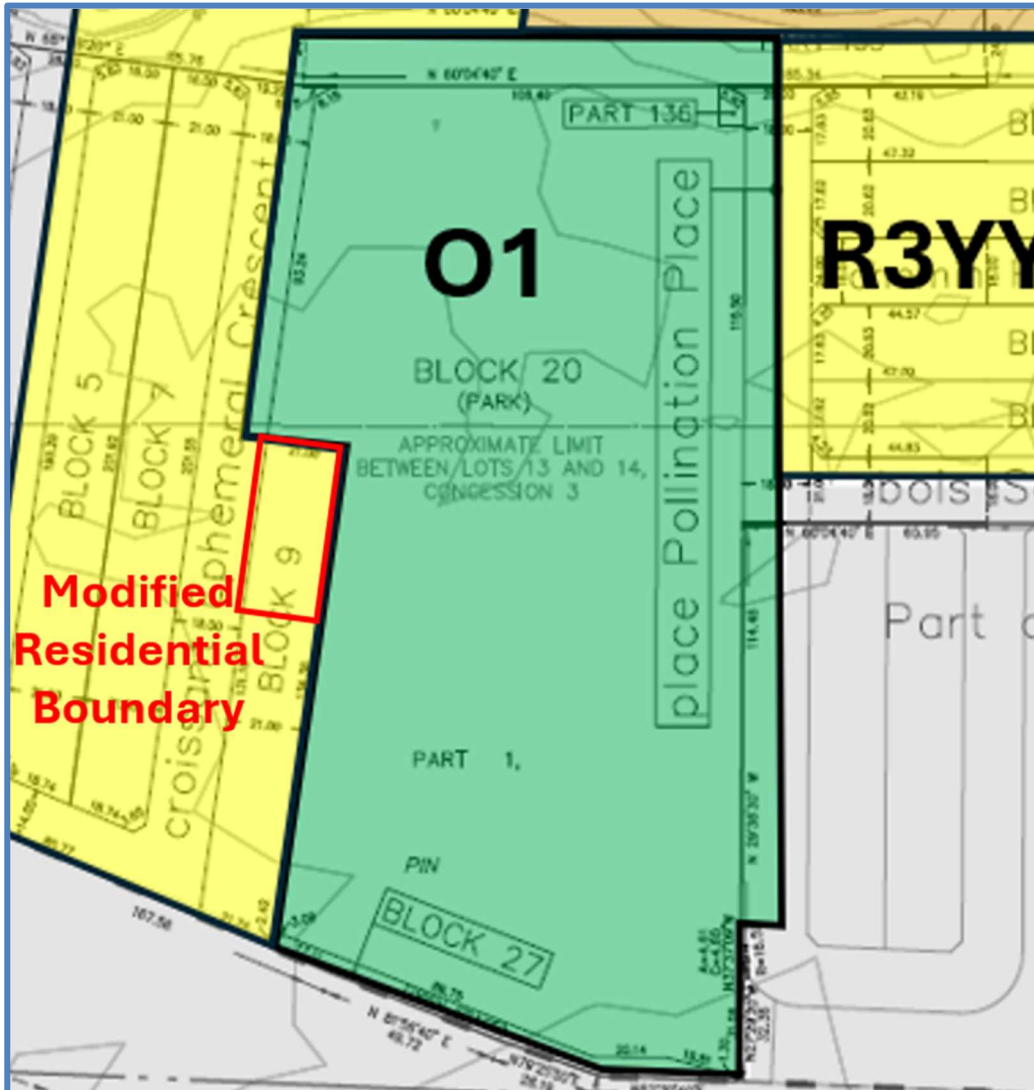
**Stacked Dwellings**

- Minimum lot area: 1,400 square metres
- Minimum lot width: 18 metres
- Minimum front yard setback: 3 metres
- Minimum interior side yard setback: 3 metres
- Minimum corner side yard: 3 metres
- Minimum rear yard setback: 4.5 metres (limited to a Planned Unit Development)
- Maximum building height: 15 metres

*2.10.2.4 O1 Zone*

The boundary of the O1 zone has been updated to reflect the phase 3 & 4 subdivision revision. The residential block adjacent to the park has been extended by approximately 30 metres compared to the previous approved zoning. **Figure 8** shows the new limits of the O1 zone and highlights the area of the boundary change.

Figure 8: O1 Zone Boundary Update



### 2.11 Parks

The site includes one park for public use which accommodates 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. The proposed zoning will address the respective boundary of parkland and residential uses.

## 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 aggressive 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 stacked towns, and 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 Jock River corridor 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 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 the revised subdivision (phases 3 & 4).

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 **81.8** units per net hectare (See Table 2), 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
6.209	508	81.8

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 the revised subdivision (phases 3 & 4). This subdivision 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 eastern draft approved subdivision area.
- ⊕ The proposed active transportation infrastructure 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.
- ⊕ Reduced parking rates proposed though this rezoning are supported by the planned infrastructure in the adjacent BRT corridor

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 proposed layout 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, a large public park is provided within the site. The proposed rezoning will modify the boundary of the existing O1 zone so that it conforms with the updated phase 3 & 4 subdivision layout as proposed (D07-16-24-0011)

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 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%**.
- ⊕ Tree canopy cover in the revised phase 3 & 4 area is projected to be **39%** after 40 years. Although this is slightly below the goal set out by the Official Plan, it is noted that this is a significant improvement over the same area prior to development and that the Jock River Corridor (part of this and the adjacent Barrhaven Conservancy community) will be

contributing a surplus, well above the city tree canopy targets for the larger Conservancy area. This exceeds the target set by the Official Plan

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 is proposed to provide passive and active recreation opportunities to all residents.
- ⊕ The Jock River Corridor to the south of the site 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.

The Jock River south of the site is significantly farther than 30 metres away from the boundary of the development area.

### 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.

As specified in section 5.4.1 Policy 3, dwellings in the Suburban Transect shall be *“Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes”*.

- ⊕ The proposed development consists of a variety of ground-oriented housing forms. Denser low-rise developments such as stacked townhouses, are located adjacent to large streets and planned transit routes.

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 **81.8** units per net hectare, close to 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 established under the New Official Plan. However, Area Specific Policy 12 covers the southern portion of the site, specifically the lands municipally known as 3305 Borrisokane Road.

#### 3.6.1.1 Area Specific Policy 12

Policy 12 specifies that the Jock River Conservation Area, in and around 3305 Borrisokane Road, serves as a naturalized area which is prohibited from urban development and is to help protect the Jock River and the associated floodplain corridor. Subclause C specifies that the boundaries of the Jock River Conservation Area correspond to the boundaries of the regulatory floodplain. The development proposal does not include any buildings or structures within the Jock River Conservation Area.

## 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 with the revised subdivision application for phases 3 & 4. 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 areas of a recently proposed revision to phases 3 & 4 of Conservancy East (D07-16-24-0011).

The proposed residential development includes traditional townhouses, and stacked condominium 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 (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

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