



# **PLANNING RATIONALE REPORT DRAFT PLAN REVISION AND ZONING BY-LAW AMENDMENT**

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**December 2022**

**3288, & 3300 Borrisokane Road**  
Concession 4, Part of Lots 13 & 14 (Rideau Front),  
Geographic Township of Nepean

Barrhaven Conservancy Development Corporation

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# 1 Introduction

## 1.1 Background

This Planning Rationale has been prepared in support of the Draft Plan Revision and Zoning By-law Amendment application for Barrhaven Conservancy East subdivision, specific to the area west of Borrisokane Road, east of the Foster Drain, now known as Phase 5. The Plan of Subdivision for Barrhaven Conservancy East, D07-16-20-0021, received draft approval December 7, 2021. This report provides the documentation and analysis of relevant policies which support the red line revisions to the draft plan and the zoning proposal.

Proposed revisions to the Phase 5 subdivision layout are described in Section 3. This phase includes approximately 507 residential units on full services, 13 streets, three lanes, one park block, and one road widening block. The proposed changes include a revised Bus Rapid Transit corridor, inclusion of back-to-back townhomes, and provision of parkland at 1ha per 600 units. Additionally, the proposed revision addresses a condition of draft approval regarding conformity with the boundaries of the regulated floodplain, as established by RVCA.

The proposed revisions to Phase 5 result in the overall draft approved Barrhaven Conservancy East Subdivision establishing approximately 1493 residential units on full services, 39 streets, four lanes, nine pathway blocks, three park blocks, seven creek corridor (environmental) blocks, and two road widening blocks.

The purpose of the proposed Zoning By-law Amendment is to implement zoning to reflect the urban development of residential and open space uses on select blocks. The current zoning is Development Reserve (DR).

## 1.2 Location

This area (Phase 5) of the Barrhaven Conservancy East subdivision (the subject site) is an approximately 19.4 hectare irregular parcel including parts of 3288, & 3300 Borrisokane Road, Concessions 3, Part of Lots 13 & 14 of the former Geographic Township of Nepean. The land is bounded by a city-owned parcel to the north, Borrisokane Road to the east, a city owned parcel bordering the Jock River corridor to the south, and Foster Creek to the west. Please refer to Figure 1.

**Figure 1: Location of Site.**



### **1.3 Consultation**

A meeting regarding this subdivision was held with the municipal planning file lead on November 22, 2019.

A public meeting concerning the plan of subdivision was held November 26, 2020.

A follow up meeting with Ottawa planning staff was held December 12, 2022 to discuss the proposed redline revision to the Phase 5 draft Plan of Subdivision and associated Zoning Bylaw Amendment application. An updated list of technical reports and studies is being submitted concurrently to the planning rationale to support of these applications.

### **1.4 Supporting Studies**

The reports itemized below support the revised draft plan approved through the subdivision process:

- ⊕ J.D. Barnes Ltd., Draft Plan of Subdivision, dated December 1, 2022.
- ⊕ NAK Design Strategies, Park Fit Plan, dated December 2, 2022.

- ⊕ CGH Transportation., Technical Memorandum: Conservancy Phase 5 – TIA Update and Concept Review, dated December 5, 2022.
- ⊕ David Schaeffer Engineering Ltd., Adequacy of Services Report, dated December, 2022.
- ⊕ Gradient Wind Engineering Inc., Traffic Noise Feasibility Assessment – Conservancy Subdivision (Phase 5), dated December 6, 2022.
- ⊕ Kilgour & Associates Ltd. EIS Review of Updated Site Plan for Barrhaven Conservancy East 5, dated December 12, 2022.

The reports itemized below were previously provided in support of the draft approval for the larger subdivision. They do not require updating for the zoning by-law amendment or the west phase subdivision revision which are the subject of this Planning Rationale.

- ⊕ NAK Design Strategies, Urban Design Brief, dated March 2021.
- ⊕ Kilgour & Associates Ltd., Integrated Environmental Review – Barrhaven Conservancy EAST, dated August 6, 2020.
- ⊕ Paterson Group, Geotechnical Investigation – Proposed Residential Development Conservancy Lands East, dated June 8, 2021.

## 2 Context

### 2.1 Surrounding Area

The subdivision development is located in the General Urban designated area surrounded by developing residential and/or mixed-use communities.

⊕ North

Municipally owned property is located directly to the north. Additionally, a large employment area exists on the western side of Strandherd Drive. The lands to the northeast include a series of recently developed residential neighbourhoods (including complementary community facilities such as schools, parks, trail systems, etc.).

⊕ East

To the east of Borrissokane is the remaining lands that are part of the same draft approved subdivision but are not the subject of this zoning bylaw amendment application or proposed redline revisions to the draft plan. Beyond them, Barrhaven Town Centre will develop into a diverse mixed-use community providing both commercial and high density residential land uses when fully built out.

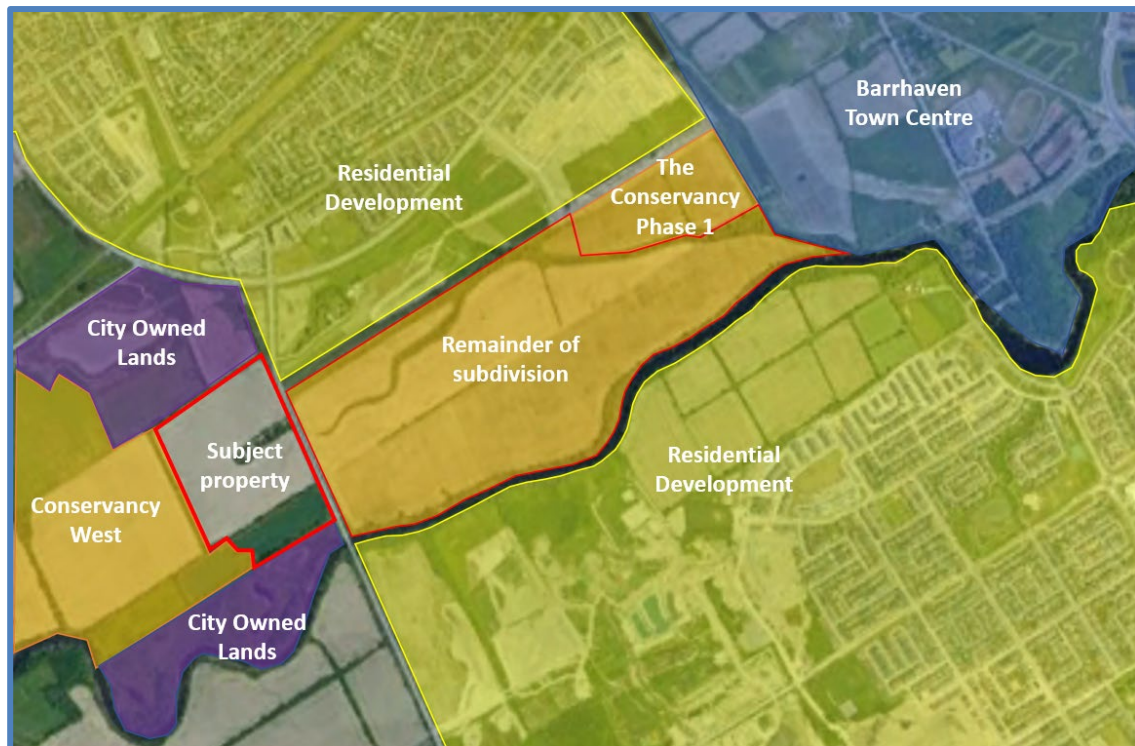
⊕ South

To the south is a municipally owned property and the Jock River.

⊕ West

The subject property is bounded by the Foster Creek to the west. Beyond, future subdivision lands (Conservancy West D07-16-21-0036) will ultimately complete the residential fabric between the Foster Creek and Highway 416.

**Figure 2: Subdivision Context**



## 2.2 Site Conditions

The existing conditions on site are revegetating following a site alteration operation undertaken in 2020, following permission from RVCA (RV5-4419). The Foster Creek is lined with sparse vegetation, including limited trees and shrubs.

## 2.3 Relationship to Landscape

The subject site connects to the municipal land to the north and the Jock River corridor to the south. South of the Jock River the land is currently used for agricultural operations.

## 2.4 Transportation Connections

The extension of the Chapman Mills Bus Rapid Transit ('BRT') is intended to connect the Barrhaven Civic and Town Centre towards future development in the west. The completed EA terminates the BRT corridor at Borrisokane Road. This transportation connection has not yet been constructed and the city has yet to acquire a significant portion of the intended alignment along the future Chapman Mills Drive.

The alignment for the BRT continuing west from Borrisokane Road is only indicated conceptually in the approved EA for the system. The specific route and ultimate connections that this transit infrastructure will follow remains unestablished.



### 3 Proposed Revisions to Approved Draft Subdivision Plan

The Barrhaven Conservancy East subdivision received draft approval December 7<sup>th</sup>, 2021. The proponent is seeking a revision to modify the Phase 5 area west of Borrisokane Road to revise the alignment of the BRT corridor, increase the area devoted to parkland and provide back-to-back townhomes units within the subdivision. Further, the development extent has been aligned to conform with the floodplain boundary as established by RVCA. These revisions assist the proponent in meeting their obligations under the conditions of draft approval. The proposed revisions to the approved draft plan are described below and can be seen on the revised draft plan shown in Figure 3.

**Figure 3: Revised Draft Subdivision Plan**



#### 3.1 Transportation

The development concept supports resident 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 will provide pedestrian connectivity and support mobility. Further, a pathway block is included for local access to the Jock River corridor. A network of cycle trails, recreational pathways and multi-use trails integrated a collection of active mobility options for residents. See Figure 4.

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

**Figure 4: The Conservancy East Phase 5 Active Mobility Map**



### 3.1.1 Inclusion of BRT corridor

Blocks 116 & 18 have been provided as the potential future transit right of way. The proposed alignment continues the transitway past Borrisokane Rd along the southern boundary of the Future Development block 120, see Figure 3. After block 120 the transitway turns north toward the city owned parcel. Ultimately the transitway heads north through the previous detour for Strandherd Drive.

A 24m ROW will continue to the west crossing Foster Creek to future development lands further west.

The proposed alignment is intended to provide an option for the city and meets the proponent's obligation under condition 36. However, the proponent notes that the City has not established the final alignment of the BRT west of Borrisokane Road, and that the alignment is still subject to change dependent on continuing discussion with Ottawa Transportation Planning staff.

### 3.2 Natural Heritage System and Parks

As located and designed, the parks within the Barrhaven Conservancy will complement the natural open space system and will include a variety of amenities and unique designs that appeal to a diversity of ages and abilities. The proposed update to the approved Draft Plan of Subdivision increases the size of the park provided on the Subject Lands. As proposed, the park will have frontage on multiple roads, providing safety and access. See Figure 4.

**Figure 3: Conceptual Layout and Park Location**



#### 3.2.1 Increased Park Size

Changes to provincial legislation have revised the requirements for parkland dedication in Ontario. Specifically, the *More Homes built Faster Act*, which received Royal Assent November 28, 2022, revises section 51.1 of the *Planning Act*. Subsections (2) to (2.3) are repealed and replaced with the following:

*(2) If the approval authority has imposed a condition under subsection (1) requiring land to be conveyed to the municipality and if the municipality in which the land is located has a by-law in effect under section 42 that provides for the alternative requirement authorized by subsection 42*

*(3), the municipality, in the case of a subdivision proposed for residential purposes, may, in lieu of such conveyance, require that land included in the plan be conveyed to the municipality for park or other public recreational purposes at a rate of one hectare for each 600 net residential units proposed or at such lesser rate as may be determined by the municipality.*

Parkland dedication in Phase 5 has been revised based upon the new legislated parkland dedication rate of 1 hectare per 600 residential units. Further, this new parkland dedication rate is assumed to be the proper rate to use due to the addition of new subsections 42 (2.1) to (2.4) in the *Planning Act*, which set out rules with respect to the timing of the determination of the amount of parkland:

*When requirement determined*

*(2.1) The amount of land or payment in lieu required to be provided under this section is the amount of land or payment in lieu that would be determined under the by-law on,*

*(a) the day an application for an approval of development in a site plan control area under subsection 41 (4) of this Act or subsection 114 (5) of the City of Toronto Act, 2006 was made in respect of the development or redevelopment;*

*(b) if clause (a) does not apply, the day an application for an amendment to a by-law passed under section 34 of this Act was made in respect of the development or redevelopment; or*

*(c) if neither clause (a) nor clause (b) applies, the day a building permit was issued in respect of the development or redevelopment or, if more than one building permit is required for the development or redevelopment, the day the first permit was issued.*

As, clauses (a) and (b) do not apply, and no building permit has been issued, the new parkland dedication rate may be used.

Block 19 in Figure 3 is devoted to a 0.64 ha park to meet the obligations of the proponent. This park will provide a variety of amenities including a play structure, sand area, free play open space and shade structure. Details of the park layout are provided in the Park Fit Plan provided by NAK Design Strategies (December 2, 2022)

### **3.3 Adjustment to Built Area Boundary**

Under RVCA permit RV5-4419 portions of former floodplain lands were removed through a site alteration program. The floodplain boundary was revised by RVCA subsequent to draft approval. The boundary of the development lands on the revised subdivision plan for the area west of Borrisokane Road have been brought into conformity with the regulatory floodplain established by this work and accepted by the RVCA.

This revision also resolves condition 103 from the original draft approval.

### **3.4 Addition of Back-to-Back Townhomes**

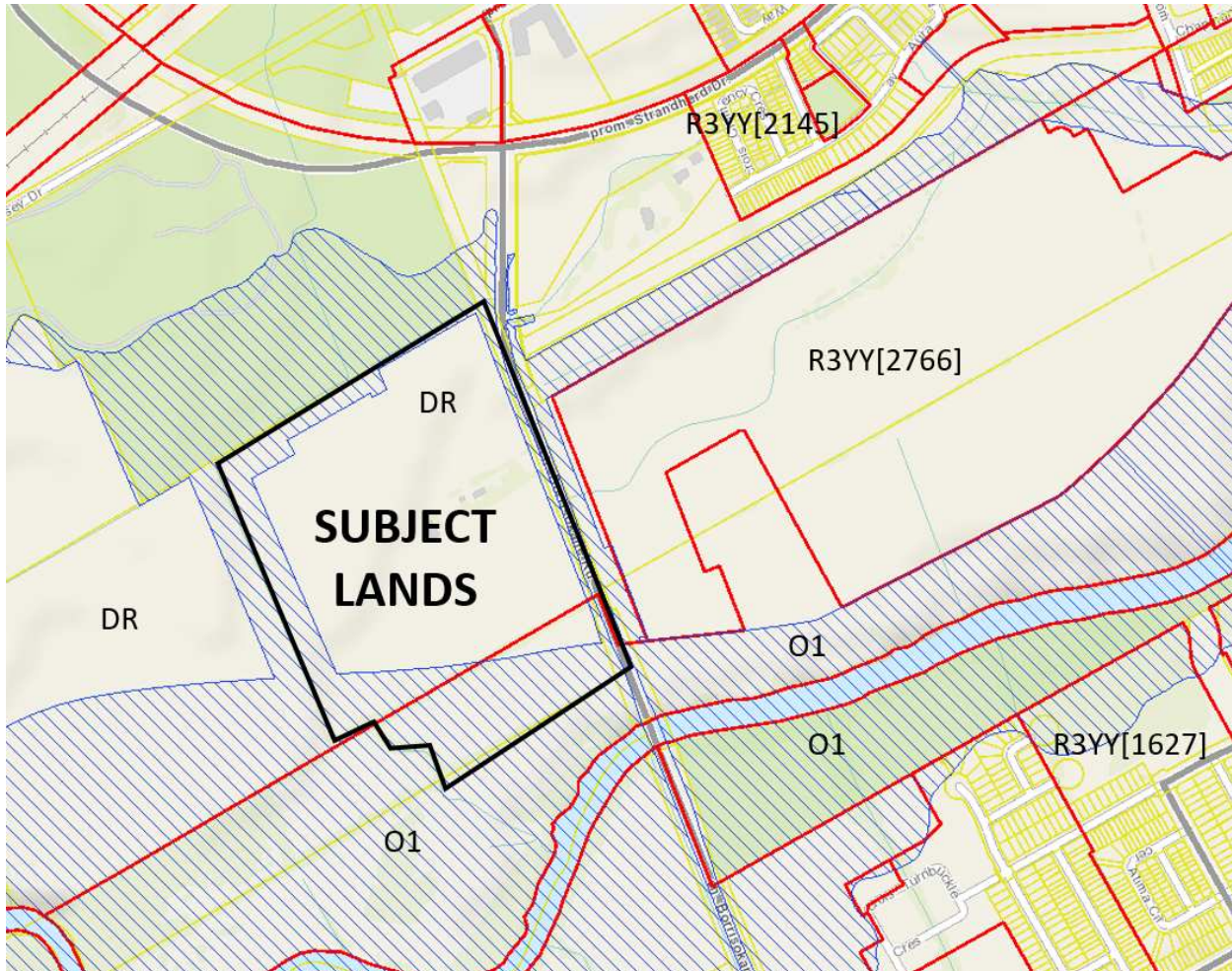
To offset the additional areas devoted to non-residential uses, blocks for back-to-back townhomes have been added to the plan. This housing form will provide additional density and has been located close to the future transitway infrastructure.

These smaller units are generally more affordable and provide additional variability of unit type in the area. The addition of more entry level housing makes the neighborhood appealing to a wider demographic, promoting social cohesion, and mixing.

## 4 Proposed Zoning By-Law Amendment

The Subject Lands are currently zoned Development Reserve (DR) and Open Space (O1) in By-law 2008-250, (See Figure 6). Portions of the Subject Lands, which are not part of the developable fabric, are also subject to a 'Flood Plain Hazard Overlay' (identified by the hatched area on the Figure below) which prohibits some uses in the underlying zoning.

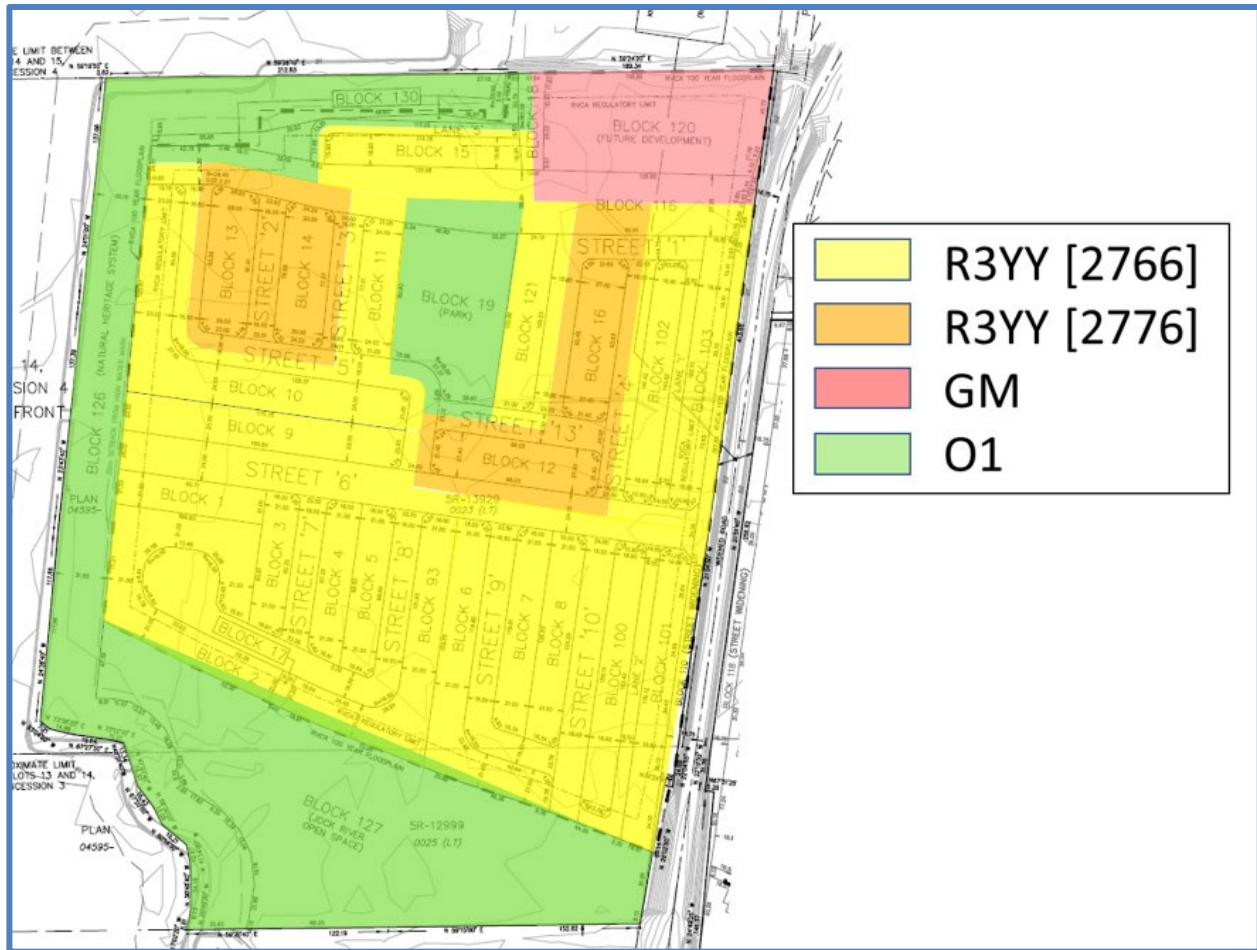
**Figure 4: Existing Zoning on Subject Lands**



### 4.1 Details of Proposed Amendment

The lands shall be developed as single-family, townhomes, back-to-back townhomes, apartments and rear lane townhomes residential housing, at densities in keeping with the suburban character of the area. Open space in the development includes one park, setbacks from the Foster Ditch and the Jock River Corridor. The proposed zoning shall reflect these residential and open space uses, as per Figure 7.

**Figure 5: Proposed Zoning**



The proposed zoning by-law amendment applies to the lands west of Borrissokane that are part of the recently draft approved Barrhaven Conservancy East subdivision. The structural components of the plan include the following:

- ⊕ Approximately 507 housing units comprising:
  - Single detached dwellings.
  - Traditional townhomes.
  - Back-to-back townhomes.
  - Rear lane townhomes.
  - Apartment units.
- ⊕ 1 park block
- ⊕ 1 pathway block
- ⊕ 13 streets
- ⊕ 2 transportation corridor blocks
- ⊕ 3 lanes
- ⊕ 1 Environmental constraint block

#### 4.1.1 Residential

The proposed zoning will implement the residential component in keeping with the draft approved plan of subdivision. This zoning is compatible with the existing and future developments adjacent to the site. The proposed zoning provisions are based on residential zones in adjacent subdivisions. R3YY – (By-law 2008-250), with the following accommodations:

##### **R3YY[2766]**

The majority of the residential development, comprising the single detached, townhomes, and rear lane townhomes will be zoned R3YY[2766]. This zone is also established east of Borrisokane Road in the Conservancy East subdivision.

##### **R3YY[2776]**

The back-to-back townhomes will be zoned R3YY[2776].

#### 4.1.2 Future Development Lands - GM

The 0.83 ha block on the north side of the subdivision will be zoned General Mixed Use [GM]. This will allow for a mix of commercial and residential uses on this site adjacent to the future transitway and the city owned future transit-oriented development lands. The majority of housing units at this location will take the form of apartment dwellings.

#### 4.1.3 Open Space and Parks

Consistent with other local parks, community parks, constraint lands and natural areas, the Open Space [O1] zoning shall apply to the park blocks and watercourse corridors.

## 4.2 Contextual Analysis

The local context and consultation with municipal and review agency staff has influenced the layout of the subdivision and location of the land uses within. Views and focal points have been established in the layout. The arrangement of the roads and blocks is intended to address the relationship with the adjacent transportation corridor, developing neighbourhood to the east, and be sensitive to the environmental corridor along the south. The road network is designed as a permeable grid with pathways and walkway blocks. The park blocks and streets provide a connection between the community and the open space corridor of the Jock River. The development features wider frontage singles with shallower depths without compromising overall densities.



## 5 Supporting Policy

### 5.1 The Planning Act and Provincial Policy Statement 2020

Under Section 3 of the Planning Act, the Provincial Policy Statement 2020 (2020 PPS) establishes policies to achieve appropriate development and land management while protecting public resources. Specifically, it promotes growth in urban areas for the efficient 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 wellbeing of communities, and the sustainability of natural features and systems in the environment.

#### 5.1.1 Provincial Policy Statement 2020

The proposed zoning of this draft approved subdivision 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 subject area is located 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 layout and proposed O1 zoning support public spaces, recreation, parks and trails, and open space as per Section 1.5.

- ⊕ Design of safe public streets, spaces and facilities which foster community interaction, connectivity and active transportation.
- ⊕ Equitable distribution of publicly accessible natural settings for active and passive recreation, trails and linkages, and, water-based resources.
- ⊕ Recognition and minimization of negative impacts on protected areas.

The subdivision layout 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 of this development area is consistent with above direction provided in the PPS 2020 as it is located within the urban area and provides for an appropriate mix of housing in an established residential growth area. The zoning recognizes hazard lands and respects the natural heritage of the site and adjacent lands while providing for an effective and efficiently serviced community which extends the development fabric in a logical manner.

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

This subject property is within the 'General Urban Area' designation of Schedule B in the Official Plan. The General Urban Area designation (S 3.6.1.) supports a range of uses including the proposed housing at a variety of densities.

As per Policy 2 of the 'General Urban Area' designation, new development applications must reflect Urban Design compatibility objectives in Section 2.5.1 and the Urban Design and Compatibility policies in Section 4.11. This is previously discussed under heading 3.2.

### 5.2.1 S. 2.5.4 – A Strategy for Parks and Leisure Areas and 2.4.2 – Natural Features and Functions

The development layout supports a publicly owned Open Space corridor along the west boundary, part of the Foster Creek watercourse. The watercourse is protected by a vegetated buffer.

The Jock River Corridor along the southern boundary provides watercourse setbacks greater than 100 metres and will continue the restoration of the Jock River corridor as well as passive and active recreational opportunities.

The Open Space zoning will continue the connected system of parks and natural heritage through the Barrhaven area and meet the required parkland dedication requirements.

### 5.2.2 S. 4.7.2 – Protection of Vegetation Cover

The parks and watercourse corridors will substantially improve upon the existing vegetation cover. The Open Space zoning will support retention and enhancement of vegetation.

### 5.2.3 S. 4.7.3 – Erosion Prevention and Protection of Surface Water

Setbacks provided within the watercourse corridor blocks have been established through consultation with municipal and agency review staff and meet or exceed the requirements of the Official Plan. Additional planting and re-naturalization within these corridors will result in improved water quality, riparian habitat and a strengthened natural heritage system.

## 5.3 Compatibility Analysis under 2003 Official Plan

As per Policy 2 of the 'General Urban Area' designation, development applications must reflect Urban Design compatibility objectives in Section 2.5.1 and the Urban Design and Compatibility policies in Section 4.1.1.

### 5.3.1 Section 2.5.1 – Urban Design and Compatibility

*To enhance the sense of community by creating and maintaining places with their own distinct identity.*

- ⊕ The proposal complements the fabric of the developing communities to the north and east, while creating a distinct community oriented towards the Jock River Corridor. It provides continuity and a relationship with the conservancy lands directly to the East.
- ⊕ The layout establishes a connection to the open space corridors along Foster Creek and Jock River corridor.

*To define quality public and private spaces through development.*

- ⊕ The development layout connects the public spaces with the private residential blocks through a network of streets, open space corridors, connecting pathways and significant public ROW frontage for the parkland.

*To create places that are safe, accessible and are easy to get to, and move through.*

- ⊕ The development is well connected through a street network that links easily through the neighbourhood and to adjoining transportation corridors and communities.
- ⊕ Sidewalks and walkway connections allow for pedestrian movement.
- ⊕ Buildings are street oriented and street frontage is substantial on the public space blocks which support 'eyes on the street' for safety and relationships between residents in the community.

*To ensure that new development respects the character of existing areas.*

- ⊕ The development design integrates well with the existing areas and continues the Conservancy Community through from the east.
- ⊕ The combination of detached and townhomes is consistent with the larger developing community.
- ⊕ The fabric of streets and open space is linked to the adjacent developing areas.

*To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

- ⊕ The detached and townhome units, combined with public spaces, transit and amenities available in the adjacent developments, contribute to the larger community and supports different housing and transportation choices for residents.

*To understand and respect natural processes and features in development design*

- ⊕ Foster Creek is protected by a greater than 30-metre setback from the normal highwater mark and will be enhanced by a vegetated buffer. This supports an open space corridor which protects the quality of water and the riparian habitat.
- ⊕ The Jock River is protected by a variable setback a minimum of 100 metres from the normal highwater mark to the edge of development. The open space block 127 establishes a large contiguous area that supports the continuing restoration of the Jock River Corridor, central to the Barrhaven Conservancy Community.

*To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

- ⊕ The provision of residential density along transit corridors and walkable distances to park space and public transportation reduces automobile use.
- ⊕ Maintenance of natural open spaces and additional plantings contribute to tree cover and carbon sequestration in urban areas.

### 5.3.2 Section 4.1.1 – Urban Design and Compatibility

Section 4.1.1 of the Official Plan provides policy criteria to be used in the evaluation of the compatibility of an application under the Planning Act. The policies do acknowledge that determination of compatibility will vary depending on the use proposed and the immediate planning context and that not all criteria are applicable. In the context of this application, the following criteria have been considered.

*Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated.*

- ⊕ The higher intensity townhome residential uses are oriented to the transitway, arterial, and collector roadways and therefore minimize the potential for traffic infiltration on local

streets. The road network has sufficient capacity to accommodate the proposed development.

*The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas.*

- ⊕ The by-law requirement of minimum parking of one space per unit will be provided. The careful spacing of driveway locations along street blocks will contribute to the on-street parking supply.

*The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas.*

- ⊕ There are adequate services and amenities locally available and under development to support the proposed development and local community.

## 5.4 New Ottawa Official Plan (2021)

The subject site is within the Suburban Transect as noted on Schedule A of the Official Plan. It falls under the neighbourhood designation, as shown on Schedule B6 of the New Official Plan.

### 5.4.1 S. 3 Growth Management Framework

Section 3.2 sets out to support intensification across Ottawa's entire land area. Table 3b specifies the suburban density target for neighbourhoods as 40-60 net units per hectare. It is our understanding that the proposed density for the area west of Borrisokane is 66 units per net hectare, this density would exceed this target. Further, when the remainder of the draft approved subdivision east of Borrisokane is included, the total density of the subdivision is 47 units per net hectare; this density also meets the target.

The highest densities in the subdivision would be located closest to the future transit-oriented development lands owned by the city to the north of the subject property.

The proposed R3YY[2766], R3YY[2776], & GM zoning will allow this target density to be met.

### 5.4.2 S. 4.4 Parks and Recreational Facilities

The development layout includes one park for public use and enjoyment. The proposed O1 zoning allows for access to both passive and active park amenities.

### 5.4.3 S. 4.8 Natural Heritage, Greenspace and the Urban Forest

The proposed O1 zoning enhances Ottawa's natural environment through protecting the integrity and connectivity of natural areas and open space throughout the city, as specified by Section 4.8.1 policy 2.

The Jock River Corridor and continuing re-naturalization effort provides this connectivity, while also serving other city mandated goals such as enhancing the City's urban forest canopy (S. 4.8.2) and providing residents with equitable access to an inclusive greenspace network (S. 4.8.3).

### 5.4.4 S. 5.4 Suburban Transect

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 R3YY[2766] & R3YY[2776] zoning will allow for this mix of dwelling types, consistent with the draft approved subdivision application.

## 5.5 Integrated Environmental Review

A full Integrated Environmental Review (IER) was submitted by Kilgour and Associates in support of the previously draft approved subdivision.

## 5.6 Secondary Plan Under Official Plan 2003

The South Nepean Areas 9 & 10 Secondary Plan (which applies west of Borrisokane Road) is intended to provide additional policy guidance on an area-specific basis, which informs development applications filed within its boundary. Schedule A of the South Nepean Area 9 & 10 Secondary Plan, designates the Subject Lands as follows:

- ⊕ 'Conservation' for areas along the Jock River; and,
- ⊕ 'Residential'.

### 5.6.1 Nepean Area 9 & 10 Secondary Plan

The Area 9 & 10 Secondary Plan expresses the desired organizing principles and objectives for this area. The land use of this site is expected to complement the adjoining development area and provide a mix of residential uses.

Schedule A - Land Use, designates much of the subject site as 'Residential', with Schedule B3 indicating a development target of 1750 units in areas north of the subject site. The number of units and density of the subject site is not addressed in schedule B3. The proposed density of this development is generally in keeping with the City of Ottawa intensification and transit-oriented development guidelines.

This proposal provides for a mixture of low to medium density residential units, and one higher density mixed-use area. Housing types are a mixture of single detached, townhomes and apartments that blend in with the existing residential areas in Barrhaven as per Section 2.2.1.

The applicable Urban Design residential policies of Section 3.2.4 are provided for as follows:

- ⊕ Residential areas are framed on their edges by the major road system that is created by extensions of the existing road pattern.
- ⊕ The residential sub area, as created by the major road pattern has one local park and access to additional open space in the Jock River Corridor. The park is easily visible and accessible by pedestrians and cyclists. Two sides of the park abut single loaded roads.
- ⊕ All development in residential areas is low profile.
- ⊕ Garages do not project beyond or dominate the facade of the main walls of the residential buildings.

## 5.7 Secondary Plans and Area Specific Policies Under Official Plan 2021

The subject lands are not located within the geographic boundaries of any secondary plan nor area specific policy established under the New Official Plan.

## 5.8 Zoning By-law

Much of the subject site is currently zoned as Development Reserve (DR) with the southern portion as Open Space (O1). The purpose of the Development Reserve zone is to recognize the lands as intended for future development and to allow for uses which would not preclude the ultimate preferred uses. Complementary to the lot fabric, the proposed zoning will reflect the plan of subdivision layout and uses. The purpose of the Zoning By-law Amendment is to change the

current zoning from Development Reserve (DR) to reflect the subdivision development consisting of residential, mixed-use, and open space zoning, with appropriate parkland allocation. Additionally, a small portion of the area currently designated as Open Space will be rezoned for residential use. Open Space zoning will be applied to the areas of the Jock River Corridor currently designated as floodplain by the RVCA.

## 5.9 Relevant Documents

### 5.9.1 Urban Design Guidelines for Greenfield Development

The proposed development had been laid out in accordance with these guidelines approved by the City of Ottawa in September 2007. This guidelines document sets out the desired approach and considerations for new greenfield development, however not every guideline is applicable in every case.

Specifically, this zoning proposal supports:

- ⊕ Preservation of existing natural heritage features with appropriate setbacks. Connection of parks, greenspace and public lands to natural features.
- ⊕ Higher density development closer to transit.
- ⊕ Connections between residential areas, transit, recreational, commercial amenities and greenspace.
- ⊕ Protected connections to proposed and potential future developments.
- ⊕ Rear yard amenities are generally oriented away from arterial and collector roads while single loaded streets and rear lane access products are provided where possible.
- ⊕ Street frontage and streetscape views terminating at greenspace amenities where possible.
- ⊕ A mix of housing types and architectural design.
- ⊕ Open spaces with accessible frontages and buffers to protect environmentally sensitive setbacks.
- ⊕ Utilities and amenities are located and designed to minimize visual impacts.

### 5.9.2 Building Better Suburbs

The strategic directions and principles established in the Building Better Suburbs initiative are largely reflected in the servicing and community design, and layout of the proposed subdivision plan.

- ⊕ Allow a mix of residential building forms ranging from detached to townhome dwellings in areas designated as General Urban Area in the Official Plan;
- ⊕ Allow a range of residential uses to provide additional housing choices within the third density residential areas;
- ⊕ Allow ancillary uses to the principal residential use to allow residents to work at home;
- ⊕ Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- ⊕ Promote efficient land use and compact form while showcasing newer design approaches.

## 6 Conclusion

This Zoning By-law Amendment application is being submitted under the new 2021 City of Ottawa Official Plan. However, the revision to the draft approved subdivision fabric (Phase 5) has been presented in consideration of the retiring Official Plan under which it was draft approved, as well as the new Official Plan, and for consistency with the Provincial Policy Statement intent and objectives. The proposed zoning is therefore in conformity with the new Ottawa Official Plan as required, and the subdivision fabric revisions west of Borrisokane Road are primarily in consideration of satisfying the conditions of draft approval.

Based on the applicable policies and guidelines presented in this report, the proposed zoning by-law implements the development as intended within the draft approved subdivision and reflected in the conditions of draft approval. The zoning meets design guideline objectives, protects the natural environment, avoids hazards and is complementary to adjacent land uses.

Should you have any questions, please do not hesitate to contact me at your convenience



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## 7 JFSA Statement of Limitations

J.F. Sabourin and Associates 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