



PLANNING RATIONALE REPORT PLAN OF SUBDIVISION

April 2024

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

Barrhaven Conservancy Development Corporation

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

jfsa.com

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1 Executive Summary

Barrhaven Conservancy Development Corporation is proposing a new plan of subdivision for 3285 & 3305 Borrisokane Road, a site that is currently within a draft approved plan of subdivision [D07-16-20-0021]. This new proposal increases residential density, providing approximately 605 residential units in a variety of housing typologies. A modified grid street network integrates roadway and active transportation for connections within and external to the community. A 3.09 ha community park is centrally located providing future residents with active recreation opportunities and links to the urban natural feature area to the south, the Jock River Corridor.

A review of the planning policy framework under the current Provincial Policy Statement (PPS) and Ottawa Official Plan has been completed. This Planning Rationale concludes that the proposed subdivision 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 supporting studies have been updated for this new application. The reports itemized below support the proposed Phase 3 & 4 subdivision:

- ⊕ Caivan, Concept Plan, dated March 7, 2024.
- ⊕ Caivan, Parking Plan, dated March 25, 2024.
- ⊕ J.D. Barnes Ltd., Draft Plan of Subdivision, dated April 5, 2024.
- ⊕ Kilgour & Associates Ltd. EIS Update for Barrhaven Conservancy East Phase 3-4, dated April 11, 2024
- ⊕ Paterson Group, Geotechnical Investigation (revision 7), dated March 14, 2024.
- ⊕ NAK Design Strategies, Landscape Design Brief, dated March 2024.
- ⊕ NAK Design Strategies, Streetscape Plan, dated March 27, 2024.
- ⊕ NAK Design Strategies, Community Park Cost Estimate, dated March 1, 2024
- ⊕ NAK Design Strategies, Community Park Concept Plan dated March 1, 2024
- ⊕ Gradient Wind Engineering Inc, Noise Addendum Letter, dated March 1, 2024.
- ⊕ CGH Transportation., Technical Memorandum: Conservancy East Redline Changes - Transportation Impacts, dated March 4, 2024.
- ⊕ David Schaeffer Engineering Ltd., Serviceability Memorandum, dated April 19, 2024.
- ⊕ Letter re: Approved Draft Plan of Subdivision for Barrhaven Conservancy East City File No. D07-16-20-0021. Prepared by Mark Flowers, Davies Howe LLP, dated March 12, 2014.

The reports itemized below were provided in support of the existing draft approval for the Conservancy East Subdivision. They do not require updates and are for information purposes only.

- ⊕ Paterson Group, Stage 1-2 Archaeological Assessment, dated December 2019.
- ⊕ Paterson Group, Phase 1 Environmental Site Assessment, dated September 16, 2022.

1.2 Consultation

A consultation meeting was held with municipal staff on February 20, 2024.

2 Introduction

2.1 Background

The proposed Conservancy East Phase 3 & 4 subdivision is part of an existing draft approved plan of subdivision (Barrhaven Conservancy East, D07-16-20-0021). A new plan of subdivision is proposed for the site, which provides greater housing density, more affordable housing typologies, an 18 m ROW, and current applicable parkland dedication rates. It should be noted that the proposed subdivision on this site retains the previously established road pattern and fully integrates with the partially registered and continued existing draft plan approval on the eastern side of the park block and Mineral Street.

This report provides the documentation and analysis of relevant land use planning policies which support the proposal.

The proposed subdivision layout is described in **Section 2.7**. This plan includes approximately **605** residential units on full services, seven streets, two lanes, one park block, three pathway blocks and two development reserve blocks.

2.2 Location

The subject site is a **13.6 hectare** irregular parcel, currently described as 3285 & 3305 Borrisokane Road, Concessions 3, Part of Lots 13 & 14 of the former Geographic Township of Nepean. The land is bounded by the Fraser-Clark watercourse to the north, Phase 2 of the Conservancy East Subdivision to the east, Borrisokane Road on the 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

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

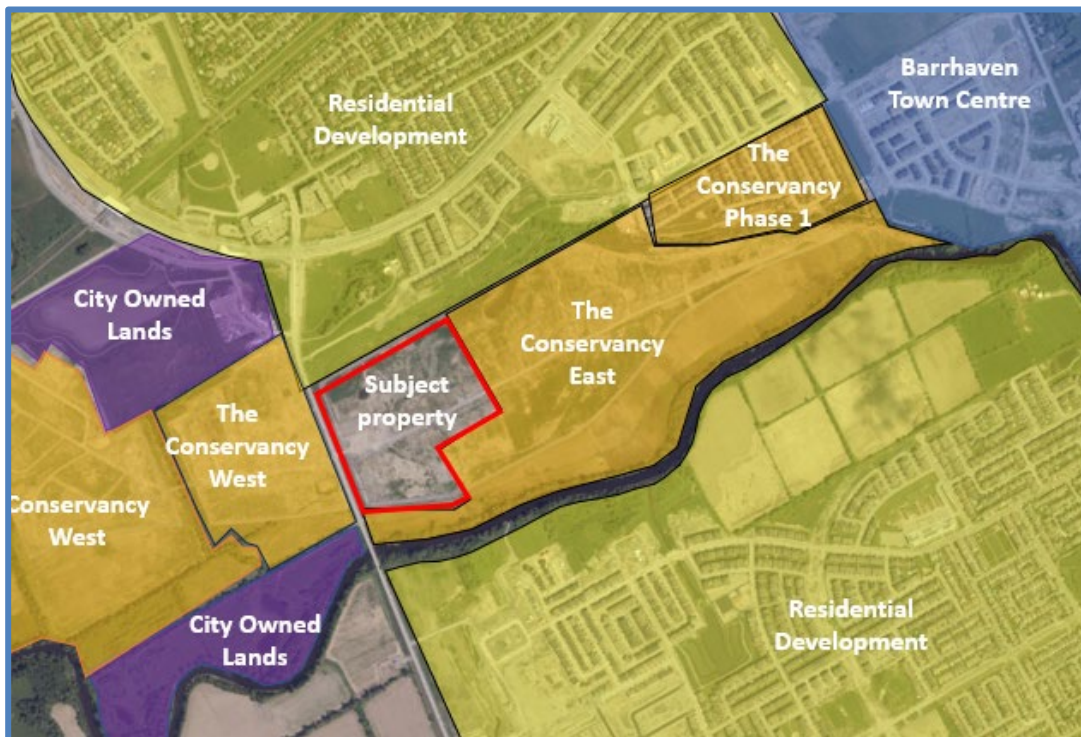
⊕ South

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

⊕ West

West of Borrisokane is Phase 5 of the draft approved Conservancy East Subdivision. Additional future subdivision lands (Conservancy West) complete the residential fabric between the Foster Drain and Highway 416.

Figure 2: Subdivision 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 connect 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 Subdivision

The proposed subdivision applies to the lands east of Borrisokane, west of Phase 2, that are part of the draft approved Barrhaven Conservancy East Phase 2.

The lands are to be developed for residential housing, including traditional townhomes, rear-lane townhomes, and stacked condominium townhomes, at densities suiting the suburban location, adjacent transit and open space. 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.

The Draft Plan of Subdivision is shown in **Figure 3**. The structural components of the plan include the following:

- ⊕ Approximately **605** ground-oriented housing units comprising:
 - Traditional townhomes.
 - Rear lane townhomes.
 - Stacked townhome condominiums
- ⊕ 1 park block
- ⊕ 3 pathway blocks

- ⊕ 7 streets
- ⊕ 2 lanes
- ⊕ Development Reserve (blocks 1 & 2) for future residential development

Figure 3: Draft Plan of Subdivision Prepared by J.D. Barnes Ltd.



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 different economic situations/price points, and household composition. This allows populations with a range of 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 Townhomes

Traditional townhomes are larger residential units containing three or four bedrooms, providing suitable housing for families.

2.7.1.2 Rear Lane Townhomes

Rear lane townhomes are proposed on blocks **1-4**, adjacent to Borrisokane Road. These denser units provide a gradual transition from Borrisokane Road which is classified as a city arterial. Vehicular access is from the rear to limit direct access to Borrisokane.

It is noted that blocks **1 & 2** will remain as Development Reserve, as noted in **section 2.7.6** of this report.

2.7.1.3 Stacked Condominium Townhomes

Block **19** will be reserved for a future planned unit development consisting of approximately 204 stacked condominium townhomes. The exact layout and unit count are conceptual at this stage. This planned unit development will be developed through the site plan control process, at a future date.

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.

2.7.2 Transportation

The subdivision 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 provide 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 4.**

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



2.7.2.1 ROW Width Update

The current city standard 18 metre ROWs are provided, with a transition at intersections from the 16.5 metre ROWs in the adjacent Conservancy Phase 2.

2.7.2.2 Driveway Access on Conservancy Drive

During pre-consultation, city staff requested consideration be given to limiting the number of driveways that directly access Conservancy Drive. The planned unit development in block **19** on the north side of Conservancy Drive, has no access along the length of the adjacent block. The traditional townhomes on block **15** access Conservancy Drive on the south side.

The proposal reduces the number of driveways directly accessing Conservancy Drive from 31 in the existing draft approved plan to 24. Sufficient space is provided to allow the planting of street trees and adequate on-street parking.

2.7.2.3 Parking Plan

A street parking plan accompanies this submission, demonstrating sufficient on-street parking, with an overall parking ratio of **0.497** spots per dwelling unit.

2.7.3 Landscaping

A preliminary streetscape plan and landscaping brief have been prepared by NAK Design. Street trees are provided at rates consistent with previously approved townhouse development in Ottawa, where the density of townhomes does not allow 1 tree per unit. As per the streetscape plan provided by NAK, 222 street trees are required, and 382 are provided in the subdivision.

A calculation of total canopy coverage at 40 years was undertaken by NAK design, projecting that **39%** tree canopy will be established in the proposed subdivision at 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.

The site is in the Secondary Airport Bird Hazard Zone, affecting which species of vegetation may be planted. A selection of appropriate species will be chosen, consistent with previous approvals for planting in the Jock River Corridor south of the subdivision.

2.7.4 Sustainability

The proponent has invested in ABIC, Advanced Building Innovating Company, a manufacturing facility which will supply the framing and other components for the construction of homes in this subdivision. This facility will supply prefabricated building components to the subject site once construction is underway, leveraging a suite of environmentally sustainable practices:

- ⊕ Zero construction waste is generated at the facility, and imperfect lumber can be utilized, compared to the average of two 20 ft industrial waste containers per home using traditional methods.
- ⊕ Precision joinery allows for tighter building tolerances increasing the energy efficiency of the finished homes.
- ⊕ Delivering complete prefabricated building components reduces the total number of vehicle trips to bring supplies to the site, reducing the embodied carbon emissions of the complete homes.

2.7.5 Remaining Lands

Blocks **1 & 2** will remain as Development Reserve until an opportunity to remove the lands from the floodplain becomes available. These lands are zoned with a floodplain overlay and require permission from the RVCA to undertake any site alteration.

2.8 Provincial Policy Statement

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

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

- ⊕ New development in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The residential uses adhere to the Section 1.4 housing provisions.

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

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

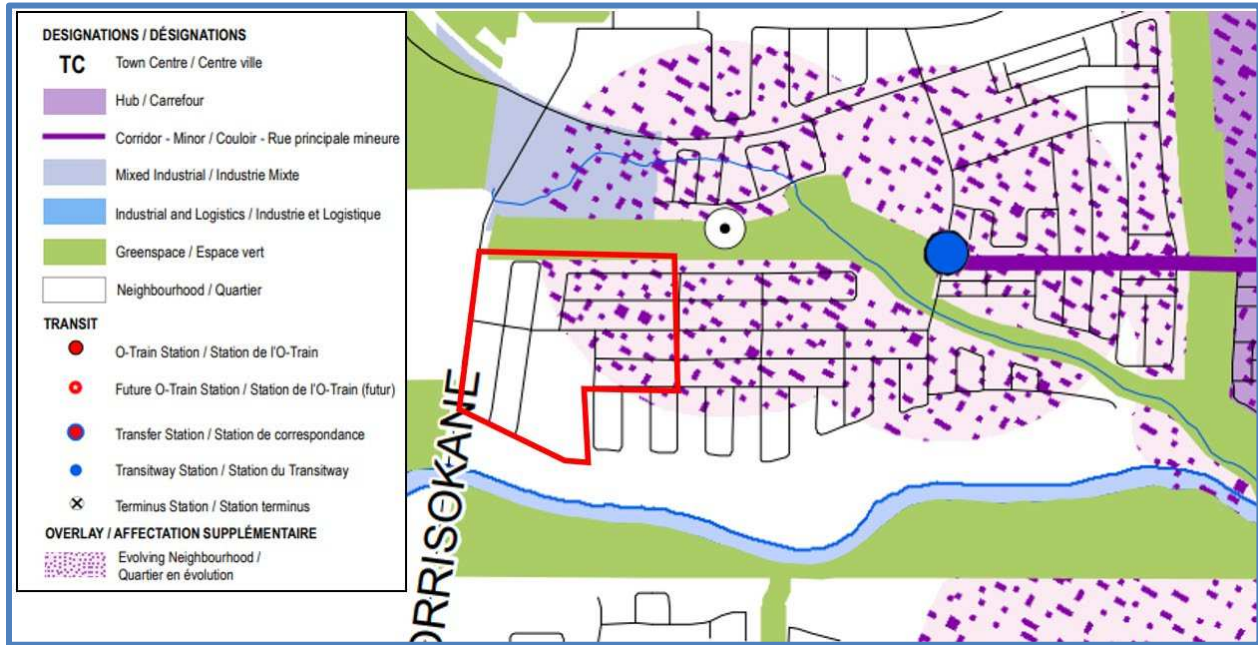
- ⊕ Development shall not be undertaken where there is an unacceptable risk to public health or safety, or of property damage, and not create new or aggravate existing hazards.
- ⊕ Development is directed to areas outside of hazardous lands adjacent to river systems which are impacted by flooding hazards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

The proposed subdivision is consistent with the above direction provided in the PPS 2020, as it is located within the urban boundary, and provides an appropriate mix of housing, in an established residential growth area, that can be efficiently serviced. The boundaries recognize constraint lands and support the natural heritage of the site and adjacent lands, while providing for an integrated community, logically extending the development fabric.

2.9 Official Plan Designation

The proposed subdivision is in the Suburban Transect, as shown by Official Plan Schedule 6B (Suburban southwest). The lands are designated as Neighborhood, and a large portion of the proposed subdivision is subject to the Evolving Neighborhood overlay, **(Figure 5)**. 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 5: Subdivision Boundary Shown on Schedule B6 (Suburban Southwest)



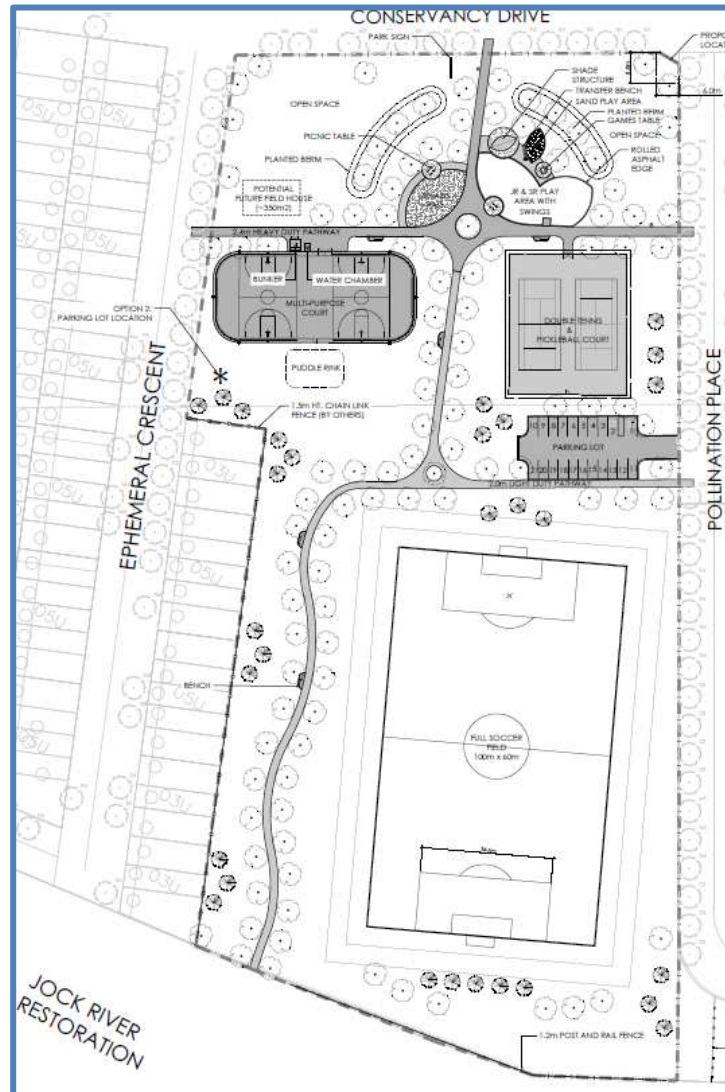
2.10 Zoning By-law

The subject site is currently zoned as Residential Third Density (R3YY[2766], Open Space (O1), and Development Reserve (DR). 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 remaining Development Reserve zone recognizes blocks that are intended for future development while allowing for uses which would not preclude the ultimate preferred uses.

2.11 Parks

The development layout includes one park for public use and enjoyment. A Park Concept Plan has been prepared by NAK Design 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 (**Figure 6**).

Figure 6: Park Concept Plan (NAK Design)



The proposed park is 3.09 hectares, significantly larger than required by parkland dedication for this subdivision application alone. The remaining balance of parkland dedication is divided between the existing draft approved subdivision (Conservancy East Phase 2) and the future proposed subdivision to the west of Borriskane Rd (Conservancy West). A calculation of the required parkland is provided in **Table 1**. The parkland for the existing draft approved subdivision is provided at a rate of 1 ha per 300 units and for the proposed subdivision at 1 ha per 600 units. This approach is consistent with the amendments made to parkland dedication requirements in Bill 23.

The area west of Borriskane up to the Foster Drain was part of the existing approved Conservancy East Subdivision, however, it has been incorporated into a revised subdivision application [D07-16-22-0028] filed in December of 2022. This area is currently the subject of an OLT appeal. Parkland dedication for this area is outside the scope of the proposed subdivision application.

Table 1: Parkland Dedication

Conservancy Parkland Dedication				
	Units	Parkland Rate (ha/units)	Required Parkland (ha)	Provided Parkland (ha)
Conservancy East PH 2 (Currently Draft Approved)	667	1/300	2.2233	0.52
Conservancy East PH 3-4 (Current Proposal)	605	1/600	1.0083	3.09
Total			3.2317	*3.61

*Remaining parkland to be used for Conservancy West dedication.

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 proposed subdivision is greenfield development and contributes to the 40% growth that does not occur through intensification. It is a denser proposal than the existing draft approved Conservancy East subdivision which it partially replaces. This proposal intensifies the unit density of the existing approval, 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 subdivision proposes development at 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, rear lane towns and traditional towns. These smaller options are complementary to the larger housing typologies offered on the balance of the 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 subdivision adds housing 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 subdivision design will contribute 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 use of the modern ABIC off-site home manufacturing facility allows for homes to be constructed in a more energy-efficient manner, and with less material waste than traditional construction methods. The ABIC facility is located nearby to the south on Borrisokane Road.

- ⊕ 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 subdivision 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 development 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. The proposal has a density of **81.6** units per net hectare (See Table 2), which exceeds the minimum required density. No maximum density is specified in section 5.4.4.

Table 2: Net Residential Density

Residential Density - Dwellings per Net Hectare		
Net Hectares	Units	Units per Net Hectare
7.411	605	81.6

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 development conforms 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 subdivision, 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.

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 subdivision provides a range of market rate housing in the Suburban Transect of the city. This will contribute to the available housing mix in the part of the city.
- ⊕ The proposed unit mix is denser 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.”*

- ⊕ Block 20 on the Draft Plan of Subdivision is reserved for parkland dedication. As discussed in section 2.11 of this report, this **3.09 hectare** parcel provides more than the dedicated parkland required, with the remnant dedication to be counted towards parkland for the subdivisions to the east and west, which residents will also benefit from this large park.

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 Subject Property 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 1: *“To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall: a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and b) Not exceed the capacity of the existing infrastructure system.”*

- ⊕ A serviceability memorandum has been prepared by David Schaeffer Engineering Ltd. dated April 19, 2024. This report concludes that the proposed development can be accommodated by the capacity of the existing infrastructure system.

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;*
- ⊕ The stormwater infrastructure shall be conveyed to the municipality as required for greenfield development in the Urban Transect.
- ⊕ 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 4.7.1 Policy 7: *“As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on*

requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.”

- ⊕ Legal and sufficient outlet are provided to the north and south of the proposed subdivision. The Fraser-Clark provides an outlet to the north. To the south, stormwater channels through the Jock River Corridor to the Jock River are established as part of the infrastructure works for the existing draft approved Conservancy East Subdivision.

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 cover in the proposed subdivision 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 within the subdivision which will provide passive and active recreation opportunities to all residents. No part of the subdivision is further than 400 metres from the park.
- ⊕ The Jock River Corridor to the south of the subdivision will provide a high quality publicly owned natural area, once development of the area is finalized. The parcel will ultimately be conveyed to the city as part of the Jock River corridor system.

3.3.2 Section 4.9 Water Resources

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

There are no watercourses within the boundaries of the proposed site. The Fraser-Clarke watercourse north of the site shall be relocated between the BRT corridor and the rear yards of

the larger Conservancy East development area, as previously established in draft condition 102 of the existing draft approval for Conservancy East Phase 2.

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 3**).

Table 3: 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 development 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 subdivision consists of a variety of ground-oriented housing forms. Denser low-rise developments such as stacked and rear lane townhomes, 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”*
- ⊕ Higher density housing is proposed 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 1: *“Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:*

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
- ⊕ Views are created by the modified grid street pattern, supported by single-loaded streets and street orientation, strategically arranged to connect with the parkland and the Jock River Corridor. Block lengths are appropriately scaled, while front yard setbacks and tree placement soften and humanize the built environment.
- b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments.*
- ⊕ A modified grid is proposed for optimal connectivity and walkability. All streets are access streets. Rear lanes and interior parking lots are proposed where appropriate to limit the number of driveway connections on Borrisokane Road and Conservancy Drive.
- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
- ⊕ Traffic calming strategies such as corner bump outs, speed bumps, and on-street parking are provided.
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
- ⊕ A cycle track is proposed on both sides of Conservancy Drive. The proposed multi-use path network in the Jock River Corridor will connect the development with Barrhaven Town Centre to the east, providing access to a variety of services and recreational opportunities (**Figure 4**).
- ⊕ Direct connections to the Jock River Corridor are available at multiple points along the southern boundary of the subdivision. This natural area provides an opportunity for future residents, and the larger community, to connect with nature and the local waterway, and will evolve into a significant natural feature over the coming decades.

f) *Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;*

- ⊕ Cycle and pedestrian connections link to the existing draft approved subdivision to the east, northwards to the transit corridor, and through to Barrhaven Town Centre.
- ⊕ Future rapid transit connections on the Chapman Mills BRT will enhance transit access to the nearby hub of Barrhaven Town Centre.

h) *Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;*

- ⊕ Rear lane townhomes are proposed fronting Borrisokane Rd, the arterial on the western side of the subdivision.
- ⊕ Conservancy Drive has townhome lots, and a stacked unit condo block, facing the active street.

i) *Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and*

- ⊕ Parking in the stacked condo block is proposed to be located in the block interior, mitigating the visual impact from Conservancy Drive.

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 subdivision 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.

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 subject 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.

3.7 Other Relevant Documents

3.7.1 Urban Design Guidelines for Greenfield Development

The development is compatible with the urban design guidelines approved by the City of Ottawa in September 2007. This document sets out the desired approach and considerations for new greenfield development, however, not every guideline is applicable in every case.

Specifically, this 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 adjacent developments.
- ⊕ Rear yard amenities are generally oriented away from arterial and collector roads while single loaded streets and rear lane access units are provided where possible.
- ⊕ Street frontage and streetscape views terminating at greenspace amenities where possible.
- ⊕ A mix of housing types and architectural designs.
- ⊕ Open spaces with accessible frontages and buffers to protect environmentally sensitive setbacks.
- ⊕ Utilities and amenities are located and designed to minimize visual impacts.

3.7.2 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.

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 has been provided (April 11, 2024) for this submission. 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 the subdivision application to facilitate the development of 3285 & 3305 Borrisokane Road. The proposed residential subdivision includes 605 residential dwellings, made up of traditional townhomes, rear lane townhomes and stacked condominium townhomes as is appropriate for the Neighbourhood designation of the Suburban Transect. The internal road network and active transportation network are designed to integrate with the surrounding neighbourhoods. This subdivision is proposed to replace an area currently contained in the existing draft approved subdivision Barrhaven Conservancy East (D07-16-20-0021).

Based on our review of the applicable policies and guidelines presented in this report, it is our opinion that the proposed draft plan of subdivision represents good land planning and is in the public interest. It is consistent with the Provincial Policy Statement, is in conformity with Ottawa's Official Plan, and appropriately considers other city guideline documents referenced in this report.

We recommend approval of the Draft Plan of Subdivision to the City. Respectfully,



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

Reviewed by:



Jocelyn Chandler, M.PI., RPP, MCIP
Director of Land and Water Resource Planning
JFSA Canada Inc.



Michael S. Goldberg, RPP, MCIP
Principal, Goldberg Group

6 JFSA Statement of Limitations

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