

Subject: Zoning By-law Amendment Part of 3288 and 3300 Borrisokane Road

File Number: ACS2024-PRE-PS-0036

Report to Planning and Housing Committee on 24 April 2024

and Council 1 May 2024

**Submitted on April 15, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

Contact Person: Report Mélanie Gervais, Planner III, Development Review South

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Ward: Barrhaven West (3)

**Objet: Modification du Règlement de zonage visant une partie des 3288 et
3300, chemin Borrisokane**

Dossier: ACS2024-PRE-PS-0036

Rapport au Comité de la planification et du logement

le 24 avril 2024

et au Conseil le 1er mai 2024

**Soumis le 15 avril 2024 par Derrick Moodie, Directeur, Services de la planification,
Direction générale de la planification, des biens immobiliers et du développement
économique**

**Personne ressource: Mélanie Gervais, urbaniste III, Examen des demandes
d'aménagement sud**

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Quartier: Barrhaven-Ouest (3)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council direct staff to proceed with supporting an amendment to Zoning By-law 2008-250 for part of 3288 and 3300 Borrisokane Road, generally as shown in Document 1 and detailed in Document 6, to permit a low-rise residential development, provided the following occurs:
 - i. The related Plan of Subdivision Revision application is draft approved.
 - ii. The cost splitting for the transit corridor is agreed to between the City and the Barrhaven Conservancy Development Corporation (Caivan).
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of May 1, 2024 subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d'enjoindre au personnel de soutenir une modification du Règlement de zonage 2008-250 visant une partie des 3288 et 3300, chemin Borrisokane, des biens-fonds généralement illustrés dans le document 1 et décrits en détail dans le document 6, afin de permettre la réalisation d'un aménagement résidentiel de faible hauteur, sous réserve des conditions suivantes :
 - i. que la demande connexe de révision de l'ébauche du plan de lotissement soit approuvée;
 - ii. que le partage des coûts associés au couloir de transport en commun soit convenu entre la Ville et la Barrhaven Conservancy Development Corporation (Caivan).

2. **Que le Comité de la planification et du logement donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d'explication’ aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 1^{er} mai», sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

EXECUTIVE SUMMARY

Planning staff is seeking Council direction with regards to the Zoning By-law amendment application for 3288 and 3300 Borriskane Road to rezone the land from Development Reserve Zone (DR) and Open Space Zone (O1) to Residential Third Density Zone, Subzone YY, with Exception (R3YY [xxxx]), Residential Fourth Density Zone, Subzone Z, with Exception (R4Z[yyyy]), General Mixed Use Zone (GM), and Open Space Zone (O1).

The Conservancy East Subdivision obtained Draft Approval on December 7th, 2021, for a residential subdivision development that would provide approximately 1,300 residential units and 3 parks. A Draft Plan of Subdivision Revision application submitted concurrently with the Zoning By-law Amendment application proposed revisions to the western part of the Draft Approved Subdivision (west of Borriskane Road), henceforth referred to as the subject lands, which included the removal of the Bus Rapid Transit (BRT) corridor that was provided through the previous Draft Approved. Discussions have been ongoing with regards to the provision of a transit corridor as identified in the Official Plan and Transportation Master Plan, but an agreement hasn't been finalized yet.

The applicant appealed the Draft Plan of Subdivision Revision and Zoning By-law amendment applications to the Ontario Land Tribunal (OLT) on August 15, 2023 for the City's lack of decision within 120 and 90 days, respectively. A case management conference was held on January 9, 2024 and the hearing has been scheduled for July 2, 2024 to July 12, 2024. City staff is therefore seeking Council's direction to take a position before the OLT.

RÉSUMÉ

Le personnel des Services de planification souhaite obtenir l'avis du Conseil au sujet de la demande de modification du Règlement de zonage visant les 3288 et 3300, chemin

Borrisokane et ayant pour objet de faire passer la désignation des biens-fonds de Zone d'aménagement futur (DR) et Zone d'espaces verts (O1) à Zone résidentielle de densité 3, sous-zone YY (R3YY), Zone résidentielle de densité 3, sous-zone YY, assortie d'une exception (R3YY [xxxx]), Zone résidentielle de densité 4, sous-zone Z (R4Z), Zone polyvalente générale (GM) et Zone d'espaces verts (O1).

Le lotissement « Conservancy Est » a fait l'objet d'une approbation provisoire le 7 décembre 2021 pour la création d'un lotissement résidentiel d'environ 1 300 logements et trois parcs. Une demande de révision de l'ébauche du plan de lotissement, présentée en même temps que la demande de modification du Règlement de zonage, proposait des révisions à la partie ouest du lotissement approuvé provisoirement (à l'ouest du chemin Borrisokane), désormais appelé les « terrains visés », des révisions qui comprenaient la suppression du couloir de transport en commun rapide par autobus (TCRA), déjà approuvé. Les discussions ont été constantes au sujet de la création du couloir de transport en commun mentionné dans le Plan officiel et le Plan directeur des transports, mais aucun accord n'a encore été trouvé.

Le requérant a fait appel des demandes de révision de l'ébauche du plan de lotissement et de modification du Règlement de zonage auprès du Tribunal ontarien de l'aménagement du territoire (TOAT) le 15 août 2023, en raison de l'absence de décision par la Ville dans des délais de 120 et 90 jours respectivement. Une conférence de gestion des cas a eu lieu le 9 janvier 2024 et l'audience est prévue du 2 au 12 juillet 2024. Le personnel de la Ville demande donc l'avis du Conseil municipal pour prendre position devant le TOAT.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

3288, 3300 Borrisokane Road

Owner

Barrhaven Conservancy Development Corporation

Applicant

Hugo Lalonde, Barrhaven Conservancy Development Corporation

Architect

NAK Design Strategies

Description of site and surroundings

The subject lands are located within The Barrhaven Conservancy Community is known as “Conservancy East”. The subject lands are approximately 19 hectares in area. To the south of the subject lands is the Jock River with residential uses on the south side of the Jock River. To the west is the Foster Creek and the Conservancy West Subdivision lands. To the north of the subject lands is the Gregory Casey Stormwater Management Pond and retail and employment uses along Strandherd Drive. To the east, across Borrisokane Road, are future residential uses to be developed through registration of the first phases of the Conservancy East Subdivision.

Currently, the subject lands are vacant and comprised of former agricultural croplands which have been altered in preparation for development.

Summary of proposed development

The Barrhaven Conservancy East subdivision received draft approval on December 7, 2021 for approximately 1,300 residential units and 3 parks; however, the applicant is seeking revisions to modify the area west of Borrisokane Road to revise the alignment of the bus rapid transit corridor by eliminating its connection towards the west (towards the Conservancy West Subdivision), utilize the most recent parkland dedication rate as per Bill 23, and provide back-to-back townhome units within the subdivision. Through the revision application, the applicant would also like to align the development boundary with the floodplain boundary, as established by the Rideau Valley Conservation Authority (RVCA).

The revised road network includes an east-west collector road and an internal local road grid system. Blocks 116 and 18 have been provided as a potential alternative for the future transit right of way, that continues the transitway past Borrisokane Road for approximately 120 metres after which the transitway turns north toward the City owned parcel.

The revision further proposes to include blocks for back-to-back townhomes. These are smaller units that were not previously contemplated in the plan. The revision also proposes to use the new parkland dedicate rate of 1 hectare per 600 units instead of the previous rate of one hectare per 300 units.

Under the RVCA permit RV5-4419 (dated November 12, 2019) the site was modified and regraded to a higher elevation thereby removing the lands from the floodplain. As such, the boundary of the development lands on the revised subdivision plan has been revised and brought into conformity with the regulatory floodplain established by this work and accepted by the RVCA.

The provision of a future transit corridor in the development lands has evolved since the original submission of the application and is discussed with details later in this report.

Summary of requested Zoning By-law amendment

The applicant is proposing to rezone the subject lands from Development Reserve Zone (DR) and Open Space (O1) to Residential Third Density Zone, Subzone YY, with Exception (R3YY [xxxx]), Residential Fourth Density Zone, Subzone Z, with Exception (R4Z[yyyy]), General Mixed Use Zone (GM) and Open Space Zone (O1).

The proposed Zoning By-law Amendment seeks to implement 507 residential dwelling units (in the form of detached dwellings, traditional townhomes, back-to-back townhomes, rear lane townhomes and apartment units), one park block and watercourse blocks as proposed within the draft plan of subdivision.

DISCUSSION

Brief History of Proposal

On April 25, 2018, City Council approved an OPA (OPA 212) to change the Secondary Plan designation of the specific lands within the Conservancy development from Commercial Recreation to Residential and to remove any reference to a Two Zone floodplain approach to refer any floodplain designation to the process as governed by the Rideau Valley Conservation Authority (RVCA).

The applicant later proceeded with a Cut and Fill application to the RVCA. The permit was obtained from the RVCA (RV5-4419 dated November 12, 2019) and the site was modified and regraded to a higher elevation thereby removing the lands from the floodplain. The permit from the RVCA required a monitoring program, as conditioned in the permit. As a result, it was identified by the RVCA to maintain an area free from encumbrance to ensure that there would be a means to implement mitigation if required as a result of the monitoring plan.

The Plan of Subdivision for Conservancy East (D07-16-20-0021) was draft approved on December 7th, 2021. Parts of this Draft Approval have since been rezoned and registered.

On December 12, 2022, the applicant submitted applications for Plan of Subdivision Revision and Zoning By-law Amendment to the City of Ottawa for the part west of Borrisokane Road of the draft approved Conservancy East Subdivision. These applications were deemed complete on January 24, 2023. This Zoning By-law Amendment is the subject of this report.

Through the review of the Plan of Subdivision Revision and Zoning By-law Amendment applications, Staff was not satisfied with the proposal because the proposal did not include the requested Bus Rapid Transit corridor.

On August 15, 2023, the City received notices of the applicant's appeal under Section 34(11) and 51(34) of the *Planning Act* due to the municipality's failure to make a decision on the above noted Plan of Subdivision Revision and Zoning By-law amendment applications within 120 and 90 days, respectively, of the City's receipt of the application. A similar appeal was also submitted for the adjacent Plan of Subdivision application and Zoning By-law Amendment application, D07-16-21-0036 and D02-02-21-0132 respectively (known as "Conservancy West", see report ACS2024-PRE-PS-0035).

A case management conference was held on January 9, 2024 and the hearing has been scheduled for July 2, 2024 to July 12, 2024. City staff is therefore seeking Council's direction to take a position before the Ontario Land Tribunal (OLT).

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. City staff received two written public comments in response to the notice of the Zoning By-law amendment application. One respondent asked to be circulated on the file and notified on any decisions. Another respondent had concerns regarding land use, building height, pedestrian and cycling safety, noise, trees and landscaping, parkland and green space, environmental preservation.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designation(s)

The subject lands are within the Suburban Transect on Schedule A of the Official Plan (OP) and are designated Neighbourhood, as shown on Schedule B6 of the Official Plan. The applicable policies are set out in Sections 5.4 and 6.3 of the Plan. Neighbourhoods, within the Suburban Transect, are contiguous urban areas that permit a mix of building forms and densities and are planned for ongoing gradual, integrated, sustainable and context-sensitive development, generally towards the model of 15-minute neighbourhoods. The subject lands are also found on Schedule C2 – Transit Network Ultimate, which identifies a conceptual future transit corridor through the development land.

Other applicable policies and guidelines

Transportation Master Plan (2013)

Policy 6.1 of Section 6 in the City of Ottawa's Transportation Master Plan (2013) notes that the successful implementation of an expanded rapid transit and transit priority (RTTP) network – which will include light rail transit (LRT), bus rapid transit (BRT) and O-Train facilities plus on-road transit priority measures – will be a critical element in the achievement of the City's transit objectives. An east-west conceptual future transit corridor running through the subject lands has been identified on Transportation Master Plan – Map 3 - Rapid Transit and Transit Priority Network - Ultimate Plan and Map 4 – Rapid Transit and Transit Priority Network – 2031 Network Concept.

Planning rationale

The Transit Corridor

The original draft approval for the Conservancy East land included an exclusive bus rapid transit corridor of 23.5 metres wide (Block 132 in the originally draft approved subdivision plan). The associated revision application as originally submitted redirected this exclusive bus rapid transit corridor to the north (through Blocks 116 and 18 on the revised draft plan), eliminating the opportunity for the bus rapid transit to go through the balance of the Conservancy East lands and extend into the West lands.

Although planning staff have no concerns with the proposed land use (i.e. residential subdivision) and the requested zones to facilitate the development, staff are of the opinion that without providing the required transit corridor as identified in the Official Plan and the Transportation Master Plan, the proposed Draft Plan of Subdivision Revision application and corresponding Zoning By-law amendment do not conform with the following Official Plan policies: Policy 2.1 of Section 2, Strategic Directions, Policy 5 of Section 3.3 – Growth Management Framework, Policy 5 of Section 4.1.1 – Provide mobility option to safely and equitably navigate the city, Policy 22 of Section 4.1.2 – Promote healthy 15-minute neighbourhoods, Policy 3 of Section 4.1.7 – Protect and invest in rights of way, Policy 1c of Section 5.4.4 – Provide direction for new development in the Suburban Transect. Additionally, the proposal also does not follow the direction of the Council approved Transportation Master Plan (2013).

OP Policy 3.3.5 states that 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. Policy 4.1.1.5 states that 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. Policy 4.1.2.22 and Policy 4.1.7.3 state that the City shall protect the

corridors and expand the transit network as detailed in Schedule C2 and implement transit priority measures in other appropriate locations. Schedule C2 illustrates the network for which the City will pursue funding and will remain consistent with the Transportation Master Plan. As per Policy 5.4.4.1.c, greenfield developments in the Suburban Transect are to contribute to the evolution towards 15-minute neighbourhoods by maintaining the priority of sustainable modes of transportation.

Additionally, the Council approved Official Plan and Transportation Master Plan (2013) identify an east-west conceptual future transit corridor running through the subject lands. This is shown on the Transportation Master Plan – Map 3 – Rapid Transit and Transit Priority Network – Ultimate Plan and Map 4 – Rapid Transit and Transit Priority Network – 2031 Network Concept, and on Schedule C2 – Transit Network Ultimate in the Official Plan as a Conceptual Future Transit Corridor.

The whole of the Barrhaven Conservancy Subdivisions (East and West) has a potential for over 2,800 units. This is a significant development that will rely on the City's transportation network and, as such, transit services will be an important part of the transportation solution.

The Chapman Mills Drive bus rapid transit to the east of Longfields Drive has been constructed and well utilized; to the west of Longfields Drive, it has been protected for throughout various subdivisions from the Barrhaven Downtown to Borrisokane Road. Although the construction of this bus rapid transit is not imminent, it is extremely important to protect for it to ensure the sustainability of this suburban area. This westerly extension of the bus rapid transit will connect to the existing Barrhaven Bus Rapid Transit Station in Barrhaven Downtown (future Barrhaven Light Rail Transit Station); and eventually west of Highway 416 connecting the two major City of Ottawa nodes of Barrhaven and Kanata/Stittsville.

This connection was refuted by the applicant and not included in the Draft Plan of Subdivision revision despite the fact that a Bus Rapid Transit alignment was identified and protected for, from the Barrhaven Downtown to Borrisokane Road, at a location across from the Conservancy Lands. Based on staff's analysis, the application failed to provide a safe and convenient sustainable transportation option because the submitted Draft Plan of Subdivision revision application did not reflect the protection of a transit corridor and did not intend to futureproof for a bus rapid transit Facility.

This transit corridor needs to be shown on the revised Draft Plan of Subdivision, to the City's satisfaction, prior to proceeding with revised approval. Once the proposed Plan of Subdivision is revised and approved, a Zoning By-law Amendment application will be required to rezone the lands according to the revised Draft Plan. Typically, proceeding

with a Zoning by-law Amendment application prior to the revision of draft approval of the Subdivision is premature.

Issue Resolution for the Transit Corridor

During the application review process, the applicant suggested alternative options to place the bus rapid transit alignment along the periphery or outside of the development lands. Staff reviewed these options and concluded that the alternative options would cost greater, with additional length, creating increased travel time and be less convenient for riders. These alternatives do not meet the City's Transitway and Station design guidelines and would have an effect on the operation of buses. Staff concluded that the best option for the future bus rapid transit alignment would be through the subdivision lands.

Following the notice of appeal, City staff from PRED and OC Transpo held discussions and prepared alternative options for the protection of the corridor and potential station locations. The new alternative presented to the applicant on November 21, 2023 for reconsideration into their Plan of Subdivision proposal was for a bus rapid transit corridor in the median and a vehicular travel lane on either side, within a combined cross-section of 26 metres (mid block) versus a bus rapid transit exclusive cross-section of 23.5 metres, or a typical combined bus rapid transit-travel lane cross-section of 41 metres. A concept plan showing this median bus rapid transit through both Conservancy East and West was then submitted by the applicant on January 22, 2024 and is generally accepted by City staff. It is anticipated that the lands for the combined corridor will be dedicated to the City through the subdivision registration process. Discussions are currently ongoing on the final cost splitting associated within this corridor.

In recognizing the opportunity that the transit corridor alignment and cost splitting issue will be resolved prior to or at the OLT, staff is therefore seeking Council direction with regards to the dealing of the proposed zoning by-law amendment, that staff proceed with supporting an amendment to Zoning By-law 2008-250 for 3288, 3300 Borrisokane Road, generally as shown in Document 1 and detailed in Document 6, provided the following occurs:

- The related Plan of Subdivision is draft approved.
- The cost splitting for the transit corridor is agreed to between the City and the applicant, Barrhaven Conservancy Development Corporation (Caivan).

Other Technical Reviews

Most of the development lands are to be zone to Residential Third Density Zone, Subzone YY (R3YY), with exceptions. The proposed R3YY zones are appropriate for

the greenfield development to allow a range of low-rise residential buildings. A 0.83 ha block on the north side of the subdivision will be zoned to General Mixed Use Zone (GM). This will allow for a mix of commercial and low-rise apartment uses on the periphery of the subdivision land and is considered reasonable.

Through the subdivision review process, other development matters related to environment, servicing, engineering, local road network and urban design have been reviewed. Staff have no significant concerns, however, because the provision of the transit corridor will affect the overall layout (and zoning boundaries), to ensure the overall integrity of the subdivision design, all the technical matters will have to be re-confirmed.

The original application did not include R4Z[yyyy] zone as a proposed zone. The R4Z[yyyy] zone was introduced in the latest resubmission and was proposed for blocks that are near or adjacent to the future bus stops and transit stations. Staff has no objection towards the proposed R4Z[yyyy] zone to allow three to four-storey stacked townhouse buildings that are consistent with the low-rise built form in the area with a gently increased density. Addendums to high-level technical studies were provided to demonstrate that servicing, soil conditions, and road network are appropriate to support the increased density and new built form. It is anticipated that blocks to be zoned R4Z[yyyy] will be subject to future Site Plan Control applications, through which process details of site design will be examined further.

All lands owned by the applicant within the RVCA Floodplain and Regulation Limit will be rezoned to O1 as part of this amendment as well.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that staff's recommendation is consistent with the 2020 Provincial Policy Statement (PPS). As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land. This report is consistent with the PPS, particularly the following Policies.

Policies 1.6.8.1 and 1.6.8.3 in Section 16.8 – Transportation and Infrastructure Corridors:

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.3. Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it

was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate, or minimize negative impacts on and from the corridor and transportation facilities.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is aware of the application related to this report.

ADVISORY COMMITTEE(S) COMMENTS

There are no advisory committee comments associated with this report.

LEGAL IMPLICATIONS

As outlined in the Executive Summary, the subdivision and zoning have been appealed to the Ontario Land Tribunal and a hearing scheduled for July 2, 2024 to July 12, 2024. Legal Services will advance the instructions of Council before the Tribunal.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed development at this time. Servicing capacity requirements and new road requirements are to be confirmed through the Draft Plan of Subdivision Revision application, should the proposals be approved.

FINANCIAL IMPLICATIONS

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services operating budget.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

TERM OF COUNCIL PRIORITIES

The refusal of this application is in line with supporting the following Term of Council Priority:

- A City that is more connected with reliable, safe and accessible mobility options.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-22-0120) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the transportation issues and a lack of agreement on the provision of the transit corridor.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Concept Plans

Document 3 Proposed Draft Plan of Subdivision Revision

Document 4 Excerpt of Draft Plan of Subdivision (Draft approved on December 7, 2021)

Document 5 Consultation Details

Document 6 Proposed Zoning Details

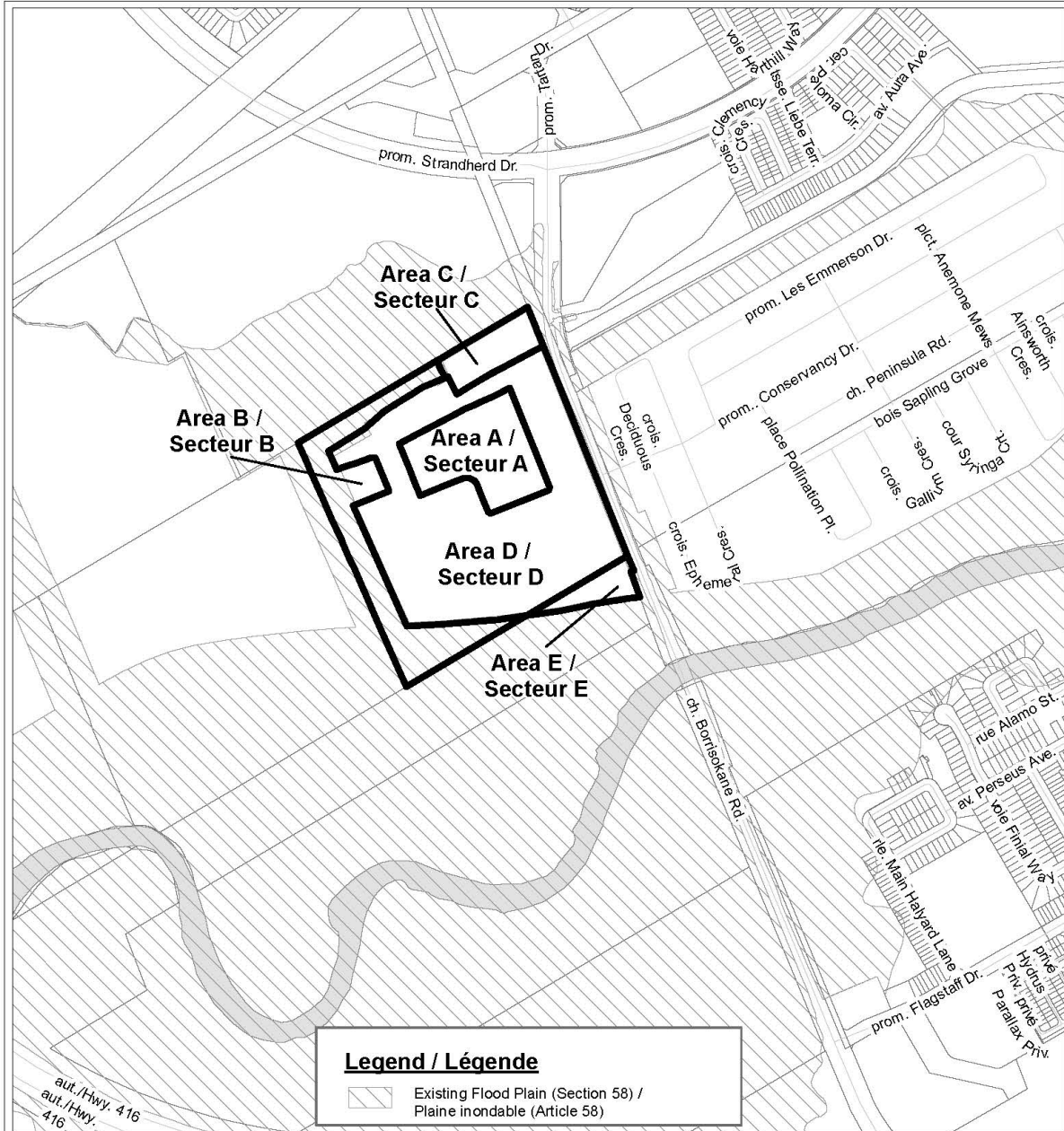
CONCLUSION

The requirement for the transit corridor to be included in the draft plan of subdivision revision is according to the City's Official Plan and Transportation Master Plan, and is consistent with the PPS. Staff is actively working with the applicant to finalize the details of the subdivision plan and the transit corridor cost splitting. Staff is seeking direction from Council to proceed with the proposed zoning at an Ontario Land Tribunal hearing, scheduled for July 2nd to 12th 2024.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

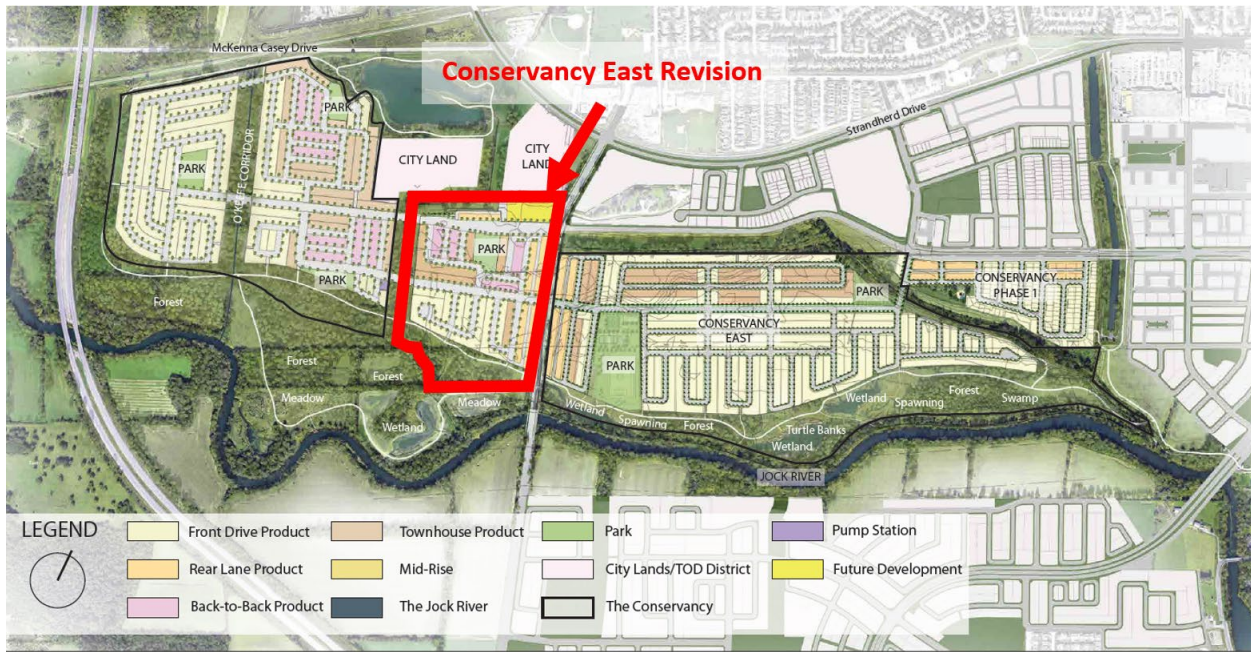
Document 1 – Zoning Key Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE PLAN OF SUBDIVISION / PLAN DE LOTISSEMENT Part of 3288 ch. Borrisokane Rd	
D02-02-22-0120	D07-16-22-0028	24-0354-D	<div style="border: 1px solid black; display: inline-block; width: 15px; height: 15px; margin-right: 5px;"></div> Area A to be rezoned from DR to R4Z[YYYY] Le zonage du secteur A sera modifié de DR à R4Z[YYYY]
I:\CO\2024\Zoning_Sub\Borrisokane_3288			<div style="border: 1px solid black; display: inline-block; width: 15px; height: 15px; margin-right: 5px;"></div> Area B to be rezoned from DR to O1 Le zonage du secteur B sera modifié de DR à O1
©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY			Area C to be rezoned from DR to GM Le zonage du secteur C sera modifié de DR à GM
©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE			Area D to be rezoned from DR to R3YY[XXXX] Le zonage du secteur D sera modifié de DR à R3YY[XXXX]
REVISION / RÉVISION - 2024 / 04 / 11			Area E to be rezoned from O1 to R3YY[XXXX] Le zonage du secteur E sera modifié de O1 à R3YY [XXXX]

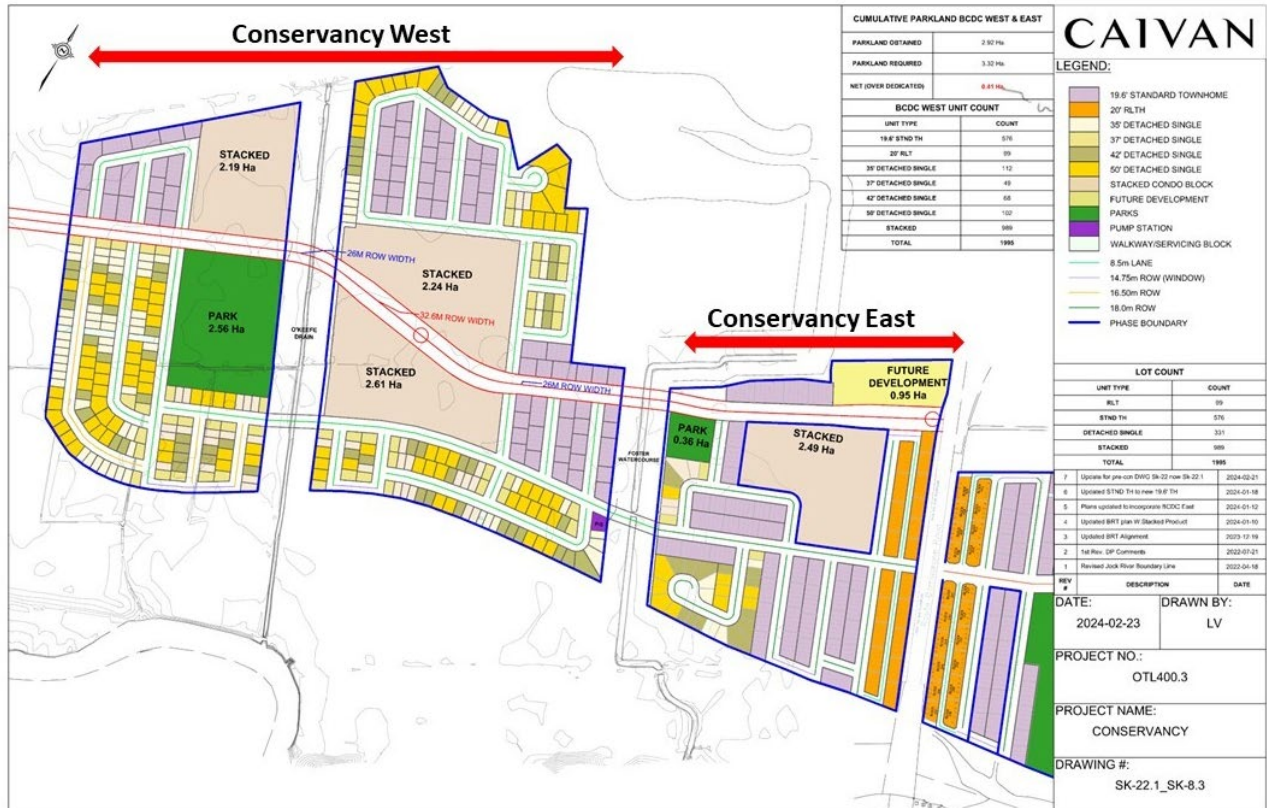


Document 2 – Concept Plans



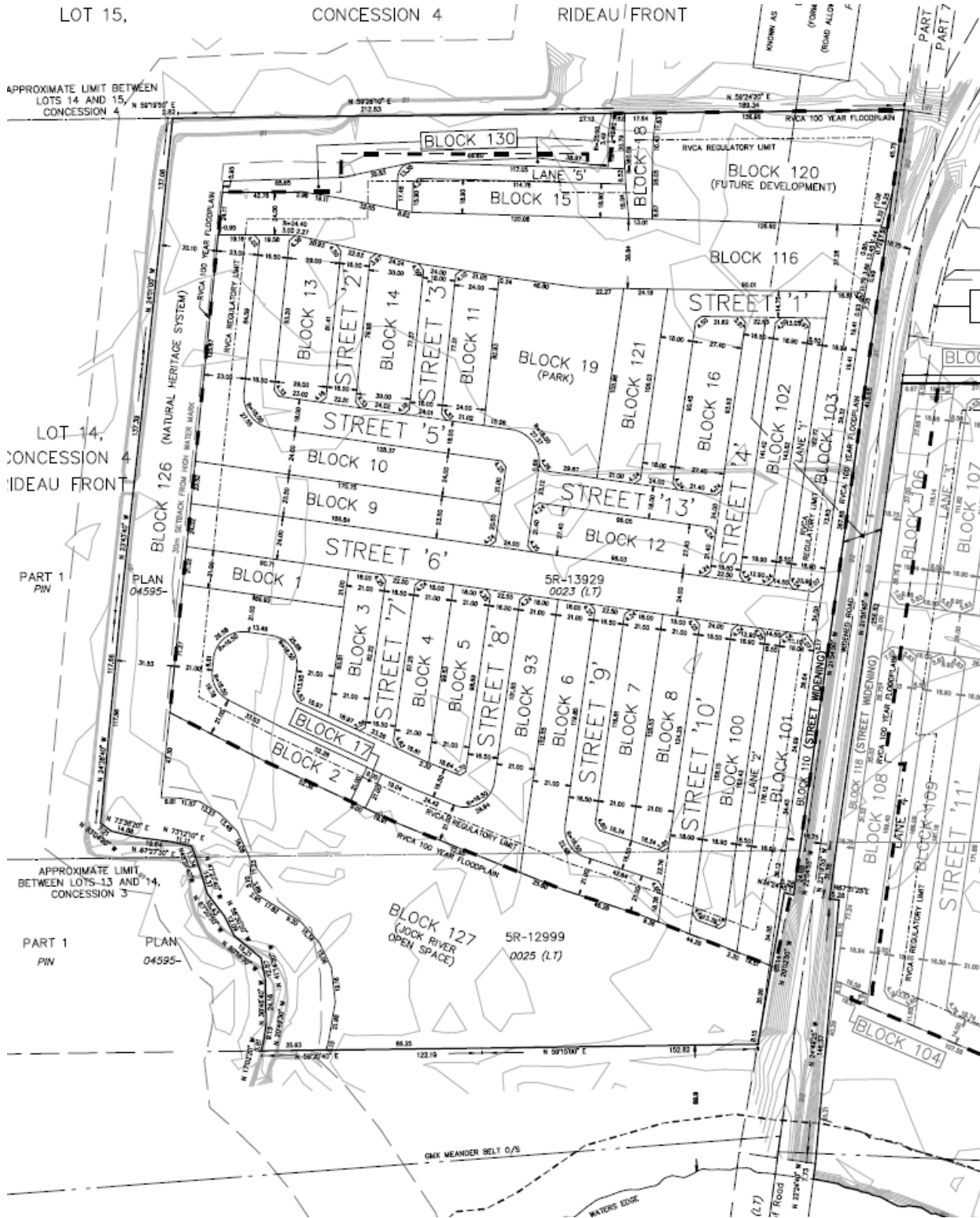
The Conservancy Master Plan

The Conservancy by CAIVAN



The revised concept plan showing the required transit corridor.

Document 3 – Proposed Draft Plan of Subdivision Revision



Document 5 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. City staff received two written public comment in response to the notice of the Zoning By-law amendment application.

One of the respondents wanted to be notified of any meetings.

Another respondent had concerns regarding land use, building height, pedestrian and cycling safety, noise, trees and landscaping, parkland and green space, environmental preservation.

Response: The proposal for a residential subdivision protects the Jock River corridor as a future open space block to be transferred to the City. Other than the issues related to the bus rapid transit corridor, active transportation is being integrated into the subdivision. As for building height, the proposal is for low rise residential which respects the policies of the Neighbourhood designation in the Official Plan.

Document 6 – Proposed Zoning Details

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for **part of 3288 and 3300 Borrisokane Road** is as detailed below. Staff will continue to review and refine the details prior to the OLT.

1) Rezone the lands as shown in Document 1.

2) Add a new exception xxxx to Section 239 – Urban Exceptions with provisions similar in effect to the following:

a) In Column I, Exception Number, add the text “[xxxx]”

b) In Column II, Applicable Zones add the text “R3Y[xxxx]”:

- A maximum of 65 per cent of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping: except in the case of a back-to-back townhouse where a maximum of 75 per cent of the area of the front yard may be used for a driveway/parking and garbage enclosure.
- Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.8 m from the nearest edge of the sidewalk
- A chimney, chimney box, fireplace box, eaves, eaves-troughs, gutters, and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metres into required interior side yard but no closer than 0.2 metres to the lot line.
- Balconies and porches may project to within 0 metres of a corner lot line and sight triangle.
- The steps of a porch may project 2.5 metres into a required yard but may be no closer than 0.5 metres from a lot line other than a corner side lot line and sight triangle, from which they can be as close as 0 metres.
- Any portion of a deck with a walking surface higher than 0.3 metres but no higher than 0.6 metres above adjacent grade may project to within 0.6 metres of a lot

line, and any portion of a deck with a walking surface equal to or less than 0.3 metres may project to within 0.3 metres of a lot line.

- An air-conditioning condenser unit may project 1 metre, but no closer than 0.2 metres to a lot line. And the air conditioning condenser may not be located in a front yard (including front yard balcony) except in the case of a back-to-back multiple dwelling or townhouses with rear lane access but may be located in a corner side yard.
- Section 57 does not apply.
- In the case of a home-based business operating within a townhouse or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.

The following applies to detached dwellings:

- Minimum lot area: 220 square metres
- Minimum front yard setback: 3 m
- Minimum total interior side yard setback is 1.8 metres with a minimum of 0.6 metres on at least one side. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.
- Minimum corner side yard setback: 2.5 metres, despite the foregoing, no more than two portions of the building, not exceeding a total floor area of 3 square metres, may be located no closer than 2 metres from the side lot line abutting a street.
- Maximum lot coverage: 55 per cent
- Minimum rear yard setback may be reduced to 4.5 metres for a maximum of 50 per cent of the lot width, the total area of the contiguous rear and interior yards must not be less than 54 square metres
- For a detached dwelling on a corner lot:
 - a. Minimum rear yard setback may be reduced to 2.5 metres for part of the building that is no higher than 4.5 metres and any part of the building, excluding

projections, located less than 6 metres from the rear lot line must be located at least 4 metres from any interior side lot line.

The following applies to semi-detached and townhouse dwellings:

- Minimum lot area: 137 square metres
- Minimum lot width: 5.5 metres
- Minimum front yard setback: 3.0 metres
- Minimum interior side yard setback: 1.5 metres
- Minimum corner side yard setback: 2.5 metres
- Maximum building height: 14 metres
- Maximum lot coverage: 65 per cent

The following applies to back-to-back townhouse dwellings

- Minimum lot area: 77 square metres
- Minimum lot width: 5.5 metres
- Minimum front yard setback: 3.0 metres
- Minimum interior side yard setback: 1.5 metres
- Minimum rear yard setback: 0.0 metres
- Minimum corner side yard: 2.5 metres
- Maximum building height: 14 metres
- Outdoor amenity area is permitted on top of balconies above garages
- Despite Section 102 – Table 201, no visitor parking is required on the same lot as a townhouse.
- Despite Section 107(3)(b), driveways may be located in a front yard if the permitted parking space is also in the front yard.
- Despite Section 109(3), the required parking space may be established in a required and provided front yard.

- Balconies and porches, including those higher than 0.6 metres above adjacent grade, may project to within 1.0 metres from the front lot line, and may project to within 0.0 metres of an interior lot line, corner lot line or the corner sight triangle.
- Bay window features and garbage enclosures are permitted to project 1.0 metre, but no closer than 1.2 metres from a lot line.
- Maximum lot coverage: no maximum

The following applies to townhouse dwellings with access to a rear lane:

- Minimum lot area 110 square metres
- Minimum lot width 5.5 metres
- Minimum front yard setback 3 metres
- Minimum rear yard setback: 0 metres
- Minimum interior side yard setback: 1.5 metres
- Minimum corner side yard: 2.5 metres
- Maximum building height: 14 metres
- Maximum lot coverage: no maximum
- The area of the driveway can cover 100 per cent of the yard in which it is located.
- Outdoor amenity area is permitted on top of garages.
- Where access is via the rear lane, the minimum rear yard setback may be reduced to 0 metres, and the width of the garage, carport or driveway may be the width of the entire rear yard.
- Balconies and porches, including those higher than 0.6 metres above adjacent grade, may project to be within 1.0 metre from the front lot line, and may project to within 0.0 metres of an interior lot line, corner lot line or the corner sight triangle.

c) In Column I, Exception Number, add the text “[yyyy]”

d) In Column II, Applicable Zones add the text “R4Z[yyyy]”:

- Minimum front yard setback: 3m
- Minimum corner side yard setback: 3m
- Minimum rear yard setback: 3m
- Minimum interior side yard setback: 3m
- Minimum parking for residents: 1.00 per unit
- Minimum parking for visitors: 0.2 per unit