

Subject: Zoning By-law Amendment – 3380 Jockvale Road

File Number: ACS2025-PDB-PSX-0055

Report to Planning and Housing Committee on 16 July 2025

and Council 23 July 2025

**Submitted on July 10, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Barrhaven West (3)

Objet : Modification du Règlement de zonage – 3380, chemin Jockvale

Dossier : ACS2025-PDB-PSX-0055

Rapport au Comité de la planification et du logement

le 16 juillet 2025

et au Conseil le 23 juillet 2025

**Soumis le 10 juillet 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

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d'aménagement tous les quartiers**

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Quartier : Barrhaven-Ouest (3)

REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 3380 Jockvale Road, as shown in Document 1, to rezone from R4Z[2465] to R4Z[xxx1], R5Z[xxx2] and R5Z[xxx3] to permit a nine-storey apartment building and a three-storey building with stacked dwellings, as detailed in Document 2.
2. 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 July 23, 2025" subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil d'approuver une modification du Règlement de zonage (no 2008-250) pour le 3380, chemin Jockvale, comme le montre le document 1, faisant passer le zonage de R4Z [2465] à R4Z [xxx1], R5Z [xxx2] et R5Z [xxx3], afin de permettre l'aménagement d'un immeuble d'appartements de neuf étages et d'un immeuble d'habitations superposées de trois étages, comme le montre le document 2.
2. 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 23 juillet 2025», sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

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

3380 Jockvale Road

Owner

Ottawa Community Housing Corporation

Applicant

Fotenn Consultants Inc.

Architect

Lemay Michaud

Description of site and surroundings

The property is located on the west side of Jockvale Road south of Bending Way and has a total area of 0.95 ha. Two low-rise apartment buildings are under construction in the northern part of the property (known as Phase 1 of the overall project). The remainder of the property is vacant, and this is the location of this proposal (known as Phase 2). Surrounding features include stormwater management ponds to the east across Jockvale Road, the Jock River to the south and low-rise townhouses and St. Joseph Catholic High School to the west and north.

Summary of proposed development

The proposed development is a Planned Unit Development comprising a nine-storey apartment building and a three-storey building with stacked dwellings.

The apartment building is in the eastern part of the site and has 99 units. Ten units are studios, 46 units are one bedroom, 25 units are two bedroom and 18 units are three bedroom. The stacked dwelling building has 18 units, eight of which are two bedroom, eight three bedroom and two four bedroom. Overall, 24 or 20 per cent of units are barrier free and 23 per cent of units are large units (three bedrooms or larger).

Vehicular access is from Branch Street via the approved and under construction driveway on the Phase 1 lands. Twenty-one underground parking spaces for residents and nine at-grade parking spaces for visitors are provided for the development.

A Site Plan Control application (D07-12-25-0071) was filed concurrently with the Zoning By-law Amendment application. It has not yet been deemed complete. A consent application will be filed at the Committee of Adjustment to sever the Phase 2 lands from the Phase 1 lands for financing purposes. This will establish the required access and servicing easements for Phase 2 over the Phase 1 lands.

Summary of requested Zoning By-law amendment

The proposed Zoning By-law amendment seeks to rezone the property to the Residential Fifth Density Subzone Z and add two exceptions to limit uses to those proposed and provide maximum heights. Both exceptions will also reduce the required resident and visitor parking rates. A provision will be added to these two exceptions and to the existing exception covering the Phase 1 lands so that the entire parcel can be considered one lot for zoning purposes. These zoning changes will permit the construction of affordable housing.

DISCUSSION

Public consultation

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

The property is located within the Suburban Transect Policy Area on Schedule A and is designated Hub with a Town Centre notation on Schedule B6 of the Official Plan. Hubs are areas centred on planned or existing transit. The planned function of Hubs is to concentrate a higher density of development than the areas abutting and surrounding the Hub. Hubs are identified as Protected Major Transit Station Areas (PMTSAs). Appropriate development densities are required to create the critical mass essential to make transit viable.

Other applicable policies and guidelines

The property is designated Neighbourhood in the Barrhaven Downtown Secondary Plan (Schedule A). The intent of the Neighbourhood designation is to provide urban housing options, appropriate to the suburban planning area context, in proximity to amenities and transit. Residential uses are encouraged to reflect the compact, dense, urban

nature of the planning area, and the minimum density for residential development is 50 units per net hectare (3.4). The Jockvale Road right of way to the east of the property is envisioned to be closed and repurposed as Green Transportation and Utility Corridor to further improve the pedestrian and cyclist connectivity (Schedule A and Section 4.3).

The Barrhaven Downtown Secondary Plan includes Urban Design Guidelines in Appendix 1. These will be assessed as part of the Site Plan Control application.

Urban Design Review Panel

The property is within a Design Priority Area. The application was exempted from the Urban Design Review Panel (UDRP) process, pursuant to Official Plan policy 4.6.1.1 b).

Planning rationale

The Official Plan provides direction for intensification and diversifying housing options by encouraging a variety of housing typologies to meet the needs of diverse households and provide housing that is affordable (2.2.1.3) and recognizes the need to build accessible, inclusive communities, and design for all ages; to develop equitable, inclusive, gender and age-friendly communities (2.2.4.2).

The Official Plan provides direction to enable a diverse and adequate supply of housing options through the regulation of density, built form, height, massing and design instead of regulating housing through the restriction of building typology and promoting a range of housing options (4.2.1.1). The Plan also provides direction to address the needs of those households with low-income levels and other vulnerable groups.

The applicable height for the periphery of a Hub with a Town Centre notation in the Suburban Transect is mid rise, up to and including nine storeys. The Official Plan shall support a range of dwelling unit sizes in multi-unit dwellings in Hubs (5.4.1).

Staff support the inclusion of “Mid-rise apartment” as a permitted use given that the use will provide additional housing choices within the neighbourhood. The height increase is supported as it conforms to Official Plan policy and is separated from existing low-rise residential.

The proposal provides 21 residential parking spaces and nine visitor parking spaces, whereas the Zoning By-law requires 59 residential parking spaces and 24 visitor parking spaces. The proposed reduction in parking is mitigated by the transit connections adjacent to the property that connect to Chapman Mills Marketplace Shopping Centre and Tunney’s Pasture (bus routes 75 and 279). Alternatively, Chapman Mills

Marketplace Shopping Centre is a 900 metre walk or cycle from the property. Bicycle parking is provided in accordance with the Zoning By-law. The proposed minimum parking rates, as detailed in Document 2, are appropriate.

For the reasons stated above, the development proposal is in conformity with the Official Plan and Barrhaven Downtown Secondary Plan. The zoning requests are appropriate, and the development proposal represents good land use planning.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications.

CONSULTATION

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law Amendments including posting of several signs on the property and a mailout. A summary of feedback and responses can be found in Document 3.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor David Hill is aware of and supportive of the application related to this report. Councillor Wilson Lo is aware of the application related to this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There are no direct asset management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new buildings will be required to meet the accessibility criteria contained within the Ontario Building Code.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with the rezoning from R4Z[2465] to R4Z[xxx1], R5Z[xxx2] and R5Z[xxx3].

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all.

APPLICATION PROCESS TIMELINE STATUS

The statutory 90-day timeline for making a decision on this application under the *Planning Act* will expire on September 1, 2025.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Concept Plan and Renderings

DISPOSITION

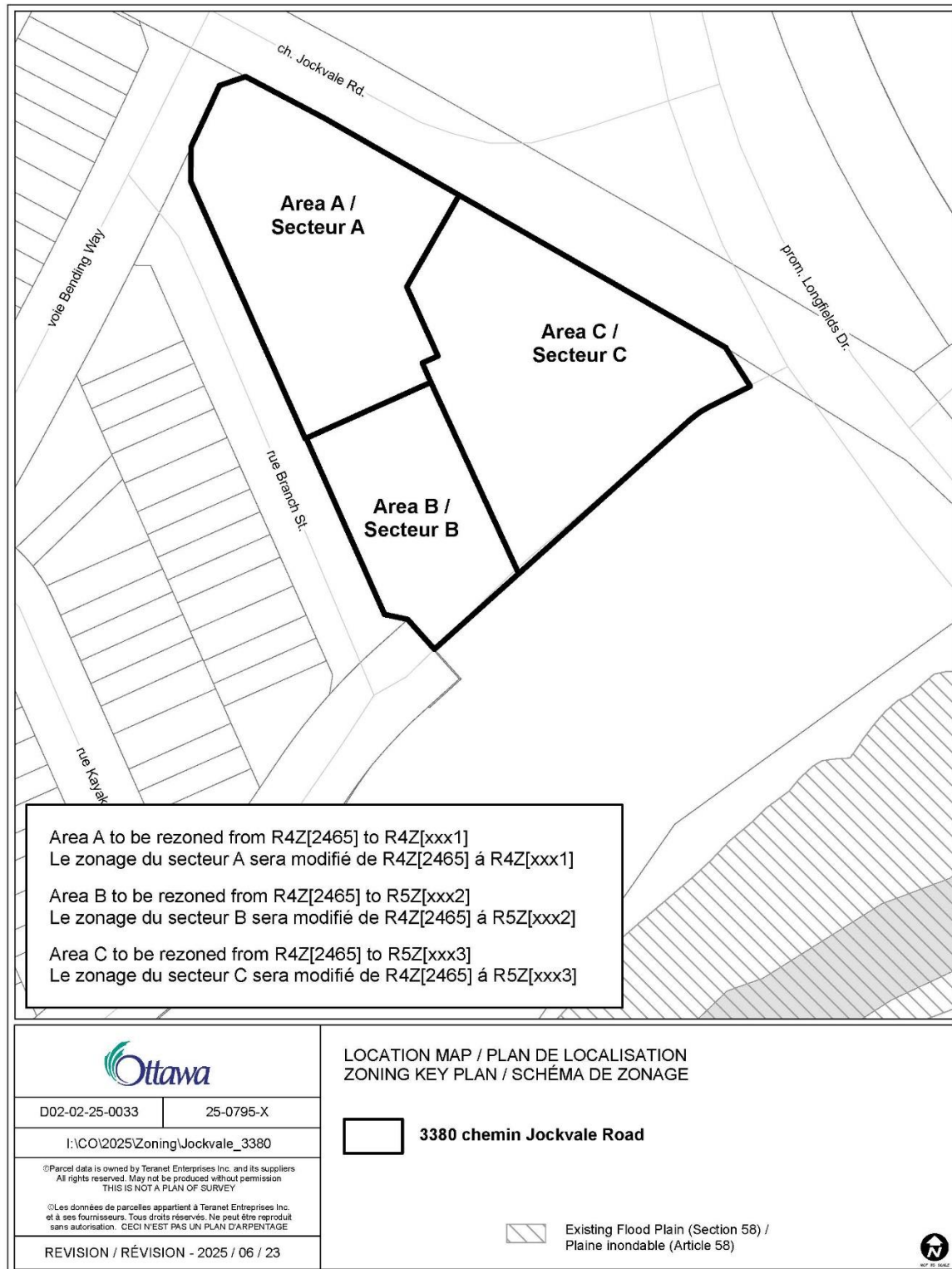
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 3380 Jockvale Road:

1. Rezone the lands as shown in Document 1
2. Add a new exception, [xxx1] to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “xxx1”
 - b. In Column II, Applicable Zones, add the text, “R4Z[xxx1]”
 - c. In Column IV, Prohibited Uses, add the text:
 - detached dwelling
 - duplex dwelling
 - linked-detached dwelling
 - semi-detached dwelling
 - three unit dwelling
 - d. In Column V, Provisions, add:
 - The lands zoned R4Z[xxx1], R5Z[xxx2], and R5Z[xxx3] are considered one lot for zoning purposes.
 - Minimum building height: Two storeys
 - Maximum building height: Four storeys
 - Minimum setback from a lot line abutting Bending Way: 3.0 metres
 - Minimum setback from a lot line abutting Jockvale Road: 3.0 metres
 - Minimum setback from a lot line abutting Branch Street: 3.0 metres
 - Minimum setback from the southeast lot line: 10.0 metres
3. Add a new exception, [xxx2] to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “xxx2”

- b. In Column II, Applicable Zones, add the text, “R5Z[xxx2]”
 - c. In Column IV, Prohibited Uses, add the text:
 - apartment dwelling, mid rise
 - apartment dwelling, high rise
 - d. In Column V, Provisions, add:
 - The lands zoned R4Z[xxx1], R5Z[xxx2], and R5Z[xxx3] are considered one lot for zoning purposes.
 - Maximum building height: 14.0 metres
 - Minimum setback from a lot line abutting Bending Way: 3.0 metres
 - Minimum setback from a lot line abutting Jockvale Road: 3.0 metres
 - Minimum setback from a lot line abutting Branch Street: 3.0 metres
 - Minimum setback from the southeast lot line: 10.0 metres
 - Minimum parking requirement: 0.17 spaces per dwelling unit
 - Minimum visitor parking requirement: 0.07 spaces per dwelling unit
 - Section 109(3)(a) does not apply
4. Add a new exception, [xxx3] to Section 239, Urban Exceptions, with provisions similar in effect to the following:
- a. In Column I, Exception Number, add the text “xxx3”
 - b. In Column II, Applicable Zones, add the text, “R5Z[xxx3]”
 - c. In Column IV, Prohibited Uses, add the text:
 - apartment dwelling, high rise
 - d. In Column V, Provisions, add:
 - The lands zoned R4Z[xxx1], R5Z[xxx2], and R5Z[xxx3] are considered one lot for zoning purposes.
 - Maximum building height: 31.5 metres

- Minimum setback from a lot line abutting Bending Way: 3.0 metres
- Minimum setback from a lot line abutting Jockvale Road: 3.0 metres
- Minimum setback from a lot line abutting Branch Street: 3.0 metres
- Minimum setback from the southeast lot line: 10.0 metres
- Minimum parking requirement: 0.17 spaces per dwelling unit
- Minimum visitor parking requirement: 0.07 spaces per dwelling unit.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Signage was posted on Jockvale Road, Bending Way and Branch Streets.

Staff received comments from seven members of the public during the circulation period.

Public Comments and Responses

Comment: Concern with traffic congestion and insufficient parking.

Response: In relation to traffic congestion, a Traffic Impact Assessment (TIA) was not required as none of the triggers in the TIA Screening Form were met, including trip generation. The proposed reduction in parking is mitigated by the transit connections adjacent to the property that connect to Chapman Mills Marketplace Shopping Centre and Tunney's Pasture (bus routes 75 and 279). Alternatively, Chapman Mills Marketplace Shopping Centre is a 900.0 metre (m) walk or cycle from the property. Bicycle parking is provided in accordance with the Zoning By-law.

Comment: Concern with construction disruptions/impacts.

Response: The applicant is responsible for developing a Construction Management Plan to minimize impacts on adjacent properties. The City's Noise By-law will also be applicable.

Comment: Concern with flood risk from the Jock River.

Response: The floodplain overlay is approximately 85 metres (m) to the south of the property at its closest point. The location does not trigger a requirement for a hydrological study and flooding from the Jock River is not anticipated.

Comment: Concern with the loss of mature trees and green space, lack of an environmental impact assessment.

Response: An Environmental Impact Statement was not required as there are no natural heritage system features, surface water features, or species at risk habitat present on or adjacent to the site that would trigger such an investigation. A Landscape Plan and a Tree Conservation Report are submission requirements of the Site Plan Control application.

Comment: Concern over blocked views

Response: The nine-storey building is well separated from existing residential area. The proposed stacked dwellings and the under-construction Phase 1 building provide an appropriate transition between the existing residential area and the nine-storey building.

Comment: Concern that the development is not consistent with the "look and feel" of the existing community

Response: The Official Plan provides direction for diversifying housing options by encouraging a variety of housing typologies and supports multi-unit dwellings in Hubs. Refer to the Planning Rationale section of this report for further detail. Three storey apartment buildings are approved and under construction on the northern part of the property (Phase 1 of the development).

Comment: Concern over safety and increase in crime

Response: The requested zoning change relates to built form and land use. There is no evidence that crime will increase because of the proposal.

Comment: Concern over property values

Response: There is no evidence that property values will decrease because of the proposal, nor is it something planning staff are able to review as part of a Zoning By-law Amendment.

Community Organization Comments and Responses

Community groups were notified of the application related to this report. No comments were received

