

<p>2. Zoning By-Law Amendment – Part of 3285 Borrisokane Road</p> <p>Modification au Règlement de zonage – Partie du 3285, chemin Borrisokane</p>

COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 for part of 3285 Borrisokane Road to permit land use(s) associated with a Draft Plan of Subdivision, as shown in Document 1 and as detailed in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve la modification du Règlement de zonage (no 2008-250) relativement à une partie du 3285, chemin Borrisokane afin que soient permises l'utilisation ou les utilisations du sol associées à l'ébauche du plan de lotissement, illustrées dans le document 1 et détaillées dans le document 2.

Documentation/Documentation

1. Director's Report, Planning Services, Planning, Infrastructure and Economic Development Department, dated April 10, 2019 (ACS2019-PIE-PS-0038)

Rapport de la directrice, Services de la planification, Direction générale de la planification, de l'Infrastructure et du développement économique, daté le 10 avril 2019 (ACS2019-PIE-PS-0038)

2. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of May 22, 2019, 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 8, 2019".

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 22 mai 2019 du 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 8 mai 2019 ».

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
25 April 2019 / 25 avril 2019**

**and Council
et au Conseil
8 May 2019 / 8 mai 2019**

**Submitted on 10 April 2018
Soumis le 10 avril 2018**

**Submitted by
Soumis par:**

**Lee Ann Snedden
Director / Directrice**

Planning Services / Services de la planification

**Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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Ward: BARRHAVEN (3)

File Number: ACS2019-PIE-PS-0038

SUBJECT: Zoning By-law Amendment – Part of 3285 Borrisokane Road

**OBJET: Modification au Règlement de zonage – Partie du 3285, chemin
Borrisokane**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to
Zoning By-law 2008-250 for part of 3285 Borrisokane Road to permit land**

use(s) associated with a Draft Plan of Subdivision, as shown in Document 1 and as detailed in Document 2.

2. That Planning 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 City Clerk and Solicitor's Office 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 8 May 2019" 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 l'urbanisme recommande au Conseil d'approuver la modification du *Règlement de zonage* (n° 2008-250) relativement à une partie du 3285, chemin Borrisokane afin que soient permises l'utilisation ou les utilisations du sol associées à l'ébauche du plan de lotissement, illustrées dans le document 1 et détaillées dans le document 2.
2. Que le Comité de l'urbanisme 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 de l'avocat général 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 8 mai 2019 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

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

Part of 3285 Borrisokane Road

Owner

Barrhaven Conservancy Inc.

Applicant

May Pham, Caivan Communities

Description of site and surroundings

The site is located south of the future Chapman Mills Drive extension, north of the Fraser-Clarke Drain and west of the Kennedy-Burnett Stormwater Management Facility.

The site is currently undeveloped and consists of a 11.16-hectare portion of the property described as 3285 Borrisokane Road. Some of the lands further north have obtained Draft Plan of Subdivision Approval for residential, parkland and commercial uses. A future school will be located to the north-west. To the east, on the other side of the Kennedy-Burnett Stormwater Management Facility, is future High Density, Mixed-Use development as per the South Nepean Town Centre Community Design Plan. To the south is the Jock River flood plain.

Summary of requested Zoning By-law amendment proposal

The Zoning By-law amendment application will accommodate development of the site into a residential subdivision. The subject property is currently zoned Development Reserve Zone (DR). This zone is reflective of the site's designation in the South Nepean Urban Area Secondary Plan which protected it for future development. The proposed zones are as follows:

- Residential Third Density YY Subzone, Exception XXXX (R3YY[XXXX]) to allow for low- and medium-density residential uses
- Parks and Open Space Zone (O1) to allow for a park, open space and a watercourse corridor

Brief history of proposal

A Cut and Fill application with the Rideau Valley Conservation Authority was approved on September 26, 2018 and executed on October 1, 2018. The Draft Plan of Subdivision was approved on October 17, 2018.

DISCUSSION

Public consultation

A public consultation meeting was held on June 19, 2018 to inform residents of the proposed Draft Plan of Subdivision and the proposed Zoning By-law amendment. The meeting was held at the VIVA Barrhaven Retirement Community and three members of the public attended.

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

Official Plan designations

According to Schedule B of the Official Plan, the property is designated General Urban Area, which is intended to provide a full range and choice of housing types in combination with conveniently located employment, retail, service, leisure, entertainment and institutional uses. Consideration shall be given to a balance of housing types to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

Sections 2.5 and 4.11 of the Official Plan outline policies for compatible developments. The proposed development has been reviewed based on the following: traffic, access, parking, outdoor amenity areas, lighting, noise and air quality, sunlight, microclimate, and supporting neighbourhood services. The proposal aligns with the policies of the Official Plan by adding detached dwellings and rear lane townhouse dwellings on new local roads which will also create sufficient road frontage for the new park. The new local roads will connect to the new Chapman Mills Extension which will connect to Standherd Drive. Adding detached dwellings and rear lane townhouse dwellings within an area currently being developed with singles, townhouses and back to back townhouses will ensure that the new development respects the character of the developing area.

According to Schedule E of the Official Plan, Chapman Mills Drive Extension is classified as Proposed Major Collector. According to Schedule D of the Official Plan,

Chapman Mills Drive Extension is to include a future transit corridor. The Chapman Mills Drive Extension and Bus Rapid Transit Corridor Environmental Assessment Study (EA) identifies the ultimate design for the East-West Chapman Mills Drive Extension with sidewalks and cycle tracks on both sides and a Bus Rapid Transit running in the middle.

According to Schedule K of the Official Plan, part of the property is subject to the Jock River Flood plain.

Other applicable policies and guidelines

The site is designated Residential in the South Nepean Urban Area Secondary Plan Area 8. The Residential designation permits a “variety of housing types including detached dwellings, semi-detached dwellings, row dwellings and apartment dwellings.”

The Draft Plan of Subdivision incorporates several measures from the Building Better and Smarter Suburbs (BBSS) initiative such as developing on a modified-grid pattern, proposing rear lanes and using the new *Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines*.

Given the soil type in the area, the tree planting in this subdivision must respect the *Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines*. These guidelines permit the reduction of the distance between a tree and a foundation to 4.5 metres if six tests can be met. The tests are as follows:

- Plasticity index of the soils does not exceed 40%;
- The underside of footing (USF) is 2.1m or greater below finished grade;
- A small tree requires a minimum soil volume of 25m³ and a medium size tree requires a minimum soil volume of 30m³;
- Tree species must be small to medium size;
- Foundation walls are to be reinforced;
- Grading surrounding the trees must promote draining to the tree root zones.

A cut and fill application has been approved by the Rideau Valley Conservation Authority (RVCA) to straighten the boundary of the flood plain to match with the proposed residential lots, streets and park. Blocks 136, 137 and 138 on Draft 4M-Plan will remain in the flood plain based on the cut and fill application, will be held by the

current owner and will remain as Development Reserve Zone (DR), see Document 4. The flood plain overlay in the Zoning By-law will be amended following the completion of work and as-builts being provided to the RVCA. The RVCA has started a flood plain mapping study for the Jock River. If this study amends the regulatory flood plain, a Draft Plan of Subdivision revision application and Zoning By-law Amendment application will be required to develop those blocks and to rezone them to residential in accordance with the Official Plan Amendment 212.

Planning rationale

The related Draft Plan of Subdivision proposes detached dwellings, rear lane townhouses, parkland and walkway blocks. Access to the subdivision will be provided via the extension of Chapman Mills Drive.

The Zoning By-law amendment is consistent with the intent of the Official Plan. The majority of the lands are proposed to be rezoned from Development Reserve to Residential Third Density Subzone YY Exception XXXX. This residential zone will allow for detached dwellings, semi-detached dwellings, townhouses, back-to-back townhouses, rear lane townhouses and other related uses. The exception will be the same as exception 1909 approved in 2018 for a residential subdivision in Orleans except a few minor clarification changes and the following major changes:

- Reducing the rear yard setback for detached dwellings: “minimum rear yard setback may be reduced to 4.5 m for a maximum of 50% of the lot width, the total area of the rear yard must not be less than 54 m²”.
- Adding provisions for townhouse dwelling with access to a rear lane.
- Permitting an air conditioning condenser unit in the corner side yard for townhouses.

The future park block and the watercourse corridor are proposed to be rezoned to Open Space Subzone 1 (O1).

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Harder provided the following comment:

"I fully support this application. It connects into the extension of Chapman Mills Drive and will be a beautiful community in near proximity to a protected linear corridor along the north side of the Jock River".

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations of this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications with this proposal.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program objectives.

The implementation of the CAM program results in timely decisions that minimize lifecycle costs and ensure the long-term affordability of assets. The implementation of the CAM program results in timely decisions that minimize lifecycle costs and ensure the long-term affordability of assets. To fulfill its obligation to deliver quality services to the community, the City must ensure that assets supporting City services are managed in a way that balances service levels, risk and affordability. The CAM Policy applies to all physical assets of the city including parks.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Prosperity
- Sustainable Environmental Services
- Healthy and Caring Communities
- Governance, Planning and Decision-Making

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the need to comply with the *Tree Planting in Sensitive Marine Clay Soils – 2017 Guideline*.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Draft 4M Plan (distributed separately)

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the proposed Zoning By-law amendment to rezone the lands to Residential Third Density Subzone YY Exception XXXX and Parks and Open Space as per Documents 1 and 2. The application is consistent with the Provincial Policy Statement, the Official Plan, the South Nepean Urban Area Secondary Plan - Area 8 as well as the Draft Plan of Subdivision.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

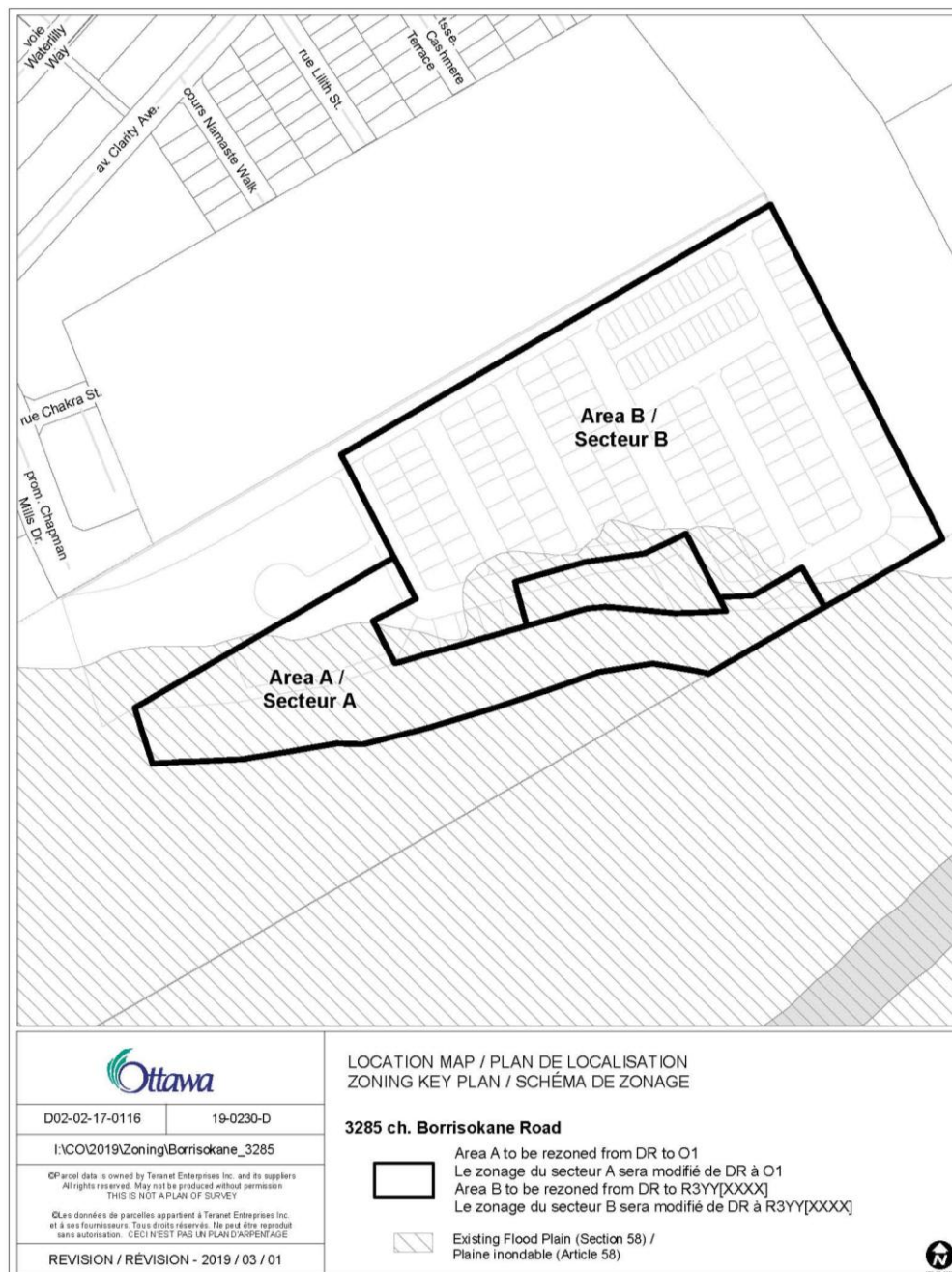
Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa

The map shows the property located at 3285 Borrisokane Road. More specifically, the map shows zoning for a residential subdivision which also includes a park and a watercourse corridor block.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for part of 3285 Borrisokane Road:

1. Rezone the lands shown in Document 1 as follows:
 - a. Area A from DR to O1
 - b. Area B from DR to R3YY[XXXX]
2. Add a new exception, R3YY[XXXX], to Section 239 – Urban Exceptions with provision similar in effect to the following:
 - a. In Column II, add the text “R3YY[XXXX]”
 - b. In Column V, add the text:
 - A maximum of 60% of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping
 - Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 6 metres from the nearest edge of the sidewalk and may not be closer to the public street than the main wall of the dwelling.
 - Despite Table 65, Rows 1, 2 and 3, a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metre into a required interior side yard but no closer than 0.2 metres to the lot line.
 - Despite Table 65, Row 6(b), balconies and porches may project to within 0 metres of a corner lot line.
 - Despite Table 65 Row 6(b), 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 lot line, from which they can be as close as 0 metres.

- Despite Table 65, Row 6(a), 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 of a lot line.
- Despite Table 65, Row 8, an air conditioning condenser unit may project 1 metre, but no closer than 0.2 metres to a lot line, and may not be located in a front yard except in the case of a back-to-back multiple dwelling.
- Despite Table 65, Row 8, an air conditioning condenser unit may project 1 metre, but no closer than 0.2 metres to a lot line, and may not be located in a corner side yard except in the case of a townhouse dwelling.
- Despite Section 57(2), for townhouse dwellings, the corner sight triangle will be calculated using 57(1) and in the instance of any dwelling listed in 57(1) including townhouse dwellings, the distance used to determine a corner sight triangle is a minimum of 2.75 metres.
- 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.

Section 136 does not apply.

- zone requirements for detached dwellings:
 - (i) minimum lot area: 220 m²
 - (ii) minimum front yard setback 3 m
 - (iii) minimum front yard setback for an attached garage: 3.5 m
 - (iv) 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.
 - (v) minimum corner side yard setback: 2.5 m, despite the foregoing, no more than two portions of the building, not exceeding a total floor

area of 3m², may be located no closer than 2 m from the side lot line abutting a street.

(vi) maximum lot coverage: 55%

(vii) minimum rear yard setback may be reduced to 4.5 m for a maximum of 50% of the lot width, the total area of the rear yard must not be less than 54 m².

(vii) for a detached dwelling on a corner lot:

- Minimum rear yard setback may be reduced to 2.5 m for part of the building that is no higher than 4.5 m and any part of the building, excluding projections, located less than 6 m from the rear lot line must be located at least 4 m from any interior side lot line.
- An active entrance must be provided on the side of the building facing the corner side yard.
- zone requirements for semi-detached and townhouse dwellings:

(i) minimum lot area: 137 m²

(ii) minimum lot width: 5.5 m

(iii) minimum front yard setback: 3.0 m

(iv) minimum interior side yard setback: 1.5 m

(v) minimum corner side yard setback: 2.5 m

(vi) maximum building height: 14 m

(vii) maximum lot coverage: 65%

- zone requirements for back-to-back townhouse dwellings:

(i) minimum lot area: 81 m²

(ii) minimum lot width: 5.5 m

- (iii) minimum front yard setback: 3.0 m
- (iv) minimum interior side yard setback: 1.5 m
- (v) minimum corner side yard: 2.5 m
- (vi) maximum building height: 14 m
- zone requirements for townhouse dwellings with access to a rear lane:
 - (i) minimum lot area: 110 m²
 - (ii) minimum lot width: 5.5 m
 - (iii) minimum front yard setback: 3.0 m
 - (iv) minimum rear yard setback: 0.0 m
 - (v) minimum interior side yard setback: 1.5 m
 - (vi) minimum corner side yard: 2.5 m
 - (vii) maximum building height: 14 m
 - (viii) maximum lot coverage: no maximum

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.

A public consultation meeting was held on June 19, 2018 to inform the residents of the proposed Draft Plan of Subdivision and the proposed Zoning By-law amendment. The meeting was held at the VIVA Retirement Community and three members of the public attended.

The members of the public were concerned about:

- The limit/scope of this Draft Plan of Subdivision application
- The location of the stormwater outlet
- The status of the overall flood plain remapping

In response, the limit/scope of the Draft Plan of Subdivision application was clarified with the use of context maps that were on display at the public meeting.

As per the Functional Servicing Report, the stormwater outlet will be in the Fraser-Clark Municipal Drain.

The flood plain mapping study is a separate project which was started by the RVCA in late 2018. The majority of the lands subject to this Draft Plan of Subdivision are located outside the existing flood plain. Therefore this application can proceed ahead of the flood plain mapping study. Only minor cut & fill is required which has been approved by the RVCA.