

April 15, 2024
Barrhaven Conservancy Development Corporation
3713 Borrisokane Road
Ottawa ON, K2J 4J4

Project Number: P1474(06)

Attention: Hugo Lalonde

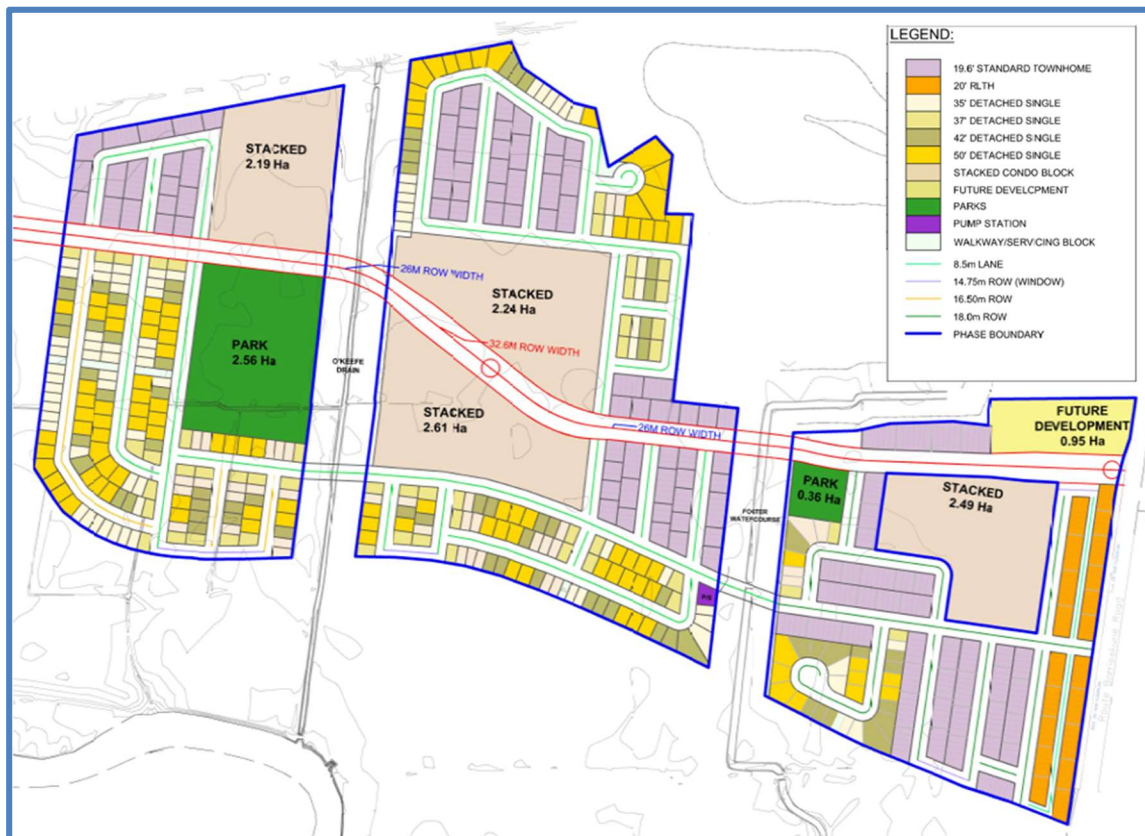
Subject: Planning Rationale Addendum – BCDC Development Lands - 3288 & 3300 Borrisokane Rd, 4305, 4345 & 4375 McKenna Casey Drive

Introduction

This Planning Rationale Addendum has been prepared in support of the revised draft plan layout of the Barrhaven Conservancy Development Corporation lands between Borrisokane Road and Highway 416. These lands include the entire Conservancy West Subdivision (D07-16-21-0036/D07-16-22-0028) and the phase 5 revision to the Conservancy East Subdivision. Both applications are under appeal with the Ontario Land Tribunal (OLT). Through discussions with Ottawa planning staff, the central matters of contention appear to have been satisfactorily addressed.

The revised layout for the development land incorporates a proposed alignment for the extension of the Chapman Mills Bus Rapid Transit (BRT) corridor and supports approximately 1995 dwelling units in a variety of low-rise housing types (**Figure 1**).

Figure 1: Revised layout of development lands between Borrisokane Road and Highway 416



This addendum provides the supporting rationale for including stacked townhome condominiums in a **R4Z[XXXX]** zone adjacent to the BRT corridor, as well as singles and other townhome dwellings in a **R3YY[XXXX]** zone mixed across the development area. The proposed lot fabric and dwelling types are good land use planning in the public interest meeting applicable Provincial and local policies regarding efficiency, density, diversity and sustainability.

Supporting Studies

The following plans and reports support the revised development and have been submitted to the city in advance of the OLT hearing:

- Caivan, BCDC West Concept Plan, dated February 23, 2024.
- J.D. Barnes Ltd, Draft Plan of Subdivision, plotted 3-6-2024 DP 21-10-134_DP McKennaCasey Dr.
- Kilgour & Associates Ltd., Environmental Impact Study, revised date March 15, 2024.
- David Scheffer Engineering Ltd., Adequacy of Services Report, revision 3, dated March 2024.
- Gradient Wind Engineering Inc., Traffic Noise Addendum Letter, dated March 1, 2024.
- NAK Design Strategies, Park Fit Plan (Neighbourhood Park), dated March 2024.
- NAK Design Strategies, Park Fit Plan (Parkette), dated March 2024.
- NAK Design Strategies, Preliminary Streetscape Plan, dated March 2024.
- Paterson Group, Phase 1 Environmental Site Assessment Update, dated September 16, 2022.
- Paterson Group, Geotechnical Investigation, revision 3, dated March 14, 2024.
- CGH Transportation, Transportation Impact Assessment, dated March 2024.

Policy Support

The proposed mix of residential dwelling types is consistent with the 2020 PPS direction to focus growth in settlement areas and ensure that development is sustainable, efficient and addresses a range of housing options. The inclusion of the BRT corridor through the development land generates the need for additional density along the BRT corridor to support this transit investment, as well as the synergistic benefit of providing accessible transit to diverse household compositions. The inclusion of this higher density housing is supported by the 2020 Provincial Policy Statement and Ottawa's Official Plan.

Provincial Policy Statement

The range of housing options, including singles and detached, as well as various townhome configurations, facilitates a range of housing options and residential intensification, responding to current and future needs as required in Part IV of the PPS. Higher density housing in locations adjacent to transit supports the efficient use of land as per Section 1. The following policies support the variety of housing options and inclusion of the stacked townhome development blocks adjacent to the BRT corridor:

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons, as well as*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

f) are transit-supportive, where transit is planned, exists or may be developed;

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Ottawa Official Plan

The development lands are in the Suburban Transect on Official Plan Schedule 6B (Suburban southwest). The lands are designated as Neighborhood, part of the contiguous urban areas that constitute the heart of communities. Neighbourhoods are intended to permit a mix of building forms and densities. The Official Plan intends to seed the conditions for future 15-minute neighbourhoods in new areas. Public transit investments support the creation of conditions for 15-minute communities. This is endorsed by policies such as:

Section 5.4.2 policy 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;

Higher density housing is proposed close to the BRT corridor. Incorporating stacked townhouse condominiums will increase unit counts and local population to support a more sustainable, accessible and livable urban community. Specifically, residential density near public transit corridors achieves:

Reduced Traffic Congestion: Higher-density housing encourages people to use public transportation instead of personal vehicles.

Environmental Sustainability: By promoting public transportation usage, high-density housing helps reduce greenhouse gas emissions and air pollution associated with car travel. This aligns with goals to combat climate change and promote sustainable urban development.

Improved Accessibility: High-density housing near transit corridors provides access to transportation for residents who don't own a car or have limited mobility, as they can access services, employment, and recreational activities. The improved access and proximity to transit also supports the policy objective of increasing and supporting active transportation options such as walking and cycling.

Reduced Need for Parking: High-density housing near transit corridors requires less parking infrastructure freeing up land for green spaces or additional housing units.

Promotion of diverse socio economic groups: Public transportation is less expensive than personal vehicle travel. Living near transit corridors allows residents to invest in other priorities. Inequalities are further reduced by providing more affordable housing options in locations with access to public transportation and services.

Optimization of transit investment: Clustering higher density development close to the BRT corridor increases the population closest to the transit infrastructure which contributes to optimizing the considerable public investment in this infrastructure.

Growth Management

The proposed development is classified as urban greenfield growth in the Suburban Transect in a designated Neighbourhood. Section 5.4.4, policy 2 specifies a minimum density of 36 dwellings per net hectare for new greenfield subdivision. The proposal has a density of **58.4** units per net hectare (See Table 1), which exceeds the minimum required density. No maximum density is specified in section 5.4.4.

Table 1: Net Residential Density

Residential Density - Dwellings per Net Hectare		
Net Hectares	Units	Units per Net Hectare
34.18	1995	58.4

Zoning

Two zoning designations are proposed: **R3YY** and **R4Z**, both with exceptions to accommodate the lot fabric and dwelling units developed specifically for this subdivision. **A summary of the proposed zoning is provided in Appendix A of this report.**

R3 - Residential Third Density Zone

The purpose of the R3 - Residential Third Density Zone is to allow a mix of residential building forms ranging from detached to townhouse dwellings to provide additional housing choices and allow ancillary uses to the principal residential use to allow residents to work at home. The zone *“regulate(s) development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced”*.

This zone will support similar building/lot relationship as Conservancy East and The Ridge residential subdivisions, however adapted for narrower townhouses, featuring an alternative rear bump out design.

Proposed zone: R3YY[XXXX]

Singles & Rear Lane Townhomes:

Supports the same provisions as currently in place east of Borrisokane in the Conservancy East subdivision R3YY[2766].

Back-to-back Townhomes:

Supports the same provisions as currently in place to the south on Borrisokane in the Ridge subdivision. R3YY[2768]

Standard Townhomes:

Exception to provide for narrower townhomes responding to market conditions and efficiencies. This is a similar lot and product as Conservancy East, with an exception to accommodate:

- minimum lot area: 120 square metres
- maximum coverage: 66%
- rear yard setback which may be reduced to a minimum of 4.5m for a maximum of 55% of the lot width. Total area of the rear yard must not be less than 30 square metres.

R4 - Residential Fourth Density Zone

The purpose of the R4 - Residential Fourth Density Zone is to allow a wide mix of residential building forms ranging from detached to low-rise apartment dwellings, with a maximum height of four storeys. The zone “*regulate(s) development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced*”. Further, the R4 zone, “*permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches*”.

The proposed planned unit development of stacked townhouse condominiums is consistent with the intent of the R4 zone. The Z subzone is suitable as it is the preferred zone to showcase newer design approaches which promote efficient land use in newly developing communities. Site-specific exceptions are proposed to allow for the introduction of new designs that efficiently use land adjacent to major transit routes such as the BRT corridor.

Proposed zone: R4Z[XXXX]

Stacked Townhomes:

Exception to accommodate a new more efficient product for this development area. The exceptions required are:

- Rear yard setback: 3 metres
- Interior Yard setback: 3 metres
- Parking: 1.00 regular & 0.2 visitor

Servicing

An adequacy of services report has been prepared by David Schaeffer Engineering Ltd., (March 2024), which confirms that the proposed development can be serviced adequately and will not exceed the capacity of existing city infrastructure. The water supply network will be extended from the trunk watermain located in Borrisokane Road. Sufficient capacity for peak sanitary flow is provided by on-site trunk sanitary sewer, and the off-site SNC sanitary sewer. Stormwater shall be captured by an internal gravity sewer system that will convey treated flows to 6 outlets along the southern boundary of the development to the Jock River corridor.

Conclusion

The revised draft plan for development lands between Borrisokane Road and Highway 417 includes four parcels (Blocks 70, 71, 72 & 73) proposed to be zoned R4Z[XXXX] for stacked townhome condominiums, (executed as planned unit developments), and a range of residential dwelling types in a R3YY[xxxx] zone deployed over the remaining subdivision lands. Two park blocks, local roads, a future development block and the BRT transit corridor extension complete the development area. The proposed housing products and supporting zoning are consistent with the policies of the Provincial Policy Statement (2020) and Ottawa’s Official Plan. It is our opinion that the revised draft plan represents good land use planning in the public interests, by providing a range of housing products and desirable additional density adjacent to a rapid transit corridor.

Respectfully,



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