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# Planning Rationale – Zoning By-law Amendment

## 2701 Pagé Road



# Planning Rationale – Zoning By-law Amendment

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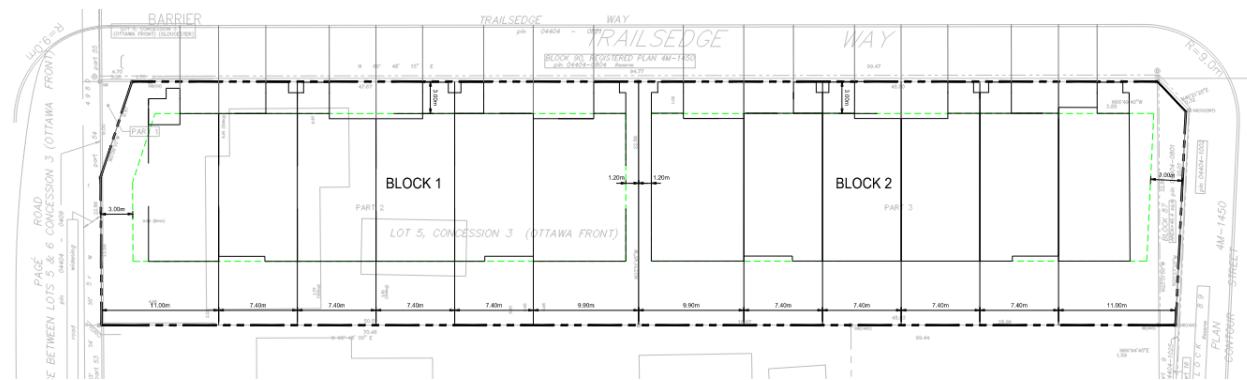
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# Planning Rationale – Zoning By-law Amendment

## 1.0 Introduction

### 1.1 Background

J.L. Richards & Associates Limited (JLR) has been retained by 1001263920 Ontario Inc. “the client” to provide this Planning Rationale in support of Zoning By-law Amendment (ZBLA) Application for 2701 Pagé Road, the subject site. The application proposes to rezone the subject site to permit the development of twelve (12) townhouse dwellings. Subject to approval of the Zoning By-law Amendment, applications for Consent to Sever will be submitted to Committee of Adjustment. The existing detached dwelling, accessory structures and any vegetation not recommended for retention will be removed from the subject site to accommodate the proposed development. Figure 1 below shows the proposed development.



**Figure 1: Site Plan of Proposed Development**

The subject site is currently defined as a corner lot with frontage both on Pagé Road, Trailsedge Way and Contour Street. Subject to successful completion of the applications, each new townhouse lot will have access to Trailsedge Way. This site is in the Orléans neighbourhood of the City of Ottawa.

### 1.2 Required Applications

To facilitate the proposed development, a Zoning By-law Amendment is being applied for to rezone the subject site from Development Reserve (DR) Zone to Residential Third Density (R3) Zone subzone Z with a special exception to permit a reduced corner side yard from 3 metres to 2.7 metres. Upon successful completion of the Zoning By-law Amendment, Consent Applications will be applied for to the Committee of Adjustment to create the residential blocks.

### 1.3 Subject Site

The subject site is in Ward 19 Orléans South-Navan, in the Orléans neighbourhood of the City of Ottawa. The subject site is municipally known as 2701 Pagé Road, with frontage also on Trailsedge Way and Contour Street. The subject site is a rectangular shaped corner lot with

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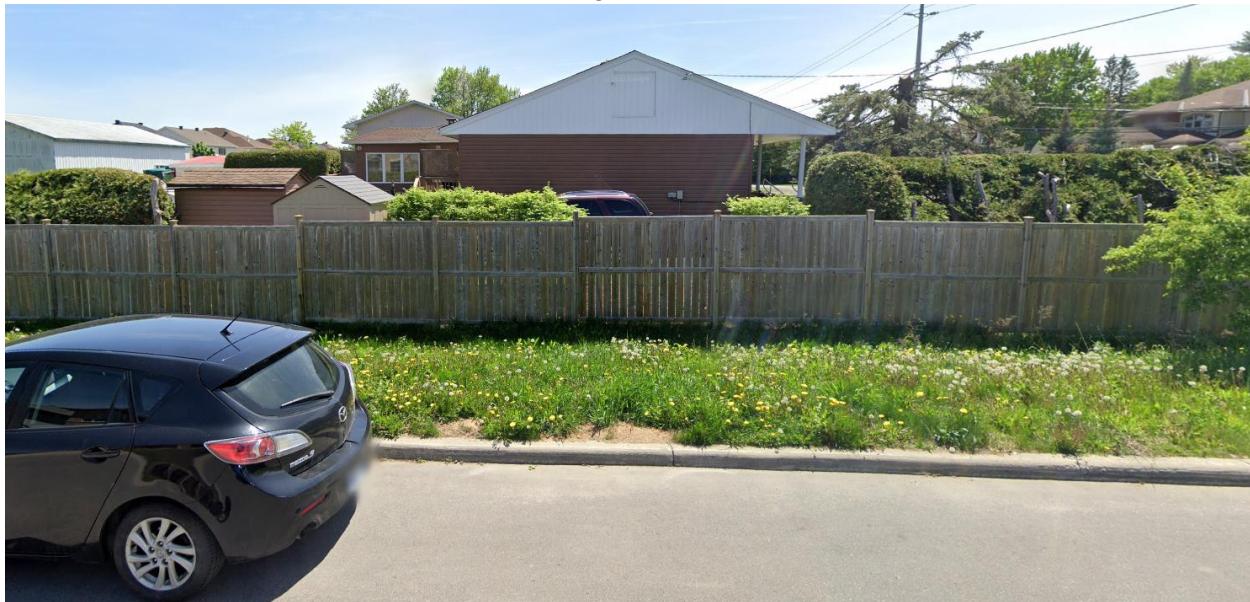
22.86m of frontage on Pagé Road and Contour Street and 94.77m on Trailsedge Way. The total lot area is 2260m<sup>2</sup> and a depth of 22.86m.



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Pagé Road



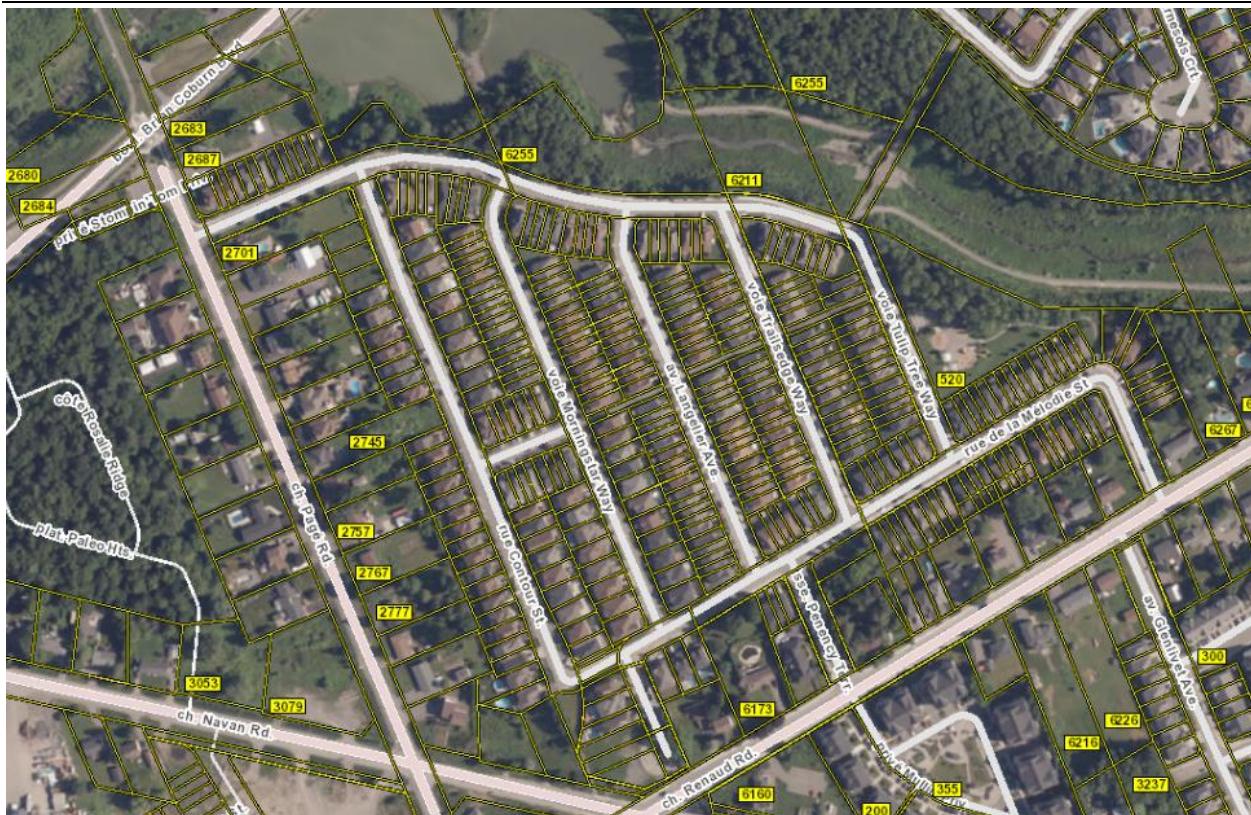
Trailsedge Way

**Figure 3: Streetview of Subject Site**

### 1.4 Surrounding Context

The subject site is in a neighbourhood generally characterized by a mix of low-rise, ground-oriented residential dwellings, consisting mainly of detached and townhouse dwellings. The height of these buildings are one and two storeys. The dwellings range in form and massing based on fenestration, roof articulation and location of garages. This is a result of the development of new housing typologies over time, while other types have been retained for decades in this neighbourhood.

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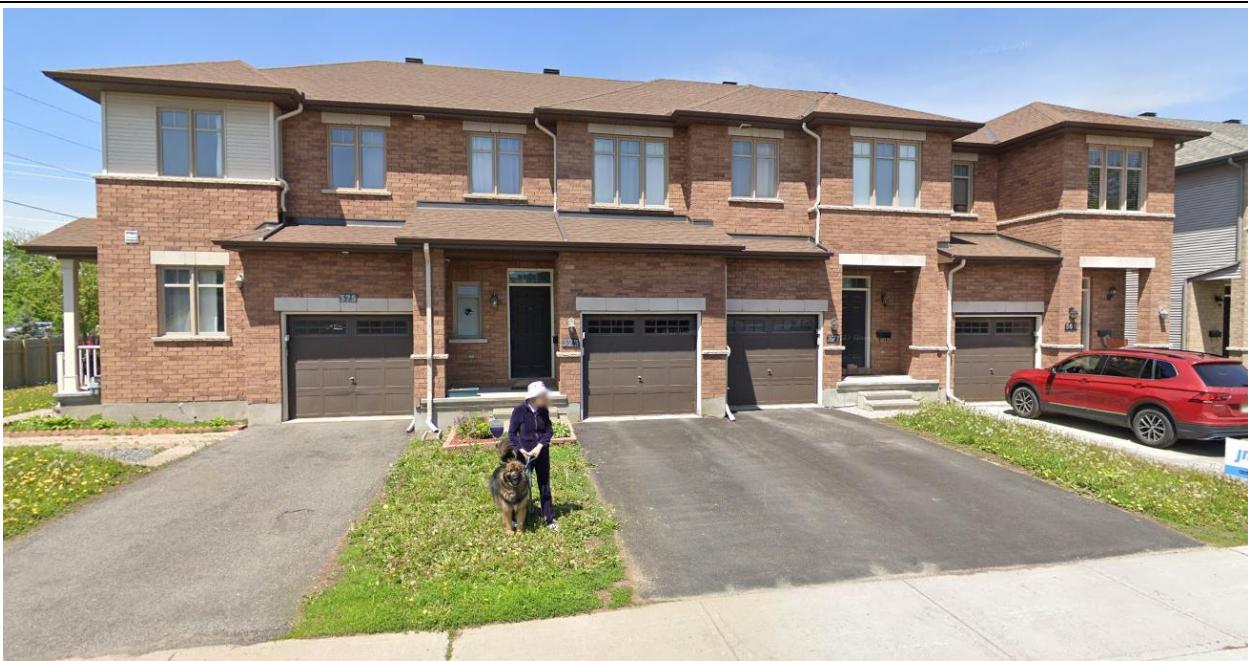
**Figure 4: Map of Surrounding Context**

Within the immediate vicinity along Pagé Road, Trailsedge Way and Contour Street and the adjacent streets, the lot fabric varies in size and shape. Generally, the lots are rectangular in shape but vary in width and depth. This includes lots that are narrow and some that are squarer in shape. This influences the built form and typology of unit found on the lots.

Pagé Road is characterized by larger historic estate lots. Trailsedge Way and Contour Street are characterized by a mix of smaller, more recently constructed detached and townhouse lots.

Generally, parking is provided for these dwellings in driveways located either in front of or beside dwellings. Garages are generally incorporated into dwellings, completely within the first level of the dwelling, flush with the façade of the building. Most of the dwellings are immediately abutting the right-of-way, with minimum front yard setbacks and parking spaces located completely in the ROW. The remaining area in front of these dwellings is either soft or hard landscaping.

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Trailsedge Way



Trailsedge Way

## Planning Rationale – Zoning By-law Amendment



Contour Street



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Contour Street

**Figure 5: Example of Current Dwelling Types Trailsedge Way and Contour Street**

## 1.5 Transportation Network

The subject site is located along Pagé Road, Trailsedge Way and Contour Street. Pagé Road is classified as a Collector in Schedule C4 – Urban Road Network of the City of Ottawa Official Plan. Collector Roads are intended to connect communities and distribute traffic between arterial and local roads, provide direct access to adjacent properties (where safe and feasible), serve as principal streets in neighbourhoods, accommodate local traffic, delivery vehicles, transit, school buses, cyclists, and pedestrians, operate with lower speeds and traffic volumes than arterial roads, be more pedestrian- and cyclist-friendly and include streetscape features like tree plantings, bus stops, and community mailboxes.

The site is also in close proximity to Navan Road and Brian Coburn Boulevard which are classified as Arterial Roads. Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicles, pedestrians, bicycles, and public transportation. Arterial roads are designed in a manner which meets the needs of all users through the provision of sidewalks, cycling lanes, and transit stops where appropriate.

Trailsedge Way and Contour Street are Local Roads. Trailsedge Way will provide access to the residential dwellings, Trailsedge Way connects to Pagé Road.

The subject site is well-connected with respect to public transportation and active transportation and will meet the requirements for required vehicular parking. The subject site is located approximately 300 metres from a transit way park and ride on Brian Coburn Boulevard, Brian Coburn Boulevard includes a multi-use path, which is designated as an at-grade transit route on Schedule C2 - Transit Network – Ultimate of the Official Plan.

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**Figure 6: Excerpt of Official Plan Schedule C4**

A sidewalk is located along the north side of Trailsedge Way and the east side of Pagé Road north of Trailsedge Road. Pedestrian pathways and cycling facilities are located on Brian Coburn Boulevard. Overall, the subject site has sufficient access to regional and local travel networks for all modes of transportation.

## 2.0 Zoning By-law Amendment

### 2.1 Provincial Planning Statement, 2024

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

The following policies provide support for the proposed development of twelve (12) townhouse dwellings:

#### 2.1 Planning for People and Homes

- 4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
  - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

#### 2.2 Housing

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- 1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
  - b) permitting and facilitating:
    1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

### 2.3 Settlement Areas and Settlement Area Boundary Expansions

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
  - a) efficiently use land and resources;
  - b) optimize existing and planned infrastructure and public service facilities;
  - c) support active transportation;
  - d) are transit-supportive, as appropriate; and
  - e) are freight-supportive.
- 3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- 4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.
- 5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.
- 6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

Based on the above policies, the proposed Zoning By-law Amendment to permit twelve (12) townhouse dwellings meets the intent of the Provincial Planning Statement by supporting housing for residents, helping to achieve residential growth and intensification within a settlement area, helping to achieve intensification targets and efficiently uses the land on existing public services.

## 2.2 City of Ottawa Official Plan, 2021

The Official Plan contains the City's goals, objectives and policies to guide growth and manage physical change to 2046. It also implements the priorities identified in the City's Strategic Plan as they relate to land use. Land use direction is both driven by, and has an impact on, Ottawa's health, economy, environment and sense of community. As such, this Plan provides direction to

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other City plans that do not implicitly affect land use matters, such as the Transportation Master Plan, the Infrastructure Master Plan, the Parks and Recreation Facilities Master Plan and the Urban Forest and Greenspace Master Plan.

The subject site is designated Suburban Transect on Schedule A.

The subject site is designated Neighbourhood on Schedule B8.

### 2.2.1 Intensification and Diversifying Housing Options

- 1) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods

The growth management strategy includes a 60 per cent intensification target by 2046. This means that by 2046, 60 per cent of all new dwelling units will be built in existing neighbourhoods as opposed to undeveloped greenfield lands.

This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods.

- 2) Provide housing options for larger households

Much of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. However, opportunities to provide for these dwelling types are limited within areas that are already developed. There needs to be opportunities in residential Neighbourhoods within a short walking distance to Hubs and Corridors to build dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on existing lots. This will provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area.

- 3) Improve public amenities and services

The supportive policies for growth management, housing, transportation, urban design and parks and greenspace throughout this Plan will provide some of the necessary elements to facilitate achieving a 60 per cent intensification target.

- a) Direct residential intensification to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors;
- b) Require the production of denser, small-scale, Low-rise infill housing of generally three or more units per existing lot that will increase the supply of growth allocated for the built-up area;
- c) Require an appropriate proportion of housing with three or more bedrooms that will provide more housing choices for larger households;
- f) Provide guidance on the appropriate integration of new and different types of housing with the desirable character of the surrounding neighbourhood so that development opportunities are more welcoming to the existing neighbourhood; and
- g) Encourage a variety of housing typologies, including some that do not exist today, to meet the needs of diverse households and provide a sufficient supply of housing that is affordable.

## Section 3. Growth Management Framework

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Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.

To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;

### 3.2 Support Intensification

- 1) The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area. This overall target is anticipated to be achieved through a gradual increase in intensification throughout the urban area that was developed or built-up as of June 30, 2018 as follows:
  - b) 2022 to 2026: 45 per cent;
- 3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- 4) Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.
- 9) The residential intensification targets by dwelling sizes as shown on Schedules B1 through B8 are established in Table 2

**Table 2**

<b>Residential Intensification Targets</b>		<b>TOTAL</b>
<b>Ground-oriented / Large-household dwellings</b>		<b>49,000</b>
<b>Apartment / Small-household dwellings</b>		<b>43,000</b>
<b>Total Dwellings</b>		<b>92,000</b>

- 10) The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.
  - Suburban Transect – 40 to 60

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## Section 6.3 Neighbourhoods

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

### Section 6.3.1

- 2) Permitted building heights in Neighbourhoods shall be Low-rise
- 4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
  - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
  - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1)
- 5) The Zoning By-law will distribute permitted densities in the Neighbourhood by:
  - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
  - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

Based on the above policies, the proposed Zoning By-law Amendment to permit twelve (12) townhouse dwellings meets the intent of the City of Ottawa Official Plan by supporting housing for residents, helping to achieve residential growth and intensification within a settlement area, helping to achieve intensification targets and efficiently uses the land on existing public services.

## 2.3 Zoning By-law

The subject site is currently zoned Development Reserve (DR). The purpose of the DR - Development Reserve Zone is to:

- (1) recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;
- (2) limit the range of permitted uses to those which will not preclude future development options; and
- (3) impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.
- (4) permit limited lot creation on existing public streets in villages that will not preclude future development options in the DR3 – Development Reserve Subzone 3. (By-law 2013-58)

The proposed Zoning By-law Amendment has been applied to rezone the subject site to an R3 - Residential Third Density Zone, subzone Z, subject to site specific regulation to permit a reduced corner side yard from 3 metres to 2.7 metres.

As part of the feasibility phase of this project, due to the shallower lot depths, an analysis of the site-specific exceptions was undertaken to understand when shallower lot depths were previously proposed, what site specific regulations were proposed. An excellent example was found in Orléans northeast of the subject site east of Pagé Road, approved Zoning R3YY[2435].

Overall Site Statistics
Lot Area 2260m <sup>2</sup>
Lot Frontage 99.47m

## Planning Rationale – Zoning By-law Amendment

<b>Current Zoning DR (Development Reserve) Zone to be changed to R3Z (Residential Third Density) Zone with a site specific exception</b>		
Description	Requirements/Permitted	Provided/Proposed
Principal Dwelling Type	Townhouse	Townhouse
Minimum Lot Width (m)	6	7.4
Minimum Lot Area (m <sup>2</sup> )	150	169
Maximum Building Height (m)	11	11
Minimum Front Yard Setback (m)	3	3
Minimum Corner Side Yard Setback (m)	3	2.7m
Minimum Rear Yard Setback (m)	6	6
Minimum Interior Side Yard Setback (m)	1.2	1.2
Additional Dwelling Units	2	1
Minimum Parking Spaces	1	1
Parking Space Dimensions (m)	2.6 wide, 5.2 long	2.6 wide, 5.2 long

As a result of the corner side yard not being complied with, 3m required, 2.7m proposed, a site specific exception will be required to the R3Z Zone.

### 2.4 Parks

The subject site is not large enough to accommodate parkland directly on site, therefore, in accordance with the Planning Act and Policy 4.4.1 of the City of Ottawa Official Plan, cash-in-lieu of parkland will be provided to the City which shall be used to purchase parkland to help meet the needs of residents and visitors.

## 3.0 Supporting Reports and Plans

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### Site Plan

A conceptual site plan was prepared by J.L. Richards and Associates showing the proposed buildings, driveways and key site statistics.

### Landscape Plan and Tree Inventory Plan

A landscape plan and tree inventory plan was prepared by

### Survey and Draft R-Plan

A survey and draft r-plan was prepared by Annis, O'Sullivan, Vollebekk Ltd.

### Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment was undertaken by Paterson Group, Report PE7228-1, dated October 16, 2025. The report concludes that the historic use of the property is for residential purposes, one potentially contaminating activity was identified but after soil sampling and analysis any past activities have not resulted in an area of potential contamination on site. As result, based on the findings of the assessment, it is the opinion of the authors that a Phase II Environmental Site Assessment is not required for the subject site.

### Geotechnical Report

## **Planning Rationale – Zoning By-law Amendment**

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A Geotechnical Report was undertaken by Paterson Group, Report PG7705-01, dated November 5, 2025. From a geotechnical perspective, the subject site is considered suitable for the proposed development subject to a number of recommendations.

### **Assessment of Adequacy of Public Services Report**

An Assessment of Adequacy of Public Services Report was prepared by J.L. Richards and Associates, dated December 23, 2025. The report concludes that adequate services are available for the proposed development.

## **4.0 Conclusion**

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This Planning Rationale report outlines JLR's support for a Zoning By-law Amendment at 2701 Pagé Road. The application proposes to rezone the subject site to permit the development of twelve (12) townhouse dwellings.

The Provincial Planning Statement, City of Ottawa Official Plan, City of Ottawa Zoning By-law and a number of other key documents were reviewed to ensure the proposed Zoning By-law Amendment and development conform, align or meet the objectives of said documents.

Overall, it is our professional planning opinion the proposed development and application represent good land use planning.

This report has been prepared by J.L. Richards & Associates Limited for 1001263920 Ontario Inc's exclusive use. Its discussions and conclusions are summary in nature and cannot properly be used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report is based on information, drawings, data, or reports provided by the named client, its agents, and certain other suppliers or third parties, as applicable, and relies upon the accuracy and completeness of such information. Any inaccuracy or omissions in information provided, or changes to applications, designs, or materials may have a significant impact on the accuracy, reliability, findings, or conclusions of this report.

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## Planning Rationale – Zoning By-law Amendment

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