

What we heard – 360 Kennedy Lane East

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. In total, staff received approximately 80 written public comments, a few members of the public expressed support for the project, the majority expressed concerns. Further, a petition against the proposal was started on [change.org](https://www.change.org). A formal City-organized public information session was held via Zoom on April 11, 2022. The Planning and Housing Committee meeting on Monday, February 27, 2023, is the official public meeting.

Public Comments and Responses

Below are the comments that emerged from the most frequent to the less frequent.

Comment 1:

Concerned with the vehicular traffic associated with 81 new residential units.

Response:

Per transportation modeling, it is anticipated that there will be an additional 25 vehicles in the peak hour, the existing road network can accommodate this.

Comment 2:

Concerned that insufficient on-site parking will create increased pressure on street parking, further there is concern that new residents and their visitors will misuse the adjacent parking lot in the city-owned park.

Response:

A parking supply study was done to summarize parking considerations and justify a reduced residential parking space rate. Visitor parking is relatively inflexible, this ZBLA permits 0.19 spaces per unit, whereas 0.2 spaces is typically required, this translates into a difference of one space. The place of worship use provides an additional six parking spaces that can be used as visitor parking. Therefore, staff is satisfied that there is sufficient resident and visitor parking on site. The city has [on-street parking restrictions](#) and resident can contact by-law enforcement to minimize spillover problems.

Residents can contact the city to [report an issue with a parked vehicle on municipal property](#), such as parked over time limit.

Comment 3:

Concerned about the parking supply study

Response:

The prevailing travel characteristics for the area were reviewed. The data used was from the 2011 National Capital Region Origin-Destination survey (2011 Trans O-D Survey), data from the 2022 Origin Destination Survey is not yet available. According to the 2011 survey, travel to/from residential households in this area, Orleans district, is primarily via auto or transit modes. In the AM and PM Peak periods, trips made using public transit account for approximately 32 to 35 per cent, while automobile trips, including auto driver and auto passenger, account for approximately 63 to 67 per cent (page 5 of Revised Appropriateness of Parking Supply study). These travel characteristics are supportive of a lower parking space rate. The proximity to existing surface transit and planned higher order transit is also supportive, as are Transportation Demand Management (TDM) measures, such as reduced parking standards, enhanced bicycle parking and the provision of pre-loaded transit passes. Further, as noted in the study entitled [Parking Requirement Impacts on Housing Affordability](#) (2022) written by Todd Litman of the Victoria Transport Policy Institute, "Parking demand varies between households, between neighbourhoods, and over time for individual households. Smaller, lower income households located in accessible areas tend to own few cars" (page 30). Paid parking spaces will be available on site for the stacked dwelling units. If renters do not need parking, then they will not have to pay for a parking space as parking is rented separately from the unit. Renters can choose their residences knowing if it includes a parking space.

Comment 4:

Concerned that no Transportation Impact Assessment (TIA) was done.

Response:

There are three different triggers for TIAs such as trips, location, and safety, see [associated guidelines](#). The proposal did not surpass the thresholds established in our guidelines to require a TIA.

Comment 5:

Queenswood Ridge Park has a parking lot with 18 spaces, people noted concern about the loss of the church parking lot with approximately 53 parking spaces, which provides overflow parking for the park.

Response

This is a misuse of the church parking lot as it is private property.

Comment 6:

Concerned regarding pedestrian and cycling safety.

Response

The public is concerned that increased traffic is detrimental to pedestrian and cycling safety, particularly during the winter. Per transportation modeling, it is anticipated that there will be an additional 25 vehicles in the peak hour. There are no sidewalks along most of Kennedy Lane E, which is approximately 600 metres. However, there is a sidewalk along the frontage of 360 Kennedy Lane East. Sidewalks are present on the east/south side of Kennedy Lane East from Prestone Drive to the vehicular access of Queenswood Ridge Park, a 130-metre stretch.

Comment 7:

Noise level, both during construction and after.

Response:

The city has a Noise By-law (2017-255) and resident can contact by-law enforcement to report a noise complaint [about construction sites or machinery](#). Note: The Director of By-law Services may grant an exemption for construction work. Regarding Noise after construction is complete, [noise complaints](#) can be reported for loud noise or shouting, barking dogs, alarms, garbage or delivery trucks, and the discharge of fireworks.

Comment 8:

Concerned with the land use, and a focus on the proposed density and the height of the proposed buildings.

Response:

Along Kennedy Lane East there is a mix of uses and dwelling types, which is reflective of the zoning. The south and east side of Kennedy Lane East is characterized by

detached dwellings, open space, and institutional uses. The north and west side of Kennedy Lane East is characterized by detached dwellings and townhouse dwellings. The proposed density is approximately 66 units per hectare (81 units/1.22 ha). This is higher than the density of the nearby townhouses (approximately 40 units per hectare) but lower than the density of Queenswood Villa Retirement Community (108 units per hectare). The target residential density range for intensification in the Suburban transect is 40 to 60 dwellings per net hectare (Table 3b). The Zoning By-law may determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing, proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit station and major neighbourhood amenities (Policy 3.2.12 (c)).

Regarding the building height, permitted building heights in Suburban Neighbourhoods continues to be low rise, where zoning will permit at least 3 storeys but no more than 4 storeys (see Table 7 of 2022 Official Plan). The 3 storey stacked dwellings abut the street, the park, and the private way - Blocks 1,2,3,4,6, and 7. Two storey townhouse dwellings - Block 5 and 8 - abut Queenswood Villa Retirement Community and the detached dwellings with frontage on Mountainside Crescent. Two storey buildings provide a better transition to existing adjacent uses. The Zoning Schedule restrict the building height of Block 5 and 8 to 8.5 metres.

Comment 9:

Concerned about the impact to the park and loss of open space.

Response:

Queenswood Ridge Park is a Community Park, the second largest park classification. People walk and drive to this park. The park is walkable from the surrounding communities and amenities include: a fenced off-leash dog area, permanent boarded rink/multi-use court, volleyball court, children play equipment, splash pad and sledding hill. The park has a parking lot to serve the sports fields (soccer and baseball). Both sports fields are allocated/booked with programs serving the wider public, who would drive to the park.

There will be no formal pedestrian connection from the subject property to Queenswood Ridge Park.

Currently there is no park fence delineating public/private property. The owner will be responsible for installation, at their sole expense, fencing of uniform appearance and

quality along the common boundary of the property abutting the park. The fence shall be installed 0.15 metres on the park property side of the common property line.

The subject property is not open space, if it were it would be zoned Parks and Open Space (O1), the subject property is private property zoned Minor Institutional Zone Subzone B (I1B).

Comment 10:

Concerned regarding servicing.

Response:

The proposal will be serviced by municipal services: water, sanitary and storm water. The sanitary and storm flows generated by the proposed development as calculated by WSP are based on the criteria outlined in the City of Ottawa Sewer Design Guidelines. The sewer design guidelines are provided to prevent harm such as flooding to downstream residents and prevent damage to properties. The calculations provided in the WSP Servicing Report in support of the proposed development indicate that the existing sanitary and storm sewers on Kennedy Lane have sufficient capacity to convey the post-development flows from the site. These calculations have been peer reviewed by the city are in compliance with the City of Ottawa Design Guidelines.

Comment 11:

Concerned regarding stormwater and upkeep of the proposed stormwater collection chambers.

Response:

The implementation of stormwater management techniques such as with the use of underground storage chambers reduce the stormwater runoff from a site by detaining the runoff and releasing it at a rate that is outlined in the City of Ottawa Sewer Design Guidelines. Maintenance of the underground storage chambers is the responsibility of the developer. For more information on stormwater management, please visit the City of Ottawa website at: <https://ottawa.ca/en/living-ottawa/drinking-water-stormwater-and-wastewater/stormwater-and-drainage#section-b45e4b22-1db5-47df-be2c-90abc33a90a3>

Comment 12:

Concerned regarding the loss of trees

Response:

Growth, development, and intensification is to maintain the urban forest canopy and its ecosystem services. Where mature trees cannot be retained, then focus is shifted to tree planting. There are 28 protected trees identified in the Tree Conservation Report (TCR). Per the tree preservation plan, 21 trees on the property will be removed. A drainage swale is required for stormwater; therefore, many of the existing trees cannot be protected and retained. The Owner is proposing to plant trees along the front of the site, along the interior side yards and the rear yard. Trees are proposed in the outdoor amenity area and adjacent to the private way. Per the planting plan a combination of large, medium, and small trees will be planted, along with shrubs and rose plants. All plants being considered are native to the area. A total of 137 trees, 34 shrubs, and 11 meadow rose plants are proposed.

Comment 13:

Concerned about rezoning the church property into a for-profit commercial housing development.

Response:

The property owner is Queenswood United Church, a registered charity. Kindred Works, a development company, is responsible for the redevelopment of the church property with rental housing. Kindred Works is both the developer and asset manager for United Property Resource Corporation, which was founded by the United Church of Canada. Profits are returned to the church.

Comment 14:

How affordable is it and for how long?

Response:

All 81 residential units will be rental in tenure; 31 per cent are to be affordable dwelling units at 79 per cent of Median Market Rent (MMR) per Canada Mortgage and Housing Corporation (CMHC) [National Housing Co-Investment Fund criteria](#). The Co-Investment Fund provides capital to partnered organizations for new affordable housing and the specific level of affordability is subject to CMHC underwriting. An agreement between the Owner and CMHC is entered into, and it requires the maintenance of the affordable units for 40 years. The goal is to keep the units affordable after the agreement term ends, for the life of the project. The remaining units (69 per cent) will be at market rental rates. The property will be rental in perpetuity.

Comment 15:

Loss of privacy

Response:

The 3 storey stacked dwellings abut the street, the park, and the private way - Blocks 1,2,3,4,6, and 7. Two storey townhouse dwellings - Block 5 and 8 - abut Queenswood Villa Retirement Community and the detached dwellings with frontage on Mountainside Crescent. The Owner is proposing to plant trees along the front of the site, along the interior side yards and the rear yard. Overtime, these trees will grow and screen the development.

Comment 16:

People expressed doubt that residents will rely on transit, questioned how well served the area is by transit, and the capacity of the public transit system to deal with the additional population.

Response:

According to a 2011 survey, travel to/from residential households in this area, Orleans district, is primarily via auto or transit modes. In the AM and PM Peak periods, trips made using public transit account for approximately 32 to 35 per cent. The site is approximately 100 metres from the Prestone Drive/Kennedy Lane East bus stop, which provides access to multiple transit routes, such as route 35, 37 and 232. In the future, [Place D'Orléans](#) station will be connected to the LRT, it will be part of the O-Train East Line. The Place d'Orléans station is located approximately 1.6 kilometres northwest of the site, approximately a 20-minute walk. This proposal will support active transportation and transit, reduce car dependency, and enable people to live car-light or car free.

Comment 17:

People expressed concern that in the winter months, the width of Kennedy Lane East is reduced by snowbanks. Further, that the walk to Place d'Orléans is more difficult because the sidewalks along Prestone Drive are a slipping hazard due to ice.

Response:

Information regarding when roads and sidewalks get plowed is available on the City's website, <https://ottawa.ca/en/parking-roads-and-travel/roads-sidewalks-and-pathways/snow-plowing-and-clearing#>.

February 17, 2023

Staff conducted an afternoon site visit on Saturday, February 4, 2023, it was -21. Staff walked from the site to the intersection of Prestone Drive and Joseph Boulevard, then crossed the street and walked back to the site. It had snowed on Friday and the sidewalks were all plowed. The sidewalks were windswept in a few spots along Prestone Drive, but it did not inhibit walking. It was a five-minute walk from the intersection of Prestone Drive/Kennedy Lane East to the intersection of Prestone Dr/St. Joseph Boulevard. The walk up the hill was also five minutes.

Comment 18:

Property values decreasing adjacent to and in proximity to this proposed development.

Response:

Property value is not a consideration in the assessment of a Zoning By-law amendment application.

Comment 19:

What is the benefit of this development?

Response:

The proposal furthers the goal of enabling an adequate supply and diversity of housing options throughout the city. This proposal will increase the number of rental units in the neighbourhood. Per the [Ottawa Neighbourhood Study](#), in Queenswood Heights 10.4 per cent of the households are renter households, whereas in Ottawa it is 34.3 per cent.

Comment 20:

Lack of opportunities for public input.

Response:

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Comment 21:

Car sharing needs to be part of the plan.

Response:

The parking supply study recommends the owner explore opportunities to offer car-share services on the site.

Comment 22:

Concerns regarding garbage collection.

Response:

On site, garbage collection will be provided by a private collection service.

Comment 23:

Concern that no consideration of the pandemic and how that has affected people's living habits.

Response:

The COVID-19 pandemic amplified the importance of making sure we plan and design our communities to support resiliency and well-being. Resiliency is the ability to adapt and thrive in the face of shocks and disrupters. Resiliency underpins many of the Official Plan policies and will help to protect Ottawa from major future disrupters, such as public health crises. This includes policies that support resiliency through equity and inclusion, health, climate, mobility, housing, urban design and greenspaces.

Transmissibility of COVID-19 is related to crowding and social practices rather than density.

Comment 24:

Concerned about the increase in domestic pets.

Response:

There is a by-law respecting animal care and control (By-law 2003-77)

Comment 25:

Concerned regarding the upkeep of the property.

Response:

There is a by-law to provide for standards under which properties are maintained (By-law 2013-416)

Comment 26:

Is housing really needed when new housing construction in Ottawa hit 50-year high in 2021?

Response:

Yes, it is needed. Ottawa's population is projected to grow 40 per cent from 2018 to 2046, reaching an estimated 1.4 million people. It is anticipated that 93 per cent of this growth will occur within the urban area, 47 percent within the urban area that is built-up or developed as of July 1, 2018. The residential intensification target is 92,000 dwelling (Table 2 of Official Plan (2022)).

Comment 27:

Lack of comprehensive safety or environmental studies.

Response:

The proposal did not surpass the thresholds established in our guidelines to require a Traffic Impact Assessment. A suite of studies and plans were submitted with the application including: a planning rationale, architectural package, survey, servicing and stormwater management report, grading and drainage plan, geotechnical report, a phase 1 ESA, a tree conservation report, a noise/vibration study, and a parking study.