



PLANNING RATIONALE REPORT ZONING BY-LAW AMENDMENT

October 2024

609, 611, 613, & 615 Parkview Rd

Parts 1-9 on Reference Plan 4R-34475. Plan of Survey of Lots 102, 103, and 104, and part of Lot 105, Registered Plan No. 265. City of Ottawa

Prepared for:
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1 Executive Summary

Naascar Inc. & AD Investments propose to construct an additional dwelling unit in each of 609, 611, 613 & 615 Parkview Road. This proposal increases residential density, providing missing middle housing consistent with the goals of Ottawa's Official Plan. No exterior changes are required to the pre-existing triplex buildings. A zoning bylaw amendment is required to allow an additional dwelling unit in each building because it will re-classify the structures from triplexes to small apartment buildings. The proposed rezoning will be from R3R to R4-UC[XXXX] with limited site-specific exceptions.

A review of the planning policy framework under the current Provincial Policy Statement (PPS) and Ottawa Official Plan has been completed. This Planning Rationale concludes that the proposed rezoning is consistent with the policies of the PPS, conforms with the policies of the Ottawa Official Plan, demonstrates compatibility with the surrounding area, is appropriate development of the site, and overall, is good land use planning.

1.1 Supporting Studies

The reports itemized below support the proposed zoning bylaw amendment:

- ⊕ JFSA, Site Plan Review Letter, dated October 4, 2024
- ⊕ Evolution Design and Drafting, Site Plan, dated April 23, 2024.
- ⊕ Evolution Design and Drafting, Building Elevations, dated April 11, 2024.
- ⊕ James B. Lennox & Associates Ltd., Landscape Plan, dated April 26, 2024
- ⊕ JFSA Canada Inc., Zoning Confirmation Report, dated October 2024
- ⊕ T.L. Mak Engineering Consultants Ltd., Serviceability Brief, dated Sept 18, 2024.
- ⊕ J.D. Barnes Ltd., Plan 4R-34475, dated March 16, 2022.

The study below was prepared for the previously approved severance and minor variance. It is provided with this submission as requested city staff during pre-consultation.

- ⊕ Englobe Corp, Noise Impact Study, dated June 27, 2022.

1.2 Consultation

An initial consultation meeting was held with municipal staff on April 4th, 2023.

A public consultation meeting with the councillor and local residents was held on December 12, 2023. Feedback from the community regarding concerns was valuable and has been accommodated to the extent possible for these existing buildings. We appreciate the community members investment in providing us with a frank discussion on local considerations.

Further consultation with municipal staff was undertaken on March 7, 2024.

2 Introduction

2.1 Background

609, 611, 613, & 615 Parkview Road are four adjacent residential properties created through a consent to sever application in 2022 (D08-01-20/B-00221 to D08-01-20/B-00224) and associated minor variance D08-02-20/A-00229 to D08-02-20/A-00232 to permit reduced lot widths and lot areas. A three-storey triplex is constructed on each property. Each triplex has two 2-bedroom units and one 4-bedroom unit. The owners would like to convert the existing 4-bedroom units to two 2-bedroom units. Creating a fourth dwelling unit in each building will change the residential use from a triplex dwelling to a low-rise apartment building. A zoning by-law amendment is required to enact this change because the existing R3R zoning for triplexes does not accommodate a 4-unit low-rise apartment dwelling.

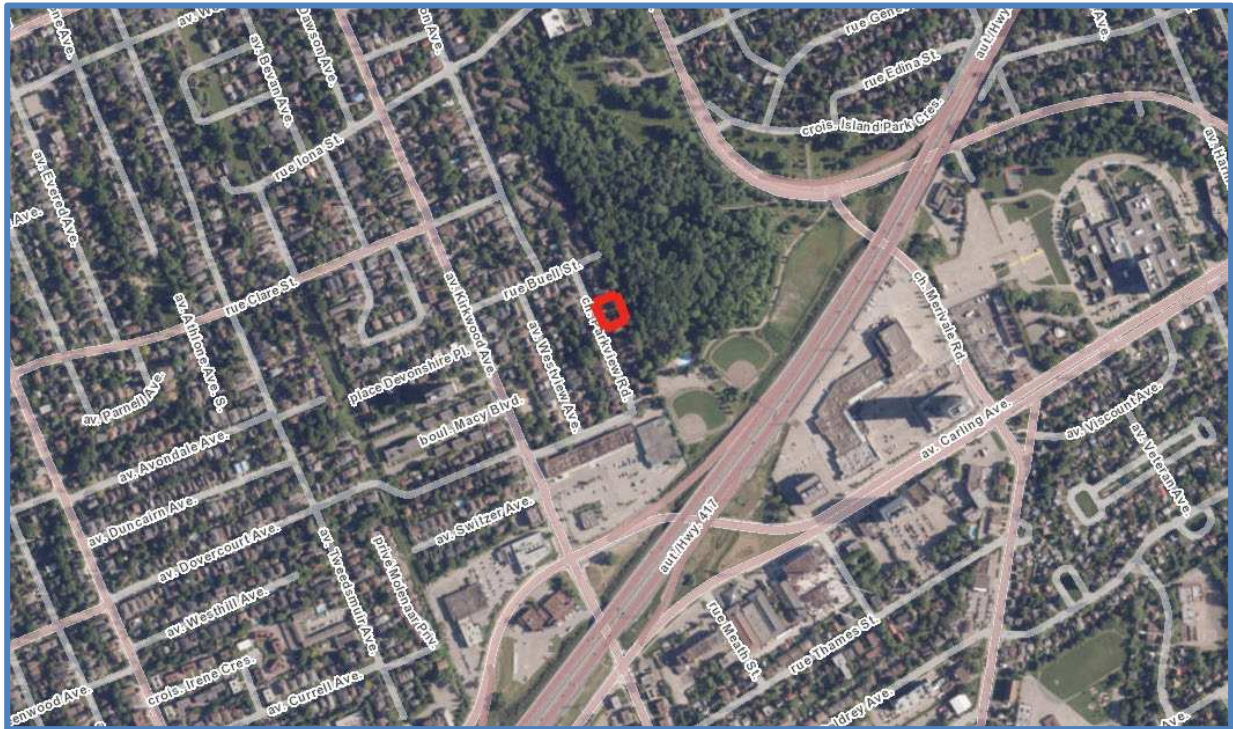
This planning rationale has been prepared in support of a re-zoning application for the properties. The proposed zone is R4-UC[XXXX] with site-specific exceptions to allow, reduced lot width, reduced minimum interior side yard setback, reduced aisle width for accessing a bicycle parking space, permit a modified walkway orientation, relief from façade articulation requirements, relief from the prohibition of parking and limiting the permitted number of dwelling units in a low-rise apartment to four (4) maximum. These reliefs are required because the properties and buildings already exist, and these requirements would properly be applied to the construction of a new 4-unit building. Retrofitting the existing buildings to meet these standards provides no benefit or purpose. We note that community concerns regarding trees and parking are better satisfied by maintaining the current structures which have parking spaces and by providing additional planting in the larger front yard. This report provides the documentation and analysis of relevant land use planning policies which support the proposal.

2.2 Location

The site is in the neighbourhood of Hampton-Iona, consisting of four residential properties, each approximately **332 m²**, legally described as Parts 1-9 on Reference Plan 4R-34475. Plan of Survey of Lots 102, 103, and 104, and part of Lot 105, Registered Plan No. 265, City of Ottawa.

The site is bounded by the neighbouring residential properties to the north and south, Hampton Park to the east and Parkview Road to the west. Refer to **Figure 1** below.

Figure 1: Location of Site



2.3 Surrounding Area

The site is in the Inner Urban Transect on land designated as Neighborhood (Evolving Overlay), surrounded by mature residential communities, parkland and commercial development. **Figure 2**

⊕ North

North of the site is a mixture of mature residential fabric within R3 zone allowing for a mixture of single-family dwellings, duplexes, and triplexes. Parkview Road has been undergoing a process of gradual renewal and several single detached dwellings to the north have been recently reconstructed as duplex dwellings.

⊕ East

Hampton Park is to the east of the site. It includes a grove of mature trees, baseball diamonds, splash pool, multi-use path, basketball court, and off-leash dog park.

⊕ South

Mature residential fabric in the R3 zone continues directly to the south of the site. Several single family dwellings to the south of the site have been replaced with duplexes over recent years. At the end of Parkview Road, Hampton Park Plaza provides a variety of retail stores and local services including a retail food store, Food Basics. Beyond the plaza is Highway 417.

⊕ West

Mature residential fabric in the R3 zone continues directly to the west of the site. Higher-density residential occupancies in the R4 and R5 zones are located two blocks away on Kirkwood Ave.

Figure 2: Site Context



2.4 Site Conditions

The existing site conditions include residential triplexes recently constructed on each property. Landscaping of external yards has yet to be completed pending review of the landscaping proposed through this application. Refer to Figures 3 to 5.

Figure 3: Front of 609 & 611 Parkview Rd - October 2024

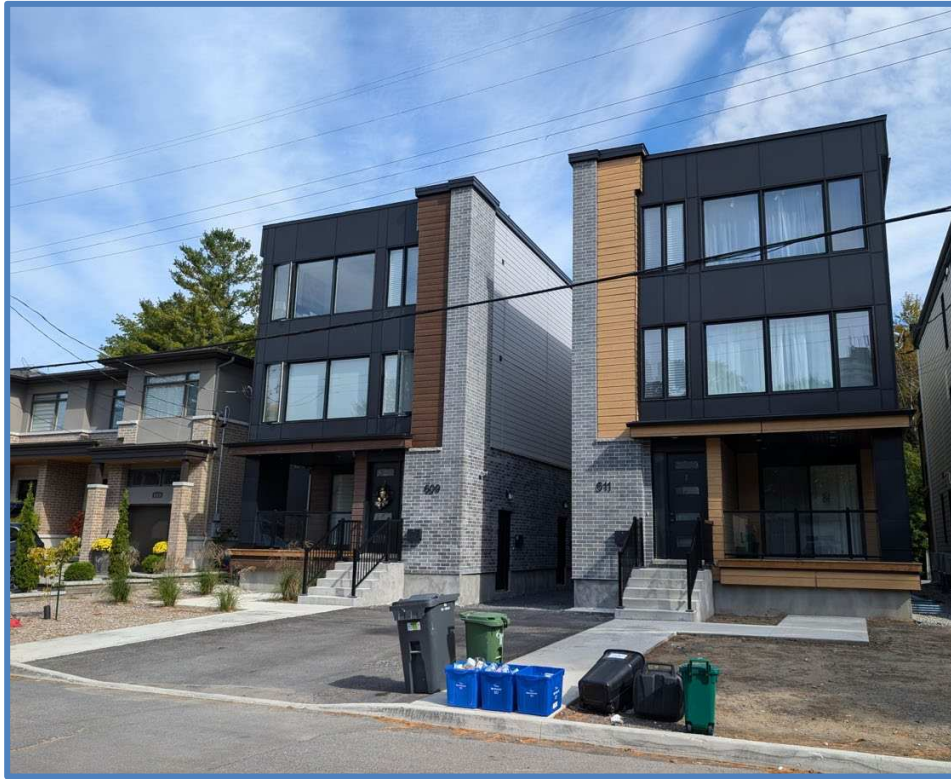


Figure 4: Front of 613 & 615 Parkview Rd – October 2024

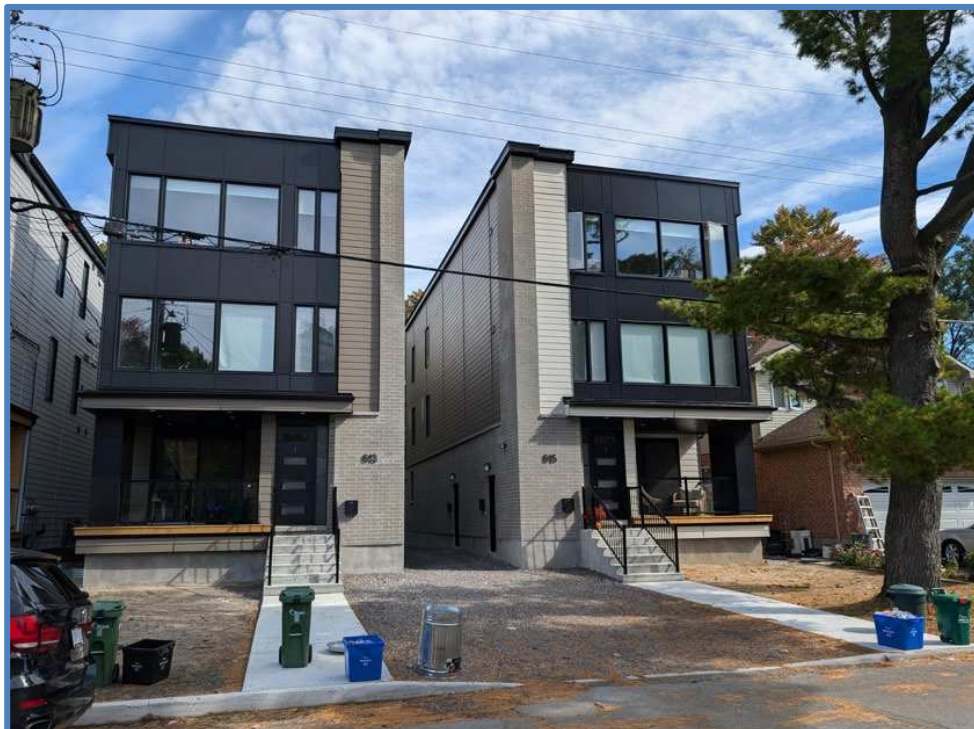
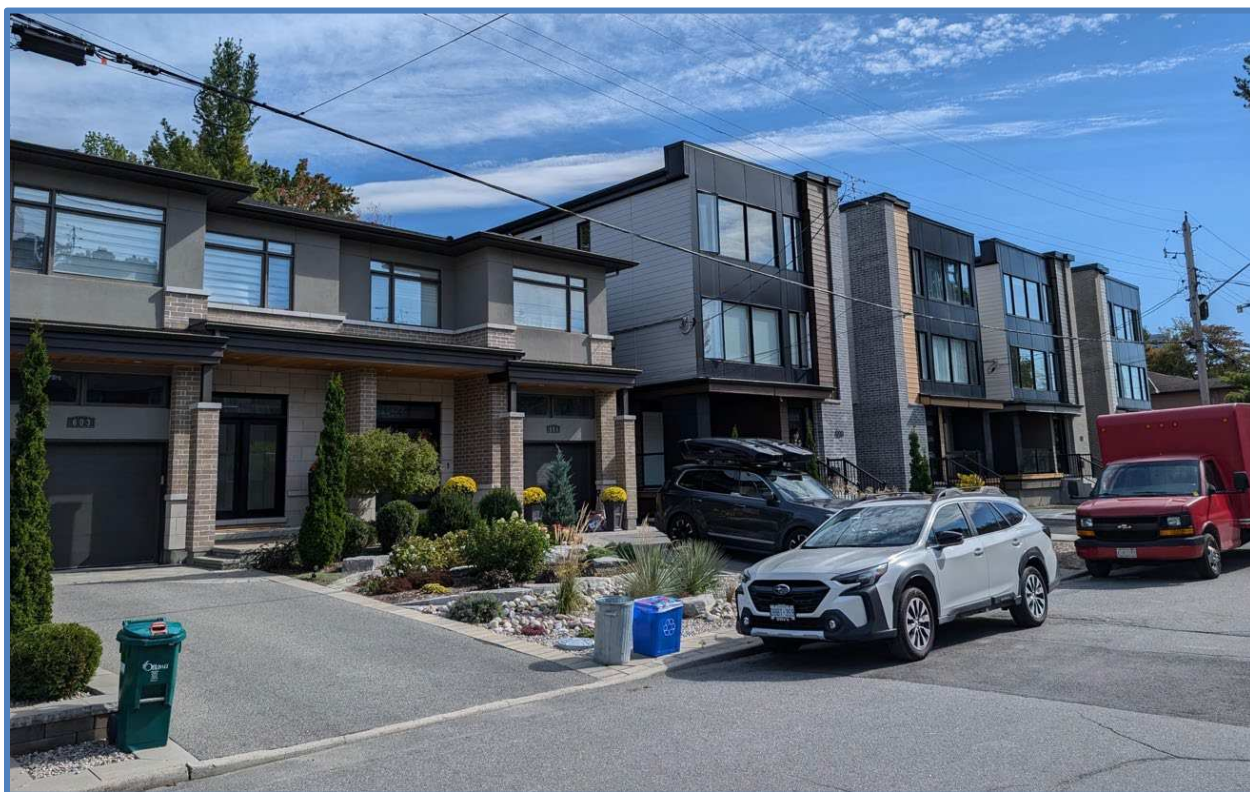


Figure 5: 609-615 Parkview Height Comparison to Neighbouring Property



2.5 Relationship to Landscape

The site is connected visually and physically to Hampton Park to the East. Hampton Park has been established in this area for over 100 years and is co-owned by Ottawa and the National Capital Commission. The site faces a residential street which is experiencing redevelopment of some residential properties.

2.6 Transportation Connections

The site has frontage on Parkview Road a municipally owned ROW with a width of approximately 17 metres (paved width approximately 9m). Parkview Road connects through adjacent residential streets to Kirkwood Avenue, two blocks from the site. Kirkwood Ave is a designated arterial road which provides access to the city's wider transportation network. Highway 417 is located approximately 250 metres south of the site and can be accessed from the interchange at the intersection of Carling Ave and Kirkwood Ave.

A multi-use path runs through Hampton Park to the rear of the property. This path provides access to the city's wider cycling network.

Current transit connections to the site include two bus routes:

- Route 81 (Tunney's Pasture-Clyde) is approximately a 2-3 minute walk at the intersection of Kirkwood Ave and Buell St. Route 81 offers service every 30 minutes all day.

- Route 85 (Bayshore-Gatineau) is approximately a 5-7 minute walk at the intersection of Kirkwood and Carling. Route 85 offers service every 30 minutes all day, with service increased to every 15 minutes at peak times.

A future O-Train station is intended to be constructed at the intersection of Carling and Kirkwood, approximately 350 metres from the site. This station is indicated on Official Plan Schedule B2 (Inner Urban Transect) and Schedule C2 (Ultimate Transit Network)

2.7 Proposed Development

The owners of 609, 611, 613, & 615 Parkview Rd are seeking to install a fourth dwelling unit in each residential dwelling. This will convert the existing triplex dwellings into the category of a Low-rise Apartment buildings as defined by the zoning by-law. Low-rise apartments are not allowed as-of-right in the current R3R zoning on the site. Therefore, the owners seek to rezone the property to R4-UC[XXXX] to allow for the internal modifications to 4-units only, preserving the existing 3-storey limit. Specifics of the requested zoning amendment are discussed in greater detail in section 2.10 of this report.

The proposed development will result in an extra dwelling unit being installed in each of the four residential properties. This will increase the number of dwellings from 12 to 16, creating opportunities for additional residents to live in this area. The number of bedrooms will be maintained; therefore, the total number of occupants in these buildings is not expected to increase compared to pre-existing conditions.

As per section 4.2.1 of the Official Plan, the proposed development would conform to the definition of missing middle housing.

“In Ottawa’s context and for the purposes of this Plan, missing middle housing generally refers to lowrise, multiple unit residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.”

Missing middle housing is constructed with the understanding that different unit sizes allow for a range of economic situations/price points, and household composition. The two bedroom units in these low-rise apartment buildings will provide additional density on a street that is predominantly single detached and duplex dwellings located close to the future transit corridor. These smaller units provide additional residential variability in the area, adding housing for a wider demographic, responding to market conditions and promoting socially and economically diverse neighbourhoods.

2.7.1 Active Transportation Facilities

During pre-consultation city staff indicated that increased bicycle parking would further support the proposal in keeping with the city’s goals of moving away from car-centric development. Additional bicycle parking beyond minimum requirements has been provided at a rate of one parking space per dwelling unit. A site specific zoning amendment is requested to allow reduced access aisle widths, which will facilitate the provision of bicycle parking beyond minimum requirements. A full calculation and analysis of bicycle parking requirements has been provided in the zoning confirmation report provided with this application (**JFSA, October 2024**).

2.7.2 Parking

Parking was identified as a concern during consultation with the local community. The site is located within Area X of on zoning schedule 1A. As per the zoning bylaw no off-street parking is

required for the first 12 dwelling units per property in Area X. Therefore no parking is required on this site. However, four existing parking spaces are being preserved on the site in consideration of community input regarding local parking stresses.

2.7.3 Landscaping

A landscape plan has been prepared by James B Lennox and Associates (**April 26, 2024**). As required by zoning, boulders and tree plantings have been proposed in front yards to prevent front-yard parking. Trees are proposed in each front and rear yard, except where they would interfere with previously existing trees. Trees in the front yard are consistent with Hydro Ottawa's tree planning advice for trees suitable to plant near hydro lines. It is understood the community desires more trees on the streetscape and the Landscaping Plan reflects this request.

Canopy cover at 40 years is projected to be **46.5%** which exceeds the 40% target indicated in the Official Plan.

2.7.4 Waste Enclosure

Communal exterior waste enclosures are provided in each of the rear yards of 611 & 613 Parkview Road. 611 also serves 609 Parkview and 613 also serves 615 Parkview. Waste enclosures have been sized based on Ottawa's *Solid Waste Collection Design Guideline for Multi-Unit Residential Development* (2012). The waste enclosures will accommodate standard 240L rolling waste bins that will be taken out to the street on garbage day. A 2 metre tall fence will screen the waste from view and prevent any loose waste from blowing in the wind.

2.8 Provincial Policy Statement

Under Section 3 of the Planning Act, the 2020 Provincial Policy Statement (2020 PPS) establishes policies to achieve the provincial goals for land use planning and development. Specifically, it promotes growth in urban areas for the efficient and optimized use of land, resources, infrastructure and public service facilities. The policies also seek to protect public health, safety and property, conserve the natural resources that support the long-term health and social well-being of communities, and the sustainability of natural features and systems in the environment.

The proposed zoning amendment application supports the efficient use of land and existing infrastructure with policies under Section 1.1

- ⊕ Promotes efficient development and land use patterns which sustain the financial well-being of the municipalities over the long term.
- ⊕ Contributes to the overall housing mix in this area, providing market rate rentals in an area of predominantly single-family housing typologies.
- ⊕ Avoids environmental or public health and safety concerns.
- ⊕ Promotes 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.

The site is in a settlement area as directed under Section 1.1.3.

- ⊕ Support the mix of densities and land uses in settlements areas
- ⊕ Supports intensification in a transit supportive location

The residential uses adhere to the Section 1.4 housing provisions.

- ⊕ Accommodates residential growth in designated areas.
- ⊕ Supports a range of appropriate housing types and densities.
- ⊕ Promotes densities which support investment in active transportation and transit facilities.

The proposed development is consistent with the above direction provided in the PPS 2020, as it is located within the urban boundary, and adds to the local mix of housing, in an established residential area, that can be efficiently serviced. The additional density provided by the proposed development supports future investment in higher-order transit infrastructure.

2.9 Official Plan Designation

The proposed subdivision is in the Inner Urban Transect, as shown by Official Plan Schedule B2 (Inner Urban Transect). The lands are designated as Neighbourhood, and subject to the Evolving Neighbourhood overlay, (**Figure 6**). Neighbourhoods are contiguous urban areas that constitute the heart of communities. They are intended to permit a mix of building forms and densities. It is the intent of the Official Plan to seed the conditions for future 15-minute neighbourhoods in newly proposed areas. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an overlay directs evolution, for gradual well-planned transformation.

Figure 6: Site Shown on Schedule B2 (Inner Urban)



2.10 Zoning By-law

2.10.1 Existing Zoning

The site is currently zoned as Residential Third Density - Subzone R (R3R). Permitted residential uses in the R3R subzone include detached, duplex, link-detached, semi-detached, three-unit, and townhouse dwellings, as well as planned unit development.

2.10.2 Proposed Zoning

Due to the installation of an additional dwelling unit in each building, a new subzone is proposed to allow 4-unit buildings which are classified as low-rise apartment buildings. The proposed zone is R4-UC[XXXX] with site-specific exceptions to allow the existing structures to remain in their current configuration which requires the following reliefs:

Reduced lot width, reduced minimum interior side yard setback, reduced aisle width for accessing a bicycle parking space, permit a modified walkway orientation, relief from façade articulation requirements, relief from the prohibition of parking and limiting the permitted number of dwelling units in a low-rise apartment to four (4) maximum (**Table 1**).

A review of zoning was undertaken by JFSA Canada in which determined site-specific provisions for requested relief. These provisions are necessary for the proposed development because they formalize pre-existing conditions on the site that are inconsistent with the R4-UC zone. Please see the Zoning Conformation Report prepared by JFSA (**October 2024**) for more details.

Table 1: Requested Relief from Zoning

By-law Requirement or Applicable Section	Requirement	Proposed
Minimum Lot Width (Section 162 – Table 162A)	10 m	9.76 m
Minimum Interior Side Yard Setback (Section 162 – Table 162A)	1.5 m	1.2 m
Minimum Aisle Width to Access a Bicycle Parking Space - Section 111(9)	1.5 m	1.0 m
Location of Walkway – Section 139(4e)	A walkway may not extend to the right-of-way on a lot less than 10m in width where a driveway is provided”.	Does not apply
Front Façade Articulation - Section 161(15h)	At least 20 percent of the area of the front facade must be recessed an additional 0.6 metres from the front setback line.	Does not apply
Parking Provisions Specific to R4-UC Zone – Section 161(16)	No motor vehicle parking is permitted on a lot less than 450 square metres in area.	Does not apply
Number of Dwelling Units – Section 162 (Table 162A)	8 permitted where minimum lot width is 10 m 9+ permitted where minimum lot width is 15 m	No more than four (4) dwelling units may be permitted in a low rise apartment building

The exception zone is also intended to prevent the low rise apartment zone from allowing a larger structure or higher unit count building to be developed. This is an important provision to clearly establish the limitation on this development which the community has communicated is already a significant issue.

2.11 Parks

It is understood that cash-in-lieu of parkland will be required for net units gained and that cash-in-lieu will be collected at the building permit stage.

3 Policy Justification – Strategic Directions and Growth Management

3.1 Ottawa Official Plan Section 2

3.1.1 Section 2.1 – Big Policy Moves

The proposed development aligns with the “Big Policy Moves” outlined in Section 2.1 of the official plan. These “Big Policy Moves” are general statements on the intended direction of the development of the City and planning practices over the planning horizon of the Official Plan.

- *Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.*
- *Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.*
- *Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
- *Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
- *Big Policy Move 5: Embed economic development into the framework of our planning policies.*

The proposed development is composed of urban infill housing in a location that is transit-supportive and has a variety of local services nearby. The proposed zoning will enable the construction of a fourth residential dwelling unit in each existing building, adding to the stock of missing middle housing in this neighbourhood. Denser unit types allow for a wider variety of demographic and economically diverse residents. Additional housing will enable more local services to be supported facilitating the further development of a 15-minute neighbourhood in this location. The smaller unit sizes allow for opportunities for attainable rental accommodation.

3.1.2 Section 2.2 – Cross Cutting Issues

3.1.2.1 Intensification and diversifying housing options

The proposes rezoning allows development at higher densities than allowed by the current R3R zone.

- 1) *Directing residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods.*
- ⊕ Intensifies residential development design for efficient use of infrastructure and land.

- ⊕ Links with robust proposed transit and road connections at the intersection of carling and Kirkwood. From this location, a full variety of services and jobs are accessible within a 15-minute cycle, bus ride or car trip. This supports the foundation of a 15-minute community.
- 3) *Improve public amenities and services*
- ⊕ Provides denser, small-scale, low-rise infill housing of four units per existing lot that will increase the supply of growth allocated for the built-up area, thus supporting the development of 15-minute neighbourhoods.
- ⊕ Enhances the urban tree canopy and provides equitable access to shade with a replanting plan that projects **46.5%** canopy coverage at 40-years

3.1.2.2 *Economic Development*

A variety of housing options supports economic drivers in Ottawa. The proposed rezoning adds housing which contributes to the development industry and accommodates the workforce.

- 1) *Enhance Ottawa's high quality of life to attract a skilled workforce and businesses.*
- ⊕ High-quality variations of market sensitive housing are located proximate to employment areas and future rapid transit services, allowing access to jobs throughout the Ottawa region.
- ⊕ Proximity to proposed parks and enhances the livability of the area, attracting residents with skills, supporting Ottawa's economic sustainability.

3.1.2.3 *Energy and Climate Change*

Increased residential density contributes to the reduction of energy consumption and mitigation of the effects of climate change by encouraging transit use in stead of private automobile ownership.

- 1) *Plan a compact and connected city.*
- ⊕ The additional residential density proposed in this area contributes to the city being more compact and diminishes the need for future urban boundary expansion.
- ⊕ Efficient access to the wider transportation network is provided by the existing roads and bus routes as well as the future proposed expansion of the O-train network with a station at Kirkwood and Carling.
- 3) *Prioritize a shift to energy efficient transportation modes*
- ⊕ Increased residential density provides more potential transit riders, supporting increased daily service levels.
- ⊕ Increased bicycling parking on the site supports active transportation users.
- 5) *Reduce the urban heat island effect and help protect the vulnerable from extreme heat*
- ⊕ Increased canopy cover provides shade and passive cooling for future residents.

3.1.2.4 *Healthy and Inclusive Communities*

The physical layout of the development and surrounding community enables and encourages healthy choices by residents.

- 1) *Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities.*
- ⊕ Smaller rental accommodations contribute to the housing mix in this neighbourhood.
- ⊕ Walkability to nearby services and parks opportunities encourage evolution of a 15-minute neighbourhood.

4) *Advance human health through decision-making on the built environment.*

- ⊕ Access to the pathways network in Hampton Park to the east of the development creates opportunities for active transportation and recreation.
- ⊕ The surrounding neighbourhood provides trees and access to greenspaces, parks and trail systems, contributing to the mental and physical health of residents.

3.1.2.5 Gender and Racial Equity

The proposed rezoning supports gender and racial equity by providing housing in a form that is accessible to a range of households and economically diverse compositions.

4) *Improve access to amenities.*

- ⊕ Adds to the local diversity of appropriate housing for families of different compositions, alternative household units and communities that require access to different amenities.
- ⊕ Provides housing in a location with access to parks for a diversity of users, and a range of uses, including opportunities for active and passive recreation, leisure activities, community meeting points and cultural expression, to meet the needs of residents.

3.2 Section 3 – Growth Management

The proposed development is designated as Neighbourhood and subject to the Evolving Neighbourhood overlay in the Inner Urban Transect. As per section 3 of the Official Plan “*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. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments”.*

The proposed rezoning will allow for the development of ground-oriented apartment dwellings within the greenbelt, in an area that is already built-up, as per the growth targets of Section 3. These dwellings are considered missing middle housing.

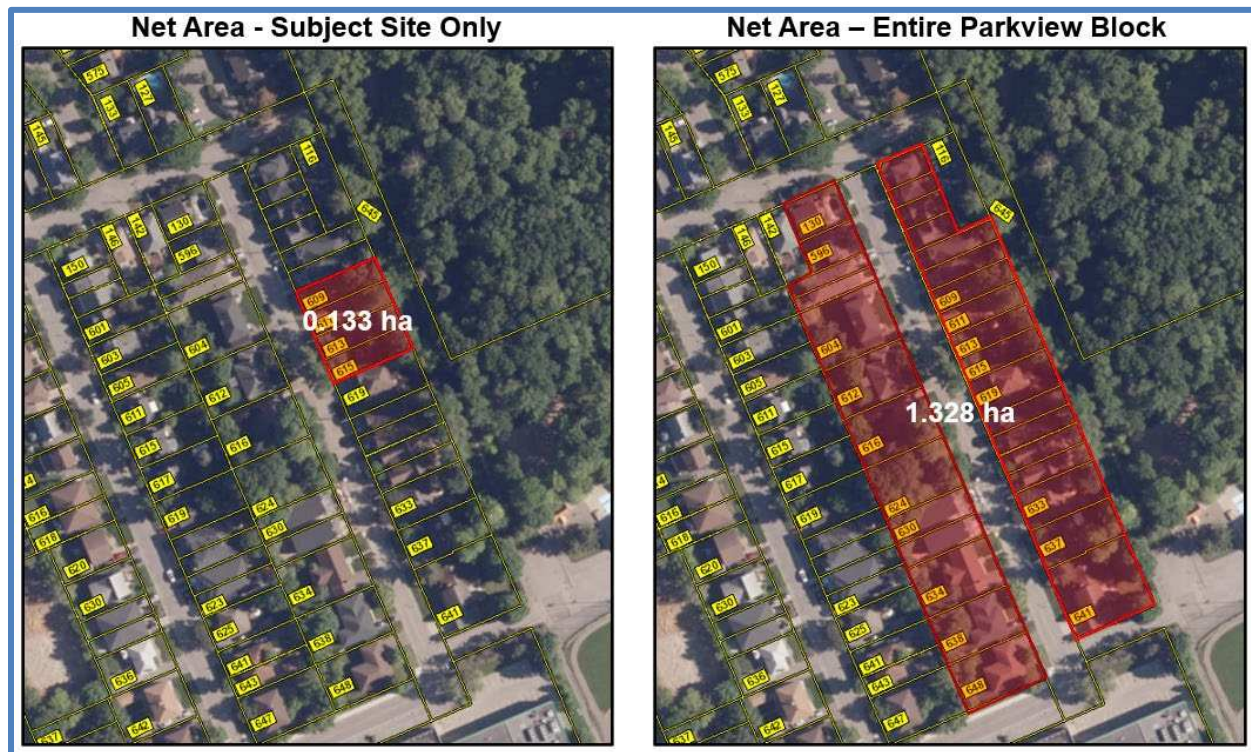
Table 3b in section 3.2 specifies that the target residential density range for the inner urban transect is 60 to 80 units per net hectare. Further, as per the notes of the table, “*the expressed density ranges are targets with respect to existing and new development in combination and individual sites may be lower or higher than the indicated targets*”.

The density allowed by the proposed rezoning will be **120.3** units per net hectare when considering only the site. However, as noted by the Official Plan, individual sites may be lower or higher than the target density. The target is intended to be a goal for the larger area, including pre-existing development. Based on a desktop review of the properties on Parkview Road by JFSA staff and inconsideration of local knowledge provided during pre-consult discussions with local residents (Dec 12, 2023), there will be between 42 and 46 dwellings on the block if these additional four units are added. **Table 2 and Figure 7** demonstrate the calculation of residential density based on the site and the entire block. Based on the desktop study the density would be **31.6** units per net hectare and based on the report from a local resident the block density would be **34.6** units per net hectare. In either case, the projected density of the block is lower than the target for the Inner Urban Transect as specified by Table 3b.

Table 2: Net Residential Density After Development

Density Case	Units	Net Hectares	Units per net Hectare
Site	16	0.133	120.3
Parkview Rd (desktop review)	42	1.328	31.6
Parkview Rd (reported by neighbour)	46	1.328	34.6

Figure 7: Net Area Calculations



The following policies apply when considering the development of urban infill housing:

Section 3.1 Policy 4: “The City will allocate household growth targets as follows: a) 93 per cent within the urban area where: i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018;”

- ⊕ The proposed rezoning will support infill redevelopment.

Section 3.2 Policy 8 “Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category: a) Small-household dwellings are units with up to two bedrooms and are typically within apartment built forms;”

- ⊕ The proposed rezoning increases the number of small household dwellings in an area that primarily provides larger dwelling sizes.

3.3 Section 4 City-wide Policies

Section 4 of the Official Plan sets out city-wide policies to guide development in Ottawa. The proposed re-zoning conforms with the following policies:

3.3.1 Section 4.1 Mobility

Section 4.1.2 Policy 9 *“Proponents of development shall provide an adequate number of bicycle parking facilities as follows:*

a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and

b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered”

- ⊕ Bicycle parking is provided to meet city requirements as set out in the zoning bylaw.
- ⊕ Bicycle parking spaces are located in the interior side yards of the buildings where they are sheltered from wind and rain and are securely screened from view of the street by gates and the buildings themselves.

3.3.2 Section 4.2 Housing

Section 4.2.1 Policy 2: *“The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by: a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law; ... c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law..”*

- ⊕ The proposed rezoning adds to the range of market rate housing types. This will contribute to the available housing mix in the part of the city.
- ⊕ The proposed rezoning will allow for a denser unit mix in an area focused on future public rapid transit.

Section 4.2.2 Policy 1 *“An adequate and affordable supply of rental dwelling units is to be provided and maintained by ensuring that, in approving development, the City will: a) Seek to maintain a residential rental vacancy rate of at least 3 per cent among all categories of dwelling units and in all survey areas, as measured by the annual Canada Mortgage and Housing Corporation Rental Market Report;”*

- ⊕ The proposed development will consist of market rate rental units that add to the city's overall rental stock.

3.3.3 Section 4.4 Parks and Recreational Facilities

Section 4.4.1 Policy 4 *“The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the Planning Act the following rates apply at the time of adoption of this Plan”*

- ⊕ As indicated during pre-consultation, cash-in-lieu will be provided at the time of building permits for all newly developed units.

3.3.4 Section 4.6 Urban Design

Section 4.6 of the Official Plan sets out policies for urban design. The site is not within a design priority area, or a view protection area of the City, and is not abutting a scenic entry route identified on Schedule C13 of the Official Plan.

3.3.5 Section 4.7 Drinking Water, Wastewater and Stormwater Infrastructure

Section 4.7.1 Policy 1: *“To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall: a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and b) Not exceed the capacity of the existing infrastructure system.”*

- ⊕ A serviceability brief has been prepared by T.L Mak Engineering Consultants Ltd. dated **September 18, 2024**. This report concludes that the proposed development can be accommodated by the capacity of the existing infrastructure system for stormwater, drinking water and sanitary services.

Section 4.7.1 Policy 5: *“Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:*

- a) *The requirements of approved subwatershed studies, environmental management plans and master servicing study;*
- b) *The Ottawa Sewer Design Guidelines and associated climate change considerations;*
- ⊕ The stormwater infrastructure has been provided on the site through previous development approvals. No revisions are proposed as the rezoning proposal will not increase the flows from the site.

Section 4.7.2 Policy 2: *“Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services).”*

- ⊕ Full municipal services are already connected to the development. Re-zoning of the property will not affect these connections.

3.3.6 Section 4.8 Natural Heritage, Greenspace and the Urban Forest

Section 4.8.2 Policy 2: *“The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors.”*

- ⊕ Tree canopy cover on the site is projected to be **46.5%** after 40 years. This exceeds the canopy coverage target set out in the Official Plan.

Section 4.8.3 Policy 2: *“In general, and to support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:*

- a) *Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;*
- b) *Within a 10-minute safe walking distance (800 metres), two green public spaces; and*
- c) *Within a 15-minute trip by transit, a publicly owned natural area”*
- ⊕ Hampton Park, directly to the east of the site provides passive and active recreation opportunities to residents.

3.4 Section 5 Transects

The proposed development is within the Inner Urban Transect as shown on Schedule B2 and conforms with the general characteristics of the Urban built form, as specified by Table 6 of the Official Plan (**Table 3**).

Table 3: Excerpt from Table 6 of Ottawa Official Plan

Urban
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm
Principal entrances at grade with direct relationship to public realm
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios
Minimum of two functional storeys
Buildings attached or with minimal functional side yard setbacks
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage

3.4.1 Section 5.2 Inner Urban Transect

The Inner Urban Transect comprises neighbourhoods surrounding the downtown core, built pre and post World War II. Pre-war neighbourhoods generally reflect the Urban built form characteristics described in Table 6, while the post-war neighbourhoods reflect suburban characteristics. The proposed development conforms with the following policies:

Section 5.2.1 Policy 1 *“The Inner Urban Transect’s built form and site design includes both urban and suburban characteristics as described in Table 6. Its intended pattern is urban.”*

- ⊕ The proposed rezoning supports the urban built form on the site.

Section 5.2.1 Policy 3 *“The Inner Urban Transect is generally planned for mid- to high-density development, subject to: a) Proximity and access to frequent street transit or rapid transit.”*

- ⊕ The proposed density on site is appropriate given the low-rise nature of the neighbourhood, transect policies, and proximity to future higher-order transit investments.

Section 5.2.4 Policy 1 *“Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:*

a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;

c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;

d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and

- ⊕ The proposed zoning will allow for the development of missing middle housing with four units, on each of the properties.
- ⊕ The buildings on the site are low-rise of three storeys. The proposed zoning will not change their form.
- ⊕ The built form envelope will not be modified from existing conditions. The proposed zoning will simply allow an additional unit in the pre-existing buildings.

3.4.2 Section 5.6 Overlays

Overlays provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that are otherwise not included in the designation section of the Official Plan. The Evolving Overlay applies to the site.

The Evolving Overlay is intended to signal a gradual evolution over time that will see a change in character to support intensification. This includes guidance for a change in character from suburban to urban to allow new built forms. The proposed rezoning supports this gradual increase in intensification on the site based on the following policies:

Section 5.6.1 Policy 1 *“The Evolving Neighborhood Overlay ... is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*

b) Allowance for new building forms and typologies, such as missing middle housing;

c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals”

- ⊕ The proposed rezoning will allow the construction of missing middle housing.
- ⊕ The built form of the existing buildings is a more urban form than the surrounding housing, the proposed rezoning will support this urban form with allowance for appropriate density in the inner urban transect.

Section 5.6.1 Policy 2 *“Where an Evolving Neighborhood Overlay is applied:*

b) *The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.”*

- ⊕ The proposed zoning exceeds the density targets in Table 3b on a per-site basis. No maximum density is specified by the targets.
- ⊕ The increased density on this site will support the gradual evolution of the density of this block toward the inner urban transect target of 60 to 80 units per net hectare. It is noted that the density of this block is currently below that target. The proposed zoning would raise the block density to **31.6 - 34.6** units per net hectare (see Section 3.2 of this report).

Section 5.6.1 Policy 3 *“In the Evolving Neighborhood Overlay, the City: a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan’s policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to*

amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan”

- ⊕ The proposed rezoning will support low-rise intensification in this area.
- ⊕ The development conforms with the built form goals of Official Plan, providing more urban characteristics than the surrounding neighbourhood, while still respecting the character in the area.
- ⊕ Appropriate density in keeping with the transect goals is provided.
- ⊕ Site design has been improved with enhanced landscaping and tree planting to conform with the goals of the Official Plan.

3.5 Section 6.3 Neighbourhood Designation

The site of proposed rezoning is within the Neighbourhood designation on Schedule B2. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that they permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development as they become 15-minute communities.

Section 6.3.1 Policies 1-5 provide policy guidance that supports low-rise housing options, density and variety, depending on conditions such as proximity to transit stations, potential small scale non-residential uses and services, and certain larger scale institutional and office based facilities.

- ⊕ The existing buildings are low-rise residential.
- ⊕ The proposed rezoning will allow additional density in an area near future rapid transit.
- ⊕ Parks provide publicly accessible and useable space.
- ⊕ The zoning by-law will implement appropriate conditions for the evolution and adaptation of the community as it matures.

Section 6.3.2 Policy 1 *“The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15- minute neighbourhoods...”*

- ⊕ The proposed zoning would allow for the development of missing middle housing.
- ⊕ The additional density provided by this site supports evolution towards a 15 minute neighbourhood.

We clearly heard through public consultation with the community that there is concern and in some cases opposition regarding the additional densification being proposed by this zoning. Key issues were: additional pressure on constrained on-street parking and progression towards larger multi-unit buildings that do not continue the single and detached legacy character of the local streets. A desire for additional street trees was also expressed. This proposal has to be balanced with this input and the policy direction provided by the Official Plan. Efforts have been made to address both; however the planning context must place significant weight on the purpose of the Neighbourhood Designation to move towards a mix of densities supporting the 15 minute community objective.

3.6 Secondary Plans and Area Specific Policies

The properties are not located within the geographic boundaries of any secondary plan established under the Official Plan. Nor are they subject to any Area Specific policies as describes by volume 2C of the Official Plan.

4 Conclusion

This Planning Rationale has been prepared in support of a zoning bylaw amendment application to facilitate the development of an additional unit in the existing buildings at 609, 611, 613, & 615 Parkview Road. The proposed rezoning will be from R3R to R4-UC[XXXX] with site-specific exceptions to allow, reduced lot width, reduced minimum interior side yard setback, reduced aisle width for accessing a bicycle parking space, permit a modified walkway orientation, relief from façade articulation requirements, relief from the prohibition of parking and limiting the permitted number of dwelling units in a low-rise apartment to four (4) maximum. This rezoning will allow the development of an additional dwelling unit in each of the four pre-existing residential buildings. This will increase the density of the area and support the evolution towards a 15-minute community.

Based on our review of the applicable policies and guidelines presented in this report, and in consideration of the comments and information gathered from a public consultation, it is our opinion that the proposed zoning bylaw amendment represents good land planning and is in the public interest. It is consistent with the Provincial Policy Statement and is in conformity with Ottawa's Official Plan.

We recommend approval of the proposed rezoning to the city. Should you have any questions please contact the undersigned.

Respectfully,



Tim Eisner, M. Pl., RPP, LEED Green Associate
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Reviewed by:



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JFSA Canada Inc.

5 JFSA Statement of Limitations

JFSA Canada Inc. (JFSA) has prepared this report, and performed the services described in this report, in a manner consistent with the level of care and skill normally exercised by members of the planning profession currently practicing under similar conditions in the jurisdiction in which the services are provided, subject to the time limits and financial and physical constraints applicable to the services. No other warranty, expressed or implied, is made. This report has been prepared for the exclusive use of the client representative, for the specific site, objective, and purpose described to JFSA by the client. The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location. Any change of site conditions, purpose and/or development plans may alter the validity of the report. The report, which specifically includes all tables, figures and appendices, is based on data and information assembled by JFSA, and is based on the conditions at the site and study area at the time of the work and on the information provided by others. JFSA has relied in good faith on all information provided and does not accept responsibility for any deficiencies, misstatements, or inaccuracies contained in the report as a result of omissions, misinterpretation, or fraudulent acts of the persons contacted or errors or omissions in the reviewed documentation and data. Any use which a third party makes of this report, or any reliance on, or decisions to be made based on it, are the responsibilities of such third parties. JFSA accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report