



258 Durocher Street

Planning Rationale
Zoning By-law Amendment
October 3, 2025



Prepared for the Ottawa Humane Society

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1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by The Ottawa Humane Society (“the applicant”) to prepare a Planning Rationale in support of Major Zoning By-law Amendment application for the property legally known as 258 Durocher Street in the City of Ottawa (the “subject site”).

The intent of this Planning Rationale is to assess the proposed Zoning By-law Amendment considering the applicable policy and regulatory framework and determine if the use of the site as an Animal Welfare Hub is appropriate for the site, aligned with the planning framework and compatible with the surrounding community.

1.1 Purpose of Application

1.1.1 Zoning By-law Amendment

The Zoning By-law Amendment application would rezone the current Minor Institutional, Subzone A (I1A), to the General Mixed Use Zone (GM), to allow the use of the subject site as an Animal Welfare Hub.

2.0

Subject Site and Surrounding Context

2.1 Subject Site

The subject site is a rectangular lot with frontage along Durocher Street to the east, Desrosiers Street to the west and St. Paul Street to the south. The subject site has a municipal address of 258 Durocher Street with a street frontage of approximately 64.5 metres. As a corner through lot, it also has frontage of 65.1 metres along Desrosiers Street and 60.7 metres along St. Paul Street. The total lot area is 3,930.5 square metres.



Figure 1: Aerial image of the subject site and surrounding area.

The subject site is currently occupied by an institutional building which once served as a Canada Post mail depot providing surface parking north of the building (Figure 2 and Figure 3). The intention is for this existing building to remain and be repurposed to accommodate the needs of the Ottawa Humane Society's Animal Welfare Hub.

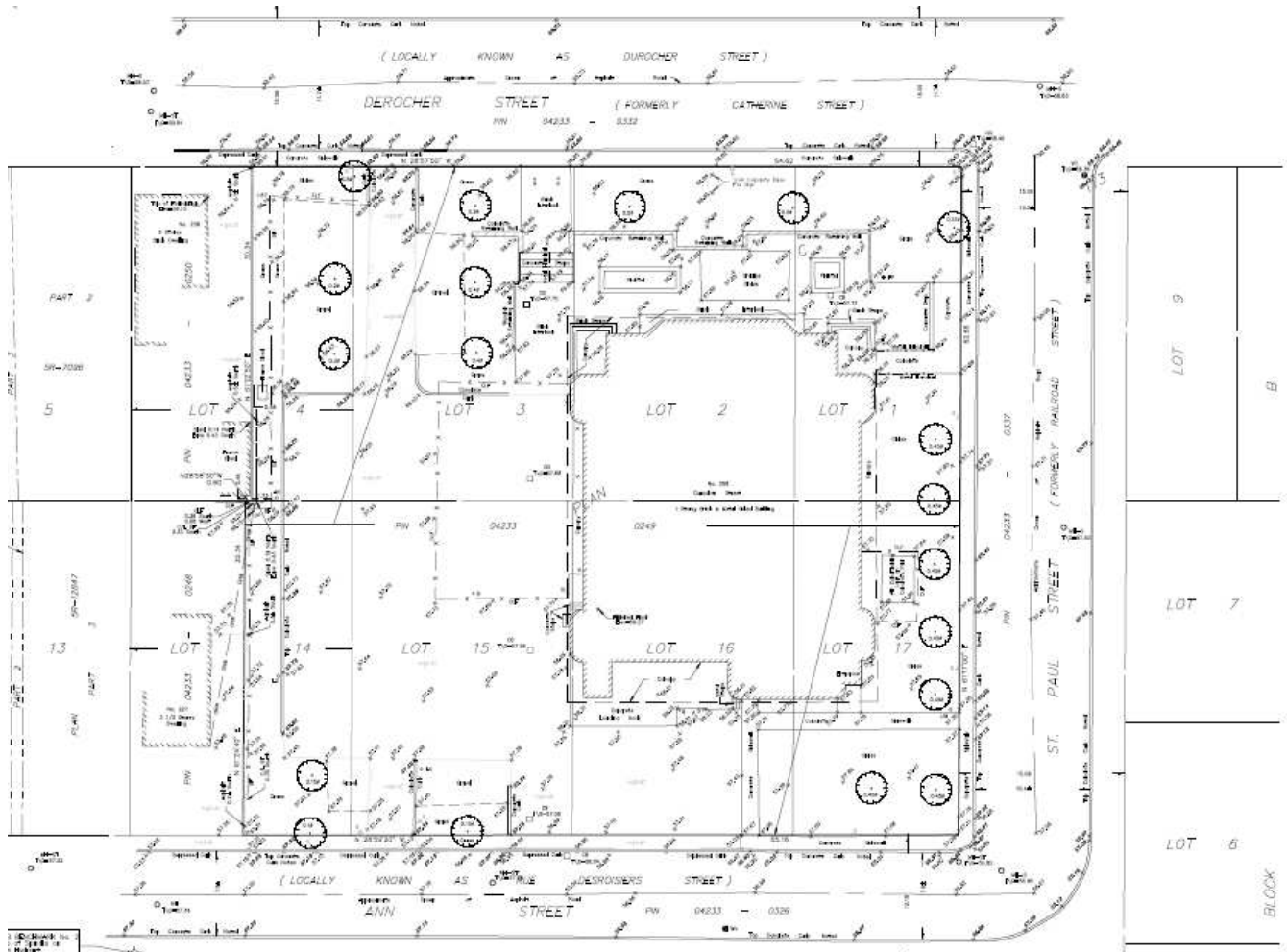


Figure 2 - Survey of the subject site.

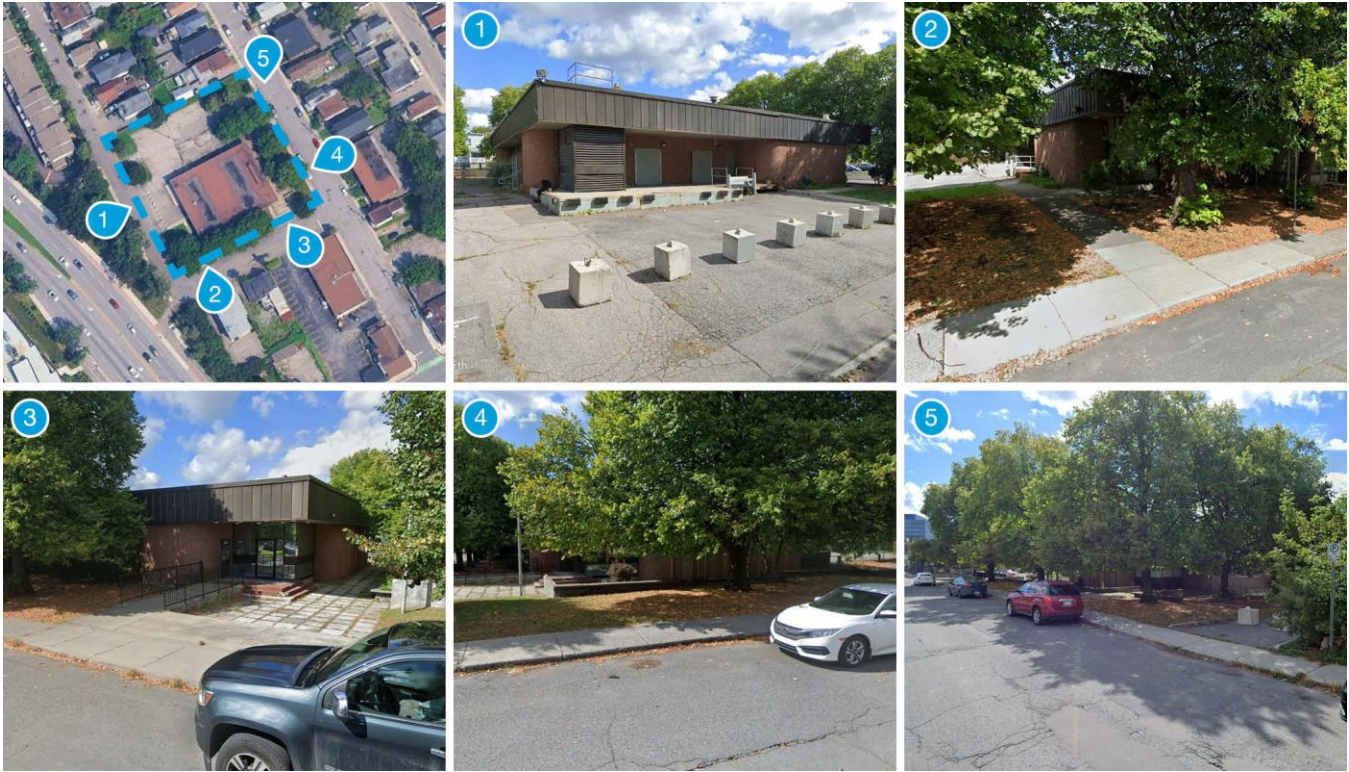


Figure 3: Photos of the subject site.

2.2 Surrounding Area

The surrounding area and land uses can be described as follows:

North: The subject site abuts the interior side lot line of low-rise residential dwellings to the north. Further north is a low-rise residential neighbourhood block bounded by Deschamps Avenue that features a mixture of typologies including single detached dwellings, low-rise apartments and a mixed-use building.

East: The subject site abuts Durocher Street to the east. Further east is a low-rise residential neighbourhood block featuring a mixture of typologies including single detached dwellings, low-rise apartments and stacked dwellings.

South: Abutting the site to the south is St. Paul Street, beyond which is a low-rise apartment and two commercial buildings. The subject site is 75 metres north of Montreal Road, which is characterized by low-rise, mixed-use buildings. Near the subject site, the uses along Montreal Road are predominantly non-residential, mainly commercial tenancies.

West: Abutting the site to the west is Desrosiers Street. Further west is the Vanier Parkway and a residential neighbourhood featuring a range of housing typologies including a mid-rise apartment building, low-rise apartment buildings and single-detached residential dwellings.

2.3 Transportation Network

2.3.1 Road Network

Deschamps Avenue, approximately 8 metres to the north of the site is identified as a Collector Road on Schedule C4 of the Official Plan (Figure 4). A Collector Road is a type of road designed to gather and distribute traffic between local streets and major arterial roads. Montreal Road to the south of the site and the Vanier Parkway to the west of the site are identified as Arterial Roads. Arterial Roads function as major infrastructure corridors, accommodating both vehicles, municipal infrastructure, and public transit.

The subject site is bordered on three sides by the local roads Durocher Street, St. Paul Street and Desrosiers Street. Local roads are typically residential streets that serve numerous overlapping functions. They provide transportation access to collectors, major collectors and arterials and act as social places that foster interaction between neighbours and provide important space for street trees and on-street parking. Local streets serve as common origin and destination points for active transportation trips and should always prioritize the safety of the most vulnerable road users.



Figure 4: Schedule C4 - Urban Road Network (City of Ottawa Official Plan)

2.3.2 Transit Network

Montreal Road to the south of the subject site is identified as a Transit Priority Corridor on Schedule C2 – Transit Network (Ultimate) of the City of Ottawa Official Plan (Figure 5). Transit Priority Corridors represent a network of corridors which currently or are planned to provide frequent transit service and feature coordinated transit-oriented measures and policies.

According to the New Ways to Bus Network Map (Figure 6) the proposed development is currently proximate to Route 12, a Frequent Route providing connections to Rideau LRT Station via Montreal Road and Rideau Street to the west. Frequent Routes provide service every 15 minutes or less on weekdays between 6:00 AM and 6:00 PM, and operate seven (7) days a week in all time periods. Connections can also be made to Local Bus Routes 15, 17 and 19 which are walking distance to the subject site. Local Routes provide custom routes to local destinations.



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2.3.3 Active Transportation Network

The Cycling Network Map of the Transportation Master Plan (Figure 7) shows that the subject site is located close to spine routes along the Vanier Parkway and Montreal Road. A major pathway exists to the west of the subject site.



Figure 7: Cycling Network of the Transportation Master Plan

3.0

Proposed Additional Uses for the Site

3.1 Overview

Through this application, the applicant is proposing to use the existing building on the subject site as an Animal Welfare Hub. The Animal Welfare Hub will provide services for community members that are unable to access animal care at private-sector clinics and provide an eco-system of services including veterinary care and other supports that promote animal welfare and pet retention. The intended uses for the site include:

- / Animal Hospital
- / Animal Care Establishment
- / Retail Store
- / Training Centre
- / Animal Food Bank

It should be noted that “food bank” is not a defined use in Ottawa’s Zoning By-law, so it is assumed that the use falls under retail food store for the purpose of establishing it as permitted use. Further, with regards to the use as a Training Centre, community outreach and public education services will be the primary activities. All intended uses for the site will be confined to within the building. As defined in the current Zoning By-law no overnight boarding, kennels or dog runs are proposed for the repurpose site. The existing trees located on the subject site will be retained.

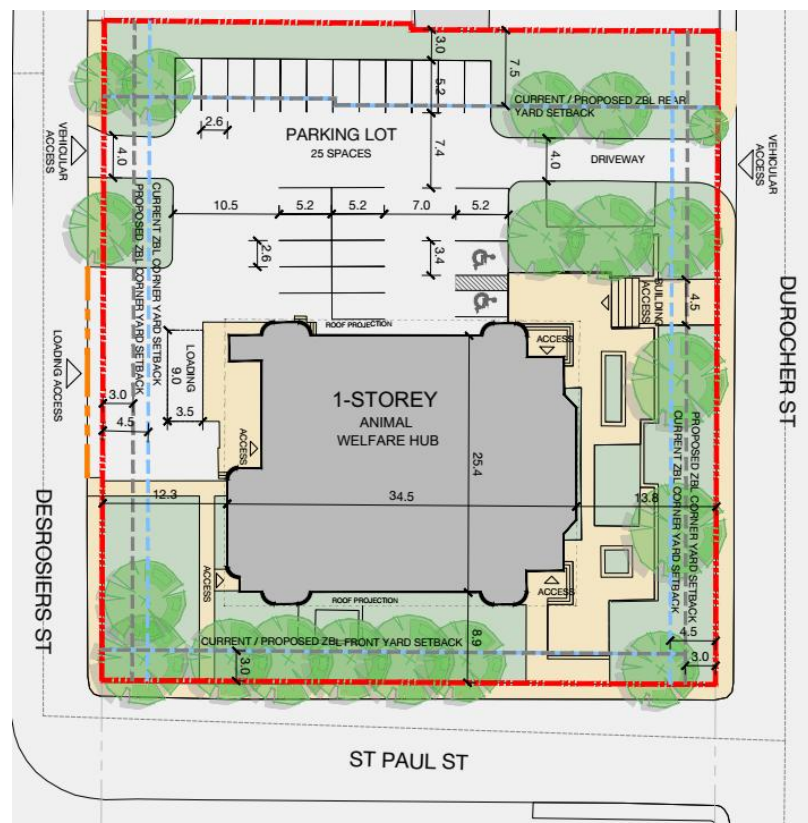


Figure 8: Concept Plan of the Subject Site

4.0

Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following PPS policies are applicable to the subject site:

- 2.1.6 Planning authorities should support the achievement of complete communities by:
 - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.
- 2.3.1.2 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; and,
 - d) are transit-supportive.
- 2.3.1.3 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.
- 2.8.1.1 Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- 2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
 - e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed Zoning By-law Amendment supports the development of a complete community by diversifying the range of services and resources available to the surrounding neighbourhoods, which is predominantly characterised by low-rise residential housing. The subject site’s location and access to existing amenities and public transit facilities ensures that the proposed development will be well-served

within the community. The proposed Zoning By-law Amendment will facilitate the provision of a mix of employment and other uses meeting the surrounding community's long-term needs. The adaptive re-use of the existing building will aid in the reduction of greenhouse gas emissions and the accessible provision of goods and services on the site will aid in building community resilience.

The proposed Zoning By-law Amendment efficiently uses land, resources, infrastructure, and public transit by proposing new uses for the existing building on a serviced lot within the urban boundary.

4.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These directions include the following:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.

2. By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.

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.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.

4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

5. Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed Zoning By-law Amendment primarily implements the Big Policy Moves of sustainable transportation, the improvement of community design and economic development. Sustainable transportation is encouraged by choosing a location for services that serve the City at large along existing public transit routes. The community design will be improved through animating a vacant building, integrating new uses will attract people to the site. The additional uses proposed for the site

will aid with economic development by showing flexibility in land uses, adapting to the changing needs of the City (and its animals).

4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

The Strategic Directions and Cross-Cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents. For this reason, this Rationale provides further details of these policy directions and how this proposal meets them in the following sections.

4.2.3 Transect

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject site is located within the Inner Urban Transect; an area that immediately surrounds the Downtown Core as shown on Schedule A (Figure 9).

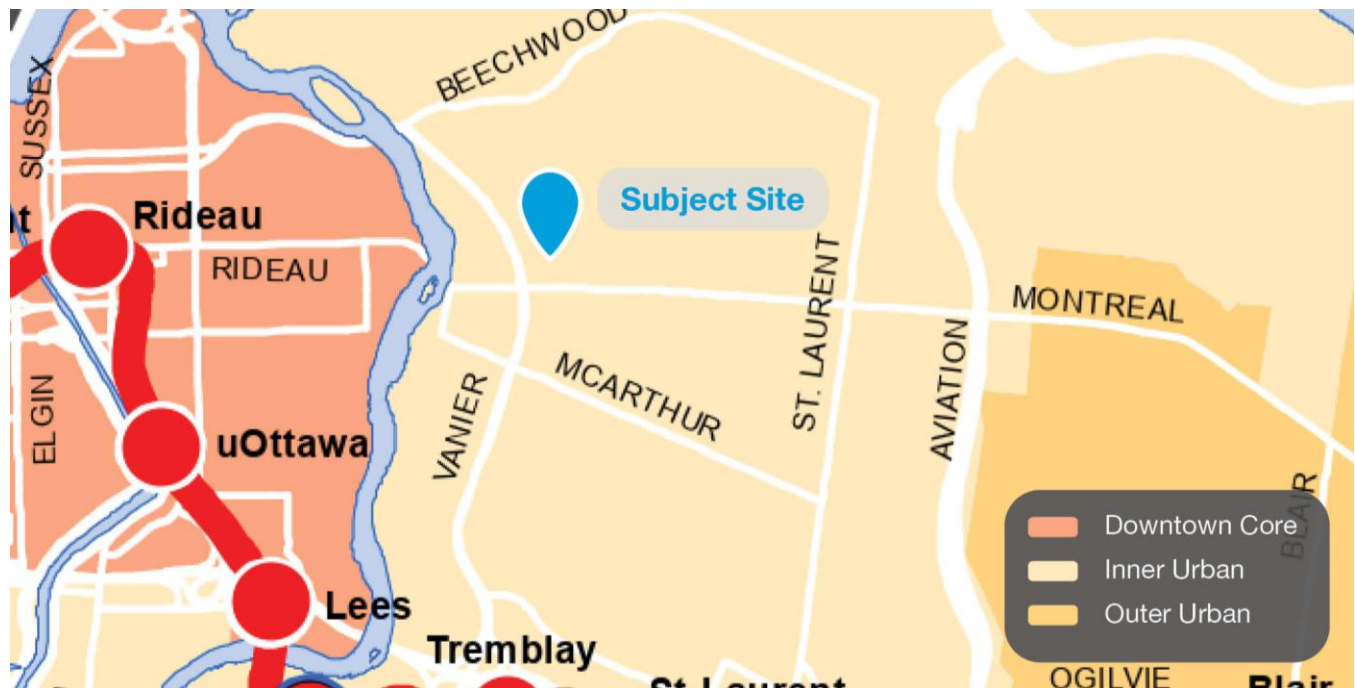


Figure 9: Schedule A - Transect Policy Areas, City of Ottawa Official Plan

Section 5.2 provides policies related to the Inner Urban Transect, which includes the pre-Second World War neighbourhoods that immediately surround the Downtown Core, and the earliest post-Second World War areas directly adjacent to them. Generally, the older neighbourhoods reflect urban built form characteristics, while the postwar neighbourhoods reflect suburban characteristics.

Section 5.2.1 discusses how to enhance or establish an urban pattern of built form, site design and mix of uses. Per Policy 1, the built form and site design in the Inner Urban Transect includes both urban and suburban characteristics. Its intended pattern is urban.

5.2.1.4 states that the Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- / Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- / Small, locally oriented services may be appropriately located within Neighbourhoods;
- / Existing and new cultural assets are supported, including those that support music and nightlife;
- / Larger employment uses are directed to Hubs and Corridors; and
- / Increases in existing residential densities are supported to sustain the full range of services noted in the first bullet above.

Section 5.2.2 notes that the city shall prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect.

5.2.2.1 states that in the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:

- a) Automobile service stations;
- b) Automobile dealerships, except automobile showrooms entirely contained within a building;
- c) Drive-through facilities;
- d) Surface parking lots as a main use of land; and
- e) Mini-storage warehouses, except as ancillary uses to major residential development.

5.2.2.2 states that the transportation network for the Inner Urban Transect shall: prioritize walking cycling and transit and accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

4.2.4 Urban Designation and Overlay

Within each Transect, designations further articulate land uses and building heights. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

Per Schedule B2 of the Official Plan (Figure 10), the subject site is designated as “Neighbourhood” and is also subject to the “Evolving Neighbourhood” overlay.



Figure 10: Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan.

Section 6.3 of the Official Plan outlines policies for the Neighbourhood designation. Neighbourhoods are contiguous urban areas that constitute the heart of communities. They are planned for ongoing gradual, integrated, sustainable, and internally compatible development. Neighbourhood policies allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15- minute neighbourhoods.

Section 6.3.1 Policy 2 states that permitted building heights in Neighbourhoods shall be Low-rise.

Policy 6.3.1.4 states that 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 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meets the intent of Policy 6.3.2.1.
- c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;

- iii. Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
- iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
- v. May restrict or prohibit motor vehicle parking in association with such uses; and
- vi. Limits such uses to prevent undue diversion of housing stock to non-residential use.

The proposed Zoning By-law Amendment application conforms to the Inner Urban Transect and Neighbourhood policies which support low-rise, ground-oriented uses. The application will allow for complementary, small-scale, non-residential land uses and services within an existing building which will support the creation of 15-minute neighbourhoods. These non-residential land uses will provide services for residents that are within walking distance of the subject site, while not posing a risk of nuisance to the surrounding neighbours. The existing building is compatible with the low-rise residential neighbourhood and is appropriately integrated with the surrounding street network, pedestrian network and public realm.

Policy 6.3.2.1 states that 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. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities.

This application supports the adaptive reuse of the existing building on the site for new uses, supporting the creation of 15-minute neighbourhoods by evolving with community needs.

Policy 6.3.3.3 states where a small-scale non-residential use is currently not permitted as-of-right in the Zoning By-law and is proposed, the City will consider permitting these uses, provided the development meets all of the following:

- a) They are small scale and serve the surrounding lands;
- b) They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
- c) They help to facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods; and
- d) They are of a size and scale that shall not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

This application proposes small-scale, non-residential uses that are currently not permitted as-of-right in the Zoning By-law. The proposed uses are compatible and will be available for residents of the neighbourhood. The subject site is conveniently located with respect to concentrations of residential development and provides direct access for pedestrians and cyclists from adjacent residential areas. The proposed uses will help facilitate interactions among residents and will contribute to healthy 15-minute neighbourhoods due to the subject site's proximity to established residential areas and active mainstreets. While the proposed Animal Welfare Hub will has a city wide catchment area it is not anticipated to attract larger volumes of vehicular traffic from that of the pervious use.

4.2.5 Evolving Neighbourhood Overlay

The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Section 5.6.1 provides built form direction for the urban area where intensification is anticipated to occur. Policy 1 states that the Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of the Official Plan. The 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:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- 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; and
- d) Direction to govern the evaluation of development.

Policy 2 states that where the Evolving Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
- 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.

Policy 3 states that in the Evolving Overlay, the City:

- a) Will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regard to density, built form and site design in keeping with the intent of Sections 3 and 5 of the Official Plan;

The proposed Zoning By-law Amendment provides the opportunity for increased service and amenity diversity within close proximity to a Mainstreet. While there are no changes to the built form of the building, the proposed Zoning By-law Amendment will see the subject site reactivated, contributing to community needs. This evolution towards uses that align with those more situated along Mainstreets will be conducted with respect for the existing character of the surrounding neighbourhood. The proximity of the proposed services to Arterial roadways will provide convenient access for all Ottawa residents.

4.3 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject site is zoned Minor Institutional Zone, Subzone A (I1A). The proposed Zoning By-law Amendment would rezone the subject site to General Mixed Use Zone (GM) to permit the proposed uses.

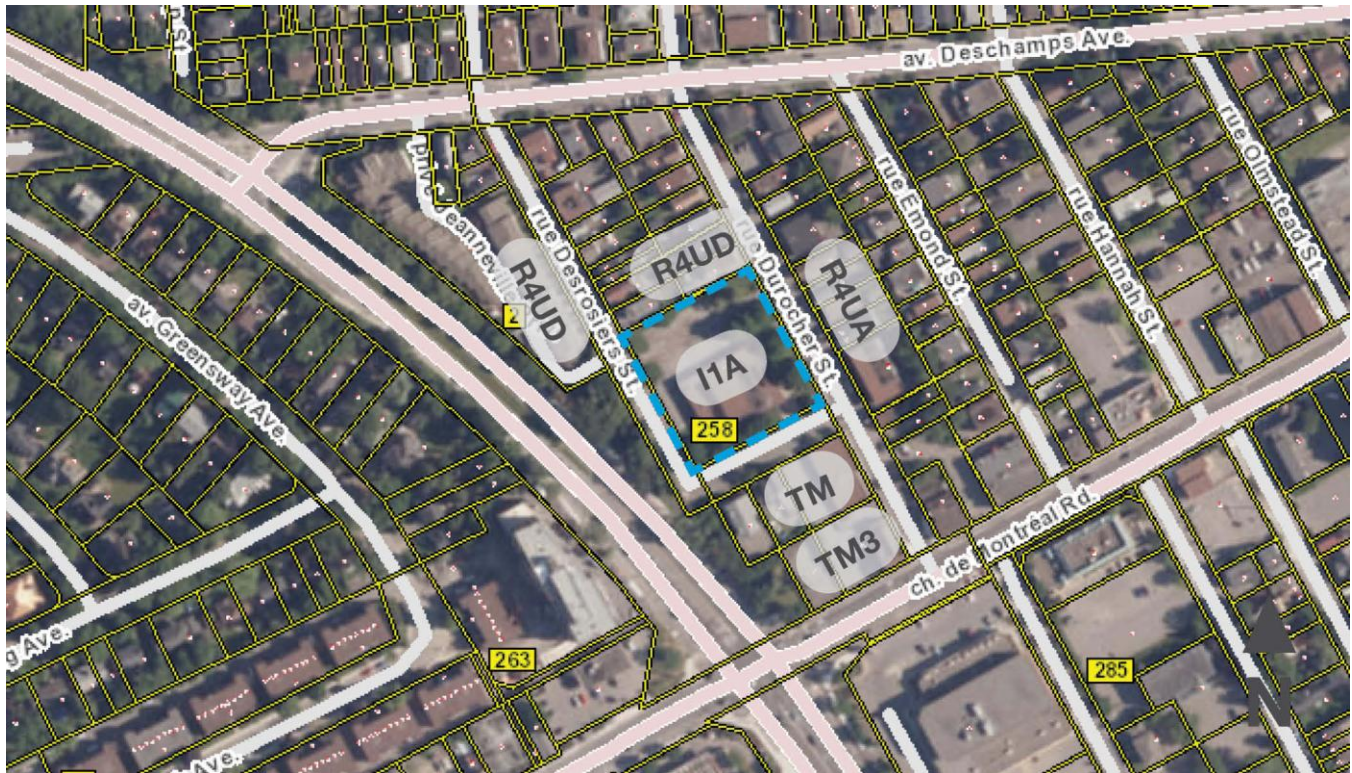


Figure 11: Zoning Map, City of Ottawa Zoning By-law (2008-250), with subject site outlined.

Where as the Minor Institutional Zone, does not permit the proposed uses for the Animal Welfare Hub, the GM zone has a broader list of permitted uses (listed below):

/ Animal Care Establishment	/ Funeral Home	/ Recreational and Athletic Facility
/ Animal Hospital	/ Home-based Business	/ Research and Development Centre
/ Artist Studio	/ Home-based Day Care	/ Residential Care Facility
/ Bank	/ Instructional Facility	/ Restaurant
/ Bank Machine	/ Library	/ Retail Food Store
/ Catering Establishment	/ Medical Facility	/ Retail Store
/ Click and Collect Facility	/ Municipal Service Centre	/ Service and Repair Shop
/ Community Centre	/ Office	/ Shelter
/ Community Health and Resource Centre	/ Payday Loan Establishment	/ Storefront Industry
/ Convenience Store	/ Personal Brewing Facility	/ Technology Industry
/ Day Care	/ Personal Service Business	/ Training Centre
/ Diplomatic Mission	/ Place of Assembly	/ Urban Agriculture
/ Drive-through Facility	/ Place of Workshop	
/ Emergency Service	/ Post Office	

The proposed converted reuse of the subject site is compared to the provisions of the proposed GM zone in Table 1.

Table 1: Zoning Evaluation GM Zone

Zoning Mechanism GM		Requirement	Proposed	Compliance
Permitted Uses S. 187		Animal Hospital, Animal Care Establishment, Retail Store, Retail Food Store, Training Centre	Animal Hospital, Animal Care Establishment, Retail Store, Retail Food Store, Training Centre	✓
Lot Width Table 187		No minimum	60.7 m	✓
Lot Area Table 187		No minimum	3930.5 m ²	✓
Front Yard Set Back (St. Paul Street) Table 187		3 m	> 3 m	✓
Corner Side Yard Set Back Table 187		3 m	> 3 m	✓
Minimum Rear Yard Set Back (ii. From any portion of a rear lot line abutting a residential zone) Table 187		7.5 m	> 7.5 m	✓
Maximum Building Height Table 187		18 metres	<18 metres	✓
Maximum Floor Space Index Table 187		2	<2	✓
Minimum Width of Landscaped Area	i) Abutting a Street	3 m	> 3 m	✓
	ii) Abutting a Residential Zone	3 m	3 m	✓
Required Parking Spaces Section 101 (Area X)		2 per 100 m ² of gross floor area (824 m ² /100) x 2 = 17 spaces	25 Spaces	✓

It is worth noting that the request to rezone the subject site to the GM zone is required solely to expand the list of permitted uses from those of the Minor Institutional Zone. The other provisions of the zone will remain in compliance as summarized in Table 2.

Table 2 - Zoning Evaluation I1A Zone

Zoning Mechanism I1A		Requirement	Proposed	Compliance
Permitted Uses S. 169		Training Centre	Animal Hospital, Animal Care Establishment, Retail Store, Retail Food Store, Training Centre	✗
Lot Width Table 170A		15 m	60.7 m	✓

Zoning Mechanism I1A	Requirement	Proposed	Compliance
Lot Area Table 170A	400 m ²	3930.5 m ²	✓
Front Yard Set Back (St. Paul Street) Table 170A	3 m	> 3 m	✓
Corner Side Yard Set Back Table 170A	4.5 m	> 3 m	✓
Minimum Rear Yard Set Back (ii. From any portion of a rear lot line abutting a residential zone) Table 170A	7.5 m	> 7.5 m	✓
Maximum Building Height Table 170A	15 metres	<15 metres	✓

5.0

Proposed Zoning By-law Amendment

5.1 Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the site from Minor Institutional, Subzone A (I1A) to General Mixed Use Zon (GM). The purpose of the amendment is to:

Allow animal hospital, animal care establishment, retail store (including animal food bank), and training centre as permitted uses.

The proposed uses leverage sustainable transportation, improves community design and provides economic development. The proposed uses for the subject site benefit from existing public transit and active transit routes. The community design of the neighbourhood will be improved through the integration of new uses in an existing building in a manner that minimally impacts the surrounding community. Establishing these new uses show flexibility in economic development, adapting to the changing needs of the City.

The proposed non-residential uses are appropriate for the neighbourhood designation in the Inner Urban Transect. The integration of local services proximate to existing residential neighbourhoods contributes to the strengthening of 15-minute neighbourhoods. The proposed uses for the subject site are within walking distance of multiple residential neighbourhoods which aligns with the service model of the Ottawa Humane Society.

Permitting the proposed uses is appropriate as these uses are small scale and will serve the surrounding lands. The subject site is conveniently located with respect to concentrations of residential development and provides direct access for pedestrians and cyclists from adjacent residential areas. The introduction of these uses is a logical extension of the Mainstreet Corridor designation, which is recognized by the Evolving Neighbourhood Overlay.

The proposed uses for the subject site have been demonstrated to comply fully with the parameters of the GM zone and further respect the built form provisions of the existing zone. The existing building on the subject site adequately accommodates the proposed uses and the retention of the existing built form will pose no adverse impacts on the surrounding community.

6.0

Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will/have been undertaken in anticipation of the application has been submitted:

Pre-Consultation with City Staff

- / A Pre-Consultation with City Staff was held on February 5, 2025.
- / The Vanier Community Association was present at the Pre-Consultation and provided verbal and written feedback to the applicant team.

Notification of Ward Councillor, Councillor Stephanie Plante

- / The Ward Councillor has been notified by the owner of the proposed rezoning in advance of the application submission.

Notification to residents and local registered Community Association(s)

- / Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.
- / The Vanier Community Association has already been engaged in discussion during the Pre-Consultation.

Public Consultation Meeting(s)

- / Should either the Ward Councillor or Community Association request a public consultation meeting, an agreed upon date and meeting format will be accommodated.

Planning Committee Meeting Advertisement and Report Mail out to Public

- / Notification for the statutory public meeting will be undertaken by the City of Ottawa.

7.0 Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- / The proposed Zoning By-law Amendment is consistent with the intent of the Provincial Planning Statement, proposing additional uses for a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding the land use policies for integration of non-residential uses in the Inner Urban Transect and Neighbourhood designation; and,
- / The requested Zoning By-law Amendment is aligned with the relevant policies of the City of Ottawa Official Plan as they relate to the proposed permitted uses and built form provisions of the zone.

Please do not hesitate to contact the undersigned should you have any questions or require additional information.

Sincerely,



Mark Ouseley, MES
Planner



Lisa Dalla Rosa, MBA MCIP RPP
Associate