

PLANNING RATIONALE: MUNICIPAL LANDS FOR HOUSING

2 Pretty Street

40 Beechcliffe Street

261A Hinchey Avenue

185 Hawthorne Avenue

2548 Cleroux Crescent

2060 Lanthier Drive

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Executive Summary

The City of Ottawa's Strategic Housing Projects Branch has prepared this planning rationale to support Zoning By-Law Amendments for six sites that are owned by the City of Ottawa and will be developed to support the City's housing supply targets. These sites are:

1. 2 Pretty Street
2. 40 Beechcliffe Street
3. 261A Hinchey Avenue
4. 185 Hawthorne Avenue
5. 2548 Cleroux Crescent
6. 2060 Lanthier Drive

The proposed Zoning By-Law Amendments will amend the existing zoning on the sites to be consistent with the Provincial Policy Statement (2020) and conform to the City of Ottawa's Official Plan (2021). The amendments will allow for residential development on the lands to increase the supply of housing in support the City's ambitious targets for delivery of all types of housing, including affordable housing, as a result of the [2031 Municipal Housing Pledge](#) and the [Housing Accelerator Fund \(HAF\)](#). In total, these six sites have the potential to accommodate a minimum of 60 units.

The City of Ottawa intends to undertake a disposals process to select a development proponent for each site. This process will identify the development requirements for each site, including the target number of units, including affordable housing units, to be developed and any other site requirements. Additional detailed studies for each site will accompany future development applications, as required.

It is our professional opinion that the proposed Zoning By-Law Amendments for the six subject sites represent good land use planning and are in the public interest. The proposed amendments are consistent with the Provincial Policy Statement (2020) and the Provincial Planning Statement (2024), and they conform with the City of Ottawa's Official Plan (2021). Furthermore, the approval of these amendments will facilitate development on unused City-owned lands and contribute to the creation of new dwelling units in support of the City's Municipal Housing Pledge, the Housing Accelerator Fund agreement with the federal government, and the 10-Year Housing and Homelessness Plan.

1. Introduction

The City of Ottawa's Strategic Housing Projects branch is providing this Planning Rationale in support of Zoning By-Law Amendments for six vacant City-owned sites that have the potential to accommodate residential development. Development on these sites will support the City's ambitious targets for delivery of all types of housing as a result of the [2031 Municipal Housing Pledge](#) and the [Housing Accelerator Fund \(HAF\) Action Plan](#). The current term of City Council has also identified building "a city that has affordable housing and is more liveable for all" as one of five [Strategic Priorities](#), and City Council has approved the [10-year Housing and Homelessness Plan 2020-2030](#), which has a key objective to increase the affordable housing supply.

The six City-owned sites have been identified as part of the City of Ottawa's HAF Initiative 5: "Accelerate Disposal and Preparation of City-owned Lands for Housing." This initiative includes a target of 151 units with building permits by the end of 2026 and 726 new units with building permits by 2031. In addition to the six sites that are the subject of this report, additional sites are in various stages of identification, planning, disposal and development for new housing to meet these targets.

The sites proposed for rezoning in this Planning Rationale will support the City's priority to increase housing of all types. The six City-owned properties are (numbers correspond to Figure 1 below):

1. 2 Pretty Street
2. 40 Beechcliffe Street
3. 261A Hinchey Avenue
4. 185 Hawthorne Avenue
5. 2548 Cleroux Crescent
6. 2060 Lanthier Drive

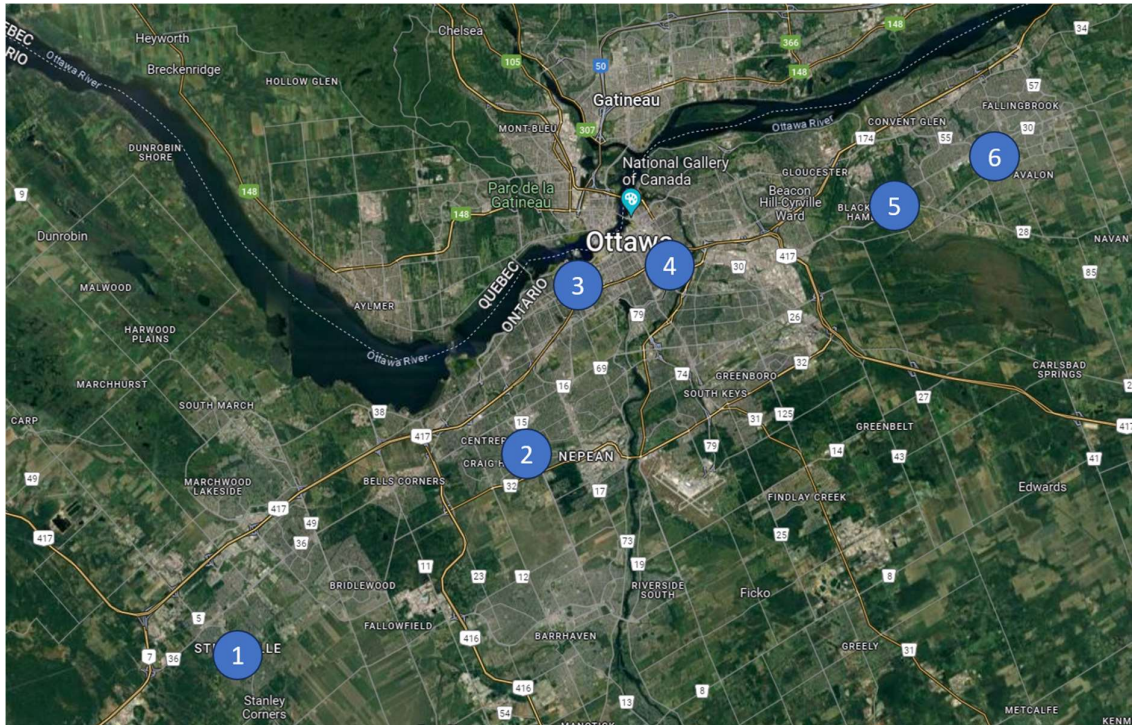


Figure 1: Location of Subject Sites (Image source Google Maps, 2024)

These sites have been selected for Zoning By-Law Amendments because they are all:

- Appropriate for residential development;
- Located in close proximity to transit and a range of amenities and services;
- Are currently unused and available for development;
- Have public water and sanitary services available; and
- Are located in diverse locations throughout the City of Ottawa.

The City of Ottawa is undertaking the rezoning of these sites to make them market ready for development. The proposed amendments provide appropriate planning permissions to allow for residential development that is consistent with Provincial policies and updated to comply with City's 2021 Official Plan. At a future date, the City will undertake a disposals process through which a development proponent for each site will be selected (with the exception of 2060 Lanthier Drive, for which a Request for Offers is currently underway). This process will identify development requirements for each site, such as the target number of units to be provided on each Subject Site, including affordable housing units, the development timeline, and applicable Official Plan policies and Zoning By-Law provisions.

Successful proponents will be selected based on their:

- Ability to deliver the target number of units identified for each site;
- Ability to complete the development within an identified timeframe;
- Experience with developing a comparable type of development; and
- Other criteria that may be prescribed by the City through the disposals process.

Selected proponents will undertake detailed design and technical studies for each site and will complete the Site Plan Control and Building Permit process, where required. In total, these sites are expected to deliver a minimum of 60 new units of housing, depending on the outcome of detailed design, technical studies and proponent program needs.

This Planning Rationale will demonstrate that the proposed Zoning By-Law Amendments represent good planning and are in the public interest for the following reasons:

- They are consistent with the 2020 Provincial Policy Statement and the forthcoming 2024 Provincial Planning Statement;
- They meet the intent and conform with policies in the City of Ottawa Official Plan (2021), including policies that determine the appropriate location for intensification and policies encouraging a range of housing throughout the City;
- They support the development of 15-minute neighbourhoods with a range of missing middle housing in close proximity to transit; and
- They directly support the City's targets and Council priority to increase housing supply, including affordable housing.

1.1 Description of Subject Sites

1.1.1. 2 Pretty Street

Subject Site: The Subject Site is 1,435 square metres in size and is located in Stittsville (Figure 2). It is generally rectangular in shape, with a frontage of approximately 45 metres on Orville Street and 34.35 metres on Pretty Street. It currently contains the former Pretty Street Community Centre which contained one dwelling unit (both of which are now vacant), a surface parking lot and a landscaped space.

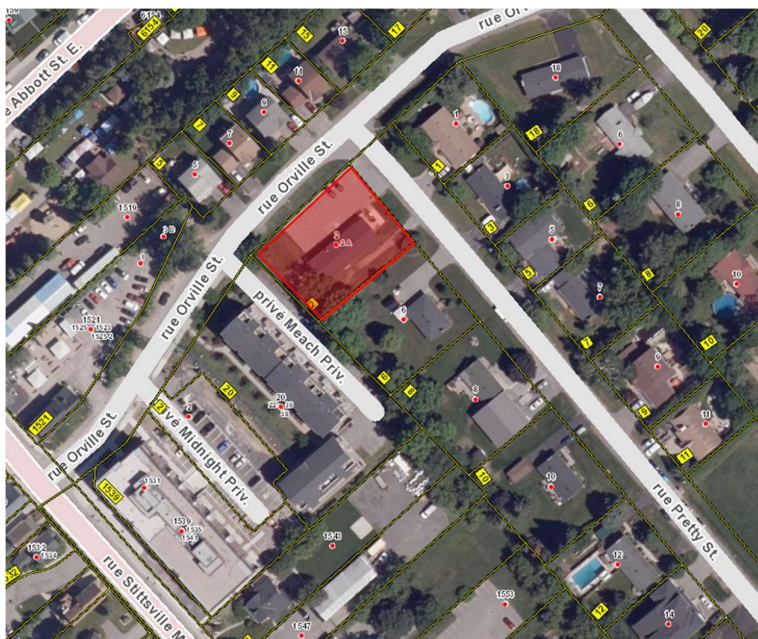


Figure 2: 2 Pretty Street (Image source GeoOttawa)

Surrounding Context: This site is approximately 100 metres east of Stittsville Main Street. Within 200 metres walking distance are the Ralph Street Park and the Village Square Park, as well as multiple commercial uses and services along Main Street. Immediately to the west is a 4-storey stacked townhouse development and to the north, east and south are detached residential dwellings.

Servicing and Environment: The property is located within an existing residential neighbourhood, with existing water supply and sanitary capacity. A storm sewer may need to be extended along Orville Street and will be completed as part of the new development, if required.

A Phase 1 Environmental Site Assessment (ESA) is currently underway and will be completed for this site in fall 2024.

Transportation including Transit and Active Transportation: The Subject Site is approximately 100 metres from Stittsville Main Street, which is identified as a Transit Priority Corridor in the OP. Bus stops are located at the corner of Orville Street and Main Street, connecting to Downtown Ottawa, Kanata, Gatineau and the LRT system. The subject site is also less than 200 metres from the Trans-Canada Trail, which crosses Stittsville and provides active transportation across the region.

1.1.2. 40 Beechcliffe Street

Subject Site: The subject site is approximately 12,753 square metres in size, with approximately 350 metres of frontage along Beechcliffe Street and an irregular rear property line with lot depth ranging from approximately 31 metres to 50 metres (Figure 3). The Subject Site addresses Beechcliffe Street to the west and is set back from the Woodroffe Avenue right-of-way by a depth that ranges from 25.6 metres to approximately 38.5 metres, which will be occupied by the future Knoxdale LRT Station. The site is currently vacant, with a paved pathway providing a connection from the southeast corner of Beechcliffe Street to Knoxdale Road.

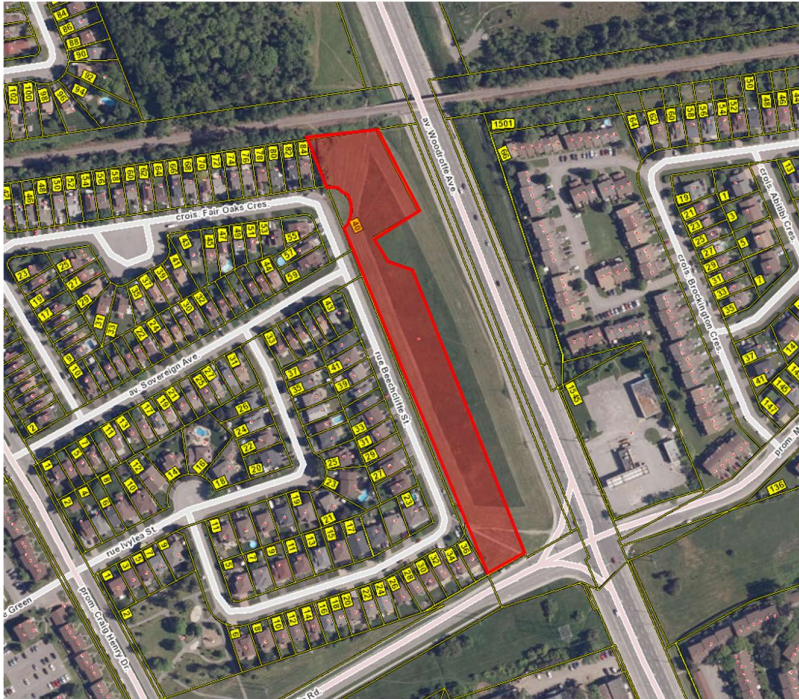


Figure 3: 40 Beechcliffe Street (Image source GeoOttawa)

The future Barrhaven LRT is planned to run along Woodroffe Avenue immediately to the rear of the Subject Site. The plans include an elevated alignment in this area, with Knoxdale station planned above-grade immediately to the rear of the Subject Site. This alignment and the planned station are currently being studied through an Environmental Assessment Study (Figure 4).



Figure 4: Proposed LRT alignment (left) and Knoxdale Station looking southeast (right) (Image source

https://documents.ottawa.ca/sites/documents/files/blrt_present_jan_2023_en.pdf)

Surrounding Context: The Subject Site is primarily surrounded by low-rise residential development, with scattered small-scale commercial uses along Woodroffe Avenue. The Nepean Sportsplex is approximately 1 kilometre to the south along Woodroffe Avenue, and Algonquin College and a wide range of surrounding mixed uses are located approximately 1.5 km to the north.

Servicing and Environment: Servicing with sufficient capacity is available for development on the Subject Site.

A Phase 1 and Phase 2 ESA will be undertaken in 2024 and will confirm the need for a Record of Site Condition (RSC) as part of a future development application on the site.

Transportation including Transit and Active Transportation: A bus Transitway consisting of a dedicated busway and reserved lanes currently operates along Woodroffe Avenue, connecting from Lincoln Fields to Barrhaven Centre. This is planned to be converted to the LRT, with the Knoxdale LRT Station immediately adjacent to the Subject Site.

The Subject Site also has convenient access to major arterial roads including Woodroffe Avenue and Hunt Club Road. Painted bike lanes are located on Woodroffe Avenue and a separated bike path runs alongside Hunt Club Road. Active transportation trails connect throughout the various green spaces in close proximity to the Subject Site.

1.1.3. 261A Hinchey Avenue

Subject Site: The Subject Site is approximately 535 square metres in size, facing Hinchey Avenue at the intersection of Hinchey Avenue and Bullman street (Figure 5). It has approximately 18.3 metres of frontage along Hinchey Avenue and is approximately 29.3 metres deep. As this site was a former road allowance, the existing neighbours at 261 and 263 Hinchey Avenue currently use the Subject Site to access vehicle parking spaces on their properties.



Figure 5: 261A Hinchey Avenue (Image source GeoOttawa)

Surrounding Context: The Subject Site is located in a primarily residential neighbourhood, with surrounding low-rise residential development ranging from 2 to 3 storeys in height.

There are several nearby development applications for 3-storey apartment developments which each seek to consolidate several properties.

Less than 150 metres to the north is Scott Street, which is lined with a range of mixed uses and there are several local parks in the vicinity. Scott Street is evolving, with a range of new, higher density mixed-use developments.

Servicing and Environment: Servicing is available for development on the subject site.

A Phase 1 ESA was conducted for this site in 2019, which confirmed there are no environmental concerns on the property.

Transportation including Transit and Active Transportation: Tunney's Pasture LRT Station is approximately 600 metres to the northwest. The City is currently constructing separated cycling facilities along portions of Scott Street.

1.1.4. 185 Hawthorne Avenue

Subject Site: The Subject Site is located immediately southwest of Highway 417 and the Lees Avenue eastbound off-ramp (Figure 7). It is approximately 2,206 square metres in size, with an irregular shape. It has approximately 59.5 metres of frontage along Hawthorne Avenue and a property depth up to approximately 47 metres. Though the site has primary frontage on Hawthorne Street, a portion also extends west to Concord Street South with approximately 13 metres of frontage. The site currently contains a short driveway on Hawthorne Avenue and a landscaped space.



Figure 7: 185 Hawthorne Avenue (Image source GeoOttawa)

Surrounding Context: The Subject Site is surrounded to the west and south by a mix of 2 to 3 storey detached and semi-detached dwellings, townhouses and multi-unit low-rise apartments. Immediately to the north and east, the site is bounded by Highway 417 and its eastbound off-ramp. The site is approximately 350 metres from Main Street, which hosts a variety of services and amenities, and is also within walking distance of the University of Ottawa Lees Campus.

Servicing and Environment: Servicing is available for development on the subject site.

A Phase 1 and 2 ESA were completed for this property in 2005 and 2014, respectively, identifying that remediation will be required as part of site development and an RSC will need to be filed.

Transportation including Transit and Active Transportation: The Lees LRT Station on Line 1 is approximately 700 metres walking distance to the east. Bus service connecting to the station and beyond runs along Lees Avenue. The site is also approximately 400 metres walking distance from Springhurst Park, which provides access to the network of trails and parks along the Ottawa River.

1.1.5. 2548 Cleroux Crescent

Subject Site: The Subject Site is approximately 2,692 square metres in size and is a triangular shape with approximately 56 metres of frontage along Cleroux Crescent and a depth of approximately 67.25 metres. It is located on the southeastern edge of Blackburn Hamlet and is currently vacant with a short existing driveway and landscaped space.



Figure 9: 2548 Cleroux Crescent (Image source GeoOttawa)

Surrounding Context: The Subject Site is on the edge of Blackburn Hamlet, surrounded by a mix of low-rise residential uses, including detached homes, townhouses and low-rise apartments, as well as greenspace in the Greenbelt. There is some development activity in the immediate vicinity, with several 3- and 4-storey apartment buildings approved and under

development. The Subject Site is approximately 1.5 kilometres from Blackburn Hamlet’s commercial area, offering services and amenities.

Servicing and Environment: Servicing is available for development on the subject site.

An initial review of this site has been done by the City’s Environmental Remediation Unit, concluding that an RSC would not be required for this site. A Phase 1 ESA will be completed as part of a future development application if required.

Transportation including Transit and Active Transportation: Bus service currently runs along Innes Road, less than 400 metres from the Subject Site, providing access to the Blair LRT Station and to Orleans to the east. A planned grade-separated Transitway is planned along the Blackburn Bypass, immediately south of the Subject Site, with a planned stop approximately 450-metres walking distance via a future multi-use pathway from the Subject Site.

The Greenbelt, which is in close proximity to the Subject Site, provides access to a network of trails, and there are painted bike lanes along Innes Road and the Blackburn Bypass, connecting to the Blackburn Hamlet commercial area to the west and Orleans to the east.

1.1.6 2060 Lanthier Drive

Subject Site: The Subject Site is approximately 33,136 square metres in size, with an irregular shape. It has approximately 95 metres of frontage along Lanthier Drive and a property depth of approximately 256 metres. The southern portion of the site will be occupied by the extension of Vanguard Drive, which will be built to facilitate new development on the site. The site is currently vacant.



Figure 10: 2060 Lanthier Drive (Image source GeoOttawa)

Surrounding Context: The Subject Site is located in a commercial area south of Innes Road and east of Mer-Bleue Road. It is surrounded by retail and grocery uses, restaurants,

and personal services, as well as light industrial uses. Few existing residential uses are present today; however, residential uses are permitted on surrounding properties, and it is expected that more residential uses will emerge as light industrial uses transition to more of a complete community.

Servicing and Environment: Public water and sanitary services are available for access through Vanguard Drive and will be extended to the Subject Site through the completion of this street.

A Phase 1 ESA will be required and the onus will be on the future development proponent to conduct the study and provide it as part of future planning applications.

Transportation including Transit and Active Transportation: The site is accessed from Innes Road via Lanthier Drive and is adjacent to the future extension of Vanguard Drive. As part of the disposal and request for offer process for this site, the development proponent will be required to provide parklands that will include a multi-use pathway connecting Vanguard Drive through the site which will continue towards Innes Road as adjacent properties develop over time.

A planned grade-separated Transitway will run south of the Subject Site, providing access through Orleans from Blair LRT Station to the eastern edge of the City. A planned stop is located within 800 metres walking distance of the Subject Site. Innes Road, less than 350 metres to the north, is also identified as a Transit Priority Corridor.

2. Policy Justification and Strategic Alignment

The proposed Zoning By-Law Amendments are consistent with the Provincial Policy Statement (2020), as well as the Provincial Planning Statement (2024), and they conform with the City of Ottawa's Official Plan (2021). In addition, they will allow the City to facilitate increased housing supply as articulated in the Council-approved Municipal Housing Pledge, the HAF Action Plan and the 10-Year Housing and Homelessness Plan.

2.1 Provincial Policy Statement (2020)

The current Provincial Policy Statement (PPS 2020) is a policy document that was issued under Section 3 of the Planning Act in May 2020. In general, the PPS 2020 recognizes that land use must be carefully managed to allow adequate development to meet all current and future needs while achieving efficient development patterns and avoiding significant or sensitive resources that may pose a risk to public safety and health. The proposed Zoning By-Law Amendments are consistent with the PPS 2020. Below is a summary of PPS 2020 policies which are relevant to the Subject Sites.

Policy 1.1.1 provides direction to sustain healthy, livable and safe communities by:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Policy 1.1.2 provides direction that within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3.1 stipulates that settlement areas shall be the focus of growth and development.

Policy 1.1.3.2 encourages land use patterns within settlement areas that have densities, and a mix of land uses which:

- efficiently use land and resources;
- are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- support active transportation; and
- are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.1 speaks to providing an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area.

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

- establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans;

- permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and
- requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Policy 1.5.1 speaks to promoting healthy, active communities by:

- planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Policy 1.6.3 stipulates the use of existing infrastructure and public service facilities should be optimized before consideration is given to developing new infrastructure and public service facilities.

Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

Response: The proposed Zoning By-Law Amendments are consistent with the PPS 2020, as follows:

- ***All of the Subject Sites are located within the existing settlement area of the City of Ottawa, with existing services and infrastructure in place;***
- ***All of the Subject Sites have access to transit and active transportation in close proximity;***
- ***The proposed amendments support the development of a range of housing options; and***
- ***The proposed amendments support efficient development patterns and appropriate densities.***

2.2 Provincial Planning Statement (2024)

The Ministry of Municipal Affairs and Housing has recently released the new 2024 Provincial Planning Statement (PPS 2024), which will replace the PPS 2020 and will come into effect on October 20, 2024. The PPS 2024 is issued under section 3 of the *Planning Act*, which

requires that all decisions affecting planning matters shall be consistent with the Provincial Planning Statement.

While the PPS 2024 is not in effect at the time of making this application, the requested amendments are consistent with its forthcoming policies. The PPS 2024 contains similar directions to PPS 2020 with respect to:

- directing growth to existing settlement areas (Policy 2.3.1.1);
- promoting densities and land use patterns that efficiently use land, resources, infrastructure and public service facilities, support active transportation and are transit-supportive (Policy 2.2.1 and 2.3.1.2);
- promoting compact development and intensification to create complete communities (Policies 2.3.1.3 and 2.4.1.2); and
- encouraging development and intensification within strategic growth areas (Policies 2.4.1.1 and 2.4.1.2).

In addition, PPS 2024 includes new or modified policies for providing housing options and development in strategic growth areas. Key policies include the following:

- Policy 2.2.1 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs.
- Policy 2.4.1.2 states that, to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned to support affordable, accessible, and equitable housing.
- Policy 2.4.2.3 and 2.4.3.1 direct planning authorities to plan for and promote intensification within major transit station areas and adjacent to frequent transit corridors.

Response: The proposed Zoning By-Law Amendments are consistent with the PPS 2024. They support intensification and development of a range of housing options in appropriate locations and in close proximity to higher order transit or frequent transit corridors.

2.3 City of Ottawa Official Plan (2021)

The 2021 Official Plan (OP) serves as the municipal document directing land use and planning throughout the City of Ottawa. The OP focuses on growth through intensification, sustainable transportation, good urbanism and a healthy natural and built environment. The proposed Zoning By-Law Amendments conform to the policies of the Official Plan, with key policies reviewed below.

2.3.1 Policies Applying to All Subject Sites

Development on the Subject Sites will conform with the City of Ottawa Official Plan. Required complete application materials and site design considerations will be submitted and demonstrated as part of future development applications, as required and in conformance with Official Plan requirements.

Key policies summarized below apply to all the Subject Sites.

Section 3: Growth Management Framework

- Policy 3.2 (10) The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors.
- Policy 3.2 (12) The density targets in Tables 3a and 3b and the overall Growth Management targets in Table 2 shall be implemented in the Zoning By-law through a municipally initiated zoning conformity exercise and:
 - a) Shall permit intensification such that the average area density generally meets or exceeds the applicable density targets;
 - b) Subject to a), may establish minimum density requirements per parcel to implement the provisions of Table 3a in larger sites intended for redevelopment within Hubs and Mainstreets;
 - c) May determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing and proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit stations and major neighbourhood amenities.
 - d) May establish a minimum floor area for large dwellings; and
 - e) May establish an alternate large dwelling proportion for denser buildings, for example buildings with requirements for elevators.
- ***Response: The proposed Zoning By-Law Amendments establish built form envelopes for each Subject Site that will maximize development potential while complying with applicable Transect and urban design policies. The ultimate density to be achieved through redevelopment of each Subject Site will depend on the City's requirements and the proposed design of the selected development proponent and will target densities established in Table 3a and 3b.***

Section 4.1: Mobility

- 4.1.4 (2) The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum

parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:

- a) Hubs and Corridors;
 - b) Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
 - c) Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route; and
 - d) Other areas determined by Council.
- 4.1.4 (3) The City shall review requirements, permissions and minimum dimensions for vehicle parking in enclosed spaces and on small lots that cannot reasonably accommodate surface parking and loading and lay-by areas, without unduly compromising site functionality or with the land-use context or the public realm.
 - **Response: Proposed Zoning By-Law Amendments seek to eliminate minimum parking requirements consistent with these policies. All of the Subject Sites comply with Policy 4.1.4(2), as follows and illustrated in Figure 10 below:**
 - **Existing and Planned Rapid Transit Stations: 185 Hawthorne Avenue is approximately 700 metres walking distance from Lees LRT Station, 261A Hinchey Avenue is less than 600 metres walking distance from Tunney's Pasture LRT station and 40 Beechcliffe Street is 50 metres from an existing Transitway and planned Knoxdale LRT Station. 2548 Cleroux Crescent is less than 700 metres walking distance and 2060 Lanthier Drive is less than 800 metres walking distance from a planned stop on a grade-separated Transitway.**
 - **Existing or Planned Transit Priority Corridors: 2 Pretty Street is 100 metres walking distance from a stop on an existing Transit Priority Corridor and 2060 Lanthier Drive is less than 350 metres walking distance from stops on an existing Transit Priority Corridor.**

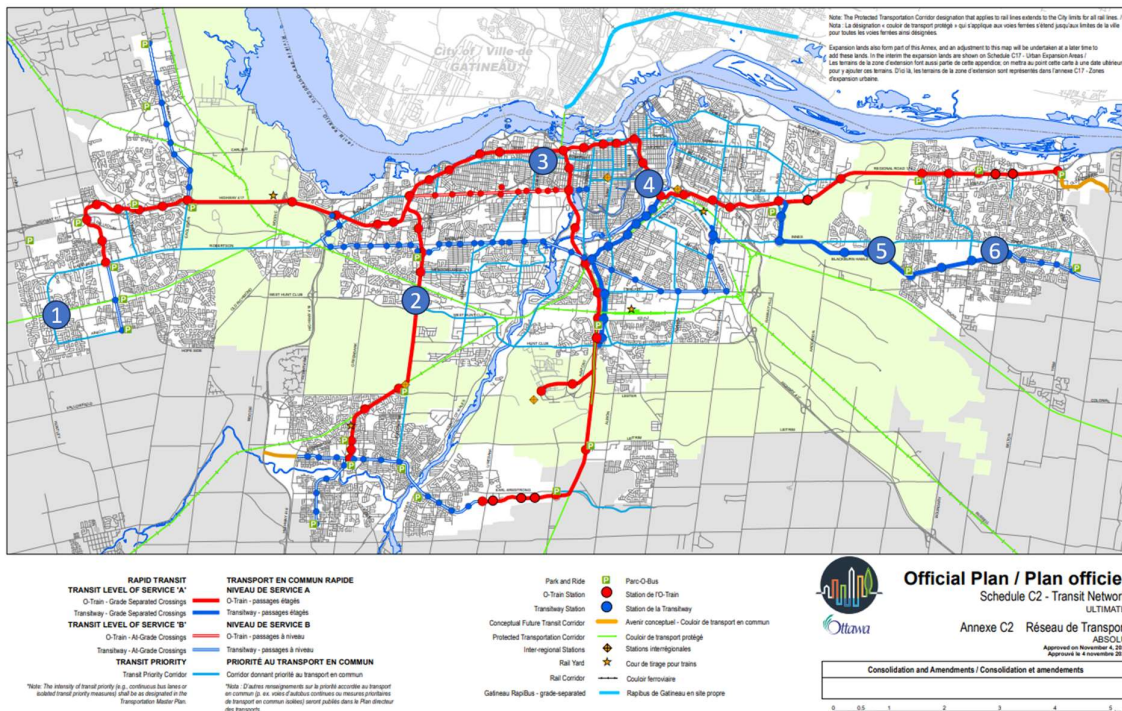


Figure 10: Location of Subject Sites on Schedule C2 of the Official Plan (Image source City of Ottawa Official Plan)

- **The Subject Sites are all located in proximity to mixed uses or to cycling and active transportation routes that provide walking and cycling access to a range of amenities and services for fulfilling daily needs without the use of a car.**
- **Furthermore, most of these sites are located in constrained urban conditions. Requiring parking on-site may be prohibitive to achieving complementary Official Plan objectives and policy directions related to supporting the growth of housing in general and affordable housing specifically. Removing parking minimums will allow development proponents to have flexibility in optimizing site design to accommodate housing in the most efficient and financially viable form. Where parking needs to be provided on site, this will be included as a requirement for selection of a development proponent, and proponents may decide to provide parking based on their own program needs.**

Section 4.2: Housing

- 4.2.1 (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;
- 4.2.3 The City recognizes that many individuals may not constitute nor form part of a household and may rely on long-term housing other than the traditional dwelling unit. The City shall enable the provision of housing options for such individuals through the implementing Zoning By-law, as follows:
 - a) Permitting, in any zone where residential uses are permitted, alternative, cooperative or shared accommodation housing forms serving individuals for whom an entire dwelling unit is unnecessary, unaffordable or inappropriate including:
 - i) Rooming houses;
 - ii) Retirement homes;
 - iii) Residential care facilities;
 - iv) Purpose-built student housing;
 - v) Group homes; and
 - vi) Other long-term housing forms that serve the needs of individuals not forming part of a household.
 - b) Further to Policy a), the City shall not establish restrictions, including minimum separation distances or caps, whose effect is to limit the opportunity to provide such housing forms.
- **Response: The proposed Zoning By-Law Amendments will permit the development of missing middle housing and intensification in low-rise and mid-rise built forms consistent with these policies. The Subject Sites are located throughout the City and will permit new housing of all types to support the development of 15-minute neighbourhoods in a range of different locations and contexts.**
- **The proposed amendments add permission for “residential care facilities” on all of the Subject Sites, consistent with Policy 4.2.3.**
- **The proposed developments will include a proportion of affordable units or will consist entirely of affordable units, to be determined through the disposals process.**

Section 4.6: Urban Design

- 4.6.6: Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.
- 4.6.6 (1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.
- 4.6.6 (6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.
- **Response: The proposed Zoning By-Law Amendments are consistent with urban design policies within the Official Plan. The disposals process to select proponents and future development applications, as required, will further ensure that proposed developments on the Subject Sites are consistent with applicable urban design policies and guidelines.**

Section 5.6.1: Evolving Neighbourhood Overlay

Subsection 5.6.1, Evolving Neighbourhood Overlay, applies to 2 Pretty Street, 185 Hawthorne Avenue, 40 Beechcliffe Street, 261A Hinchey Avenue and 2060 Lanthier Drive.

- Policy 5.6.1 (2) Where an Evolving Neighborhood 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 5.6.1 (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.
- **Response: The proposed Zoning By-Law Amendments establish built form envelopes and development standards for each Subject Site that will maximize development potential and opportunity to create new housing units, while complying with applicable Transect and urban design policies. The density to be achieved on each Subject Site will be implemented by targets established by the City through the disposals process, guided by Table 3a and 3b, as well as the proposed design of the selected proponent.**

Section 6.3: Neighbourhoods

Section 6.3 applies to all of the Subject Sites, as they are all designated Neighbourhoods.

- Policy 6.3.1 (2) Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights;
 - or
 - b) In areas already characterized by taller buildings.
- Policy 6.3.1 (4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - 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 nonresidential uses and services.
- Policy 6.3.2 (1) The Zoning By-law and approvals under the Planning Act will allow innovative building forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15- minute neighbourhoods.
- Policy 6.3.1 (4) The Zoning By-law may establish separate standards as appropriate for development on interior lots, corner lots, through lots and whole-block lots, in order to produce coherent and predictable built form and site development outcomes that contribute to well-designed blocks and streetlines.
- Policy 6.3.1 (5) Further to 6.3.1, Policy 4 a), amenity areas that are provided outdoors for Low-rise residential development may be limited to balconies, terraces and/or rooftops in order to achieve the growth management density targets.
- ***Response: The proposed Zoning By-Law Amendments will allow for missing middle housing development to support the development of 15-minute neighbourhoods.***
- ***Alternative outdoor amenity area requirements are proposed, in accordance with Policy 6.3.1 (5), to allow for intensification on the Subject Sites to maximize housing potential, while providing appropriate amenity areas in rear yards or on balconies, terraces and rooftops.***
- ***2060 Lanthier Drive is proposed to allow for mid-rise building heights up to 21 metres, maintaining the existing height permission in Zoning By-Law 2008-250, consistent with Policy 6.3.1 (2). In addition, the surrounding area will be characterized by buildings of similar heights or higher, given proximity to lands designated as Hub.***

2.3.2 Site Specific Official Plan Policies and Applicable Secondary Plans

2.3.2.1 2 Pretty Street

The Subject Site at 2 Pretty Street is designated Neighbourhoods with the Evolving Neighbourhood Overlay in the Suburban Transect. Stittsville Main Street, approximately 100 metres away, is a Transit Priority Corridor as per Schedule C2.

Section 5: Transects

- Policy 5.4.1 (2)(a) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be Low-rise within Neighbourhoods.
- Policy 5.4.1 (3)(a)(ii) In the Suburban Transect, this Plan shall support a range of dwelling unit sizes in...low-rise multi-unit dwellings permitted near street transit routes.
- 5.4.5 (1) Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. 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 – Built Form Overlays, 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;
 - b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
 - c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.
- ***Response: The proposed Zoning By-Law Amendment for this site allows for missing middle housing up to 4 storeys in height, consistent with these policies. The site is in close proximity to a Transit Priority Corridor and located within the Evolving Neighbourhood Overlay. It is also adjacent to an existing 4-storey development.***

2.3.2.2 40 Beechcliffe Street

The Subject Site at 40 Beechcliffe Street is designated Neighbourhoods with the Evolving Neighbourhood Overlay in the Outer Urban Transect. Immediately to the east is the planned Knoxdale LRT Station on the Barrhaven LRT, which is currently a bus Transitway. This site is also located within a Protected Major Transit Station Area (PMTSA) in Schedule C1 and within a Development Zone of Influence in Annex 2 of the Official Plan.

Section 4: City-Wide Policies

- Policy 4.1.2 (20) Development within the Development Zone of Influence shall protect land for rapid transit stations and corridors identified in environmental assessments. Land within and adjacent to the Development Zone of Influence may be subject to temporary or permanent easements for construction of the corridors, stations and

related facilities including maintenance access and active transportation corridors. Plan of Subdivision and Site Plan Control applications within the Development Zone of Influence for existing and future rapid transit stations and corridors must include an O-Train Network Proximity Study.

- ***Response: Future development applications for this site will comply with this policy.***

Section 5: Transects

- Policy 5.3.1 (2) The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:
 - a) Low-rise within Neighbourhoods.
- Policy 5.3.4 (1) Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that:
 - a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan;
 - b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
 - c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development;
 - d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
 - e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.
- ***Response: The proposed Zoning By-Law Amendment for this site will allow for missing middle housing up to 4 storeys in height, consistent with these policies and recognizing the site's adjacency to rapid transit and its location within the Evolving Neighbourhood Overlay.***

2.3.2.3 261A Hinchey Avenue

The Subject Site at 261A Hinchey Avenue is designated Neighbourhoods with the Evolving Neighbourhood Overlay within the Inner Urban Transect. The Subject Site is also located within the Scott Street Secondary Plan area and is located less than 600 metres walking distance from the Tunney's Pasture LRT Station.

Section 5: Transects

- Policy 5.2.4 (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;
 - b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
 - 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
 - e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.
- ***Response: The proposed Zoning By-Law Amendment for this site will allow for missing middle housing up to 3 storeys in height, consistent with these policies, the surrounding context and the policies of the Scott Street Secondary Plan (see below).***

Scott Street Secondary Plan

- Schedule B of the Secondary Plan identifies a maximum building height of up to 3 storeys for properties surrounding the Subject Site.
- ***Response: The proposed Zoning By-Law Amendment is consistent with this policy.***

2.3.2.4 185 Hawthorne Avenue

The Subject Site at 185 Hawthorne Avenue is designated Neighbourhoods with the Evolving Neighbourhood Overlay in the Inner Urban Transect. The Subject Site is located approximately 700 metres walking distance from Lees LRT Station on Line 1.

Section 5: Transects

- ***Response: See applicable policies and response in Section 2.3.2.3: 261A Hinchey Avenue.***

2.3.2.5 2548 Cleroux Crescent

The Subject Site at 2548 Cleroux Crescent is designated Neighbourhoods in the Outer Urban Transect. The Blackburn Hamlet Bypass, immediately to the south of the Subject Site, is planned for a future grade-separated Transitway as per Official Plan Schedule C2 with a stop planned less than 700 metres walking distance from the Subject Site via a future multi-use pathway.

Section 5: Transects

- Policy 5.3.4 (1) Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that:
 - a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan;
 - b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
 - c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development;
 - d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
 - e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.
- ***Response: The proposed Zoning By-Law Amendment for this site will allow for missing middle housing up to 4 storeys in height, consistent with these policies, given the proximity to transit and the site's context on the edge of the neighbourhood.***

2.3.2.6 2060 Lanthier Drive

The Subject Site at 2060 Lanthier Drive is designated Neighbourhoods with the Evolving Neighbourhood Overlay in the Suburban (East) Transect. It is surrounded to the south, west and east by lands designated Hub, and to the north by lands designated Neighbourhood on a Mainstreet Corridor. The Official Plan envisions this area evolving from a mixed commercial and light industrial area to a more urban, mixed use, 15-minute community with access to frequent transit. The site is within 800 metres walking distance of a planned stop on a planned grade-separated Transitway and within 350 metres walking distance of a stop of an existing Transit Priority Corridor on Innes Road.

Section 5: Transects

- Policy 5.4.1 (2)(a) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be Low-rise within Neighbourhoods.
- However, as per Policy 6.3.1 (2) (c) Permitted building heights in Neighbourhoods shall be Low-rise, except where existing zoning or secondary plans allow for greater.
- ***Response: The existing zoning permits building heights of up to 21 metres. Given the OP designations of adjacent lands, the surrounding area is planned to be characterized by buildings of similar heights or higher. The proposed amendment, therefore, maintains the permitted height, consistent with the OP, while continuing to ensure transition from future nearby tall buildings.***

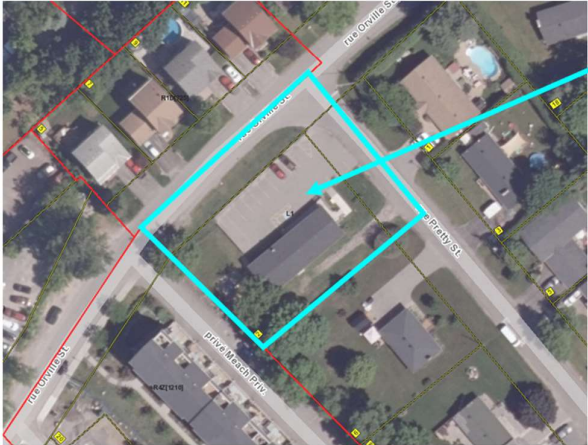
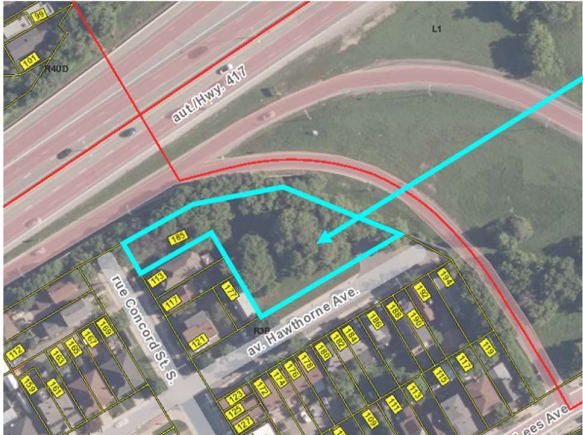
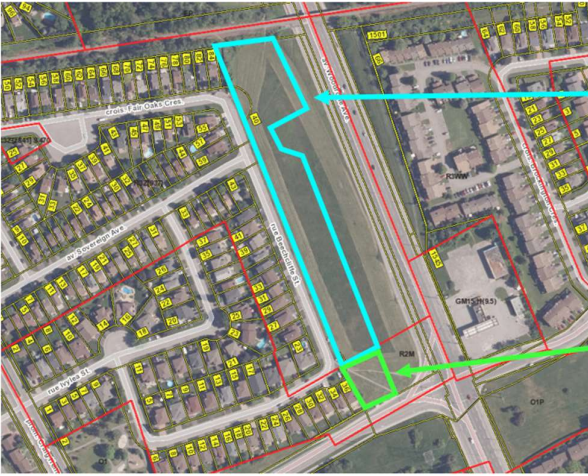
Section 6: Urban Designations

- Policy 6.3.3 (6)(b) Existing industrial uses in the Neighbourhood designation will become legally nonconforming under the Zoning By-law.
- ***Response: This policy indicates that existing industrial zones in areas designated in the OP as Neighbourhood will be amended to a neighbourhood or mixed-use zone as the Zoning By-Law is updated, signaling a desire for greater mix of uses and indicating that 2060 Lanthier Drive and its surroundings is an area in transition. Though the lands on the east side of Lanthier Drive opposite of the Subject Site are currently zoned for light industrial uses, there are not light industrial uses operating at these sites. Instead, they are currently recreational and commercial/retail.***

2.4 Zoning By-law 2008-250

The Subject Sites are currently subject to zoning established by Zoning By-Law 2008-250. The City of Ottawa is preparing a new Zoning By-Law to bring the City's existing zoning by-law into conformity with the 2021 Official Plan, however this by-law is only in draft and is not expected to be decided by council until Q4 of 2025. Existing zoning and proposed zoning being requested through these Zoning By-Law Amendments are described in this section.

2.4.1 Summary Table of Existing and Proposed Zoning

Subject Site and Existing Zoning	Proposed Zoning
<p>2 Pretty Street</p>  <p>L1, Community Leisure Facility Zone</p>	<p>R4M [XXX1]</p>
<p>185 Hawthorne Avenue</p>  <p>R3P, Residential Third Density Zone, Subzone P</p>	<p>R4M [XXX1]</p>
<p>40 Beechcliffe Street</p>  <p>R3Z [937], Residential Third Density Zone, Subzone P, Exception 937</p> <p>R2M, Residential Second Density Zone, Subzone M</p>	<p>R4M [XXX1]</p>

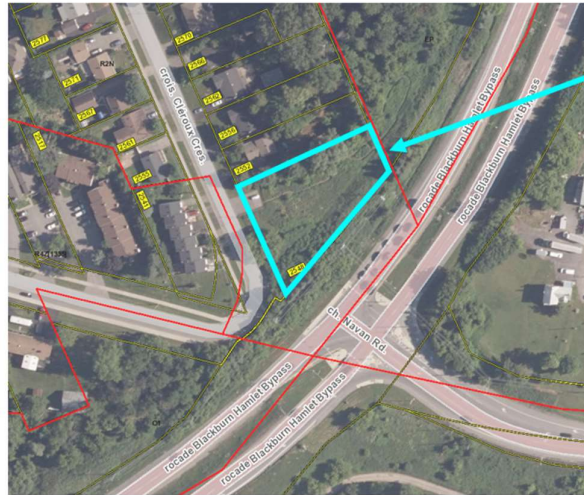
261A Hinchey Avenue



R4UB, Residential Fourth Density Zone, Subzone UB

R4UB [XXX2]

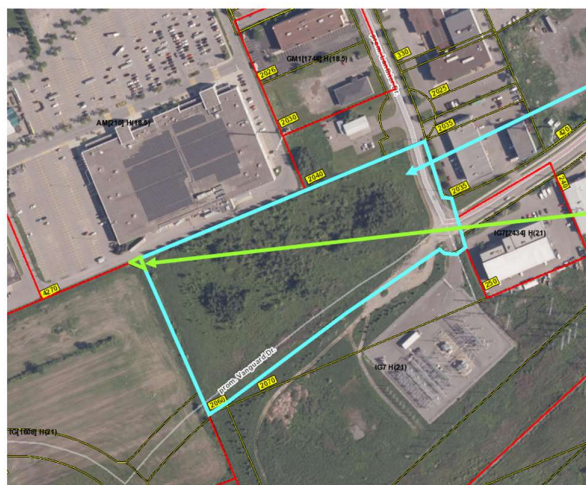
2548 Cleroux Crescent



R2N, Residential Second Density Zone, Subzone N

R4M [XXX1]

2060 Lanthier Drive



IG7 H(21), General Industrial Zone, Subzone 7, permitted height of 21 metres

IG[1608] H(21), General Industrial Zone, Exception 1608, permitted height of 21 metres

GM H(21) [XXX3]

2.4.2 Proposed Zoning and Rationale

Proposed zoning amendments for each site are intended to align zoning with the current OP and ensure the Subject Sites are market ready for new development. Proposed zoning provisions:

- Allow for flexibility for future development to create new dwelling units;
- Ensure appropriate fit within the planned context of each site;
- Support the City's density, housing supply and affordable housing targets; and
- Align with city-building intentions to create missing middle housing and support the evolution towards 15-minute communities.

2.4.2.1 Summary of Subject Sites

2 Pretty Street: Proposed amendments will permit townhouses, stacked townhouses or a low-rise apartment up to 4 storeys in height. The site is anticipated to accommodate approximately 10 units.

40 Beechcliffe Street: Proposed amendments will permit townhouses, stacked townhouses or a low-rise apartment up to 4 storeys in height. The site is anticipated to accommodate approximately 30 to 40 units. The future development requirements for the site will consider provision of a pedestrian pathway through the site to provide direct pedestrian access to the future LRT station. Noise and vibration studies, due to proximity to the future LRT station, will also be considered through a future development application on the site.

261A Hinchey Avenue: Proposed amendments will permit townhouses, stacked townhouses or a low-rise apartment up to 3 storeys in height. The site is anticipated to accommodate approximately 4 units. Proposed amendments acknowledge the City's commitment to accommodate driveway access to rear parking for the adjacent properties to the north and south (261 and 263 Hinchey Avenue), as the Subject Site is a former road allowance.

185 Hawthorne Avenue: Proposed amendments will permit townhouses, stacked townhouses or a low-rise apartment up to 4 storeys in height. The site is anticipated to accommodate up to approximately 10 units. In addition to the proposed amendments, the site will be designed subject to setback requirements from the Highway and will require a Ministry of Transportation permit.

2548 Cleroux Crescent: Proposed amendments will permit townhouses, stacked townhouses or a low-rise apartment up to 4 storeys in height. The site is anticipated to accommodate approximately 10 units.

2060 Lanthier Drive: Proposed amendments will permit a mid-rise mixed-use building with a mix of market and affordable units in a variety of size/bedroom options. A Request for Offers is currently underway, requiring that the proponent provide parkland and a pathway for access to the park. The existing 21-metre height limit on the site is maintained, and the proposal to rezone to a general mixed use zone is consistent with the surrounding area and OP policies that intend to see this area become a true 15-minute neighbourhood.

2.4.2.2 Proposed Zoning Amendments for Low-Rise Sites: 2 Pretty Street, 40 Beechcliffe Street, 261A Hinchey Avenue, 185 Hawthorne Avenue and 2548 Cleroux Crescent

2 Pretty Street, 40 Beechcliffe Street, 185 Hawthorne Avenue and 2548 Cleroux Crescent:

This Zoning By-Law Amendment application proposes to rezone 2 Pretty Street, 40 Beechcliffe Street, 185 Hawthorne Avenue and 2548 Cleroux Crescent to the Residential Fourth Density Zone, Subzone M, with proposed Exception XXX1, as described below.

As per Zoning By-Law 2008-250, the purpose of the R4M zone is to:

- Allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys;
- Allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

In addition to Exception XXX1, Schedule XXX1 will apply to 40 Beechcliffe Street to demonstrate where permanent structures are not permitted to be erected in relation to proximity to the Right-of-Way protection for the future Knoxdale LRT Station.

The proposed R4M zone conforms with the intent of the Neighbourhood designation set out in the Official Plan for these Subject Sites (whether within the Inner Urban, Suburban or Outer Urban transect). Rezoning the Subject Sites to R4M will provide flexibility to develop low-rise middle missing housing types on each of the sites, conforming to and supporting the direction of the 2021 OP and as appropriate to each site's context.

261A Hinchey Avenue:

The Subject Site at 261A Hinchey Avenue will remain zoned R4UB, with a proposed Exception XXX2. This exception includes the same provisions as Exception XXX1, along with additional site-specific provisions.

Proposed Exceptions XXX1 and XXX2:

The provisions for the Exceptions [XXX1] and [XXX2] seek amendments conforming to the 2021 OP as described in Section 2.3 of this Planning Rationale. Key amendments will:

- Allow Residential Care Facility as a permitted use on all sites;
- Eliminate minimum parking requirements for residents and visitors;
- Establish low-rise height maximums for all dwelling types;
- Establish provisions for front yards and rear yards;
- Allow required amenity space to be located in the rear yard or on balconies, terraces and rooftops;
- Reduce minimum lot width and remove minimum lot area for townhouses;
- Address site constraints at 40 Beechcliffe Street to account for future LRT construction; and

- Address site constraints at 261A Hinchey Avenue including the City’s commitment to provide access to rear yard parking for adjacent neighbours.

Allow Residential Care Facility as a permitted use on all sites

In Zoning By-Law 2008-250, Residential Care Facility is defined as “an establishment providing supervised or supportive in-house care for those who need assistance with daily living, that may also provide on-going medical or nursing care or counselling and social support services and which may include services such as medical, counselling, and personal services.”

Permitting Residential Care Facility across these five Subject Sites is appropriate as it remains a residential use and ensures inclusiveness to the spectrum of housing regardless of a need for additional supports. Both Ottawa’s 2021 OP and the 2020 PPS speak to ensuring a mix of housing options that serve a full range of housing and affordability needs. OP Policy 4.2.3 explicitly directs that residential care facilities, along with other types of shared residential accommodations, be permitted in any zone where residential uses are permitted. Adding this as a permitted use will provide flexibility when seeking development proponents for each site.

Additionally, the current draft Zoning By-Law, scheduled to be approved by Council in Q4 of 2025, explicitly lists residential care facility as a permitted use in any zone where a residential unit is permitted.

Eliminate minimum parking requirements for residents and visitors

The proposed Exceptions remove parking minimums for residents and visitors for all Subject Sites. The Subject Sites currently fall within Area X or Area C in Schedule 1A of Zoning By-Law 2008-250. Existing parking rates for these Areas are as follows:

Use	Area X (185 Hawthorne Avenue, 261A Hinchey Avenue)		Area C (2 Pretty Street, 40 Beechcliffe Street, 2548 Cleroux Crescent, 2060 Lanthier Drive)	
	Residents	Visitor	Residents	Visitor
Apartments, low-rise	0.5 per dwelling unit (not required for first 12 units)	0.1 per dwelling unit	1.2 per dwelling unit	0.2 per dwelling unit
Stacked dwelling	0.5 per dwelling unit (not required for first 12 units)	0.1 per dwelling unit	1.2 per dwelling unit	0.2 per dwelling unit
Townhouse dwelling	0.75 per dwelling unit (not required for first 12 units)	0.1 per dwelling unit	1 per dwelling unit	0.2 per dwelling unit

Through the disposals process, the City may request an amount of parking at certain sites, and proponents may include parking as appropriate to their program needs. The proposal to remove resident and visitor parking minimums will provide flexibility for suitable development proponents to develop each site to maximize housing provision and support alternative modes of transportation, while being consistent with the direction of the OP.

Furthermore, given the anticipated number of units to be accommodated on each site, it is expected that 185 Hawthorne Avenue and 261A Hinchey Avenue would already be exempt from providing resident parking under the provisions of the Area X in the existing Zoning By-Law (less than 12 units anticipated).

As described in Section 2.3.1 of this Planning Rationale, all of the Subject Sites comply with OP Policy 4.1.4(2) as they are all in close proximity to rapid transit and/or a Transit Priority Corridor. They also all have access to nearby services and amenities by active transportation. They are, therefore, appropriate locations to eliminate minimum parking requirements in support of Council-approved city-building intentions to create 15-minute neighbourhoods and promote alternative modes of mobility. Eliminating minimum parking rates allows housing providers to design sites based on operational need and will ultimately result in less land being used for cars and more housing units being built.

Additionally, the current draft Zoning By-Law, scheduled to be approved by Council in Q4 of 2025, proposes the removal of minimum residential parking requirements across the City. It also identifies areas in which no visitor parking is required for developments up to a specified number of units (twenty-four or twelve depending on location in the City), recognizing the intention to reduce the amount of overall parking being provided.

Establish height maximums for all dwelling types

Proposed R4M Exception XXX1 for 2 Pretty Street, 185 Hawthorne Avenue, 40 Beechcliffe Street, and 2548 Cleroux Crescent will allow all dwelling types permitted in the zone to have a maximum height of the lesser of 14.5 metres or 4 storeys. The 14.5-metre height is already permitted for low-rise apartments and stacked dwellings in the R4M zone and extending it generally for all dwelling types allows flexibility for providers to design missing middle housing that is appropriate to the site while maximizing new dwelling units.

Proposed R4UB Exception XXX2 for 261A Hinchey Avenue will establish a maximum height of the lesser of 11 metres or 3 storeys in height for all dwelling types. This aligns with the existing R4UB zoning and the 3-storey height maximum in the Scott Street Secondary Plan.

Establishing maximum building heights across all dwelling types will provide flexibility for future development proponents to provide the target number of units in a manner that is most efficient and best fits their proposed development program. This approach is also consistent with the Draft Zoning By-Law, which similarly allows for a simplified maximum building height for each zone regardless of building type.

As described in Section 2.3.2 of this Planning Rationale, the proposed heights are appropriate for the context of each site and conform to the height permissions in the Official Plan.

Establish provisions for front and rear yards

Although parking minimums are proposed to be removed, proponents may provide parking on-site. Where parking is provided, the proposed exceptions ensure that there will be an appropriate balance of hard and soft landscaping.

Proposed Exception XXX1 for 2 Pretty Street, 185 Hawthorne Avenue, 40 Beechcliffe Street, and 2548 Cleroux Crescent will allow for a minimum rear yard setback of 4.5 metres and removes the rear yard area requirement. This minimum setback maintains a rear yard open space and separation from neighbouring properties, while appropriately encouraging missing middle housing types to be developed on each Subject Site.

A rear yard setback of 6 metres is proposed for 261A Hinchey Avenue to recognize the tighter urban fabric of adjacent properties and ensure appropriate separation from neighbouring structures.

Each site will still be subject to minimum landscaped area and stormwater management provisions, ensuring that environmental sustainability objectives are achieved.

The Subject Sites at 2 Pretty Street, 185 Hawthorne Avenue, 40 Beechcliffe Street and 261A Hinchey Avenue are all subject to Section 5.6.1: Evolving Neighbourhood Overlay, which are areas that are expected to “gradually evolve through intensification to a more urban than suburban built form.” This policy states that the City will 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.” As described in Section 2.3.1 and 2.3.2, the proposed zoning amendments will allow for development at 2 Pretty Street, 185 Hawthorne Avenue, 40 Beechcliffe Street and 261A Hinchey Avenue that fits within the planned character of each Transect and each site-specific context.

The Subject Site at 2548 Cleroux Crescent is not within the Evolving Neighbourhood Overlay; however, a rear yard setback of 4.5 metres is appropriate as this site can accommodate missing middle housing forms while having minimal impact on existing neighbours, as it is located on the edge of the neighbourhood, beside a major vehicular corridor and with immediate neighbours only on one side.

Allow required amenity space to be located in the rear yard or on balconies, terraces and rooftops

Proposed Exception XXX1 and XXX2 will allow flexibility in the location of any required amenity space, with options including the rear yard, balconies, terraces and rooftops. This will support the achievement of appropriate densities on the Subject Sites, while maintaining a high quality of life for future residents on these sites. Each site will maintain appropriate setbacks and requirements for landscaped areas, ensuring that proposed developments on these sites continue to be designed to fit within their context.

This amendment is consistent with Official Plan Policy 6.3.1(5) as described in Section 2.3.1 of this Planning Rationale. It provides reasonable flexibility to locate amenity space in the rear yard, balconies, terraces or rooftops, in order to maximize the number of units that can appropriate be located on each site, in support of the City’s density, housing supply and affordable housing targets.

Reduce minimum lot width and remove minimum lot area for townhouses

Exception XXX1 and XXX2 propose a minimum lot width of 5 metres and eliminate the minimum lot area for townhouses. The intention of this amendment is to allow for flexibility in

building design and to maximize the number of dwelling units that can be appropriately accommodated on each Subject Site. This lot width exists today in different sub-zones (eg. R4T and R4U) of the existing Zoning By-Law, and there are examples of appropriately designed townhouse developments throughout the City that reflect smaller lot sizes (eg Brilia Private) while providing a high quality of life for residents. Townhouses will continue to be designed to comply with other provisions that require setbacks and landscaped areas, ensuring that there will be a balance of open space and built area on each lot, regardless of the lot size.

This amendment provides reasonable flexibility to design townhouses to maximize the number of units that can be appropriately located on each site, in support of the City's density and housing supply targets. Smaller townhouses can also offer a more affordable product, supporting the goal of affordability, while still providing large-sized units to house a range of different household sizes.

This further aligns with the City's draft Zoning By-Law, which proposes narrow lot widths for vertically attached units in the urban sub-zone and removes minimum lot areas altogether.

Additional site-specific exception for 40 Beechcliffe Street

Schedule XXX1 for 40 Beechcliffe Street will be attached to R4M Exception XXX1 identifying a "no-build zone" along a portion of the eastern edge of the Subject Site. This area may be impacted by LRT construction in the future, so it may not contain permanent structures until after completion of the LRT.

Additional site-specific exceptions for 261A Hinchey Avenue

R4UB Exception XXX2 proposes relief specific to 261A Hinchey Avenue in recognition of its small size and the City's commitment to provide driveway access to rear yard parking for the two adjacent neighbours.

Proposed amendments will allow for:

- Front yard setback to be consistent with the immediate neighbours;
- Locating a driveway in the side yard and rear yard;
- Relief from requirements to provide a rear yard area of soft landscaping that is not more than twice as long as it is wide;
- A minimum of 20% of the lot area to be landscaped area; and
- Relief from requirements to recess a percentage of the front façade.

Section 144 of the Zoning By-Law allows for the front yard setback at 261A Hinchey Avenue to align with the immediate neighbours; the inclusion of this provision simply ensures that this is explicit to provide clarity to potential development proponents.

The provisions to allow a driveway in the side and rear yard, eliminate the requirement for the rear yard landscaped area to be not more than twice as long as it is wide, and allow a reduced landscaped area are required to recognize the City's commitment to providing ongoing access to rear yard parking for the two immediate neighbours. A significant portion of the property will be dedicated to the access driveway and will utilize limited at-grade area on the site. These exceptions will: ensure that the driveway can be designed and located in a manner that provides access; create the most efficient developable area for a future

proponent; and maintain provisions that require a minimum amount of landscaping on the property as a whole.

Finally, relief from the requirement to recess a portion of the front façade is proposed to allow for reasonable flexibility in the design phase and acknowledge the need to optimize cost effectiveness for development on a small and constrained lot.

These proposed amendments are reasonable and appropriate given the location of 261A Hinchey Avenue in an evolving urban neighbourhood in the Inner Urban Transect and in close proximity to rapid transit. Policy direction in the Official Plan encourages missing middle housing and alternative development standards in such locations.

2.4.2.3 Proposed Zoning Amendments for Mid-Rise Site: 2060 Lanthier Drive

The site at 2060 Lanthier Drive is proposed to be zoned GM H(21) Exception XXX3. The proposed amendments will:

- Maintain the existing height maximum of 21 metres; and
- Eliminate minimum parking requirements for residents and visitors.

Maintaining the existing height limit is consistent with OP Policy 6.3.1 (2) as described in Section 2.3.1 and 2.3.2 of this Planning Rationale.

Refer to Section 2.4.2.2 above for the rationale for eliminating minimum parking requirements for residents and visitors.

2.4.3 Proposed Zoning Exceptions

The proposed wording of provisions for R4M [XXX1] is:

- (1) Residential Care Facility is a permitted use
- (2) 101 Minimum Parking Space Rates and Section 102 Minimum Parking Space Rates do not apply
- (3) The front yard may contain a driveway with a maximum width of 3 metres, a garbage enclosure and a walkway with a maximum width of 1.8 metres. The remainder of the front yard, with the exception of projections permitted in Section 65, must be landscaped with soft landscaping.
- (4) Minimum rear yard setback: 4.5 metres
- (5) Eliminate minimum rear yard area requirement
- (6) Maximum building height for all permitted dwelling types: the lesser of 14.5 metres or 4 storeys
- (7) Communal amenity area required need not be in the rear yard
- (8) For townhouses,
 - o Minimum lot width: 5m
 - o Eliminate minimum lot area
- (9) For the purposes of 40 Beechcliffe Street only: No permanent buildings or structures within Area A of Schedule XXX1

The proposed wording of provisions for R4UB [XXX2] is:

- (1) Residential Care Facility is a permitted use
- (2) Maximum permitted height for all dwelling types: the lesser of 11 metres or 3 storeys
- (3) Section 101 Minimum Parking Space Rates and Section 102 Minimum Parking Space Rates do not apply
- (4) Minimum rear yard setback: 6 metres
- (5) Eliminate minimum rear yard area requirement
- (6) Minimum of 20% of the lot area must be provided as landscaped area
- (7) Communal amenity area required need not be in the rear yard
- (8) Front yard setback must align with the average of the abutting lots' front yard setback (wording taken from Section 144)
- (9) Section 161(15)(b)(iv), (e) and (h) do not apply
- (10) Section 107(3)(b) does not apply and a driveway may be located in the side yard and rear yard
- (11) For townhouses,
 - o Minimum lot width: 5m
 - o Eliminate minimum lot area

The proposed wording of provisions for GM H(21) [XXX3] is:

- (1) Section 101 Minimum Parking Space Rates and Section 102 Minimum Parking Space Rates do not apply

2.5 10-Year Housing and Homelessness Plan 2020-3030

City Council approved the 10-Year Housing and Homelessness Plan 2020-2030 in July 2020. This plan articulates three goals and eight objectives for the housing and homelessness sector, along with defined outcomes. The first goal of the plan is that “Everyone has a home,” supported by the following three objectives:

1. Preserve the existing affordable housing stock
2. Increase the affordable housing supply
3. Increase access to housing affordability

The target for affordable housing articulated in the Plan is that 10-15% of all new units will be affordable, which amounts to approximately 757 to 850 units per year. Of these units, 65% will be affordable to households with low incomes and will be rental units. The remaining 35% will be affordable to households with moderate incomes and may consist of rental and/or ownership units.

Response: The proposed developments will contribute to increasing the supply of affordable housing in Ottawa by a minimum of 60 units.

3 Community and Stakeholder Engagement

The Zoning By-Law Amendments that are proposed through this Planning Rationale will update the existing zoning on the Subject Sites to align with the City’s Official Plan, which

came into effect in 2022. The process of developing the Official Plan involved significant public consultation through which residents, stakeholders and partners were able to learn about and provide feedback on the broad vision for the City contained in the Official Plan, as well as specific policies.

The public will be notified and a statutory public meeting will be held for the Subject Sites that are part of this application, as required by the Planning Act. The public may have further opportunity to comment on future development applications, based on the application type.

The City of Ottawa's Strategic Housing Projects branch is the applicant and will work alongside the Development Review team to ensure that any statutory and discretionary consultation requirements are adequately met.

4 Conclusion

It is our professional opinion that these Zoning By-Law Amendment applications for the six City-owned Subject Sites (2 Pretty Street, 185 Hawthorne Avenue, 40 Beechcliffe Street, 261A Hinchey Avenue, 2548 Cleroux Crescent and 2060 Lanthier Drive) are appropriate and in the public interest for the following reasons:

- They are consistent with the 2020 Provincial Policy Statement and the forthcoming 2024 Provincial Planning Statement;
- They meet the intent and conform with policies in the City of Ottawa Official Plan (2021), including policies that determine the appropriate location for intensification and policies encouraging a range of housing throughout the City;
- They support the development of 15-minute neighbourhoods with a range of missing middle housing in close proximity to transit; and
- They directly support the City's targets and Council priority to increase housing supply, including affordable housing.