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627 Kirkwood Avenue

Planning Rationale

Prepared for: Konson Homes Inc.

Engineering excellence.

Planning progress.

Liveable landscapes.

627 Kirkwood Avenue
Ottawa, Ontario
Planning Rationale in support of
Major Zoning By-law Amendment

Prepared for:
Konson Homes Inc.

Prepared By:
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April / 1 / 2025

Novatech File: 124151
Ref: R-2025-137

April 1, 2025

City of Ottawa
Planning, Development and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: John Bernier, Planner II, Development Review, Central

**Reference: 627 Kirkwood Avenue
Major Zoning By-law Amendment Application
Our File No.: 124151**

The following Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application to facilitate the development of the property at 627 Kirkwood Avenue (the "Subject Property").

The Subject Property is within the Inner Urban Transect and is designated Minor Corridor on Schedule B2 of the City of Ottawa Official Plan. The Subject Property is located within the Evolving Neighbourhood Overlay. The Subject Property is zoned Minor Institutional, Subzone A (I1A) and is located within the Mature Neighbourhoods Overlay in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to construct a six-storey, mixed-use building on the Subject Property. The building will include two commercial units on the ground floor and 76 residential dwelling units. A Major Zoning By-law Amendment application is required to permit the proposed mixed-use building. Site specific zoning provisions will establish the minimum required front yard setback, minimum required interior side yard setback, maximum permitted building height, maximum permitted floor space index, minimum width of landscaped area abutting a street and to permit a rooftop amenity area as a permitted projection above the height limit for the proposed development.

A two-level underground parking garage will provide 58 parking spaces for residents and visitors. The parking spaces will be accessible via a driveway and ramp off Kirkwood Avenue. Walkways from Kirkwood Avenue are proposed along the north and south property lines. The proposed walkways will facilitate pedestrian and bicycle access off Kirkwood Avenue to building entrances and bicycle parking located within the building. An indoor amenity area with common access for residents is provided on the rooftop of the building. No impacts to traffic or existing land uses surrounding the Subject Property are anticipated as a result of the proposed development. A separate site plan control application is required to facilitate the proposed development of the Subject Property.

This Planning Rationale examines the location and context of the Subject Property, the planning policy and regulatory framework applicable to the site and makes recommendations on the Major Zoning By-law Amendment application required to facilitate the proposed development on the Subject Property.



Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH

Prepared by:

Jeffrey Kelly, MCIP, RPP
Project Manager | Planning & Development

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EXECUTIVE SUMMARY

Novatech has been retained by Konson Homes Inc. to prepare this Planning Rationale in support of a Major Zoning By-law Amendment application to facilitate the development of a mid-rise, mixed-use building at 627 Kirkwood Avenue (the “Subject Property”).

The Subject Property is located on the east side of Kirkwood Avenue in the Kitchissippi Ward (Ward 15). The Subject Property is currently vacant, awaiting redevelopment. The Subject Property has approximately 64 metres of frontage along Kirkwood Avenue and an approximate area of 2,013 square meters.

The Subject Property is located in an area with a range of detached dwellings, semi-detached dwellings, and low-rise apartment dwellings. Directly across Kirkwood Avenue there are a number of low-rise apartments. A high-rise apartment building is located further to the north across Kirkwood Avenue. Within walking distance of the Subject Property, there are several restaurants, commercial amenities and a grocery store located at Hampton Park Plaza, to the south along Kirkwood Avenue. Hampton Park is located within 300 meters of the Subject Property. Within 600 meters of the Subject Property is Highway 417 and Carling Avenue. A range of commercial and employment uses are located along the Carling corridor. The Subject Property is within a 4-minute walk of bus stops along the frequent transit network.

It is proposed to develop a six-storey, mixed-use building containing 76 units and two commercial units on the Subject Property. The proposed mixed-use building will contain 33 one-bedroom units, 27 one-bedroom plus den units, and 16 two-bedroom units. The main entrance will be provided off Kirkwood Avenue on the western side of the building. Separate individual entrances for the three ground-floor residential units will be provided. All units in the building will have a balcony or porch. A Major Zoning By-law Amendment application is required to permit the proposed mixed-use building. Site specific zoning provisions will establish the minimum required front yard setback, minimum required interior side yard setback, maximum permitted building height, maximum permitted floor space index, minimum width of landscaped area abutting a street and to permit a rooftop amenity area as a permitted projection above the height limit for the proposed development.

The proposed development is consistent with the Provincial Planning Statement as it will provide residential intensification in an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development will increase the number of residential units on the Subject Property and more efficiently use the existing site. The proposed development will provide intensification within walking distance of frequent transit service, retail and commercial uses servicing the proposed development, and will provide for housing diversity in the community.

The Subject Property is designated Minor Corridor within the Inner Urban Transect in the City of Ottawa Official Plan (2022). The proposed Zoning By-law Amendment will facilitate the development of 76 dwelling units within the urban area and will contribute to the City’s targets of 47% of household growth being within the built-up urban area and 51% of dwelling growth occurring through intensification. The proposed development will provide for intensification in proximity to frequent bus service at the intersection of Clare Street and Kirkwood Avenue. The proposed mid-rise built form will fit in well with the neighbourhood. The proposal has been designed to break up the building massing and height through façade articulation and providing

active entrances for ground-floor residential and commercial units. The proposed development will meet the City's intensification goals by providing additional dwelling units on the Subject Property while remaining compatible with the built form and character of the neighbourhood.

The Subject Property is zoned Minor Institutional, Subzone A (I1A) in the City of Ottawa Zoning By-law 2008-250. The property is also subject to the Mature Neighbourhoods Overlay. The proposed development is not a permitted use in the I1A zone.

The Subject Property is proposed to be rezoned to GM [XXXX], with site-specific provisions for minimum required front yard setback, minimum required interior side yard setback, maximum permitted building height, maximum permitted floor space index, minimum width of landscaped area abutting a street and to permit a rooftop amenity area as a permitted projection above the height limit for the proposed development. The proposed site-specific provisions are appropriate for the Subject Property. Policies of the Official Plan support the establishment of minimal functional yard setbacks for developments in the urban area and evolving neighbourhood overlay to establish more urban building characteristics and create a strong interface with the public realm. The proposed low-rise apartment building is a six-storey built form, consistent with policies of the Official Plan for Minor Corridors. The Subject Property is located near frequent transit along Kirkwood Avenue. The proposed development includes 74 bicycle parking spaces, which will reduce the impacts of the proposed parking rates. An indoor amenity area on the rooftop will improve the functionality of the rooftop amenity space for residents and provide additional amenity area protected from inclement weather year-round.

The Zoning By-law Amendment application is appropriate for the development of the Subject Property and represents good land use planning.

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Major Zoning By-law Amendment application for the property at 627 Kirkwood Avenue (the “Subject Property”). The proposed development consists of a six-storey, mixed-use building with two commercial units located on the ground floor and 76 residential units. 58 underground parking spaces are provided for the proposed development. Pedestrian access is proposed from Kirkwood Avenue.

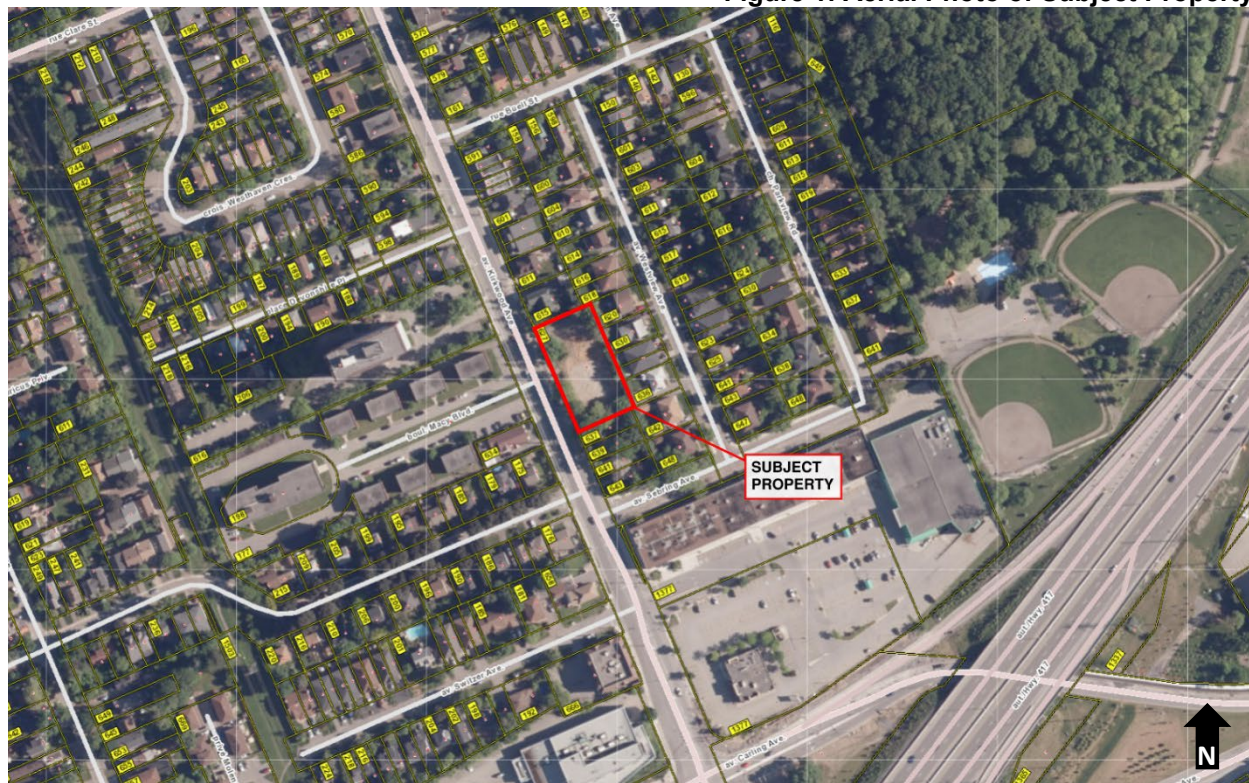
The Subject Property is within the Inner Urban Transect and is designated Minor Corridor on Schedule B2 of the City of Ottawa Official Plan. The Subject Property is within the Evolving Neighbourhood Overlay. The Subject Property is zoned Minor Institutional, Subzone A (I1A) and is located within the Mature Neighbourhoods Overlay in the City of Ottawa’s Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the proposed Major Zoning By-law Amendment will:

- be consistent with the policies of the Provincial Planning Statement (2024);
- conform to the policies of the City of Ottawa Official Plan (2022);
- adhere to relevant Urban Design Guidelines applicable to the Subject Property;
- establish appropriate Zoning standards for the Subject Property; and
- maintain compatibility with the surrounding uses and community.

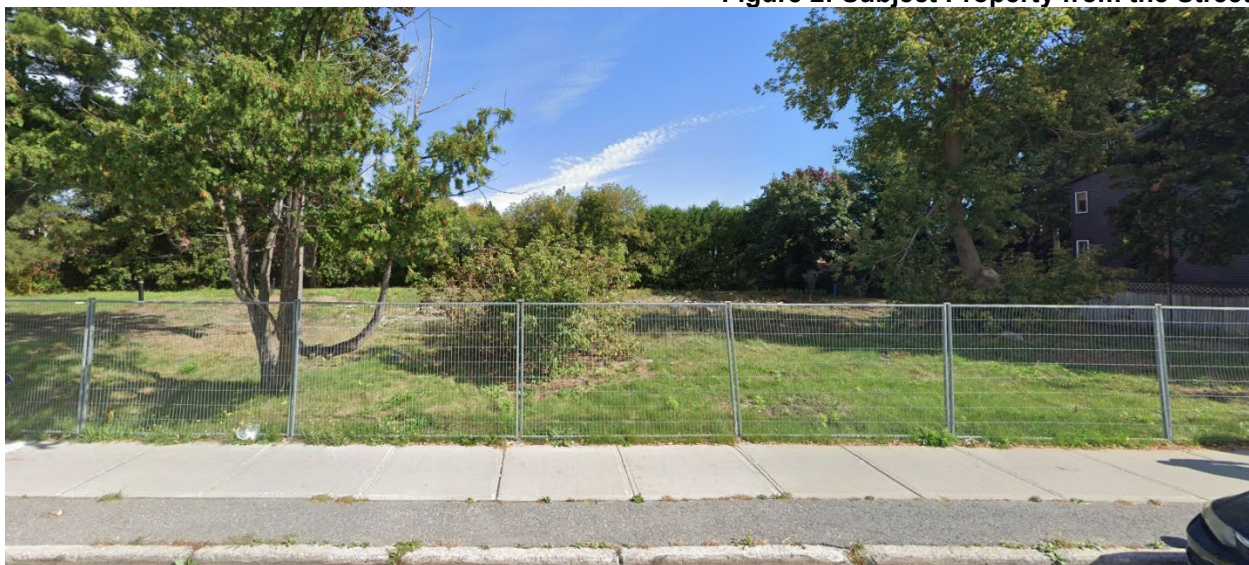
1.1 Site Location and Description

Figure 1: Aerial Photo of Subject Property



The Subject Property is located in Ward 15 (Kitchissippi) in the City of Ottawa. The Subject Property is located in an area bounded by Buell Street to the north, Sebring Avenue to the south, Kirkwood Avenue to the west, and Westview Avenue to the east (see Figure 1). The Subject Property is currently vacant, awaiting redevelopment. The Subject Property is an interior lot with an approximate area of 2,013 square metres and approximately 64 metres of frontage on Kirkwood Avenue (see Figure 2).

Figure 2: Subject Property from the Street



1.2 Community Context and Connectivity

1.2.1 Community Context

Figure 3: Land uses to the north of the Subject Property



To the north of the Subject Property, there is a two-storey semi-detached dwelling (see Figure 3).

Figure 4: Land uses to the south of the Subject Property



To the south of the Subject Property are two, three-storey semi-detached dwellings (see Figure 4).

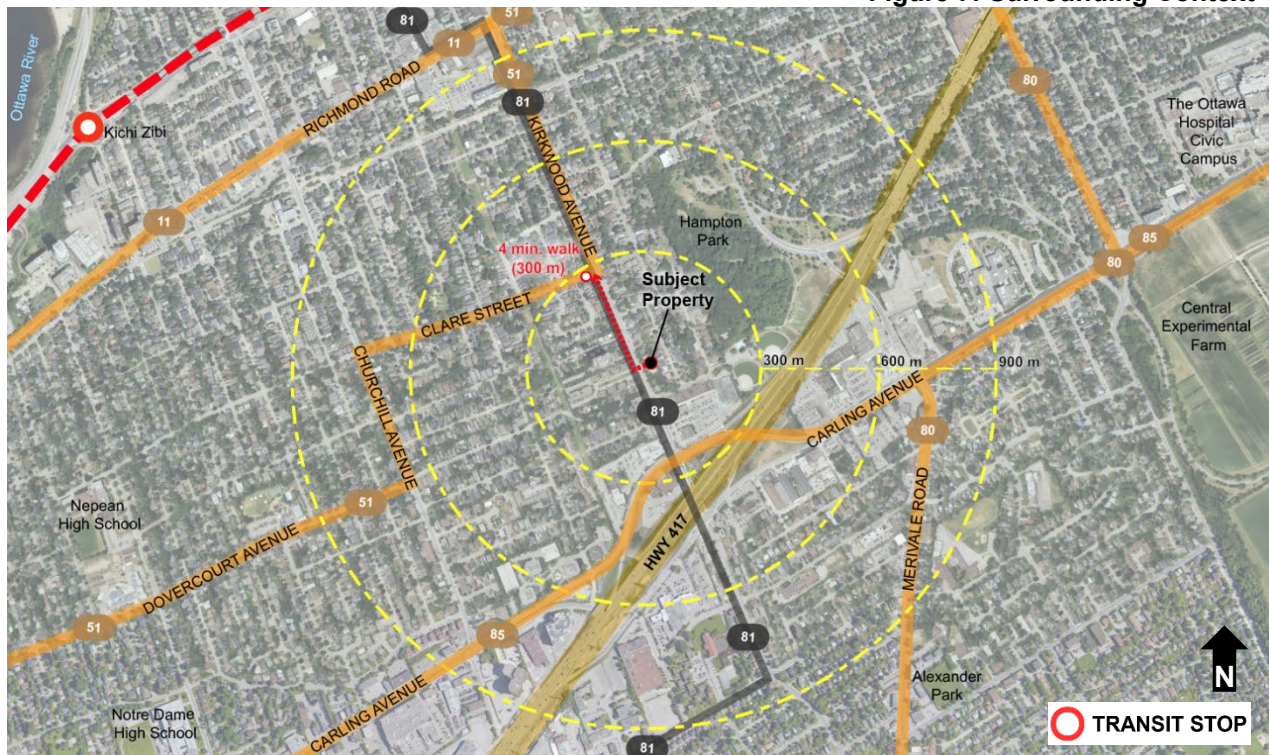
Figure 5: Land uses to the west of the Subject Property

To the west of the Subject Property across Kirkwood Avenue is a detached dwelling and a number of low-rise apartment dwellings. A high-rise apartment dwelling abuts the low-rise apartments to the north (see Figure 5).

Figure 6: Land uses to the east of the Subject Property

To the east of the Subject Property abutting the rear lot line, there are two, one-storey detached dwellings, a two-storey detached dwelling and a two-storey semi-detached dwelling (see Figure 6).

Figure 7: Surrounding Context



Within 300 meters of the Subject Property, there are several restaurants, commercial amenities and a grocery store located in Hampton Park Plaza to the south of the Subject Property along Kirkwood Avenue. Hampton Park is located within 300 meters of the Subject Property (see Figure 3). Within 600 meters of the Subject Property is Highway 417 and Carling Avenue. A range of commercial and employment uses are located along the Carling Avenue corridor. The area consists primarily of residential uses in a range of different forms. There are a number of community and recreational amenities such as schools, parks, and community centres within 600 meters of the Subject Property. Within 900 meters of the Subject Property are a number of employment uses and commercial amenities along Carling Avenue. Further to the north is Richmond Road, Line 1 of the LRT and the Ottawa River. The Ottawa Hospital Civic Campus and Central Experimental Farm are located further to the east (see Figure 7).

1.2.2 Connectivity

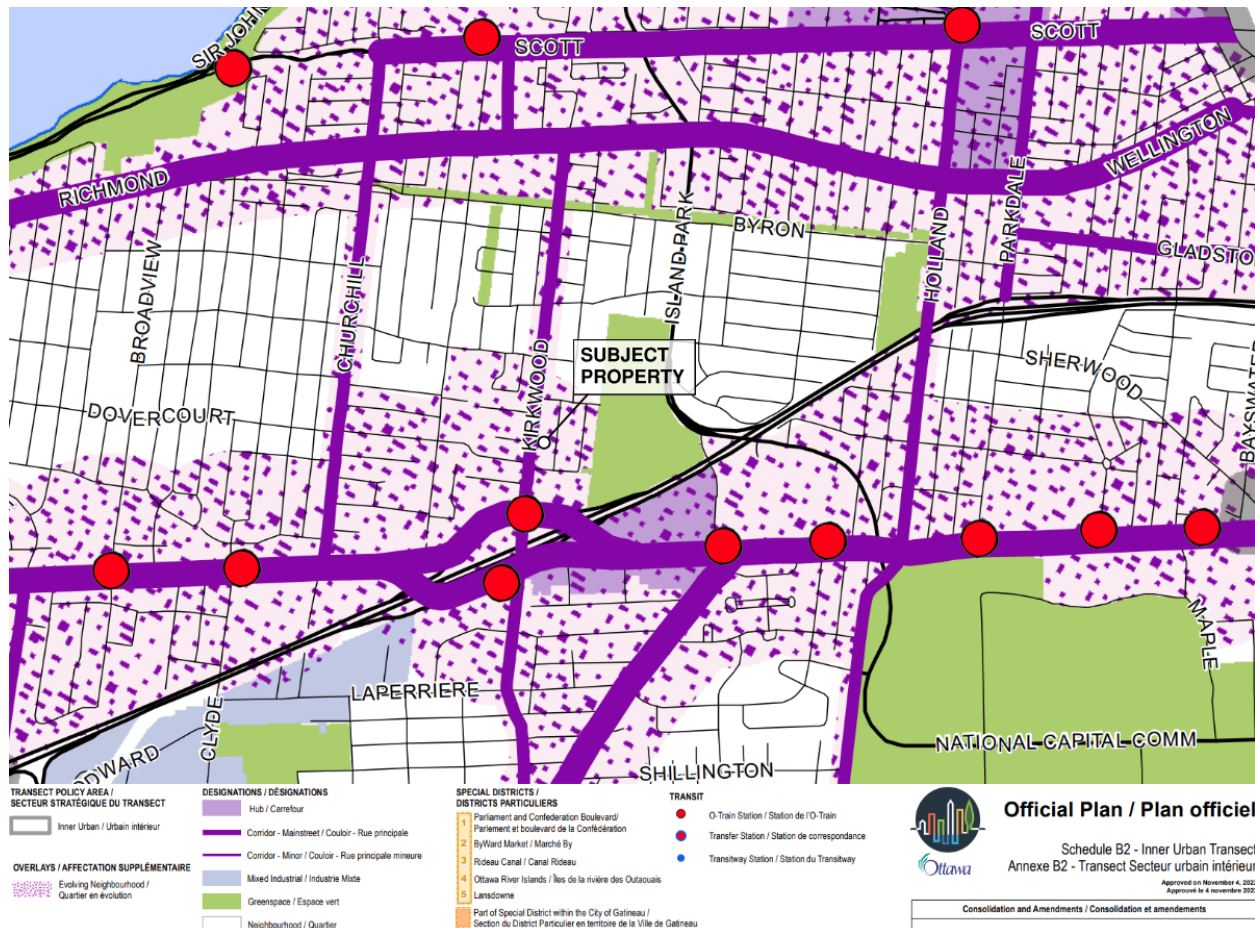
The Subject Property has frontage on Kirkwood Avenue. Kirkwood Avenue is designated as an arterial road on *Schedule C4 – Urban Road Network* of the Official Plan.

Several bus transit route options are available in the immediate area (see Figure 7). Bus route 51 services the Subject Property with a bus stop provided on the north and south sides of Clare Street, immediately west of Kirkwood Avenue. This bus stop is a four-minute walk from the Subject Property and provides frequent connections to light rail and the Downtown Core. Local bus route 81 also services the Subject Property with stops located immediately across the street from the Subject Property along Kirkwood Avenue. Bus stops on frequent routes 80 and 85 are within walking distance of the Subject Property along Carling Avenue. Carling Avenue is planned as a future LRT route with at grade crossings as shown on *Schedule C2 – Transit Network Ultimate* of the Official Plan.

1.3 Planning and Regulatory Context

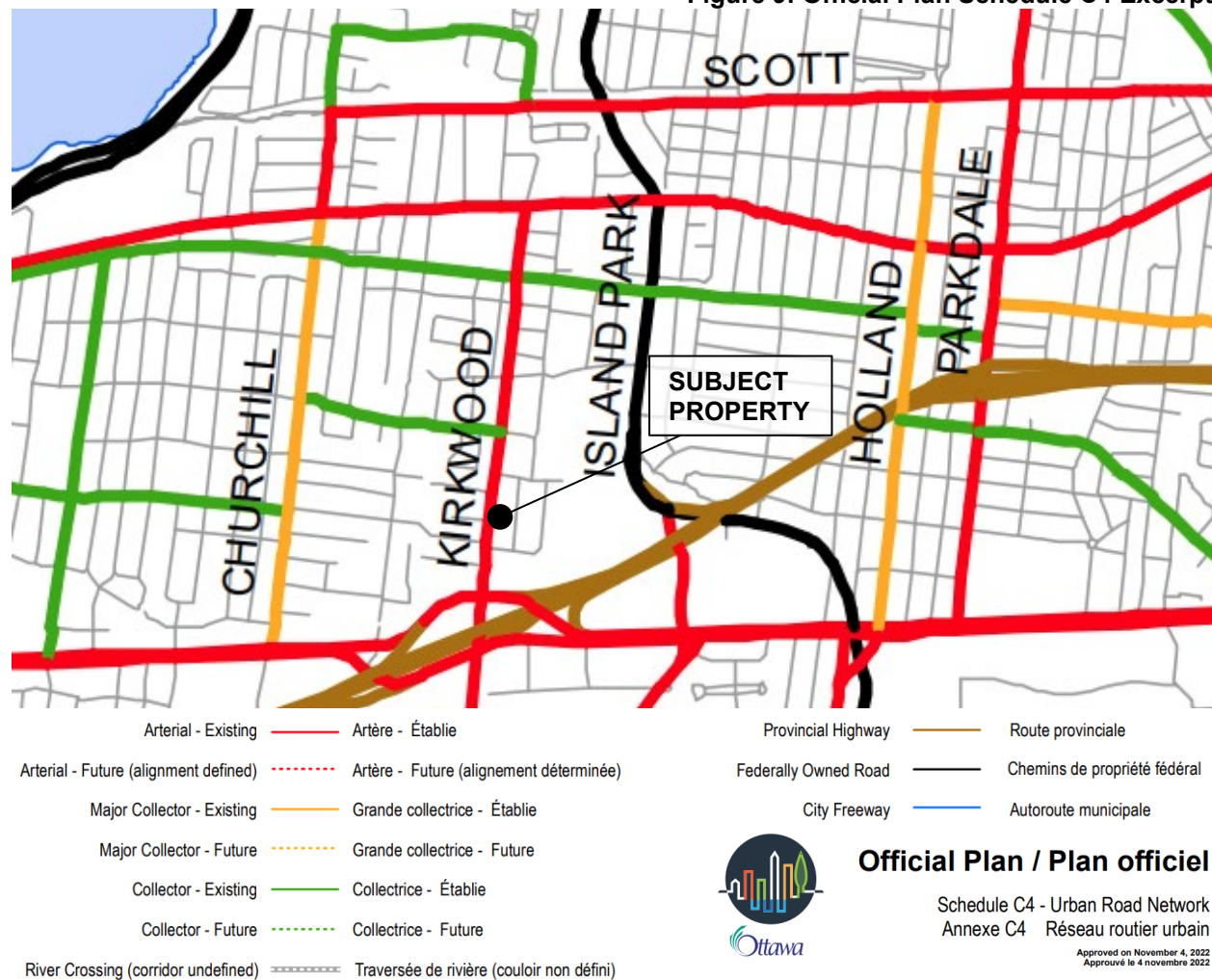
1.3.1 Official Plan

Figure 8: Official Plan Schedule B2 Excerpt



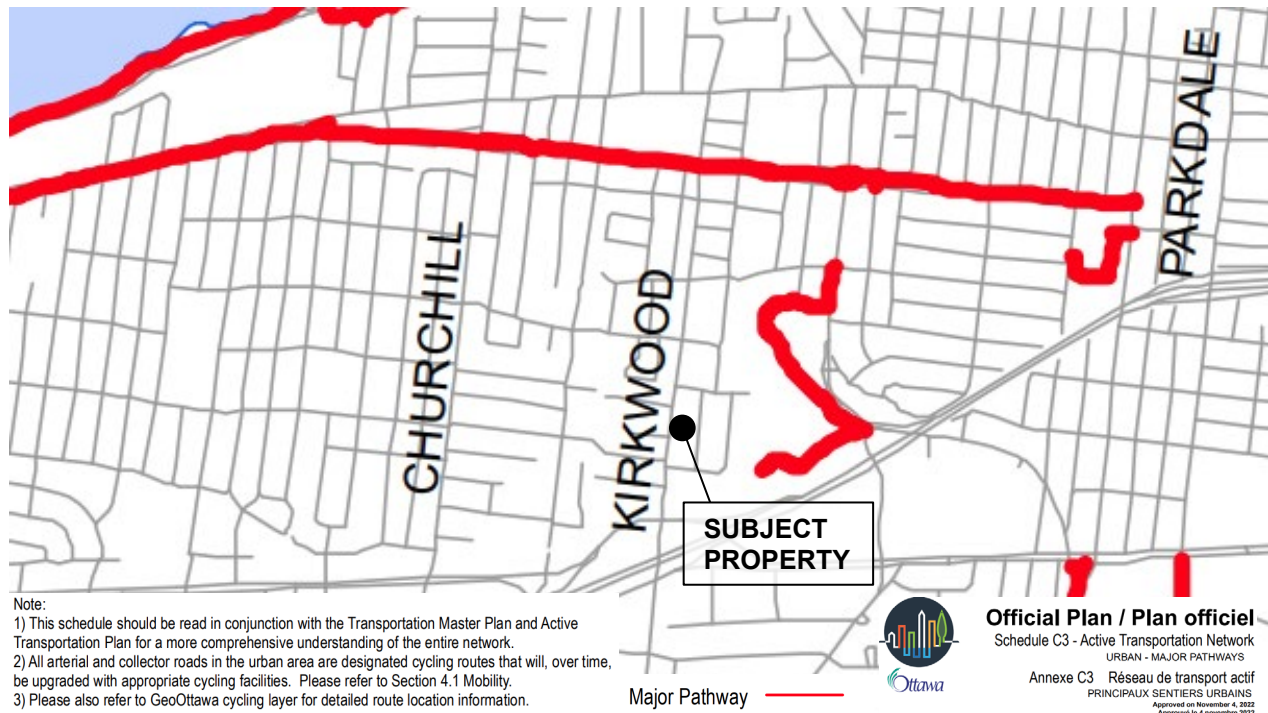
The Subject Property is designated Minor Corridor in the Inner Urban Transect and is located within the Evolving Neighbourhood Overlay on *Schedule B2 – Inner Urban Transect* of the City of Ottawa Official Plan (2022) (see Figure 8).

Figure 9: Official Plan Schedule C4 Excerpt



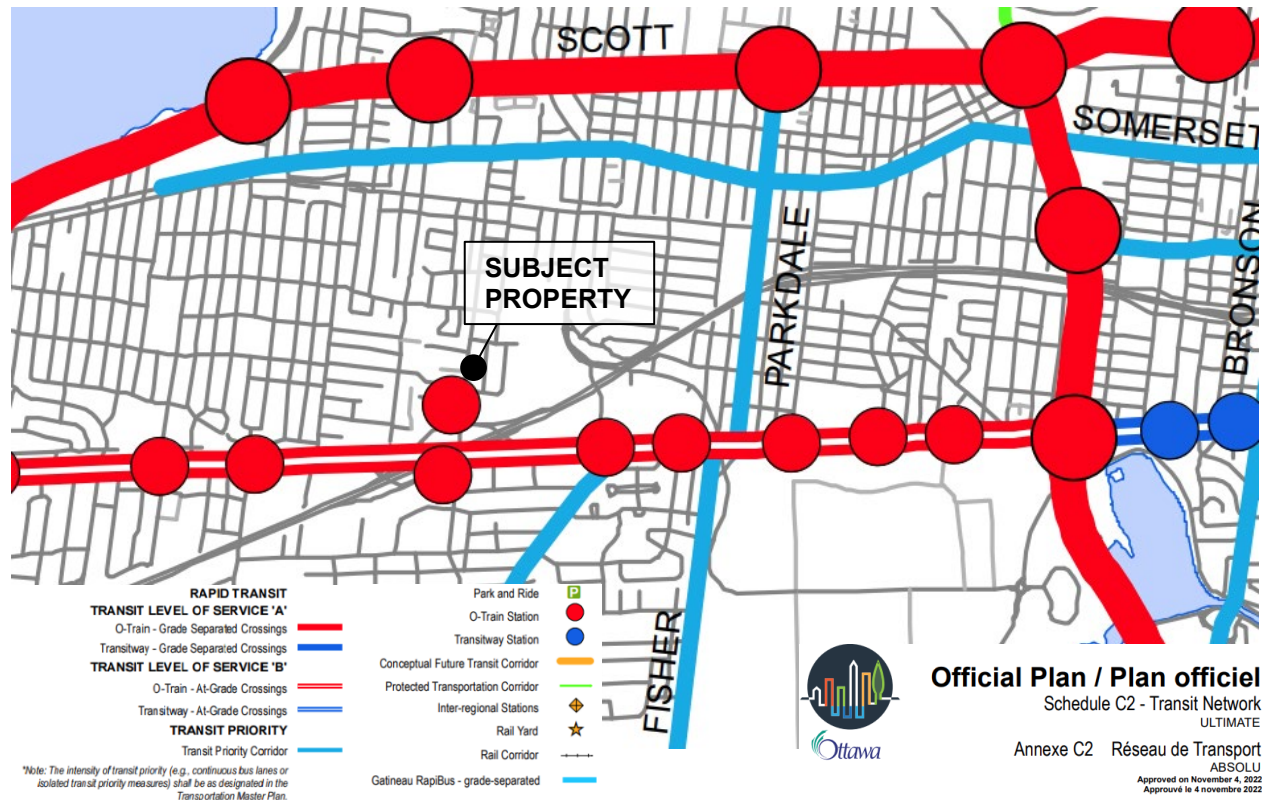
Kirkwood Avenue is designated as an arterial road on *Schedule C4 – Urban Road Network* of the Official Plan (see Figure 9). All Arterial and Collector roads in the urban area designated cycling routes that will be upgraded with appropriate cycling facilities over time as shown on *Schedule C3 – Active Transportation Network* of the Official Plan (see Figure 10).

Figure 10: Official Plan Schedule C3 Excerpt



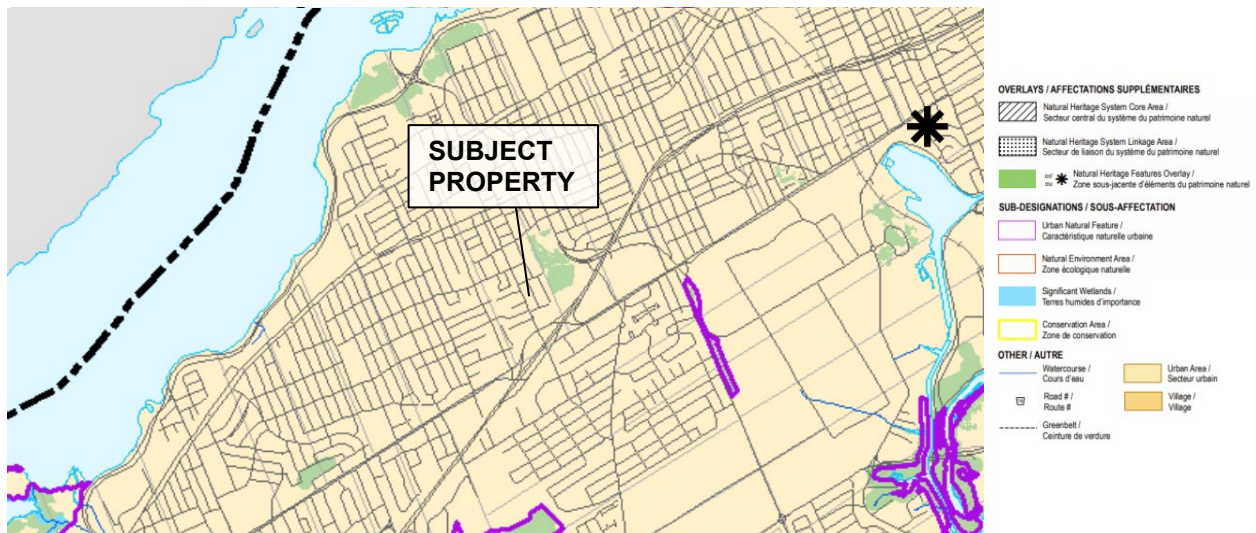
The Subject Property is located to the south of Byron Avenue and to the West of Hampton Park. Byron Avenue and the Hampton Park Multi-Use Pathway are each designated as Major Pathways on Schedule C3 of the Official Plan (see Figure 10). There are public sidewalks located along both sides of Kirkwood Avenue. Access is proposed off Kirkwood Avenue to facilitate pedestrian and bicycle access to commercial units at grade and to bicycle parking located within the building.

Figure 11: Official Plan Schedule C2 Excerpt



Carling Avenue is located within 600 metres radius of the Subject Property. Carling Avenue is designated as Transit Level of Service "B" (O-Train crossings at-grade) on Schedule C2 of the Official Plan (see Figure 11).

Figure 12: Official Plan Schedule C11-C Excerpt



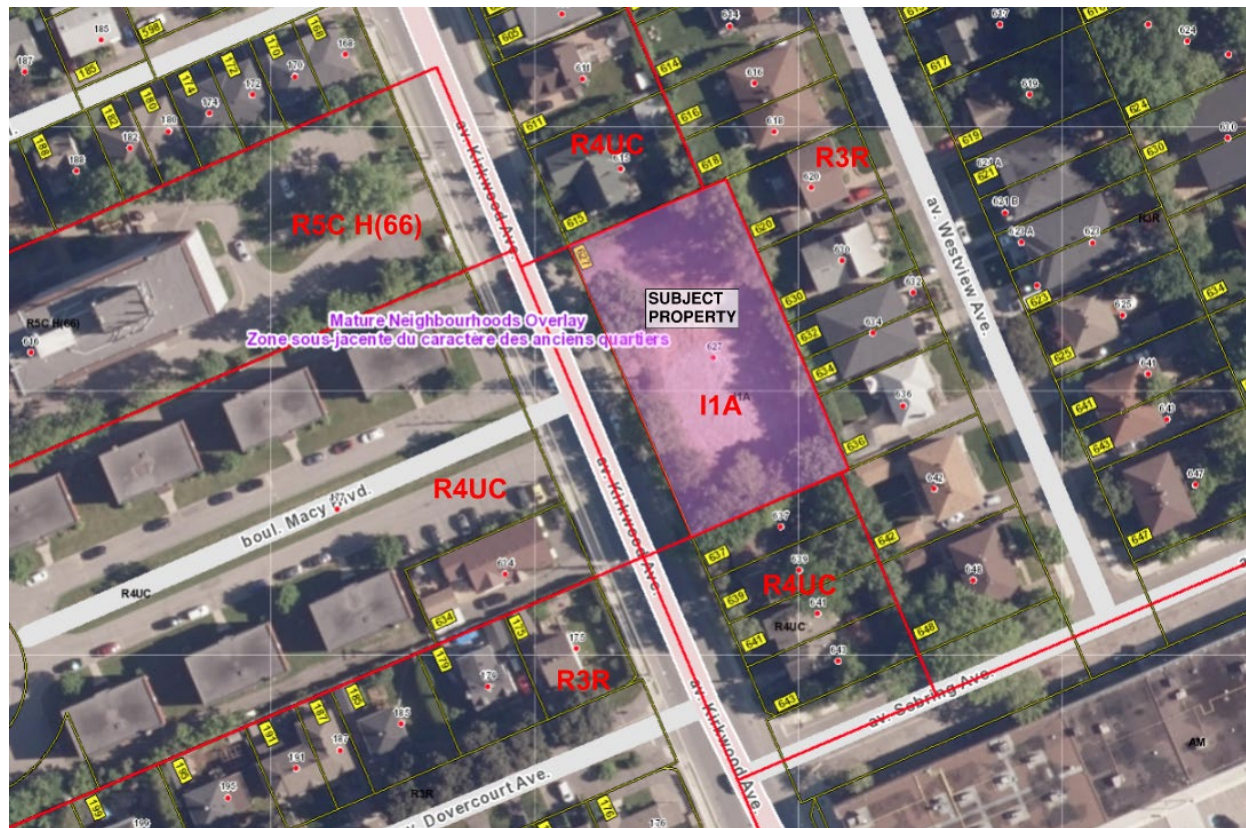
Schedule C11C – Natural Heritage System (east) identifies the Subject Property as an Urban Area with no Natural Heritage designations (see Figure 12).

Schedule C12 – Urban Greenspace does not identify any greenspace on the Subject Property. *Schedule C15 – Environmental Constraints* does not identify any environmental constraints on the Subject Property. *Schedule C6A – Views, Viewsheds, and View Sequences of the Parliament and other National Symbols* does not identify a protected viewshed on the Subject Property.

The Subject Property is not located within a Secondary Plan Area.

1.3.2 Zoning

Figure 13: Zoning for the Subject Property



The Subject Property is zoned Minor Institutional, Subzone A (I1A) in the City of Ottawa Zoning By-law 2008-250 (see Figure 13). A six-storey, mixed use building is not a permitted use in the I1A zone.

Properties located to the north, east, west and south are zoned to permit residential uses. Lots to the east of the Subject Property are zoned Residential Third Density, Subzone R (R3R). The maximum permitted residential density in this area is a three-storey, three unit dwelling.

Lots immediately to the north and south of the Subject Property and to the west of the Subject Property across Kirkwood Avenue are zoned Residential Fourth Density, Subzone UC (R4UC). The maximum permitted residential density in this area is a four-storey, low-rise apartment dwelling.

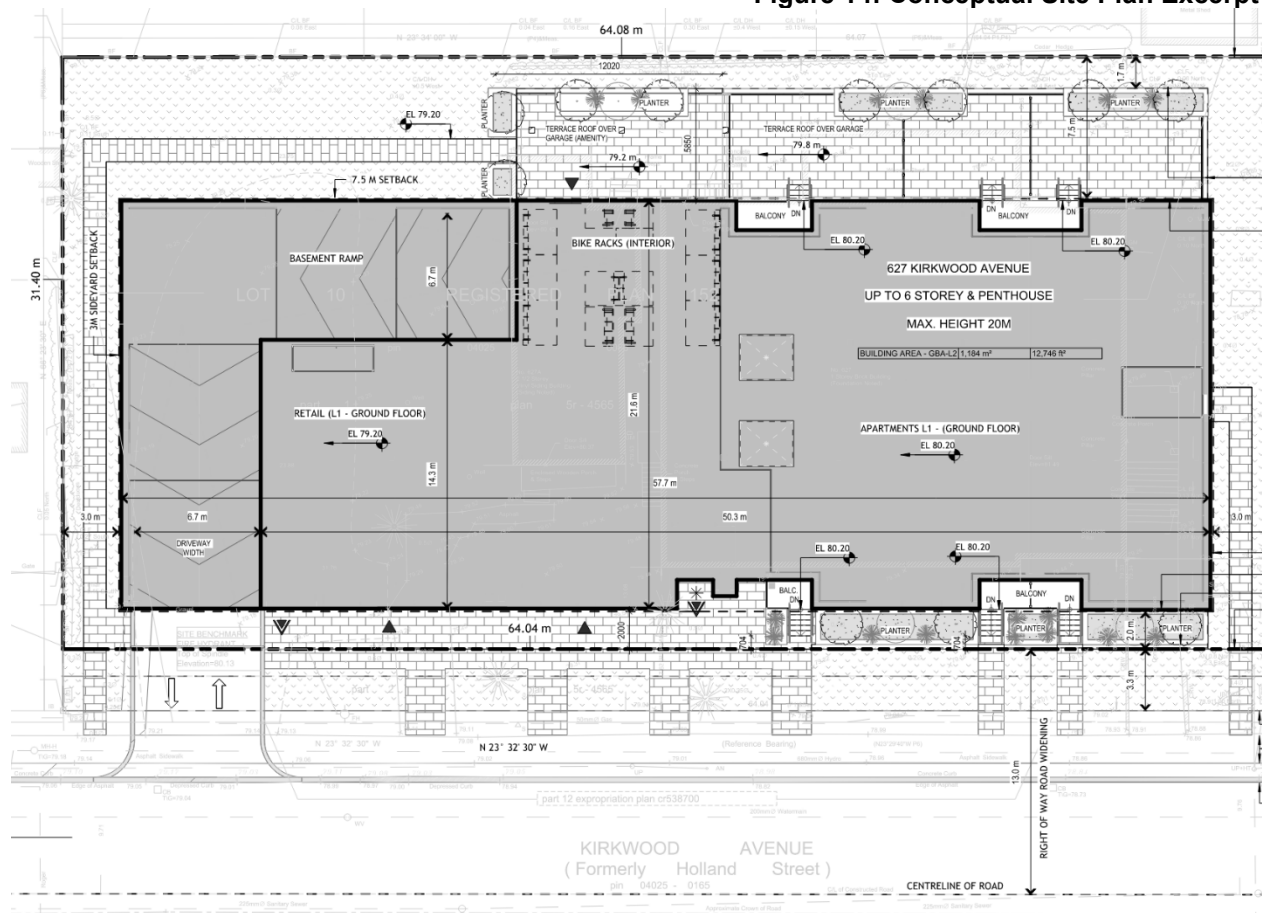
The property at 616 Kirkwood Avenue to the west of the Subject Property is zoned Residential Fifth Density, Subzone C, Height limited to 66 metres [R5C (H66)]. The maximum permitted residential density on 616 Kirkwood is a high-rise apartment dwelling of approximately 22 storeys.

2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

It is proposed to develop a six-storey, mixed-use building containing 76 units and two commercial units on the Subject Property (see Figures 14, 15 and 16). The proposed mixed-use building will contain 33 one-bedroom units, 27 one-bedroom plus den units, and 16 two-bedroom units. The main entrance will be provided off Kirkwood Avenue on the western side of the building. Separate individual entrances for the three ground-floor residential units will be provided. All units in the building will have a balcony or porch. A large rear yard will provide a mix of soft and hard landscaping. Existing trees and plantings located along the rear property line will be retained where possible to provide screening from abutting properties to the east.

Figure 14: Conceptual Site Plan Excerpt



A total of 58 parking spaces are proposed in an underground garage with access off Kirkwood Avenue. 74 bicycle parking spaces will be provided. Bicycle parking spaces will be located within a bike room on the ground floor and in a bike room located in the underground parking garage. A common outdoor amenity area for resident use is provided in the rear yard with access off Kirkwood Avenue or from the building lobby.

Figure 15: Conceptual Ground Floor Plan

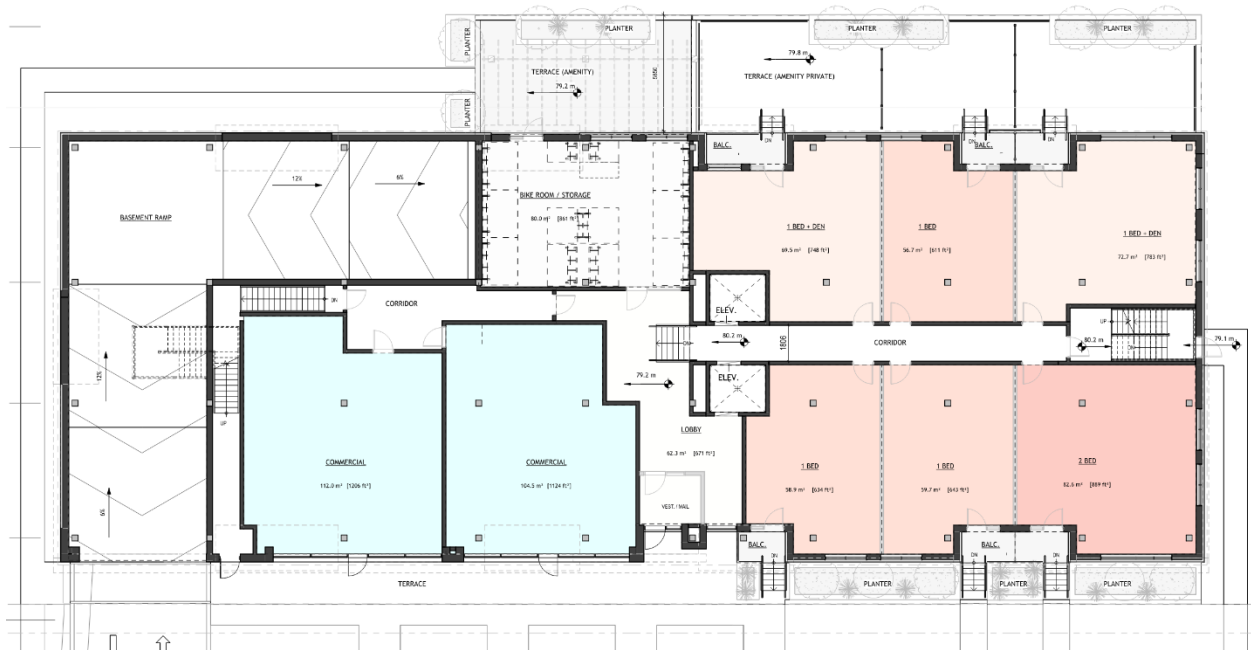


Figure 16: Conceptual Front Elevation (facing west)



2.2 Details of Proposed Amendment(s)

627 Kirkwood Avenue is zoned Minor Institutional, Subzone A (I1A) in the City of Ottawa's Zoning By-law 2008-250. The proposed development is not a permitted use in the I1A zone. The Subject Property is proposed to be rezoned from I1A to GM [XXXX] to permit a six-storey, mixed-use building on the Subject Property. Site-specific provisions are required.

Proposed Site-Specific Provisions

The following site-specific provisions are proposed for the Subject Property.

- To permit a minimum front yard setback of 2 m
- To permit a minimum interior side yard setback of 3 m
- To permit a maximum building height of 20 m
- To permit a maximum floor space index of 2.8
- To permit a minimum landscape area abutting a street of 2 m
- To permit a communal amenity area on the rooftop terrace

2.3 Previous Consultations, Applications and Approvals

A pre-consultation meeting was held on September 12, 2024 to discuss a proposal for a six-storey mixed use building on the Subject Property. An eight-storey option was also presented. The Hampton Lona Community Association was invited, did not attend and did not provide comments as part of the pre-consultation meeting.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on October 20, 2024. All decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.1 of the PPS sets out policies to plan for people and homes.

Policy 2.1.6 of the PPS states:

"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 child care 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. ”*

The proposed development on the Subject Property will provide a mix of residential units and commercial uses with access to multimodal transit options in the local context. The proposed development will contribute to a diverse range of built forms in the surrounding area and will provide commercial space and housing options for residents at all levels of ability and stages of life.

Section 2.2 of the PPS sets out policies for housing.

Policy 2.2.1 of the PPS states:

“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:

- a) *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;*
- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- b) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;*
- c) *and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The PPS defines “intensification” as:

- “the development of a property, site or area at a higher density than currently exists through:*
- a) *redevelopment, including the reuse of brownfield sites and underutilized shopping malls and plazas;*
 - b) *the development of vacant and/or underutilized lots within previously developed areas;*
 - c) *infill development; and*
 - d) *the expansion or conversion of existing buildings”*

The proposed development on the Subject Property will promote the efficient use of land through redevelopment of an underutilized site within the City's urban area. The proposed infill development is an example of residential intensification. The residential component of the proposed development will add 76 dwelling units to a site that is vacant. The location of the development is well suited to intensification, with nearby active transportation infrastructure and bus stops connecting to light rail transit routes located in proximity to the proposed building.

Section 2.3 of the PPS defines and sets out policies for settlement areas. The Subject Property is considered part of a settlement area, as it is within the Urban Area for the City of Ottawa.

Policy 2.3.1.1 states: "*Settlement areas shall be the focus of growth and development.*"

Policy 2.3.1.2 states:

"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) support active transportation;*
- c) are transit-supportive, as appropriate; and,*
- d) are freight-supportive."*

The Major Zoning By-law Amendment application will facilitate development of a six-storey, mixed-use building on the Subject Property. The proposed development is consistent with Policy 2.3.1.1 and 2.3.1.2 of the PPS as it represents an efficient use of an existing fully serviced property and existing municipal infrastructure. The property is within proximity of designated cycling routes in Hampton Park with connections to Kirkwood Avenue and Island Park Drive, and along Byron Avenue with connections to the network along Richmond Road. Access to cycling routes promotes active transportation opportunities for residents. Bus stops along route 81 are located immediately across the street and to the north of the Subject Property. The Subject Property is within proximity of transit stops at Clare Street and Kirkwood Avenue located along route 51 of the frequent transit network. Bus stops on frequent routes 80 and 85 are within walking distance of the Subject Property along Carling Avenue. Carling Avenue is planned as a future LRT route with at grade crossings providing connections to local transit routes and stations along the O-Train network. The proposed development is transit supportive.

Policy 2.3.1.3 states:

"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."

The Subject Property is underutilized and can accommodate intensification and redevelopment. The proposed development is situated in an appropriate location to support the creation of a complete community. The proposed six-storey, mixed-use building on the Subject Property on the Subject Property is an example of intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community.

Section 2.4 of the PPS provides policy direction for Strategic Growth Areas. Policy 2.4.2 states:

“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:

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.”*

The proposed development will provide residential and commercial intensification within walking distance of frequent transit service along Kirkwood Avenue and Carling Avenue. Carling Avenue is planned as a future LRT route with at grade crossings providing connections to local transit routes and stations along the O-Train network. The proposal will provide for housing diversity and commercial uses in the community to meet a range of needs for residents and visitors.

Section 2.9 of the PPS provides policy direction related to energy conservation, air quality, and climate change.

Policy 2.9.1 states:

“Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- 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 development meets the climate change objectives and policies of the PPS by providing intensification in proximity to active transportation routes and rapid transit. The introduction of ground-oriented commercial and residential uses and proximity to bus stops on frequent transit routes increases opportunities for residents and visitors to fulfill most of their daily needs by walking, cycling, or taking transit.

Section 3.2 of the PPS sets out policies for transportation systems.

Policy 3.2.1 states:

“Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.”

The proposed development of a six-storey, mixed-use building with limited off-street motor vehicle parking provided will introduce a level of density that promotes the viability of active transportation and transit use and contributes to the efficient movement of residents and visitors to and from the Subject Property.

Section 3.3 of the PPS sets out policies for transportation and infrastructure corridors.

Policy 3.3.3 states:

“New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.”

The Subject Property is located with frontage on Kirkwood Avenue, north of Carling Avenue and south of Byron Avenue. Kirkwood Avenue, Carling Avenue and Byron Avenue are each designated as cycling routes on Schedule C3 and Schedule C4 of the Official Plan. Transit stops along routes 51 and 81 of the transit network are located within proximity of the Subject Property. The proposed development of a six-storey, mixed-use building on the Subject Property is compatible with the existing use of the Kirkwood Avenue corridor, will be transit-supportive and designed to create no negative impacts on the existing or planned function of transportation corridors in the area.

Section 3.6 of the PPS sets out policies for Sewer, Water and Stormwater.

Policy 3.6.1 of the PPS states:

“Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.”*

The proposed development on the Subject Property represents intensification from the current use. The proposed development of a mixed-use building has been designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades on the Subject Property.

The Major Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement.

3.2 City of Ottawa Official Plan

The Subject Property is designated Minor Corridor within the Inner Urban Transect in the City of Ottawa Official Plan (2022).

3.2.1 Strategic Directions & Cross Cutting Issues

Section 2 of the Official Plan (2022) provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

The five Big Policy Moves provide broad policy directions and are the foundation of the Official Plan. The Big Policy Moves are:

1. *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
2. *By 2046, the majority of trips in the city will be made by sustainable transportation.*
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.*
4. *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
5. *Embed economic development into the framework of our planning policies.*

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Zoning By-law Amendment application addresses the objectives of the following Cross-Cutting Issues:

3.2.1.1 Intensification and Diversifying Housing Options

The proposed Zoning By-law Amendment application will facilitate the development of 76 dwelling units on the Subject Property. This will contribute to intensification within the urban area and will provide for a diversity of housing options in the neighbourhood. The proposed development will better utilize the Subject Property and contribute to meeting the goals of the City's Growth Management Framework. The proposed development will contribute to the 47% of household growth that is allocated to the built-up or developed portion of the urban area, as per Policy 3.1(4)(a)(i). The proposed development will support the City in meeting its target of 51% of dwelling growth occurring through intensification, as per Policy 3.2(1).

3.2.1.2 Economic Development

The proposed Zoning By-law Amendment application will provide for 76 dwelling units and two commercial units on the Subject Property, which supports the City's Growth Management Framework. The increased density on the Subject Property will also support local businesses, transit and active transportation use along Kirkwood Avenue and in the surrounding community.

3.2.1.3 Energy and Climate Change

The proposed development will more efficiently use the Subject Property and will contribute to the creation of a compact and complete community. Providing increased density on the Subject Property will support transit services with connections along Kirkwood Avenue. The proximity to commercial, retail, employment and recreational opportunities in the surrounding area will decrease reliance on private motor vehicles to complete daily tasks. A bicycle parking ratio of nearly 1:1 is proposed to support the use of active transportation options in the area.

3.2.1.4 Healthy and Inclusive Communities

The proposed development comprises a compact, higher density, mixed residential and commercial use in proximity to frequent transit service to the north along Kirkwood Avenue. A bicycle parking ratio of nearly 1:1 is proposed to facilitate the use of active transportation options in the neighbourhood. The Subject Property's location and the provision of bicycle parking will promote transit and active transportation use by residents, commercial tenants and visitors to the proposed building. This will support the development of healthy, walkable 15-minute neighbourhoods.

3.2.1.5 Gender and Racial Equality

The proposed development has been designed to reduce potential safety impacts on women and racialized communities. The design includes substantial glazing and direct points of access along the Kirkwood Avenue frontage to provide "eyes on the street". The proposed building has been designed to be accessible.

3.2.1.6 Culture

The proposed development is located with frontage on Kirkwood Avenue, in proximity to Carling Avenue and Richmond Road providing residents with opportunities to engage in cultural and social activities within walking distance of home. The proposed development has been designed with the main entrance connecting directly to the street, which will enhance the public realm and promote social interaction amongst commercial tenants, residents, visitors and neighbours. The proposed development has been designed to fit within the existing context and maintain compatibility with characteristics of the neighbourhood.

3.2.2 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa. Section 3 states:

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

Section 3 also states:

“Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.”

The Subject Property is located within the urban area of the City and will accommodate residential growth within the built-up area by providing 76 new residential dwelling units and two commercial units. The proposed development will help accommodate the City’s expected growth through infill rather than greenfield development.

Policy 3 of Section 3.1 states:

“The urban area and villages shall be the focus of growth and development.”

Policy 4 of Section 3.1 states:

“The City will allocate household growth targets as follows:

- a) 93 per cent within the urban area where:*
 - i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and*
 - ii) 46 per cent is within the greenfield portion of the urban area;*
- b) 7 per cent within the rural area where:*
 - i) 5 per cent is within the villages; and*
 - ii) 2 per cent is outside of villages.”*

The proposed Zoning By-law Amendment will facilitate the development of 76 dwelling units within the urban area. The proposed development will contribute to achieving the City’s target of 93% of household growth being within the urban area and 47% of household growth being within the built-up or developed portion of the urban area.

Section 3.2 encourages intensification within the built-up area and provides policy direction for future infill growth. Policy 1 states:

“The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior’s and student residences, based upon building permit issuance within the built-up portion

of the urban area. This overall target is anticipated to be achieved through a gradual increase in intensification throughout the urban area that was developed or built-up as of June 30, 2018 as follows:

- a) 2018 to 2021: 40 per cent;
- b) 2022 to 2026: 45 per cent;
- c) 2027 to 2031: 50 per cent;
- d) 2032 to 2036: 54 per cent;
- e) 2037 to 2041: 57 per cent; and
- f) 2042 to 2046: 60 per cent.”

The proposed development is within the urban area and is considered intensification. The proposed development will contribute to the City’s target of 51% of dwelling growth occurring through intensification.

Policy 4 of Section 3.2 states:

“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”

The Subject Property is located within the built-up area and has access to municipal water and sewer service. The proposed development will conform with the appropriate transect and land use designation policies regarding intensification on the Subject Property.

Policy 10 of Section 3.2 of the Official Plan sets out residential density targets that apply to Corridors and states: *“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.”*

The Subject Property is designated as Minor Corridor in the Official Plan. Policies of the Official Plan establish a targeted residential density of 60 to 80 dwellings per net hectare for proposed developments in the Inner Urban Transect. 76 dwelling units are proposed on the Subject Property, which has a net buildable area of approximately 1,220 square metres. The density of the proposed development is approximately 623 dwelling units per net hectare, which exceeds the residential density targets for Minor Corridors in the Official Plan.

3.2.3 City-wide Policies

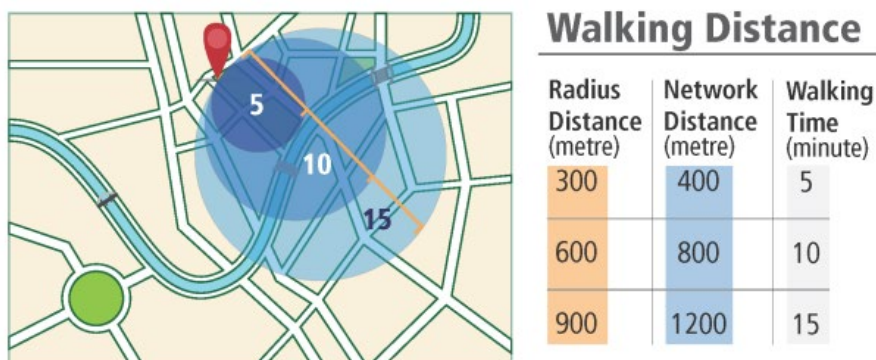
Section 4 of the Official Plan sets out city-wide policies to be considered where all new development is proposed.

Policy 1 of Section 4.1.2 of the Official Plan sets out the framework for establishing 15-minute neighbourhoods across the City and states that:

“1) In general, this Plan equates a walking time of:

- a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;
- b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and
- c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.”

Figure 17 – Official Plan Figure 11



The Subject Property is located fully within 300 metres radius and within 400 metres network distance of transit stops along local bus route 81 with stops are located immediately across the street and to the north of the Subject Property. Bus Stops along frequent bus route 51 are located north of the Subject Property on Clare Street just west of the intersection with Kirkwood Avenue. Frequent bus route 51 provides direct access to the Tunney’s Pasture rapid transit station. Bus stops on frequent routes 80 and 85 are within 900 metres radius and within 1200 metres network distance from the Subject property of transit stops along Carling Avenue. Carling Avenue is planned as a future LRT route with at grade crossings providing connections to local transit routes and stations along the O-Train network. The proximity of the proposed development to a range of transit options in the immediate area represents a walking distance of 5 minutes or less for residents to access frequent street transit options from their home (see Figure 17).

3.2.3.1 Housing

Section 4.2 of the Official Plan provides policy direction related to housing.

Policy 1 of Section 4.2.1 states:

“A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) *Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
- b) *Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
- c) *Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;*

- d) *Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and*
- e) *The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans."*

The proposed Zoning By-law Amendment application will facilitate the development of a six-storey, mixed use building with 76 residential units including one-bedroom and two-bedroom units. The proposed development will contribute to the housing diversity in the neighbourhood while providing more dwelling units in the urban area.

3.2.3.2 Urban Design

Section 4.6 of the Official Plan sets out policies related to Urban Design and is intended to promote design excellence in Design Priority areas, encourage innovation in site planning and building design, support the objectives of Corridors, Hubs and Neighbourhoods and enable integration of new development with existing communities.

Policy 2 of Section 4.6.5 of the Official Plan states:

"Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated."

The proposed development has been designed to frame Kirkwood Avenue with an appropriate building height, setback, and building materials. The active frontage on Kirkwood Avenue provides direct pedestrian connections to the street. The variation of building materials along the Kirkwood Avenue façade and building stepbacks above the third storey along Kirkwood Avenue and building stepbacks above the fourth storey in the rear yard provides a visual transition, complements neighbouring low-rise buildings and provides a human-scaled environment for pedestrians. The use of a variety of colours for façade materials, providing a significant proportion of glazing, and soft landscape treatments surrounding the building at grade level creates a welcoming pedestrian condition at the building base along Kirkwood Avenue and contributes commercial uses to the streetscape.

Policy 1 of Section 4.6.6 of the Official Plan states:

"To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) *Between existing buildings of different heights;*
- b) *Where the planned context anticipates the adjacency of buildings of different heights;*
- c) *Within a designation that is the target for intensification, specifically:*

- i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

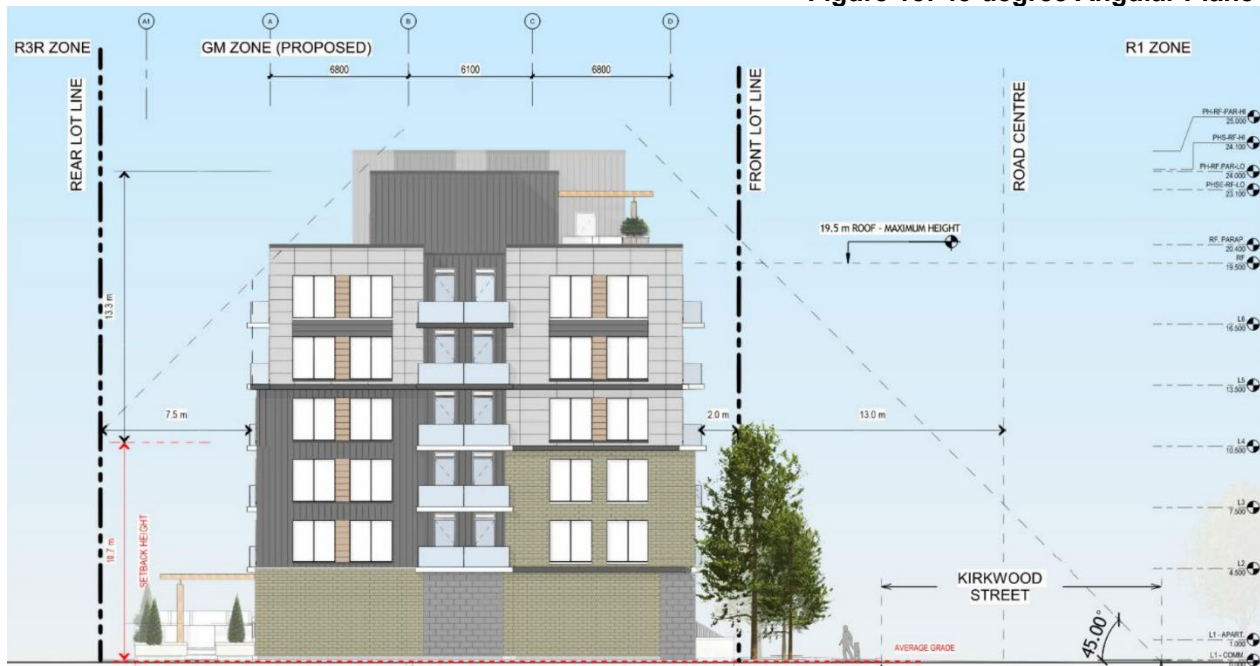
Existing low-rise buildings are located immediately to the north and south of the Subject Property on 615 and 637 Kirkwood Avenue. The Subject Property and abutting lots immediately to the north and south are designated Minor Corridor in the Official Plan. Policies of the Official Plan generally permit building heights up to mid-rise in the Minor Corridor designation. The proposed development has been designed to anticipate intensification on abutting properties to the north and south from low-rise to mid-rise built forms over the medium to long term.

Existing low-rise buildings are located on abutting lots immediately to the east of the Subject Property. Properties to the east are designated Neighbourhood in the Official Plan and are anticipated to remain low-rise. The proposed six-storey building provides a 7.5m rear yard setback, building stepback and material changes above the fourth storey to create a transition in the rear yard from abutting low-rise buildings to the east.

Policy 2 of Section 4.6.6 of the Official Plan states:

“Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.”

Figure 18: 45-degree Angular Plane



Existing low-rise buildings located to the east of the Subject Property along the rear lot line are designated Neighbourhood in the Official Plan. Properties to the east are anticipated to remain low-rise. As shown on Figure 18 above, the proposed development is generally consistent with a 45 degree angular plane applied from the rear lot line at the maximum permitted building height

of 10.7 metres based on the applicable zoning for abutting lots to the east. The proposed six-storey building provides a 7.5m rear yard setback, building stepback and material changes above the fourth storey to create a transition in the rear yard from abutting low-rise buildings to the east. Policy 7 of Section 4.6.6 of the Official Plan states:

“7) Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;*
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect;*
and
- d) Provide sufficient setbacks and step backs to:*
 - i) Provide landscaping and adequate space for tree planting;*
 - ii) Avoid a street canyon effect; and*
 - iii) Minimize microclimate impacts on the public realm and private amenity areas.”*

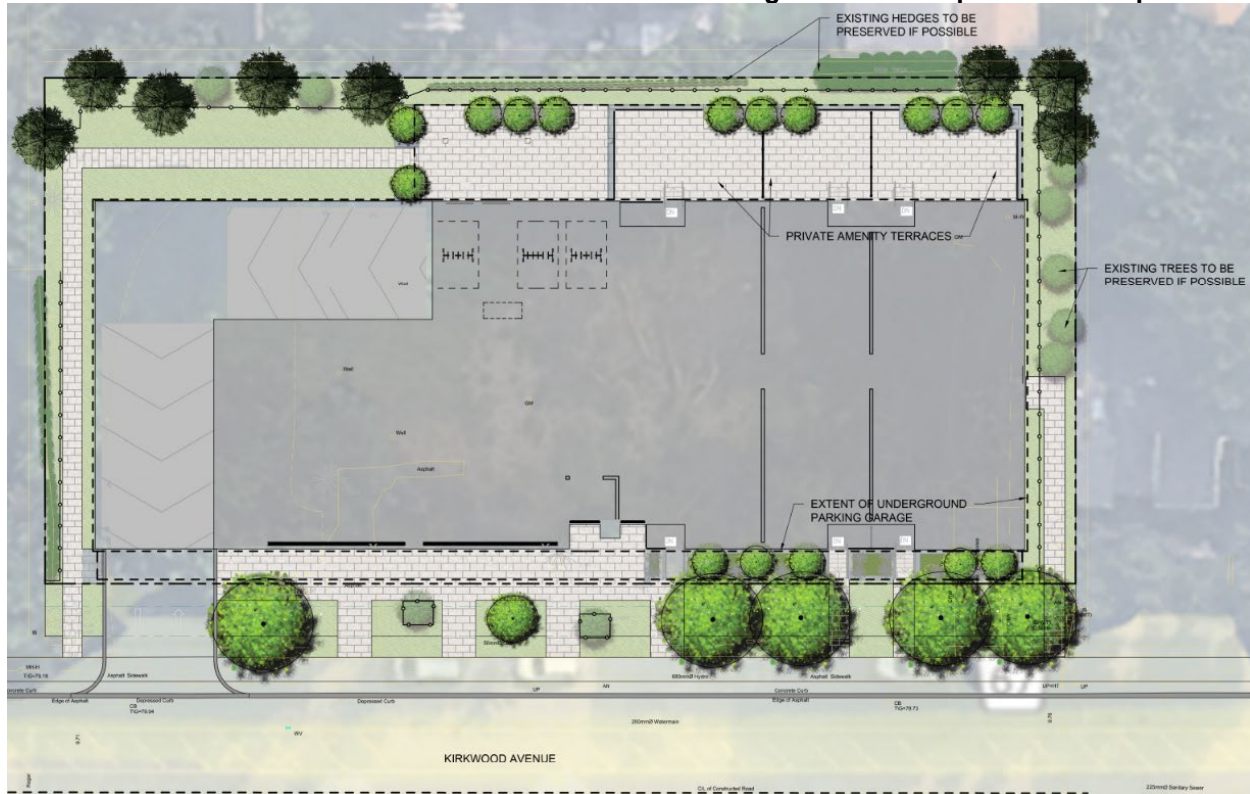
Figure 19: View of Building Looking South (Kirkwood Avenue)



The proposed development of a six-storey, mixed-use building on the Subject Property has been designed to frame Kirkwood Avenue (see Figure 19). The principal building entrance to access the residential lobby from the sidewalk is provided off Kirkwood Avenue. Entrances to street level commercial and retail units are provided off Kirkwood Avenue to establish an active street frontage. The building has been designed with a distinct base comprised of generous glazing and landscape elements where feasible. The base of the building is primarily clad with limestone and yellow brick and the middle portion above is clad with light-coloured ventilated ceramic and metal panel elements to emphasize the building base from the street. The building is stepped back above the third storey facing Kirkwood Avenue, with a transition to light coloured panelling on levels three to six. An appropriate building setback, materials and façade articulation is provided

that defines the building entrances and maintains the general scale and character of the surrounding community. Appropriate space for hard and soft landscaping treatments along Kirkwood Avenue help to improve the interface with the public realm.

Figure 20: Conceptual Landscape Plan



Policy 3 of Section 4.6.5 of the Official Plan states:

“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”

Direct pedestrian access to the Subject Property is provided from the principal building entrance to the public sidewalk along Kirkwood Avenue. Separate access to three ground level residential units are provided off Kirkwood Avenue. Entrances to grade level commercial spaces are provided off Kirkwood Avenue. A combination of soft and hard landscaping treatments and street trees are provided along Kirkwood Avenue where possible. A soft landscape area with ornamental grasses and shrubs in raised planters is provided in the rear yard along the east edge of the Subject Property to provide screening from adjacent properties (see Figure 20). Motor vehicle access to an underground garage is provided off Kirkwood Avenue for the proposed development.

3.2.4 Inner Urban Transect

Section 5.2 of the Official Plan sets out general policies and guidance for proposed development within the Inner Urban Transect.

Policy 3 of Section 5.2.1 states:

“The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;*
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and*
- c) Resolution of any constraints in water, sewer and stormwater capacity.”*

The proposed development is an example of intensification located in proximity to frequent bus service at the intersection of Clare Street and Kirkwood Avenue. The proposed building height and massing is appropriate for the Subject Property. The mid-rise height will fit into the neighbourhood, where there are a number of four storey apartment buildings and a high-rise building to the west of the Subject Property across Kirkwood Avenue. The third storey stepback along Kirkwood Avenue, a fourth storey stepback in the rear yard and design elements such as a variety of materials chosen for the front façade will reduce the visual impact of the upper storeys from the street and neighbouring properties to the east. The use of façade articulation and provision of individual entrances for ground-floor units has been used to break up the building massing along the Kirkwood Avenue frontage. The proposed development will meet the City's intensification goals by providing additional dwelling units on the Subject Property while remaining compatible with the built form and character of the neighbourhood.

Policy 4 of Section 5.2.1 states:

“The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) 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;*
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;*
- c) Existing and new cultural assets are supported, including those that support music and nightlife;*
- d) Larger employment uses are directed to Hubs and Corridors; and*
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).”*

Policies of the Official Plan direct areas designated “Minor Corridor” to accommodate increased residential growth and mixed-use development that support a wide variety of housing types and services for residents within walking distance from home. The proposed development of a mixed-use building on the Subject Property is consistent with policies of the Official Plan for Minor Corridors within the Inner Urban Transect.

Policy 2 in Section 5.2.2 states:

“The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and*
- b) 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.”*

The Subject Property is located within proximity of cycling and transit infrastructure along Kirkwood Avenue, Byron Avenue and Carling Avenue. The proposed development provides 74 bicycle parking spaces located within the building. Providing nearly one bicycle parking space for each unit in the building will incentivize residents to bike to their daily destinations rather than using a private motor vehicle. Limited resident parking is provided on site to encourage residents to walk or take transit to their destinations.

Policy 3 of Section 5.2.3 states:

“Along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and setbacks:

- a) Generally, not less than 2 storeys and in the maximum height range of between 4 to 6 storeys, except where a secondary plan or area-specific policy specifies different heights;*
- b) Where the Zoning By-law permits a Low-rise building, an amendment to this Plan shall not be required to consider a building of 5 or 6 storeys;*
- c) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise built form in Subsection 4.6.6, Policy 7); and*
- d) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.”*

The Subject Property is designated as Minor Corridor on Schedule B2 of the Official Plan. The Kirkwood Avenue right-of-way is approximately 20 metres in width abutting the Subject Property. A building height of up to 6 storeys or 20 metres on the Subject Property is generally supported by policies of the Official Plan.

Policy 4 of Section 5.2.3 states:

“All buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use”

The Subject Property is designated Minor Corridor and provides active entrances to grade level commercial units and the main lobby of the residential building off Kirkwood Avenue.

Policy 1 of Section 5.6.1.1 of the Official Plan states:

“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 this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. 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.*

The Subject Property is suitable for intensification being located on a Minor Corridor. The proposed development of a six-storey, mixed-use building on the Subject Property is consistent with City objectives to establish a more urban community character and to create opportunities for infill and intensification within walking distance of bus stops along frequent transit routes in the Inner Urban Transect.

Policy 2 of Section 5.6.1.1 of the Official Plan states:

“Where an 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.”*

For Minor Corridors, the density target is between 60 to 80 dwelling units per net hectare. The proposed development is permitted to exceed this requirement and provides approximately 623 dwelling units per net hectare.

Section 5.6.1.1, Policy 6 of the Official Plan states:

“Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.”

The urban characteristics outlined in Table 6 of Section 5 of the Official Plan are as follows:

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

The proposed development has a 2 metre front yard setback after road widening requirements to establish a strong interface with the public realm along Kirkwood Avenue. To create an active street frontage, principal entrances to the commercial and residential portions of the building are located facing Kirkwood Avenue complete with soft and hard landscaping, street trees, patios, raised planters and porch areas for residents and visitors. The principal entrances are at grade with the street level to provide direct access and reduce accessibility concerns for residents and visitors. The proposed development has limited off-street parking located entirely underground. The entrance to the parking garage is located to the north extent of the building along Kirkwood Avenue and is separated from the principal entrances and active frontages located at the centre and south portions of the building along Kirkwood Avenue.

3.2.5 Minor Corridor Policies

Section 6.2 of the Official Plan sets out functional policies related to Corridor designations that are to be applied to each Transect on a site-specific basis.

Policy 1 of Section 6.2.1 of the Official Plan states:

“The Corridor designation applies to any lot abutting the Corridor, subject to:

- a) *Generally, a maximum depth of:*
 - ii) *In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor.”*

The Subject Property has frontage on Kirkwood Avenue. The Subject Property is located entirely within 120 metres of the centreline of Kirkwood Avenue, designated as Minor Corridor in the Official Plan. The Minor Corridor designation applies to the entire area of the Subject Property.

Policy 2 of Section 6.2.1 of the Official Plan states:

“Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- a) *Shall ensure appropriate transitions in height, use of land, site design and*

development character through the site, to where the Corridor designation meets abutting designations;

- b) *May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;"*

Policies of the Official Plan direct new development to locate the maximum permitted building heights and highest densities close to the corridor along Kirkwood Avenue. Policies of the Official Plan direct new development to ensure compatibility with surrounding land use designations through appropriate design and transitions in height and land use. A building height of up to 6 storeys or 20 metres on the Subject Property is generally supported by Section 5.2.3, Policies 3(a),(c) of the Official Plan. Properties to the north and south of the Subject Property are designated Minor Corridor. The proposed six-storey building height is consistent with permitted building heights and future redevelopment potential of abutting lands to the north and south of the Subject Property. To establish a transition from low rise buildings to the east, the proposed building is set back 7.5 metres from the rear lot line with landscape screening, tree plantings and existing mature trees retained where possible to minimize visual impacts in the abutting rear yards. Building step backs provided above the fourth storey in the rear yard are intended to provide a visual transition from the proposed six-storey building to low-rise buildings east of the Subject Property. The rooftop amenity space and roof terraces are set back from the front façade, and outdoor amenity space is located at the front of the building to preserve visual privacy and reduce noise impacts to residential homes to the east.

Policy 3 of Section 6.2.1 of the Official Plan states:

"Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) *Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;*
- b) *Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or*
- c) *Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building."*

The proposed development provides a mix of uses within the building. The Subject Property is well located within walking distance from a number of commercial, employment, and recreational amenities. The proposed mixed-use development will help contribute to the establishment of 15-minute neighbourhoods by providing the residential density needed to support commercial uses on the ground floor and within the surrounding area.

3.2.6 Protection of Health and Safety

Section 10 of the Official Plan provides policy direction for the protection of health and safety.

Sections 10.1.1 to 10.1.5 speak to natural hazards such as flooding, unstable soils or bedrock, and wildfires. The Subject Property is not within the floodplain and does not have unstable soils or bedrock.

Section 10.1.6 speaks to contaminated sites and requires development to only take place on sites where the environmental conditions are suitable for the proposed use. Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff requested a Phase 1 Environmental Assessment to be completed as part of the application. A Phase 1 and Phase 2 ESA was previously completed by WSP. The Phase 2 ESA report dated February 17, 2021 concluded that *“Based on the investigation findings, MECP Table 3 regulatory exceedances of PHCs and PAHs in soil and PHCs in groundwater were identified at the 627 Kirkwood portion of the subject site and no MECP Table 3 regulatory exceedances of PHCs/BTEX and PAHs in soil and groundwater were identified at the 637 Kirkwood portion of the subject site. If the 627 Kirkwood portion of the subject site is to be re-developed, it is recommended that further investigations to delineate the extent of the soil and groundwater impacts and follow-up site remediation be completed to support the municipal site plan/building permit approval process and to minimize the environmental risk/liability associated with these impacts.”* and recommends further environmental assessment.

A Phase 1 ESA has been completed by Paterson Group dated March 24, 2025. The report concluded that *“Based on the findings of this assessment, as well as the previous Phase II ESA, it is our opinion that a site remediation program will be required for the Phase I Property to support any future site plan application with the City.”*

Section 10.2.1 speaks to environmental noise control. Policy 2 of Section 10.2.1 requires a Noise Study to be prepared as part of a complete application. A Noise Study has been completed by Gradient Wind dated February 18, 2025. The report concluded that:

- *“The results of the current analysis indicate that noise levels will range between 69 and 48 dBA at Plane of Window (POW) receptors during the daytime period (07:00-23:00) and 65 and 46 dBA during the nighttime period (23:00-07:00). The highest noise levels (68 and 69 dBA) occur along the west and south façades, which are most exposed to Kirkwood Avenue and Highway 417.”;*
- *“The results of the calculations indicate that the west and south façades of the building will require upgraded building components.”;*
- *“the building will require central air conditioning, or a similar ventilation system for the residential units, which will allow occupants to keep windows closed and maintain a comfortable living environment.”;*
- *“no stationary noise impacts are expected from the surroundings on the study site.”;*
- *“The subject site’s stationary noise impacts on the surroundings can be controlled by judicious selection and placement of the mechanical equipment. Noise barriers/screens, acoustic louvers, or silencers can be used to mitigate the noise impacts and provide noise levels within ENCG sound level limits where required.”; and,*
- *“A Type A Warning Clause will be required to be placed on all Lease, Purchase and Sale Agreements”*

Section 10.3 speaks to building resiliency to the impacts of extreme heat. Policy 1 of Section 10.3 states:

“Trees will be retained and planted to provide shade and cooling by:

- a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan;*
- b) Prioritizing them in the design, and operation of parks and the pedestrian and cycling networks and at transit stops and stations for users wherever possible; and*
Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property.”

The Conceptual Landscape Plan provided with the submission package shows that existing trees on the Subject Property will be retained where possible. New trees are proposed as part of the development, including new trees in the front yard along Kirkwood Avenue. This will provide for an improved streetscape with a mix of hard and soft landscaping. As part of a future site plan application, the proposal will be designed to meet the City’s policies and objectives regarding tree canopy by providing increased canopy coverage.

Section 10.4 speaks to enhancing personal security through design. Policy 1 of Section 10.4 states:

“When reviewing development, the City will consider measures to enhance safety and security through such means as:

- a) Provision of outdoor lighting in spaces intended for public use after dark that is sufficient to support the activities planned for that space;*
- b) An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that could be used to entrap persons passing through a space;*
- c) Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces;*
- d) Provision of a mix of uses on corridors that promotes activity and social interaction at various times of the day and night and are served by transit routes; and*
- e) Where there are overpasses and tunnels, provide alternative routes at grade, where possible; and*
- f) Provision of pedestrian and cycling connections between neighbourhoods and across barriers shall be designed for passive supervision and wayfinding, where possible.”*

The proposed development does not include any enclosed spaces or narrow recesses between buildings that could present safety concerns for residents or visitors. The proposed development provides a mix of residential and commercial uses to promote a variety of activity at all times of the day. Numerous windows are provided in residential and commercial units facing the street at grade level and direct connections to the public realm are provided to establish “eyes on the street” and enhance safety for all users.

The proposed Major Zoning By-law Amendment application conforms to the policies of the City of Ottawa Official Plan.

3.3 City of Ottawa Zoning By-law 2008-250

The Subject Property is zoned Minor Institutional, Subzone A (I1A) in the City of Ottawa Zoning By-law 2008-250. The property is also subject to the Mature Neighbourhoods Overlay. The proposed development is not a permitted use in the I1A zone.

The Subject Property is proposed to be rezoned from I1A to GM [XXXX] to permit a six-storey, mixed-use building on the Subject Property. The proposed development will require site-specific provisions.

The purpose of the GM zone is to:

1. *allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;*
2. *limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;*
3. *permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and*
4. *impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*

A six-storey, mixed-use building is proposed for the Subject Property. The proposed development will include two ground-floor commercial units and 76 residential dwelling units. The incorporation of ground-floor commercial uses, proximity to the Kirkwood Avenue corridor and bus stops on the frequent transit network will promote a pedestrian-oriented public realm where residents can access daily needs by walking, cycling, or taking transit. The built form of the building is designed to maintain the scale and character of the area by providing stepbacks above the third storey facing Kirkwood Avenue to reduce the scale and visual impact of the building from the street. The proposed development is consistent with the purpose of the GM zone.

Section 187 (1) of the Zoning By-law lists a number of permitted non-residential uses for the GM zone including retail store, personal service business, restaurant and office. The proposed commercial units are permitted to be occupied by a variety of retail and employment uses. No specific employment use has been identified for the proposed development. Section 187(2)(b) of the Zoning By-law lists “*dwelling unit*” as a permitted use in the GM zone. The proposed building containing a mix of commercial units at grade with dwelling units above is permitted in the proposed GM zone.

Table 1 below summarizes zoning provisions for the Subject Property. Site Specific Provisions are shown in orange.

Table 1: Zoning Provisions

Zoning Provision	GM Zone	Provided
Minimum Lot Area (m ²)	No minimum	2,013 m ²
Minimum Lot Width (m)	No minimum	64.1 m (after road widening)
Min. Front Yard Setback (m)	3 m	2 m
Min. Interior Yard Setback (m)	5 m	3 m / 3m
Minimum Rear Yard Setback (m)	7.5 m	7.5 m
Maximum Building Height (m)	18 m	20m
Maximum Floor Space Index	2	2.8
Minimum Width of Landscaped Area abutting a street (m)	3m	2 m (measured from road widening)
Required Total Amenity Area	456 m ² (6 m ² per dwelling unit)	Balconies – 523 m ² Rooftop Amenity – 132 m ²
Required Communal Amenity Area	228 m ² (50% of required total amenity area)	286m ²

Table 2: Parking Provisions

Parking Requirements - Residential		
	Required	Provided
Minimum Parking Spaces (0.5 spaces per dwelling unit after the first 12 units)	32 spaces (76 units – 12) = 64 x 0.5 = 32	52 residential spaces
Minimum Visitor Parking Spaces	6 spaces (0.1 spaces per dwelling unit after the first 12 units)	6 visitor parking spaces
Minimum Barrier Free Parking Spaces	1 Type A space 1 Type B space (per Section 3.1.2, Table 3 of Accessibility Design Standards)	2 Type A space 2 Type B space
Parking Requirements – Non-Residential		
Area X – Ground Floor/Basement	GFA= 200m ² or less, no off-street parking required	n/a
Bicycle Parking Requirements		
Minimum Bicycle Parking Spaces – Residential	38 (0.5 spaces per dwelling unit)	74 bicycle spaces total
Minimum Bicycle Parking Spaces – Retail / Commercial	0 (1 space per 250 m ² gross floor area)	

The Subject Property is located in Area X on Schedule 1A of the Zoning By-law. Section 101(3) of the Zoning By-law states that ground floor commercial uses located in Area X which do not exceed a total gross floor area of 200 square metres do not require motor vehicle parking. Each proposed ground floor commercial unit is less than 200 square metres in gross floor area. No off-street parking is required for commercial units as part of the proposed development.

Section 64 of the Zoning Bylaw regulates permitted projections above the height limit. The provision states that maximum building height limits do not apply to the following structures.

- *“Mechanical and service equipment penthouse, elevator or stairway penthouses*
- *Landscaped areas, roof-top gardens and terraces and associated safety guards and access structures; pursuant to Table 55, Row (8)”*

The proposed development includes mechanical and storage rooms, a communal rooftop terrace, as well as elevators and a common stairwell to access the rooftop. An indoor rooftop amenity area is proposed which requires a site-specific provision to permit this use to be located above the height limit.

The proposed development fully conforms with the required rear yard setbacks, minimum required visitor parking, and minimum required bicycle parking. A major rezoning application is required to zone the Subject Property General Mixed Use (GM) and to establish site specific zoning provisions for minimum required front yard setback, minimum required interior side yard setback, maximum permitted building height, maximum permitted floor space index, minimum width of landscaped area abutting a street, and to include a rooftop amenity area as a permitted projection above the height limit for the proposed development.

3.3.1 Proposed Zoning for the Subject Property

The following site-specific provisions are requested for the Subject Property.

- To permit a minimum front yard setback of 2 m.
- To permit a minimum interior side yard setback of 3 m.
- To permit an increased maximum building height of 20 m.
- To permit an increased floor space index of 2.8.
- To permit a minimum landscaped area abutting a street of 2 m.
- To include a rooftop amenity area as a permitted projection above the height limit.

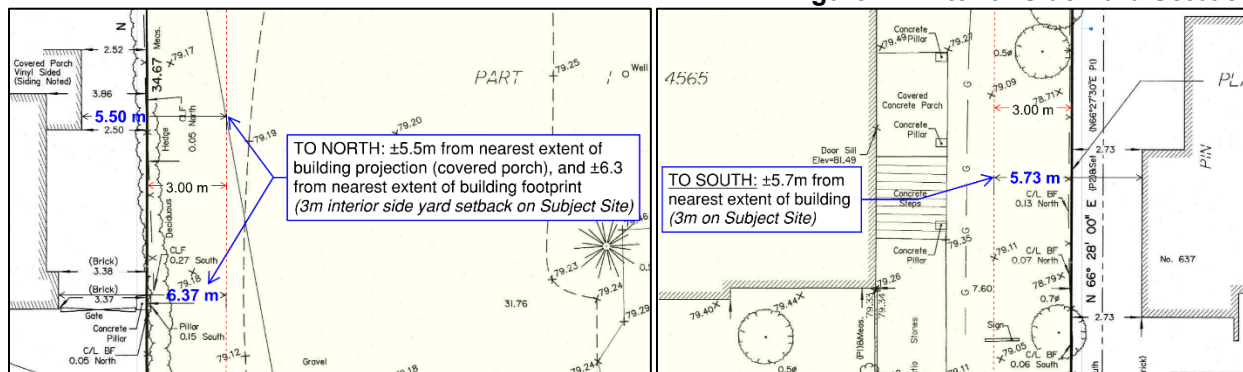
Front Yard Setback

The proposed development provides a front yard setback of 2 metres (after road widening). Policies of the Official Plan support the establishment of minimal functional yard setbacks for developments in the urban area and evolving neighbourhood overlay to establish more urban building characteristics and create a strong interface with the public realm. The proposed setback maintains the intent of the required front yard and is appropriate for this location.

Interior Side Yard Setback

The proposed development provides an interior side yard setback of 3 metres on each side of the building. The proposed interior side yard setback will provide suitable access to the rear yard for residents on the north and south sides of the proposed building. Immediately to the north of the Subject Site, the interior side yard setback on 615 Kirkwood Avenue is 2.5 metres to the covered porch and 3.3 metres to the extent of the building footprint. A total building separation between 5.5 metres and 6.3 metres will be provided between the existing and proposed buildings. Immediately to the south of the Subject Site, the interior side yard setback on 637 Kirkwood Avenue is 2.7 metres to the extent of the building footprint. A total building separation of 5.5 metres on the north and 5.7 metres on the south will be provided between the existing and proposed buildings (see Figure 21).

Figure 21: Interior Side Yard Setback



615 and 637 Kirkwood Avenue are designated Minor Corridor in the Official Plan. Policies of the Official Plan permit greater building heights and density in the Minor Corridor designation. Intensification is anticipated in the medium to long term on both properties. Policies of the Official Plan support the establishment of minimal functional yard setbacks for developments in the urban area and evolving neighbourhood overlay to establish more urban building characteristics and create a strong interface with the public realm.

A 3 metre interior side yard setback will not cause an undue or adverse impact on abutting properties to the north or south of the Subject Property. The proposed setback maintains the intent of the required interior side yard and is appropriate for this location.

Building Height

The proposed six-storey, mixed use building will have a maximum building height of 20 metres. The building height will accommodate a 4.5 metre height on the ground level and a 3 metre floor height on levels two to six. The Official Plan contemplates mid-rise intensification with a height of up to six storeys in the Minor Corridor designation. The proposed low-rise apartment building will remain a six-storey built form, consistent with policies of the Official Plan.

The proposed building height is appropriate for the neighbourhood, where there are low and mid-rise buildings across Kirkwood Avenue. A nearby example of a high-rise building is also located to the north west of the Subject Property across Kirkwood Avenue (see Figure 22).

Figure 22: View across Kirkwood Avenue from Subject Property



Existing low-rise buildings are located immediately to the north and south of the Subject Property on 615 and 637 Kirkwood Avenue. The Subject Property and abutting lots immediately to the north and south are designated Minor Corridor in the Official Plan. Policies of the Official Plan generally permit building heights up to mid-rise in the Minor Corridor designation. The proposed development has been designed to complement the existing condition while anticipating intensification on abutting properties to the north and south from low-rise to mid-rise built forms over the medium to long term.

The proposed building has been designed to be sensitive to the potential impacts of the building height on neighbouring properties. Levels three to six have been stepped back from the front wall of the building to reduce impacts from the building massing on the streetscape. A change in materiality is proposed above the third storey to reduce its visual prominence and help to establish a human scale at eye level along Kirkwood Avenue. A variety of Architectural elements such as pilasters are proposed, which will further reduce the visual prominence of the upper storeys.

Existing low-rise buildings located to the east of the Subject Property along the rear lot line are designated Neighbourhood in the Official Plan. Properties to the east are anticipated to remain low-rise. Levels four to six have been stepped back from the rear wall and a change in materiality

is proposed above the fourth storey of the building to reduce impacts from the building massing on abutting low-rise properties to the east.

The proposed six-storey building provides a 7.5m rear yard setback, building stepback and material changes above the fourth storey to create a visual transition in the rear yard to abutting low-rise buildings to the east. The proposed GM zone does not require an angular plane as a built form transition in the rear yard. The maximum permitted building height for a three unit dwelling in the neighbouring R3R zone is 10.7 metres. Although it is not required, the proposed development is generally consistent with a 45-degree angular plane applied from the rear lot line at a height of 10.7 metres providing access to natural light for residents on abutting lots to the east (see Figure 18). The proposed increase to permitted building height maintains the intent of the zoning by-law and is appropriate for this location.

Floor Space Index

The proposed six-storey, mixed use building will have a maximum FSI of 2.8. The Official Plan contemplates mid-rise intensification with a height of up to six storeys for properties in the Minor Corridor designation. The proposed development provides a fully conforming rear yard setback. Appropriate front yard and interior side yard setbacks are provided with no undue or adverse impacts on abutting properties to the north or south of the Subject Property. The proposed mid-rise apartment building will remain a six-storey built form, consistent with policies of the Official Plan. The proposed building is compatible with the scale of development to the west across Kirkwood Avenue and provides adequate separation to complement the scale of existing development on abutting lots to the north, south and east of the Subject Property. The proposed maximum floor space index maintains the intent of the zoning by-law and is appropriate for this location.

Minimum Landscape Area abutting a street

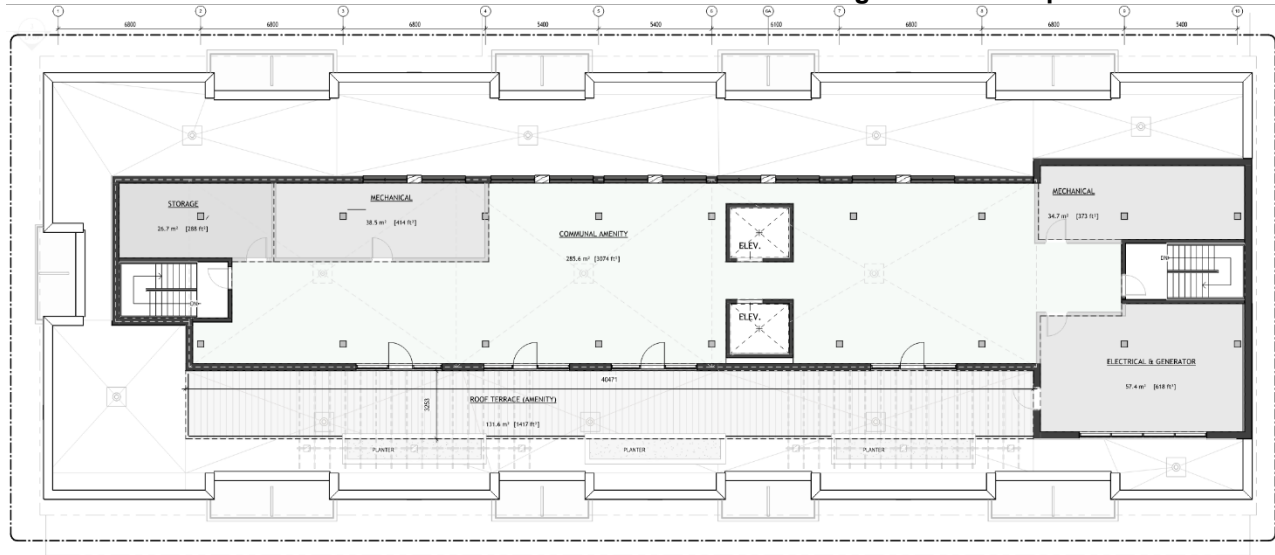
The proposed development provides a front yard setback of 2 metres (after road widening). A range of hard and soft landscape features will provide screening of ground level residential units from Kirkwood Avenue, the main residential entrance and commercial units located to the north. Policies of the Official Plan support the establishment of minimal functional yard setbacks for developments in the urban area and evolving neighbourhood overlay to establish more urban building characteristics and create a strong interface with the public realm. The proposed landscape area in the front yard maintains the intent of the zoning by-law and is appropriate for this location.

Rooftop Amenity Area

A site-specific provision is required to permit a communal amenity area including a washroom to be included as a permitted projection above the height limit under Section 64 of the zoning by-law. Section 64 of the Zoning By-law allows for landscaped areas, roof-top gardens, terraces, mechanical equipment, and service equipment as projections above the height limit. The proposed amendment seeks to allow for a universal washroom and communal amenity area to be included as a permitted projection. The communal amenity area would improve the functionality of the rooftop amenity space for residents and provide additional amenity area. Access to running water allows residents who are interested in gardening the ability to water plants and allows future rooftop gardens to flourish. An indoor communal area for residents on the roof would permit year-round usage of this space during periods of inclement weather. Finally,

this washroom will allow residents utilizing the amenity area access to a washroom without having to re-enter the building. The conceptual rooftop plan is shown on Figure 23.

Figure 23: Conceptual Roof Plan



Conclusion

To facilitate the proposed development of a mid-rise, mixed-use building on the Subject Property, this application requests site-specific zoning provisions for minimum required front yard setback, minimum required interior side yard setback, maximum permitted building height, maximum permitted floor space index, minimum width of landscaped area abutting a street and to include a rooftop amenity area as a permitted projection above the height limit for the proposed development.

The proposed development will allow for intensification of a vacant property along a Minor Corridor in the urban area. The proposed building will provide 76 dwelling units and two-commercial units to an underutilized site. The requested relief is appropriate to facilitate the proposed development of a mid-rise, mixed use building on the Subject Property.

The proposed Major Zoning By-law Amendment application is consistent with the purpose of the General Mixed Use zone and is generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2008-250. The Major Zoning By-law Amendment is appropriate for the Subject Property.

4.0 URBAN DESIGN GUIDELINES

The City of Ottawa's Urban Design Guidelines provide guidance in order to promote and achieve appropriate development within key growth areas throughout the City. Where the Urban Design guidelines apply, not all of the direction provided will apply to the proposed development. The Urban Design Guidelines are non-statutory documents and are intended to supplement the policies and regulations of the Official Plan and Zoning By-law.

4.1 Urban Design Guidelines for Development along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets were approved on May 24, 2006. These guidelines apply across the City to all streets identified as a Traditional Mainstreet in the Official Plan (2003) and provide urban design guidance for new developments. The primary objectives of the guidelines are as follows:

- To promote development that will enhance and reinforce the recognized or planned scale and character of the street
- To promote development that is compatible with, and complements its surroundings
- To achieve high-quality built form and strengthen building continuity along Traditional Mainstreets
- To foster compact, pedestrian-oriented development linked to street level amenities
- To accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

While not directly applicable to the Subject Property, the Urban Design Guidelines for Development along Traditional Mainstreets have been reviewed for the proposed development based on the location along a Minor Corridor where a maximum building height of six-storeys is generally permitted by policies of the Official Plan.

The proposed six-storey, mixed-use development includes a stepback above the third storey along Kirkwood Avenue and a stepback which contributes to maintaining the existing scale and character of the streetscape from eye level. The proposed building design provides a transition between the street and adjacent low-rise built forms. Ground floor commercial uses are intended to extend the existing retail and commercial uses located further to the south of the Subject Property at Carling Avenue.

A significant proportion of glazed surfaces, and landscape treatments at grade create active frontages designed to provide an open and transparent pedestrian experience and provide direct access to ground floor commercial uses and to ground floor residential uses from Kirkwood Avenue. A separate principal entrance for residents is located along Kirkwood Avenue. Direct access to three ground level residential units is also provided off Kirkwood Avenue.

The proposed residential density provided on the site will support the surrounding commercial uses, allowing residents to access their daily needs within walking distance of home. All parking on the site is accessed off Kirkwood Avenue. Off-street parking is located below grade to minimize any potential impact on the street.

5.0 REVIEW OF SUPPORTING STUDIES / INTEGRATED ENVIRONMENTAL REVIEW

Phase 1 & Phase 2 ESA

A Phase 1 and Phase 2 ESA was previously completed by WSP. The Phase 2 ESA report dated February 17, 2021 concluded that *“Based on the investigation findings, MECP Table 3 regulatory exceedances of PHCs and PAHs in soil and PHCs in groundwater were identified at the 627*

Kirkwood portion of the subject site and no MECP Table 3 regulatory exceedances of PHCs/BTEX and PAHs in soil and groundwater were identified at the 637 Kirkwood portion of the subject site. If the 627 Kirkwood portion of the subject site is to be re-developed, it is recommended that further investigations to delineate the extent of the soil and groundwater impacts and follow-up site remediation be completed to support the municipal site plan/building permit approval process and to minimize the environmental risk/liability associated with these impacts.” and recommends further environmental assessment.

A Phase 1 ESA has been completed by Paterson Group dated March 24, 2025. The report concluded that *“Based on the findings of this assessment, as well as the previous Phase II ESA, it is our opinion that a site remediation program will be required for the Phase I Property to support any future site plan application with the City.”*

Geotechnical Report

A Geotechnical Report for the Subject Site has been prepared by Paterson Group, dated April 31, 2021. The report concludes that *“The subject site is considered suitable for the proposed development from a geotechnical perspective. It is expected that the proposed structure will be founded over conventional spread footings or a raft foundation placed on an undisturbed silty clay bearing surface.”*

Pedestrian Level Wind Study

A Pedestrian Level Wind Study has been completed by Gradient Wind, dated February 26, 2025. The report concludes that *“All areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Conditions over surrounding sidewalks, transit stops, existing surface parking, the proposed grade-level outdoor amenity, walkways, and in the vicinity of building access points, are considered acceptable. Wind conditions within the PH Level amenity terrace, served by pergolas to the north and south, are predicted to be suitable for sitting throughout the year, which is considered acceptable.”*

Noise Control Study

A Noise Study has been completed by Gradient Wind dated February 18, 2025. The report concluded that:

- *“The results of the current analysis indicate that noise levels will range between 69 and 48 dBA at Plane of Window (POW) receptors during the daytime period (07:00-23:00) and 65 and 46 dBA during the nighttime period (23:00-07:00). The highest noise levels (68 and 69 dBA) occur along the west and south façades, which are most exposed to Kirkwood Avenue and Highway 417.”;*
- *“The results of the calculations indicate that the west and south façades of the building will require upgraded building components.”;*
- *“the building will require central air conditioning, or a similar ventilation system for the residential units, which will allow occupants to keep windows closed and maintain a comfortable living environment.”;*
- *“no stationary noise impacts are expected from the surroundings on the study site.”;*
- *“The subject site’s stationary noise impacts on the surroundings can be controlled by judicious selection and placement of the mechanical equipment. Noise barriers/screens,*

acoustic louvres, or silencers can be used to mitigate the noise impacts and provide noise levels within ENCG sound level limits where required.”; and,

- *“A Type A Warning Clause will be required to be placed on all Lease, Purchase and Sale Agreements”*

Site Servicing Study and Adequacy of Public Services Report

A Site Servicing Study and Stormwater Management Report has been prepared by Novatech, dated February 21, 2025. The report concludes that *“Based on our analysis of the information available, the existing municipal watermain, sanitary and storm sewers should have adequate capacity to service the proposed development. On-site stormwater management will be implemented to meet the requirements of the City of Ottawa and the Rideau Valley Conservation Authority (RVCA). A complete servicing, grading and SWM design will be included as part of the Site Plan Control submission to the City.”*

6.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A formal pre-application consultation meeting was held with City staff and the The Hampton Iona Community Association on September 12, 2024 to solicit feedback on the proposed development.

Upon Submission

The public will be consulted regarding the proposed development through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City’s ‘DevApps’ website. At this time, neighbours will have the opportunity to comment on the proposal.

Immediately following the filing of the application, the Councillor’s office will be contacted to determine if there is interest in hosting a community information meeting. If necessary, a second community meeting will be held.

Virtual Open House (Optional)

Who:	Residents of the community
Where:	The meeting will be held electronically via Zoom, subject to coordination with the Community Association and Councillor’s office.
When:	Soon after the City’s circulation. This is to ensure that interested members of the public are aware of the project well in advance of the public meeting of Planning and Housing Committee.
City rep.:	The File Lead may wish to attend, depending on the level of interest from the public. This meeting will be coordinated with the Ward Councillor.

Follow up:	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be heard at Planning and Housing Committee.
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Community Heads Up

A "Community Heads Up" notice will be circulated to the local Community Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

Statutory Public Meeting (Planning and Housing Committee)

Who:	Members of Planning and Housing Committee, Registered Delegations
Where:	The Planning and Housing Committee Meeting will be held in hybrid format (in-person and electronically via Zoom), subject to coordination with Committee staff.
When:	After staff review and comment on first submission, issue resolution and resubmission (if required) and final submission.
City rep.:	The File Lead(s) will be in attendance. This meeting will be coordinated with Committee staff.
Follow up:	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead.

7.0 CONCLUSION

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment to facilitate the development of a six-storey, mixed-use building on the Subject Property. The Subject Property is within the Inner Urban Transect and is designated Minor Corridor on Schedule B2 of the Official Plan. The Subject Property is within the Evolving Neighbourhood Overlay of the Official Plan. The property is zoned Minor Institutional, Subzone A (I1A) and is located within the Mature Neighbourhoods Overlay in the City of Ottawa's Zoning By-law 2008-250.

The purpose of this application is to facilitate the proposed development of a six-storey, mixed-use building through a major rezoning application to General Mixed Use (GM) and to establish site specific zoning provisions for the Subject Property for minimum required front yard setback, minimum required interior side yard setback, maximum permitted building height, maximum permitted Floor Space Index, minimum required landscape area abutting a street, and to include a rooftop amenity area as a permitted projection above the height limit for the proposed development. Approval of the proposed development will permit a total of 76 residential dwelling units and two commercial units on the Subject Property. A total of 52 off-street resident parking spaces and six visitor parking spaces are provided in an underground garage. A total of 74 bicycle parking spaces are proposed on the Subject Property.

The proposed mid-rise, mixed-use development is appropriate to support growth objectives and residential intensification targets within the urban area of the City of Ottawa. The proposed Major Zoning By-law Amendment application will have no negative impacts to natural heritage features, natural resources, or cultural heritage resources. The requested Major Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement.

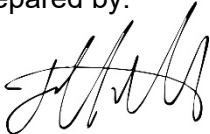
The Major Zoning By-law Amendment and proposed development conform with the policies of the City of Ottawa Official Plan (2022). The proposal is consistent with the Minor Corridor designation and meets the City's intensification goals while maintaining a form that is context-sensitive and complements the surrounding community. The proposed ground-floor commercial uses are consistent with the retail context to the south of the Subject Property along the Kirkwood Avenue corridor and contribute to the City's objectives to establish 15-minute neighbourhoods. The requested Major Zoning By-law Amendment establishes appropriate zoning provisions for the proposed mixed-use building and permits development that is compatible with surrounding land uses.

The Major Zoning By-law Amendment application is appropriate for the development of the Subject Property and represents good land use planning.

Yours Truly,

NOVATECH

Prepared by:



Jeffrey Kelly, MCIP, RPP
Project Manager | Planning & Development

Reviewed by:



Murray Chown, MCIP, RPP
Director | Planning & Development

Appendix A:

Conceptual Site Plan

