

Prepared for:

BRIGIL
Attention: Jean-Luc Rivard
98 Lois Street
Gatineau, QC
J8Y 3R7

Prepared by:

J.L. RICHARDS & ASSOCIATES LIMITED
343 Preston Street, Tower II, Suite 1000
Ottawa, ON
K1S 1N4
TEL: 613-728-3571

Planning Rationale – Major Zoning By-law Amendment

99 Parkdale Ave



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1.0 EXECUTIVE SUMMARY

J.L. Richards & Associates Limited (JLR) has been retained by 11034936 Canada Inc. (aka Brigil) “the Client”, to provide a Planning Rationale in support of a Major Zoning By-law Amendment for the subject site known as 99 Parkdale Avenue. The Zoning By-law Amendment is to permit a new commercial use on the ground floor, “Restaurant, Fast-Food or Full Service” of their existing residential high-rise apartment building.

As part of a previous Site Plan Control application, the space within the ground floor was designed to accommodate this restaurant. The space is being converted from amenity/rental space to the restaurant and does not require any exterior changes to the building or any changes to the plumbing, ventilation, etc.

The subject site is an ideal location for a restaurant use, an area that is continuing to experience both increased residential density and other mixed-use buildings, including the redevelopment plans for the Tunney’s Pasture Campus. The site provides easy and safe access for people travelling by active transportation and helps the City achieve its goals of the 15-minute neighbourhood.

Our recommended approach for the Zoning By-law Amendment is to add the use of “Restaurant, Fast-Food or Full Service” as an additional permitted use to the existing zoning found on the site of Residential Fifth Density, Subzone B, Urban Exception 1929, Schedule 284 (R5B [1929] S284). This will permit the use while maintaining the existing exceptions on the site required for the apartment dwelling, high rise.

It is our professional opinion that the proposed application is appropriate for the subject site, complies and is consistent with the appropriate policies and represents good land use planning.

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2.0 INTRODUCTION

J.L. Richards & Associates Limited (JLR) has been retained by 11034936 Canada Inc. (aka Brigil) “the Client”, to provide a Planning Rationale in support of a Major Zoning By-law Amendment for the subject site known as 99 Parkdale Avenue to permit a new commercial use on the ground floor of their existing residential high-rise apartment building.

In 2019 J.L. Richards & Associates Limited (JLR) was retained by the Client to help facilitate a Site Plan Control application for a proposed high-rise residential building at 99 Parkdale. Brigil has entered into a Site Plan Agreement with the City of Ottawa and is finalizing the construction of this 28-storey high-rise apartment building consisting of 240 dwellings units. Vehicular access to the site’s underground parking garage is shared with 121 Parkdale Avenue.

It is Brigil’s intent to convert approximately 233 sq. m. of ground floor area into a “Restaurant, Fast-Food or Full Service” use. The subject site is currently zoned as Residential Fifth Density, Subzone B, Urban Exception 1929, Schedule 284 (R5B [1929] S284). This zoning permits the current 28-storey high-rise apartment building on the subject site. As part of the previous Site Plan Control application, the space within the ground floor was designed to accommodate this commercial space. The space is being converted from amenity/rental space to the commercial space.

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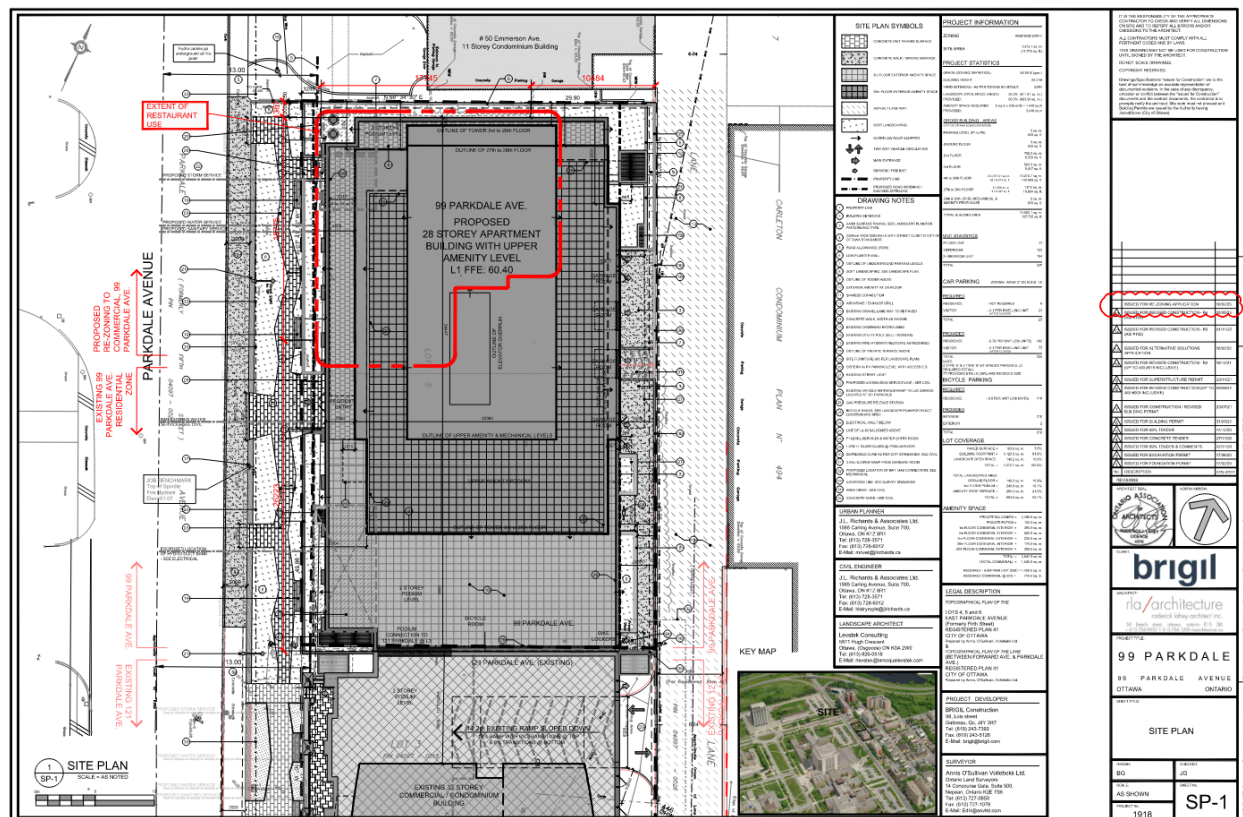


Figure 1: Site Plan showing extend of proposed Restaurant Use outlined in Red.

In October 2024, JLR along with Brigil attended a pre-consultation with City Staff, which outlined the required plans and studies for the Zoning By-law Amendment.

The subject site is located in the Inner Urban Transect according to the City's Official Plan, and has the Hub designation with the Evolving Neighbourhood Overlay. The subject site is also found in the Scott Street Secondary Plan, also with the Hub designation.

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

- Complies with the Planning Act R.S.O 1990 c. P.13.
- Consistent with the policies of the Provincial Planning Statement (2024);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Complies with the City of Ottawa Comprehensive Zoning By-law 2008-250.
- Maintains compatibility with the surrounding uses and community context.

It is our professional opinion that the proposed application for a new commercial use is appropriate for the subject site and represents good land use planning.

3.0 SUBJECT SITE AND COMMUNITY CONTEXT

Section 3 of this Planning Rationale outlines the subject site and community context in which the site is found in. This includes the existing residential uses and commercial uses that are in the vicinity of the subject site. A review of the Planning and Regulatory framework is provided for the subject site.

3.1 Subject Site

The Subject site is in the Mechanicsville Community at 99 Parkdale Ave. The subject site has a total area of approximately 1,373 m² with a lot frontage of approximately 45 metres along Parkdale Ave. The site is located northeast of the Tunney's Pasture Light Rail Transit Station and at the east end of Colombine Driveway.

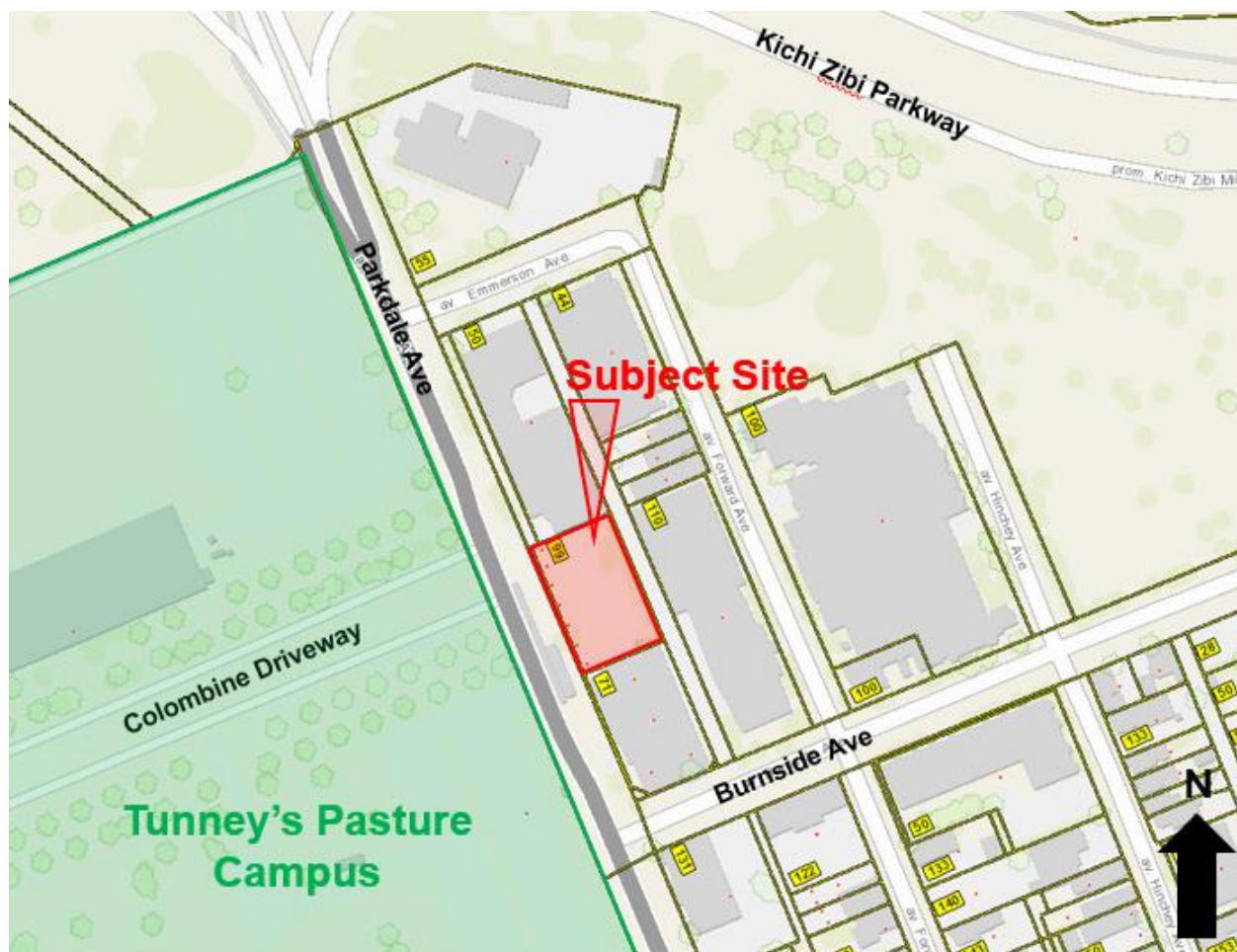


Figure 2: Location of Subject Site

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Parkdale Ave will be the primary access for the new commercial use on the ground flood. The site is on the eastern edge of the residential portion of the Mixed-Use Centre, Mechanicsville, and abuts the Tunney's Pasture Campus to the west. No parking will be provided with the new use, with vehicle access via the rear lane being maintained for residents and visitors.

The site is connected to surrounding amenities and facilities in the area by sidewalks on both sides of Parkdale Ave. The Parkdale Ave sidewalks provide direct access to the transit station at Tunney's Pasture. A public multi-use pathway, owned and maintained by the City of Ottawa, runs adjacent to the Transitway. The northerly terminus of Parkdale Avenue also provides an on-street cycling connection directly to the multi-use pathway along the Kichi Zibi Parkway.

3.2 Surrounding Context

The site is directly across Parkdale Avenue from the Tunney's Pasture employment complex, which is one of the largest nodes of federal government employment outside of the downtown core. These lands encompass some 58 hectares (143 acres) that have been developed over the past 60 years and include over a dozen large offices and laboratories. The site has substantial undeveloped lands that can add more employment for this mixed-use centre, as outlined in the Tunny's Pasture Campus Master Plan.

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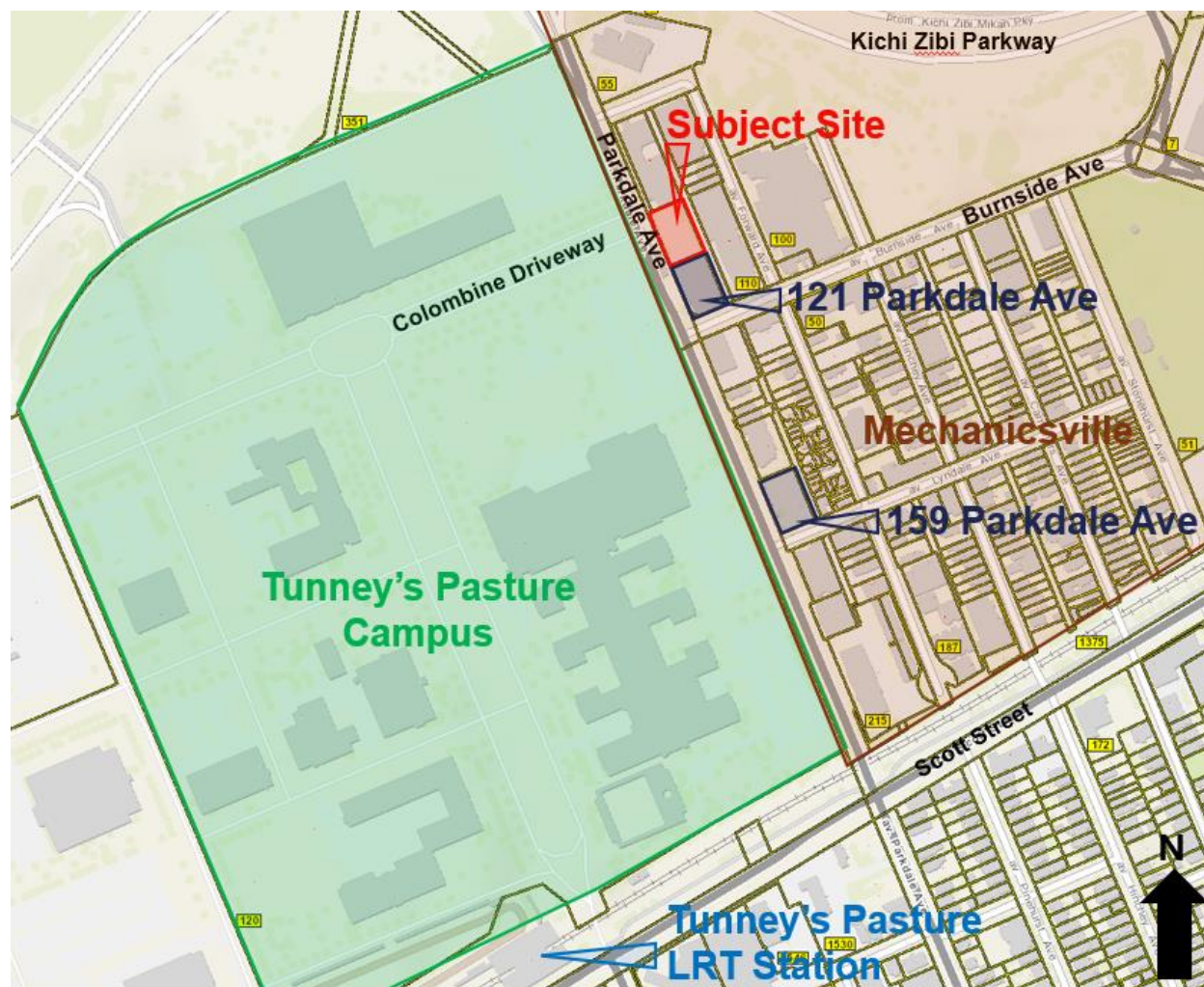


Figure 3: Context of Subject Site

The east side of Parkdale is primarily high-rise apartment buildings, from Scott Street to Emmerson Ave. highlights the extensive nature of this employment area, including the undeveloped lands, and the supporting residential development in Mechanicville, particularly along Parkdale, Burnside and Forward Avenues.

Development along the east side of the Parkdale corridor includes several high-rise apartment buildings. This form of development is also evident in the block immediately east of the subject site on both sides of Forward Avenue. These buildings have traditionally been residential, however more new developments are adding commercial spaces to better serve this community such as 121 Parkdale Ave and 159 Parkdale Ave

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Immediately to the north of the subject site is 50 Emerson Avenue, a 60-unit high rise apartment building constructed in 1985. This building is 11 storeys at the north end, 10 storeys in the central portion, and has a parking garage entrance at the southern limit of the property where it abuts the Subject Property. The side of the building that faces 99 Parkdale Avenue has no windows or balconies.

Immediately to the south of the Subject Property is 121 Parkdale Avenue, a mixed-use high-rise building also owned by Brigil. This building is 32 storeys and has an existing commercial space on the ground floor; coffee house. This commercial space was included in the initial rezoning application for this development with the “Mixed-Use Centre” Zone. Underground parking is accessed by the rear lane via Burnside Avenue. and will not be changed as part of the Zoning By-law Amendment.

The Mechanicsville Community is generally one that is residential in nature, with mid and high-rise buildings that stretching along Parkdale Ave and a mix of low-rise residential buildings between Parkdale Ave and Laroche Park. Other current commercial uses that service this area found along Lyndale Ave, south of the subject site; this includes Lyndale Corner Food Mart and Sharpfle Waffle.

Generally, the surrounding area is characterized by mid and high-rise residential developments immediately along Parkdale Ave, with a few of these high-rise buildings being mixed-use. The Mechanicsville Community contains several different types of residential uses and a few commercial uses as well. The Tunney’s Pasture campus provides a significant opportunity to increase the mixed-use nature of the site and continue to activate the frontage of Parkdale Ave as proposed by this application.

3.3 Planning and Regulatory Framework

The subject site is located within the Inner Urban Transect Policy Area, with the Evolving Neighborhood Overlay as per Schedule B2. This Schedule also outlines the site is designated as “Hub” in the City of Ottawa Official Plan 2022.

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Figure 4: Excerpt of Schedule B2

Annex 6 of the Official Plan outlines urban areas of the City that to a Secondary Plan. The subject site is subject to the Scott Street Secondary Plan. Within this Secondary Plan, the subject site is designated as “Hub” as per Schedule A.

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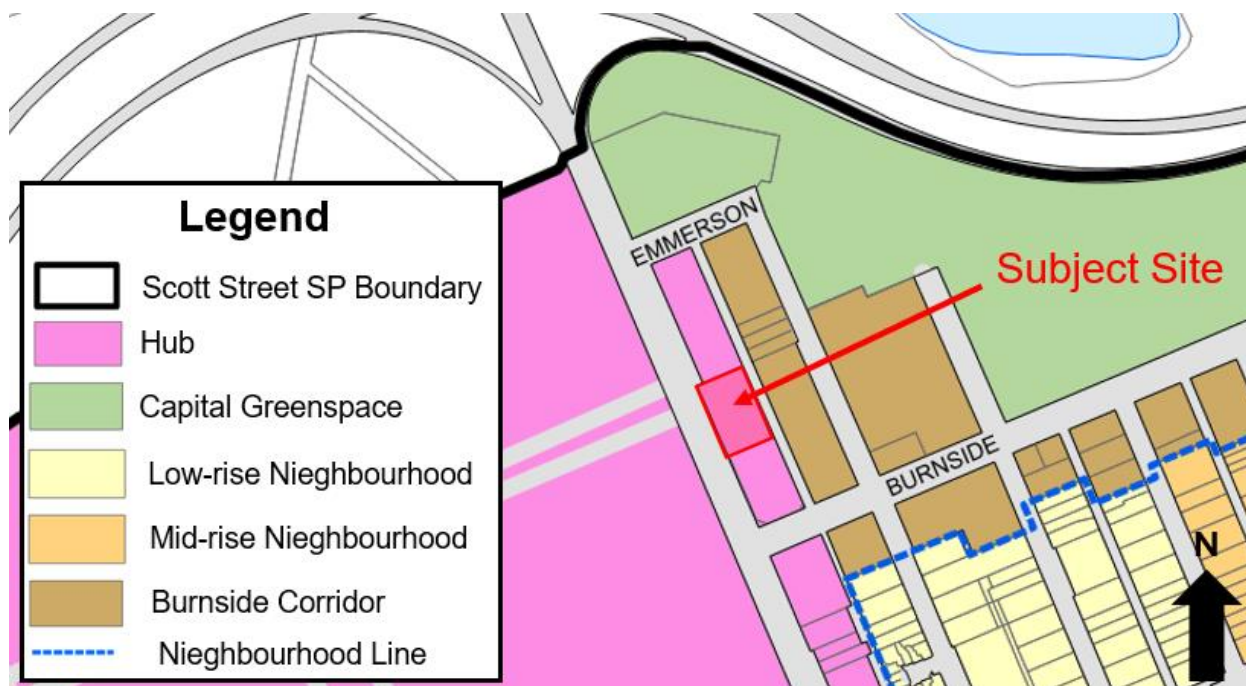


Figure 5: Excerpt of Scott Street Secondary Schedule A

The subject site is within 600m of the current LRT station at Tunney's Pasture as seen on Schedule C2. It is also located within a Protected Major Transit Station Area as outlined on Schedule C1.

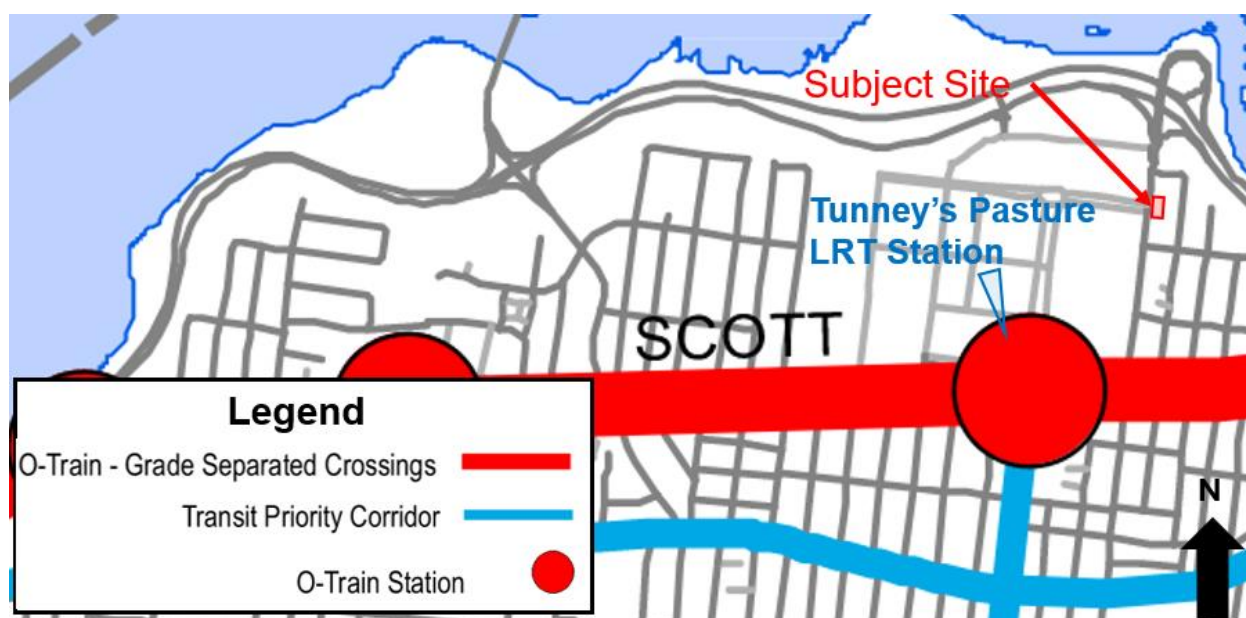


Figure 6: Excerpt of Schedule C2

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The subject site is abutting an arterial road, Parkdale Ave, as outlined below on Schedule C4.

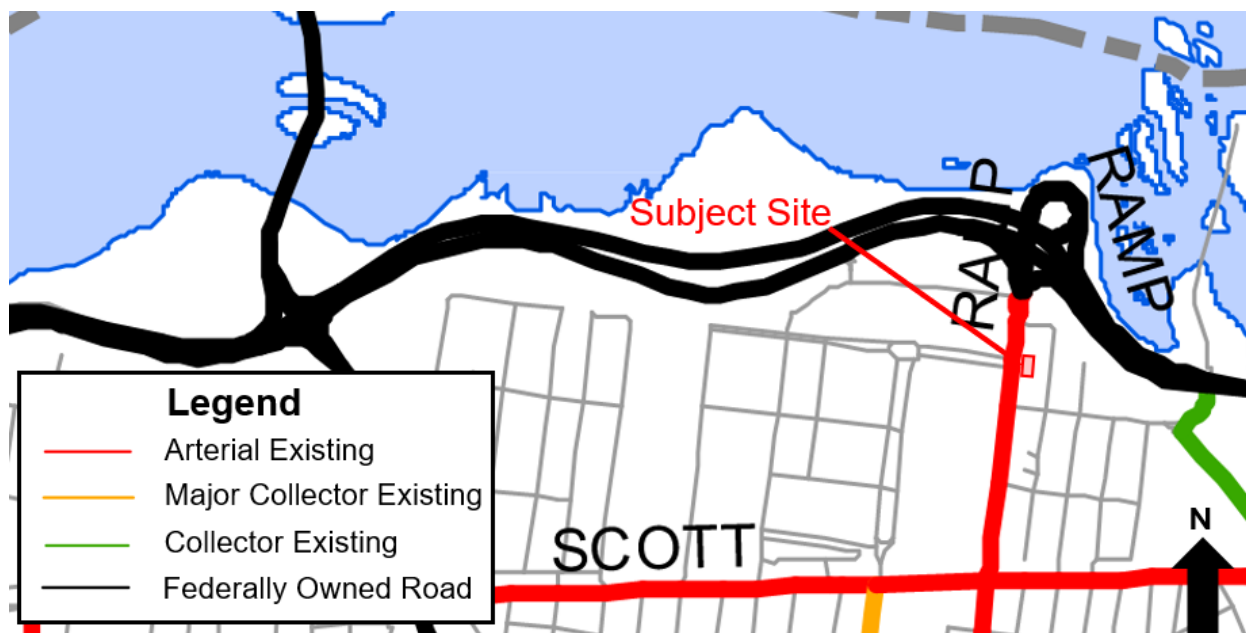


Figure 7: Excerpt of Schedule C4

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4.0 DEVELOPMENT PROPOSAL

Section 4 of this Planning Rationale reviews the proposed Major Zoning By-law Amendment along with the previous Site Plan Control application. Information on the requested draft Zoning By-Law text has been provided as well.

4.1 Proposed Zoning By-law Amendment

The Major Zoning By-law Amendment application proposes to add a new permitted use to the existing zoning of the subject site, Residential Fifth Density, Subzone B, Urban Exception 1929, Schedule 284 (R5B [1929] S284). We recommend the use of “Restaurant, Fast-Food or Full Service” be added to the existing urban exception as a permitted use for it be permitted on ground floor of existing residential high-rise apartment building.

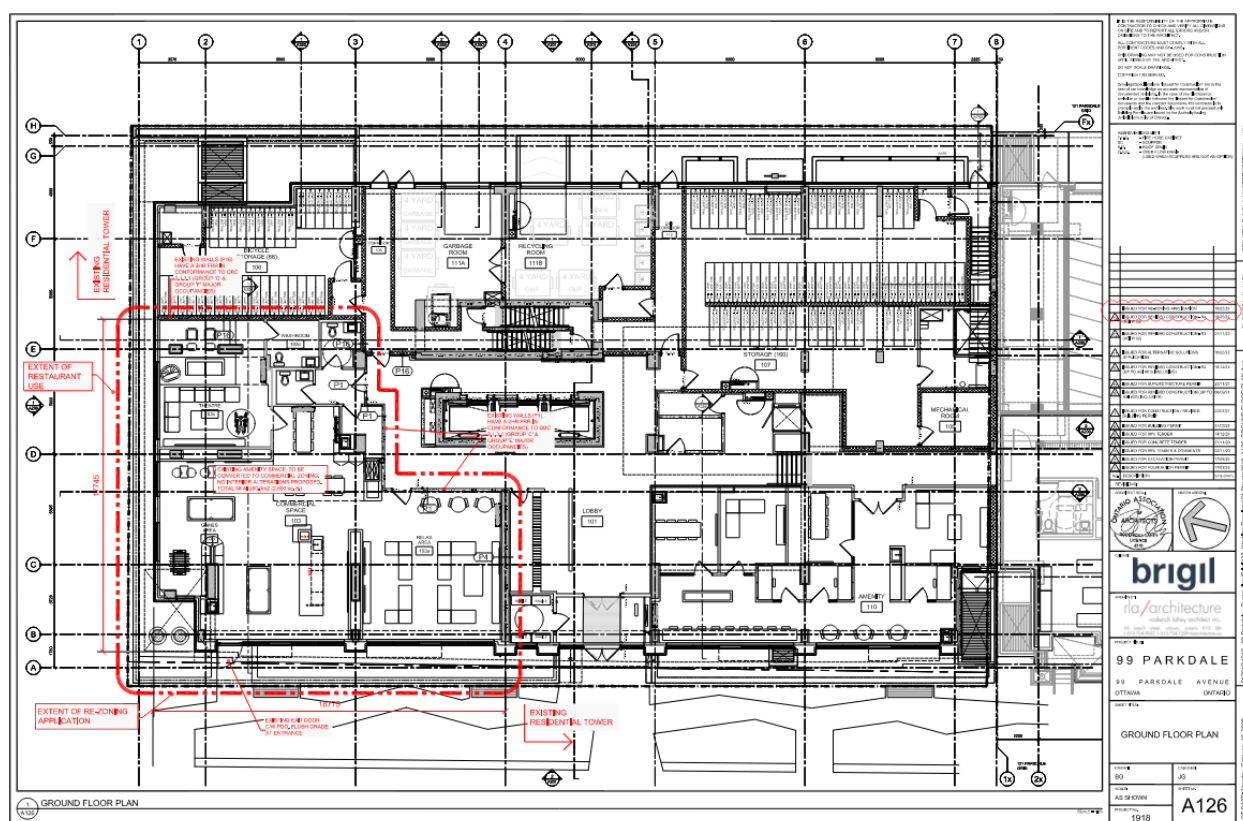


Figure 8: Extend of Restaurant Use on the ground floor outlined in Red.

At the time of the Site Plan Control application in 2019 and recent approval, the current the space within the ground floor was designed to accommodate this commercial space. The space is being

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converted from amenity/rental space to the commercial space. The current building has excess amenity space and therefore there is no issue with compliance of the Zoning By-law.

No proposed changes to the site-specific schedule or other provisions are required to permit the use. As outlined in Section 101 (2) of the Zoning By-law, no parking is required for the use based on the location of the subject site. The new use will be contained wholly within the current building and no exterior changes are required to have the commercial use function. Based on the design of the exterior space on Parkdale Ave, no patio can be permitted as the Right-of-Way of Parkdale Ave is right adjacent to the building. An existing entrance will be used for the new proposed commercial space.

The building has an indoor waste management area consisting of six (6) 4 yard recycle containers, four (4) 4-yard garbage containers, and six (6) green compost bins. The proposed restaurant use is located adjacent to the waste management area and is expected the existing waste management system can handle the waste, recycling and composting needs of the restaurant use.

There are no proposed changes to the mechanical or electrical services within the building as these services were previously constructed to support the change from amenity area to a restaurant use.

In order to encourage travel by sustainable modes to the new commercial use, no new parking is being allocated to this use in the existing parking garage for 99 and 121 Parkdale Ave. Based on the location of the subject site, close to an existing LRT Station and the Trans Canada Trail along the Kichi Zibi Parkway, access via walking, cycling or transit is currently very convenient. Ample bike parking is provided for the current building, including exterior spaces that can be used for the new restaurant. Through redevelopment along Parkdale Avenue, the Right-of-Way has evolved to create wider sidewalks and will continue to evolve to make active transportation safer and convenient option for all users.

4.2 Previous Development Applications

On June 27, 2012, Council approved a rezoning application (File No. D02-02-11-0108) for the subject site. The property was rezoned from R5B H(37) (Residential Fifth Density, Subzone B, Height Maximum 37 metres) to R5B[1929] S284-h (Residential Fifth Density, Subzone B,

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Exception 1929, Schedule 284, with a holding zone). The approved Schedule 284 outlines the building envelope for the property, providing maximum permitted building heights and setbacks. Following the 2012 rezoning, a Site Plan Control application was approved on April 23, 2013 (File No. D07-12-11-0232).

In 2019, a revised Site Plan Control application was submitted to permit a 28-storey high-rise apartment building, which is currently built on the subject lands. The Site Plan Control application in 2019 (File No. D07-12-19-0176) carried forward several conditions that were previously tied to the 2013 approval.

5.0 PLANNING POLICY JUSTIFICATION

Section 5 of the Planning Rationale provides the planning policy justification on the proposed Major Zoning By-law Amendment for the subject site. This section will outline how the proposed development is consistent with and conforms to the policy framework. All policy referenced in this section can be found in Appendix A of this Planning Rationale.

5.1 Planning Act, R.S.O 1990, c. P.13

The Planning Act sets the regulatory framework for planning in Ontario. It regulates local planning administration, the development, approval and amendment of official plans, community improvement, and zoning by-laws along with various other statutory planning tools. The regulations detail application procedures, notice requirements, and public participation requirements among other matters. This application is in accordance, and in compliance with Section 34 of the Act and all other applicable sections.

5.2 Provincial Planning Statement 2024

The Provincial Planning Statement 2024 (PPS), issued under the authority of Section 3 of the Planning Act and provides direction on matters of provincial interest related to land use planning and development. PPS 2024 came into effect on October 20th, 2024. The Planning Act requires that decisions affecting planning matters “shall be consistent with” such policy statements issued under the Act and implemented by the PPS.

The PPS is divided into six (6) chapters, with chapters 2-4 providing policies on following:

- Chapter 2.0: Building Homes, Sustaining Strong and Competitive Communities
- Chapter 3.0: Infrastructure and Facilities
- Chapter 4.0: Wise Use and Management of Resources
- Chapter 5.0: Protecting Public Health and Safety

Upon our review of the PPS 2024, several relevant policies are found within Chapter 2.0 and 3.0, which policies for development in settlement areas, sustaining strong and competitive communities and on infrastructure and facilities, including for sewage, water and stormwater respectively.

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The subject site is located within in the settlement boundary of the City of Ottawa, where land use patterns are proposed based on a mix of densities and of land uses. This makes efficiently use of the land and resources, while optimize existing and planned infrastructure and public service facilities that support active transportation. General intensification and redevelopment are supported in the settlement area to achieve of complete communities, including by accommodating for a mix of uses, including residential and non-residential uses. Major Transit Station Areas are to support land uses and built form that promote intensification and a mix of land uses, supportive of active transportation adjacent tot higher order transit.

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. The proposed development and zoning by-law amendment are consistent with the policies in Chapter 2.0 and 3.0 of the PPS 2024.

Our review of the PPS 2024 confirmed the subject site has no features that need to be addressed by Chapter 4.0 and 5.0 and therefore the proposed application does not conflict with these sections. Therefore, based on our review the proposed development will be consistent with the policies of the PPS 2024.

5.3 City of Ottawa Official Plan, 2022

In November 2022, the Minister of Municipal Affairs and Housing approved the new City of Ottawa Official Plan, with 30 modifications to the Plan that was approved by Council in November 2021. The approval of City of Ottawa’s new Official Plan, as modified, repeals and replaces the in-effect official plan adopted by the city in 2003 and all amendments thereto.

The new Official Plan outlines a comprehensive land use policy framework to guide growth and development within the city to the year 2046. The subject site is located within the Inner Urban Transect Policy Area, with the Evolving Neighborhood Overlay as per Schedule B2. This schedule also outlines the site is designated as “Hub” in the City of Ottawa Official Plan 2022.

Annex 6 of the Official Plan outlines urban areas of the City that to a Secondary Plan. The subject site is subject to the Scott Street Secondary Plan as per Volume 2A of the OP. Within this Secondary Plan, the subject site is designated as “Hub” as per Schedule A of the Secondary Plan.

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5.3.1 Growth Management Framework

Section 3 of the Official Plan provides the framework for the City to manage new growth of residential and non-residential uses in all areas of the City. It is the intent of the City that the majority of new growth will occur within the built-up area through intensification, increasing over time during the planning horizon.

Section 3.1 of the Official Plan sets a target of 93% of growth that will take place within the urban area. Of that 93%, 47% of that growth is to take place within the urban area that is built-up or developed as of July 1, 2018, which is where the subject site is located. This includes non-residential growth, where Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services in addition to residential density. These areas are then accessible to adjacent Neighbourhood designations on a daily and weekly basis. The new proposed use of a restaurant on the subject site conforms to the policies in Section 3.1 by locating a new commercial use in a Hub, one that creates a mixed-use building where significant residential density is already present. The subject site is located in an area adjacent areas designated as neighbourhood, providing the opportunity for access to this new commercial use on a daily and weekly basis

5.3.2 Inner Urban Transect Policies

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different typology of urban form that is found in the City, starting with the downtown area and going outwards towards the rural areas. Further to Schedule A, Schedule B2 shows the subject site is located in the Inner Urban Transect. This includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, these neighbourhoods have a mix of both urban and suburban built form characteristics, depending on their location and proximity the Downtown Core.

The focus of the Inner Urban Transect is to continue to develop into a more urban, higher density-built form, through the development of the remaining large parcels and integrating them into the existing Hubs, Corridors and Neighbourhoods. Furthermore, the Inner Urban Transect is to continue to develop as a mixed-used environment, where the City can achieve its goals of 15-minute neighbourhoods through the City. This includes a full range of services located in areas

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that are designated as Hubs and Corridors in the Official Plan. The proposal of adding of a new commercial use on the subject site conforms to policies of the Inner Urban Transect by providing a full range of services in areas that are designated a Hub. The new restaurant use will support the growth of the 15-minute neighbourhood by providing new commercial opportunities for residents in the Mechanicsville neighbourhood, in an area that will continue to add significant residential density.

5.3.3 Hub Designation Policies

Section 6 of the Official Plan provides policies on land uses designations throughout the City of Ottawa. The subject site is shown on Schedule B2 and is designated as a Hub. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

The strategic purpose of a Hub is to focus residential and non-residential uses, including commercial uses, within easy walking access of rapid transit stations or major frequent street transit stops. This includes integrating with the surrounding designations of Corridors and Neighbourhoods to establish a network of residential, commercial, employment and institutional uses. This allows residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile and overall contributes to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses within all designations of the Official Plan. The Official Plan outlines prohibited non-residential uses in the Hub designation which includes uses causing or likely to cause nuisance noise, our dust or other pollution and general those uses which are automobile-oriented, motor-vehicle-dependent and prioritize motor vehicles.

The proposed development to permit a new commercial use conforms to the policies of the Hub designation by integrating new non-residential uses close to rapid transit stations as the subject site is within the 600m radius of the Tunney's Pasture LRT station. In addition, the subject site is located on Parkdale Ave, close to existing areas designated as Corridors and Neighbourhoods in the Official Plan. This will build on the current established network of residential and non-residential uses as outlined in Section 3.0. The commercial uses will allow residents of existing neighbourhoods to benefit from the close access to this new use. The restaurant is not a use that

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will cause nuisance noise, our dust or other pollution and is not an automobile-oriented use. The proposed development conforms to the policies in Section 6.1.1 of the Official Plan.

5.3.4 Evolving Neighbourhood Overlay

In addition to the subject site being designated as Hub on Schedule B2, the Evolving Neighbourhood Overlay applies to the subject site, as described by policies in Section 5.6.1 of the Official Plan. The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form.

The subject site generally speaking has achieved the goals of the Evolving Neighbourhood Overlay through the development of the high-rise apartment dwelling. The new commercial use continues to support this by diversifying the land use from residential to mixed-use. The location of the restaurant will support the City's active transportation goals by locating within 600m of the Tunney's Pasture LRT station, enabling non-motor vehicle access.

5.3.5 Scott Street Secondary Plan

Annex 6 of the Official Plan outlines urban areas of the City that fall under a Secondary Plan. The subject site is located within the Scott Street Secondary Plan as per Volume 2A of the Official Plan. Within this Secondary Plan, the subject site is designated as Hub as per Schedule A of the Secondary Plan. The goal of the Secondary Plan is to provide a vision for the Scott Street area that allows for intensification in strategic locations that is public transit supportive and contributes to a 15-minute walkable community. This plan recognizes the relationship between the areas where change is anticipated in comparison to the existing neighbourhood areas.

In areas that are designated as Hub, located close to the Tunney's Pasture O-Train Station and along Parkdale Ave, a mix of uses, including, small-scale commercial amenities and uses shall be permitted. These commercial uses are to support and serve the broader community, with an emphasis on active transportation access to these uses. The permitted and prohibit uses in the Scott Street Secondary Plan reflect those that are outlined in the Official Plan Section 6.1.1 as outlined in Section 5.3.3 of this Planning Rationale. The proposed development of a new

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restaurant use on the subject site conforms to the policies of the Scott Street Secondary Plan and represents good land use planning.

5.4 City of Ottawa Comprehensive Zoning By-law, 2008-250

As previously mentioned, the subject site is currently zoned as Residential Fifth Density, Subzone B, Urban Exception 1929, Schedule 284 (R5B [1929] S284). This zoning permits the current 28-storey high-rise apartment building on the subject site.

The purpose of the Residential Fifth Density Zone is as follows:

- 1. Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan*
- 2. Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas*
- 3. Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size*
- 4. Ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses*
- 5. Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and (By-law 2009-392) (6) permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches*

The Residential Fifth Density Zone currently does not permit any commercial uses and as described in the purpose above is for residential uses only. As described in Section 4.0, the current property was rezoned in 2012, which predated the Scott Street Secondary Plan.

As the Mechanicsville Community and Parkdale Ave have continued to evolve over the past several years, including the implementation of the new Official Plan and increased residential density, the area has warranted new non-residential uses including commercial uses that were not envisioned when the rezoning to residential uses only took place. These uses will serve the

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community and bolster the existing commercial uses located in the area, as outlined in Section 3.0 of this report.

As only a new permitted use is requested as part of the Zoning By-law Amendment, a zoning compliance table has not been included in this Planning Rationale. A Zoning Confirmation Report (ZCR) has been prepared for Staff's review.

No additional parking is proposed, and none is required under Section 101 (2) of the Zoning By-law. The existing residential building has a waste room that has sufficient storage for the waste that will be produced by the restaurant. No exterior changes or a commercial patio are proposed with the new restaurant use.

Section 6 of this Planning Rationale outlines how we propose the new use is integrating into the existing zoning exception.

6.0 PROPOSED ZONING BY-LAW AMENDMENT

In order to incorporate the new use into the existing zoning exception, we recommend the existing exception be amended in column III Exception Provisions – Additional Land Uses Permitted to include *“Restaurant, Fast-Food or Full Service”*.

To address the new use, the following wording will be included in column V Exceptions Provisions – Provisions *“Notwithstanding the permitted uses in the Residential Fifth Density Zone, a restaurant use, fast food or full service is permitted on the subject site.”*

The following outlines how we proposed the new urban exception. The text in **RED** is the new exceptions being proposed.

I Exception Number	II Applicable Zones	III Exception Provisions - Additional Land Uses Permitted	IV Exception Provisions - Land Uses Prohibited	V Exception Provisions - Provisions
1929 (By-law 2020-329) (By-law 2012-223)	R5B[1929] S284	“Restaurant, Fast-Food or Full Service”		<ul style="list-style-type: none"> • Yards and building heights as per Schedule 284 • An amenity room with a maximum height of 5.0 metres and a maximum area of 557 square metres may project above the allowable building height • Despite Section 65, balconies, landings, stairs and exhaust grates may project into Area C on Schedule 284 • “Notwithstanding the permitted uses in the Residential Fifth Density Zone, a Restaurant use, Fast Food or Full Service is also permitted on the subject site.”

Table 1: New Proposed Urban Exception

JLR will work with City Staff to finalize the Draft By-law text upon submission of the application to ensure the proper zoning is implemented to permit the commercial use.

7.0 PUBLIC CONSULTATION STRATEGY

The City of Ottawa has developed a Public Notice and Consultation Policy for development applications. The following consultation steps will be undertaken or have been undertaken, all in accordance with all the Policy and Planning Act notification requirements.

Pre-Application Consultation Meeting

- Our JLR met with City Staff for an informal Pre-Application Consultation meeting in October 2024.
- From this meeting, a list of plans and studies tailored for the proposed development in order to be “deemed complete” was sent to JLR shortly after the meeting.

Notification of Ward Councillor

- JLR reached out to Ward Councillor Jeff Leiper in January 2025 to inform him of the upcoming application.
- Councillor Leiper did not see any concerns on his end regarding the application.
- He recommended JLR reach out to the Mechanicsville Community Association regarding the new commercial use.
- The Ward Councillor will also be notified by the City of Ottawa’s ‘Heads Up’ e-mail once the application is received by the City.

Consultation with Mechanicsville Community Association

- JLR provided an informal heads-up to the Mechanicsville Community Association (MCA) in January 2025 after discussions with Councillor Leiper and provided details of the proposed Zoning By-law Amendment for the new commercial use.
- At this time, the MCA did raise two items of concerns regarding use of a patio and parking.
- As the proposed development is abutting the right-of-way there is no space for a patio like 121 Parkdale Ave. As well, the zoning confirms no parking is required for this use. Both of these answers were communicated to the MCA.
- JLR is open to meeting the MCA if deemed necessary by the association to answer any further questions.

Planning Rationale – Major Zoning By-law Amendment

99 Parkdale Ave

City of Ottawa Public Notification Process

- An official 'Heads Up' notification to the local registered community association will be completed by the City of Ottawa during the application process.
- Signs will be posted on the subject property by the City.
- The application materials will be posted on the City's 'DevApps' website which will enable the broader community to comment and review the application.

Community Information Session

- At this time, Councillor Lieper has not indicated he will be requesting a community information and comment session to discuss the proposed development.
- It is anticipated that the Ward Councillor would provide wider notice to residents via the ward website and newsletter, Facebook, X and other platforms.

Statutory Public Meeting (Planning and Housing Committee)

- A formal public meeting in accordance with the Planning Act will be held by the City and Planning and Housing Committee.
- This will be led by the City's file lead and other City Staff with support from the applicant and our Client.

8.0 CONCLUSION

This Planning Rationale has been prepared by JLR in support of a Major Zoning By-law Amendment for the site known as 99 Parkdale Avenue to permit a new commercial use on the ground floor of their existing residential high-rise apartment building. The new (additional) use will be a “Restaurant, Full service or Fast-food” on the ground floor of their existing residential high-rise apartment building.

A Zoning By-law Amendment is required to permit the new use on the subject lands as part of the existing zoning found on the subject site of Residential Fifth Density, Subzone B, Exception 1929, Schedule 284 (R5B[1929] S284). The current zoning only permits residential uses and no commercial uses. The rezoning will amend the current urban exception to permit the use of “Restaurant, Full service or Fast-food”.

As part of the previous Site Plan Control application, the space within the ground floor was designed to accommodate this commercial space. The space is being converted from amenity/rental space to the commercial space. No exterior or interior changes to the building area are required to accommodate the new use.

This Planning Rationale has been prepared in accordance with the City's current Terms of Reference to organize and validate the planning justification in support of the Major Zoning By-law Amendment and to assist staff and the public in the review of the proposal.

This Planning Rationale has demonstrated that the proposed rezoning is consistent with the policies of the Provincial Planning Statement, 2024, conforms to the policies of the City of Ottawa Official Plan, 2022, establish appropriate zoning provisions for the subject site; and maintains compatibility with the surrounding uses and community context.

It is our professional opinion that the proposed application is appropriate for the subject site and represents good land use planning.

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Planning Rationale – Major Zoning By-law Amendment 99 Parkdale Ave

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J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:

Reviewed by:

Connor Joy
Planner

Marc Rivet, RPP, MCIP
Associate, Manager, Ottawa Planning
Department; Senior Planner

Appendix A – Policy References

Provincial Planning Statement, 2024

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and

3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.4 Strategic Growth Areas

2.4.2 Major Transit Station Areas

3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a) planning for land uses and built form that supports the achievement of minimum density targets; and
- b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

Chapter 3: Infrastructure and Facilities

3.6 Sewage, Water and Stormwater

2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

City of Ottawa Official Plan, 2022

Section 3 Growth Management Framework

3.2 Designated Sufficient Land for Growth

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

3.2 Support Intensification

- 1) The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent.
- 3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

Section 5 Transects

Section 5.2. Inner Urban Transect

- 5.2.1 4) 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

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- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

Section 5.6.1 Evolving Neighbourhood Overlay

1) The Evolving Neighborhood 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 Neighborhood 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.

Section 6 Designation

Section 6.1.1 Define the Hubs and set the stage for their function and change over the life of this Plan

- 2) The strategic purpose of Hubs is to:
 - a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
 - b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile
 - d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b)
- 3) Development within a Hub:
 - b) Shall encourage large employment, commercial or institutional uses locate close to the transit station

- h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic
- 4) Hubs will generally permit residential uses, and will permit such non residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:
 - a) Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicleprioritizing uses

Scott Street Secondary Plan

Section 3: Goals and Principles of the Plan

- 2c Support a mix of uses including small-scale commercial uses, along Holland Parkdale Avenues; and

Section 4: Land Designations, Building Heights and Locations

4.1 Hub Designation

The Hub is an opportunity for intensification to support the Tunney's Pasture O-Train Station and create a distinct place with more commercial amenities to serve the broader community. As this designation permits a concentration of high-rise buildings both residential and non-residential, the surrounding pedestrian environment is an important element to the success of the area. Through the development application process, the applicant shall demonstrate how the proposed development provides adequate pedestrian and cycling facilities within and through the Hub designation and meets the applicable guidelines contained in the Scott Street CDP, in addition to the following applicable policies

Permitted Uses

The uses permitted in the Hub designation in the Official Plan are permitted In the Hub designation of this secondary plan with the exception of drive-throughs which are prohibited in this Hub designation.

Ottawa

343 Preston Street
Tower II, Suite 1000
Ottawa ON Canada
K1S 1N4
613-728-3571
ottawa@jlrichards.ca

Kingston

203-863 Princess Street
Kingston ON Canada
K7L 5N4
613-544-1424
kingston@jlrichards.ca

**Sudbury**

314 Countryside Drive
Sudbury ON Canada
P3E 6G2
705-522-8174
sudbury@jlrichards.ca

Timmins

834 Mountjoy Street S
Timmins ON Canada
P4N 7C5
705-360-1899
timmins@jlrichards.ca

North Bay

555-501 Oak Street E
North Bay ON Canada
P1B 8E3
705-495 7597
northbay@jlrichards.ca

Guelph

107-450 Speedvale Ave. West
Guelph ON Canada
N1H 7Y6
519-763-0713
guelph@jlrichards.ca



Platinum
member

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