



6772 Rocque Street

Planning Rationale
Zoning By-law Amendment
May 12, 2026



Prepared for the Kenvest Group

Prepared by Fotenn Planning + Design
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1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Kenvest Group (“the Owner”) to prepare this Planning Rationale in support of a Zoning By-law Amendment Application for lands municipally known as 6772 Rocque Street, located in the Convent Glen neighbourhood of the City of Ottawa (“the subject site”).

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject site and compatible with adjacent development and the surrounding community.

This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package. Specifically, the concurrently submitted Urban Design Brief provides additional analysis and discussion of the urban design merits of the proposal.

1.1 Summary of Proposal

The owner is seeking to redevelop the subject site with a 3-storey residential building with a basement level consisting of twelve (12) dwelling units and two surface parking spaces.

1.2 Purpose of Applications

The proposed Zoning By-law Amendment applications will facilitate the proposed redevelopment and residential intensification of the subject site.

1.2.1 Zoning By-law Amendment

A Zoning By-law Amendment application is required to facilitate the redevelopment of the subject site, rezoning the lands from the current “Minor Institutional subzone E– I1E” to Residential Fourth Density Zone, Subzone UC – R4UC under Zoning By-law No. 2008-250 or Neighbourhood Zone 4 – N4 under the New Zoning By-law No. 2026-50. An exception is also requested as part of the zoning by-law amendment proposal.

Site Context and Surrounding Area

2.1 Subject Site

The subject site is known municipally as 6772 Rocque Street. The site is currently occupied by a single storey detached residential dwelling and associated driveway. The subject site has a total area of 668.92 square metres with 18.29 metres frontage along Rocque Street. The subject site is located approximately 500 metres southwest of the Place D'Orleans LRT station.

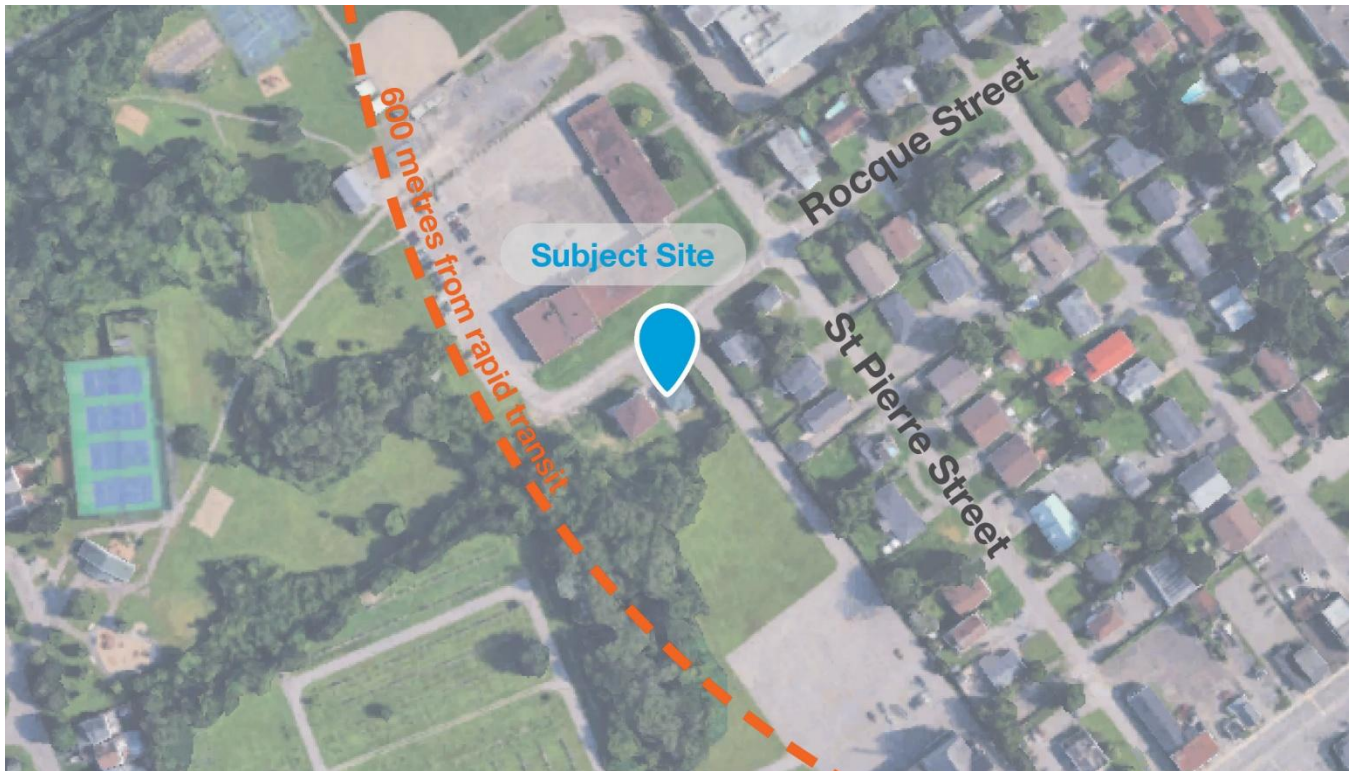


Figure 1: Aerial image of the subject site and surrounding area

2.2 Surrounding Context

North: Abutting the subject site to the north is Rocque Street. Further north is the Ottawa Victory Christian Academy as well as baseball and tennis courts.

East: Immediately east of the subject site is an access road linking Rocque Street to the rear parking area of St Joseph Church. Beyond this is a low-rise residential neighbourhood characterized by one (1) and two (2) storey detached dwellings. Further east is Place d'Orléans shopping centre. The subject site is approximately 500 metres from the Place d'Orleans LRT station.

South: Immediately south of the subject site is St Joseph Church and Cemetery. Further south is St. Joseph Boulevard, a major east-west arterial roadway that functions as a key commercial corridor within the surrounding community. The south side of St. Joseph Boulevard is characterized by a continuous pattern of low-rise commercial development, including small retail, service, and office uses.

West: Abutting the site to the west is a partially constructed low-rise apartment building. Further west, the landscape transitions to a mix of recreational and residential uses, including Pierre Rocque Park and the Orleans Tennis Club, beyond which lies a low-rise residential neighbourhood characterized by ground-oriented dwellings.

2.3 Road Network

The subject site is well connected to multiple major road networks. St Joseph Boulevard runs east-west south of the subject site and is identified as an Arterial Road on Schedule C4 – Urban Road Network of the City of Ottawa Official Plan (Figure 2). Highway 174 is located north of the subject site and runs in an east-west direction. Place D’Orleans Drive to the east of the subject site is also identified as an Arterial Road. Arterial Roads are those within the City which are intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate vehicular traffic as well as pedestrians, public utilities, cyclists and public transit. Due to their ability to accommodate increased capacity, Arterial Roads are generally best suited for increased activity stimulated by residential and commercial intensification.

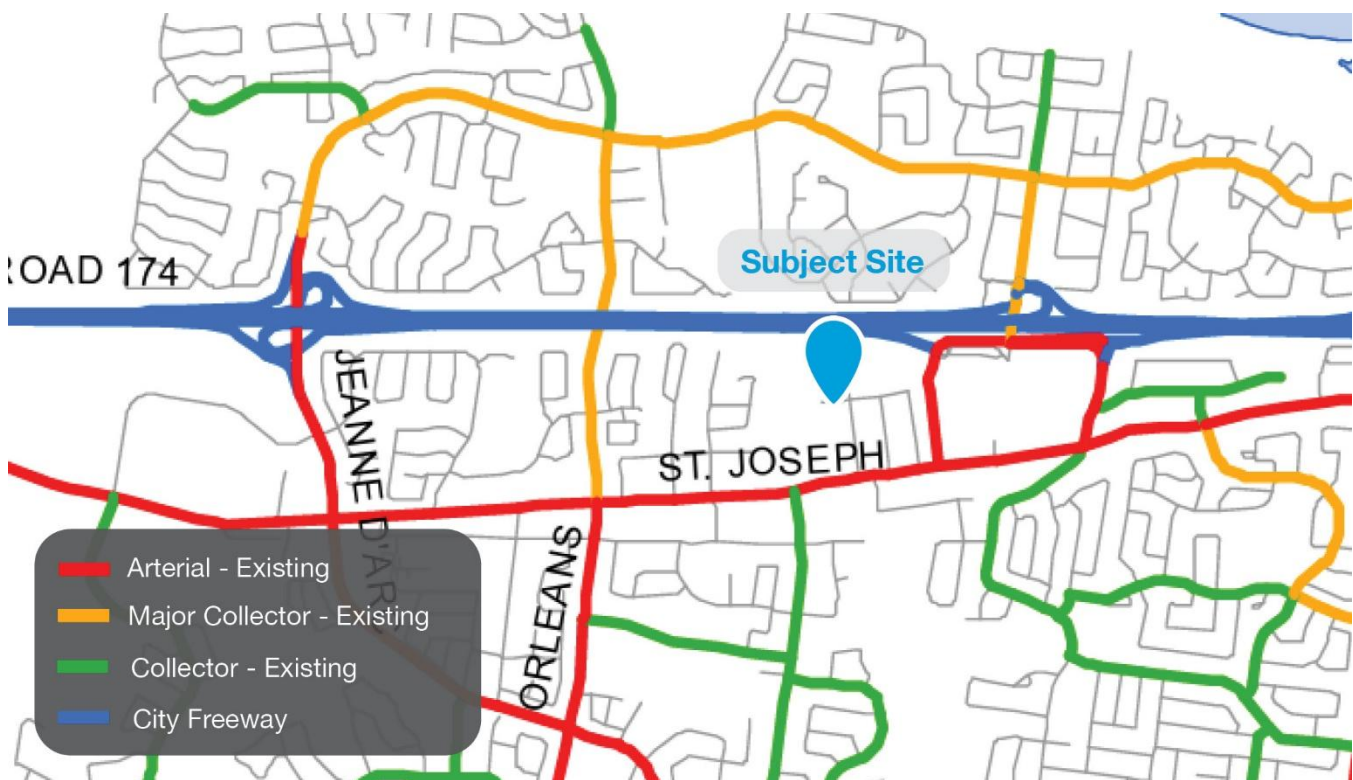


Figure 2: Schedule C4 - Urban Road Network, City of Ottawa Official Plan

2.4 Transit Network

The subject site is located approximately 500 metres from the Place D’Orleans LRT Station which is expected to open by the end of June 2026. The O-Train line is located to the north of the subject site running in an east-west direction on Schedule C2 – Transit Network of the City of Ottawa Official Plan (Orleans Boulevard located to the west of the subject site is identified as a Transit Priority Corridor). Transit Priority Corridors refer to roadways with frequent street transit that is prioritized by the

implementation of transit priority measures. The Transit Priority Corridor works with the City's Rapid Transit System to provide improved city-wide transit access to major destinations such as employment, commercial and institutional land uses.

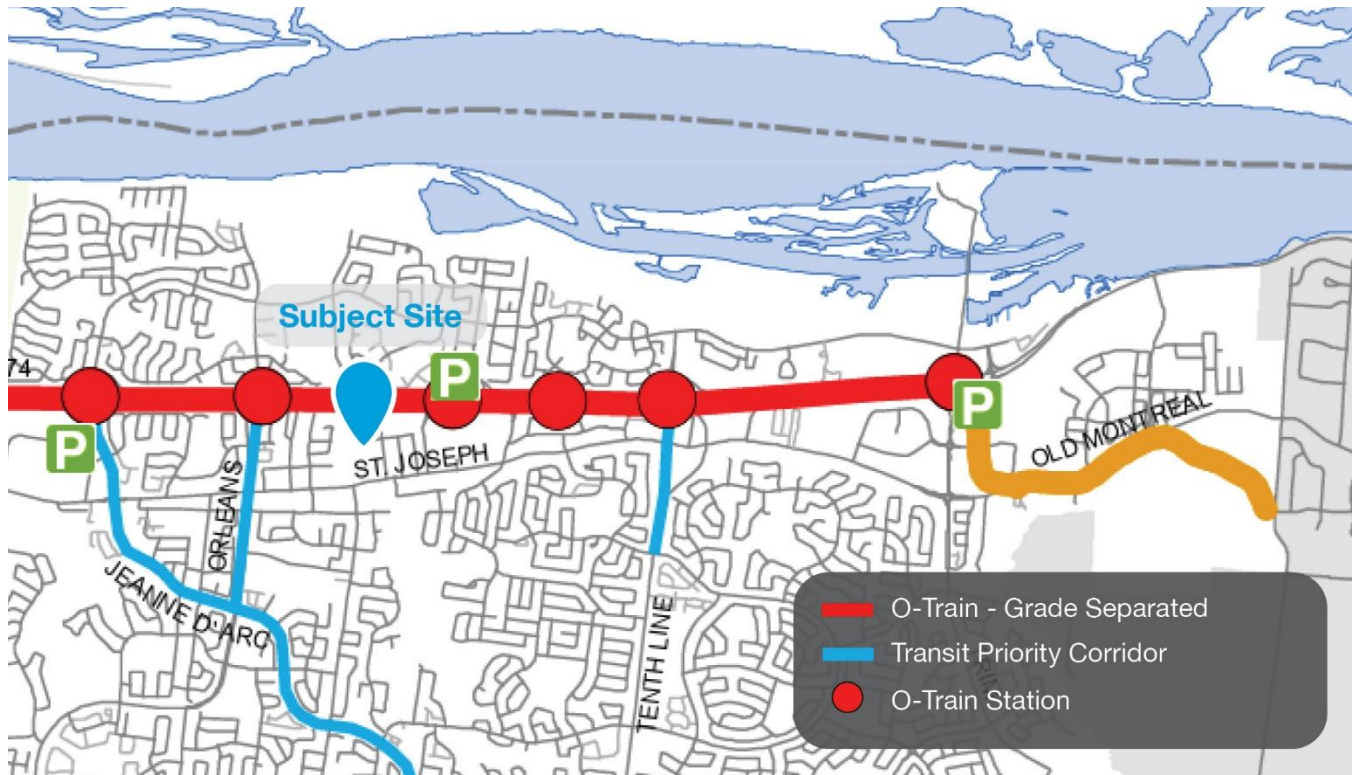


Figure 3: Schedule C2 Transit Network, City of Ottawa Official Plan

According to the “New Ways to Bus” Network Map, the proposed development is located close to local Routes 138 and 32. Frequent Route 39 can be accessed at the Place D’Orleans Transit station. Frequent routes provide service every 15 minutes or less on weekdays between 6:00 AM and 6:00 PM, and operate seven (7) days a week in all time periods. Local routes provide custom routing to local destinations.

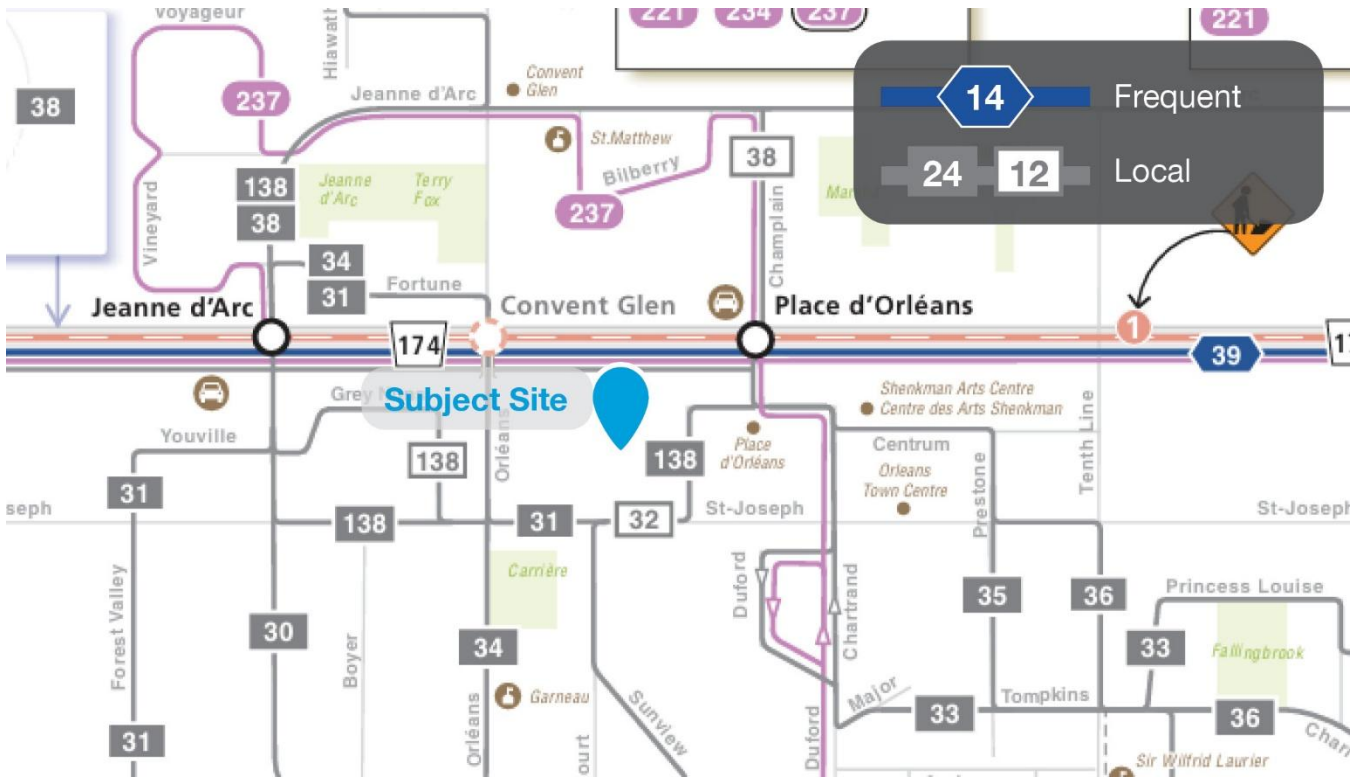


Figure 4: New Ways to Bus Network Map

2.5 Active Transportation

As identified in the City of Ottawa Transportation Master Plan, the subject site is located north of a Spine Route and Cross-town Bikeway running east-west along St Joseph Boulevard. The subject site is also located close to two Major Pathways which provide dedicated travel for cyclists throughout the Orleans community.



Figure 5: Cycling Network, City of Ottawa Transportation Master Plan.

3.0 Proposed Development

3.1 Overview

The owner is seeking to redevelop the subject site with a three (3) storey residential building plus basement level consisting of twelve (12) dwelling units and two surface parking spaces located in the rear yard.



Figure 6: Rendering of the proposed residential building

Table 1: Distribution of Proposed Residential Units

Unit Type	Count	Percentage
1 bedroom	4	33%
2 bedroom	8	67%

3.1.1 Access, Circulation, and Parking

Access to the site is provided via a single lane driveway aisle to the west of the site. The driveway aisle provides access to two parking spaces located in the rear yard of the subject site. A paved surface area to the rear of the building will allow adequate vehicle turning movement to take place on-site. Waste storage is in the rear yard in an accessory structure, accessed via the rear door.

The proposal includes twelve (12) outdoor bicycle parking spaces located at the rear of the building adjacent the parking area. There is also a 36m² outdoor amenity area for residents at the rear of the site.

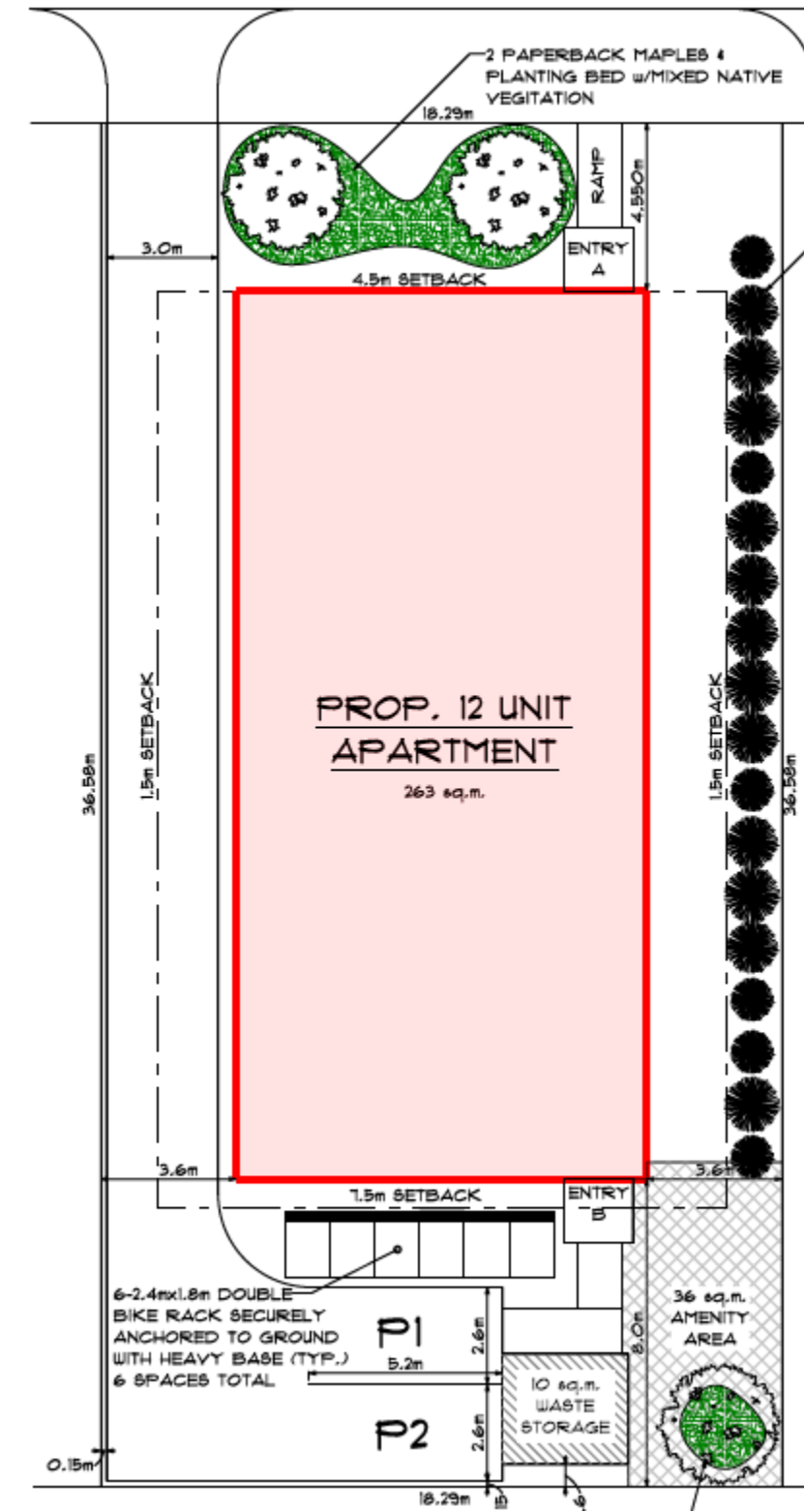


Figure 7: Proposed Site Plan

4.0 Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

2.1 Planning for People and Homes

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2 Housing

2.2.1 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;

- c) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources;
 - b) Optimize existing and planned infrastructure and public service facilities;
 - c) Support active transportation;
 - d) Are transit-supportive, as appropriate; and
 - e) Are freight-supportive.
- 2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

- 2.4.1.2 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.

2.4.2 Major Transit Station Areas

- 2.4.2.3 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.

The proposed development is consistent with the policies and objectives of the Provincial Planning Statement. The development represents an efficient and appropriate use of land by leveraging existing municipal infrastructure and providing convenient access to public facilities, employment areas, community amenities, and services. The subject site is well served by an established active transportation network, offering direct connections to pedestrian and cycling routes within the surrounding area. The proposal will rezone an institutionally zoned property for new residential uses consistent with policy 2.2.1 above.

The site is currently being used for residential purposes, and the zoning amendment would regulate the existing land use.

In addition, the proposed development supports transit-oriented growth, as the subject site is located within approximately 500 metres of a planned LRT station and is in close proximity to existing local bus routes along St. Joseph Boulevard. Collectively, these attributes promote reduced automobile reliance and enhanced mobility options. Finally, the proposed development will contribute to the local housing supply by introducing a built form that increases housing choice and diversity within the surrounding neighbourhood, in alignment with provincial growth and housing objectives.

4.2 City of Ottawa Official Plan

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

4.2.1 Strategic Directions

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

1. **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.
2. **By 2046, the majority of trips in the city will be made by sustainable transportation.**
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.
3. **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.
4. **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.
5. **Embed economic development into the framework of our planning policies.**
In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

4.2.2 Cross-Cutting Issues

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

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

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

The proposed development meets the goal of intensification by concentrating residential uses within a single footprint and achieving density through vertical form on a well-served site. The proposed development contributes to economic development by introducing new residential units.

Intensified development supports climate-change mitigation and efficient energy use by reducing per-capita energy consumption and automobile dependence. The site's proximity to existing transit facilities encourages the use of public transport and reduces the reliance on private vehicles. The proposal promotes healthy and inclusive communities by providing a range of housing types and tenures within a single development, accommodating diverse household sizes, ages, and income levels.

4.2.3 Transect Policy Area

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject site is located within the Suburban (East) Transect which is comprised of neighbourhoods within the urban boundary located outside the Greenbelt as shown on Schedule A (Figure 8).

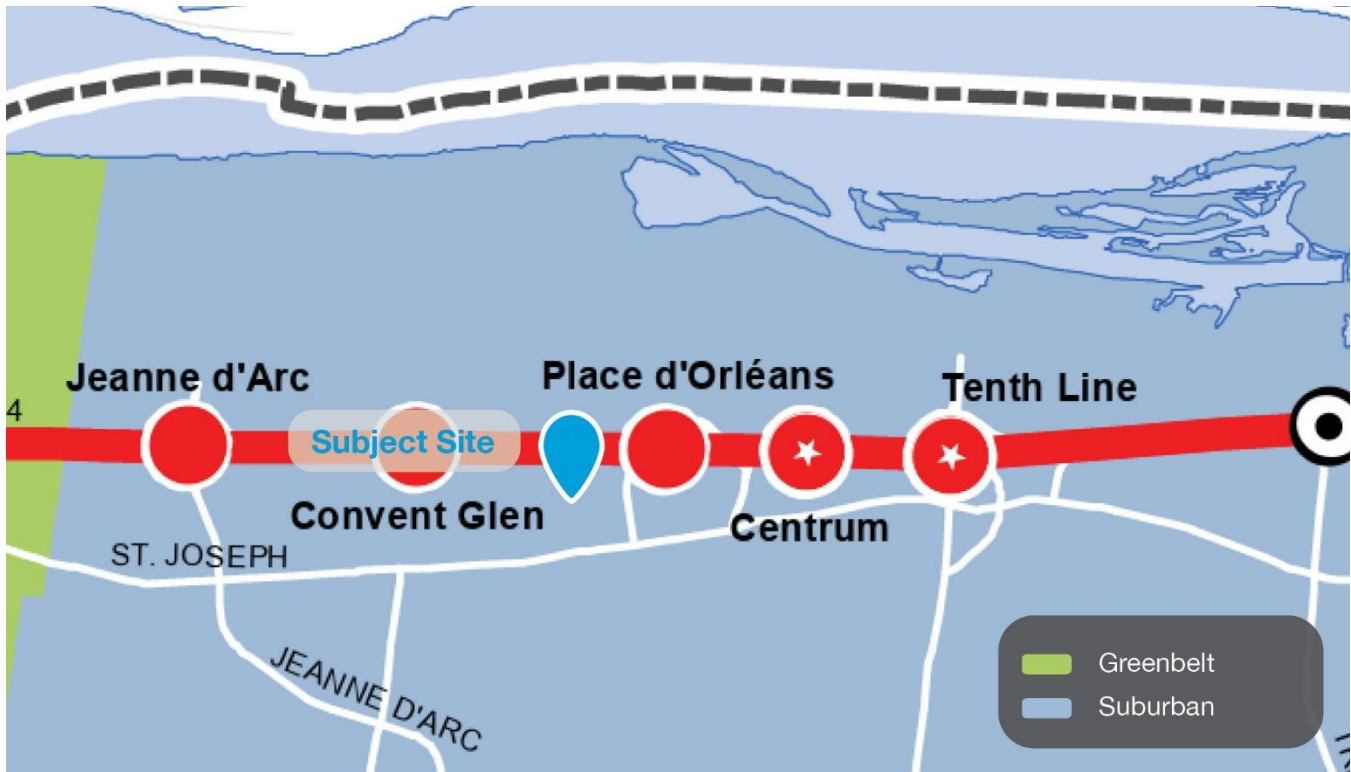


Figure 8: Schedule A - Transect Policy Areas, City of Ottawa Official Plan

Section 5.4 of the Official Plan describes policies that apply to the Suburban Transect. This section notes that the suburban transect is expected to address 46 percent of the growth needed within the next 25 years. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods in suburban parts of the City. This includes development at densities that support transit and the function of hubs and corridors, the diversification of the housing stock, and an evolution to a more “urban” pattern of design. Within the Suburban Transect the Official Plan aims to:

- / Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.
- / Enhance mobility options and street connectivity in the Suburban Transect.
- / Provide direction to the Hubs and Corridors located within the Suburban Transect.
- / Provide direction for new development in the Suburban Transect.
- / Provide direction to Neighbourhoods located within the Suburban Transect.

Policy 5.4.1.2 a) specifies that within Neighbourhoods, the Suburban Transect is characterized by Low-rise development, with Table 7 (Minimum and Maximum Height Overview) generally permitting zoning that is at least 3 storeys but no more than 4 storeys.

Section 5.4.1, Policy 3a supports a range of dwelling unit sizes and low-rise multi dwellings near street transit routes.

Section 5.4.5 Provides direction to Neighbourhoods located within the Suburban Transect.

- 1) Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning

By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
- c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

The proposed development represents a context-sensitive approach to incorporating greater densities in a neighbourhood located in the Suburban Transect. Within the framework of the City of Ottawa Official Plan, the Suburban Transect contemplates a gradual evolution of predominantly low-density neighbourhoods to include a broader range of housing options, including low-rise multi-unit forms.

A low-rise apartment building is an appropriate built form in this context as it aligns with the planned function of suburban neighbourhoods while contributing modest increases in density. A low-rise apartment achieves a building height and massing that is compatible with adjacent ground-oriented dwellings and other multi-unit apartments in the broader area.

4.2.4 Urban Designation and Overlay

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

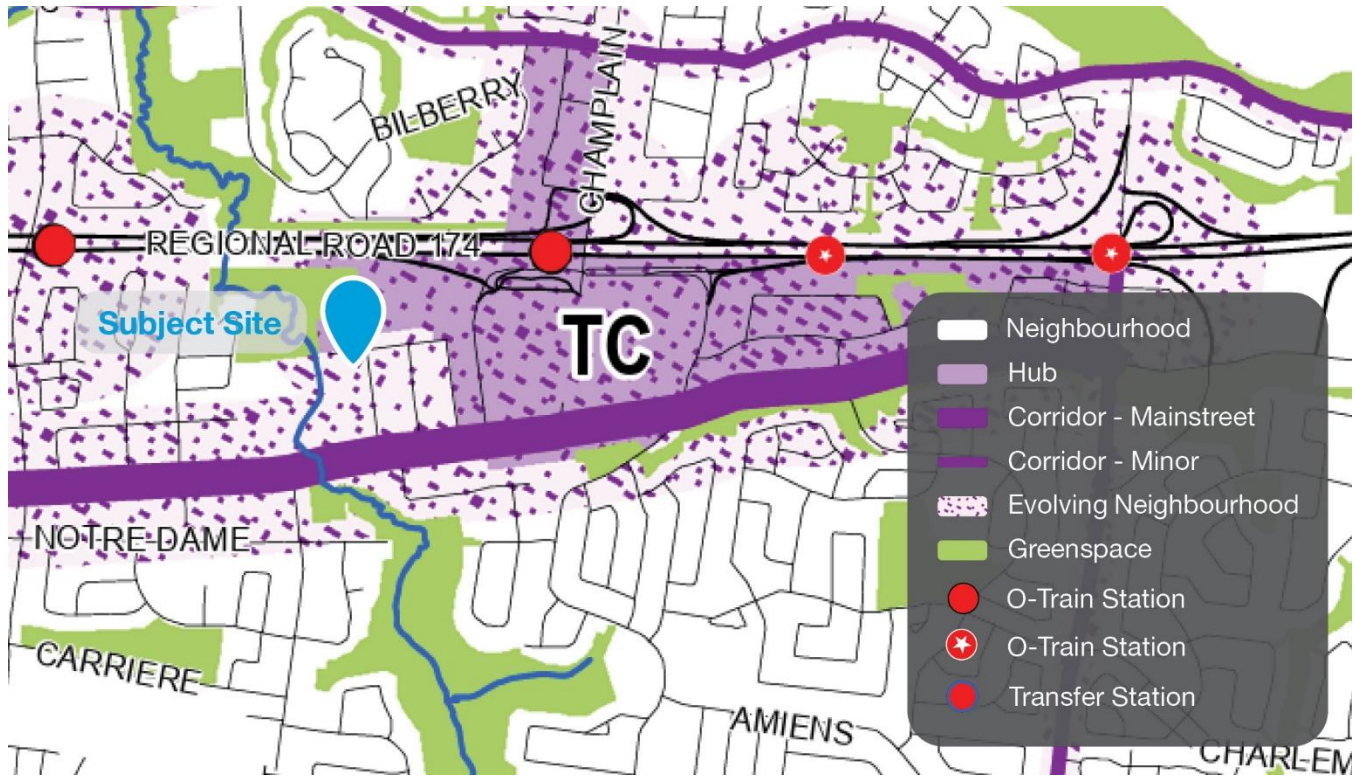


Figure 9: Schedule B8 Suburban (East) Transect, City of Ottawa Official Plan

Per Schedule B8 of the Official Plan (Figure 9), the subject site is designated as “Neighbourhood” and is also subject to the “Evolving Neighbourhood” overlay.

Subject to the policies of Section 6.3, Neighbourhoods are described as contiguous urban areas that constitute the heart of communities, permitting a mix of building forms and densities. Policies under Section 6.3.1 state that, within the Neighbourhood designation, building heights shall be low rise. The Zoning By-law shall allow a range of residential and non-residential built forms within this designation including, among others:

- / A full range of low-rise housing options sufficient to meet the residential intensification targets and residential and large dwelling targets; and
- / Housing options with the predominant new building form being missing middle housing.

Per Policy 5, The Zoning By-law will distribute permitted densities, allowing higher densities and heights, including predominantly apartment and shared accommodation forms in strategic locations near amenities and rapid transit corridors. Policy 6.3.2.2 states that regulation shall be form-based, having regard for local context and character, interface with public realm, and transition measures to abutting designations. Further, Policy 6.3.2.3 states that characteristics of built form in areas covered by the Evolving Neighbourhood Overlay shall be urban in nature.

4.2.5 Evolving Neighbourhood Overlay

The subject site is also subject to the “Evolving Neighbourhood” overlay. Per section 5.6.1 of the Official Plan This overlay is applied to areas near 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, thereby allowing new built forms and

more diverse functions of land. 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:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

Based on the above, the proposed low-rise apartment dwelling is appropriate for a property within a neighbourhood that is subject to the “Evolving Neighbourhood” Overlay, as this overlay anticipates and supports incremental change over time. A low-rise apartment building represents an appropriate and measured response to this policy direction and maintains a scale that is compatible with the surrounding residential development. The development accommodates a range of unit sizes contributing to housing choice and affordability.

4.2.6 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework that forms the basis for the Official Plan. The Plan notes that 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. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located.

Policy 3.2.3 states 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.

Policy 3.2.8 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwellings are broadly categorized into small dwellings (up to two bedrooms) and large dwellings (3 or more bedrooms or an equivalent floor area).

The proposed development advances the City’s objective of directing residential intensification to built-up areas by introducing context-sensitive, low-rise infill development. By accommodating additional dwelling units within the existing urban fabric, the proposal represents an efficient use of serviced land and existing infrastructure.

Its proximity to the Place d’Orléans shopping centre and the St. Joseph Mainstreet Corridor supports the evolution of a complete, 15-minute neighbourhood, where residents can conveniently access daily needs, services, employment opportunities, and transit within a short walk or cycle.

The proposed development provides a mix of one- and two-bedroom apartment units, broadening the range of housing options available in the area and contributing to a more diverse and inclusive housing supply that can accommodate a variety of household types and life stages.

4.2.7 Urban Design

Section 4.6 of the Official Plan provides policy direction that promotes good urban design, built form and site design. Urban design plays an important role in supporting the City’s objectives such as building healthy 15- minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The subject site falls outside the Hub designation and the Design Priority Area as shown on Schedule C7-A, however the following policy was considered to enable the sensitive integration of the low-rise proposal.

Policy 4.6.6.6 states that low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development is context sensitive and aligns well with the transect area policies. The development proposal includes features soft landscaping, amenity area, tree planting and a main entrance at-grade.

An Urban Design Brief has been submitted under separate cover.

4.2.8 Housing

Section 4.2.1 of the Official Plan outlines policies that enable greater flexibility and an adequate supply and diversity of housing options throughout the city.

Policy 2 of Section 4.2.1 states that the City shall support the production of a missing middle¹ housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed development would provide a range of housing options and choices within the development itself, contributing to a more diverse and inclusive housing supply. The residential intensification of the site enables the accommodation of higher-density housing in an efficient manner while responding to varied household needs, incomes, and life stages, and supports the creation of a complete and balanced community.

4.3 Orleans Corridor Secondary Plan (2022)

The Orléans Corridor Secondary Plan is one of the first local plans developed after the approval of Ottawa's [2022] Official Plan. While the vision of the Official Plan is for Ottawa to be the most liveable mid-sized city in North America, this secondary plan is intended to provide more specific direction and guidance beyond the Official Plan for medium and high-density development directly associated with transit stations and corridors. Existing low-rise in residential areas have generally not been addressed in this plan, however, existing properties within 800 metres of transit stations are subject to future growth pursuant to Official Plan growth targets. This secondary plan represents the City's next step in implementing this vision in Orléans.

The impetus for this secondary plan is the construction of the O-Train extension to Orléans. The plan therefore is intended to address the need to coordinate transit-oriented development and guide the creation of 15-minute neighbourhoods in the Orléans Corridor. The policies of the plan are intended to shift Orléans away from automobile-centred development and towards a more liveable, sustainable and healthy urban form that is compact, transit-oriented and highly walkable. The Plan also advances many of the Official Plan's goals in a way that is adapted to the local characteristics of Orléans.

The Plan applies to six study areas: four O-Train stations and two street corridors: Jeanne d'Arc Station, Convent Glen Station, Place d'Orléans Station, Trim Station, St Joseph Mainstreet Corridor, and Jeanne d'Arc Corridor. The study area consists of lands that are generally within an 800-metre distance, or roughly a 10-minute walk from the O-Train stations. These areas are expected to benefit most directly from increased access to the O-Train, and as a result, will experience the

¹ The City of Ottawa Official Plan defines Missing Middle Housing as low-rise, multiple unit residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.

most development pressure. Focusing development at relatively high densities to areas closest to the stations will ensure that new development provides the necessary residential and employment density, services, amenities, and active transportation connections to support the evolution of areas within the study area into 15-minute neighbourhoods.

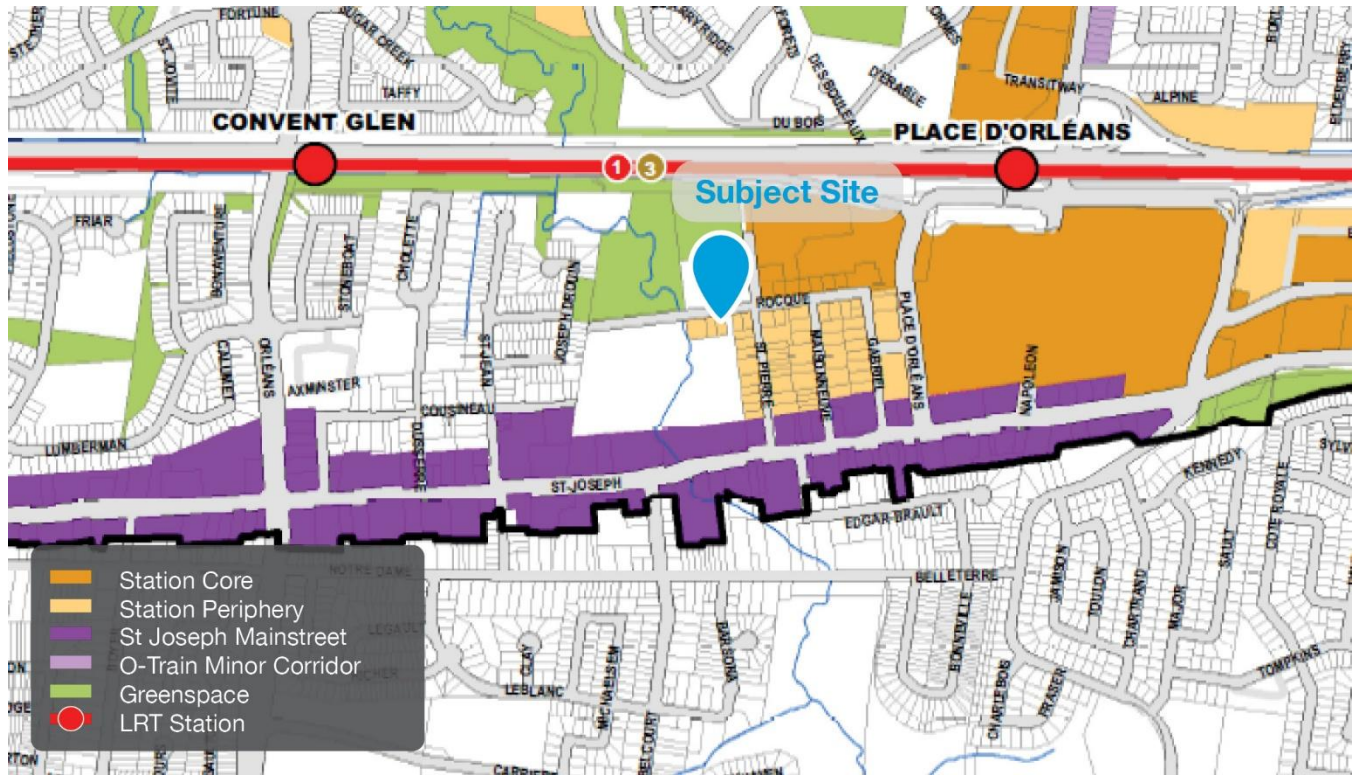


Figure 10: Schedule A - Designation Plan (Orléans Corridor Secondary Plan, 2022)

As illustrated in Figure 10, the subject site is designated as Station Periphery on Schedule A of the Secondary Plan.

The subject site has a maximum height of 4 storeys as shown on Schedule B below (Figure 11).

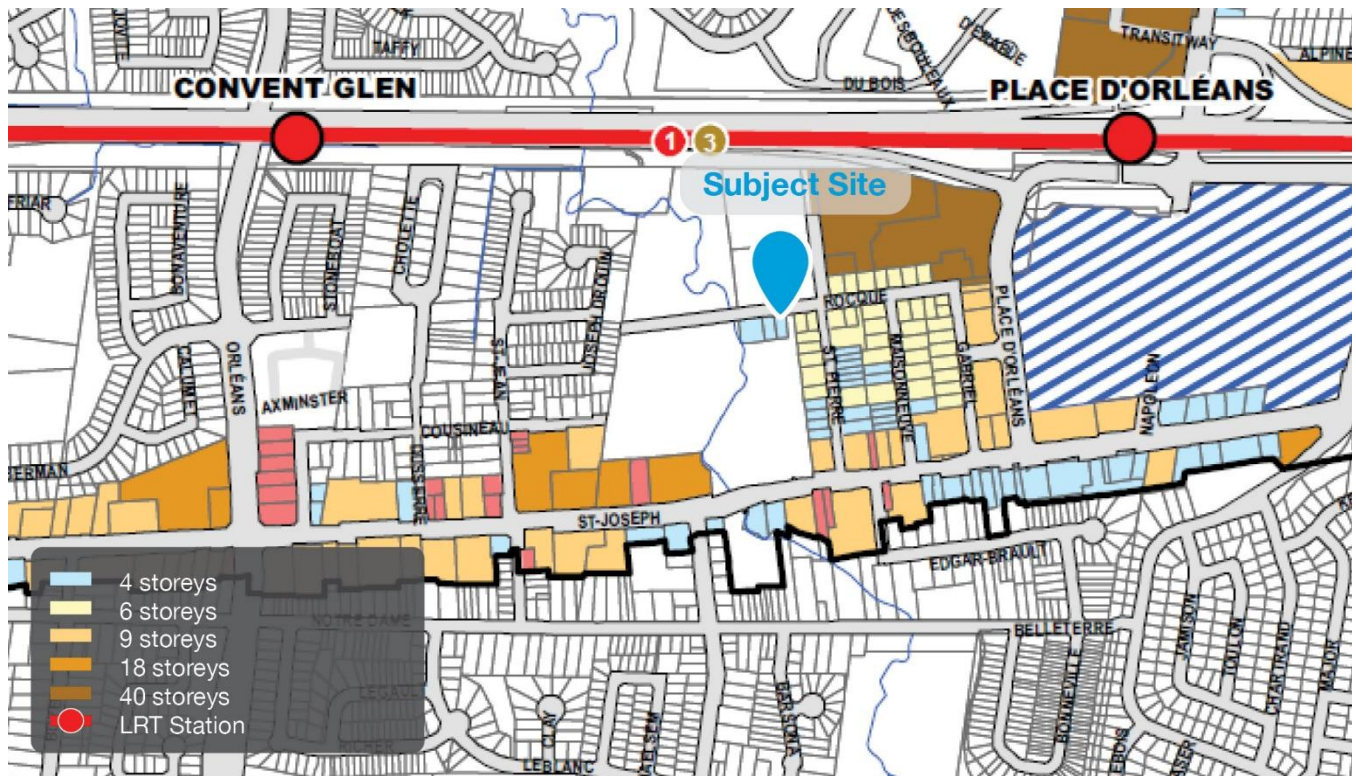


Figure 11: Schedule B – Maximum Building Heights (Orléans Corridor Secondary Plan, 2022)

4.3.1 Station Periphery

Section 5.2 includes policies related to sites designated as Station Periphery. The vision for the Station Periphery is to provide for high density pedestrian-oriented development of neighbourhoods in close proximity to the station in a 15-minute neighbourhood. The Station Periphery designation supports residential development at generally lesser heights than the Station Core designation. The relevant policies of the Secondary Plan are as follows:

- / Low-rise residential use buildings of less than two principal residential dwelling units will not be permitted through the zoning by-law.
- / Minimum height is two storeys.
- / Residential-use buildings will be predominant in the Station Periphery, but non-residential uses, including locally-oriented services, amenities, and institutions, that support the goals of this plan and the principal residential function of this designation, may be permitted.
- / New development will contribute to a connected active transportation network.
- / Built-form transition to a low-rise form will be required adjacent to Neighbourhood designated areas.

The proposed development's height is guided by the site-specific policies and Schedule B-Maximum Building Heights, which requires a minimum two (2) storey building, permitting up to a maximum height of four (4) storeys on the subject site.

In addition to the policies of the Station Periphery, the following general development policies are also applicable to the development proposal:

Built Form and Public Realm

- 4.2 (6) New buildings shall, wherever possible, include active frontages facing the public realm.
- 4.2 (7) Buildings will locate the main entrance fronting an adjacent street with direct connection to the nearest sidewalk.

Vehicular Parking

- 4.11 (1) There shall be no minimum vehicular parking space rate requirements for development within the Secondary Plan Boundary with the exception of visitor and accessible parking

Bicycle Parking

- 4.12 (1) Development should meet a minimum target of 1 bike parking space per residential unit.

Overall, the proposal meets the policies of the Secondary Plan by ensuring the building and primary entrance will directly face the street and public realm and provide for direct access to the city's right-of-way. Further, parking is minimized to further support active modes of transportation and transit usage.

4.4 New Urban Design Guidelines for Low-Rise Infill Housing Draft Two

The City of Ottawa is in the process of developing new comprehensive Urban Design Guidelines for Low-rise Infill Housing. Draft Two of the Guidelines is currently available and applicable sections of the Guidelines are below. While low-rise development policies apply citywide, they primarily target areas within the Official Plan neighbourhood designation.

The following guidelines relate to, and are addressed by, the proposed development:

1.0 Site Organization

1.1 Building Placement

- / Guideline 2: Align front yard setbacks with abutting buildings. Where setbacks vary, use step-backs, recessed sections, porch depth, and landscaping to transition between conditions.
- / Guideline 4: Avoid garage-dominant frontages and long blank walls on principal elevations. Where these conditions are not typical in the existing or planned context.
- / Guideline 5: On deep lots where units rely primarily on side-facing windows for daylight and ventilation, consider providing increased side yard separation beyond minimums to improve access to light and air and reduce overlook to neighbouring yards and windows. Use step-backs, upper-storey setbacks, and window placement to further limit impacts.

1.2 Pedestrian Access

- / Guideline 1: Provide a primary entrance facing the public street.
- / Guideline 2: Make entrances easy to find and reach from the sidewalk with direct routes, lighting, and weather protection where appropriate.
- / Guideline 3: Where multi-unit buildings face a public street, orient primary entrances and principal indoor living spaces toward the public street to support an active frontage.
- / Guideline 4: Coordinate finished floor elevations with site grades to limit steps and ramps and support barrier-free access.

1.3 Bicycles and Vehicles

- / Guideline 1: Provide secure, weather-protected resident bicycle parking within the building where feasible. Use rear or side yard locations only where they do not adversely impact planting space or outdoor amenity function.
- / Guideline 2: Avoid placing resident bicycle storage in front yards and limit visitor bicycle parking at the street to small, well-integrated locations near entrances.
- / Guideline 3: Limit front yard parking and maintain a planted street edge where front access is unavoidable.
- / Guideline 6: Avoid parking layouts that raise entrances above grade.
- / Guideline 7: Limit surface parking. Where larger areas are necessary, break them into smaller courts with landscaped islands, canopy trees, and screening.

1.4 Landscaping and Trees

- / Guideline 8: Maximize planted, permeable landscape and limit hard surfaces to the minimum needed for access, circulation, and essential site elements.

1.5 Outdoor Amenity

- / Guideline 2: Avoid isolated or leftover spaces that are small, awkward, or poorly connected.
- / Guideline 3: Keep garbage storage, loading, and regular vehicle circulation away from amenity edges so spaces remain safe and usable.

1.6 Utilities and Services

- / Guideline 1: Locate garbage storage out of view from streets and public spaces, integrated within the building or placed in rear or side yards with screening and direct, safe collection access. Avoid routing collection through shared amenity areas and barrier-free pedestrian routes. Provide indoor, ventilated waste rooms where feasible.
- / Guideline 2: Locate and screen HVAC, ventilation, and similar equipment to avoid front yards, main entrances, and outdoor amenity areas. Limit noise, vibration, and visual impacts on neighbours and the streetscape while protecting planting space.

2.1 Height and Massing

- / Guideline 3: Support the existing street pattern through building proportions, façade rhythm, and a clear ground-floor presence.
- / Guideline 4: Break up long, fat façades with changes in plane to reduce visual bulk and strengthen street rhythm.

2.4 Roof Design

- / Guideline 1: Use roof forms that fit the building type and street context and avoid shapes that increase perceived height or bulk at the street.

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

The subject site is currently zoned Minor Institutional Zone (I1E). The purpose of the Minor Institutional Zone is as follows:

- / permit a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and
- / minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character.

The Zoning By-law Amendment application is intended to remove the I1E Zoning and apply Residential Fourth Density Zone, Subzone UC (R4UC) to the site.



Figure 12: Zoning of the site and surrounding neighbourhood (City of Ottawa Zoning By-law, 2008-250)

4.5.1 Proposed Zoning

As discussed above, it is proposed that the Minor Institutional (I1E) zoning be removed and the entire property be re-zoned to Residential Fourth Density Zone, Subzone UC (R4UC).

The following table demonstrates a comparison of Residential Fourth Density Subzone UC provisions to what is being proposed as part of this concept.

Table 2: Zoning Analysis

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
Minimum Lot Width	15 m	18.3 m	Y
Minimum Lot Area	450 m ²	669 m ²	Y
Minimum Front Yard Set Back	4.5 m	4.5 m	Y
Minimum Interior Side Yard Setback	1.5 m	3.6 m (east) 3.6 m (west)	Y
Minimum Rear Yard Setback iv) all other cases	minimum rear yard setback is 25% of the lot depth which must comprise at least 25% of the area of the lot, and need not exceed 7.5 m – 7.5 m	8.0 m	Y
Maximum Building Height	11 m	12 m	N
Minimum Required Parking Spaces Section 101 – Area Z	Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section.	2 parking spaces	Y
Minimum Required Visitor Parking Spaces Section 102	no visitor parking spaces are required for the first twelve dwelling units on a lot.	0	Y
Minimum Parking Space Dimensions Section 105 and 106	Standard Size: 2.6 x 5.2 metres	2.6 x 5.2 metres	Y
Driveway Width Section 107	3 m	3 m	Y
Location of Parking Section 109	In the R4 Zone, no person may park a motor vehicle: (i) in a required and provided front yard; (ii) in a required and provided corner side yard; or in the extension of a required corner side yard into a rear yard.	No parking is proposed in the front yard	Y
Minimum Required Bicycle Parking Section 111	0.5 spaces / dwelling unit 12 units x 0.5 bicycle spaces = 6 bicycle spaces	12 spaces	Y
Amenity Area Section 137	Total Amenity Area: 6m ² per dwelling unit = 72 m ² Communal Amenity Area: minimum 50% the Total Amenity Area = 36 m ²	Total Amenity Area not provided Communal Amenity Area: 36 m ²	Y

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
Waste Management Section 143	<p>In any R1, R2, R3 or R4 zone, any building exceeding 400 square metres in total floor area must provide the following:</p> <ul style="list-style-type: none"> a) Include a path for the movement of garbage containers between a garbage storage area and the street line or travelled public lane, and such path must be: <ul style="list-style-type: none"> i) not less than 1.2 metres in width; ii) unobstructed by any projection or accessory structure to a height of 1.5 metres above the path surface; iii) uninterrupted by any window well, depression or grade change that would impede the movement of a wheeled garbage container; iv) for that part of the path located outside a building, paved or finished with hard landscaping and may be on a driveway or walkway; and v) notwithstanding the above, a service vent or utility may encroach no more than 0.30 metres into the above path. 	Path provided on west side of the low-rise apartment building along the driveway. The path is not less than 1.2 metres in width	Y
Accessory Uses, Buildings and Structures Section 55	<ul style="list-style-type: none"> 3) Minimum Required Setback from an Interior Side Lot Line or Rear Lot Line not abutting a street e) Other accessory buildings or structures, or situations not otherwise specified above i) interior side yard same as principal dwelling: 1.5 m ii) In a rear yard: 0.6 m 	0.6m m to the rear lot line	Y

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
Projections into Front and Rear Yards Section 65	5) Fire escapes, open stairway, stoop, landing, steps and ramps b) other features: i)where at or below the floor level of the first floor: 1. in the case of the interior side yard or rear yard: no limit, and 2. in the case of the front yard or corner side yard: no closer than 0.6m to a lot line	Ramp is 1m away from front lot line and entry landing is 2.8m away from front lot line.	Y
Landscaping Provisions Section 161	Thirty percent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development that contains any one or more of these dwelling types. = 30% of 669 m ² = 200.7 m ²	37% or 246 m ²	Y

Per this Zoning By-law Amendment Application, relief is required from the following zoning provision:

A maximum building height of 12 metres

The proposed building height exceeds the maximum permitted by the Zoning By-law for the R4UC zone, which limits development to 11 metres and three storeys. Notwithstanding this non-compliance, the subject site is located within a Secondary Plan area that contemplates low-rise development of up to four storeys. The proposed building has been carefully designed and articulated to provide an appropriate transition in massing and scale, ensuring compatibility with adjacent low-rise development. In this context, the height exceedance is considered technical in nature, as the proposal maintains the overall intent of the Zoning By-law and achieves an appropriate built form outcome.

4.7 City of Ottawa Comprehensive New Draft Zoning By-law (2026-50)

The following table demonstrates a comparison of Neighbourhood Zone 4 Subzone C (N4C) provisions to what is being proposed as part of this concept.

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
Minimum Lot Width	10 m	18.3 m	Y
Minimum Front Yard Setback	4.5 m	4.5 m	Y
Minimum Total Interior Side Yard Setback	2.4 m	Total 7.2 m	Y
Minimum Rear Yard Setback	25% of the lot depth, 7. The following provisions apply to Table 801B: e) despite row (vii), the rear yard setback is not required to exceed 7.5 metres; and	8.3 m	Y
Maximum number of dwelling units	n/a	12	Y
Maximum building height	14.5 m	12 m	Y
Accessory Uses, Buildings and Structures Section 202	3) Accessory uses, buildings and structures are permitted in any zone provided: a) they are located on the same lot as the principal use to which they are accessory; and	The proposed accessory structure is less than 3.6m in height and is located in the rear yard with a 0.6 m setback from rear lot line.	Y

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
	<p>b) they exist to aid and contribute to the principal use and its functions.</p> <p>10) The minimum required separation distance for an accessory building or structure from any other building located on the same lot:</p> <p>a) in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones or EP – Environmental Protection Zone is 1.2 metres;</p> <p>11) The maximum permitted height:</p> <p>a) in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones:</p> <p>iii) for all other accessory buildings and structures:</p> <ol style="list-style-type: none"> 1. 3.6 metres; and 2. 3.2 metres for the exterior walls. <p>13) The maximum permitted size:</p> <p>a) in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones:</p> <p>iii) for all other accessory buildings and structures:</p> <ol style="list-style-type: none"> 1. where located in a front yard, exterior side yard or rear yard the aggregate of all accessory buildings must not exceed 50 per cent of the yard; and 2. a maximum cumulative floor area of 55 square metres as measured from the exterior walls of the accessory building. <p>15) The minimum required setback from an interior side lot line or rear lot line not abutting a street:</p>		

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
	<p>e) for all other accessory buildings and structures:</p> <p>i) in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones in a rear yard is 0.6 metres;</p>		
<p>Maximum Parking Space Rates Section 602 – Area E</p>	<p>1.5 per dwelling unit = 12 x 1.5 = 18 spaces</p>	<p>2 spaces</p>	<p>Y</p>
<p>Minimum Required Bicycle Parking Section 613</p>	<p>No short term bicycle parking required</p> <p>2) A bicycle parking space may be located in any yard.</p> <p>3) All bicycle parking spaces, except those provided in a bicycle locker, must include a rack that:</p> <ul style="list-style-type: none"> a) is securely anchored to a hard level surface, floor or wall; b) is designed to allow the front wheel of a bicycle and the frame to be securely locked; and c) for a horizontal or inclusive bicycle space, includes a rack that supports a bicycle at two points at least 0.2 metres apart. <p>4) A rack designed for locking two bicycles for any horizontal or inclusive bicycle parking space must be located a minimum of 0.6 metres from the nearest wall or obstruction.</p> <p>10) The long-term bicycle parking spaces required by Tables 613B and 613C must be located in a secure enclosure that provides protection from the elements and is accessed by a locking door with a minimum width of 0.85 metres.</p>	<p>12 Long-Term Bicycle Parking Spaces are located outdoors and attached to a rack</p>	<p>N</p>

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
	<p>12) Long-term bicycle parking spaces must be located inside a building or structure.</p> <p>13) Long-term bicycle parking spaces must be accessed by:</p> <ul style="list-style-type: none"> a) a hallway, aisle, sidewalk or walkway with a minimum width of 1.5 metres; and b) the path leading to long-term bicycle parking spaces must not comprise steps or stairways, and one of the following must be provided: <ul style="list-style-type: none"> i) an elevator that is sufficiently large to accommodate a horizontal bicycle parking space; or ii) a ramp; or <p>14) A minimum of 50 per cent of long-term bicycle parking spaces must be horizontal;</p> <ul style="list-style-type: none"> a) a bicycle parking space located on the lower level of stacked rack is considered a horizontal bicycle parking space. <p>15) Required long-term bicycle parking spaces must not be located on a balcony or within a dwelling unit.</p> <p>19) All bicycle parking spaces must be located on the same lot as the use for which they are required.</p> <p>Table 613 B b) Minimum Number of Long-Term Spaces Required</p> <ul style="list-style-type: none"> iii) Building with 5 to 12 dwelling units = 1 per dwelling unit = 12 bicycle parking spaces 		

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
Projections into Yards Section 204	1) Features are permitted to project from: a) a principal building 12) For fire escapes, landings, open stairways, steps or ramps: a) where at or below the first floor: i) in the front or exterior side yards the minimum setback from a lot line is 0.6 metres; ii) in the rear or interior side yards no minimum setback.	The front access ramp is set back 1.0 metre from the front lot line.	Y
Amenity Area Section 208	6m ² per dwelling unit Required Amenity Area: 6 m ² x12 = 72 m ² Communal Amenity Area 50% of the Required Amenity Area = 36 m ²	36 m ²	Y
Waste Management Section 217	For more than 10 units a 10 m ² waste storage area is required	Accessory structure 10 m ²	Y

4.8 Relief Required from Comprehensive New Draft Zoning By-law (2026-50)

Per this Zoning By-law Amendment Application, relief is required from the following zoning provisions:

Long-term Bicycle Parking

While the Zoning By-law contemplates the provision of indoor long-term bicycle parking for low-rise apartment developments, the proposed outdoor bicycle parking configuration represents an appropriate and practical alternative in the context of this development. The scale and built form of the proposed low-rise building limit opportunities to efficiently incorporate dedicated indoor bicycle storage without compromising the layout and functionality of residential units or other essential building components. In smaller-scale developments, the introduction of enclosed indoor storage areas can result in inefficient use of floor area and reduced livability for residents. The outdoor configuration allows the development to maintain an efficient and functional building layout while still accommodating the required bicycle parking supply. While there is no requirement for Short-term Bicycle Parking spaces, the proposal meets the 1:1 ratio requirement for Long-term Bicycle Parking, however these spaces are outside in the rear yard. The proposal seeks an exception to the zoning that requires Long-term Bicycle Parking to be located inside the building or structure but meets all other relevant provisions for Bicycle Parking.

5.0

Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment would amend the zoning of the subject site to “Residential Fourth Density Zone, Subzone UC” under the current Zoning By-law (2008-250) or N4C under the New Zoning By-law (2026-50). The provision of this new zone would permit the construction of the proposed 12-unit low-rise apartment building with site specific zoning requirements.


6.0 Conclusion

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

- / The proposed development is **consistent with the Provincial Planning Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary, in an intensification target area contributing to the range of housing options available in the community.
- / The proposed development **conforms to the Official Plan's vision** for managing growth in the urban area and meets the policies for infill and intensification in the Neighbourhood designation.
- / The proposed development **meets the Urban Design and Growth Management Framework objectives**, principles, and policies in Sections 4.6 and 3 of the Official Plan.
- / The **proposed Zoning By-law Amendment is in keeping with Secondary Plan policies** for the subject site, applying a Residential Fourth Density Zone, Subzone UC or N4 Zone to the subject site to ensure an efficient development pattern of a suitable scale and density.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.

Should you have any questions related to the contents of this application, please do not hesitate to contact the undersigned.

Sincerely,



Mark Ouseley, MES
Planner



Matthew McElligott, RPP MCIP
Principal