



# 1346 Avenue Q

## Planning Rationale

Major Zoning By-law Amendment

**Date |**  
**August 2023**  
**rev. 1**  
**October 2023**

**Client |**  
**Clark Homes Group**



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## SECTION 1: INTRODUCTION

### 1.1 Overview

JD Planning has been retained by Clark Homes Group (the 'Owner') to prepare a Planning Rationale Report in support of an application for a Minor Zoning By-law Amendment with respect to the proposed development of a semi-detached dwelling in Ottawa. The property, municipally known as 1346 Avenue Q, is currently zoned R1 – residential first density and contains a single-detached dwelling. The proposal is to rezone the property to R2 – residential second density, demolish the existing dwelling, and construct a new semi-detached dwelling with two primary dwelling units and two secondary dwelling units. It is anticipated that the lots will be severed in the future, with one primary dwelling unit and one secondary dwelling unit on each lot. The following is a Planning Rationale in support of the proposed major rezoning.

### 1.2 Surrounding Context

The site is in Ottawa's Overbrook – McArthur neighbourhood in Ward 18 – Alta Vista, which is generally located east of the Rideau River, west of the Aviation Parkway, north of Highway 417 and Belfast Road, and south of McArthur Avenue. There is a portion of the neighbourhood further to the north, bounded by Montreal Road to the north, St-Laurent Boulevard to the west, and Aviation Parkway to the east, and an area located south of Highway 417, north and east of Belfast Road, and west of St-Laurent Boulevard. The subject site is situated within the area south of Highway 417 in a residential subdivision comprised of single-detached dwellings and townhouse dwellings, which is bounded to the south by the Alexandria Rail Corridor. Immediately south of the rail corridor are light industrial uses with commercial uses within the Ottawa Train Yards shopping complex. Just to the northeast of Highway 417 is the St. Laurent Shopping Centre and to the northwest is the Ottawa Baseball Stadium. The site is well-connected to various commercial and retail options both along St. Laurent Boulevard and Industrial Avenue to the northeast and southwest, respectively.

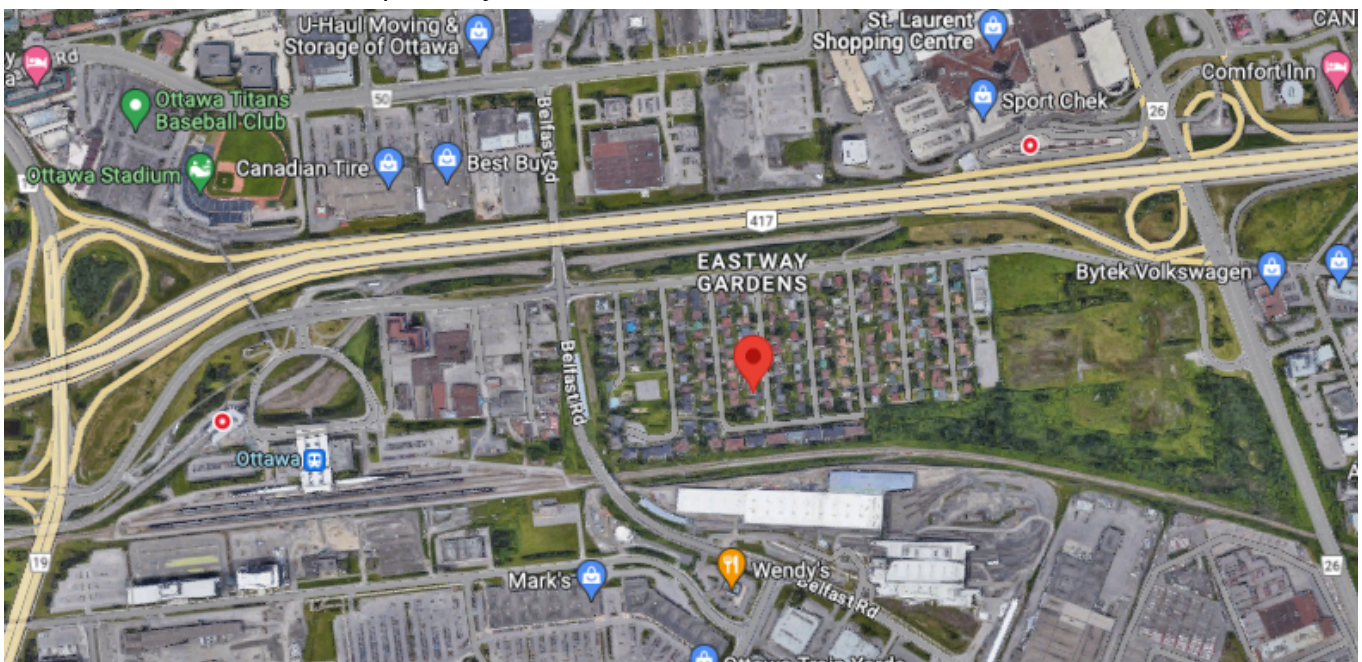


Figure 1. Subject site and surrounding context (Google Maps, 2021)

### 1.2.1 Surrounding Context

The site is located on the west side of Avenue Q between the intersection of Tremblay Road to the north and Avenue P to the south. The following residential building types and surround the property:

- **North** One-storey single-detached dwellings; Two-storey triplex dwellings (Tremblay Road)
- **South** One-storey single-detached dwellings; Two-storey townhouse dwellings (Avenue P)
- **East** One-storey single-detached dwellings
- **West** One-storey single-detached dwellings



Figure 2. Subject site and surrounding context showing property lines (GeoOttawa, 2021)

### 1.2.2 Neighbourhood Lot Fabric

Though immediately surrounded by single-detached dwellings within this residential first density zone, the site is within less than 100 metres to several blocks of low-rise two-storey townhouse dwellings, as well as two-storey semi-detached dwellings, duplexes, and triplexes. To the south of the property along Avenue P is an area consisting of nine blocks of townhouse dwellings, each with three to five attached units. To the west, connected via a pedestrian pathway or along Avenue O are six blocks of townhouses comprised of 6 to 8 primary units in each block. To the north of the site situated along Tremblay Road and the intersecting local streets including Avenue O, P, Q, R, and S are various examples of two-storey duplexes, one- and two-storey semi-detached dwellings, two-storey triplexes, and newer three-storey triplexes situated at the corner of Tremblay Road and Belfast Road to the northwest. Figures 3, 4, and 5 below represent aerial mapping of the surrounding higher-density conditions within the immediate neighbourhood context.



Figure 3. Subject site and blocks of townhouses to the south fronting onto Avenue P (GeoOttawa, 2021)

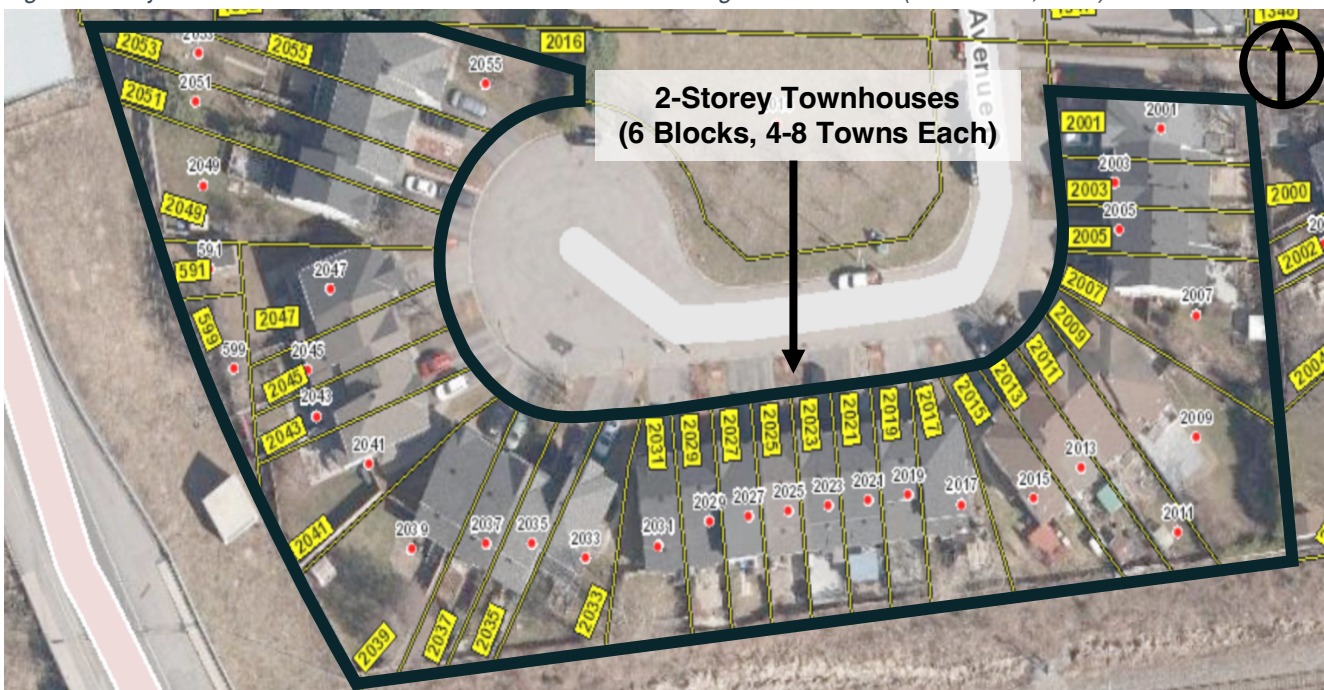


Figure 4. Subject site and blocks of townhouses to the southwest fronting onto Avenue O (GeoOttawa, 2021)

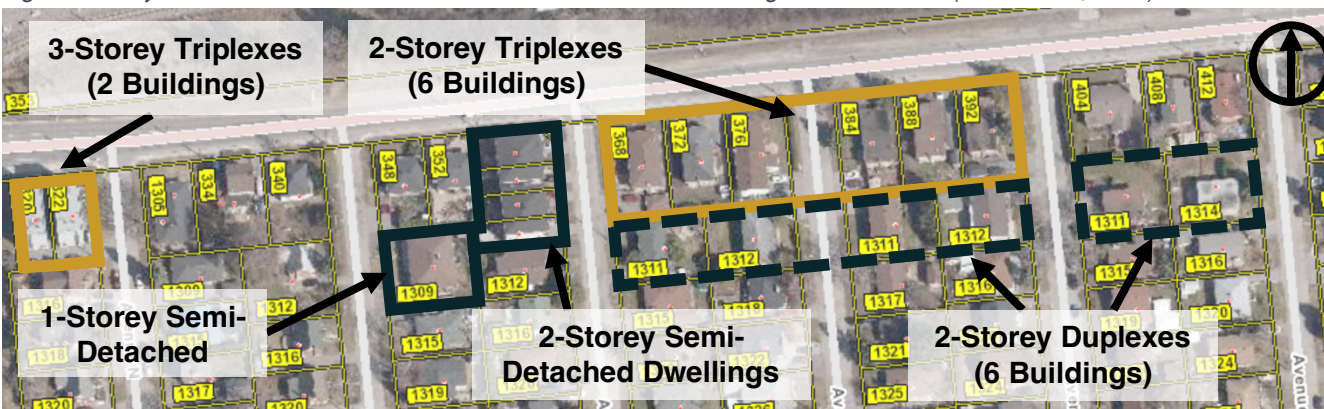


Figure 5. Subject site and semi-detached, duplex and triplex (GeoOttawa 2021)

### 1.2.3 Transit & Transportation Network

The site is located on the west side of Avenue Q, bounded by Tremblay Road to the north, and Avenue P to the west and south. The site is accessed by Tremblay Road (major collector), which connects to north-south Belfast Road to the west and crosses Highway 417 to the north via an overpass to Coventry Road. Travelling east, Tremblay Road links to St-Laurent Boulevard (arterial) which runs north-south with direct Highway 417 access. St-Laurent Boulevard features a mix of predominantly non-residential uses including commercial and retail, restaurants, and personal service businesses.

The site is located within the 600-metre buffer zone of St-Laurent Station, which services the LRT and is located to the northeast. The site is just outside of the 600-metre buffer zone for Tremblay Station, located to the west. The Ottawa Train Station is also located at Tremblay which services the Via Rail train line. To the north of the site along Tremblay Road, there are local OC Transpo bus stops that service bus routes 18 St-Laurent and 39 Millennium.



Figure 6. Transit and transportation network mapping (GeoOttawa, 2023)

### 1.3 Subject Site

The site presently contains a one-storey single-detached dwelling which is clad in a mix of brick, stucco and siding. There is an uncovered wooden deck located to the rear of the dwelling with steps leading to the back yard, and a small shed adjacent to the north lot line in the rear yard. There is a concrete step and landing at the front of the dwelling leading to the principal entrance, as well as a landing and steps leading to the southerly side yard. The site is predominantly landscaped with mowed grass and some small shrubs in the front and rear yards, with a fenced area in the rear. There is a paved driveway leading to parking in the side yard along the south side of the property. The site consists of the following specifications and legal description:

Table 1. Site statistics

<b>Area</b>	418.5 m <sup>2</sup>
<b>Frontage</b>	15.24 m on Avenue Q
<b>Depth</b>	27.46 m
<b>Legal Description</b>	Part 1, Plan of Lots 735 and 736, Registered Plan 320, City of Ottawa
<b>PIN</b>	04256 – 0082

An extract of the existing Plan of Survey is presented in Figure 2 below with the existing conditions presented in Images 1 and 2. Images of the surrounding context follow.

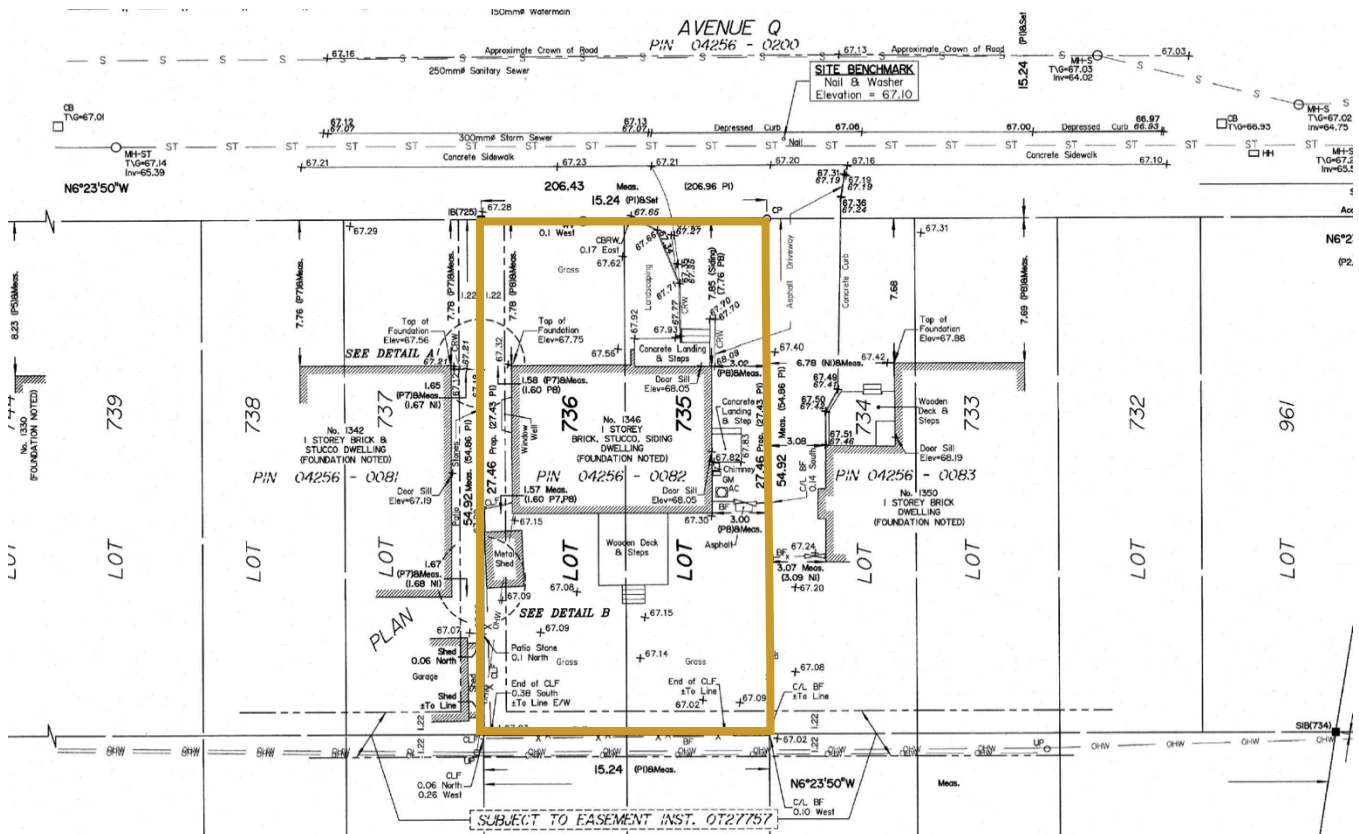


Figure 7. Extract of survey showing property lines in gold prepared by Annis O'Sullivan Vollebakk Ltd. with added mark-up



Image 1. Subject site looking west from Avenue Q (Google Streetview, 2019)



Image 2. Subject site looking northwest from Avenue Q (Google Streetview, 2019)



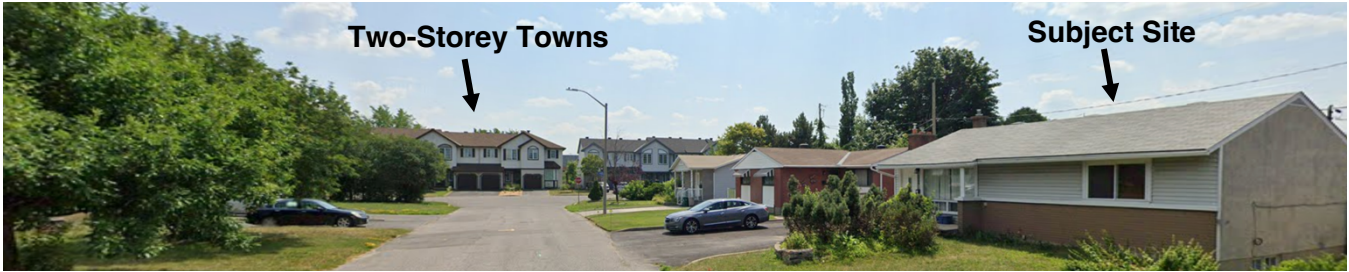


Image 3. Subject site and townhouse dwellings looking south from Avenue Q towards Avenue P (Google Streetview, 2019)



Image 3. Townhouse dwellings near site looking southwest from intersection of Avenue Q and P (Google Streetview, 2019)



Image 5. Townhouse dwellings and site looking west from intersection of Avenue P and Q (Google Streetview, 2023)



Image 6. Duplex and triplex dwellings along Tremblay Road looking southwest (Google Streetview, 2020)



Image 7. Semi-detached dwellings at corner of Avenue P looking southwest from Tremblay Road (Google Streetview, 2020)

## SECTION 2: PROPOSED DEVELOPMENT

As noted, the subject site is presently zoned R1 – residential first density and contains a one-storey single-detached dwelling. The proposal is to rezone the property to residential second density with a site-specific exception and construct a new semi-detached dwelling with one primary unit and one secondary unit per each half of the semi. As shown in Figures 8 below, the proposed design features a pitched roof, front porches that are oriented closer to the street than the attached garages, and articulation in the front façade for visual interest. The front façade materiality will be a mix of brick and siding which is sympathetic to the cladding of other dwellings in the neighbourhood. The proposed semi-detached provides soft landscaping in both the front and rear yards, and is comparable in massing and scale to the existing townhouse dwellings just three properties to the south along Avenue P.

Development details for each half of the semi-detached (currently one lot) are presented in Table 2 below. The Site Plan and Architectural Elevations are enclosed separately with this submission package.



Figure 8. Rendering of proposed development looking northwest from Avenue Q, prepared by Clear Drafting Inc.

Table 2. Development details for each half of the semi-detached dwelling (unsevered)

	Unit A (North) 1346 Avenue Q	Unit B (South) 1348 Avenue Q
Lot Width	7.62 m	7.62 m
Lot Area	209.25 m <sup>2</sup>	209.25 m <sup>2</sup>
Rear Yard Setback	6.59 m	6.59 m
Rear Yard Area	50.22 m <sup>2</sup>	50.22 m <sup>2</sup>
Front Yard Setback	6.0 m	6.0 m
Driveway Width	2.6 m	2.6 m
Building Height	7.98 m	7.98 m
Ground Floor Area	~73 m <sup>2</sup>	~ 73 m <sup>2</sup>
Primary Unit GFA (1 <sup>st</sup> & 2 <sup>nd</sup> Floors)	~ 166 m <sup>2</sup> (1,789 ft <sup>2</sup> )	~ 166 m <sup>2</sup> (1,789 ft <sup>2</sup> )
Secondary Dwelling Unit GFA (Basement)	~ 67 m <sup>2</sup> (722 ft <sup>2</sup> )	~ 67 m <sup>2</sup> (722 ft <sup>2</sup> )

## SECTION 3: POLICY CONTEXT

### 3.1 Provincial Policy Statement

The Provincial Policy Statement 2020 (PPS) provides policy direction on planning matters for the Province of Ontario, and decisions affecting all planning matters shall be consistent with the PPS policies. The proposed development is consistent with the applicable policies of the PPS, as demonstrated below.

**Section 1.1.1** of the PPS states that healthy, livable, and safe communities are sustained by:

- a) “promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial) [...] to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;”...

**Section 1.4.1** of the PPS states that “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 residential intensification and redevelopment and, if necessary, 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 to facilitate residential intensification and redevelopment, and land in draft approved and registered plans”.

→ The proposed development will allow for the creation of two new primary residential dwelling units and two secondary units where there was previously only one, representing a form of modest and desirable infill intensification in the urban area. The site is within less than 100 metres of multiple blocks of higher-density two-storey townhouse dwellings and is located in the same block and neighbourhood of various duplexes, semi-detached dwellings, and triplexes. The site’s proximity to a variety of two-storey mid-density residential uses demonstrates that the proposed semi-detached is characteristic of the surrounding neighbourhood. Further, the site is situated within close proximity to two LRT stations (St-Laurent and Tremblay) and various local OC Transpo bus routes. Given the recent Provincial policy direction introduced by Bill 23 which permits at least three dwelling units per lot across serviced areas, it is anticipated that limiting an urban property to only single-detached

dwellings may no longer be an appropriate or best use of land in the urban area. As such, the proposed rezoning is aligned with overall Provincial policy direction.

- The semi-detached dwellings are an appropriate size, massing and scale for the surrounding context which includes two-storey towns, semis, duplexes and triplexes, and is consistent with the planned function of the neighbourhood as exemplified by the Official Plan policies addressed in Section 3.2 of this report.
- The sites will be serviced by municipal water, sewer, and storm services. The use of existing municipal roads and services is also an appropriate and efficient use of resources. The proposed development fits and functions well within the City’s Urban Area.

### 3.2 Official Plan

The City of Ottawa’s New Official Plan was adopted by Council on November 24<sup>th</sup>, 2021 (By-law 2021-386) and approved (with modifications) by the Ministry of Municipal Affairs and Housing on November 4<sup>th</sup>, 2022. The subject site is designated Neighbourhood, Evolving Overlay within the Inner Urban Transect Policy Area in the New Official Plan.

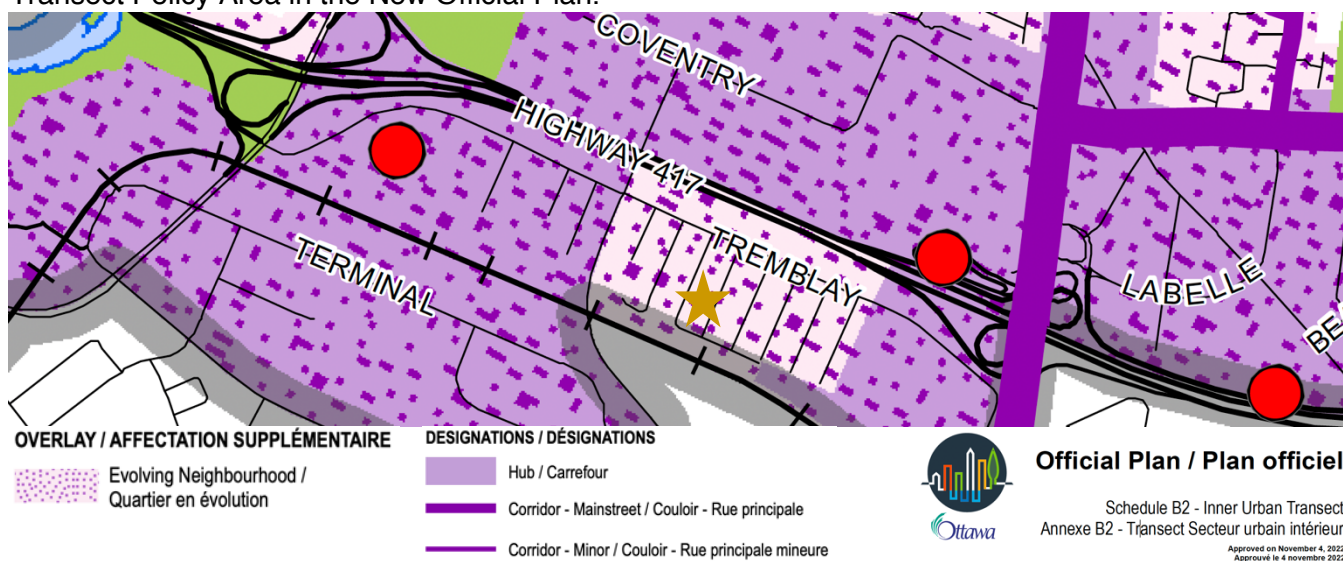


Figure 9. Extract of Official Plan, Schedule B2 - Inner Urban Transect

**Section 2: Strategic Directions** sets out the overarching policy goals and intent of the Official Plan. These policies are generally intended to prioritize active and sustainable transportation, protect existing tree canopy, develop healthy and livable communities with a range of housing choice and options, allow people to live “car-light”, build accessible and inclusive communities, and others.

**Section 2.2.1 Intensification and Diversifying Housing Options** provides policy direction for housing options intended for larger households. Subsection ii) states that:

“[m]uch of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed... There needs to be opportunities in residential Neighbourhoods within a short walking distance to Hubs and Corridors to build dwelling units with enough floor space to accommodate larger households within buildings

typologies that increase densities on existing lots. This will provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area.”

Subsection (iii) provides for policies related to improvement of public amenities and services, and states the following: “[t]o support the City’s strategy to achieve a 60 per cent intensification target by 2046, the City will:

- Direct residential intensification to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors;
- Require an appropriate proportion of housing with three or more bedrooms that will provide more housing choices for larger households...”
- The proposed new semi-detached dwellings provide opportunity for ground-oriented, “family-sized” dwelling units with three bedrooms in each, offering more housing choice for larger households within close proximity to a Hub and Corridor - Mainstreet area (along St-Laurent). The development provides two new three-bedroom units which are appropriately sized for larger households in the urban area, at a massing and scale that is representative of similar semi-detached and townhouse type dwellings within the immediate neighbourhood. The development represents a form of modest intensification that is appropriate given existing transit stations nearby as well as the planned function of this urban neighbourhood per the New Official Plan.
- The introduction of Secondary Dwelling Units (SDUs) in the lower level of each principal unit is an appropriate and desirable form of intensification which allows for a broader diversity of housing choice in the form of two-bedroom rental units, which typically tend to be more affordable for individuals or smaller households within the urban area. Given the proximity to transit, Corridor – Mainstreet areas, local bus routes, and shopping and amenities both at Trainyards and along St-Laurent, including the mall, this site offers an excellent opportunity for two lower-level SDUs.

**Section 2.2.4 Healthy and Inclusive Communities** states that, “[t]he City’s physical layout and design play an important role in shaping health and well-being by enabling Ottawa’s diverse population to thrive and live their lives to the fullest.” The policy intent to achieve healthy and inclusive communities is to:

- 1) “Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities ... this includes a range of housing types and affordability, shops, services, access to food, schools and local childcare, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency and enable people to live car-light or car-free.”
- The proposed development of semi-detached dwellings with lower-level SDUs allows for development of a range and mix of housing options. With proximity to transit, commercial areas, and a nearby neighbourhood park (Cecil Morrison Park), the gentle intensification of this property with two ground-oriented primary dwelling units and two SDUs contributes to the healthy communities policies of the New Official Plan.

**Section 3: Growth Management Framework** sets out the following policy intent for the urban area:

- “To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;

- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt...”

**Section 3.2: Support Intensification** sets out policies for intensification throughout the urban area, as follows:

- 4) “Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.
  - 8) “Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
    - a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
    - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
  - 10) The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities...”
- The proposed semi-detached, ground-oriented Primary dwellings are supported by the intensification policies and residential density targets of the New Official Plan. The development of larger semi-family homes with lower-level apartment type SDU dwellings within the urban area allows for a diversity of housing choice in the urban area, providing two units that are intended for larger households, and two units intended for smaller households.

**Section 4.2.1: Enable greater flexibility and an adequate supply and diversity of housing options throughout the city** sets out the following policies:

- 1) “A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
    - a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
    - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
    - c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure...
- As noted, the provision of multi-bedroom and family-sized units in the urban area is supported by the Official Plan policies. The proposed rezoning will facilitate the development of two appropriately

sized ground-oriented dwelling units each with SDUs, which are an encouraged and compatible form of infill intensification in the urban area.

**Section 5.6.1 Built Form Overlays** notes that “[t]he Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land”. **Section 5.6.1.1** applies to areas that are in a “location or at a 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...” The OP therefore sets out policies for “gradual change in character based on proximity to Hubs and Corridors; allowance for new building forms and typologies, such as missing middle housing; and, [d]irection of built form and site design that support an evolution towards more urban built form patterns...”.

→ The site is located within the Evolving Overlay and modest intensification through the proposed semi-detached dwellings with SDUs meets the intent of the urban area policies. Though the existing immediately surrounding conditions represent single-family dwellings, there are many examples of varying densities within the same block as the site, including towns, duplexes, semis and triplexes. Given the Evolving Overlay applicable to this neighbourhood and proximity to Hubs and Corridors, it is evident that there is an intended policy shift towards higher density development that is not restricted to single-detached dwellings in this community. Though semis are not currently permitted in the R1 zoning, the intent of the Evolving Overlay is to demonstrate that a gradual change in character over time is expected in this neighbourhood towards a more urban rather than suburban built form. The proposed development is directly supported by those Official Plan policies.

### 3.3 Inner East Lines 1 and 3 Stations Secondary Plan

The site is situated in Area E of the Inner East Lines 1 and 3 Stations Secondary Plan. The Secondary Plan establishes policies on maximum building heights and minimum densities within this area. The intention is to achieve transit-supportive development over the long-term and that increases in density occurs in context-appropriate locations. Area E of the Secondary Plan refers to the Official Plan for maximum storey and densities on these lands, which are south of Tremblay Road, east of Belfast Road, west of Avenue U and north of Alexandria Rail Corridor. Section 3: Growth Management Framework of the Official Plan sets out density targets within the Inner Urban Transect in Neighbourhood designations. The large dwelling targets for existing lots with a minimum frontage of 15 metres is 60 to 80 dwellings per net hectare, 50% of which are targeted to be low-rise buildings (Table 3b). Section 5: Transects sets out minimum and maximum building heights (Table 7). Within the Inner Urban Transect, Neighbourhood designation, the built form is required to be low-rise, with a minimum of two storeys, general permission of up to three storeys, and up to four storeys where appropriate. The proposed development complies with the general Official Plan policies referenced by the Secondary Plan.

### 3.4 Zoning By-law

The site is zoned Residential First Density, Subzone O, Exception 949 in the City of Ottawa’s Zoning By-law 2008-250, as demonstrated in Figure 7 below. The R1 zone restricts the building form to detached

dwelling, with permitted ancillary uses to the principal residential use, including home-based businesses and Secondary Dwelling Units. Table 3 below presents the existing R1O[949] zoning provisions.

Table 3. R1O[949] zoning provisions

R1O[949]	
Provision	Required
Minimum Lot Width (s.156)	15 m
Minimum Lot Area (Urban Exception [949])	385 m <sup>2</sup>
Maximum Building Height (s.156)	8.0 m
Minimum Front Yard Setback (s.144(1)(a)) (Table 158A))	6.0 m
Minimum Rear Yard Setback (Table 144B(iii))	lot depth / m
Minimum Rear Yard Area (s.144(3)(a))	25% lot area / 58.08 m <sup>2</sup>
Minimum Interior Side Yard Setback (s.160)	3.0 total with one no less than 1.2 m
Minimum Aggregated Front Yard Soft Landscaping (s.139(1))	30%
Maximum Driveway Width (s.139(3)(iii))	2.75 m

As demonstrated in Figure 10 below, the site is immediately surrounded by the R1O[949] zone. However, there are areas of second and third density residential zoning.

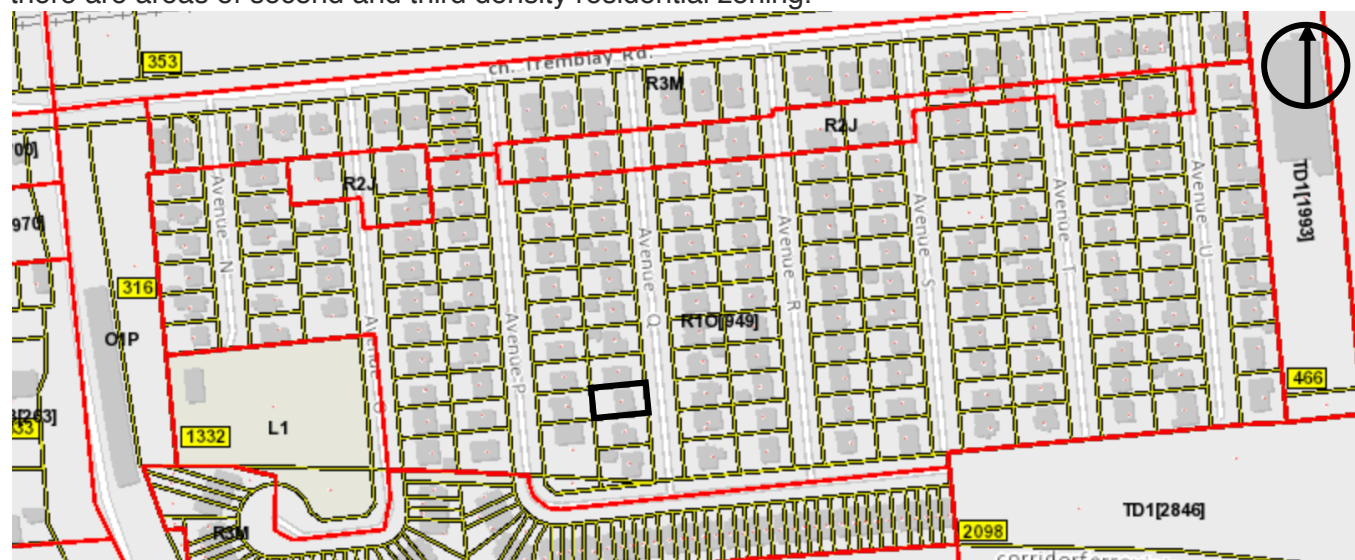


Figure 10. Extract of zoning by-law with subject site shown in black (GeoOttawa, 2019)

### 3.4.1 Proposed Zoning Amendment

The requested amendment to the zoning by-law is to rezone the property from R1O[949] to R2J with a site-specific Urban Exception, as follows: R2J[xxxx]. The proposed development meets or exceeds all requirements set out in the proposed R2J zoning in addition to the provisions required for low-rise residential development within the Greenbelt (Section 139) and the alternative setbacks affecting low-rise development within the Greenbelt (Section 144). The site-specific exception required is to facilitate a slightly reduced rear yard setback of 24% of the lot depth and rear yard area of 24% of the lot area whereas Section 144 of the by-law requires 28% of the lot depth in this case and 25% of the lot area. The proposed Urban Exception [xxxx] is as follows: “Minimum permitted rear yard setback is 24% of the lot depth or 6.59 metres for each half of the proposed semi-detached dwelling; Minimum permitted rear



yard area is 24% of the lot area or 50.22 m<sup>2</sup> for each half of the semi-detached dwelling”. Table 4 presents the proposed zoning and development standards for each half of the proposed semi.

Table 4. Proposed R2J zoning with site-specific Urban Exception for each half of the semi-detached dwelling

<b>R2J[xxxx]</b>			
<b>Provision (Semi-Detached Dwelling)</b>	<b>Required</b>	<b>Provided</b>	
		<b>North Unit</b>	<b>South Unit</b>
Minimum Lot Width (Table 158A)	6.0 m	7.62 m	7.62 m
Minimum Lot Area (Table 158A)	180 m <sup>2</sup>	209.25 m <sup>2</sup>	209.25 m <sup>2</sup>
Maximum Building Height (Table 158A)	8.0 m	7.98 m	7.98 m
Minimum Front Yard Setback (s.144(1)(a))(Table 158A))	6.0 m	6.0 m	6.0 m
Minimum Rear Yard Setback (Table 144B(iii))	28% lot depth 7.67 m	24% lot depth 6.59 m [xxxx]	24% lot depth 6.59 m [xxxx]
Minimum Rear Yard Area (s.144(3)(a))	25% lot area 52.31 m <sup>2</sup>	24% 50.22 m <sup>2</sup> [xxxx]	24% 50.22 m <sup>2</sup> [xxxx]
Minimum Interior Side Yard Setback (s.160)	1.2 m	1.2 m (n) 0.0 m (s)	0.0 m (n) 1.2 m (s)
Minimum Aggregated Front Yard Soft Landscaping (s.139(1))	30% front yard 13.72 m <sup>2</sup>	25.21 m <sup>2</sup>	25.21 m <sup>2</sup>
Maximum Driveway Width (s.139(3)(iii))	2.75 m	2.60 m	2.60 m

### 3.4.2 Rationale for Major Zoning By-law Amendment

The proposed zoning by-law amendment required to facilitate the infill intensification of a proposed new semi-detached dwelling on a lot which is currently limited to single-detached dwellings as a permitted primary residential use. The proposed rezoning from R1O[949] to R2J[xxxx] is consistent with the R2J zoning that presently exists just north of the site as shown in Figure 10 above. As noted, the proposed development will meet or exceed all standards of the R2J zone in addition to provisions set out in Sections 139 and 144 of the Zoning By-law save for rear yard setback and area. The rear yard area and setback exception is required to facilitate enough space in the primary units for three bedrooms, and sufficient floor area in the SDUs for two bedrooms, which creates larger units for a wider variety of future residents.

The R2J zoning was selected to ensure consistency with existing second density zoning in the area in terms of required lot area, lot width, and building setbacks. In addition to R2 zoning nearby which is developed with semi-detached dwellings and duplexes, there are large areas of R3M – residential third density, subzone M within the immediate neighbourhood context to the north along Tremblay Road, and the south along Avenue O and Avenue P. These R3 areas are presently developed with townhouses and triplexes, which are an even higher density than proposed for the subject site. The proximity to these residential second and third density zones demonstrates that the proposed second density zoning is appropriate for and compatible with the surrounding neighbourhood character.

Finally, given the recent policy updates introduced with Provincial Bill 23, More Homes Built Faster Act, the intention across Ontario is permit up to three dwelling units on all urban, serviced (water and sewer) lots. Up to two Secondary Dwelling Units in addition to the Primary Unit would therefore be permitted now as-of-right on this lot, and the proposed development only introduces one new unit overall, but in a housing format that allows for a broader form of ownership and tenure (i.e. providing opportunity for creation of two separate lots/units that can be conveyed individually following severance, with one

secondary rental unit in each). Given the Provincial policy direction, it is implied that limiting urban serviced lots to only single-detached dwellings as a permitted use is an underutilization of urban resources and infill intensification in this proposed format should be encouraged. The City of Ottawa's New Official Plan also supports this form of modest, family-sized intensification in the urban area as well as the introduction of Secondary Dwelling Units which are often more affordable rental units for smaller households. As exemplified throughout this report, the rezoning fits and works well in this context.

## **SECTION 4: PUBLIC CONSULTATION STRATEGY**

The proposed Major Zoning By-law Amendment is subject to public consultation, which requires a sign to be posted on site as well as written notice mailed to all owners within 120 metres of the site, completed by the City of Ottawa. The Councillor's Office and applicable Community Associations will be informed of the application through the City's technical review and circulation process. Members of the public are invited to write comments or attend the public hearing at City Hall. In addition to the public processes mandated by the Planning Act, it is understood that the Owner will directly notify the Councillor's Office and Community Association regarding the application to obtain any feedback or comments regarding the proposal. The Owner will offer to participate in a meeting with the Councillor's office, Community Association, or other interested parties early in the application process. The Owner also intends to communicate with the immediately adjacent neighbours abutting the site to the north, south, east, and west either in person or via written letter, inviting them to share their comments or feedback regarding the application. The Owner will maintain open communication with the immediate neighbours throughout the duration of the application process and any future development following all required approvals.

## **SECTION 5: SUPPORTING PLANS & STUDIES**

In support of the Major Zoning By-law Amendment Application, the following additional supporting plans and studies were completed and are enclosed with the complete submission package:

- Site Grading & Servicing Plan, prepared by T.L. Mak Engineering Consultants Ltd.;
- Site Plan and Architectural Elevations, prepared by Clear Drafting Inc.;
- Plan of Survey, prepared by Annis, O'Sullivan, Vollebakk Ltd.; and,
- Environmental Noise Control Study, prepared by Paterson Group.

Of note, the survey, architectural elevations and site plan were reviewed and analyzed to form the basis of findings of this Planning Rationale and are enclosed with the complete submission package.

### **5.1 Site Grading & Servicing Plan**

The Site Grading & Servicing Plan presents the proposed site grading and drainage to manage water and runoff on site and proposes independent service connections for each half of the semi-detached dwelling to the street. Refer to the enclosed plan for further details.

### **5.2 Environmental Noise Control Study**

The intent of the Noise Control Study was to determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the MOECC and City of Ottawa, then offer recommendations regarding warning classes, construction materials or alternative sound barriers. The Noise Study indicates that there are four major sources of surface transportation noise to the

development: Highway 417 West and East, the Via Rail Train Line, and the LRT line. A vibration assessment was not triggered for the development. The report recommends that due to anticipated noise level for the rear yards of the developments, a Type A warning clause must be included on all deeds of sale. The buildings are required to be designed with the provision for a central air conditioning unit and a warning clause Type C for both units, and standard building materials are acceptable for adequate soundproofing. Refer to the enclosed report for a complete analysis, recommendations, and warning clause language.

**SECTION 6: CONCLUSION**

The subject site, municipally known as 1346 Avenue Q, is a large rectangular urban lot located on the west side of Avenue Q in the block bounded by Tremblay Road to the north, Avenue P to the south, and Avenue O to the west. The site is currently zoned R1O[949] – residential first density subzone O with an urban exception and contains a single-detached dwelling. The proposal is to rezone the property to R2J[xxxx] – residential second density, subzone J with a site-specific urban exception to facilitate the development of a new a new semi-detached dwelling with two primary dwelling units and two secondary dwelling units. It is anticipated that the lots will be severed in future, with one primary dwelling unit and one secondary dwelling unit on each lot.

As discussed throughout this report, the proposed rezoning to a second density zone is consistent with the other second and third density zones that exist within the immediate neighbourhood and presently contain semi-detached, duplex, townhouse and triplex building forms and densities. The proposed development of a semi-detached dwelling conforms to all applicable provision of the proposed R2J zone as required under the Zoning By-law 2008-250, save for an urban exception to permit a slightly reduced rear yard setback and area. Located within proximity to a public park, commercial and retail uses, transit (local buses and LRT), Highway 417, Via Rail station, and other urban amenities, this site is well-suited for modest intensification in the form of low-rise, ground-oriented residential development.

Overall, the proposal is consistent with the Provincial Policy Statement 2020, conforms to the policies of the City of Ottawa Official Plan, and conforms with the overall intent of the City of Ottawa’s Zoning By-law 2008-250, given the existence of other R2J zoning within the immediate area. The proposed Major Zoning By-law Amendment represents good land use planning and is recommended for approval.

Respectfully submitted,



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Principal + Senior Planner

