

**Subject: Zoning By-law Amendment – 360 Kennedy Lane East**

**File Number: ACS2023-PRE-PS-0019**

**Report to Planning and Housing Committee on 27 February 2023**

**and Council 8 March 2023**

**Submitted on January 25, 2023 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

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**Ward: Orléans East-Cumberland (1)**

**Objet : Modification au Règlement de zonage – 360 ruelle Kennedy Est**

**Dossier: ACS2023-PRE-PS-0019**

**Rapport au Comité de l'urbanisme et du logement**

**le 27 février 2023**

**et au Conseil le 8 mars 2023**

**Soumis le 25 janvier 2023 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale de la planification, des biens immobiliers et du  
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**Quartier : Orléans-Est-Cumberland (1)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 360 Kennedy Lane East, from I1B to R4Z[XXXX]SYYY in order to permit a planned unit development consisting of a total of 81 dwelling units (mix of townhouses and stacked townhouses), and the retention of the existing church as detailed in Document 5 and 6.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of March 8, 2023”, subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification du Règlement de zonage (no 2008-250), afin de changer la désignation de zonage de la propriété située au 360, ruelle Kennedy Est de I1B à R4Z[XXXX]SYYY) en vue de permettre l’aménagement d’un complexe immobilier comprenant un total de 81 habitations (un mélange de maisons en rangée et de logements superposés en rangée) et de conserver l’église existante, comme l’expliquent en détail les documents 5 et 6.
2. Que le Comité de l’urbanisme et du logement donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 8 mars, 2023», sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning staff recommend approval of the Zoning By-law Amendment (ZBLA) for 360 Kennedy Lane East to rezone the site from Minor Institutional Zone Subzone B (I1B) to Residential Fourth Density Zone, Subzone Z, Urban Exception XXXX, Schedule YYY (R4Z[XXXX]SYYY). The ZBLA will permit the development of a Planned Unit Development (PUD) consisting of 71 stacked dwellings and 10 townhouse dwellings, for a total of 81 residential units, located in eight buildings. The existing church will be retained. A total of 85 vehicle parking spaces are proposed, 61 spaces for residents, 15 spaces for visitors, and nine spaces for the Queenswood United Church. The proposal aligns with the Suburban Neighbourhood designation of the Official Plan, as well as the policies in section 4.2.1 that aim to enable greater flexibility and an adequate supply and diversity of housing options throughout the city.

### **Applicable Policy**

The site is designated Suburban Neighbourhood per Schedule A and B8 of the Official Plan (2022), this designation permits a mix of building forms and densities. The following support this application:

- Section 3 of the Official Plan explains the City's growth management framework. The policies in this section identify the urban area and villages as the focus of growth and development.
- Section 3.2 and Table 3b of the Official Plan establishes density targets for the Suburban Transect, which the proposed development is in line with.
- Section 4 of the Official Plan to enable greater flexibility and an adequate supply and diversity of housing options throughout the city.
- Section 5.4 of the Official Plan recognizes a suburban pattern of low-rise built form and site design while supporting an evolution towards 15-minute neighbourhoods.
- Section 6.3 of the Official Plan promotes missing middle housing, particularly on sites that are underutilized or converted from non-residential uses, such as church sites.
- Urban Design Guidelines for Low-rise Infill Housing

## **Public Consultation/Input**

A virtual community meeting was held on April 11, 2022, via Zoom and 88 members of the public attended. The applicants, the architects, the owner, the Councillor, and city staff were in attendance. In total, staff received 80 comments, a few members of the public expressed support for the project, the majority expressed concerns. Various themes emerged in the public comments and the most frequent concerns were centred on transportation and parking; land use, built form and density; and servicing.

## **Résumé**

### **Recommandation du personnel**

Le personnel des Services de planification recommande d'approuver la modification du *Règlement de zonage* (MRZ) pour le 360, ruelle Kennedy Est, afin de rezoner le site, qui appartient à la sous-zone B de la zone des petites institutions (I1B), pour qu'il relève de la sous-zone Z de la zone résidentielle de densité 4, exception urbaine XXXX, annexe YYY (R4Z[XXXX]SYYY). Cette MRZ permettra d'aménager un complexe immobilier planifié (CIP) constitué de 71 habitations superposées et de 10 habitations en rangée, soit un total de 81 logements, répartis parmi huit immeubles. L'église existante sera préservée. On propose d'aménager un total de 85 places de stationnement pour les véhicules, dont 61 places pour les résidents, 15 places pour les visiteurs et neuf places pour l'église unie Queenswood. La proposition cadre avec la désignation des quartiers de banlieue du Plan officiel, de même qu'avec les politiques de la section 4.2.1 de ce plan, qui sont destinées à offrir une plus grande marge de manœuvre et à assurer l'adéquation de l'offre et de la diversité des options de logement sur tout le territoire de la Ville.

### **Politiques applicables**

Le site porte la désignation de quartier de banlieue conformément aux annexes A et B8 du Plan officiel (2022); cette désignation permet d'aménager différentes formes et densités de bâtiment. Les sections suivantes du Plan officiel justifient cette demande :

- La section 3 du Plan officiel explique le cadre de gestion de la croissance de la Ville. En vertu des politiques de cette section, la zone urbaine et les villages sont les points de mire de la croissance et du développement.
- La section 3.2 et le tableau 3b du Plan officiel établissent les cibles de densité du transect du secteur de banlieue; le projet d'aménagement proposé concorde avec ces cibles.

- La section 4 du Plan officiel vise à offrir une plus grande marge de manœuvre et à assurer l'adéquation de l'offre et de la diversité des options de logement sur tout le territoire de la Ville.
- La section 5.4 du Plan officiel fait état du modèle de banlieue de la forme bâtie de faible hauteur et de la conception des sites en portant l'évolution sur la voie de l'aménagement des quartiers du quart d'heure.
- La section 6.3 du Plan officiel promeut les logements intermédiaires manquants, surtout sur les sites qui sont sous-utilisés ou convertis après avoir eu des vocations non résidentielles, par exemple les sites des églises.
- Lignes de conduite de l'esthétique urbaine des aménagements résidentiels intercalaires de faible hauteur.

### **Consultation et avis du public**

Une assemblée communautaire virtuelle a eu lieu dans Zoom le 11 avril 2022; 88 représentants du public y ont participé. Les requérants, les architectes, le maître de l'ouvrage, le conseiller municipal et des membres du personnel de la Ville y ont assisté. Dans l'ensemble, le personnel a reçu 80 commentaires. Quelques représentants du public ont fait savoir qu'ils étaient favorables à ce projet. La majorité a exprimé des inquiétudes. Différents thèmes se sont fait jour dans les commentaires du public, et les inquiétudes le plus souvent exprimées portaient sur le transport et le stationnement, sur l'aménagement du territoire, sur la forme bâtie et la densité, de même que sur la viabilisation.

### **BACKGROUND**

Learn more about [Development application process overview | City of Ottawa](#)

For all the supporting documents related to this application visit the [Application Details - Development Applications Search \(ottawa.ca\)](#)

### **Site location**

360 Kennedy Lane East

### **Owner**

Kindred Works on behalf of Queenswood United Church

### **Applicant**

MHBC Planning Urban Design and Landscape Architecture on behalf of Kindred Works

## Architect

KPMB Architects

## Description of site and surroundings

The subject site is in the Queenswood Heights neighbourhood and has frontage on Kennedy Lane East. The property abuts Queenswood Villa Retirement Community (north) and Queenswood Ridge Park (south). The rear property line abuts several detached dwellings. Please refer to Document 1: Location Map.

The St. Joseph Mainstreet Corridor and the Orléans Town Centre are within a 15-minute walk, see Document 3. The Official Plan equates a walking time of 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network. The Place d'Orléans station is located approximately 1.6 kilometres northwest of the site, approximately a 20-minute walk. There are nearby transit stops that link the site to Place D'Orléans. In the future, [Place D'Orléans](#) station will be connected to the LRT, it will be part of the O-Train East Line.

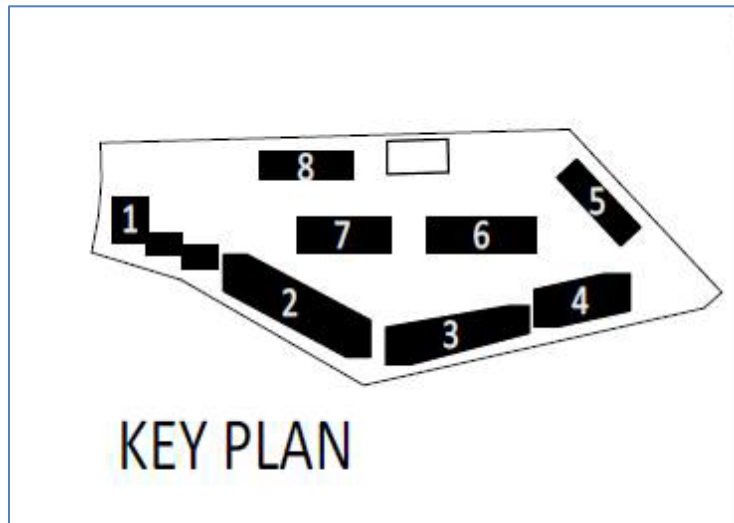
This proposal supports compact development with a range of housing types. The site is well connected to a mix of land uses where daily and weekly needs can be accessed within a 15-minute walk, this includes shops, services, food, greenspaces, and parks. This proposal will support active transportation and transit, reduce car dependency, and enable people to live car-light or car free.

The site is irregularly shaped and is approximately 1.2 hectares with 40 metres of frontage on Kennedy Lane East. The subject site is presently occupied by a church, a portable, and parking lot. The existing church will remain. Along Kennedy Lane East there is a mix of uses and dwelling types. The south and east side of Kennedy Lane East is characterized by detached dwellings, open space, and institutional uses. The north and west side of Kennedy Lane East is characterized by detached dwellings and townhouse dwellings. Sidewalks are present on the east/south side of Kennedy Lane East from Prestone Drive to the vehicular access of Queenswood Ridge Park, a 130-metre stretch.

Queenswood Ridge Park is a Community Park, the second largest park classification. People walk and drive to this park. The park is walkable from the surrounding communities and amenities include: a fenced off-leash dog area, permanent boarded rink/multi-use court, volleyball court, children play equipment, splash pad and sledding hill. The park has a parking lot to serve the sports fields (soccer and baseball). Both sports fields are allocated/booked with programs serving the wider public, who would drive to the park.

## Summary of requested Zoning By-law amendment proposal

The applicant has submitted a Zoning By-law Amendment application and a Site Plan Control application to permit the development of a Planned Unit Development (PUD) consisting of 71 stacked dwelling units (six buildings) and 10 townhouse dwellings (two buildings) (Figure 1).



**Figure 1: The proposal is to build six stacked dwelling buildings (Blocks 1,2,3,4,6,7) and two townhouse dwelling buildings (Blocks 5, 8).**

All 81 residential units will be rental in tenure; 31 per cent are to be affordable dwelling units at 79 per cent of Median Market Rent (MMR) per Canada Mortgage and Housing Corporation (CMHC) [National Housing Co-Investment Fund criteria](#). The Co-Investment Fund provides capital to partnered organizations for new affordable housing.

A total of 85 vehicle parking spaces are proposed, 61 for residents, 15 for visitors, and nine for the Queenswood United Church.

### Current and Proposed Zoning

The site is currently zoned Minor Institutional Zone Subzone B (I1B). The maximum permitted building height in this zone is 18 metres. The current zoning does not permit a planned unit development (PUD), which means two or more residential use buildings on the same lot. Nor does it permit stacked dwellings, or townhouse dwellings.

The applicant seeks to rezone the site from I1B to Residential Fourth Density Zone, Subzone Z, Urban Exception XXXX, Schedule YYY (R4Z[XXXX]SYYY), as the latter permits a mix of residential uses. The urban exception will permit the place of worship use to continue, a residential parking space rate of 0.75 per unit, and a visitor parking space rate of 0.19. A parking supply study was done to summarize parking

considerations and justify a reduced residential parking space rate. One way to increase housing affordability is to increase density and reduce parking requirements. The schedule identifies the applicable setbacks and restricts the height of the townhouse dwellings abutting Queenswood Villa Retirement Community and the dwellings with frontage along Mountainside Crescent. This is in line with guideline 3.2.3 of the *Urban Design Guidelines for Low rise Infill Housing*, which recommends that where new development is higher than the existing buildings to create a transition in building heights.

The following table (Table 1) provides a summary of the main performance standards/requirements of the current zone, the proposed zone, and details on what is proposed. Both the I1B and the R4Z zone permit the following uses: group home, park, retirement home, retirement home converted, rooming house and urban agriculture; therefore, Table 1 presents the uses that differ from one zone to the next. Staff have indicated the performance standard of the R4Z and in bold text have identified where the urban exception and schedule will permit a different standard.

**Table 1: Zoning (Current and Proposed) and Details of Proposal**

<b>Performance Standard</b>	<b>Current Zoning (I1B)</b>	<b>Proposed Zoning (R4Z [XXXX] SYYY)</b>	<b>Proposal</b>
<b>Permitted Uses</b>	<ul style="list-style-type: none"> <li>• community centre</li> <li>• day care</li> <li>• emergency service</li> <li>• library</li> <li>• museum</li> <li>• municipal service centre</li> <li>• one dwelling unit ancillary to a permitted use</li> <li>• place of assembly</li> <li>• place of worship</li> </ul>	<ul style="list-style-type: none"> <li>• apartment dwelling, low rise</li> <li>• bed and breakfast</li> <li>• detached dwelling</li> <li>• diplomatic mission</li> <li>• duplex dwelling</li> <li>• home-based business</li> <li>• home-based daycare</li> <li>• linked detached dwelling</li> <li>• planned unit development</li> </ul>	Planned Unit Development consisting of: <ul style="list-style-type: none"> <li>• Six stacked dwelling blocks</li> <li>• Two townhouse dwelling blocks</li> <li>• Place of worship</li> <li>• Community Centre*</li> <li>• Day care*</li> </ul> * Uses are not proposed but



Performance Standard	Current Zoning (I1B)	Proposed Zoning (R4Z [XXXX] SYYY)	Proposal
	<ul style="list-style-type: none"> <li>• recreational and athletic facility</li> <li>• residential care facility</li> <li>• retail food store, limited to a farmers' market</li> <li>• school</li> <li>• shelter</li> <li>• sports arena</li> <li>• training centre limited to job instruction/ training associated with a school</li> </ul>	<ul style="list-style-type: none"> <li>• secondary dwelling unit</li> <li>• semi-detached dwelling</li> <li>• stacked dwelling</li> <li>• three-unit dwelling</li> <li>• townhouse dwelling</li> </ul> <p>Urban exception will permit place of worship, community centre, and day care</p>	the option is there in the future.
<b>Minimum Lot Width</b>	30 metres	18 metres	~ 41 metres
<b>Minimum Lot Area</b>	1,000 square metres	1,400 square metres (PUD)	12,208 square metres
<b>Minimum Front Yard Setback</b>	6 metres	3 metres (PUD)	3 metres
<b>Minimum Setback for:</b> <ul style="list-style-type: none"> <li>• corner side yard</li> </ul>	7.5 metres	<ul style="list-style-type: none"> <li>• 3 metres corner side yard (PUD corner side yard)</li> </ul>	N/A

Performance Standard	Current Zoning (I1B)	Proposed Zoning (R4Z [XXXX] SYYY)	Proposal
<ul style="list-style-type: none"> <li>• interior side yard</li>   <li>• rear yard</li> </ul>		<ul style="list-style-type: none"> <li>• 1.5 metres for the first 18 metres back from the street, then 7.5 metres.*</li>   <li><b>*Schedule to permit a 6 metres interior side yard setback, the setback of the existing (4.5 metres) church will also be recognized.</b></li>   <li>• 7.5 metre rear yard setback (PUD)*</li>   <li><b>*Schedule to permit a 6 metres rear yard setback</b></li> </ul>	<p>6 metres</p> <p>6 metres</p>
<b>Maximum Building Height</b>	18 metres	<p>15 metres for stacked dwellings</p> <p>11 metres for townhouse dwellings*</p> <p><b>*Schedule to restrict building height of block 5 and 8, townhouse blocks, to 8.5 metres.</b></p> <p><b>Urban Exception to permit a place of worship to have a maximum 15 metres building height</b></p>	<p>13.7 metres for stacked dwelling buildings (measured to the highest point of the building)</p> <p>7.2 metres for townhouse dwelling buildings (measured to mid point between the ridge of roof and the eaves of the building).</p>

Performance Standard	Current Zoning (I1B)	Proposed Zoning (R4Z [XXXX] SYYY)	Proposal
<b>Minimum Required Parking Space Rates (Area C)</b>	<b>Place of Worship</b>		
	<p>A place of worship requires 10 per 100 square metres of gross floor area of assembly area. (Table 101 Row N66)</p> <p>A community centre requires 4 per 100 square metres of gross floor area. (Table 101 Row N24)</p> <p>A daycare requires 2 per 100 square metres of gross floor area. (Table 101 Row N30)</p>	<p>A place of worship requires 10 per 100 square metres of gross floor area of assembly area. (Table 101 Row N66)</p> <p>A community centre requires 4 per 100 square metres of gross floor area. (Table 101 Row N24)</p> <p>A daycare requires 2 per 100 square metres of gross floor area. (Table 101 Row N30)</p>	<p>9 spaces are required for the place of worship, which is 92 square metres. (92 sq, m /100 sq. m = 0.92 * 10 = 9.2).</p> <p>9 spaces are being provided. 3 are always reserved for the place of worship per section 86 (11) of the ZBL.</p> <p>Neither a community centre nor daycare is currently proposed but the option is there in the future.</p>
	<b>Dwelling Units</b>		

Performance Standard	Current Zoning (I1B)	Proposed Zoning (R4Z [XXXX] SYYY)	Proposal
	Stacked dwellings and townhouse dwellings not permitted.	<p>A stacked dwelling unit requires 1.2 parking spaces per dwelling unit*</p> <p>A townhouse dwelling unit requires 1 parking space per dwelling unit*</p> <p><b>*Urban Exception to permit a 0.75 per dwelling unit</b></p>	81 units * 0.75 per dwelling = 61 spaces for residents.
<b>Minimum Required Visitor Parking (Area C)</b>	N/A	<p>Both a stacked dwelling and a townhouse dwelling require 0.2 per dwelling unit*</p> <p><b>*Urban Exception to permit a 0.19 per dwelling unit.</b></p>	81 units * 0.19 = 15 visitor spaces
<b>Minimum Number of Bicycle Parking Spaces</b>	N/A	<p>0.50 per stacked dwelling unit</p> <p>71 units * 0.5 = 36 required for residential use.</p> <p>Place of worship 1 per 1500 sq. m of gross floor area (Table 111A)</p> <p>0 required for place of worship.</p>	<p>42 spaces provided for townhouse units or units that present as townhouse (2 per townhouse)</p> <p>80 bike spaces provided with bike rings (2 spaces per bike ring)</p> <p>Total 122</p>
<b>Amenity Area</b>	N/A	For stacked dwellings of 9 or more units (block 1,2,3,4,6, and 7) the total amenity	500 square metres of outdoor amenity area provided. 213 square metres is

Performance Standard	Current Zoning (I1B)	Proposed Zoning (R4Z [XXXX] SYYY)	Proposal
		<p>requirement is 6 sq. m per stacked dwelling unit.</p> <p>A minimum of 50 per cent of the required total must be communal amenity area. The communal amenity area must be aggregated into areas up to 54 sq. m</p> <p>71 units x 6 sq.m = 426 sq. m of amenity area is required.</p> <p>213 sq.m must be communal</p>	communal amenity area.
<p><b>Walkway extending from the private way back to the principal entranceway</b></p>	N/A	<p>In a PUD, the area not used for the parking space and driveway needs to be landscaped with soft landscaping, and a walkway extending from the private way to the entrance is prohibited (Table 131(6)).*</p> <p><b>*Urban Exception to permit a walkway with a maximum width of 1.2 metre, to extend to the private way if it seperated from the driveway by at least</b></p>	<p>There are 19 dwellings with a parking space in front of the main wall of the dwelling unit. These units are intended to achieve a high degree of accessibility, for both mobility devices and strollers. A separate walkway extending to the right of way ensures the walking path is not restricted by a</p>

Performance Standard	Current Zoning (I1B)	Proposed Zoning (R4Z [XXXX] SYYY)	Proposal
		0.6 metres of soft landscaping.	vehicle and provides a direct pedestrian connection.

### Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment at 360 Kennedy Lane East to permit a planned unit development with stacked and townhouse dwelling units, and retention of the existing church. Rationale for supporting the Zoning By-law amendment includes:

- The proposal aligns with the Official Plan, including the provision of affordable housing. One way to increase affordability is to increase density and reduce parking requirements.
- Proposed zoning allows for a broad mix of uses and allows for the retention of the existing church.
- There is sufficient servicing capacity to support the proposed uses and traffic can be accommodated through the existing road network.

## DISCUSSION

### Public consultation

A virtual community meeting was held on April 11, 2022, via Zoom and 88 members of the public attended. The applicants, the architects, the owner, the Councillor, and city staff were in attendance. On November 14, 2022, staff emailed approximately 65 residents who submitted comments advising them of the submission of revised materials, which are available to view on DevApps. In total, staff received 80 comments, a few members of the public expressed support for the project, the majority expressed concerns. Further, a petition against the proposal was started on [change.org](https://www.change.org).

Various themes emerged in the public comments and the most frequent concerns were centred on transportation and parking; land use, built form and density; and servicing.

**Transportation and parking**— people expressed concern with the vehicular traffic associated with 81 new residential units. Per transportation modeling, it is anticipated that there will be an additional 25 vehicles in the peak hour. There is concern that

insufficient on-site parking will create increased pressure on street parking, further there is concern that new residents will misuse the adjacent parking lot in the city-owned park. A parking supply study was done to summarize parking considerations and justify a reduced residential parking space rate. Visitor parking is relatively inflexible, this ZBLA permits 0.19 spaces per unit, whereas 0.2 spaces is typically required, this translates into a difference of one space. The place of worship use provides an additional six parking spaces that can be used as visitor parking. Therefore, staff is satisfied that there is sufficient visitor parking on site.

**Land use/density and built form** – when people expressed concern with the land use they focused on the proposed density and the height of the proposed buildings. While denser development could mean taller buildings, a site's density is related to the number of residential units divided by the land area.

Along Kennedy Lane East there is a mix of uses and dwelling types, which is reflective of the zoning. The south and east side of Kennedy Lane East is characterized by detached dwellings, open space, and institutional uses. The north and west side of Kennedy Lane East is characterized by detached dwellings and townhouse dwellings. The proposed density is approximately 66 units per hectare (81 units/1.22 ha). This is higher than the density of the nearby townhouses (approximately 40 units per hectare) but lower than the density of Queenswood Villa Retirement Community (108 units per hectare<sup>1</sup>). The target residential density range for intensification in the Suburban transect is 40 to 60 dwellings per net hectare (Table 3b)<sup>2</sup>. The Zoning By-law may determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing, proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit station and major neighbourhood amenities (Policy 3.2.12 (c)).

Regarding the building height, permitted building heights in Suburban Neighbourhoods continues to be low rise, where zoning will permit at least 3 storeys but no more than 4 storeys (see Table 7 of 2022 Official Plan). The 3 storey stacked dwellings abut the street, the park, and the private way - Blocks 1,2,3,4,6, and 7. Two storey townhouse dwellings - Block 5 and 8 - abut Queenswood Villa Retirement Community and the detached dwellings with frontage on Mountainside Crescent. The Applicant decreased the height of Block 5 and 8, initially proposed as 3 storey buildings. Two storey buildings

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<sup>1</sup> Unit count is per the 1992 Building Permit

<sup>2</sup> Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed density ranges are targets with respect to existing and new development in combination and individual sites may be lower or higher than the indicated targets as provided for in Policy 12, Section 3.2 Support Intensification.

provide a better transition to existing adjacent uses. The Zoning Schedule restrict the building height of Block 5 and 8 to 8.5 metres.

### **Servicing**

The proposal will be serviced by municipal services: water, sanitary and storm water. The sanitary and storm flows generated by the proposed development as calculated by WSP are based on the criteria outlined in the City of Ottawa Sewer Design Guidelines. The sewer design guidelines are provided to prevent harm such as flooding to downstream residents and prevent damage to properties. The calculations provided in the WSP Servicing Report in support of the proposed development indicate that the existing sanitary and storm sewers on Kennedy Lane have sufficient capacity to convey the post-development flows from the site. These calculations have been peer reviewed by the city are in compliance with the City of Ottawa Design Guidelines.

A summary of written comments is outlined in Document 7.

For this proposal's consultation details, see Document 7 of this report.

### **Official Plan designation(s)**

The subject property is the Suburban Transect per Schedule A, and the Neighbourhood Designation as per Schedule B8 of the Official Plan (2022). In the Neighbourhood Designation a mix of building forms and densities are permitted. Below is a summary of policies that support the proposed development:

#### Growth Management Framework (Section 3)

- The urban area and villages are the focus of growth and development. The Official Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area. The growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

#### Suburban Transect Policies (Section 5.4)

- Recognizes suburban built form while supporting evolution towards a 15-minute neighbourhood. The Official Plan equates a walking time of 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.
- Allows and supports a wide variety of housing types with a focus on missing-middle housing. In Ottawa's context and for the purposes of the Official



Plan, missing middle housing generally refers to low-rise, multiple unit infill 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.

- Generally, provide for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development in suburban neighbourhoods.

#### Neighbourhood Policies (Section 6.3)

- Neighbourhoods will generally remain Low-rise
- Promote missing middle housing.
- To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale nonresidential uses and services that primarily serve residents within walking distance and that are compatible, are within building forms and site design compatible with low rise predominantly residential neighbours.
- The Zoning By-law will distribute permitted densities in the Neighbourhood by:
  - a. Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, corridors and major neighbourhood amenities;
  - b. Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
  - c. Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).
- Sites that are underutilized or convert from non-residential uses, for example golf courses, school sites or churches, may convert to residential, provided all of the following are met:
  - a. The proposed development includes the majority of its site as low-rise missing middle housing typologies;
  - b. The intent of the growth management requirements of Section 3 are met
  - c. The proposed development includes an affordable housing component

meeting Subsection 4.2 and provides a non-residential component in order to contribute to 15-minute neighbourhoods, preferably an underserved non-residential component such as community infrastructure or local retail and commercial services and

- d. Industrial or commercial sites, such as shopping centre redevelopments, that are located within the Neighbourhood designation do not fall under this policy and must rely on the direction of Subsection 3.2, Policy 6).

#### Housing Policies (Section 4.2)

- Enable greater flexibility and an adequate supply and diversity of housing options throughout the city.
  - A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
    - a. Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
    - b. Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
    - c. Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
    - d. Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
    - e. The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.
- Maximize the ability to provide affordable housing throughout the city
  - In accordance with the City's 10-Year Housing and Homelessness Plan, the City shall set a target that 20 per cent of all new residential units be affordable. Of all affordable units, 70 per cent are to be targeted to households whose needs fall within the definition of core affordability, and

the remaining 30 per cent are to be targeted to households whose needs fall within the definition of market affordability.

### **Other applicable guidelines**

Urban Design Policies (Section 4.6) 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.

### **Planning rationale**

Planning Staff are recommending approval of the proposed residential development because it achieves policies contained in the 2022 Official Plan (OP). The proposal provides low rise residential intensification, also known as missing middle housing, which is desirable on lands designated Neighbourhood in the OP. It furthers the goal of enabling greater flexibility and an adequate supply and diversity of housing options throughout the city. Per the [Ottawa Neighbourhood Study](#), in Queenswood Heights 10.4 per cent of the households are renter households, whereas in Ottawa it is 34.3 per cent. This proposal will increase the number of rental units in the neighbourhood.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

Not applicable.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

I believe this development would be a beneficial addition to the community. Orléans is in desperate need of this type of rental housing to ensure that it remains an accessible and livable community for all. While I may not be an engineer or an acclaimed critic, I'm impressed by the architecture and the landscaping aspects of the proposal, and I'm especially pleased to see additional bike parking included in the site to encourage the use of active transportation. I'm pleased by the addition of accessible and affordable units which will be a massive enhancement to our community. The applicants have been wonderful to work with and have taken many of the concerns raised by neighbours to heart. I'm pleased to see that the revised submission addressed concerns regarding height adjacent to the existing homes along Mountainside and outlines a plan to address existing drainage issues through re-development of the site.

With this said, I have serious outstanding concerns about parking and traffic that have not been addressed in a meaningful way by the applicants. There is a pre-existing problem with on-street parking on Kennedy Lane East that creates a chaotic and unsafe situation at the best of times.

Nearby residents, park users, and visitors of the Queenswood Villa Retirement Home are overflowing the street with on-street parking, narrowing the road, making it extremely difficult for motorists, school buses, pedestrians, and all road users to navigate, especially in the Winter.

This application proposes 81 new units, but only 61 parking spaces for residents. The trend we see consistently in Orléans is that most households have more than one vehicle and rarely have no vehicles. There is widespread community concern that the addition of 81 units at this site will aggravate the pre-existing parking conditions and create an unsafe situation for nearby residents and road users. These concerns about parking have been consistently raised by residents throughout this process and the applicants have not provided any evidence to suggest that this new development would not further aggravate the problem. Let me be clear: there is no room for 20 additional vehicles parking on Kennedy Lane, much less room for the existing demand for parking in the area as conditions currently exist. 20 represents the number of vehicles that would be unaccounted for given the assumption that each unit is using one vehicle – the low end of what pressure may be placed on the street.

I would be remiss not to raise these concerns, understanding that this is a pre-existing problem that needs to be addressed in earnest. I do not want to see a further aggravation of an already tenuous situation on Kennedy Lane. While some have suggested removing on-street parking on Kennedy Lane, it is reasonable to believe that this would simply displace the problem to close by streets, further aggravating residents who would otherwise be very welcoming to this development.

With the passing of recent provincial legislation, I also realize that my comments carry far less weight than they may have in the past. But I implore the developer and city staff to work together, and quickly, to come up with a solution or options to relieve this pressure on the community. Perhaps the parking at Queenswood Ridge could be enhanced in some manner, perhaps a raised street parking area could be created adjacent to the park off the roadway, perhaps a deal could be worked out with St. Helen's Anglican Church to use their lot for overflow parking, or perhaps the developer could enter into an agreement with OC Transpo to provide passes as an option for residents without a need for a parking space. Virtual car sharing contracts could be brought in to ensure other options are available. I do not believe all options have been exhausted at this point.

No one denies the need for this kind of development, but let's ensure it does not exacerbate an existing safety issue that our community has struggled to solve for some time.

These unresolved issues put community buy-in at risk in an already established neighbourhood and while I don't believe they are insurmountable; the applicants should continue to work with City staff and the community to resolve these issues before occupancy.

### **LEGAL IMPLICATIONS**

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a three-day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. An external planner would need to be retained by the City.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications

### **ASSET MANAGEMENT IMPLICATIONS**

Subject to design review, there appears to be sufficient capacity in the existing local City infrastructure to accommodate the proposed development. The on-site infrastructure will remain under private ownership and therefore will not add to the City's inventory of assets to be managed.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services operating budget.

### **ACCESSIBILITY IMPACTS**

Accessibility will be reviewed through the Site Plan Control process. Per the site plan, there will be five accessible parking spaces, two type A (minimum 3400 mm wide) and three type B (minimum 2400 mm wide). The latter accommodate users who can walk but have limited mobility and cannot travel lengthy distances. According to the statistics summary, 20 units will be barrier free units.

### **CLIMATE IMPACTS**

Passive House Certification is being pursued. In a passive house building the primary

goal is to achieve a well-insulated and tightly sealed building envelope, then introduce fresh air via a very high-efficiency heat recovery ventilation system. Passive ventilation is being pursued, which requires less energy use. Passive House certification aligns with the Tier 2 energy efficiency metric of the High Performance Development Standard; therefore, the project exceeds the minimum energy performance required under Tier 1 for site plan applications.

Zero On-Site Carbon is also being pursued for the proposed development. Zero On-Site Carbon refers to net zero carbon emissions from energy consumption on site, resulting in an efficient building which minimizes emissions from building materials and operations. There's some more info here: <https://www.cagbc.org/our-work/certification/zero-carbon-building-standard/>

## **ENVIRONMENTAL IMPLICATIONS**

The subject site is presently occupied by a church and parking. There are 28 protected trees identified in the Tree Conservation Report (TCR). Per the tree preservation plan, 21 trees on the property will be removed. There are eight trees on adjacent lands that will be protected. The buildings will cover approximately 22 per cent of the subject lands. The proposed development includes 500 square metres of outdoor amenity area, and 213 square metres is communal amenity area. There will be a central landscaped area within the centre of the drive aisle loop, as well as a community garden located towards the eastern side of the site. The Owner is proposing to plant trees along the front of the site, along the interior side yards and the rear yard. Trees are proposed in the outdoor amenity area and adjacent to the private way. Perennial plant beds and meadow areas are also proposed. Per the planting plan a combination of large, medium, and small trees will be planted, along with shrubs and rose plants. All plants being considered are native to the area. A total of 137 trees, 34 shrubs, and 11 meadow rose plants are proposed.

A Phase 1 Environmental Site Assessment (ESA) was completed for the subject property. A Phase 1 ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site. The Phase 1 ESA also determines the need for a Phase 2 ESA. A Phase 2 ESA provides a sampling and analysis of the property to confirm and delineate the presence of soil or groundwater contamination at the site or confirm the absence of contamination at the site. The Phase 1 ESA did not identify any Potentially Contaminating Activities (PCA) at the property and determined a Phase 2 ESA was not needed.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-22-0001) was not

processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments.

## **SUPPORTING DOCUMENTATION**

Document 1. Location Map

Document 2. Proposed Site Concept

Document 3. Aerial Photo

Document 4. Proposed Aerial View and Renderings

Document 5. Zoning Schedule

Document 6. Details of Recommended Zoning

Document 7. Consultation Details

## **CONCLUSION**

Planning Staff recommend approval of the Zoning By-law amendment at 360 Kennedy Lane East. The proposal aligns with the Official Plan (2022).

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Property Assessment and PILTs, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map

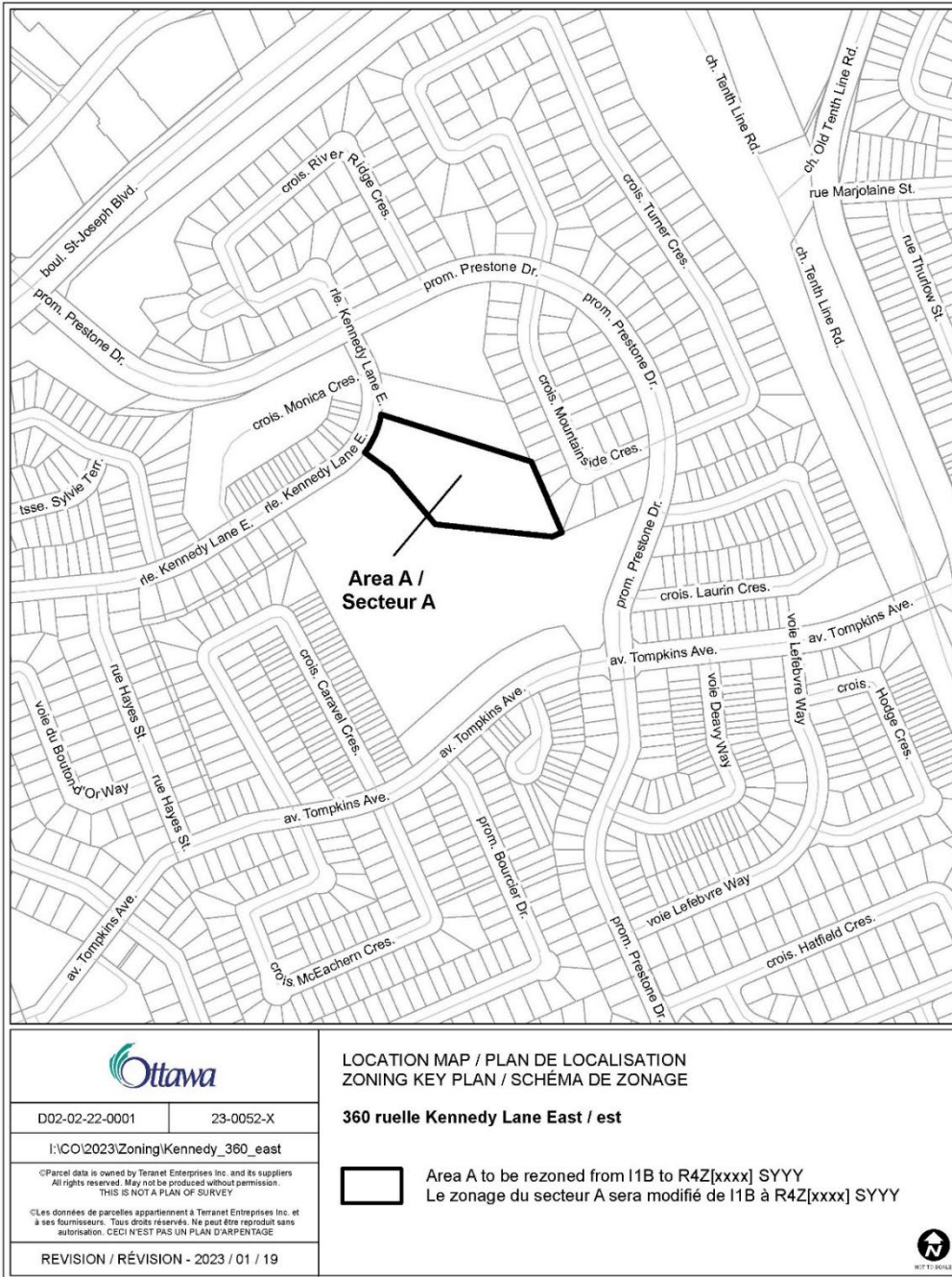


Figure 2: Map identifies the subject property; the proposal is to rezone the site from I1B to R4Z[XXXX] SYYY

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca)



Document 2 – Proposed Site Concept



Figure 3: Proposed site concept showing six stacked dwelling buildings, two townhouse dwelling buildings, the church, woonerf, parking and trees. A PDF version of the concept plan is available on [DevApps](#)

Document 3 – Aerial Photos



Figure 4: Capture from geoOttawa showing the context, 360 Kennedy Lane East is highlighted in yellow, north is up.

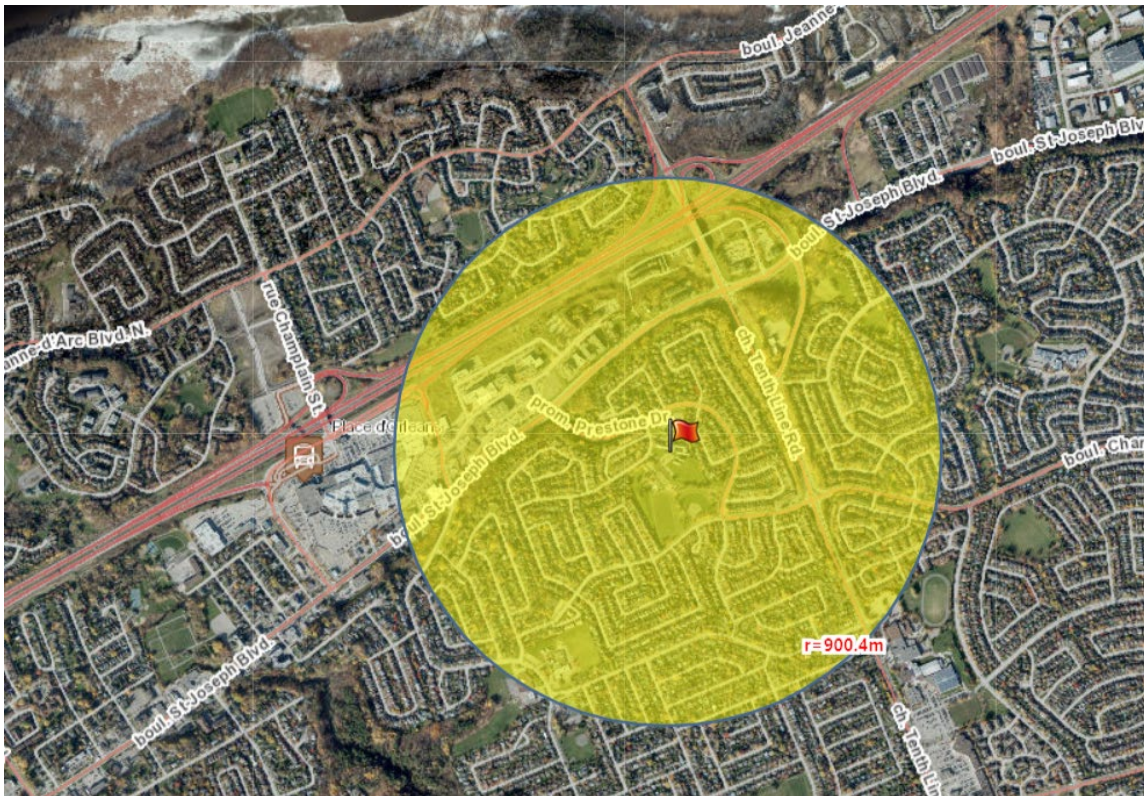


Figure 5: Capture from geoOttawa showing the location of 360 Kennedy Lane East and a 900 metres radius. In general, the Official Plan equates a walking time

**of 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.**

Document 4 – Proposed Aerial View and Renderings



Figure 6: Proposed NE aerial view  
Source KPMB Architects

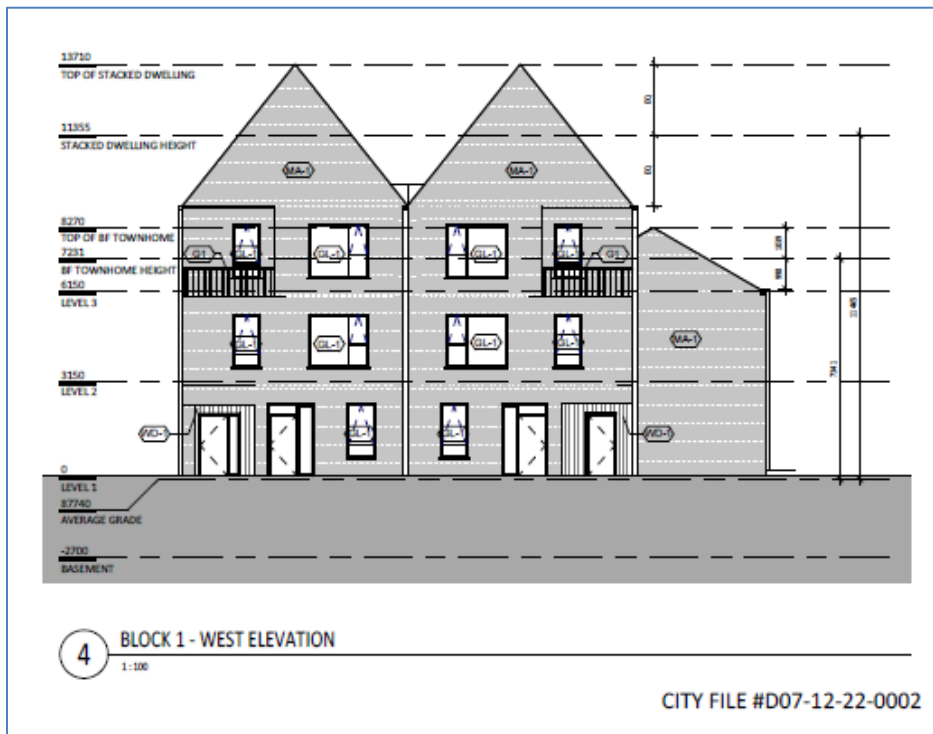


Figure 7: West Elevation of Block 1, stacked dwelling, which will front onto Kennedy Lane East

Source KPMB Architects, Block 1 Elevations A5.01, dated December 15, 2021, Revision 2, dated October 25, 2022

Document 5 – Zoning Schedule YYY

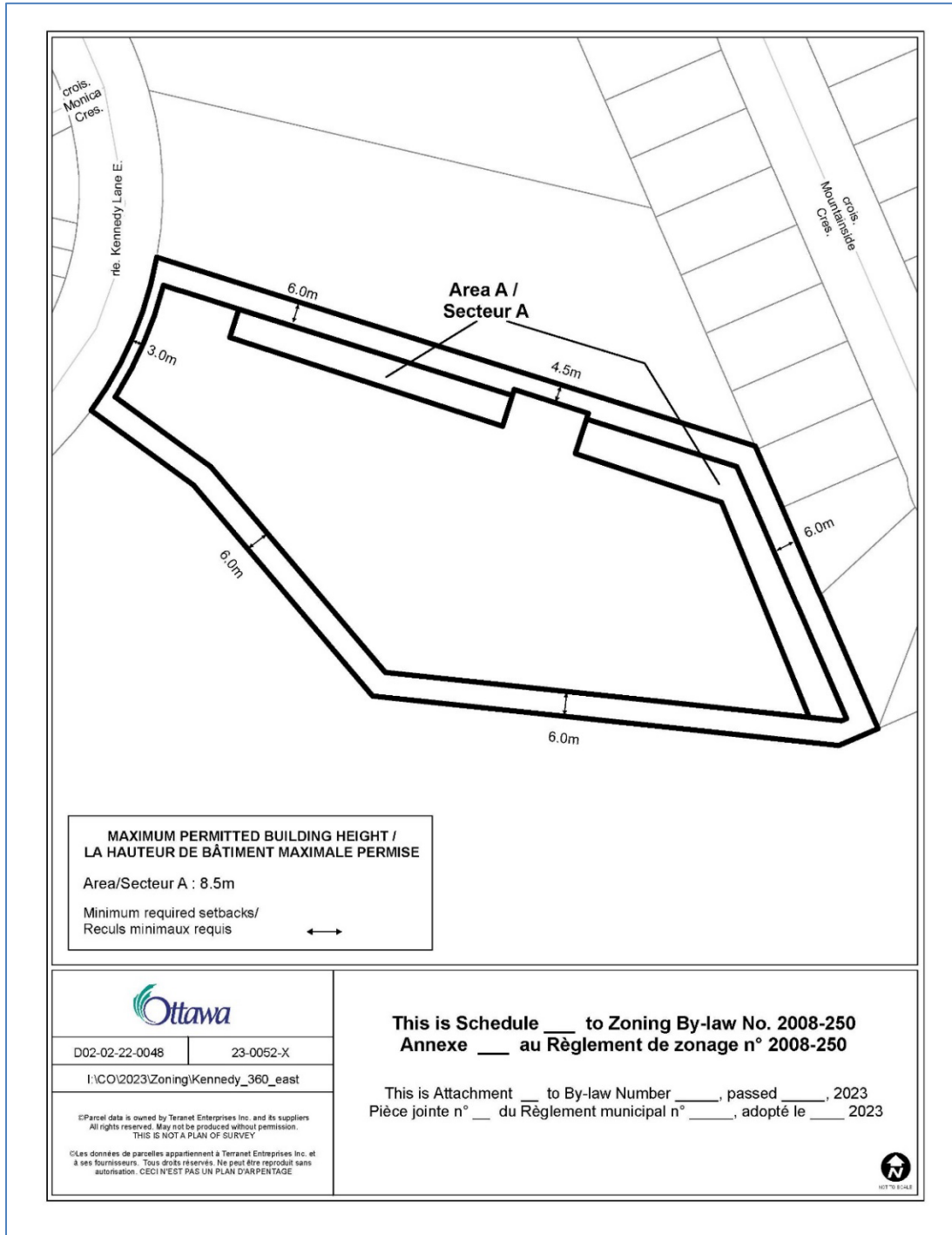


Figure 8: Zoning Schedule with setbacks and height restrictions identified.

## Document 6 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 360 Kennedy Lane East:

1. Rezone the lands as shown in Document 1
2. Amend Section 239, Urban Exceptions, by adding a new exception, XXXX with provisions similar in effect to the following:
  - a. In Column II, add the text “R4Z [XXXX] SYYY”
  - b. In Column III, add the text “place of worship, community centre, and day care”
  - c. In Column V, include provisions similar to the following:
    - i. Minimum setbacks per Schedule YYY
    - ii. Maximum building height for a place of worship, community centre, and day care are 15 metres.
    - iii. Maximum building height of Area A in Schedule YYY is 8.5 metres.
    - iv. Despite Table 101 – R8, R9, R10, R11 the minimum parking space rate for three-unit, townhouse, stacked, and low-rise apartment is 0.75 per dwelling unit.
    - v. Despite Table 102 Column III the minimum visitor parking space rate is 0.19 per dwelling unit.
    - vi. Despite Table 107, in the case of a parking garage, or parking lot accessory to a place of worship, community centre, and day care use an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6 metres wide.
    - vii. The minimum setback for any wall of a place of worship, community centre, and day care use building to a private way is 1.8 metres.
    - viii. Despite Table 131 (6)(a) and (b), where there is a driveway leading to a parking space a walkway is permitted to extend from the private way back to the principal entrance if the walkway does not

exceed 1.2 metres and if the walkway is seperated from the driveway by at least 0.6 metres of soft landscaping.

- 3.** Amend Part 17 by adding Schedule YYY, as shown in Document 5.

## Document 7 – Consultation Details

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. In total, staff received 80 written public comments, a few members of the public expressed support for the project, the majority expressed concerns. Further, a petition against the proposal was started on [change.org](https://www.change.org). A formal City-organized public information session was held via Zoom on April 11, 2022.

A summary of the public comments and Staff responses are provided below:

### Public Comments and Responses

#### Comment:

People expressed concern with the vehicular traffic associated with 81 new residential units.

#### Response:

Per transportation modeling, it is anticipated that there will be an additional 25 vehicles in the peak hour, the existing road network can accommodate this.

#### Comment:

There is concern that insufficient on-site parking will create increased pressure on street parking, further there is concern that new residents and their visitors will misuse the adjacent parking lot in the city-owned park.

#### Response:

A parking supply study was done to summarize parking considerations and justify a reduced residential parking space rate. Visitor parking is relatively inflexible, this ZBLA permits 0.19 spaces per unit, whereas 0.2 spaces is typically required, this translates into a difference of one space. The place of worship use provides an additional six parking spaces that can be used as visitor parking. Therefore, staff is satisfied that there is sufficient resident and visitor parking on site. The city has [on-street parking restrictions](#) and resident can contact by-law enforcement to minimize spillover problems. Residents can contact the city to [report an issue with a parked vehicle on municipal property](#), such as parked over time limit.



Comment:

Concern about the parking supply study

Response:

The prevailing travel characteristics for the area were reviewed. The data used was from the 2011 National Capital Region Origin-Destination survey (2011 Trans O-D Survey), data from the 2022 Origin Destination Survey is not yet available. According to the 2011 survey, travel to/from residential households in this area, Orleans district, is primarily via auto or transit modes. In the AM and PM Peak periods, trips made using public transit account for approximately 32 to 35 per cent, while automobile trips, including auto driver and auto passenger, account for approximately 63 to 67 per cent (page 5 of Revised Appropriateness of Parking Supply study). These travel characteristics are supportive of a lower parking space rate. The proximity to existing surface transit and planned higher order transit is also supportive, as are Transportation Demand Management (TDM) measures, such as reduced parking standards, enhanced bicycle parking and the provision of pre-loaded transit passes. Further, as noted in the study entitled [Parking Requirement Impacts on Housing Affordability](#) (2022) written by Todd Litman of the Victoria Transport Policy Institute, "Parking demand varies between households, between neighbourhoods, and over time for individual households. Smaller, lower income households located in accessible areas tend to own few cars" (page 30). Paid parking spaces will be available on site for the stacked dwelling units. If renters do not need parking, then they will not have to pay for a parking space as parking is rented separately from the unit. Renters can choose their residences knowing if it includes a parking space.

Comment:

Concern that no Transportation Impact Assessment (TIA) was done.

Response:

There are three different triggers for TIAs such as trips, location, and safety, see [associated guidelines](#). The proposal did not surpass the thresholds established in our guidelines to require a TIA.

Comment:

Queenswood Ridge Park has a parking lot with 18 spaces, people noted concern about the loss of the church parking lot with approximately 53 parking spaces, which provides

overflow parking for the park.

Response

This is a misuse of the church parking lot as it is private property.

Comment:

Concern regarding pedestrian and cycling safety.

Response

The public is concerned that increased traffic is detrimental to pedestrian and cycling safety, particularly during the winter. Per transportation modeling, it is anticipated that there will be an additional 25 vehicles in the peak hour. There are no sidewalks along most of Kennedy Lane E, which is approximately 600 metres. However, there is a sidewalk along the frontage of 360 Kennedy Lane East. Sidewalks are present on the east/south side of Kennedy Lane East from Prestone Drive to the vehicular access of Queenswood Ridge Park, a 130-metre stretch.

Comment:

Noise level, both during construction and after.

Response:

The city has a Noise By-law (2017-255) and resident can contact by-law enforcement to report a noise complaint [about construction sites or machinery](#). Note: The Director of By-law Services may grant an exemption for construction work. Regarding Noise after construction is complete, [noise complaints](#) can be reported for loud noise or shouting, barking dogs, alarms, garbage or delivery trucks, and the discharge of fireworks.

Comment:

People expressed concern with the land use, and when they did, they focused on the proposed density and the height of the proposed buildings.

Response:

Along Kennedy Lane East there is a mix of uses and dwelling types, which is reflective of the zoning. The south and east side of Kennedy Lane East is characterized by detached dwellings, open space, and institutional uses. The north and west side of Kennedy Lane East is characterized by detached dwellings and townhouse dwellings.

The proposed density is approximately 66 units per hectare (81 units/1.22 ha). This is higher than the density of the nearby townhouses (approximately 40 units per hectare) but lower than the density of Queenswood Villa Retirement Community (108 units per hectare). The target residential density range for intensification in the Suburban transect is 40 to 60 dwellings per net hectare (Table 3b). The Zoning By-law may determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing, proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit station and major neighbourhood amenities (Policy 3.2.12 (c)).

Regarding the building height, permitted building heights in Suburban Neighbourhoods continues to be low rise, where zoning will permit at least 3 storeys but no more than 4 storeys (see Table 7 of 2022 Official Plan). The 3 storey stacked dwellings abut the street, the park, and the private way - Blocks 1,2,3,4,6, and 7. Two storey townhouse dwellings - Block 5 and 8 - abut Queenswood Villa Retirement Community and the detached dwellings with frontage on Mountainside Crescent. Two storey buildings provide a better transition to existing adjacent uses. The Zoning Schedule restrict the building height of Block 5 and 8 to 8.5 metres.

Comment:

People expressed concern regarding impact to the park and loss of open space.

Response:

Queenswood Ridge Park is a Community Park, the second largest park classification. People walk and drive to this park. The park is walkable from the surrounding communities and amenities include: a fenced off-leash dog area, permanent boarded rink/multi-use court, volleyball court, children play equipment, splash pad and sledding hill. The park has a parking lot to serve the sports fields (soccer and baseball). Both sports fields are allocated/booked with programs serving the wider public, who would drive to the park.

There will be no formal pedestrian connection from the subject property to Queenswood Ridge Park.

Currently there is no park fence delineating public/private property. The owner will be responsible for installation, at their sole expense, fencing of uniform appearance and quality along the common boundary of the property abutting the park. The fence shall be installed 0.15 metres on the park property side of the common property line.

The subject property is not open space, if it were it would be zoned Parks and Open Space (O1), the subject property is private property zoned Minor Institutional Zone Subzone B (I1B).

Comment:

People expressed concern regarding servicing.

Response:

The proposal will be serviced by municipal services: water, sanitary and storm water. The sanitary and storm flows generated by the proposed development as calculated by WSP are based on the criteria outlined in the City of Ottawa Sewer Design Guidelines. The sewer design guidelines are provided to prevent harm such as flooding to downstream residents and prevent damage to properties. The calculations provided in the WSP Servicing Report in support of the proposed development indicate that the existing sanitary and storm sewers on Kennedy Lane have sufficient capacity to convey the post-development flows from the site. These calculations have been peer reviewed by the city are in compliance with the City of Ottawa Design Guidelines.

Comment:

Concern regarding stormwater and upkeep of the proposed stormwater collection chambers.

Response:

The implementation of stormwater management techniques such as with the use of underground storage chambers reduce the stormwater runoff from a site by detaining the runoff and releasing it at a rate that is outlined in the City of Ottawa Sewer Design Guidelines. Maintenance of the underground storage chambers is the responsibility of the developer. For more information on stormwater management, please visit the City of Ottawa website at: <https://ottawa.ca/en/living-ottawa/drinking-water-stormwater-and-wastewater/stormwater-and-drainage#section-b45e4b22-1db5-47df-be2c-90abc33a90a3>

Comment:

People expressed concern regarding the loss of trees

Response:

Growth, development, and intensification is to maintain the urban forest canopy and its

ecosystem services. Where mature trees cannot be retained, then focus is shifted to tree planting. There are 28 protected trees identified in the Tree Conservation Report (TCR). Per the tree preservation plan, 21 trees on the property will be removed. A drainage swale is required for stormwater; therefore, many of the existing trees cannot be protected and retained. The Owner is proposing to plant trees along the front of the site, along the interior side yards and the rear yard. Trees are proposed in the outdoor amenity area and adjacent to the private way. Per the planting plan a combination of large, medium, and small trees will be planted, along with shrubs and rose plants. All plants being considered are native to the area. A total of 137 trees, 34 shrubs, and 11 meadow rose plants are proposed.

Comment:

Concern expressed about rezoning the church property into a for-profit commercial housing development.

Response:

The property owner is Queenswood United Church, a registered charity. Kindred Works, a development company, is responsible for the redevelopment of the church property with rental housing. Kindred Works is both the developer and asset manager for United Property Resource Corporation, which was founded by the United Church of Canada. Profits are returned to the church.

Comment:

How affordable is it and for how long?

Response:

All 81 residential units will be rental in tenure; 31 per cent are to be affordable dwelling units at 79 per cent of Median Market Rent (MMR) per Canada Mortgage and Housing Corporation (CMHC) [National Housing Co-Investment Fund criteria](#). The Co-Investment Fund provides capital to partnered organizations for new affordable housing and the specific level of affordability is subject to CMHC underwriting. An agreement between the Owner and CMHC is entered into, and it requires the maintenance of the affordable units for 40 years. The goal is to keep the units affordable after the agreement term ends, for the life of the project. The remaining units (69 per cent) will be at market rental rates. The property will be rental in perpetuity.

Comment:

Loss of privacy

Response:

The 3 storey stacked dwellings abut the street, the park, and the private way - Blocks 1,2,3,4,6, and 7. Two storey townhouse dwellings - Block 5 and 8 - abut Queenswood Villa Retirement Community and the detached dwellings with frontage on Mountainside Crescent. The Owner is proposing to plant trees along the front of the site, along the interior side yards and the rear yard. Overtime, these trees will grow and screen the development.

Comment:

People expressed doubt that residents will rely on transit, questioned how well served the area is by transit, and the capacity of the public transit system to deal with the additional population.

Response:

According to a 2011 survey, travel to/from residential households in this area, Orleans district, is primarily via auto or transit modes. In the AM and PM Peak periods, trips made using public transit account for approximately 32 to 35 per cent. The site is approximately 100 metres from the Prestone Drive/Kennedy Lane East bus stop, which provides access to multiple transit routes, such as route 35, 37 and 232. In the future, [Place D'Orléans](#) station will be connected to the LRT, it will be part of the O-Train East Line. The Place d'Orléans station is located approximately 1.6 kilometres northwest of the site, approximately a 20-minute walk. This proposal will support active transportation and transit, reduce car dependency, and enable people to live car-light or car free.

Comment:

People expressed concern that in the winter months, the width of Kennedy Lane East is reduced by snowbanks. Further, that the walk to Place d'Orléans is more difficult because the sidewalks along Prestone Drive are a slipping hazard due to ice.

Response:

Information regarding when roads and sidewalks get plowed is available on the City's website, <https://ottawa.ca/en/parking-roads-and-travel/roads-sidewalks-and-pathways/snow-plowing-and-clearing#>.

Staff conducted an afternoon site visit on Saturday, February 4, 2023, it was -21. Staff walked from the site to the intersection of Prestone Drive and Joseph Boulevard, then crossed the street and walked back to the site. It had snowed on Friday and the sidewalks were all plowed. The sidewalks were windswept in a few spots along Prestone Drive, but it did not inhibit walking. It was a five-minute walk from the intersection of Prestone Drive/Kennedy Lane East to the intersection of Prestone Dr/St. Joseph Boulevard. The walk up the hill was also five minutes.

Comment:

Property values decreasing adjacent to and in proximity to this proposed development.

Response:

Property value is not a consideration in the assessment of a Zoning By-law amendment application.

Comment:

What is the benefit of this development?

Response:

The proposal furthers the goal of enabling an adequate supply and diversity of housing options throughout the city. This proposal will increase the number of rental units in the neighbourhood. Per the [Ottawa Neighbourhood Study](#), in Queenswood Heights 10.4 per cent of the households are renter households, whereas in Ottawa it is 34.3 per cent.

Comment:

Lack of opportunities for public input.

Response:

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A formal City-organized public information session was held via Zoom on April 11, 2022. In total 80 written public comments were submitted and read. The Planning and Housing Committee meeting is the official public meeting.

Comment:

Car sharing needs to be part of the plan.

Response:

The parking supply study recommends the owner explore opportunities to offer car-share services on the site.

Comment:

Concerns regarding garbage collection.

Response:

On site, garbage collection will be provided by a private collection service.

Comment:

Concern that no consideration of the pandemic and how that has affected people's living habits.

Response:

The COVID-19 pandemic amplified the importance of making sure we plan and design our communities to support resiliency and well-being. Resiliency is the ability to adapt and thrive in the face of shocks and disrupters. Resiliency underpins many of the Official Plan policies and will help to protect Ottawa from major future disrupters, such as public health crises. This includes policies that support resiliency through equity and inclusion, health, climate, mobility, housing, urban design and greenspaces.

Transmissibility of COVID-19 is related to crowding and social practices rather than density.

Comment:

Concern was expressed about the increase in domestic pets.

Response:

There is a by-law respecting animal care and control (By-law 2003-77)

Comment:

Concern was expressed regarding the upkeep of the property.

Response:

There is a by-law to provide for standards under which properties are maintained (By-law 2013-416)



Comment:

Is housing really needed when new housing construction in Ottawa hit 50-year high in 2021?

Response:

Yes, it is needed. Ottawa's population is projected to grow 40 per cent from 2018 to 2046, reaching an estimated 1.4 million people. It is anticipated that 93 per cent of this growth will occur within the urban area, 47 percent within the urban area that is built-up or developed as of July 1, 2018. The residential intensification target is 92,000 dwelling (Table 2 of Official Plan (2022)).

Comment:

Lack of comprehensive safety or environmental studies.

Response:

The proposal did not surpass the thresholds established in our guidelines to require a Traffic Impact Assessment. A suite of studies and plans were submitted with the application including: a planning rationale, architectural package, survey, servicing and stormwater management report, grading and drainage plan, geotechnical report, a phase 1 ESA, a tree conservation report, a noise/vibration study, and a parking study.