

**Subject: Zoning By-law Amendment – 845 Champlain Street**

**File Number: ACS2024-PRE-PSX-0006**

**Report to Planning and Housing Committee on 28 February 2024**

**and Council 6 March 2024**

**Submitted on February 7, 2024 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 – 845, rue Champlain**

**Dossier: ACS2024-PRE-PSX-0006**

**Rapport au Comité de la planification et du logement**

**le 28 février 2024**

**et au Conseil le 6 mars 2024**

**Soumis le 7 février 2024 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale de la planification, des biens immobiliers et du  
développement économique**

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**Quartier: Orléans-Est-Cumberland (1)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to the Zoning By-law (By-law No. 2008-250) for 845 Champlain Street, as shown in Document 1, to permit a stacked dwelling with 10 units and a parking lot, as detailed in Document 2.
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 6, 2024" 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), visant le 845, rue Champlain, terrain représenté dans le document 1, pour autoriser l'aménagement d'une habitation superposée de 10 logements et d'un terrain de stationnement, selon les modalités précisées dans le document 2.
2. Que le Comité de la planification et du logement approuve l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 6 mars 2024 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

## EXECUTIVE SUMMARY

Planning staff recommend approval of the Zoning By-law Amendment (ZBLA) for 845 Champlain Street to rezone the site from Residential First Density Subzone N (R1N) to Residential Fourth Density Subzone N with exceptions and a residential neighbourhood commercial suffix (R4N[XXXX]-c). The ZBLA will permit the construction of a stacked dwelling with ten units and a parking lot in the rear yard. The proposal

aligns with the Suburban Minor Corridor designation of the Official Plan and the O-Train Minor Corridor designation of the Orléans Corridor Secondary 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 Minor Corridor per Schedule A and B8 of the Official Plan (2022), this designation permits a mix of building form and densities as well as a mix of uses. The following Official Plan policies and guidelines support this application:

- Section 3 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 4.2.1 enables greater flexibility and an adequate supply and diversity of housing options throughout the city.
- Section 5.4 recognizes a suburban pattern of low-rise built form and site design while supporting an evolution towards 15-minute neighbourhoods.
- Section 6.2 defines Corridors and sets the stage for their function and change over time.
- Urban Design Guidelines for Low-rise Infill Housing.

### **Public Consultation/Input**

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendment applications with notice mailed to property owners within 120 metres and notification signs posted. There was a total of 29 comments received. Seven people expressed support for the proposal, while 20 were opposed to it. Various themes emerged in the public comments; the concerns most frequently expressed centred on vehicular traffic and the nearby intersection (Champlain Street/Jeanne d'Arc Boulevard North), pedestrian and cyclist safety, building height, and compatibility of the proposed development with the character of the neighbourhood.

### **RÉSUMÉ**

Le personnel des Services de planification recommande d'approuver la modification du *Règlement de zonage* (MRZ) pour le 845, rue Champlain afin de faire passer le zonage du site de zone résidentielle de densité 1 sous-zone N (R1N) à zone résidentielle de densité 4, sous-zone N, sous réserve des exceptions et du suffixe désignant le quartier résidentiel à vocation commerciale (R4N[XXXX]-c). La MRZ permettra de construire

une habitation superposée de 10 logements et un terrain de stationnement dans la cour arrière. La proposition cadre avec la désignation de couloir mineur de banlieue du Plan officiel et avec la désignation de couloir mineur de l'O-Train du Plan secondaire du couloir d'Orléans, ainsi qu'avec les politiques de la sous-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.

#### Politique applicable

Le site porte la désignation de couloir mineur de banlieue selon les annexes A et B8 du Plan officiel (2022). Cette désignation permet d'aménager des bâtiments de formes, de densités et d'utilisations diverses. Les politiques suivantes du Plan officiel et lignes directrices justifient cette demande :

- La section 3 présente 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 sous-section 4.2.1 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 sous-section 5.4 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 sous-section 6.2 définit les couloirs et prépare leur fonction et leur évolution pendant la durée du Plan.
- Lignes de conduite de l'esthétique urbaine des aménagements résidentiels intercalaires de faible hauteur.

#### Consultation publique

La notification et la consultation du public se sont déroulées conformément à la Politique sur les avis publics et sur la consultation publique approuvée par le Conseil municipal pour les demandes de modification du *Règlement de zonage*; un avis a été adressé par la poste aux propriétaires dans un rayon de 120 mètres et des panneaux indicateurs ont été installés pour diffuser cet avis. Des particuliers et des ménages ont déposé un total de 29 commentaires par écrit et de vive voix. Sept personnes ont fait savoir qu'elles étaient favorables à la proposition et 20 s'y sont opposées. Différents thèmes sont ressortis des commentaires du public; les inquiétudes le plus fréquemment exprimées ont essentiellement porté sur l'achalandage automobile et sur l'intersection toute proche (rue Champlain et boulevard Jeanne-d'Arc Nord), sur la sécurité des

piétons et des cyclistes, sur la hauteur des bâtiments, ainsi que sur la compatibilité de l'aménagement proposé avec le caractère du quartier.

## **BACKGROUND**

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### **Site location**

845 Champlain Street

### **Owner**

1000087188 Ontario Inc.

### **Applicant**

Evospace Developments

### **Architect**

Paul A. Cooper

### **Description of site and surroundings**

The subject site is a rectangular corner lot of approximately 996 square metres in area within the Chatelaine Village neighbourhood of Orléans. It has 30 metres of frontage along Jeanne-d'Arc Boulevard North and 33 metres of frontage along Champlain Street, both major collector roads. Major collector roads connect communities and distribute traffic between arterial and local road systems. Jeanne d'Arc Boulevard North is a prominent road in Orléans that extends north of Regional Road 174 then east for approximately seven kilometres to Trim Road. Champlain Street runs north to south for approximately one kilometre from François Dupont Park along the Ottawa River shore to Place d'Orléans shopping centre.

The subject site is occupied by a detached dwelling with an attached garage and driveway access along Champlain Street. There is a hedgerow along most of the property boundary and two trees, a Norway Maple and a distinctive Spruce Tree (50 centimetres DBH), in the northwest corner of the property. There is a hydro infrastructure along Champlain Street that limits the built form along the side lot line abutting the street.

The streetscape along Jeanne d'Arc Boulevard North is characterized by a mix of uses and dwelling types, which is reflective of the existing zoning, see Figure 2 in Document 4 – 2022 Aerial Images. There is transportation infrastructure along Jeanne d'Arc Boulevard North and Champlain Street, such as sidewalks and transit service. According to the [15-minute neighbourhood baseline report](#) (2021), this area has high access to services and amenities – seven of the nine services and amenities investigated are within a 15-minute walk (see page 16 of report and Map A8-7). The neighbourhood's streetscape is dominated by soft landscaping and large trees.

### **Transit Context**

The site is within 600 metres of the [Place d'Orléans](#) rapid transit station and the walking distance to the station is less than 800 metres. The Official Plan equates a walking time of 10 minutes to be equivalent to a radius of 600 metres or 800 metres on the pedestrian network (Figure 11 of Official Plan).

### **Summary of proposed development**

The existing dwelling will be demolished to accommodate a stacked dwelling containing ten units and a parking lot in the rear yard, see Document 5 – Proposed Concept Plan and Document 6 – Proposed Development Images. A stacked dwelling is a residential use building of four or fewer storeys in height containing four or more principal dwellings units where the units are divided horizontally and vertically, and in which each dwelling unit has an independent principal entrance.

The proposal will be serviced by municipal water, sanitary and stormwater. Staff is satisfied that the existing sanitary and storm sewers on Champlain Street have sufficient capacity to convey the projected post-development flows from the proposed site development, and that the proposed on-site stormwater management design meets the City's design standards respecting both quantity and quality control. There is also an adequate municipal water supply to support the proposed water demand.

Provincial legislation, Bill 23, prohibits municipalities from imposing Site Plan Control on residential buildings containing ten dwelling units or less.

### **Summary of requested Zoning By-law amendment**

The current zoning by-law regulates building typology. The subject site is zoned Residential First Density Subzone N (R1N), which restricts the building form to detached dwellings. The proposal is to rezone the site from R1N to Residential Fourth Density Subzone N with exceptions and a residential neighbourhood commercial suffix (R4N[XXXX]-c). The rezoning will permit the proposed redevelopment. The purpose of the R4 zones is to allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in no case more than four storeys. The purpose of the –

c suffix is to allow a variety of small, locally oriented convenience and service uses that complement adjacent residential land uses.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendment applications. There was a total of 29 comments received. Seven people expressed support, while 20 were opposed to the proposal. The concerns most frequently expressed centred on vehicular traffic and the nearby intersection (Champlain Street/Jeanne d'Arc Boulevard North), pedestrian and cyclist safety, building height, and compatibility of the proposed development with the character of the neighbourhood.

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

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

Per the Official Plan (2022), the subject property is designated Suburban Minor Corridor as Jeanne d'Arc Boulevard is a minor corridor (Schedule [A](#) and [B8](#)). The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

The relevant transect and urban designation policies that support the proposed development are summarized below:

#### Suburban Transect Policies (Section 5.4)

- Support multi-unit dwellings on Corridors.
- Development shall be low-rise along Minor Corridors with permitted buildings heights up to four-storeys, subject to appropriate height transitions and stepbacks.
- Recognize suburban built form while supporting the evolution towards a 15 - minute neighbourhood, where there is a smaller proportion of detached housing and more higher density ground-oriented housing (Table 8 of Official Plan). The density of the proposed development will be 100 units/net hectare.
- 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.

#### Corridor Policies (Section 6.2)

- Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.
- Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.
- For development with frontage on both a Corridor and a parallel street or side street, vehicular access shall generally be provided from the parallel street or side street.

Section 4.6 of the Official Plan – Urban Design Policies states that low-rise buildings shall be designed to respond to context and transect area policies, and in particular that areas for soft landscaping shall be included, main entrances are to be at-grade, and front porches or balconies are to be provided where appropriate.

#### **Other applicable policies and guidelines**

The subject site is within the Orléans Corridor Secondary Plan (Council approved on [September 21, 2022](#), see agenda item 13.4). The plan aims to move Orléans further away from automobile-centre development and towards a more liveable, sustainable, and healthy urban form that is compact, transit-oriented and highly walkable. According to the Secondary Plan, the subject site is designated O-Train Minor Corridor ([Schedule A](#)), and the maximum permitted building height is four storeys (Schedule B). Small-scale commercial activities are permitted on the ground floor of any building fronting onto Jeanne d’Arc Boulevard.

Below is a summary of general policies (section 4 of secondary plan) that apply to the entire secondary plan area and support the proposed development:

- New buildings shall, wherever possible, include active frontages facing the public realm, such as along public streets.
- Buildings will locate the main entrance fronting an adjacent street with a direct connection to the nearest sidewalk.
- New development shall frame their adjacent streets to animate public spaces and create comfortable pedestrian environments in the public realm and avoid long expanses of blank walls.



- There should be no minimum vehicular parking space rate requirement for development within the Secondary Plan Boundary identified on Schedule A – Designation Plan, with the exception of required visitor and accessible parking.
- Surface parking lots will generally be placed at the rear of the properties, or otherwise visually screened from the public realm.
- Continuous urban street facades with minimal curb cuts are encouraged.
- Development should meet a minimum target of one bike parking space per residential unit. Minimum bicycle parking requirements will be established in the Zoning By-law.
- Short term bike parking facilities shall be provided in convenient, well-lit location; where possible, the facilities should be sheltered.

The [Urban Design Guidelines for Low-rise Infill Housing](#) illustrate some of the important principles for design of the site, the building and the public realm.

### **Planning rationale**

Planning staff are recommending approval of the proposed residential development because it achieves policies contained in the Official Plan (2022). The proposal supports a compact urban built form and provides desirable low rise residential intensification, also known as missing middle housing, along the Minor Corridor. The site is well connected to a mix of land uses where daily and weekly needs can be accessed within a 15-minute walk, see figure 3 of Document 4 – 2022 Aerial Images. It furthers the goal of enabling greater flexibility and an adequate supply and diversity of housing options throughout the city. The proposed site development achieves the growth management policies of section 3, the protection of the right way policies of section 4.1.7, and the housing policies of section 4.2 of the Official Plan, respectively.

### **Details of Proposed Zoning**

The proposed Zoning By-law Amendment will rezone 845 Champlain Street, as shown as Area A in Document 1, from R1N to R4N[XXXX]-c to permit a stacked dwelling with 10 units and a parking lot, as detailed in Document 2. Exceptions ([XXXX]) are modifications to the principal zoning of a site. In this case the applicant is requesting the following exceptions: (a) to permit a front yard setback of five metres, whereas six metres is required; (b) to permit a corner side yard setback of three metres, whereas 4.5 metres is required; and (c) to permit a minimum interior side yard setback of 1.78

metres for an enclosed waste storage area attached to the building, whereas three metres is required.

Staff is recommending additional exceptions that will apply to the front yard, the building façades that face the public streets, and parking. Exceptions (d) and (e) will protect space in the front yard for future infrastructure changes to the transportation corridor. Exception (f) will require aggregated space in the front yard for soft landscaping. Exception (g) will require a minimum amount of fenestration (windows) on the façades that face the public street. Exceptions (h) and (i) will require articulation either through recessing 20 per cent of the front façade 0.6 metres or by providing balconies, the goal of which is to avoid an overly flat and boxy structure. Exception (j) will require active entrances on the front façade. Exceptions (k) and (l) will require no resident or visitor parking in a residential use building for the first 12 units; thereafter the minimum parking rates required is calculated using the rates for Area X.

### **Provincial Policy Statement**

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

### **RURAL IMPLICATIONS**

There are no rural implications.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Luloff provided the following comments:

I am aware of the application related to this report and have no concerns at this time. I am supportive of the application and believe it represents good infill development during a time when we desperately need to increase the housing stock in our ward. We need housing options for seniors to downsize into so that they can remain in the community that they helped build and we also need options that will ensure Orléans remains a community that is accessible to all. Orléans East-Cumberland is a built-up ward, which means there is very little undeveloped land available for both private and public developments. That means there will need to be some level of infill development and areas surrounding the new LRT stations are excellent places to be considering this kind of mid-density development.

With this said, if we are going to continue to prioritize infill developments, we must ensure that infrastructure investments keep pace with this development. One such example in this case, would be reviewing the nearby intersection at Champlain Street and Jeanne d'Arc Boulevard, and prioritizing intersection upgrades to accommodate increased traffic flow and ensure the safety of both pedestrians and motorists.

I am happy to hear that the applicant has worked with City staff to address comments and that they consulted directly with nearby community members. I would encourage the developer to continue working with the community throughout the development process.

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the recommendations contained within this report

### **ASSET MANAGEMENT IMPLICATIONS**

There are no Asset Management Implications resulting from the recommendations of this report.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications. Parkland requirements will be addressed through cash-in-lieu (CIL) of parkland dedication at the time of building permit in accordance with the City's Parkland Dedication By-law.

### **ACCESSIBILITY IMPACTS**

No consultation with the Accessibility Advisory Committee (AAC) was required in relation to this report.

### **ENVIRONMENTAL IMPLICATIONS**

There is one protected tree on the property, which will need to be removed to accommodate the redevelopment. The applicant is proposing to plant new trees.

A Phase 1 Environmental Site Assessment (ESA) was completed for the subject property and identified no environmental concerns with the historical use of the property.

### **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all. Specifically, the objective of increasing housing supply and supporting intensification.

### **APPLICATION PROCESS TIMELINE STATUS**

The statutory 90-day timeline for making a decision on this application under the *Planning Act* will expire on Wednesday, March 20, 2024.

## **SUPPORTING DOCUMENTATION**

Document 1: Location Map / Zoning Key Map

Document 2: Details of Recommended Zoning

Document 3: Zoning (current and proposed) and Details of Proposal

Document 4: Aerial Photos

Document 5: Proposed Site Plan

Document 6: Proposed Development Images

Document 7: Consultation Details

## **CONCLUSION**

Planning Staff recommend approval of the Zoning By-law amendment at 845 Champlain Street. The proposal aligns with the Official Plan (2022) and the Orléans Corridor Secondary Plan (2022).

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the (1) owner; (2) applicant; (3) Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; (4) Krista O'Brien, Program Manager, Property Assessment and PILTS, Finance and Corporate 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, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map / Zoning Key Map

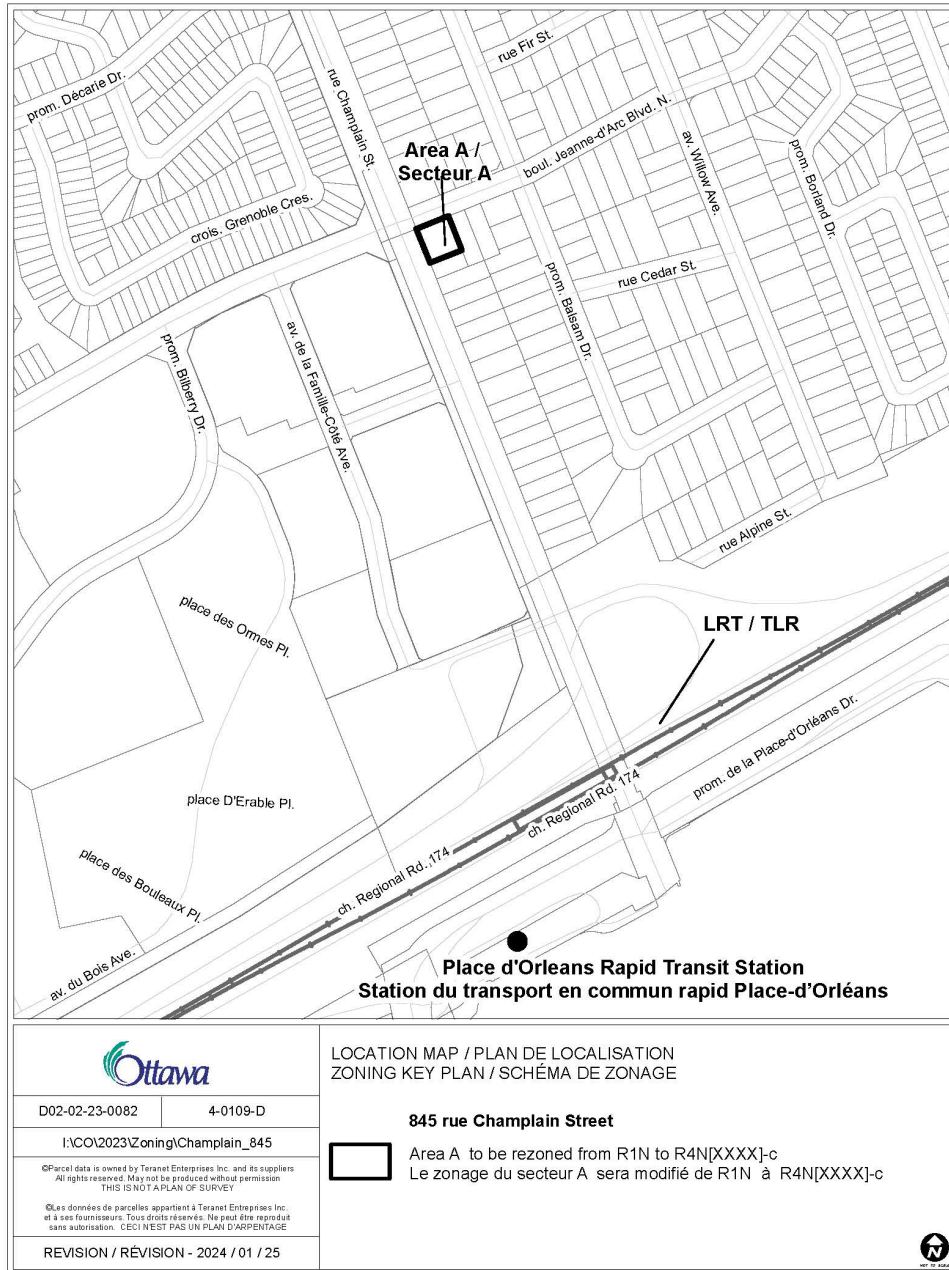


Figure 1: The subject site identified as Area A will be rezoned from R1N to R4N[XXXX]-c

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

## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 845 Champlain Street:

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 “R4N[XXXX]-c”
  - b. In Column V, include provisions similar to the following:
    - i. An apartment dwelling – low rise, and a stacked dwelling is subject to the following provisions:
      - (a) Front yard setback is 5 metres
      - (b) Corner side yard setback is 3 metres
      - (c) Minimum interior side yard setback for a garbage storage area attached to the buildings is 1.78 metres
      - (d) In the required front yard, the maximum extent of projections and/or structures above ground and below ground is 2 metres. Below grade terraces are not permitted to be closer than 3 metres to the front lot line.
      - (e) For any apartment dwelling – low rise or stacked dwelling, no obstruction to the vision of motor vehicle operators higher than 0.75 metres above grade including but not limited to buildings, structures or vegetation is permitted within the triangle formed by that part of the lot lines measured along each street from the intersection of those lines at the street corner, or the projection of those lines, for the distance of 8 metres, and a line drawn between those two lines to form the base of the triangle.
      - (f) At least 40 per cent of the front yard must be provided as aggregated soft landscaping, a walkway may traverse this area and be included in the area calculation.
      - (g) The front facade must comprise at least 25 per cent windows, and furthermore,

- a. any corner side facade must comprise at least 15 per cent windows;
  - b. windows located in doors may count towards the minimum fenestration requirement.
- (h) At least 20 per cent of the area of the front facade must be recessed an additional 0.6 metres from the front setback line.
- (i) Despite (h), no additional recession of the front facade is required when balconies or porches are provided on the front facade as follows:
- a. one balcony or porch for every unit that faces a public street at or above the first storey.
- (j) For a stacked dwelling, the landings that provide access to the principal entrances must face a public street. For an apartment building an entrance to a common interior corridor or stairwell must be located on a façade that faces the public street and provide direct access to the street.
- (k) In the case of a building containing residential uses, no off-street motor vehicle parking is required to be provided for the first twelve dwelling units, and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12. The minimum parking required for the residential use is calculated using the rates for Area X.
- (l) In the case of a building containing residential uses, no off-street motor vehicle visitor parking is required to be provided for the first twelve dwelling units, and the visitor parking requirements under Table 102 apply only to dwelling units and rooming units in excess of 12. The minimum visitor parking required for the residential use is calculated using the rates for Area X.

### Document 3 – Zoning (current and proposed) and Details of Proposal

Table 1 provides a summary of the main performance standards/requirements of the current zone, the proposed zone, and details on what is proposed. Staff focused on the residential typology permitted in the R1N – detached dwelling - versus what is proposed in the R4N[XXXX]-c zone – stacked dwelling. Both the R1N and the R4N[XXXX]-c zones permit the following uses: bed and breakfast, detached dwelling, diplomatic mission, group home, home-based business, home-based daycare, park, retirement home converted, additional dwelling unit and urban agriculture. Additional residential uses permitted in R4N[XXXX] - c zone are as follows: apartment dwelling, low rise; duplex dwelling; linked-detached dwelling; planned unit development; retirement home; rooming house; semi-detached dwelling; three-unit dwelling; and townhouse dwelling. Additional non-residential uses permitted via the residential neighbourhood commercial suffix (- c) and subject to zoning provisions are artist studio, convenience store, instructional facility, medical facility, personal service business, restaurant, retail food store, and retail store. Permitted non-residential uses may only be located on the ground floor and/or basement and are restricted in size - a Gross Floor Area of 100 square metres.

**Table 1: Zoning (current and proposed) and details of proposal.**

Where the urban exception permits a different zoning standard staff have added an asterisk (\*) and describe the urban exception.

Performance Standard	Current Zoning (R1N)	Proposed Zoning (R4N[XXXX]-c)	Proposal
<b>Permitted Uses</b>	Detached dwelling	Stacked dwelling	Yes
<b>Minimum Lot Width</b>	15 metres	18 metres	Yes (30.49 metres)
<b>Minimum Lot Area</b>	450 square metres	540 square metres	Yes (996 square metres)



Performance Standard	Current Zoning (R1N)	Proposed Zoning (R4N[XXXX]-c)	Proposal
<b>Maximum Building Height</b>	9.5 metres	14.5 metres 4 storeys	Yes (13.5 metres)
<b>Minimum Setbacks</b>			
Front	6 metres	6 metres* <b>*Urban exception to permit a 5 - metre setback.</b>	Yes (5 metres)
Corner Side Yard	4.5 metres	4.5 metres* <b>*Urban exception to permit a 3 - metre setback.</b>	Yes (3 metres)
Interior Side Yard	1 metre	3 metres and that yard must be landscaped.* <b>*Urban Exception to allow an enclosed garbage area attached to the building to be setback 1.78 metres.</b>	Yes (Building is setback 3 metres. Garbage enclosure setback 1.78 metres.)
Rear Yard	7.5 metres	7.5 metres and rear yard area must be 25 per cent of the area of the lot.	Yes (12.5 metres)
<b>Amenity Space</b>	N/A	6 square metres per dwelling unit, and minimum of 50 per cent to be communal.	Yes (more than 60 square metres and more than

Performance Standard	Current Zoning (R1N)	Proposed Zoning (R4N[XXXX]-c)	Proposal
			30 metres to be communal)
<b>Minimum Required Bicycle Parking Spaces</b>	N/A	0.50 per dwelling unit	Yes (5 spaces)
<b>Minimum Required Vehicle Parking (Area C)</b>	1 per dwelling unit or oversize dwelling unit	0.5 spaces per dwelling unit* (5 spaces) <b>*Urban Exception to require no parking for the first twelve dwelling units.</b>	Yes (10 spaces)
<b>Minimum Required Visitor Parking (Area C)</b>	N/A	0.1 per dwelling unit in a stacked dwelling* (1 space) <b>* Urban Exception to require no parking for the first twelve dwelling units.</b>	Yes (0 spaces)
<b>Maximum Driveway Width</b>	The maximum width of the driveway is based on the size of the yard	Maximum 3.6 metres driveway for a parking lot with less than 20 spaces.	Yes
<b>Landscaping Provisions for Parking Lot</b>	N/A	Minimum required width of a landscape buffer abutting a street is 3 metres. And a minimum of 15 per cent of the area of a parking lot must	Yes

Performance Standard	Current Zoning (R1N)	Proposed Zoning (R4N[XXXX]-c)	Proposal
		be provided as perimeter landscaped area.	
<b>Landscape Area</b>	<p>At least 15 per cent of the rear yard must be provided as soft landscaping.</p> <p>All portions of the front yard and the corner side yard not occupied by parking spaces, driveways, aisles, permitted projections, accessory buildings or structures or walkways must be landscaped with soft landscaping.</p>	<p>30 per cent of the lot area must be provided as landscaped area (includes soft and hard landscaping, excludes parking area and driveway).</p> <p>At least 15 per cent of the rear yard must be provided as soft landscaping.</p> <p><b>*Urban Exception to require that 40 per cent of the front yard be aggregated for soft landscaping.</b></p>	Yes
<b>Rights-of-Way (ROW) Protection Requirements</b>	<ul style="list-style-type: none"> <li>▪ 6 metres front yard</li> <li>▪ 4.5 metres corner sight yard</li> </ul> <p>6 metre by 6 metre corner</p>	<b>*Urban Exception to protect via</b>	Yes

Performance Standard	Current Zoning (R1N)	Proposed Zoning (R4N[XXXX]-c)	Proposal
	sight triangle per section 57	<ul style="list-style-type: none"> <li>▪ <b>5 metres front yard setback</b></li> <li>▪ <b>Limiting the extent of projections permitted in the front yard.</b></li> </ul> <p><b>8 metre by 8 metre corner sight triangle.</b></p>	
<b>Active Frontage Provisions<sup>1</sup></b>	N/A	<p><b>*Urban Exception to require:</b></p> <ul style="list-style-type: none"> <li>▪ <b>a minimum per cent of the facades that face the public street to be composed of windows: 25 per cent along Jeanne d’Arc Boulevard and 15 per cent along Champlain Street.</b></li> <li>▪ <b>the building is to be orientated towards to public realm with active entrances along the public streets.</b></li> <li>▪ <b>To require articulation of the façades that face the public street.</b></li> </ul>	Yes

<sup>1</sup> The active frontage provisions were adapted from existing zoning provisions that were introduced as part of the R4 Zoning Review and following zoning studies aimed at ensuring more compatible infill and intensification in established low-rise neighbourhoods in the urban area (Council approved the R4 Zoning Review, Phase 2 on [September 23, 2020](#), see agenda item 8).



Document 5 – Proposed Concept Plan

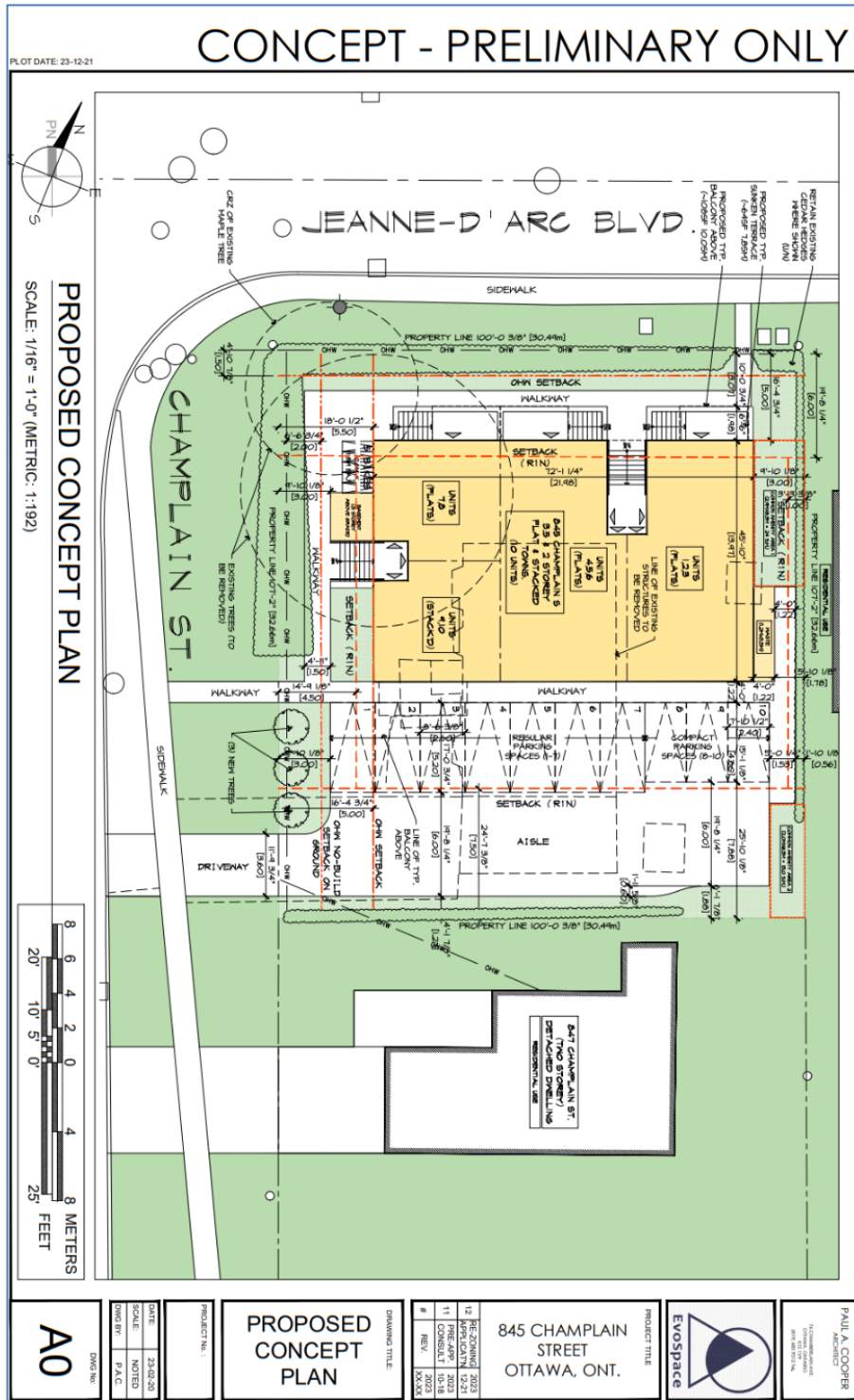
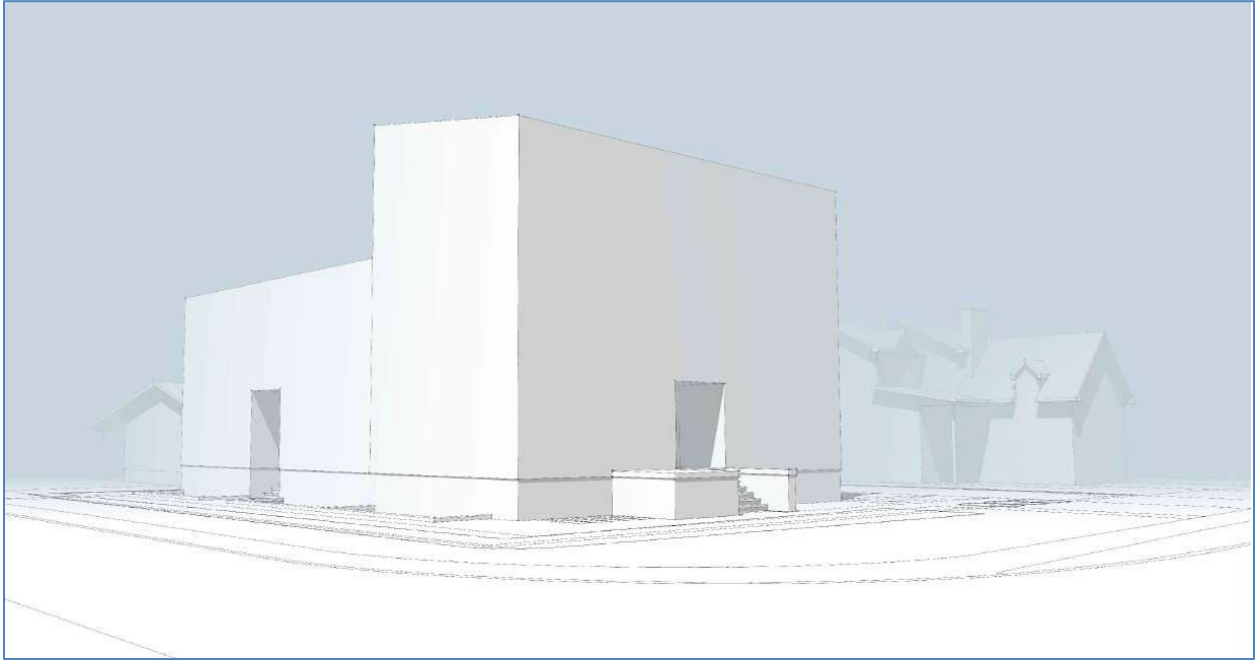


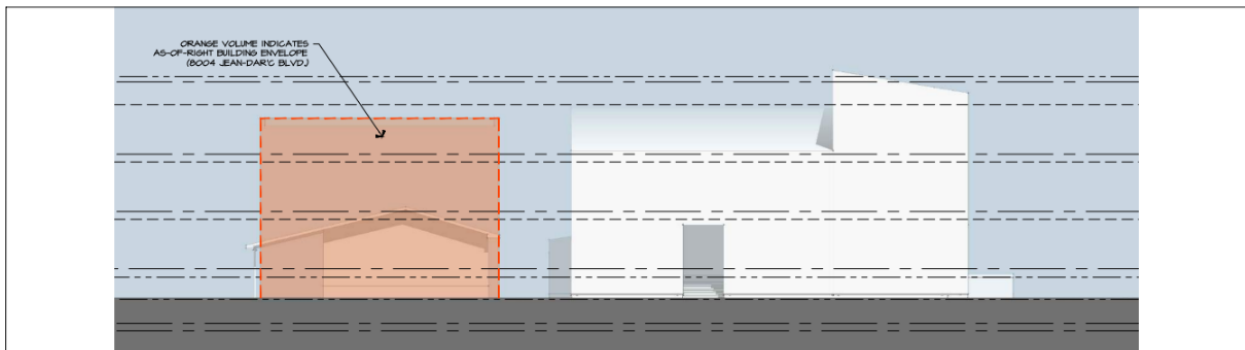
Figure 4 Proposed concept plan showing the stacked dwelling and parking lot in the rear yard, accessed via a 3.6 metres driveway from Champlain Street. A PDF version of the concept plan is available on the Development Application Search Tool ([Ottawa.ca/Devapps](http://Ottawa.ca/Devapps)).



## Document 6 – Proposed Development Images



**Figure 5: proposed building mass, view from the intersection of Jeanne-d'Arc Boulevard N. and Champlain Street. Source: Paul A. Cooper Architect, dated December 21, 2023.**



**PROPOSED FRONT (NORTH) ELEVATION**

**Figure 6: The proposed building mass compared to the neighbours as of right building mass, view from Jeanne-d'Arc Boulevard N. The maximum permitted building height of a detached dwelling in the R1N zone is 9.5 metres. The maximum permitted building height of a stacked dwelling in the R4N zone is 14.5 metres. Source: Paul A. Cooper Architect, dated December 21, 2023.**

## **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.

There was a total of 29 comments received in response to the application. Seven people expressed support, while 20 were opposed to the proposal.

### **PUBLIC CONCERNS AND RESPONSES**

#### **CONCERN 1:**

Concern expressed regarding the increased vehicular traffic and the nearby intersection (Champlain Street/Jeanne d’Arc Boulevard North). Further, residents believe that Jeanne d’Arc Boulevard should be widened.

#### Response

Per trip generation forecasting, it is anticipated that there will be approximately three additional vehicle trips in the morning and afternoon peak hours. The existing transportation network can accommodate the traffic from the additional dwellings. Further, staff is protecting space in the front yard for future infrastructure changes to the corridor. However, widening Jeanne d’Arc Boulevard North is not a specification in the [Transportation Master Plan](#).

#### **CONCERN 2:**

#### Pedestrian and cyclist safety

#### Response:

There is existing transportation infrastructure along Jeanne d’Arc Boulevard North and Champlain Street, such as sidewalks. Per the Secondary Plan, “the city will undertake a feasibility study of additional improvements to cycling and pedestrian infrastructure and necessary traffic calming along Jeanne d’Arc Boulevard, east of Champlain Boulevard.”

#### **CONCERN 3:**

#### Building Height

#### Response:



Both the Official Plan and the Orléans Corridor Secondary Plan provide direction on the planned built form of development, namely that it be low-rise with permitted buildings heights up to four storeys.

#### **CONCERN 4**

Out of Character – moving away from detached dwelling typology.

Response:

An objective of the Official Plan is to enable a greater flexibility and an adequate supply and diversity of housing options throughout the City. A policy to achieve this objective is primarily to regulate the density, built form, height, massing and design of residential development rather than regulating through restrictions on building typology. The development meets policy objectives by being low-rise, designed with front doors along the streets, and parking in the rear.

#### **CONCERN 5:**

Land Use – some residents expressed concern with the additional residential typologies permitted by the rezoning, others expressed concern that commercial uses will be permitted.

Response:

The residential land use will continue with the proposed zoning. The residential neighbourhood commercial suffix (- c) will be added to the property, the purpose of which is to allow a variety of small, locally oriented convenience and service uses that complement adjacent residential land uses.

#### **CONCERN 6:**

Building Design (volume, façade, material, colour)

Response:

The regulation of architecture and architectural materials are not considered to be within the purview of the Zoning By-law. Items that may be regulated under Section 34 of the *Planning Act*, include building height, bulk, location, size, floor area, spacing, character and use of buildings, and the proportion of the area of a parcel of land that may be occupied by a building or structure (para. 34 (1)4)).

#### **CONCERN 7:**

## Parking

### Response:

The Secondary Plan is supportive of no minimum vehicular parking within the Secondary Plan Boundary identified on Schedule A – Designation Plan, with the exception of required visitor and accessible parking. Staff have applied the Zoning Provisions applicable to Area X (Inner Urban Area), which also applies to development within close walking distance of rapid-transit stations. In Area X, the first twelve residential units in a building are exempt from parking requirements; calculation of parking requirements starts with the thirteenth unit.

### **CONCERN 8**

Density, some residents thought too much density is being proposed, whereas others thought not enough density is being proposed.

### Response:

In 15-minute neighbourhoods, there is a smaller proportion of detached housing and a greater proportion of high density ground-oriented housing. The density of the proposed development is 100 units/net hectare. The proposal introduces a more urban built form but provides critical site design elements such as soft landscaping in the front yard, amenity space, a single driveway, vehicular parking in the rear yard, bicycle parking, dedicated pedestrian walkways, and a waste management area.

### **CONCERN 9:**

#### Impact on Property Value

### Response:

Property value is not a consideration in the assessment of a Zoning By-law amendment application. However, research/data does not support the notion that property values decrease when residential density increases.

### **CONCERN 10:**

Noise, both during and after construction.

### Response:

The City has a Noise By-law (2017-255) and residents can contact By-law Enforcement to report a noise complaint [about construction sites or machinery](#). The Director of By-law Services may grant an exemption for construction work. After construction [noise complaints](#) can be reported to By-law Enforcement.

**CONCERN 11:**

Impact of construction on neighbours' foundations

Response:

The construction of low-rise infill development requiring shallow excavation does not typically damage neighbouring foundations. Despite this, the Ontario Building Code does include safeguards to mitigate damages to adjacent properties during construction. It is recommended that the adjacent property owner take photographs of their foundation before and after construction. In the event that damages occurs, the builder is responsible for fixing them within a reasonable timeframe.

**CONCERN 12:**

Loss of Privacy

Response:

The private amenity area for the basement units are underground terraces and the proposed zoning includes provisions whereby balconies are encouraged along the façades that face the street. The conceptual landscaping for the site includes the retention, where possible, of the site's existing perimeter hedges. Furthermore, Section 55 of the City's Zoning By-law pertains to Provisions for Accessory Uses, Buildings or Structure that impose regulations on rooftop landscape areas, gardens and terraces that aim to minimize the massing effect and privacy concerns.

**CONCERN 13:**

Servicing, some residents thought this type of development enabled a more efficient use of infrastructure and services, others were concerned about whether there was sufficient municipal capacity to service the proposal.

Response:

The proposal will be serviced by municipal water, sanitary and stormwater. City staff find that the existing sanitary and storm sewers on Champlain Street have sufficient capacity to convey the post-development flows from the site. There is also adequate

supply in the existing municipal watermain to support the proposed water demand.

**CONCERN 14:**

Trees and Landscaping

Response:

A tree information report (TIR) was submitted as part of the Zoning By-law Amendment application. There are two trees in the northwest corner of the property, a Norway Maple and Spruce Tree. The Spruce Tree is a distinctive tree (50 cm DBH), and an Infill Tree Removal Permit will need to be obtained prior to the removal of the tree. Compensation planting (3:1 ratio) will be required on the property. The City's Official Plan aims to reach 40 per cent canopy cover across the City and infill projects must provide space and adequate soil volume for trees (Section 4.8.2 of the Official Plan).

**CONCERN 15:**

Parkland and Greenspace Requirements

Response:

Conveyance of land for parks or the payment of money in lieu of park land is required where development changes the use or intensity of use of land and in doing so creates a demand for parkland. Parkland requirements will be addressed through cash-in-lieu (CIL) of parkland dedication at the time of building permit in accordance with the City's Parkland Dedication By-law.

**CONCERN 16:**

Lack of Affordable Housing

Response:

Developers are not required to share their expected rental rates with the City; therefore, City staff do not know if, or how, affordable any development might be. The City encourages the provision of a range of housing (ownership and rental) to increase choice and provide a range of affordability.

The City is planning to create a new Affordable Housing Community Improvement Plan (CIP intended to help increase the supply of new affordable rental housing units across the city by making it easier to create units that start at or below average market rent, with tiered incentives depending on level of affordability. Staff has been directed to

report back to Committee and Council in Q1 2024 with a finalized Affordable Housing Community Improvement Plan and by-law for approval.

**CONCERN17:**

Lack of outdoor communal amenity space

Response:

Private amenity space is proposed via balconies and terraces. Communal amenity space is also proposed.