

**Subject: Zoning By-law Amendment - 2040 Arrowsmith Drive**

**File Number: ACS2025-PDB-PS-0006**

**Report to Planning and Housing Committee on 19 February 2025**

**and Council 26 February 2025**

**Submitted on February 7, 2025 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

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**Ward: Beacon Hill-Cyrville (11)**

**Objet : Modification au Règlement de zonage – 2040, promenade  
Arrowsmith**

**Dossier : ACS2025-PDB-PS-0006**

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

**le 19 février 2025**

**et au Conseil le 26 février 2025**

**Soumis le 7 février 2025 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale des services de la planification, de  
l'aménagement et du bâtiment**

**Personne ressource : Lucy Ramirez, Urbaniste, Examen des demande  
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**Quartier : Beacon Hill-Cyrville (11)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2040 Arrowsmith Drive, as shown in Document 1, to permit a six-storey mixed use building, 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 February 26, 2025,” 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 2040, promenade Arrowsmith, comme l’indique le document 1, afin d’autoriser l’aménagement d’un bâtiment polyvalent de six étages, selon les modalités précisées dans le document 2.
2. Que le Comité de la planification 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 26 février 2025», 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

Planning staff recommend approval of the Zoning By-law Amendment for 2040 Arrowsmith Drive to permit a 6-storey mixed-use building.

The subject site is currently zoned Minor Institutional Zone, Subzone E (I1E), which permits a range of community uses, institutional accommodation and emergency

service uses. The proposal is to rezone the subject site from I1E to Residential Fifth Density Subzone AA, Urban Exception XXXX (R5AA, Urban Exception XXXX).

The proposal aligns with applicable Official Plan policies for this area. The property is in the Outer Urban Transect and designated Evolving Neighbourhood per Schedule A and B3 of the Official Plan (2022).

### **Applicable Policy**

The following policies support the application:

- Growth management policies of section 3.2. The policies in this section identify the urban area and villages as the focus of growth and development.
- Housing policies of section 4.2. A City objective is to maximize the ability to provide affordable housing throughout the city.
- Section 5.3 and 5.61, the property is in the Outer Urban Transect and the Evolving Overlay applies to the property. This section recognizes a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.
- Section 6.3, Permitted buildings heights in neighbourhoods is low-rise, except where existing zoning allows for greater building heights, or in areas characterized by taller buildings (Policy 6.3.1 (2)).

### **RESUME**

Le personnel chargé d'urbanisme recommande l'approbation de la modification du Règlement de zonage visant le 2040, promenade Arrowsmith, afin de permettre la construction d'un immeuble polyvalent de six étages.

L'emplacement visé est actuellement désigné Zone de petites institutions, sous-zone E (I1E), un zonage qui permet toute une gamme d'utilisations communautaires, institutionnelles et de services d'urgence. La proposition consiste à faire passer la désignation de l'emplacement de I1E à Zone résidentielle de densité 5, sous-zone AA, exception urbaine XXXX (R5AA, exception urbaine XXXX (R5AA, exception urbaine XXXX).

Le projet est conforme aux politiques du Plan officiel applicables à ce secteur. Le bien-fonds est situé dans le Secteur urbain extérieur en évolution dans les annexes A et B3 du Plan officiel (2022).

## Politiques applicables

Les politiques suivantes justifient cette demande :

- Politiques de la section 3.2 relatives à la gestion de la croissance. En vertu de ces politiques, la zone urbaine et les villages sont les points de mire de la croissance et du développement.
- Politiques de la section 4.2 portant sur le logement. L'un des objectifs de la Ville est d'optimiser la capacité d'offrir des logements abordables sur tout le territoire municipal.
- Sections 5.3 et 5.61. Le bien-fonds est situé dans le Secteur urbain extérieur, et la surzone évolutive s'y applique. Ces sections prennent en compte le modèle de la forme bâtie et de la conception des sites de la banlieue, tout en favorisant la transformation des secteurs pour en faire des quartiers du quart d'heure.
- Section 6.3. Les hauteurs de bâtiment autorisées dans ces secteurs sont faibles, sauf si le zonage en place permet des hauteurs plus importantes ou dans les secteurs caractérisés par la présence d'immeubles plus élevés (politique 6.3.1 (2)).

## BACKGROUND

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

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

### Site location

2040 Arrowsmith Drive

### Owner

City of Ottawa C/O Affordable Housing Development

### Applicant

Wigwamen Incorporated C/O SHS Consulting

### Architect

Vandenberg and Wildeboer Architects

## Description of site and surroundings

The subject property is in the Beacon Hill South – Cardinal Heights neighbourhood, it is large and irregularly shaped. The lot is approximately 6,000 square metres in area and has frontage along Arrowsmith Drive, a local road, the rear lot line abuts Regional Road 174 (the Queensway). Refer to the attached Zoning Key Map, Document 1.

The existing building will be demolished, it is the offices for the Gloucester Emergency Food Cupboard (GEFC), a community food bank. Redevelopment on the site is constrained by the shape of the site, right-of-way easements in favour of adjacent property owners, and a sanitary sewer. The existing right-of-way that provides access to neighbouring condominiums (CCC 11 and CCC 25) will remain.

There is existing residential development to the north, east, and west. The site is well connected to a cluster of diverse land uses where daily and weekly needs can be accessed within a 15-minute walk, this includes shops, services, food, schools and childcare facilities, greenspaces, and parks. To the west of the site is Gloucester High School, the Ottawa Public Library North Gloucester Branch, Trillium Park, and municipal facilities including the Earl Armstrong Arena and Splash Wave Pool. Further west are retail stores. There are also several parks and schools further north and east. Per the [15-minute neighbourhood study](#) (2021), there are many services and amenities nearby – eight of the nine services and amenities investigated are within a 15-minute walk (see page 16 of study and Map A8-3). To the south, across Regional Road 174 is the Pine View Golf Course and environmental lands associated with Green’s Creek.

## Transit Context

Along the street network, it is approximately a 20-minute walk to the existing [Blair LRT Station](#), and a 25-minute walk to the future [Montreal Road LRT Station](#). A 2.7 kilometre multi-use path between Blair Station and Montreal Station will be constructed along the north side of Regional Road 174, which will provide a direct pedestrian route from the site to the existing and future LRT stations<sup>1</sup>. Along the new multi-use path, the walking distance from Blair Station to the subject site will be approximately one kilometre. The Official Plan, [Schedule B3](#), shows a Future O-Train Station southeast of the site. The East LRT has protected for a future station; however, there is no timeline associated with it.

Along Jasmine Crescent, 70 metres northeast of the subject site, there is transportation infrastructure such as sidewalks and transit service. Bus route 12 runs along Jasmine

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<sup>1</sup> City of Ottawa, “Stage 2 LRT Station Connectivity Enhancement Study” accessed on December 12, 2023, <https://ottawa.ca/en/city-hall/public-engagement/projects/stage-2-lrt-station-connectivity-enhancement-study>.

Crescent and links the site to Blair Station via a seven-minute bus ride along Ogilvie Road. Route 12 operates between Blair Station and Parliament Station. In 2024, bus route 12 was extended to run between Blair and Tunney's Pasture stations<sup>2</sup>. Route 12 is a frequent route, which means it operates seven days a week, generally with service every fifteen minutes between certain timeframes. There is also transit service – route 24 – along Ogilvie Road, which is 300 metres from the site and is a Transit Priority Corridor (Official Plan - [Schedule C2-Transit Network](#)).

### **History and transfer of property**

The Township of Gloucester acquired the property (Parts 1-5 on Plan 4R-3008) from Shenkman Corporation Ltd. in January 1979. The building was formerly a sales office which was used for the development of condominiums CCC11 and CCC25. The building was converted to a home for a Social Services Centre – Gloucester Centre for Community Resource. The Township dedicated the road leading to the building as a public road in 1979 - (Part 1 and 2 on Plan 4R-3008). An easement over Part 4 on Plan 4R-3009 was granted to CCC 11 and CCC25. The Gloucester Emergency Food Cupboard, founded in 1989, is now located on site.

Housing Services identified the Site at 2040 Arrowsmith Drive as being underutilized city-owned land suitable for the development of new housing. In 2021, Wigwamen was the successful proponent of a Request for Proposals (RFP) process initiated by Housing Services to redevelop the site with affordable housing and a new home for the Gloucester Emergency Food Cupboard. The project has been identified as a High Social Impact Project (HSIP) per the program approved by Ottawa City Council on [February 24, 2021](#) (see item 6 of Planning Committee Report 37). Eligibility for the HSIP is as follows: the applicant is a non-profit organization, the land use is residential, and a contribution agreement or municipal capital facility agreement has or will be entered into with Housing Services.

### **Summary of proposed development**

The existing building will be demolished to accommodate a 6-storey mixed-use building with 403 square metres of non-residential Gross Floor Area (GFA) and 50 residential units, see Document 5 – Proposed Site Plan. Ten of these units will be accessible per the universal design standards. All the residential units will be rental in tenure and the units will be affordable to low- and moderate-income households. The existing community centre use, Gloucester Emergency Food Cupboard (GEFC), will continue in the new building. A total of 71 vehicle parking spaces will be provided at grade: 17 for clients and staff of the GEFC, 10 visitor, and 44 residential parking spaces. A total of 29

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<sup>2</sup> See OCTranspo [New Ways to Bus](#)

bicycle parking spaces will be provided, 14 in an indoor bicycle storage room and 15 outdoors. A total of 64 square metres of amenity area is proposed via a large indoor common room. The existing trees on the northeastern edge of the site will be removed; however, new trees will be planted on site. Boundary trees and trees on CCC 25 will not be impacted.

The proposal will be serviced by municipal water, sanitary and stormwater. Staff is satisfied that the existing sanitary and a new stormwater sewer in Arrowsmith Drive will have sufficient capacity to convey the projected post-development flows from the proposed site development, and that the proposed on-site stormwater management design demonstrates the ability to meet the City's design standards. There is also an adequate municipal water supply in Arrowsmith Drive to support the proposed water demand.

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

The subject site is currently zoned Minor Institutional Zone, Subzone E (I1E), which permits a range of community uses, institutional accommodation and emergency service uses. The proposal is to rezone the subject site from I1E to Residential Fifth Density Subzone AA, Urban Exception XXXX (R5AA, Urban Exception XXXX), to permit a 6-storey mixed use building.

## **DISCUSSION**

### **Public consultation**

Staff received submission from 26 individuals and/or condominium organizations, two individuals expressed support, seven individuals opposed the project, and the remainder expressed concerns. The top three concerns centre on parking, vehicular traffic, and maintenance of the existing right-of-way that benefits the adjacent condominiums. There is justification for a reduced parking ratio for this site as the target occupants are low- and moderate-income seniors, and older adults have lower rates of vehicle ownership. The traffic that will be generated by a development of this size can be accommodated by the existing road network. The existing right-of-way that provides access to neighbouring condominiums (CCC 11 and CCC 25) will remain. Any required agreements for maintenance or cost sharing will be dealt with at the site plan control stage of the planning application process.

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

## Official Plan designation(s)

The property is in the [Outer Urban Transect](#) and designated [Evolving Neighbourhood](#) per Schedule [A](#) and [B3](#) of the Official Plan (2022). The Outer Urban Transect is made up of neighbourhoods inside the Greenbelt built in the last third of the twentieth century, this area developed in the 1970s. The urban designation of the subject property is Neighbourhood. Permitted buildings heights in neighbourhoods is low-rise, except where existing zoning allows for greater building heights, or in areas characterized by taller buildings (Policy 6.3.1 (2)). Both exceptions apply to 2040 Arrowsmith Drive. The existing zoning - Minor Institutional Zone, Subzone E (I1E) – permits buildings that are 18 metres<sup>3</sup> high and there are high rise apartments buildings (14 storeys) directly east of the site at 2000 Jasmine Crescent (CCC25).

The City supports the introduction of mixed-use urban developments at strategic locations close to rapid transit stations, the evolving neighbourhood designation applies to lands within 400-metre radius of a rapid transit station (Policy 5.3.1 and 5.6.1). The East LRT has protected for a future station southeast of the site; however, there is no timeline associated with it.

A City objective is to maximize the ability to provide affordable housing throughout the city. The City has set a target that 20 per cent of all new residential units be affordable, and of these 70 per cent be targeted to households whose needs fall within the definition of core affordability (Official Plan, Policy 4.2.2 (4)). The City promotes the provision of affordable housing for low- and moderate-income households and individuals by providing planning incentives and direct supports, such as waiving of fees and land.

## Planning rationale

Planning staff are recommending approval of the proposed mixed-use building as it achieve policies contained in the Official Plan (2022). The City supports the introduction of mixed-use urban developments at strategic locations close to rapid transit stations. 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 Document 4 – Aerial Photos. Furthermore, the project supports the provisions of affordable housing throughout the city. The proposed site development supports the growth management policies of section 3.2, and the housing policies of section 4.2 of the Official Plan, respectively.

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<sup>3</sup> For residential uses, the height of one storey is generally three metres, for other uses it is generally four metres, and at-grade uses may have higher storey heights.



## Details of Proposed Zoning

The proposed Zoning By-law Amendment will rezone 2040 Arrowsmith Drive, as shown as Area A in Document 1, from I1E to R5AA, Urban Exception XXXX to permit a mixed-use building, as detailed in Document 2. A purpose of the residential fifth density zone is to allow a wide mix of residential building forms; the subzone permits low-rise and mid-rise apartment dwellings. The R5AA subzone was created in 2009/2010 for a specific concept plan at 3211 Greenbank Road (By-law 2010-14)<sup>4</sup>. The intent of the zone was to create a compact development pattern and transit-supportive densities.

Exceptions ([XXXX]) are modifications to the principal zoning of a site. In this case the zoning by-law includes exceptions to permit the community centre use, prohibit a high-rise apartment, clarify the applicable setbacks, eliminate a minimum building height, permit parking in the front yard, permit a 0.88 parking space rate for the residential units, permit the location of the garbage enclosure for the food cupboard, permit a lower residential amenity area requirement, and restore the default list of ancillary uses permitted in a Planned Unit Development.

The rationale for the exceptions is as follows:

- Allowing the community centre use will permit the continuation of the Gloucester Emergency Food Cupboard (GEFC) on the ground floor.
- The prohibition of high-rise apartments is achieved by the restrictions on the building height; however, explicitly stating the prohibition will add clarity to the zoning by-law amendment.
- This is an oddly shaped lot, so Staff have clarified the applicable lot lines.
- There is a portion of the building that is one storey; therefore, Staff have eliminated the minimum building height in the default zoning.
- One way to increase housing affordability is to increase density and reduce parking requirements. There is justification for a reduced parking ratio for this site. The subject site has good transit access, and the property is targeted towards seniors. Older adults tend to have lower rates of vehicle ownership. Staff has reviewed available data from the City's Centralized Waiting List for affordable housing (CWL) in order to further confirm parking demand. Specifically, for seniors seeking one-bedroom rent-geared-to-income housing within the Gloucester area, 42 per cent of households on the CWL request parking with their unit. This client group is comparable to what Wigwamen is proposing on

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<sup>4</sup> See [Official Plan and Zoning Amendment at 3211 Greenbank Road](#),

site. With a proposed residential parking ratio of 0.88 spaces per unit, Wigwamen anticipates parking supply to exceed demand of future residents.

- The garbage enclosure area for the food cupboard is 0.85 metre from the side lot line, it is screened by a retaining wall and fence, further the garbage enclosure abuts the garbage area for CCC 25.
- Per the Official Plan (Section 10.2.1), all development needs to comply with the City's [Environmental Noise Control Guidelines](#). Per the Guidelines, outdoor amenity space needs to meet the requirement for an Outdoor Living Area (OLA)/Outdoor Amenity Area. Neither the outdoor patio nor the community garden will meet the City's Environmental Noise Control Guidelines; therefore, a lower amenity space requirement is included in the ZBLA. Staff is satisfied that there is sufficient recreational area on the lot that functions as amenity space and sufficient open space nearby that is away from road noise.
- The R5AA subzone was created in 2009/2010 for a specific concept plan at 3211 Greenbank Road (By-law 2010-14); Staff has chosen to restore the default list of ancillary uses permitted in a Planned Unit Development.

### **Provincial Planning Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

### **RURAL IMPLICATIONS**

There are no rural implications

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

Councillor Tierney is aware of this report and recommendation

### **ADVISORY COMMITTEE(S) COMMENTS**

No comments.

### **LEGAL IMPLICATIONS**

With the passage of Bill 185, as amended, a zoning by-law amendment is only subject to appeal by "specified persons", essentially utility providers and government entities, and the registered owner of a parcel of land subject to the amendment. If Council determines to refuse the amendment, reasons must be provided. It is anticipated that a hearing of two to four days would be required. Depending on the reasons for refusal, it

would be necessary for an external planner to be retained and possibly other witnesses depending on the reasons for the refusal.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan. Sanitary capacity is only provided as a guide at time of rezoning. Allocation of sanitary capacity is typically committed on a first come first served basis at time of site plan application

### **FINANCIAL IMPLICATONS**

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 the existing Planning Services operating budget.

### **ACCESSIBILITY IMPACTS**

Accessibility will be reviewed through the Site Plan Control process. The Accessibility Advisory Committee was included in the technical circulation to provide feedback on the Site Plan.

The site plan for 2040 Arrowsmith Drive was reviewed and accessibility requirements accessed in accordance with the Integrated Accessibility Standards *Regulations* (IASR) of the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA) and other relevant legislative requirements, policies, and guidelines.

Per the Site Plan, seven accessible parking spaces are being provided, going above the minimum requirement under the IASR. There are one Type A space (3400 milimetres wide) and six Type B spaces (2400 mm wide) with adjacent access aisles. Type A parking is a wider parking space which accommodates larger vehicles such as vans that are equipped with transfer ramps for users of wheeled mobility aids. Type B parking accommodates users who can walk but have limited mobility and cannot travel lengthy distances. Exterior pedestrian facilities are 1.5 metres wide, also meeting the requirements under the IASR.

Twenty per cent of the provided units, representing ten units, will be fully accessible and include accessible appliances, washrooms with multiple grab bars, a roll-in shower, transfer spaces, and larger turning radii to accommodate mobility devices, such as wheelchairs. In addition, all 50 of the provided residential units will be fully 'visitable' under the Ontario Building Code. This is defined as having wheelchair accessibility in the washroom, bedroom, and the Kitchen/Living Dining areas. All common spaces throughout the building are equally designed to be wheelchair accessible.

Accessibility requirements will be further reviewed by Building Codes Services (BCS) at the time of building permit.

## **ENVIRONMENTAL IMPLICATIONS**

The site is occupied by a building constructed in the 1970s as a sales office for the surrounding residential condominium buildings and currently used by the Gloucester Emergency Food Cupboard (GEFC). There are 26 trees identified on the Tree Conservation Report (TCR), 12 trees are proposed to be removed, 28 are proposed to be planted. New trees are proposed in the front yard, near the residential entrance, around the outdoor patio, and around the parking lot.

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 determined a Phase 2 ESA was not needed. Redevelopment to a more sensitive use triggers a need to file a Record of Site Condition (RSC) under the *Environmental Protection Act* (EPA). The City will be filing a Record of Site Condition for the property.

## **INDIGENOUS GENDER AND EQUITY IMPLICATIONS**

### **Indigenous Policy Considerations**

The proposed development will create 50 affordable rental units for Indigenous seniors.

## **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 options including below market and deeply affordable near transit and leverage City land.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-23-0009) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the issues associated with the irregular shape of the lot and ongoing land negotiations with the adjacent property owner.

Easements and/or land acquisition will be dealt with at the site plan control stage of the planning application process

## **CONCLUSION**

Planning Staff recommend approval of the Zoning By-law amendment at 2040 Arrowsmith Drive. The proposal aligns with the Official Plan (2022).

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the (1) owner; (2) applicant; (3) 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, 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.

## **SUPPORTING DOCUMENTATION**

Document 1. 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

Document 1 – Zoning Key Map

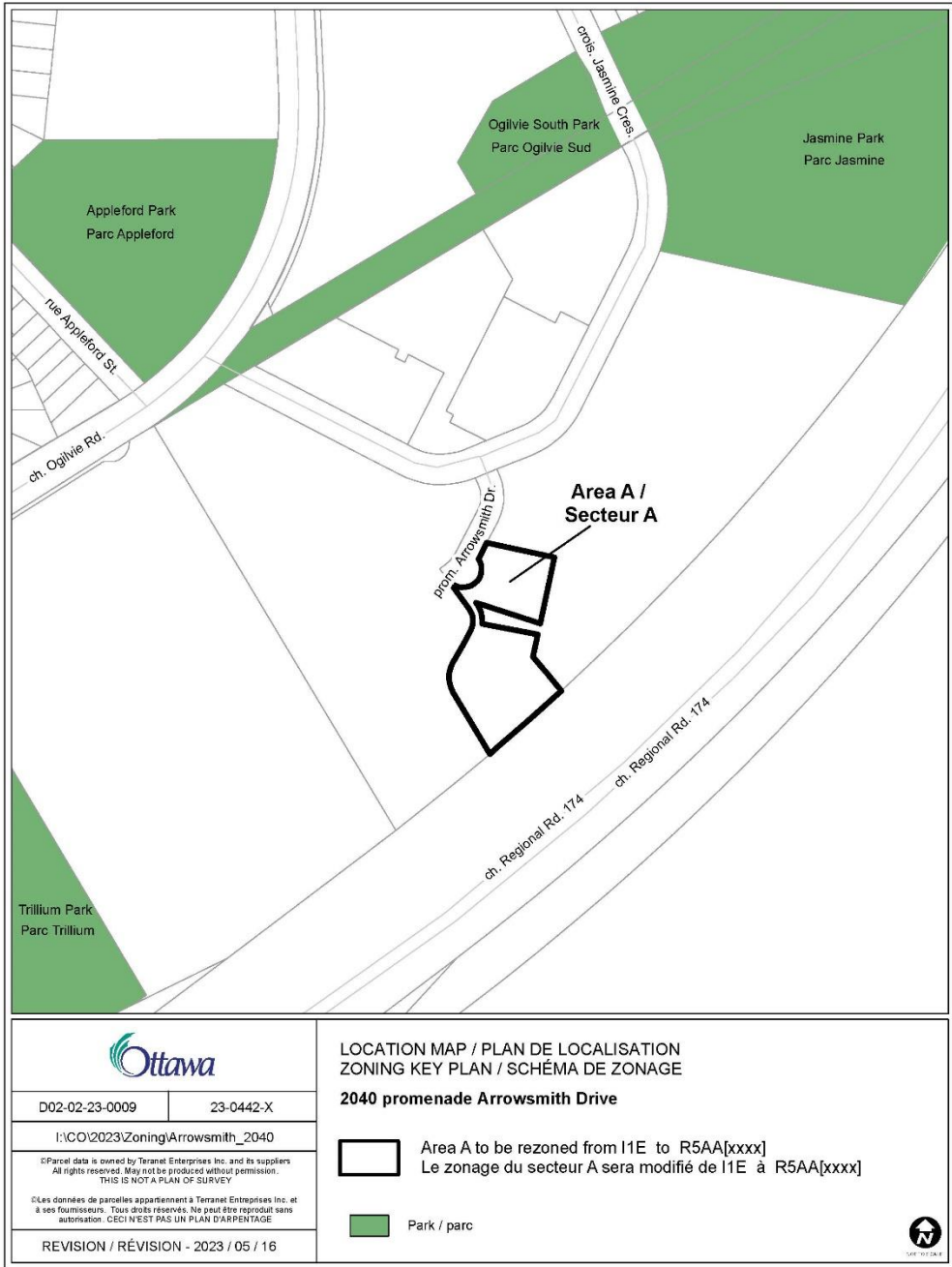


Figure 1: Map identifies the subject property. The subject site is irregularly shaped and has a lot area of approximately 6,000 square metres, the property has frontage along Arrowsmith Drive, a local road, the rear lot line abuts Regional Road 174 (the Queensway). The proposal is to rezone the site from I1E to R5AA[XXXX].

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 2040 Arrowsmith Drive:

Add a new exception with provisions similar in effect to the following:

1. Rezone the lands as shown in Document 1
2. Add a new exception, XXXX, to Section 239 – Urban Exception with provisions similar in effect to the following:
  - a. In Column I, Exception Number, add the text “[XXXX]”
  - b. In Column II, add the text “R5AA[XXXX]”
  - c. In Column III, add the text “community centre”
  - d. In Column IV, add the text “apartment dwelling, high-rise”
  - e. In Column V, include provisions similar to the following
    - i. The setback from Arrowsmith Drive is the front yard setback, the setback from HWY 174 is the rear yard setback, all other setbacks are interior side yard setbacks.
    - ii. Despite Table 164 B, endnote 25, no minimum building height is applicable.
    - iii. Despite Section 109 (3)(a)(i)(ii) parking spaces may be established in the front yard.
    - iv. The minimum parking space rate for a dwelling unit in a mixed-use building is 0.88 per dwelling unit.
    - v. Despite Section 101 (3)(b), an outdoor refuse collection and refuse loading area accessed via a parking lot may be located at least 0.85 metres from a site lot line.
    - vi. Despite Table 137 (5), the total amenity area requirement is 1.28 square metres per dwelling unit.
    - vii. Table 164 B, endnote 21 does not apply.

### 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. In Table 1, staff focused on the different uses permitted in the I1E versus the R5AA[XXXX] zones. Both the I1E and the R5AA[XXX] zones permit the following uses: group home, park, residential care facility, retirement home, and retirement home converted, rooming house, shelter, and urban agriculture.

Per provision 163(6) of the Zoning By-law, a mixed-use building is subject to subzone provisions for a mid-rise apartment building where high rise is not a permitted use and mid-rise is a permitted use.

**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 I1E	Proposed Zoning R5AA [XXXX]	Proposal
<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> <li>• Recreational and athletic facility</li> <li>• Retail food store, limited to a farmers' market</li> <li>• School</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>• Apartment dwelling, low rise</li> <li>• Apartment dwelling, mid-rise</li> <li>• Bed and breakfast</li> <li>• Diplomatic mission</li> <li>• Dwelling unit</li> <li>• Home-based business</li> <li>• Home based daycare</li> <li>• Planned unit development (PUD)</li> <li>• Secondary dwelling unit</li> <li>• Stacked dwelling</li> </ul> <p><b>*Urban exception to permit community centre.</b></p>	Yes



<b>Performance Standard</b>	<b>Current Zoning I1E</b>	<b>Proposed Zoning R5AA [XXXX]</b>	<b>Proposal</b>
<b>Minimum Lot Width</b>	15 metres	22.5 m	Yes (61.9 m)
<b>Minimum Lot Area</b>	400 square metres	675 square metres	Yes (6,018 m <sup>2</sup> )
<b>Minimum Front Yard Setback</b>	6 metres	2.5 metres	Yes (6 m)
<b>Minimum Corner Side Yard Setback</b>	4.5 metres	3 metres	N/A
<b>Minimum Interior Side Yard Setback</b>	<ul style="list-style-type: none"> <li>• minimum required yard setback from a residential zone is one metre per metre of building height to a maximum of ten metres</li> </ul>	1.2 metres	Yes (1.5 m)
<b>Minimum Rear Yard Setback</b>	<ul style="list-style-type: none"> <li>• 1 metre</li> </ul>	3 metres	Yes (59 m)
<b>Maximum Building Height</b>	<p>18 metres*</p> <p>* The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights</p>	6 storeys	Yes (17.9 m)
<b>Minimum Building Height</b>	N/A	4 storeys*	Yes

Performance Standard	Current Zoning I1E	Proposed Zoning R5AA [XXXX]	Proposal
		<b>*Urban exception to eliminate minimum building height</b>	
<b>Minimum Required Parking Space Rates (Area C)</b>	Community Centre use: 4 per 100 m <sup>2</sup> of gross floor area (GFA)	Community Centre use: 4 per 100 m <sup>2</sup> of gross floor area (GFA)  Dwelling Unit: 1 space/unit *  <b>*Urban exception to permit 0.88 space/unit</b>	Yes  (44 residential)  (17 GEFC)
<b>Distance of outdoor refuse collection and refuse loading areas accessed via a parking lot</b>	9 metres from a lot line abutting a public street, 3 metres from any other lot line	9 metres from a lot line abutting a public street*  <b>*Urban exception to permit 0.85 metres from any other lot line.</b>	Yes
<b>Minimum Required Visitor Parking (Area C)</b>	N/A	0.2 per dwelling unit	Yes  (10 visitor)
<b>Minimum Number of Bicycle Parking Spaces</b>	1 per 1500 m <sup>2</sup> of gross floor area	0.5 per dwelling unit  1 per 1500 m <sup>2</sup> of gross floor area	Yes  (25 resident)  (4 GEFC)
<b>Amenity</b>	N/A	6 square metres per dwelling unit. A	64 m <sup>2</sup>

Performance Standard	Current Zoning I1E	Proposed Zoning R5AA [XXXX]	Proposal
Area		<p>minimum of 50 per cent of the required total amenity area must be communal amenity area. The communal amenity area must be aggregated into area up to 54 square metres. *</p> <p><b>*Urban exception to permit 1.25 square metres per dwelling unit</b></p>	
Landscape Area	N/A	Thirty per cent of the lot area must be provided as landscaped area.	Yes (38.3 %)

Document 4 – Aerial Photos

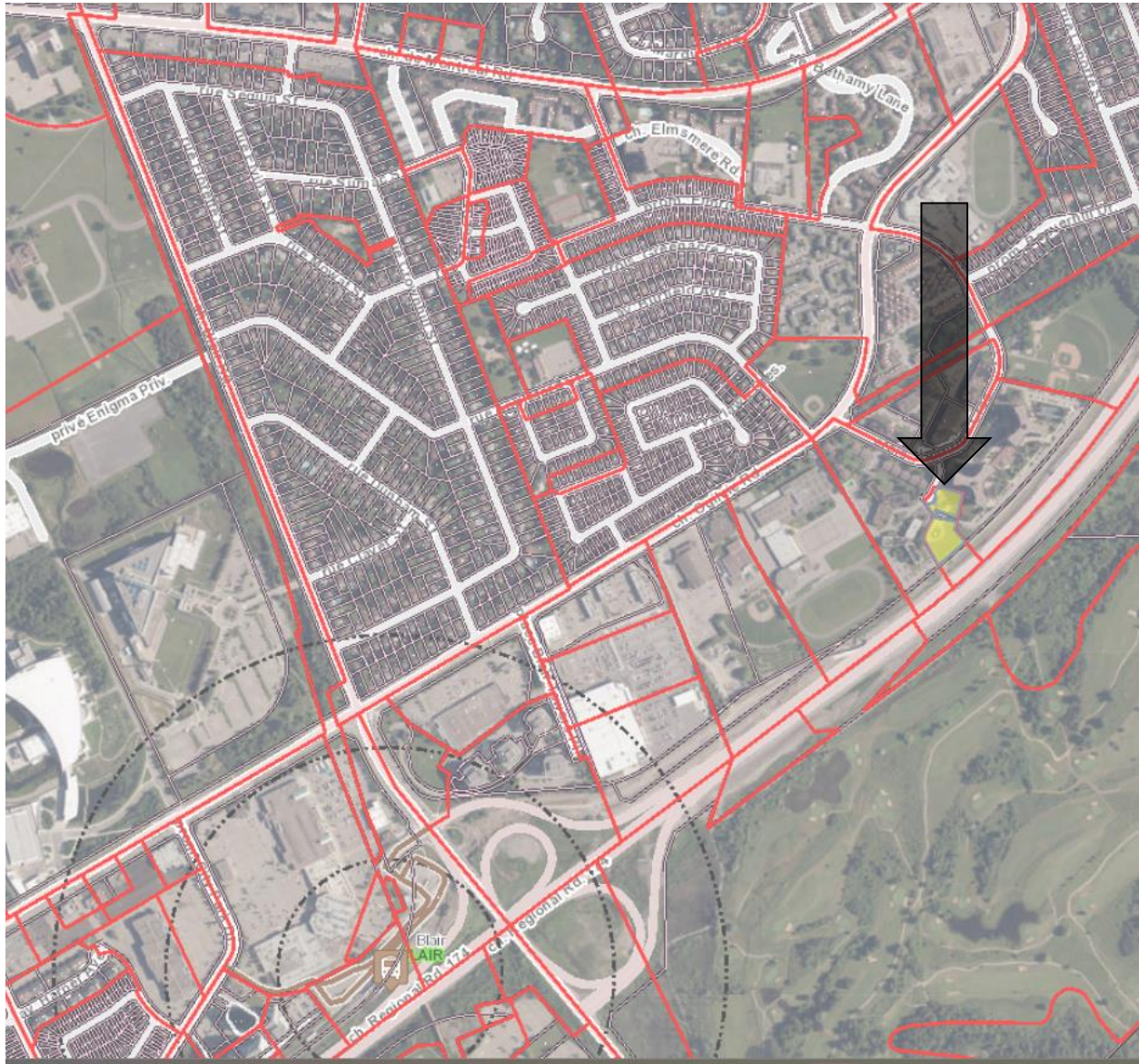


Figure 2: Capture from geoOttawa showing the context, 2040 Arrowsmith Drive is highlighted in yellow, north is up.



Figure 3: Capture from geoOttawa showing the location of 2040 Arrowsmith Drive and a 900 metres radius. Because Regional Road 174 acts as a barrier to pedestrian movement the area south of the regional road has been removed from the capture. 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 5 – Proposed Site Plan

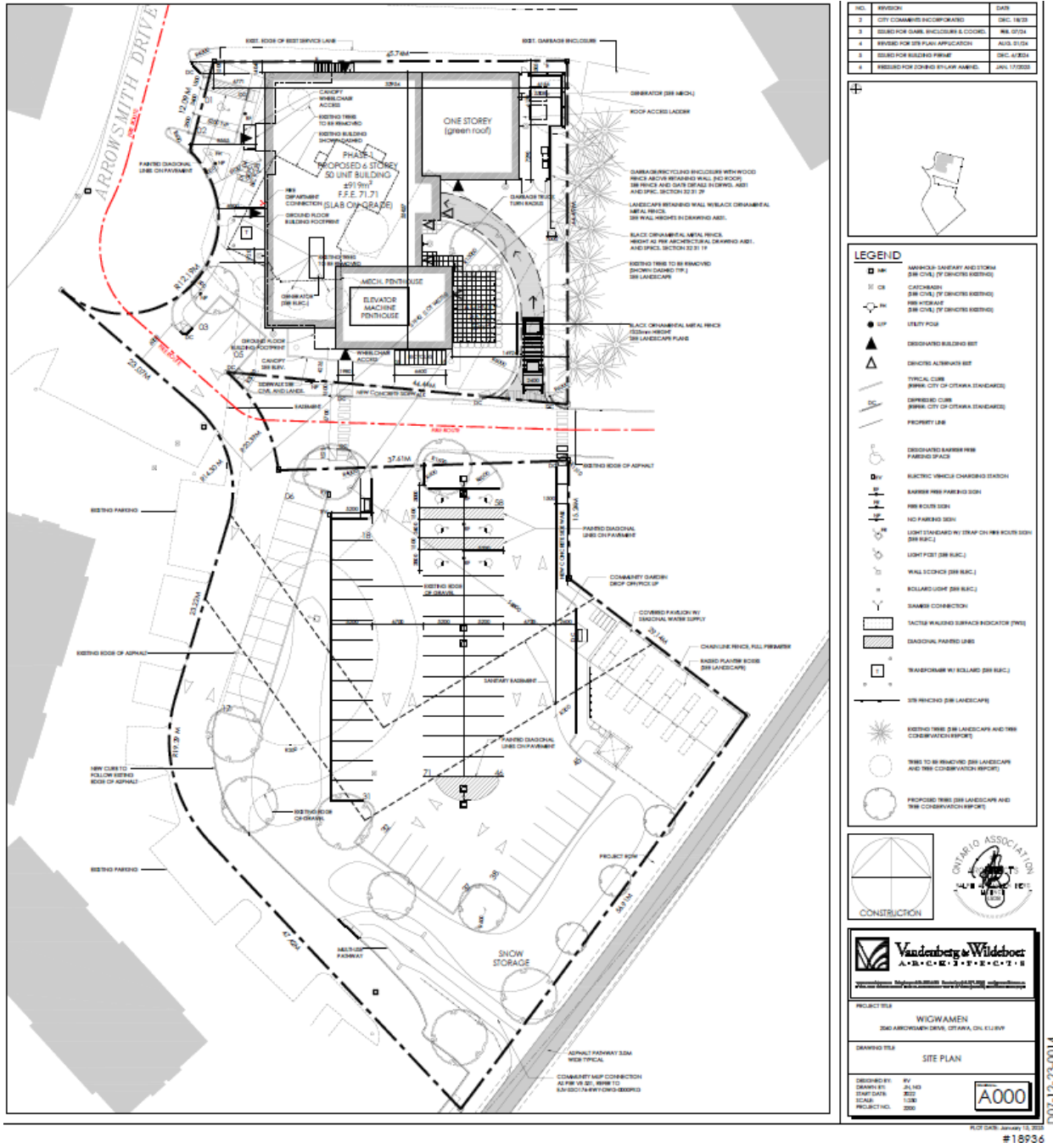


Figure 4: Proposed site plan showing location of building, parking, and landscaping. Source: Site Plan, Drawing A000, prepared by Vandenberg and Wildeboer Architects, dated 2022, revision 6 dated January 17, 2025.

## Document 6 – Proposed Development Images



Figure 5: West Elevation of 6-storey mixed used building, which will front onto Arrowsmith Drive. The Gloucester Emergency Food Cupboard (GEFC), a local food bank, will be located on the ground floor. Source: Elevations, Drawing A200, prepared by Vandenberg and Wildeboer Architects, dated December 20, 2022.

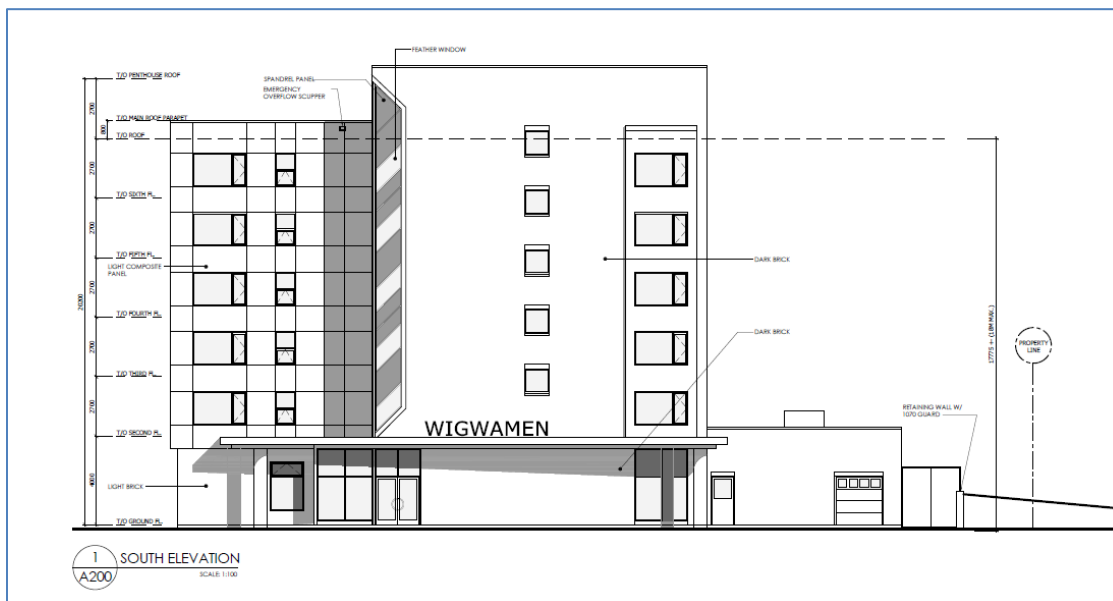


Figure 6: South Elevation of 6-storey mixed use building, which will front onto the private way (Sutton Place). The primary entrance for the rental apartments will be off the private way. Source Elevations, Drawing A200, prepared by Vandenberg and Wildeboer Architects, dated December 20, 2022.

## **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.

Staff received submissions from 26 individuals and/or condominium organizations, two individuals expressed support, seven individuals opposed the project, and the remainder expressed concerns. Below are the themes that emerged from most frequent to the less frequent.

### **Public Comments and Responses**

#### **Comment 1:**

**Parking:** Community members expressed concerns over the reduction in residential parking for the proposed development. People are worried that parking for the development will spillover into adjacent parking lots and on the street.

#### **Response**

There is justification for a reduced parking ratio for this site. The applicant, Wigwamen, also operates a 41-unit affordable rental apartment building at 205 Eric Czapnik in Orleans, with 26 parking spaces, with a parking ratio of 0.63 per unit. Wigwamen has not encountered problems with parking demand at that property. In comparison, the subject site at 2040 Arrowsmith Drive has better transit access compared to 205 Eric Czapnik Way. Furthermore, unlike the property on Eric Czapnik Way that is targeted for families, 2040 Arrowsmith Drive will be targeted towards seniors. Older adults have lower rates of vehicle ownership than families. With a proposed residential parking ratio of 0.88 spaces per unit, Wigwamen anticipates parking supply to exceed demand from future residents.

#### **Comment 2:**

**Vehicular Traffic:** Community members expressed concerns that the proposed development is going to significantly increase the volume of traffic on Arrowsmith Drive, Jasmine Crescent, and Sutton Place Lane (a private lane servicing CCC11 that connects to Arrowsmith Drive and Jasmine Crescent).



**Response:**

The traffic that will be generated by a development of this size can be accommodated by the existing road network. This concern is also addressed below in the responses to the condominium corporations' feedback.

**Comment 3:**

**Maintenance of Right-of-way:** Community member had questions regarding the maintenance of the existing right-of-way adjacent to the site (known as Sutton Place Lane), including snow removal. Historically, snow has been stored on 2040 Arrowsmith where the new parking area is proposed. Concerns were expressed over the potential rise in maintenance costs for current residents.

**Response:**

The existing right-of-way that provides access to neighbouring condominiums (CCC 11 and CCC 25) will remain. Adequate snow storage has been shown on the proposed site plan around the parking area. Any required agreements for maintenance or cost sharing will be dealt with at the site plan control stage of the planning application process.

**Comment 4:**

**Trees:** Comment members expressed concern regarding the loss of existing trees.

**Response:**

City policies focus on maintaining the urban forest canopy and its ecosystem services as a part of growth, development, and intensification. Where existing mature trees cannot be retained on a property due to redevelopment, focus is then shifted to tree planting. There are currently 26 trees on the property. 13 spruce trees along Jasmine Crescent will be preserved in addition to 15 deciduous trees planted, which totals 28 trees along with a variety of shrubs and perennial grasses as part of the site's landscaping plan.

**Comment 5:**

**Construction Noise:** Residents expressed concerns over noise during the construction process.

**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.

**Comment 6:**

**Property Values:** Some residents expressed concerns that the proposed development would negatively impact their property values.

**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. [Increased density in some circumstances can increase property values.](#)

**Comment 7:**

**Land use:** A few community members asked if the zoning would permit other potential land uses while also expressing that they did not want to see the site used as a supervised injection facility (safe injection site).

**Response:**

The site will be put in a Residential zone with an exception for a community centre. The planned use for the community centre is the existing Gloucester Emergency Food Cupboard (GEFC). No other uses are proposed.

**Comment 8**

**Crime:** A couple community members raised concerns that the proposed development will result in increased crime within the neighbourhood.

**Response:**

There is no statistical evidence that new affordable and/or supportive housing developments increase crime rates.

**Comment 9:**

**Design:** A couple community members raised concerns over the building's design and location. One issue regarded the building's materials and whether the structure would be constructed with wood. Concern was expressed over the potential fire hazard if the new building was of wood construction.

Questions were also raised over the location of the building in proximity to the adjacent building at 2000 Jasmine Crescent. Residents have expressed concerns over the potential loss of sunlight and privacy from the proposed building.

One community member also expressed similar concerns over the building height of the proposed development for similar concerns regarding the possible the loss of privacy, views, and natural light for their unit.

**Response:**

Architectural details and building materials considerations are not within the scope of zoning or site plan control. The applicant has not expressed a desire to use mass timber for this project. The proposed development will be required to meet all standards of the Ontario Building Code. In addition to the National Building Code, the Province of Ontario has a [Tall Wood Building Reference](#) that maintains high fire safety standards for both the public and fire service personnel.

The apartment building will be placed at the north end of the site, framing the public streetscape along Arrowsmith Drive. The building location was selected for design reasons (pedestrian access, transition in built form and scale), as well as practical considerations (the location of underground utilities beneath the southern portion of the site). The site is heavily constrained with an irregular lot fabric and the existing right-of-way (Sutton Place).

The height and footprint of the proposed building is complementary to the surrounding built form. The 6-storey apartment creates a transition between the interface of the 14-storey residential condominium apartment building to the north and east, and the 3.5 storey low rise apartments to the west, see Figure 7 below.

There is adequate separation between the buildings at 2000 Jasmine Crescent and 2040 Arrowsmith Drive given that 2000 Jasmine Crescent is set farther back from Arrowsmith Drive than the new building and there are limited windows on the north face of the new building. See Figure 30 of the 2040 Arrowsmith Drive, Ottawa Design Brief prepared by SHS Consulting dated September 2023, page 32.

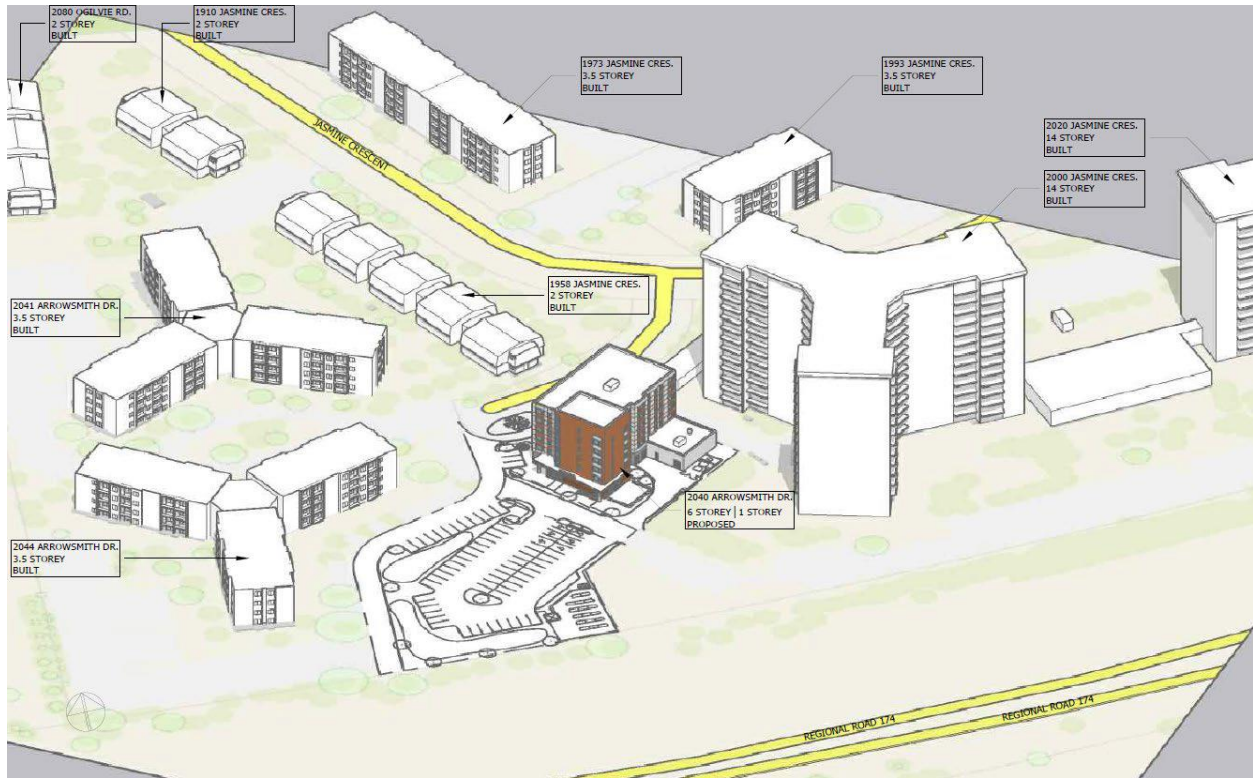


Figure 7: Aerial View Looking North Source: 2040 Arrowsmith Drive, Ottawa Design Brief prepared by SHS Consulting dated September 2023.

The proposed site lighting is designed to be ‘full cut-off’ lighting. This lighting ensures minimal light spillage off-site, which will reduce the impact on neighbouring properties. The maximum building height in the I1E zone is 18 metres, the proposed building is 17.9 metres.

### Comment 10

**Property taxes:** A couple residents questioned whether the proposed development would impact their property taxes.

### Response:

Property taxes are calculated using the assessed value of a property provided by the Municipal Property Assessment Corporation (MPAC) and multiplying it by the combined municipal and education tax rates for the property class (residential, commercial, industrial, etc.). Official Plan designations and zoning categories can affect the assessed value of a property. There is no impact on tax rates or tax classes on the neighboring properties. How a single development affects the assessment of current properties can vary, properties are assessed based on their market value; there is no reassessment currently planned therefore no likely impact. While the proposed development will change how taxes are calculated for the subject site at 2040

Arrowsmith given the intensification in use, it does not change the tax rates for adjacent property owners.

**Comment 11:**

**Stormwater Drainage:** A couple community members expressed the same concern over how the proposed development may affect water drainage for the adjacent properties given the area's soil composition.

**Response**

Stormwater management infrastructure is a required consideration for all development proposals. The applicant has submitted a Site Servicing Study and Stormwater Management Report that has been reviewed by municipal staff. The proposed development will include replacement of the existing storm sewer in Arrowsmith Drive to serve the subject and adjacent properties that will connect to an existing 600mm municipal storm sewer in Jasmine Crescent. The proposed changes to the site will result in approximately 29 per cent less stormwater runoff during a five-year storm event compared to the flow rate today and approximately 50 per cent less stormwater runoff during a 100-year storm event compared to the flow rate today.

The proposed development does not exceed the capacity of the existing infrastructure system. The developer will be required to build all site servicing to the City of Ottawa's infrastructure guidelines. For more information on stormwater management, 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 12:**

**Trespassing:** A few community members were concerned with trespassing as a potential result of the proposed development increasing foot traffic in the area. There were also concerns with pedestrian safety within this area.

**Response:**

Site design influences how pedestrians move through an area and can influence local trespassing and loitering trends. The proposed building location provides an active frontage along Arrowsmith Drive through the location of the proposed Gloucester Emergency Food Cupboard spaces along the west and north sides of the building. The site design screens servicing, loading areas and mechanical equipment from the public realm and will screen the apartment's surface parking from adjacent properties with grading and new plantings. The development will provide secured long- and short-term

bicycle parking facilities in areas which are safe, accessible, and provide convenient access to the building.

A new concrete sidewalk from Arrowsmith Drive is proposed to the community food bank, as is a concrete sidewalk around the south side of the building along Sutton Place to provide pedestrian access to the primary entrance for the rental apartments. On the southern portion of the site, a north-south oriented sidewalk is proposed along the eastern side of the parking lot to provide pedestrian access to the relocated community garden. The proposed surface parking lot design minimizes the number and width of vehicle entrances to avoid disruption of pedestrian movement through the site.

The City uses the principles of Crime Prevention Through Environmental Design (CPTED) in its review of development to enhance personal security in the design of spaces that are accessible to the public. CPTED is based on the theory that the physical environment can be designed and managed to reduce the incidence and fear of crime. The proposal strategically places the apartment building at the north end of the Site, framing the public streetscape along Arrowsmith Drive. There is a delineation between the public and private spaces, pedestrian access to the proposed building is separated by use – community food bank clients and staff will enter the ground floor spaces from the west, along Arrowsmith Drive, while residents, visitors and staff supporting the 50-unit affordable rental apartment building will access the building from the south, along Sutton Place.

**Comment 13:**

**Housing:** A couple members oppose the development due to the project's nature of providing affordable housing. They expressed concerns that there are already too many low-income people in the neighbourhood and that this project would be better located elsewhere.

**Response:**

This property is an underutilized site in an area well-connected to services and amenities that will continue to evolve over time. The application contributes to the City's target of 20 per cent of all new residential units being affordable, in accordance with the Ten-Year Housing and Homelessness Plan. The site is an appropriate location for the proposed residential land use.

Separation distances are meant to mitigate impacts generated by certain types of land use. There is no land use planning basis for separation distances for low-income residential properties from other low- to middle-income residential uses.

**Comment 14:**

**Density:** Some community members expressed concerns over the increased density of the site.

**Response:**

The proposed apartment building compliments existing development in the area with a land use that more efficiently uses existing municipal infrastructure and servicing. The City needs to provide for opportunities for an appropriate range and mix of housing options and densities to meet both market-based and affordable housing needs of current and future residents of the area. The proposal contributes directly to the City of Ottawa's target of achieving 45 per cent of growth in residential units through intensification between 2022-2026. Intensification means the development of a property at a higher density than currently exists through the development of vacant and/or underutilized lots within previously developed areas. The increase of residential density on the site is appropriate given the proposed design and how it can be accommodated by municipal infrastructure and servicing.

**Comment 15:**

**Loss of open space:** A couple community members commented that the development would result in a loss of an area that functions for them as an amenity space.

**Response:**

While the subject site is owned by City it has not been designated as open or recreational space. It has been identified as underutilized city-owned land suitable for the development of new housing. There are two community parks servicing this area: Appleford Park which is approximately 250m to the northwest of the site, and Trillium Park, which is less than 150m to the southwest of the site. For the future residents of 2040 Arrowsmith Drive, there are proposed amenity areas that will be multi-functional spaces with access to natural light.

**Comment 16:**

**Noise:** One community member expressed concerns that the higher site density would result in more noise that could affect the enjoyment of adjacent property owners.

**Response:**

[Noise complaints](#) can be reported for loud noise or shouting, barking dogs, alarms, garbage or delivery trucks, and the discharge of fireworks.

**Comment 17**

**Community benefit:** One community member expressed concern that this development will have no benefits to the existing residents and community.

**Response:**

Affordable housing initiatives can help improve equity and diversity within the neighbourhoods they are located in. Affordable housing can also positively affect the local economy by increasing the purchasing power of its occupants. The proposed development would create 50 affordable rental units for Indigenous seniors, 10 of which would be fully accessible. These apartments will contribute to the City's goal of developing 575 to 800 new affordable rental units annually. The project addresses equity concerns that are closely associated with housing insecurity and homelessness affecting seniors, as older adults are more likely to experience decreased incomes and greater incidence of experiencing disability. The proposed development will have a positive impact on the Beacon Hill South – Cardinal Heights community.

**Community Organization Comments and Responses**

The Boards for two condominiums (CCC11 and CCC25) submitted comments regarding this proposal. Carleton Condominium Corporation 25 (CCC25) represents the owners of 2000 Jasmine Crescent, which is adjacent to the proposed development to the northeast. Carleton Condominium Corporation 11 (CCC11) represents the owners of 2044 Arrowsmith Drive, which is adjacent to the proposed development to the northwest.

**Comment 1:**

Both CCC11 and CCC25 have concerns regarding traffic for Jasmine Crescent, Arrowsmith Drive, and Sutton Place Lane. The organizations believe traffic is heavy in this area due to the residential density, and have concerns given the nature of Arrowsmith Drive and Sutton Place Lane only being single lanes. Both organizations desired that a traffic study be undertaken by the applicant.

**Response:**

A Transportation Impact Assessment (TIA) screening form was completed by WSP Consulting in accordance with the City of Ottawa's Transportation Impact Assessment Guidelines (2017).

The Guidelines establish three different areas that can trigger the need for TIAs: number of trips generated, location of the development, and safety considerations. A TIA is required for apartment proposals over 90 units. The 2040 Arrowsmith



development only has 50 units proposed. The Gloucester Emergency Food Cupboard is an existing use on site that does not contribute to the trip generation factors. Jasmine Crescent has a posted speed limit of 40 km/h, the existing driveway to the development is located approximately 185m from the nearest intersection with Ogilvie Road and is not within auxiliary lanes of any intersection, and collision data indicates that there is approximately one collision per year since 2013 on Jasmine Court, none of which were located at the intersection with Arrowsmith Drive. There were no other reports of safety concerns on the boundary streets and the traffic volumes are low enough that operational concerns are not anticipated. The proposal did not surpass the thresholds established in the City's guidelines to require a TIA. The traffic that will be generated by a development of this size can be accommodated by the existing road network.

**Comment 2:**

CCC11 and CCC25 expressed concerns over the maintenance of the existing right-of-way (known as Sutton Place Lane), including snow removal. CCC11 notes that historically snow removal across the right-of-way has been at the cost of the CCC11. Concerns were expressed over the potential rise in maintenance costs for current residents. CCC11 and CCC25 wanted to have the maintenance and cost-sharing obligations between the condominiums and the new development determined or confirmed.

**Response:**

Adequate snow storage has been shown on the proposed site plan around the parking area for the proposed development. Any required agreements between the proposed development and CCC11 and CCC25 for maintenance or cost sharing will be dealt with at the site plan control stage of the planning application process.

**Comment 3:**

CCC11 and CCC25 had questions regarding the insurance coverage of applicant and their respective contractors and subcontractors. Both Boards want to ensure that there will be coverage of any potential damage to the adjacent properties of CCC11 and CCC25.

**Response:**

Insurance is not a land use planning concern. The applicants will be required to follow Ontario law regarding insurance coverage. At minimum, Ontario contractors are required to have general liability insurance, which provides protection in case of bodily injury or property damage to a third party at a worksite.

**Comment 4:**

CCC25 had questions regarding proper buffering between their property and the proposed development. CCC25 asked if there would be fencing between the properties, and if the digging of the proposed apartment building's foundation could affect CCC25's existing underground parking garage or underground services.

**Response:**

Fencing is proposed along the perimeter of 2040 Arrowsmith. A slab on grade foundation is proposed. There will be 1-metre to 1.5-metre excavation on the site and 2-metres to 2.5-meters excavation for installation of services. A special condition of the Site Plan Control Approval will be a pre and post construction survey.

**Other Concerns:**

Other concerns that the condominium boards had that have been adequately addressed in the responses to the public comments provided above:

- Reduction in parking;
- Permitted non-residential uses (such as a safe injection site);
- Increased pedestrian traffic and trespassing; and
- Tree removal.