

Subject: Zoning By-law Amendment 609, 611, 613 and 615 Parkview Road

File Number: ACS2025-PDB-PSX-0029

Report to Planning and Housing Committee on 9 April 2025

and Council 16 April 2025

**Submitted on April 3, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Kitchissippi (15)

**Objet : Modification du Règlement de zonage visant les 609, 611, 613 et 615,
chemin Parkview**

Dossier : ACS2025-PDB-PSX-0029

Rapport au Comité de la planification et du logement

le 9 avril 2025

et au Conseil le 16 avril 2025

**Soumis le 3 avril 2025 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

**Personne ressource : Jack Smith, Urbaniste II, Examen des demandes
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REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 609, 611, 613 and 615 Parkview Road, as shown in Document 1, to permit four-unit low-rise apartment buildings, 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 *April 16, 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 2008-250* visant les 609, 611, 613 et 615, chemin Parkview, des biens-fonds illustrés dans le document 1, afin de permettre la construction d’immeubles résidentiels de faible hauteur abritant chacun quatre logements, comme l’expose en détail le document 2.
2. Que le Comité de la planification et du logement approuve l’intégration de la section du présent rapport consacrée aux détails de la consultation dans la « brève explication » du résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe 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 16 avril 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.

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

609, 611, 613 and 615 Parkview Road.

Owner

Naascar Inc. (c/o Angelo Caruso) and AD Investments (c/o Albano Caruso)

Applicant

JFSA Canada Inc.

Architect

Evolution Design and Drafting

Description of site and surroundings

The subject properties are located on the east side of Parkview Road, between Buell Street and Sebring Avenue. The four properties have a total approximate frontage of 40 metres along Parkview Road with a total area of approximately 1,326 square metres. Four triplex buildings are situated across the subject lands.

The subject lands are located within the Westboro Neighbourhood. Surrounding land uses include Hampton Park to the east; low-rise ground-oriented residential dwellings to the north; low, mid, and high-rise residential uses to the west; and low-rise ground-oriented dwellings as well as a commercial plaza to the south.

Summary of proposed development

A Zoning By-law Amendment application has been submitted to permit an additional dwelling unit within the existing triplexes, for a total of four units in each building.

The additional dwelling units are contemplated within the basements of the existing triplex buildings, making them low-rise apartment buildings. Existing parking spaces are provided in the rear yard for each building, accessed by two existing shared drive aisles between 609 and 611 Parkview Road, as well as 613 and 615 Parkview Road. One bicycle parking space is proposed per unit, for a total of 16 bicycle parking spaces. Trees are proposed in the front and rear yards, and communal waste enclosures will be provided in the rear yards, shared between 609 and 611 Parkview Road, as well as 613 and 615 Parkview Road. The pair of properties sharing the common waste and bicycle parking areas are commonly owned.

Additional proposed alterations include removing existing asphalt from the front yard adjacent to the driveway, and introducing soft landscaping, as well as implementing

hard surface walkways for the basement units, vegetative plantings between the parking spaces and balconies at the rear, and additional vegetative plantings and trees in the rear yard.

Summary of requested Zoning By-law Amendment

The application proposed to rezone the site from R3R (Residential Third Density Subzone R) to a site-specific R4-UC zone (xxxx) (Residential Fourth Density Subzone UD, Urban Exception xxxx), to permit low-rise apartment buildings as a new land use on the subject lands. The Zoning By-law Amendment proposes site-specific amendments to:

- Permit a minimum lot width of 9.76 metres, whereas 10 metres is required.
- Permit a minimum interior side yard setback of 1.2 metres, whereas 1.5 metres is required.
- Despite Clause 139(4)(e), permit a walkway to extend to the right-of way on a lot less than 10 metres in lot width where a driveway is provided.
- Remove the requirements of 161(15)(h), which require at least 20 per cent of the area of the front façade to be recessed an additional 0.6 metres from the front setback line.
- Permit a maximum of one motor vehicle parking space per dwelling unit, whereas 0 spaces are permitted on a lot less than 450 square metres.
- Despite Section 162 (Table 162A), establish a maximum dwelling unit count of four units per low-rise apartment building.
- Establish a maximum width of three metres for a driveway shared between two properties.
- Require one bicycle parking space per dwelling unit, whereas 8 are required.
- Establish the requirement of centralized waste storage structure or building within the rear yard.
- Establish that a maximum of one garbage storage area may be shared between no more than two properties.
- Despite Section 55, Table 55(3), permit a minimum required setback from an Interior Side Lot Line for an accessory building or structure: 0 metres.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. Correspondence was received from nine individuals. Concerns related to parking, landscaping and trees, snow storage, waste collection, application history, servicing, and relation to Hampton Park were raised.

Prior to submitting the formal Zoning By-law Amendment Application, the applicant engaged the Councillor's office, and a public consultation meeting was held with the community regarding the additional units on December 12, 2023 for input from the community.

For this proposal's consultations details, see Document 3 of this report.

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Official Plan designations

The subject properties are located within the Inner Urban Transect Policy Area, as per Schedule A of the Official Plan. The intended pattern of development within the Inner Urban Transect is urban. Policy 4 of Section 5.2.1 supports increases in existing residential densities to sustain the full range of services within Hubs and Corridors in order to support the growth of 15-minute neighbourhoods. Policy 2 of Section 5.2.2 prioritizes walking, cycling, and transit and accommodate motor vehicle access provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists, and transit users. Policy 3 of Section 5.2.2 outlines that where motor vehicle parking is proposed, it shall be hidden from view of the public realm and shall be accessed by driveways that minimize the impact on the public realm, resulting in no net increase in vehicular private approaches. Policy 1 of Section 5.2.4 provides direction that Neighbourhoods located within the Inner Urban Transect allow and support a wide variety of housing types with a focus on missing middle housing for up to four-storeys where appropriate to permit higher-density low-rise residential development with an emphasis on framing the public right of way.

Further, Schedule B2 further identifies the property as being within the Neighbourhood designation and "evolving" overlay. Neighbourhoods permit a mix of building forms and densities to support ongoing gradual, integrated, sustainable, context-sensitive development, and where an overlay directs evolution, gradual well-planned transformation. Policy 2 of Section 6.3.1 outlines permitted building heights within neighbourhoods shall generally be low-rise. Policy 4 of Section 6.3.1 allows a range of

residential built forms and the creation of missing middle housing, to meet or exceed the goals of Table 2 and Table 3b of the Official Plan, which set a target residential density range of 60 to 80 dwellings per net hectare within the Inner Urban Transect. Policy 5 of Section 6.3.1 outlines the Zoning By-law will distribute densities in the neighbourhood by allowing higher densities, such as apartment buildings, in areas closer to but not limited to rapid transit stations, corridors, and major neighbourhood amenities. Policy 1 of Section 6.3.2 outlines that approvals under the *Planning Act* will allow innovative building forms, including missing middle housing, to support the creation of 15-minute neighbourhoods. Innovative building forms include the adaptive reuse of existing buildings into a variety of new uses. Policy 3 of Section 6.3.2 outlines within the Inner Urban Transect covered by the Evolving Neighbourhood overlay, urban built form as described in Table 6 of the Official Plan is anticipated to support increases of density. The Evolving Neighbourhood overlay, which is applied to areas in close proximity to Hubs and Corridors is meant to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for new built forms and more diverse functions of land.

Other applicable policies and guidelines

The proposed development is subject to the Urban Design Guidelines for Low-Rise Infill Housing, which have the objective to create development that will enhance streetscapes, protect and expand landscaping, emphasize front doors and windows rather than garages, achieve a good fit into an existing neighbourhood, include more soft landscaping and less asphalt in front and rear yards, amongst other strategic directions.

Planning rationale

Having considered the policies in the Official Plan, as highlighted in this report, staff are of the opinion that the proposed development is consistent with the policy framework.

Official Plan

The proposed development aligns with the intent of policies within Sections 5.2.1.4, 5.2.2.2, 5.2.2.3, and 5.2.4.1 by enhancing the urban character of the Inner Urban Transect and contributing towards the development of a 15-minute neighbourhood by creating a new housing type and increasing housing stock within an existing building, which facilitates an increase in density in-line with the Inner Urban Transect and Growth Management policies. The development supports active transportation through the provision of a 1:1 ratio of bicycle parking spaces per dwelling unit, which will improve the utilization of active transportation within the neighbourhood and reducing the resident's reliance on automobiles. The existing parking spaces in the rear yard are

hidden from the public realm, and the existing private approaches are being maintained. Further, the proposal includes the removal of asphalt surface in the front yard to prevent motor vehicle parking, in addition to landscaping improvements such as vegetative plantings which improve the development's interface and relation with the public right-of-way.

Sections 6.3.1.2, 6.3.1.4, 6.3.1.5, 6.3.2.1 and 6.3.2.3 outlines policies for development within the Neighbourhood designation which seek a generally maximum built form of four-storeys, the creation of missing middle housing, an increase of residential density meeting or exceeding the City's targets in close proximity to corridors, transit stations, and major neighbourhood amenities, the adaptive reuse of existing buildings, and establishing of an urban built form. The proposed development includes the creation of an additional unit within the basements of the existing triplex buildings, maintaining a height of three-storeys, and converting the buildings into low-rise apartment buildings which has the effect of effectively readapting the built form to support a greater density in close proximity to the Kirkwood Avenue Corridor and Hampton Park, satisfying these policies within the Official Plan. Further, the proposed development exhibits and is consistent with an urban pattern of development, as described in Section 5, Table 6 of the Official Plan, including a built-form relationship with the public realm, principal entrances at grade, minimum of two-functional storeys, formal landscaping including soft landscaping, trees, and hard surfacing, and limited parking that is concealed from the street.

Urban Design Guidelines for Low-Rise Infill Housing

The proposed development improves and aligns with the pedestrian realm along Parkview Road through active front yard entrances, creates attractive front and rear yard landscaping, is compatible with adjacent low-rise uses, screens the rear yard parking, includes tree plantings, and prioritizes walking, transit, as well as active transportation.

As such, the proposal implements and is consistent with a number of the guidelines within the Urban Design Guidelines for Low-Rise Infill Housing.

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 in association with this report due to the location of the subject site.

COMMENTS BY THE WARD COUNCILLOR

Councillor Leiper has provided the following comment:

“Since the original variances that allowed this project to proceed were approved by the OMB, the land-use planning framework has evolved significantly in the direction of greater density. I recognize that the applicant represents a new owner since the initial applications associated with the development of these properties in 2020. I’m also aware that a refusal of this application by City Council would unlikely be supported by the Ontario Land Tribunal.

Having said that, I cannot ignore the original owner’s commitment to residents that there would not be another application coming forward to add more units to the triplexes. When commitments like these aren’t honoured, it exacerbates mistrust in the planning process. I’m also aware of complaints with respect to parking issues and garbage storage. The addition of more units here will exacerbate some of these issues with respect to the operation of the site. Considering all these issues, I cannot support the rezoning as requested.”

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with 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.

ACCESSIBILITY IMPACTS

No accessibility concerns have been identified through review of this application. The additional unit will be subject to further building permit review.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all.
 - Increase housing supply and support intensification.
- A city that is green and resilient.
 - Plant, grow and preserve the urban tree canopy along roadways.
- A city that is more connection with reliable, safe, and accessible mobility options.
 - Support sustainable transportation for residents.
 - Improve transit reliability.

APPLICATION PROCESS TIMELINE STATUS

The statutory 90-day timeline for making a decision on this application under the *Planning Act* will expire on Tuesday April 15th, 2025. This application will be considered by Council on day 91 of the *Planning Act* timelines, due to the postponement of Planning and Housing Committee and Council resulting from the rescheduling of these meetings.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

CONCLUSION

Staff support the proposed Zoning By-law Amendment to facilitate the creation of an additional unit within the existing buildings and recommend approval of the application. Staff are of the opinion that the proposed land use will provide an increased housing stock through the effective reuse of the existing buildings, as well as contribute to a 15-minute neighbourhood which better supports active transit within an evolving neighbourhood.

DISPOSITION

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

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it 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 – Zoning Key Map



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

Location of the subject lands and proposed zoning, on the east side of Parkview Road, south of Buell Street.

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 609, 611, 613 and 615 Parkview Road:

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 Exceptions with provisions similar in effect to the following:
 - a) In Column I, Exception Number, add the text “[xxxx]”
 - b) In Column II, Applicable Zones add the text “R4-UC[xxxx]”
 - c) In Column V, Provisions, add the text:

The following provisions apply to a property containing a three-unit dwelling or low-rise apartment:

- Minimum lot width: 9.7 metres.
- Minimum Interior side yard setback: 1.2 metres
- Despite Clause 139(4)(e), a walkway is permitted to extend to the right-of-way on a lot less than 10 metres in lot width where a driveway is provided.
- Clause 161(15)(h) does not apply.
- Despite Subsection 161(16), a maximum of one motor vehicle parking space is permitted.
- Despite Section 162 (Table 162A), maximum number of dwelling units permitted in a low-rise apartment: four (4)
- Minimum bicycle parking space rate: one (1) space per dwelling unit.
- A driveway shared between two properties has a maximum width of 3 metres.
- A garbage storage area is required and must be located within an accessory building or structure in the rear yard.
- A maximum of one (1) garbage storage area may be shared between no more than two properties.

- Despite Section 55, Table 55(3), minimum required setback from an Interior Side Lot Line for an accessory building or structure: 0 metres.

Document 3 – 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. A virtual open house was also hosted by the Ward Councillor on December 12th, 2023.

Public Comments and Responses

Application History

Concerns that the initial triplex development was not adequately designed to accommodate a fourth unit, or that the applicant was not truthful when contemplating the initial design that the buildings would contain four units.

Staff Response

The initial Committee of Adjustment applications contemplated three-unit triplex dwelling units on the subject lands. Since the time of the initial application, ownership of the subject lands has changed hands, and the new owners have proposed an additional unit within the basements of the existing triplex buildings.

The renovations to the existing building will be subject to Building Permits and will need to meet the requirements of the Ontario Building Code.

The recommendation of this report is based on the merit of the application.

Trees, Landscaping and Climate Impacts

A number of trees were removed during the original application processes, and trees were supposed to be planted based on requirements of the previous Committee of Adjustment applications. Additionally, sod or turf would be preferred instead of mulch in the front yard. Trees should be subject to tree protection where applicable. Trees provide great water infiltration to prevent ponding in the area, which experienced ponding and flooding. Concern with loss of trees and need for Environmental Impact Statement for environmental protection adjacent to NCC lands.

Staff Response

The new owners have committed to planting trees as per the previous owner's commitments through the Committee of Adjustment applications. The applicant is

proposing 11 new tree plantings as part of the proposed development, and no trees are proposed to be removed. The mulch is an improvement of the existing condition, which is currently asphalt.

Staff have reviewed the proposed landscape plan and have no concerns pertaining to the proposed tree planting and any required protection. An Environmental Impact Statement is not required as the building is existing, and minimal landscaping works are proposed.

Garbage Storage

Waste management at the properties has been an ongoing concern. There is no centralized waste storage area. There are concerns relating to wildlife getting into garbage due to the proximity to Hampton Park. Further, tenants are not always taking their garbage curbside on collection day.

Staff Response

Two centralized waste storage areas are proposed as part of the development proposal, which will consolidate waste storage across the four subject properties. The centralized waste storage enclosures will prevent the accumulation of waste across the subject lands, and garbage will be brought curbside on collection day.

Staff have reviewed the waste collection strategy and are satisfied that the number of bins contained within the centralized waste storage areas meet the City's Waste Collection Guidelines and are eligible for curbside pick-up.

On-Site Parking and Street Parking

Lack of available parking is a concern given the proposed number of units. The laneways between the triplexes are narrow, and vehicles are also parking along the front yard and front walkway. The laneways and rear lot are not paved.

Impacts to on-street parking on Parkview has become increasingly problematic, especially when the nearby public amenity areas are used in the summer and during the winter when snow limits the road width.

Staff Response

The zoning by-law amendment establishes standards which will restrict the width of a driveway shared between two lots to 3 metres wide. Further, the asphalt in the front yard will be removed and replaced with landscaping to improve the front yard condition

and prevent parking on the walkway. As such, front yard parking will not be permitted, and only one parking space will be permitted per lot, which are located within the rear yard and adequately screened from the public realm.

The proposed zoning does not require any vehicular parking spaces on lots less than 450 square metres. The zoning by-law amendment will include an exception which will permit the existing parking spaces in the rear to be maintained. The applicant is also proposing a site-specific exception to provide for a 1:1 ratio of bicycle parking spaces per dwelling unit, which will promote and improve active transportation within the community.

Adequate Servicing

Concerns about whether the capacity exists to support the creation of an additional unit within each building.

Staff Response

Staff have reviewed the Serviceability Brief and have no concerns with the adequacy of existing infrastructure to service the proposed development.

Relation to Hampton Park

The rear yards are an eye sore from Hampton Park, and the parking, garbage collection areas, and bike parking will add to this. There is some snow build up accumulating and encroaching into the park area.

Staff Response

A fence will be constructed in the rear yard as required by the previous Committee of Adjustment applications, which will screen the rear yard and prevent snow build up from going beyond the property boundaries.

Snow Removal

The properties have little space for snow storage and plowed snow.

Staff Response

The owners will need to store and plow snow in accordance with the City's Property Maintenance and Property Standards By-laws. The proposal includes an increase of soft landscaping within the front yards, which will limit the amount of area subject to snow removal.