

Subject: Zoning By-law Amendment – 245 and 275 Lamarche Ave

File Number: ACS2025-PDB-PSX-0021

Report to Planning and Housing Committee on 4 June 2025

and Council 11 June 2025

**Submitted on May 29, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Orléans South-Navan (19)

Objet : Modification du Règlement de Zonage – 245 et 275 avenue Lamarche

Dossier : ACS2025-PDB-PSX-0021

Rapport au Comité de la planification et du logement

le 4 juin 2025

et au Conseil le 11 juin 2025

**Soumis le 29 mai 2025 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
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REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 245 and 275 Lamarche Avenue, as shown in Document 1, to permit for a planned unit development with 468 stacked dwellings across 22 housing blocks, as detailed in Document 2.
2. 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 June 11, 2025 subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommander au Conseil d'approuver une modification du *Règlement de zonage 2008-250* visant les 245 et 275, avenue Lamarche, des biens-fonds illustrés dans le document 1, afin de permettre la réalisation d'un complexe immobilier comprenant 468 logements superposés répartis sur 22 îlots d'habitation, comme l'expose en détail le document 2.
2. Approuver 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 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 du 11 juin 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date de la décision du Conseil.

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

245 and 275 Lamarche Avenue

Owner

Caivan (Orleans Village 2) Ltd.

Applicant

Bronwyn Anderson

Description of site and surroundings

The subject lands are comprised of two vacant parcels, approximately 4.6 hectares in total area and rectangular in shape. Both parcels abut the easterly side of Lamarche Avenue and south of five neighbouring properties fronting Innes Road, an arterial road.

Surrounding lands include a mix of undeveloped lots, low-rise residential neighbourhoods, and greenfield, with varied local amenities fronting Innes Road. To the west across Lamarche Avenue is future development land for apartment buildings, the Chapel Hill Retirement Residence, and low-rise dwellings. Immediately to the east is a car wash and a commercial storage facility separated by Ventus Way, a local road, and more low-rise development lands. Further east fronting Innes Road is a large retail plaza featuring big-box stores and quick service restaurants, and immediately to its south is a mix of grassy and forested land. To the north is a mature low-rise residential neighbourhood, and to the south are previous phases of Caivan's Orleans Village, a newly built low-rise residential neighbourhood.

Summary of proposed development

The proposed development is for 468 stacked dwelling units arranged in 22 blocks all oriented around common parking areas and a 3,400 square metre public neighbourhood park. Each dwelling unit will have their own private amenity space and have access to communal amenity areas spread throughout the site. The blocks are comprised of 16, 20, or 24 dwelling units each. A total of 468 residential vehicle parking spaces are proposed (at a rate of 1 per unit), plus 87 visitor parking spaces and 234 bicycle parking spaces, all contained within common parking areas provided between the townhouse blocks.

A Site Plan Control application (D07-12-24-0103) was received with the Zoning By-law Amendment and is currently under review. If this Zoning By-law Amendment is approved the Site Plan Control application will aim to be approved shortly after.

Summary of requested Zoning By-law amendment

The subject lands are currently zoned Development Reserve (DR). The DR zone is intended for future urban development in areas designated as General Urban Area and developing communities in the Official Plan and generally limits the range of permitted uses to existing uses only.

The Zoning By-law Amendment therefore proposes to rezone the subject lands from DR to the following three zones, as illustrated in Document 1:

1. **Residential Fourth Density Subzone Z with an Exception (R4Z[XXXX])**, to permit a range of residential building forms from detached to low-rise apartments, including stacked dwelling units:
 - a. The exception provisions propose to reduce the required resident parking from 1.2 to 1 resident spaces per dwelling unit and from 0.2 to 0.18 visitor spaces per dwelling unit;
2. **Arterial Mainstreet Subzone 10 (AM10)**, for the portion to be severed facing Innes Road, and;
3. **Parks and Open Space Zone (O1)**, for the proposed neighbourhood park.

DISCUSSION

Public consultation

The public was notified about the combined Zoning By-law Amendment and Site Plan Control applications through the posting of on-site signs and a mailout notice to those living within 120 metres of the development lands. The application and its submission materials (architectural plans, landscape plans, etc.) were also posted online for consideration and input was gathered by email and submissions made through the city website.

The Planning and Housing Committee meeting will otherwise satisfy the public meeting requirement for a Zoning By-law Amendment proposal under the *Planning Act*.

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

Official Plan designation(s)

The subject lands are designated Neighbourhood Area and Minor Corridor within the Suburban (East) Transect ([Schedule B8](#)) of the Official Plan (OP), with the Evolving Neighbourhood overlay generated by the Minor Corridor designation generally covering the northern half of the development lands.

The 2022 City of Ottawa OP establishes a comprehensive land use policy framework that guides the City's growth and development through to the year 2046. As such, key objectives within the OP include encouraging compact, walkable communities with a range of available services (15-minute neighbourhoods), transit-oriented development, and intensification within built-up areas. To facilitate these goals, five of Ottawa's planning principles or "Big Policy Moves" are outlined in [Section 2—Strategic Directions](#) to guide all policies, regulations, and planning decisions in the OP. The most applicable to the present application is Big Policy Move 1, which prioritizes intensification in existing neighbourhoods over new greenfield development to accommodate the City's projected population growth.

Density targets for residential growth are charted in Table 3b of [Section 3—Growth Management Framework](#). The density target in the *Neighbourhood designation—Suburban Transect*, as directed to the present application, is 40 to 60 dwellings per net hectare and per 3.2(12) intensification densities shall "generally meet or exceed the applicable density targets".

Objectives for urban forest canopy are provided in [Subsection 4.8](#), recognizing the importance of trees and landscaping for their contributions to the City's resiliency and improving overall quality of life. Accordingly, the City seeks to achieve a 40 per cent forest canopy cover, per section 4.8.2(2) of the OP. Further, section 4.8.2(3) states that growth, development, and intensification shall maintain the urban forest canopy, and space for mature healthy trees on public and private property shall be provided and preserved (section 4.8.2(3a)).

Development within the [Suburban Transect](#) (subsection 5.4) is generally characterized by low to mid-density development while gradually introducing denser forms of suburban development. Direction for new development in the Suburban Transect is provided in subsection 5.4.4, and includes: a planned arrangement of blocks and corridors, active transportation linkages, avoiding rear lotting on higher traffic streets, and screening of parking lots, among other design criteria.

Neighbourhood policies are provided in subsection 6.3 and provide that permitted building heights shall generally be low-rise. Subsection 6.3.2(2) states that form-based regulation may be established through the Zoning By-law to achieve matters such as: appropriate interfacing with the public realm and between buildings, including with soft landscaping and screening; transition in building form to abutting designations, and consistency with the local context. The northern portion of the development lands are subject to the Evolving Neighbourhood overlay which generally identify areas that will evolve over time with a focus on missing middle housing and a more urban site design.

Other applicable policies and guidelines

Urban Design Guidelines for Low-Rise Infill Housing (2022)

The [Urban Design Guidelines for Low-Rise Infill Housing](#) seek a more compact urban form, and look to achieve a good fit into an existing neighbourhood while respecting its character and its architectural and landscape heritage, and include more soft landscaping and less asphalt in front and rear yards among others, with the intention to help achieve the City's intensification objectives outlined in the Growth Management Framework section of the OP.

Planning rationale

The proposed Zoning By-law amendment represents development that is consistent with Big Policy Move 1 by permitting for intensification within an existing neighbourhood in the urban area. The density proposed on the subject lands is approximately 100 dwellings per net hectare and exceeds growth targets established by the Official Plan. While soil conditions are challenging on the southern portion of the lands, a modest amount of tree planting in support of subsection 4.8 is provided on-site by taking advantage of the 6m setbacks required in the rear and interior side yards to provide medium size trees for a portion of the site. While some landscaping areas are provided throughout, there is generally a fair amount of asphalt area dedicated to the amount of parking required for the number of units proposed on the lands. Despite the amount of proposed paving, the Zoning By-law Amendment exceptions include reductions in the required amount of parking with the goal of reducing the amount of space dedicated to surface parking areas. Additionally, despite the reduction, a 1:1 parking ratio for the residential units will be maintained with only a minor reduction in required visitor parking; from 0.2 to 0.18 per dwelling unit.

The proposed development is generally consistent with the criteria provided in subsections 5.4.4 and 5.4.5 for the suburban transect, by providing for: active transportation linkages through the site and to the park, the screening of parking areas by providing dwelling blocks fronting to Lamarche Avenue, and the provision of new 3-storey stacked dwelling types in a neighbourhood already characterized by low-rise apartment dwellings (to the west) and townhouse dwellings (to the south). The proposed development is also generally consistent with neighbourhood policies in subsection 6.3, demonstrating an appropriate interface with the proposed park and Lamarche Avenue, consistency with the local context and a transition in building form from the lower density neighbourhoods to the south and the higher density corridor development that will occur along Innes Road in the future.

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 associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Kitts provided the following comments:

“This is a significant project on a parcel of development reserve land, surrounded by other new projects currently shaping Orléans Village. One positive aspect of the proposal is the inclusion of over 5,500 square metres of total amenity space including a brand-new park, with 1,560 square metres dedicated to communal areas spread out across the development. This is a welcomed feature that will contribute to the quality of life for future residents.

I do want to also commend Caivan for their proactive measures to address environmental noise concerns given the proximity to the Halo Car Wash. Their commitments, such as upgraded windows, walls, and air conditioning for neighbouring homes, as well as terms and conditions in future leases is necessary for ensuring quality of life for homeowners.

A key feature of this site is its location along Innes Road, which is undergoing a transformation into a mixed-use corridor as envisioned by its arterial mainstreet designation. The mixed-use portion of this development fronting on Innes Road will develop independently of the residential portion of the site. This will allow for commercial, and community uses that align with the long-term vision for Innes Road and fit within the community context of this proposed development.

That said, traffic impacts remain a major concern of mine. As per the Traffic Impact Assessment (TIA), by 2031, even with the planned signalization of Innes and Lamarche, traffic queues during AM and PM peaks are projected to stretch over two-and-a-half football fields. Drivers making turns from Lamarche could face delays of up to two minutes.

The mode share assumptions in the TIA are particularly revealing, with just over 500 parking spots proposed. Despite being adjacent to Innes Road (which is currently operating over-capacity), transit use is only expected to account for approximately 25 per cent of trips and cycling 1 per cent. Meanwhile, auto travel dominates at nearly 70 per cent. The TIA candidly states: “The subject site has been assumed to rely

predominantly on auto travel and those assumptions have been carried through the analysis.” It is satisfying to see that planners and engineers are finally openly acknowledging car-dependence in their analysis. However, this admission reflects the perennial issue that I raise at this committee: car-dependent communities fly in the face of our stated goals in the City’s Official Plan; however, in the absence of transit, cycling infrastructure or walkability, it is the only reasonable option in South Orléans—the fastest growing community in the city.

The only way to stop perpetuating this would be to properly fund transportation infrastructure upgrades in Orléans South at the network level.

This development illustrates both the opportunities and challenges of growth in Ward 19. I remain committed to advocating for the transportation infrastructure and transit investments necessary to ensure better modal share in an area that so desperately needs it.”

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no known risk management implications with this application.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The concept plan provided with this Zoning By-law Amendment application was reviewed at a high level for accessibility impacts. Any future development will be reviewed and constructed in accordance with AODA legislation.

ENVIRONMENTAL IMPLICATIONS

There are no adverse environmental implications with this application as the development lands are not subject to any environmental criteria.

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.

APPLICATION PROCESS TIMELINE STATUS

The statutory 90-day timeline for making a decision on this application (D02-02-24-0049) under the *Planning Act* expired on March 17, 2025, due to the complexity of issues associated with the application and the requirement for the applicant to prepare a resubmission in response to staff comments.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Proposed Site Layout

CONCLUSION

In staff's opinion the proposed rezoning from DR to O1, AM10, and R4Z with exceptions to slightly reduce required parking minimums will permit for appropriate development of new housing. The proposed Zoning By-law amendment is consistent with the Official Plan and staff recommends that the proposed Zoning By-law amendment be approved.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

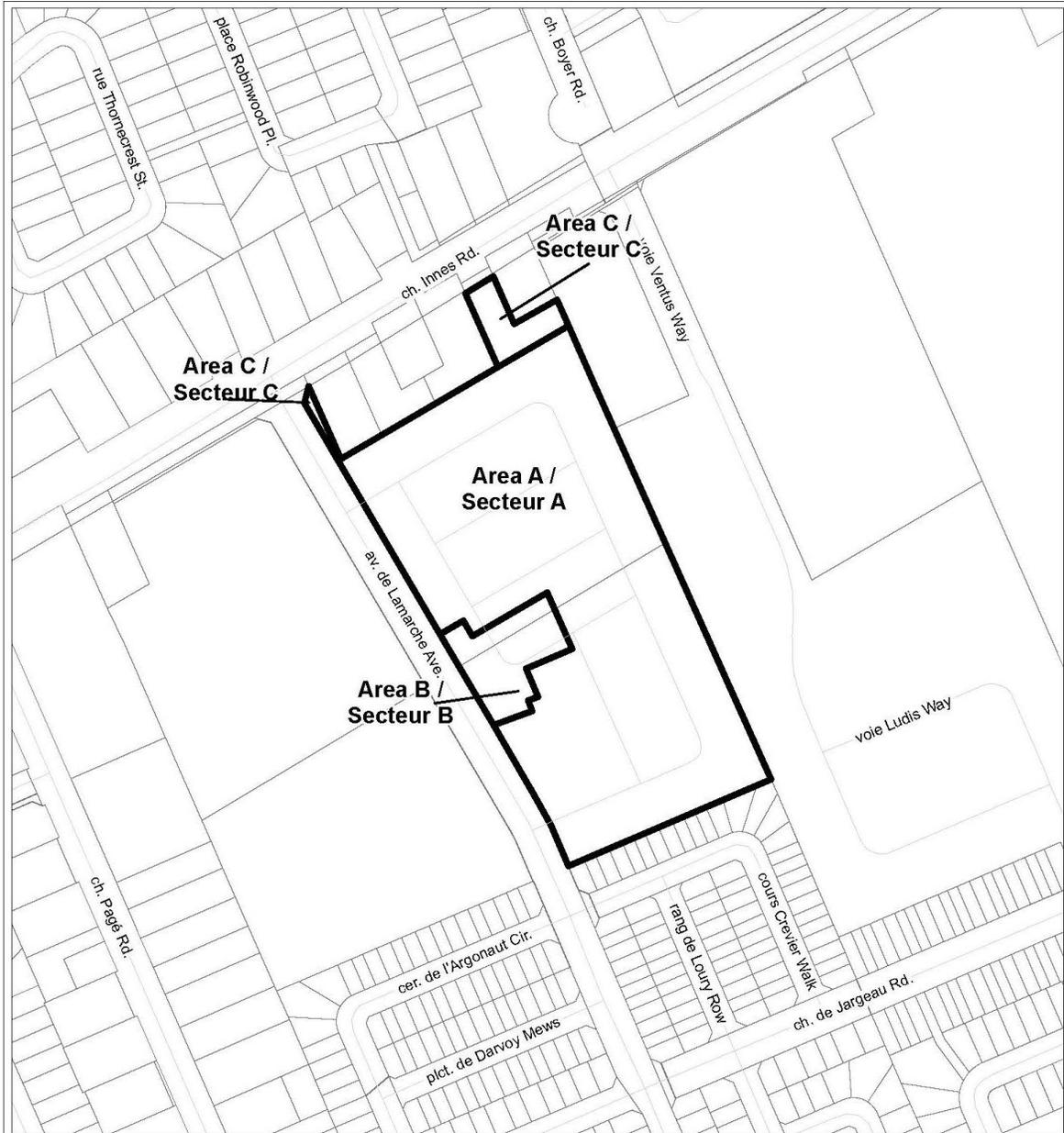
The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

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



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
245, 275 av. Lamarche Ave			
D02-02-24-0049 25-0159-D		Area A to be rezoned from DR to R4Z[XXXX] Le zonage du secteur A sera modifié de DR à R4Z[XXXX]	
I:\CO\2025\ZKP\Lamarch_245_275		Area B to be rezoned from DR to O1 Le zonage du secteur B sera modifié de DR à O1	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>		Area C to be rezoned from DR to AM10 Le zonage du secteur C sera modifié de DR à AM10	
<small>©Les données de parcelles appartiennent à Teranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2025 / 04 / 22			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 245 and 275 Lamarche Avenue:

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 I “Exception Number”, add the text, “[xxxx]”.
 - b. In Column II “Applicable Zone”, add the text, “R4Z [xxxx]”.
 - c. In Column V “Exception Provisions – Provisions”, add the following:
 - i. Despite Section 101, Minimum parking spaces for stacked dwellings are required at a rate of 1 per dwelling unit.
 - ii. Despite Section 102, Minimum visitor parking spaces for stacked dwellings are required at a rate of 0.18 per dwelling unit.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken as detailed in this report and in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Public Comments and Responses

Public Comment 1: Concern with the pedestrian connectivity in the development. Suggestion that walkways should be provided to both Innes Road and to the future development just east of the proposal.

Response 1: A public connection will be provided to the east, through the middle of the proposed development, and will be secured with a public access easement through the Site Plan process. A public connection north to Innes Road was examined but deemed unnecessary considering the existing roads and broader connections already provided through the community.

Public Comment 2: The Zoning By-law Amendment should permit for home-based commercial.

Response 2: Home based commercial permissions are not being considered for this development and the R4Z zone will be implemented in a consistent manner with the other phases of Caivan's development.

Public Comment 3: Raised sidewalks and pedestrian crossings across Lamarche Ave. should be provided to allow easier access to the park.

Response 3: A pedestrian crossing (PXO) across Lamarche Avenue will be considered, if warranted, based on the full build out of this development and the developing subdivision on the other side of Lamarche Avenue.

Public Comment 4: There is general concern about the volume of new vehicles that will be generated by this development. Suggestions include a traffic light should be provided at the intersection of Innes Road and Lamarche Ave. Without it significant traffic will build up along Lamarche Ave, particularly during rush hour.

Response 4: A condition of approval will be included in the Site Plan conditions ensuring that a traffic light is provided at Lamarche and Innes once traffic warrants are met. Innes and Lamarche intersection signalization works have been identified in the City's Development Charges Background Study and By-law.

Public Comment 5: The height of the proposed low-rise needs clearer criteria. There is concern about overlook into adjacent units as well as property values and resale potential.

Response: Permitted heights will be limited to 14.5 metres, which is compatible with the surrounding neighbourhood.

Public Comment 6: Reduction in the number of parking spaces will mean more vehicles parked on the street, especially during the winter months where roads aren't cleared.

Response: Despite a reduction in the amount of required parking under the Zoning By-law by a small amount, the reduction permits for an equivalent reduction in the amount of asphalt paving on-site and allows for more landscaping and tree planting, which Staff support.

Document 4 – Proposed Site Layout

