



Engineers, Planners & Landscape Architects

Engineering

- Land/Site Development
- Municipal Infrastructure
- Environmental/Water Resources
- Traffic/Transportation
- Recreational

Planning

- Land/Site Development
- Planning Application Management
- Municipal Planning
- Urban Design
- Expert Witness (OLT)
- Wireless Industry

Landscape Architecture

- Streetscapes & Public Amenities
- Open Space, Parks & Recreation
- Community & Residential
- Commercial & Institutional
- Environmental Restoration

Zoning By-law Amendment 150 Dun Skipper Drive Residential

Prepared for: Cedar Creek Meadows Inc.

Engineering excellence.

Planning progress.

Liveable landscapes.

Zoning By-law Amendment
150 Dun Skipper Drive Residential

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

January 20, 2025

Revised: July 14, 2025

Novatech File: 124107
Ref: R-2024-136

Table of Contents

1.0	EXECUTIVE SUMMARY	2
2.0	INTRODUCTION.....	2
2.1	Subject Site and Surrounding Area	2
2.2	Development Proposal and Statistics	3
3.0	PLANNING ASSESSMENT.....	5
3.1	Provincial Planning Statement 2024.....	5
3.2	City of Ottawa Official Plan	8
3.3	Leitrim Community Design Plan (2005).....	16
3.4	City of Ottawa Zoning By-law 2008-250	20
3.5	Zoning By-law Amendment	20
3.6	Parks	22
3.7	Integrated Environmental Review.....	22
4.0	PUBLIC CONSULTATION STRATEGY.....	22
5.0	CONCLUSION	22

1.0 EXECUTIVE SUMMARY

Novatech has prepared this Planning Rationale on behalf of the owner of 150 Dun Skipper Drive in support of a minor Zoning By-law Amendment application. A Site Plan application is being filed concurrently for two six storey apartment buildings. For completeness, the Site Plan proposal is described here, although a Planning Rationale was only a submission requirement for the Zoning By-law Amendment application.

The purpose of this minor Zoning By-law Amendment is to modify provisions of the existing General Mixed Use (GM) zoning to accommodate this development. A site specific exception is suggested to permit a maximum building height of 20 metres, permit an open stairway to project 0 metres from the corner side lot line, permit an ornamental element to project 1.2 metres into the corner side yard and to reduce the required resident parking rate from 1.2 spaces per unit to 1 space per unit. Visitor parking is provided to meet the requirements of the GM zone.

It is our assessment that the proposed development is consistent with the Provincial Planning Statement, conforms to the City of Ottawa's Official Plan and complies with the Zoning By-Law 2008-250.

2.0 INTRODUCTION

2.1 Subject Site and Surrounding Area

The Subject Site is the western portion of 150 Dun Skipper Drive on the northeast corner of Dun Skipper Drive and Cedar Creek Drive. The approximately 10,009m² Subject Site will be created via a severance that will be filed at the Committee of Adjustment during the ZBLA and SPA process.

The Subject Site is currently vacant. The legal description of the Subject Site is:

BLOCK 241, PLAN 4M1617 SUBJECT TO AN EASEMENT OVER PART 67, PLAN 4R31780 AS IN OC2084030 CITY OF OTTAWA

To the north is 4816 Bank Street, a 2.63 ha parcel zoned Development Reserve (DR) occupied by a detached dwelling. To the northeast is 4820 Bank Street occupied by a detached dwelling and to the northwest is 1054 Cedar Creek Drive, a recently constructed townhouse.

To the **east** is the remainder of 150 Dun Skipper Drive, a 1.9 ha vacant parcel. A Site Plan application (City File: D07-12-24-0134) for a commercial plaza was filed in October 2024 and first review comments have recently been responded to. Further east across Bank Street is a RV dealer, a vacant parcel zoned Rural (RU) and the Hindu Temple of Ottawa Carleton.

To the **west** are a range of recently constructed low-rise residential uses including detached, and townhouse dwellings.

To the **south** across Dun Skipper Drive is a commercial property and three recently constructed four storey apartment buildings.



Figure 1: Subject Site and Surrounding Area

2.2 Development Proposal and Statistics

Two six storey apartment buildings are proposed. The northern building has a GFA of 7,537m² and 106 units and the southern building has a GFA of 9,538m² and 131 units. The total GFA is 17,075m² and the total number of units is 237.

The buildings frame Dun Skipper Drive and Cedar Creek Drive. Each building has a grand pedestrian entry from Cedar Creek Drive and individual entrances to ground floor units activate both street frontages. Car access is from Cedar Creek Drive via a driveway between the buildings to 43 surface parking spaces and the access ramp to the remaining 241 basement parking spaces (total car parking is 280 parking spaces). Extensive landscaped areas are provided around the buildings. Bicycle parking is provided in accordance with zoning.

A pedestrian link connects directly to the proposed commercial development on the east part of 150 Dun Skipper Drive.

Refer to the Site Plan for development statistics.

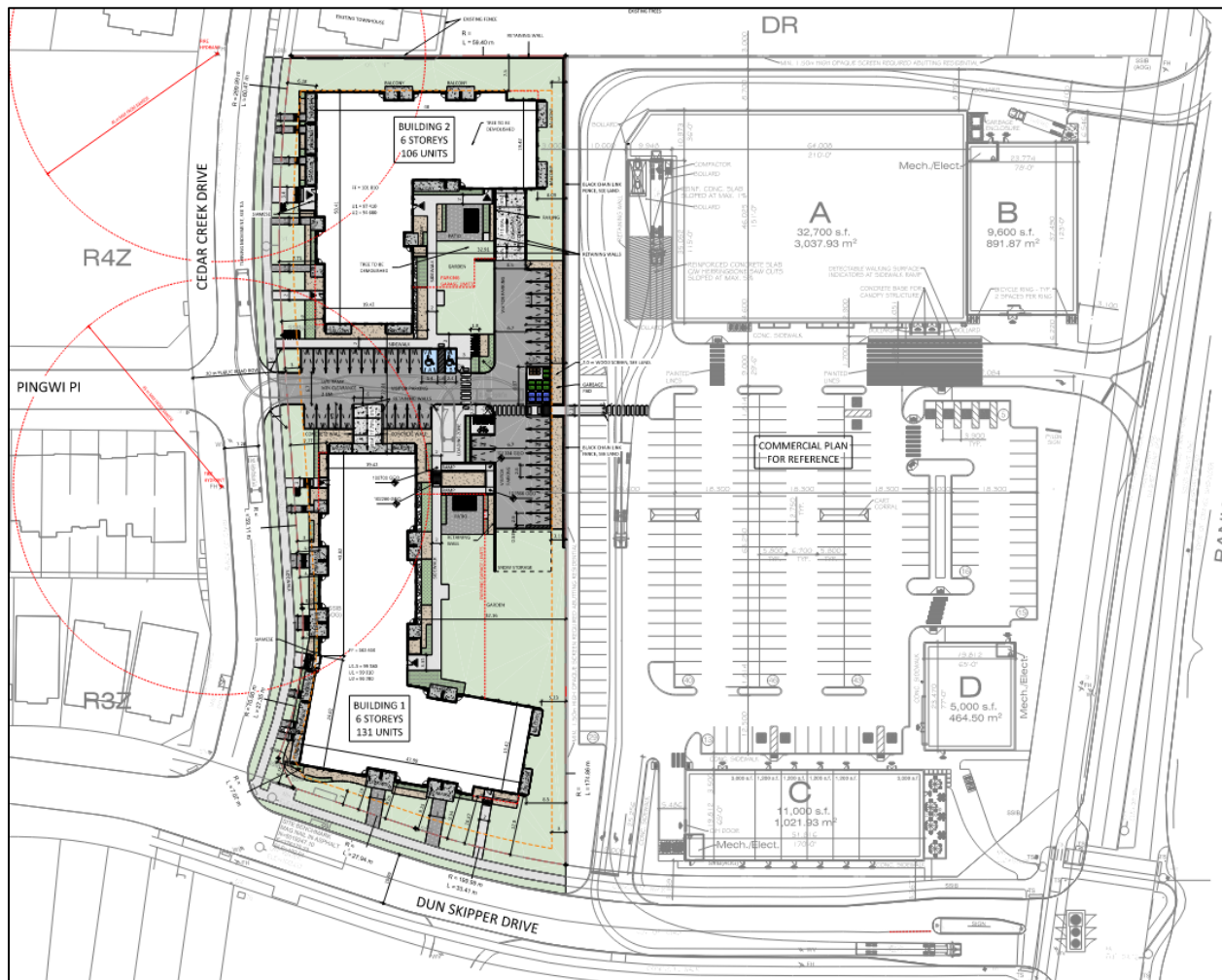


Figure 2: Excerpt of Site Plan by PMA Architectes (full version enclosed)

3.0 PLANNING ASSESSMENT

3.1 Provincial Planning Statement 2024

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the policies of the *Provincial Planning Statement* (PPS). The relevant provisions of the PPS are assessed below.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

Section 2.2 of the PPS provides policies on housing. The relevant policies are addressed below:

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

The proposed development offers a range of apartments to accommodate various needs.

a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

The proposed development re-uses a compact building form which minimizes land consumption and servicing costs, diversifies the housing choice in the area to cater to people of all ages and life stages and does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development efficiently uses land and existing infrastructure. The Subject Site is near stops on bus route 294 with am and pm peak period connections to Hurdman public transit station. The March 2025 update report on the Transportation Master Plan designates Bank Street as a Transit Priority Corridor on the Needs Based Transit Network.

Bank Street is located 200 metres walking distance of the Subject Site. Continuous Bus Lanes are planned to connect Bank Street with Conroy Road to the north. The proposed development is designed to be transit-supportive when planned transit and transportation infrastructure upgrades are implemented in the surrounding area.

Section 2.9 of the PPS provides policies on Energy Conservation, Air Quality and Climate Change housing. The relevant policies are addressed below:

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

A compact residential built form is proposed. Commercial is within walking distance.

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

2. Before consideration is given to developing new infrastructure and public service facilities: a) the use of existing infrastructure and public service facilities should be optimized; and b) opportunities for adaptive re-use should be considered, wherever feasible.

A Serviceability Report included in this submission details how the development will utilize municipal sewage, water and stormwater services. Refer to the reports for details.

Chapter 4: Wise Use and Management of Resources

Section 4.2 of the PPS provides policies on Water.

2. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.

Section 4.3 of the PPS provides policies on Agriculture.

4.3.1 General Policies for Agriculture

2. *As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.*

Section 4.4 of the PPS provides policies on Minerals and Petroleum.

4.4.1 General Policies for Minerals and Petroleum

1. *Minerals and petroleum resources shall be protected for long-term use.*

Section 4.5 of the PPS provides policies on Mineral Aggregate Resources.

4.5.1 General Policies for Mineral Aggregate Resources

1. *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*

None of the above exist on or adjacent to the subject site.

Section 4.6 of the PPS provides policies on Cultural Heritage and Archaeology.

1. *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
2. *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*

An Archaeological Assessment was previously prepared as part of the subdivision that determined no further studies are required.

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

Protecting Public Health and Safety

Section 5.2 of the PPS provides policies on Natural Hazards.

2. *Development shall generally be directed to areas outside of:*
 - a) *hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
 - b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
 - c) *hazardous sites.*

The proposed development is not occurring within natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

1. Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

2. Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

A Phase 1 Environmental Site Assessment (ESA) by Paterson dated October 1, 2024 forms part of this application. It concludes that a Phase 2 ESA is not required.

3.2 City of Ottawa Official Plan

Strategic Directions and Growth Management

Section 2 (Strategic Directions) of the Official Plan outlines strategic directions for development within the City. In particular, the proposed development promotes strategic directions related to Intensification and Diversify Housing Options, Energy and Climate Change and Healthy and Inclusive Communities. Section 3 (Growth Management) of the Official Plan describes the City of Ottawa's Growth Management Framework to support growth and development to the year 2046.

The proposal is assessed below:

- The proposed development is located on lands designated for residential growth within the urban area of the City of Ottawa and with access to municipal services.
- The proposal is for a high-density residential use which efficiently uses land and resources. The proposal supports energy efficient modes of transportation by providing housing close to a future Transit Priority Corridor and connecting to pedestrian and cycling networks.
- The proposal introduces 237 rental apartments to an area of the City underserved by smaller, more affordable dwelling types. The proposed development supports the objectives of 15-minute neighbourhoods by providing additional housing near parks and greenspaces, active transportation routes and future bus rapid transit services.

Official Plan Designations

Schedule B7 - Suburban (Southeast) Transect designates the Subject Site as Mainstreet Corridor. The Evolving Overlay does not apply to the Mainstreet Corridor designation:

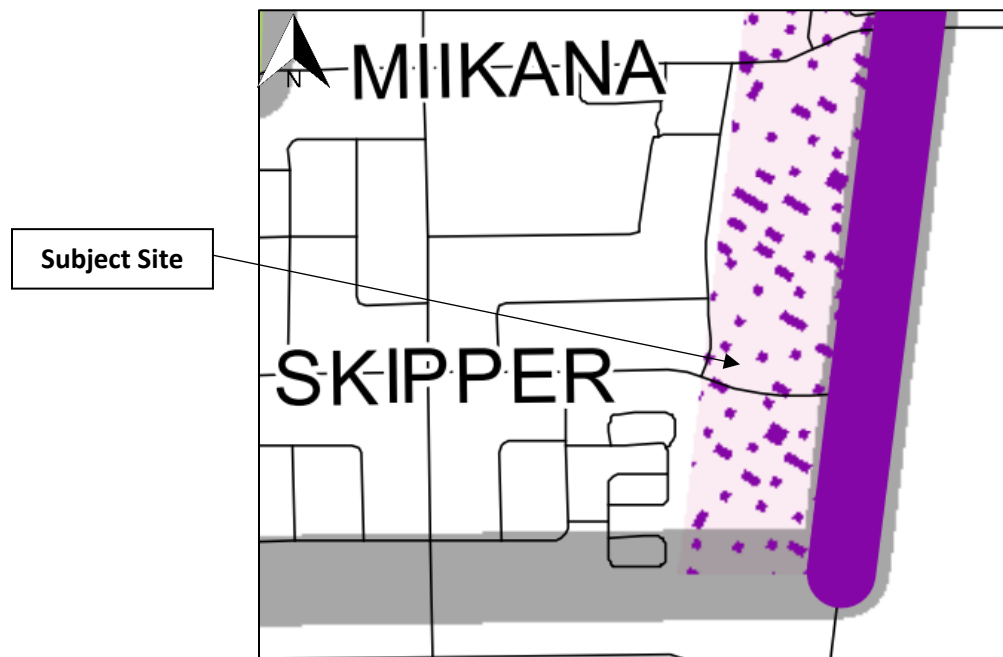


Figure 3: Schedule B7

Schedule C2 – Transit Network shows a Transit Priority Corridor (blue) approximately 450m south of the Subject Site:

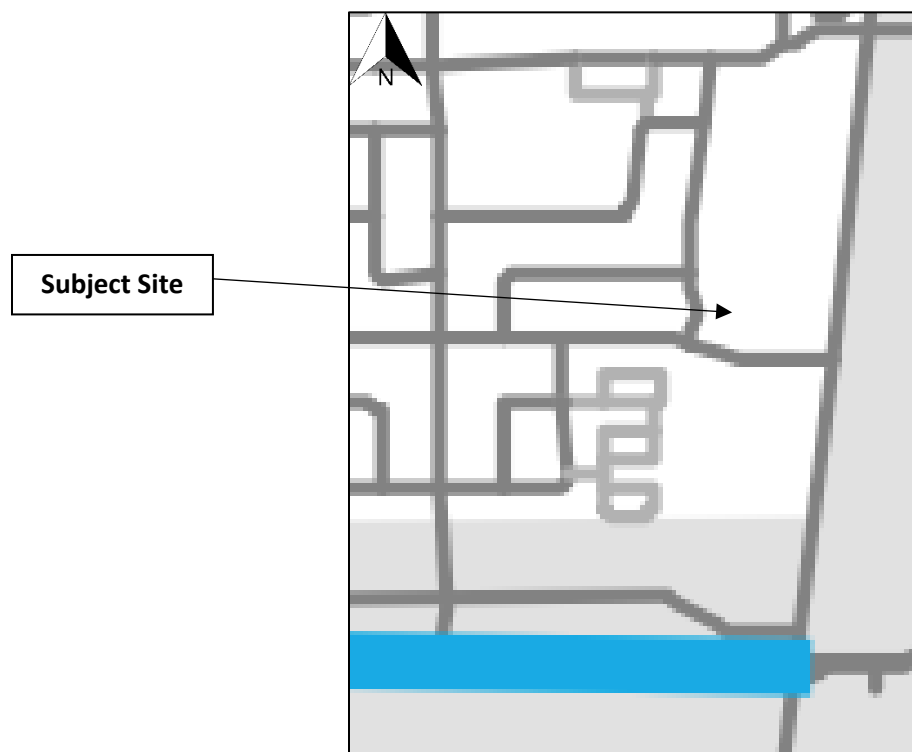


Figure 4: Schedule C2

Schedule C4 – Urban Road Network designates Bank Street as an Arterial (red) and Miikana Drive and Kelly Farm Drive as Collectors (green). A Future Arterial (alignment defined) is shown approximately 450m south of the Subject Site (red dashed line). This will also be the Transit Priority Corridor shown in Schedule C2:



Figure 5: Schedule C4

Schedule C14 - Land Use Constraints Due to Aircraft Noise shows the Subject Site within the Airport Vicinity Development Zone

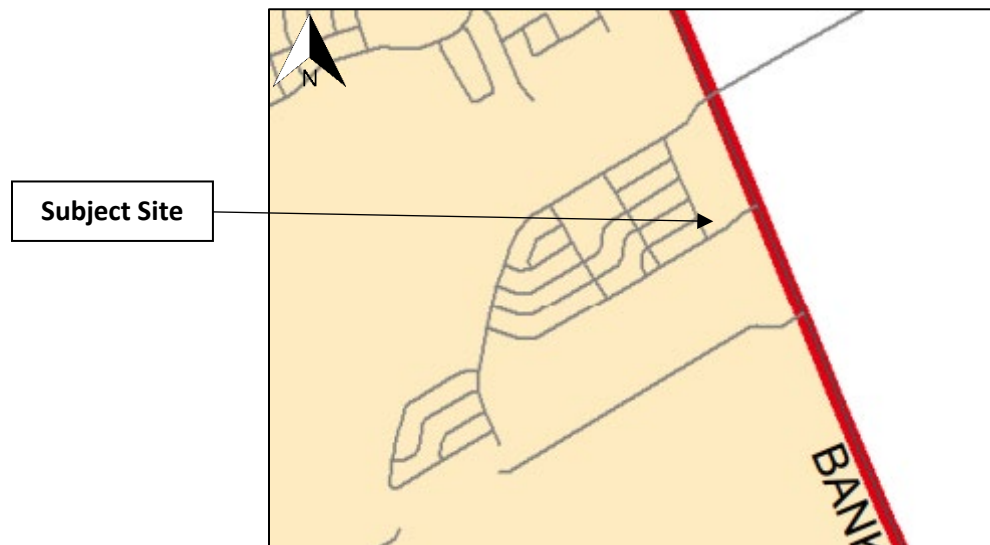


Figure 6: Schedule C14

The following schedules are not shown:

Schedule C11 - C - Natural Heritage System (East) designates the subject site as Urban Area.
Schedule C15 - Environmental Constraints shows the Subject Site as part of the Urban Area.

Schedule C16 - Road Classification and Rights-of-Way Protection does not identify Dun Skipper Drive or Cedar Creek Drive for widening.

Applicable Official Plan Policies pertaining to building height in the Mainstreet designation are as follows:

Section 5.4.1, Policy 2):

“The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:...”

“c) Mid-rise along Mainstreet Corridors, however the following policy additional direction applies:

- i) Generally not less than 2 storeys;*
- ii) Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted; [OPA 5, By-law 2023-403, Omnibus 1 item 16]*
- iii) The building setback should be no taller than the corresponding width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and [Amendment 5, By-law 2023-403, Omnibus 1 item 16, September 13, 2024] [Amendment 34, By-law 2024-506, Omnibus 2 item 17, November 13, 2024]*
- iv) The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition*

The Subject Site is designated Mainstreet Corridor being located within 220 metres of the centreline of Bank Street. Policies of the Official Plan are supportive of mid-rise building heights (between 5 and 9 storeys) on lands designated Mainstreet Corridor. The proposed six-storey, 20 metre buildings have been designed with building heights less than the corresponding width of Cedar Creek Drive and Dun Skipper Drive and fits fully within a 45 degree angular plane applied at the nearest lot line across Cedar Creek Drive, providing a transition to low-rise development within the Neighbourhood designation.

Section 6.2.1, Policy 1)a)i):

“1) Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

a) Generally, a maximum depth of:

i) In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;”

and,

b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block

The Subject Site is designated Mainstreet Corridor being located within 220 metres of the centreline of Bank Street. Dun Skipper Drive intersects with Bank Street. The Subject Site will be severed into two separate parcels upon receiving final approval for consent applications granted on April 25, 2025. Despite being a separate parcel, the Mainstreet Corridor designation will extend to the Subject Site accordingly.

Section 6.2.1, Policy 2)a:

“2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;”

The Subject Site is designated Mainstreet Corridor. Adequate built form transition is provided through proposed separation distances from the façade of each building to low-rise dwellings across Cedar Creek Drive and to the abutting lot on the north side of the property. Further details are provided in the assessment below.

Assessment against Section 4.6 Urban Design

Section 4 of the Draft OP sets out City Wide Policies. Section 4.6 covers Urban Design. Relevant policies are addressed below:

4.6.1 Promote design excellence in Design Priority Areas

The proposal is not located in a Design Priority Area.

4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its considering liveability

1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

a) Between existing buildings of different heights;

b) Where the planned context anticipates the adjacency of buildings of different heights;

I. Within a designation that is the target for intensification, specifically: Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and

II. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

There are no applicable design guidelines. The current GM zone does not include any transition provisions. Note that 18 metres building height, or six-storeys is permitted as of

right. The proposed six-storey building at a height of 20 metres is a minor increase and maintains the general intent of the GM zone.

Adequate built form transition is provided through proposed separation distances from the façade of each building to low-rise dwellings across Cedar Creek Drive and to the abutting lot on the north side of the property. See images below for reference.

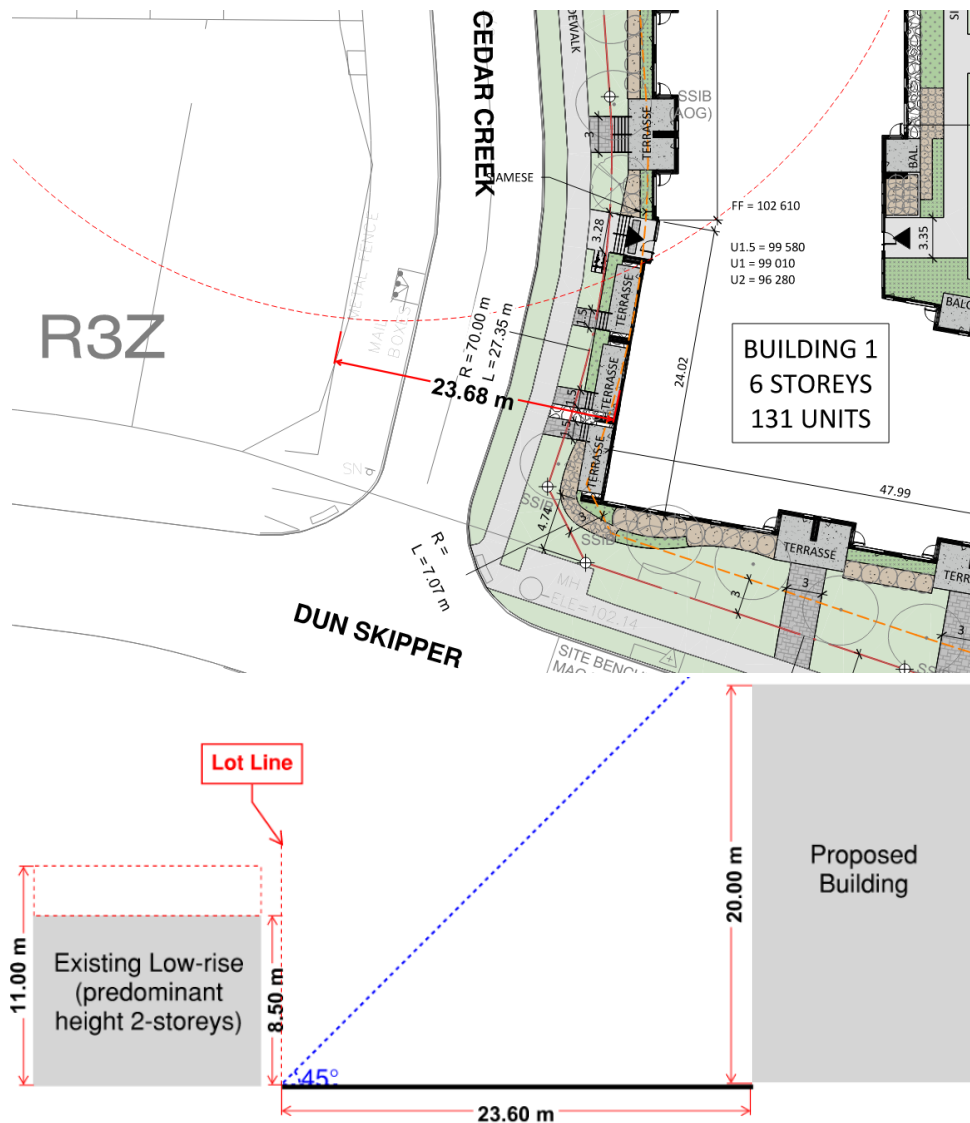


Figure 7: Site Plan Excerpt (Building 1) and Angular Plane detail (West)

The façade of Building 1 is between 23.6 metres and 26.2 metres from the nearest lot lines at the corner of Cedar Creek and Dun Skipper zoned R3Z with a permitted building height of 11 metres (see Figure 7). This block is predominantly characterized by recently constructed two-storey detached and townhouse dwellings at approximately 8.5 metres in building height. A 45 degree angular plane applied from the nearest lot line across Cedar

Creek drive confirms that the proposed building provides adequate separation for the purposes of daylight and transition from six-storeys to low-rise forms.

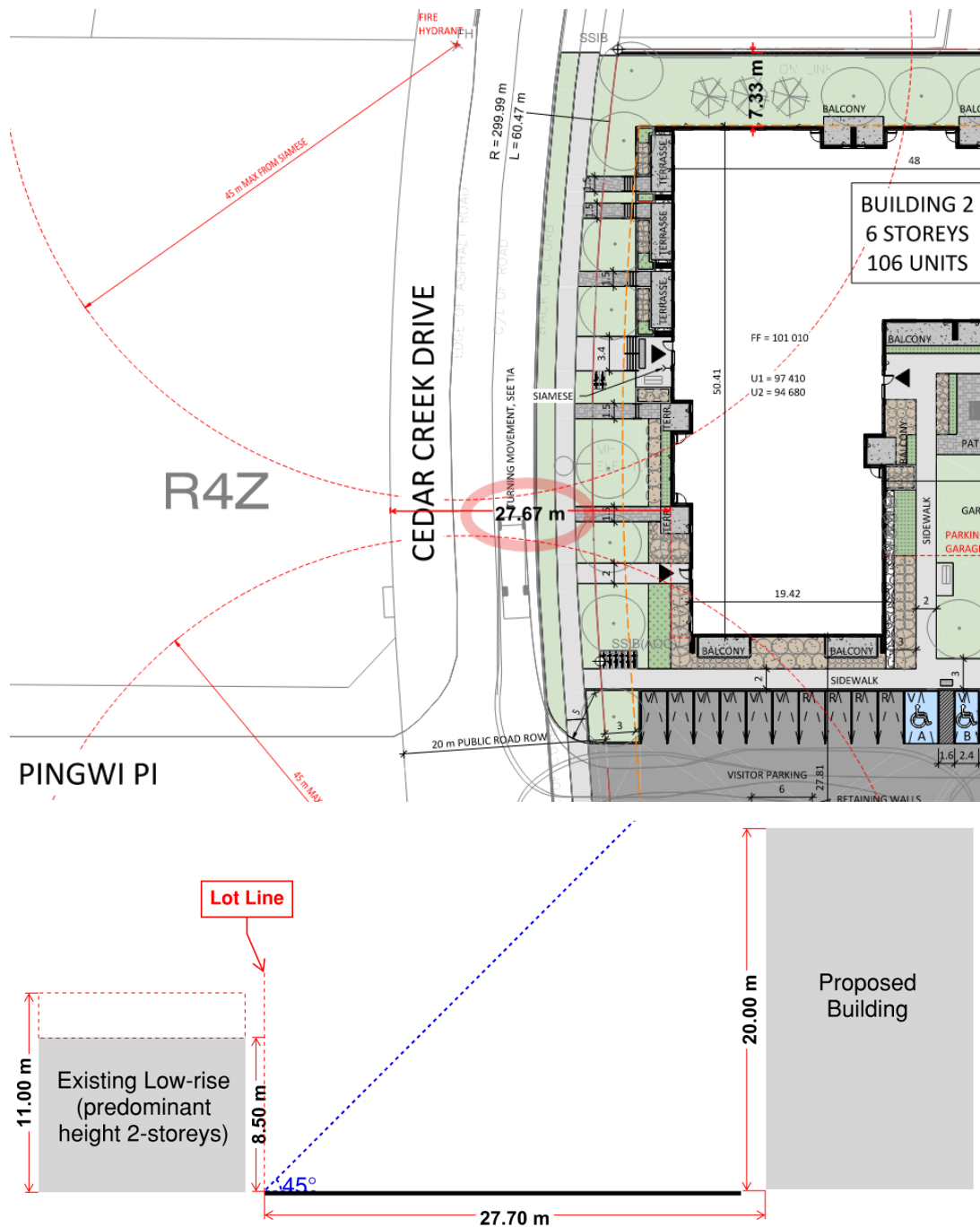


Figure 8: Site Plan Excerpt Building 2) and Angular Plane detail (West)

The façade of Building 2 is 27.6 metres from the nearest lot line across Cedar Creek zoned R4Z with a permitted building height of 11 metres. This block is predominantly characterized by recently constructed two-storey townhouse dwellings at approximately

8.5 metres in building height. A 45 degree angular plane applied from the nearest lot line confirms that the proposed building provides adequate separation for the purposes of daylight and transition from six-storeys to low-rise forms.

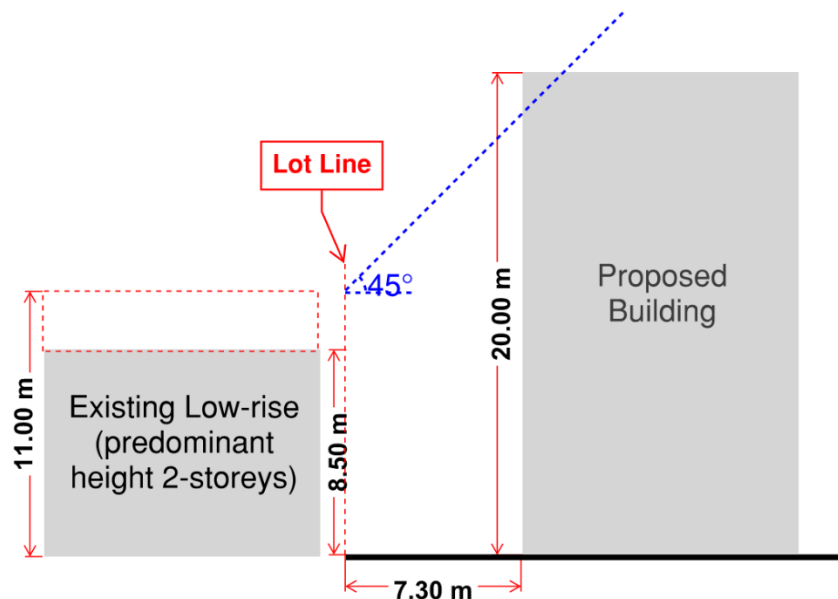


Figure 9: Site Plan Excerpt (Building 2) and Angular Plane detail (North)

A 7.3 metre setback is provided from the north façade of Building 2 to the required interior side yard of the abutting lot on the north side of the Subject Site. The proposed GM zone does not require an angular plane as a built form transition in the required yard. The maximum permitted building height for a townhouse dwelling in the neighbouring R4Z zone is 11 metres. Although it is not required, the proposed development is generally consistent with a 45-degree angular plane applied from the rear lot line at a height of 11 metres providing access to natural light for residents on abutting lots to the east. The proposed increase to permitted building height maintains the intent of the zoning by-law and is appropriate for this location. Trees and Landscaping are also provided in the yard to mitigate visual impacts at the ground level.

2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The proposal achieves the transition by building setbacks and separation. Please refer to responses above.

7) Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;*
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
- d) Provide sufficient setbacks and step backs to:*
 - i) Provide landscaping and adequate space for tree planting;*
 - ii) Avoid a street canyon effect; and*
 - iii) Minimize microclimate impacts on the public realm and private amenity areas*

The proposed buildings are designed with minimal setbacks to frame the Cedar Creek and Dun Skipper frontages. A mid-block connection is provided between Building 1 and Building 2 to break up the Subject Site and establish a continuous pedestrian connection through the property from Cedar Creek to Bank Street. Direct entrances to dwelling units and ground level terraces are provided at grade along Cedar Creek and Dun Skipper. Trees and Landscaping are provided in the yard to mitigate visual impacts at the ground level.

The façades of Building 1 and Building 2 are between 23.6 metres and 27.6 metres from the nearest lot lines along Cedar Creek zoned R3Z with a permitted building height of 11 metres. These blocks are predominantly characterized by recently constructed two-storey detached and townhouse dwellings at approximately 8.5 metres in building height. A 45 degree angular plane applied from the nearest lot line across Cedar Creek drive confirms that the proposed buildings each provide adequate separation for the purposes of daylight and transition from six-storeys to low-rise forms, avoids a street canyon effect and provides sufficient space for planting.

3.3 Leitrim Community Design Plan (2005)

The Leitrim CDP is almost 20 years old and most of the CDP area has now been built out, with isolated development blocks such as the Subject Site remaining.

Section 4.0 Land Use Plan Designation

On the Land Use Plan at Section 4, the Subject Site is designated Mixed Use (southern two thirds) and Open Space (northern third). In relation to the Open Space designation, the General Mixed Use zone (GM) was applied to the entire site in 2017 and the pre-consultation Parkland comments dated October 21, 2024 require cash-in-lieu:

- 50. The proposed development site is served by several recently developed parks in Leitrim including Miikana Park, Salamander Park and Dun Skipper Park. Salamander Park is the nearest park and is located approximately 100m from 150 Dun Skipper Drive.*

51. *Parkland dedication at a 2% commercial parkland dedication rate was provided for Block 241 on Plan 4M-1617 when the Pathways at Findlay Creek Phase 1 subdivision agreement was registered (4800 Bank Street, File No. D07-16-03-0018).*
52. *Cash-in-lieu of parkland dedication will be required as a condition of site plan approval for the proposed residential development.*

On the basis of the above, the entire Subject Site is considered to be designated Mixed Use.

The intent of the designation is:

The intent of the Mixed Use designation is to accommodate a wide range of institutional, community and convenience retail, and personal service and business uses to serve the Community's residents, with higher density residential uses that will support the commercial activities and provide diversity in the housing stock. These areas are intended to be the 'core' of the Leitrim Community.

Only low and mid-rise apartments are permitted in the Mixed Use designation. In the context of the Leitrim CDP, an 'apartment' will mean any building that exceeds a density of 80 units per net hectare.

The proposal is for a higher density residential use in the form of mid-rise apartment buildings at an approximate density of 237 units per hectare, consistent with the intent.

Section 4.3 Dwelling Units, Population and Employment

This section sets out unit and population targets for five zones within the CDP area. The Subject Site is in Zone 5, which includes all the lands south of Findlays Creek and is completely built-out except the for the Subject Site, the 2.63 ha parcel to the north and the 4.57 ha parcel at 3151 Blais Road. The targets for High Density (90 units per ha) in Zone 5 are 257 units and 488 people. There is currently only one site in Zone 5 that is developed at High Density (90 units per ha), 4840 Bank Stret which has 180 apartments. The development of 237 units on the Subject Site will meet the target.

Section 5 – Community Design Guidelines for Mixed Use Centres

An assessment is provided below against each applicable guideline. As this is a Site Plan application, the guidelines for Greenspace, Streets, Transit, Schools and other Designations are not applicable.

C1 For each of the Mixed Use areas along Bank Street, a composite site plan for the entire Mixed Use area must be approved prior to the first development application for the area. This composite site plan must demonstrate how all land uses will work together, including surrounding land uses, how the CDP's guidelines can be achieved, and how individual proposals will fit within the overall plan.

A Composite Site Plan is included in the Urban Design Brief.

C2 Lot coverage by buildings should be at least 50% of the total lot area. While commercial areas are anticipated to be phased, the composite plan required by guideline C1 must show how this target can be achieved through subsequent phases and infilling.

The Subject Site has lot coverage of 37%. A higher lot coverage by six storey buildings would not be appropriate (this standard may be more concerned with commercial developments). The part of the lot not covered by buildings is mostly landscape area.

C3 The maximum floor space index (fsi) should be 2.0. The maximum floor space for retail should be 0.35. The remaining density should be a combination of office and/or residential.

The FSI for the Subject Site is 1.71. It is a residential only development.

C4 Buildings should be oriented to front, face, and feature public streets, especially with buildings at corners.

The buildings front on public streets (Dun Skipper and Cedar Creek).

C5 Building façades along the public streets should be articulated with colour, material variations, windows, and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking façades visible from the street should be similar to that of the front façade.

Building façades are consistent with this. Refer to the elevations for details.

C6 The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped above 4 storeys to maintain an appropriate scale in relation to adjacent residential uses.

The proposed buildings are not stepped but are separated by approximately 10m (combined setback on the Subject Site and property to the north). An effort was made to include balconies inside the building footprint to have a larger setback from the lot line. The proposed buildings have a strong material change at level four to simulate a building setback. The use of wings walls help to further emphasize the separation.

C7 Both the residential and commercial components of buildings should be of quality construction and architectural details should extend to both components of buildings.

The buildings are residential. Refer to building elevations for details.

C8 All façades that overlook streets and open spaces should have windows. Reflective mirror glass should not be used for windows at grade.

Façades that overlook streets have windows typical of residential apartments (i.e., not mirror glass). Refer to building elevations.

C9 Building fronts should be treated as pedestrian areas and public spaces:

- *Pedestrian areas in front of the buildings should be wide and well-landscaped with furniture, lighting, and planting;*
- *Tree planting should be carefully planned with signage to avoid conflicts; and,*
- *Planting should be in large continuous planting beds.*

The building fronts provide direct access from ground floor units to the sidewalks. A landscaped strip varying in width from 3m to 8.5m is provided. Refer to the Landscape Plan for details.

C10 Rooftop mechanical equipment should be screened with materials that are complementary to the building.

Mechanical equipment is to be confirmed but will be screened with materials that are complementary to the building.

C11 A variety of roof shapes should be considered to avoid the monotony of flat roofs.

Response: Flat roofs are proposed, which is appropriate for six storey buildings. The height difference between the proposal and existing buildings (which are maximum two storey) avoids monotony.

C12 Entrances to buildings should be prominent and visible with entrance canopies, awnings, and other architectural elements.

Response: Both the main building entry and entries to the individual ground floor units are made visible by entry pathways and architectural features.

C13 All utility equipment, hydro transformers and garbage storage facilities should be incorporated into the design of a building. If this is not possible, equipment should be positioned not to be visible from the public street.

Response: Hydro transformer locations and design are decided by Hydro. Waste storage is setback from the street behind the buildings and is screened.

Internal Private Roads

Response: C14 and C15 are not applicable as no internal private roads are proposed.

Parking

C16 Parking areas should be located at the side or rear of the development and set back from the street ROW.

Response: Parking areas are located behind the buildings, refer to Site Plan.

C17 Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.

Response: The limited surface parking (43 spaces, with the remaining 237 spaces in the underground garage) is broken up into three sections with landscaping and paving. Lighting is provided.

C18 Parking areas should be screened from view from streets, open spaces, and adjacent residential areas with low fencing and planting.

Response: Surface parking areas are screened by buildings and landscaping.

C19 Reduced minimum and maximum parking ratios for retail, office commercial and residential will be implemented at the time of zoning in accordance with the new City of Ottawa Comprehensive Zoning By-law for lands within Leirtrim's mixed use centres.

Response: The Zoning By-law referenced is current. 1.2 resident spaces per unit and 0.2 visitor spaces per unit are required. Site-specific zoning provisions are suggested to reduce the resident rate to 1 space per unit, with the visitor rate to remain unchanged. Refer to Section 3.5 for details.

C20 Shared parking facilities and on-street parking will be encouraged in the calculation of required parking in Mixed Use Centres.

Response: The proposed use is residential and shared parking is not applicable. Although the proposed lower parking rates does not rely on on-street parking, it is available.

Loading & Servicing

C21 Servicing and loading areas should be located behind buildings and screened. Conflicts between shipping vehicles and pedestrians must be minimized through signage and delineation of the pedestrian right-of-way.

Response: The ZBL does not require loading areas for residential uses.

Site Landscape Treatment

C22 Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.

Response: Refer to Landscape Plan.

C23 Planting beds should be established to enable plant material to be massed to create a healthy and sustainable landscape.

Response: Refer to Landscape Plan.

C24 A mix of deciduous and evergreen vegetation should be used. C25 Signage should provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the building(s) in its scale, materials, consistency, and design.

Response: Refer to Landscape Plan.

3.4 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned General Mixed Use (GM). Mid-rise apartment building is a permitted use. The proposed development will require site-specific provisions for the following:

- At-grade stairway projections from the corner side lot line.
- An ornamental projection into the required corner side yard.
- Maximum Building Height.
- Minimum Parking Space Rates.

Details of the Zoning By-law Amendment are provided in the section below. Refer to the enclosed Zoning Confirmation Report for a detailed zoning assessment.

3.5 Zoning By-law Amendment

The suggested changes to the City of Ottawa Zoning By-law No. 2008-250 for the Subject Site are as follows:

1. *Rezone the Subject Site.*
2. *Add a new exception [XXXX] to Section 239, Urban Exceptions, to add provisions similar in effect to the following:*
 - a. *In Column II, Applicable Zoning, add the text, "GM [XXXX]"*
3. *In Column V, Exception Provisions – Provisions, add the following text:*
 - *Maximum permitted building height: 20 m*

- *Resident parking rate is 1 space per dwelling unit*
- *Open stairways at-grade are permitted to project 0m from the lot line in the corner side yard*
- *An ornamental projection of 1.2m is permitted into the required corner side yard.*

Building Height

The proposed six-storey, mixed use building will have a maximum building height of 20 metres. The building height will accommodate a 3 metre height on the ground level and a 3 metre floor height on levels two to five. Level six will have a height of 3.3 metres. The Official Plan contemplates mid-rise intensification with a height of up to six storeys in the Minor Corridor designation. The proposed low-rise apartment building will remain a six-storey built form, consistent with policies of the Official Plan for this location.

Reduced Resident Parking

Table 101 (Area “C” – Schedule 1A) of the Zoning By-law requires 284 resident parking spaces to be provided on the Subject Site, based on a rate of 1.2 spaces per dwelling unit. Site specific zoning is suggested to reduce the number of parking by 47 spaces from 284 spaces to 237 spaces. Table 102 of the Zoning By-law requires 47 visitor parking spaces to be provided on the Subject Site, based on a rate of 0.2 spaces per dwelling unit. A total of 47 visitor parking spaces are provided and fully conform with provisions of the zoning by-law.

The impact of the reduced number of resident parking spaces on the Subject Site is mitigated by its proximity to planned transit infrastructure as well as a number of commercial amenities within walking distance to the east of the Subject Site. The Subject Site is a one-minute walk away from peak-period bus service along Cedar Creek Drive, which provides access to the Hurdman rapid transit station. The March 2025 update report on the Transportation Master Plan designates Bank Street as a Transit Priority Corridor on the Needs Based Transit Network. Bank Street is located 200 metres walking distance of the Subject Site. Continuous Bus Lanes are planned to connect Bank Street with Conroy Road to the north. The proposed development is designed to be transit-supportive when planned transit and transportation infrastructure upgrades are implemented in the surrounding area. Despite the proposed development providing a reduced number of resident parking spaces, the proposal includes 119 bicycle parking spaces, which meets the zoning requirement.

Open Stairway Projections to corner side lot line

An amendment is required to permit open stairways at grade to be included as permitted projections where located closer than 0.6 metres to the corner side lot line under Section 65 of the zoning by-law. Section 65 of the Zoning By-law allows for stairways, porches, balconies and ornamental features as permitted projections into required yards. The suggested amendment seeks to allow stairways extending to the corner side lot line facing Cedar Creek Drive to be included as permitted projections. A minimum 1.5 metre separation between the lot line and edge of sidewalk is provided. The purpose of permitting the stairway projections would provide direct access to ground level dwelling units for residents and improve the functionality and character of the streetscape along Cedar Creek Drive.

Ornamental Projection into corner side yard

An amendment is required to permit an ornamental projection to be included as permitted projection into the corner side yard under Section 65 of the zoning by-law. Section 65 of the Zoning By-law allows for stairways, porches, balconies and ornamental features as permitted projections into required yards. The suggested amendment seeks to allow an ornamental wall to extend into the corner side yard at the intersection of Cedar Creek Drive and Dun Skipper Drive to be included as a permitted projection. A minimum 1.8 metre separation between the lot line and ornamental projection is provided. The purpose of permitting the projection is to establish visual interest, as well as increased physical separation and privacy for balconies near the intersection of Cedar Creek Drive and Dun Skipper Drive. Despite projecting into the 3.0 metre landscape strip, the area surrounding the ornamental wall will be softly landscaped. The projection will have no undue or adverse impact on the public sidewalk or functionality of the proposed building.

3.6 Parks

As per the pre-application consultation feedback, parkland dedication will be provided as cash-in-lieu. Based on the residential rate in the in-effect Parkland Dedication By-law (1 ha per 1000 units) the required amount is 2,370 m².

3.7 Integrated Environmental Review

In accordance with the Planning Rationale Terms of Reference, an Integrated Environmental Review is not required as the project does not require an Environmental Impact Study.

4.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign on the Subject Site that provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or ask questions. Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>). Full details are available under 'Community and Neighbourhood Notification' on the City's website.

5.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Planning Statement and conforms to the City of Ottawa's Official Plan. The proposed amendment to the Zoning By-Law 2008-250 to accommodate the building and reduce the parking requirement can be approved as it is consistent with policy, provides much needed housing and reduces car dependence.

This planning rationale, along with the associated Design Brief and technical studies, supports the proposed development. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

NOVATECH

Prepared by:

A blue ink signature, likely of James Ireland, consisting of stylized, overlapping loops and strokes.

James Ireland, MCIP, RPP
Project Manager

Revised by:

A blue ink signature, likely of Jeffrey Kelly, featuring a series of sharp, angular strokes and loops.

Jeffrey Kelly, MCIP, RPP
Project Manager | Planning & Development