



4816 Bank Street, Ottawa

Planning Rationale
Zoning By-law Amendment + Site Plan Control
October 31, 2025



Prepared for DCR Phoenix

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1.0 Introduction	1
1.1 Application Overview	1
2.0 Subject Property and Surrounding Area	2
2.1 Subject Property	2
2.2 Surrounding Area	3
2.3 Road Network	4
2.4 Transit Network	4
2.5 Active Transportation	5
2.6 Neighbourhood Amenities	6
3.0 Proposed Development	8
3.1 Development Overview	8
3.2 Building Design	9
3.3 Pedestrian Experience and Public Realm	11
4.0 Policy & Regulatory Framework	13
4.1 Provincial Planning Statement	13
4.2 City of Ottawa Official Plan	15
4.3 Leitrim Community Design Plan	25
4.4 Urban Design Guidelines for Development Along Arterial Mainstreets	26
4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)	27
5.0 Proposed Zoning By-law Amendment	38
6.0 Supporting Plans and Studies	40
7.0 Public Consultation Strategy	43
8.0 Conclusion	44

1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by DCR Phoenix (the “Owner”) to prepare this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 4816 Bank Street in the Findlay Creek community of the City of Ottawa.

1.1 Application Overview

The proposed development is a low-rise planned unit development consisting of buildings ranging from two (2) to three (3) storeys in height. A total of 228 units are proposed, distributed throughout 16 buildings (low-rise apartment buildings, back-to-back stacked terrace flats, and back-to-back townhouses). A total of 274 parking spaces will serve the low-rise apartment buildings and the terrace flats, while individual garages and driveways will serve as parking spaces for the back-to-back townhouses. Four (4) communal amenity areas at-grade, ranging in size, are proposed to complement the private amenity spaces located throughout individual units. Vehicular access to the proposed development will be from Miikana Road, while pedestrian connections are provided throughout the site to Bank Street, Miikana Road, and Cedar Creek Drive.

To facilitate the proposed development, Zoning By-law Amendment and Site Plan Control applications are being submitted. The subject property is currently zoned Development Reserve and is therefore required to be rezoned to facilitate any development on the lands. The proposed Zoning By-law Amendment proposes to rezone the lands to Residential Fourth Density, Subzone Z, with a site-specific exception (R4Z[XXXX]). The site-specific exception is intended to address deviations to the R4Z zone as well as other sections of the Zoning By-law, as follows:

- / **Minimum Rear Yard Setback** – Simplify the rear yard setback requirement to 6 metres and eliminate the reference to endnote 1 in Table 162B for the subject property.
- / **Minimum Interior Side Yard Setback** – Reduce the interior side yard setback to 3 metres and eliminate the reference to endnote 1 and endnote 6 in Table 162B for the subject property. The current setback requirement for an interior side yard is 3 metres for the first 18 metres back from the street and 6 metres for any area beyond 18 metres from the street.
- / **Minimum Parking Space Rates** – Reduce the minimum required parking rate for stacked dwellings and low-rise apartment dwellings to 1 space per dwelling unit, whereas 1.2 spaces per dwelling unit is currently required.
- / **Bicycle Parking Space Rates and Provisions – Location of Bicycle Parking Spaces** – Increase the number of bicycle parking spaces permitted to be located within a landscaped area to 64 spaces, whereas 50 percent of the required bicycle parking spaces are currently permitted (51 spaces).
- / **Required Garbage Storage Area** – Permit a garbage storage area located in an accessory building to be located within an interior side yard, whereas Section 143(1)(c) requires garbage storage areas in an accessory building to be located within a rear yard.

A Site Plan Control application is being submitted concurrently with the Zoning By-law Amendment application.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the property and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines.

Subject Property and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 4816 Bank Street, is located on the west side of Bank Street in the Findlay Creek community of the City of Ottawa (Ward 22 - Riverside South/Findlay Creek). The subject property is an irregularly shaped lot and has a total area of approximately 26,347 square metres (2.63 hectares). The subject property has approximately 94.98 metres of municipal frontage on Bank Street.



Figure 1: Aerial image of the Subject Property

The subject property is currently developed with a single-detached dwelling and several accessory structures. Existing access to the subject property is from Bank Street. Bank Street is characteristic of a rural right-of-way cross section, with ditches located on the east and west side of the street, hydro wires along the west side of the street, and a fire hydrant on the west side of the street abutting the subject property.

While the property does not have direct frontage on Miikana Road, access to the property is proposed from Miikana Road, as described in greater detail in later sections of this report. Miikana Road is developed with sidewalks on the north and south side of the street, as well as light poles on the south side of the street abutting the subject property, providing pedestrian connectivity between the subject property and larger community.

The subject site immediately abuts the City's urban boundary on Bank Street. The east side of Bank Street is located within the rural area of the City, outside of the urban boundary, while the west side of Bank Street is characteristic of a suburban built form within the urban boundary.

2.2 Surrounding Area

The subject property is in an area generally characterized by a mix of low-rise residential uses as well as rural commercial and residential uses. The surrounding area can generally be described as follows:

- / **North:** Immediately north of the subject property is Miikana Road and the remnant Miikana Road right-of-way. North of Miikana Road is a low-rise residential community consisting of a mix of two- and three-storey townhouse dwellings and single detached dwellings. Further north of the residential community is the Findlay Creek Centre, a shopping centre consisting of a mix of retail stores, restaurants and a gym.
- / **East:** Immediately east of the subject property is Bank Street, an arterial road. Immediately east of Bank Street is an RV dealership and Hindu temple located within the rural area of the City. Further east are other automobile-oriented uses (car dealership), self storage and other light industrial- and construction-related uses, along with a wooded area and Findlay Creek.
- / **South:** Immediately south of the subject property is a vacant parcel of land that is proposed to be developed with mid-rise residential buildings and a commercial shopping centre. Further south of Dun Skipper Drive is a retail store (Home Hardware) and additional residential apartment buildings. A vacant parcel of land also sits south of Dun Skipper Drive which is proposed to be developed with a nine-storey mixed use building. South of this parcel land is the rural area which consists of several rural commercial uses.
- / **West:** Immediately west of the subject property is a residential subdivision consisting of a mix of low-rise dwelling typologies, a school, and several parks. Further west of the residential subdivision are the Leirtrim Wetlands, a provincially significant wetland.



Figure 2. Birds-eye view of the subject property and surrounding area

2.3 Road Network

The subject property fronts directly onto Bank Street, which is an Arterial Road as identified on Schedule C4 – Urban Road Network, City of Ottawa Official Plan (Figure 4). The subject property does not have frontage on Miikana Road, however access is proposed from Miikana Road. Miikana Road is identified as a Collector Road on Schedule C4 of the Official Plan.



Figure 3. Extract of Schedule C4 – Urban Road Network, City of Ottawa Official Plan

2.4 Transit Network

The subject property is located within approximately 3.5 kilometres of the Leirrim LRT Station and approximately 4 kilometres of the Bowesville LRT Station, as identified on Schedule C2 – Transit Network Ultimate (Figure 5). In addition to rapid transit, local OC Transpo Route 94 is identified as a Connexion route that provides convenient access to the O-Train during weekday peak-periods. The nearest transit stop to the subject property is at Dun Skipper Drive and Cedar Creek Drive (less than 350 metres away). On Sundays only, local OC Transpo Route 93 also runs on Bank St, with occasional trips to the Hindu Temple of Ottawa Carleton.

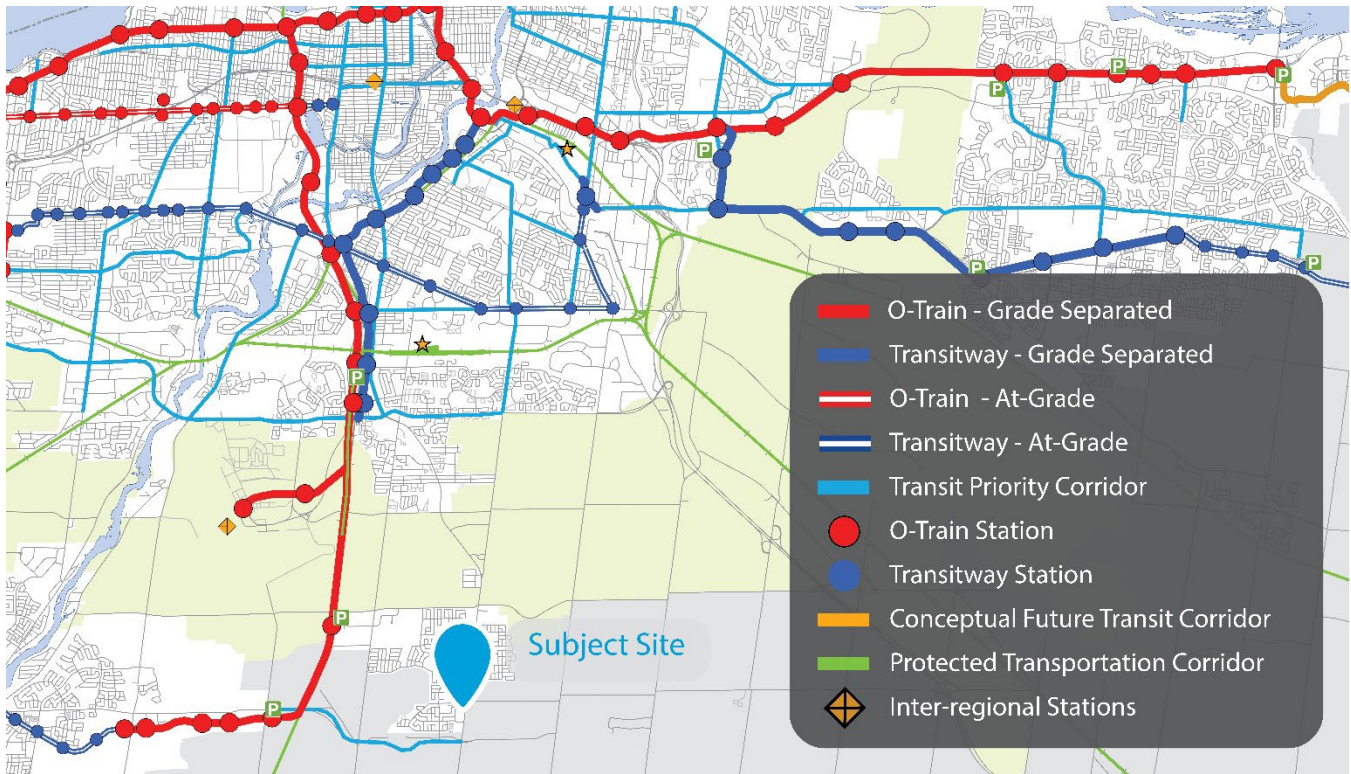


Figure 4: Extract of Schedule C2 – Transit Network, City of Ottawa Official Plan

2.5 Active Transportation

While the subject property does not abut a Major Pathway identified on Schedule C3 – Active Transportation Network (Figure 5), a major pathway is located approximately 650 metres west of the property extending north from Miikana Road. This major pathway provides connectivity to both the urban and rural major pathways within the City.

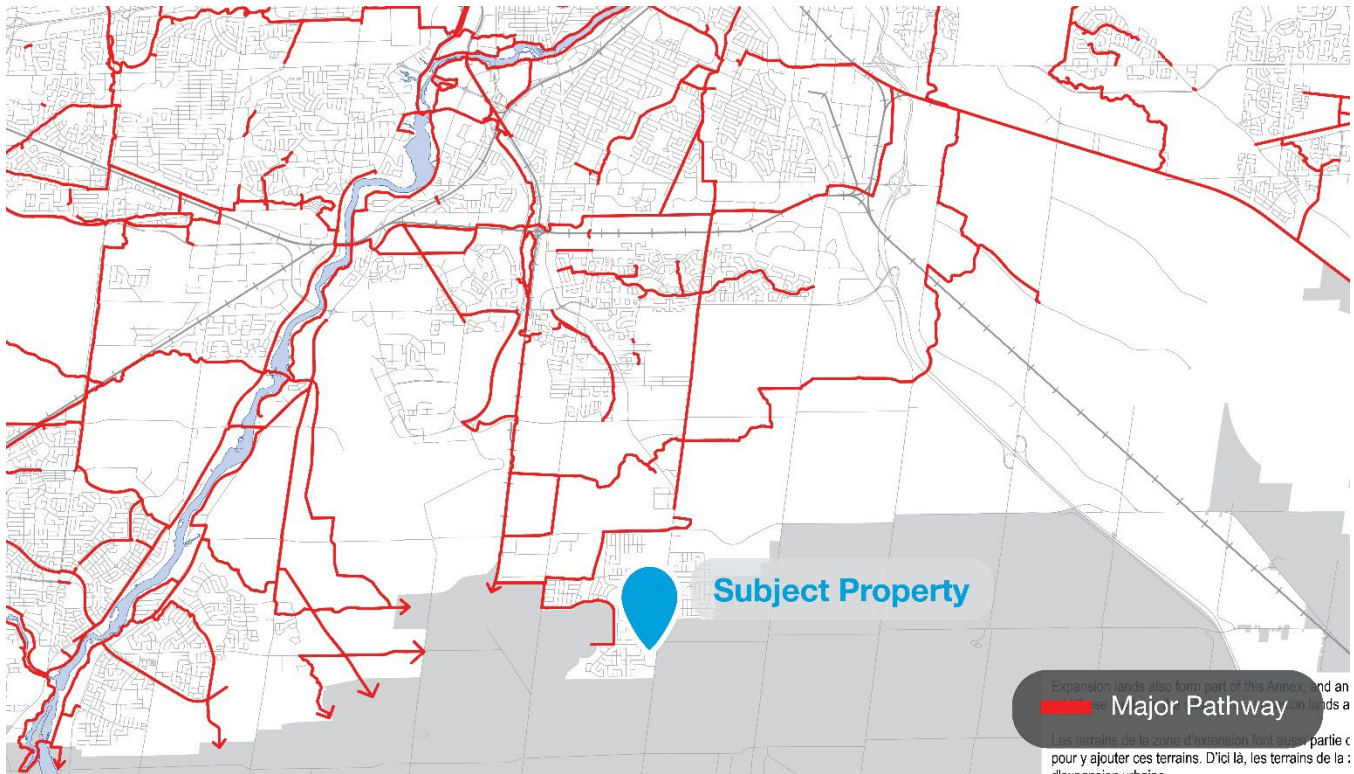


Figure 5. Extract of Schedule C3 - Active Transportation Network, City of Ottawa Official Plan

2.6 Neighbourhood Amenities

The subject property is located in an area with several amenities including parkland, schools, and commercial uses, many of which are accessible by active transportation given their proximity to the subject property. The following list outlines some of the neighbourhood amenities in proximity to the subject property:

- / Parks, including Salamander Park; Anisha Park, Miikana Park, Dun Skipper Park, and Tiger Lily Park;
- / Schools, including Mino Mikan Elementary School, Vimy Ridge Public School, and St. Veronica School; and
- / Commercial uses located within Findlay Creek Centre and south of the subject property.



Figure 6: Community amenities in proximity to the subject site, with a 500 metres radius identified in orange

3.0

Proposed Development

3.1 Development Overview

DCR Phoenix is proposing to develop the subject property with a low-rise residential development consisting of 132 units of back-to-back terrace flats, 24 units of back-to-back three-storey townhomes, and 48 units of three-storey apartment buildings, for a total of 228 new units. A total of 274 (surface and underground) parking spaces are provided for the terrace flats and low-rise apartment buildings, while the proposed townhouse dwellings will have their own parking in their driveways or garages (24 spaces). Four (4) communal amenity areas are proposed across the site, totaling 1,184 square metres of communal amenity space.

Access to the development is proposed from Miikana Road. While the subject property does not currently have frontage on Miikana Road due to the realignment of this road right-of-way, it is understood that the City may permit access to the site through an easement if acquisition of this remnant right-of-way parcel is unsuccessful. Discussions with the City regarding the acquisition of this parcel are ongoing, with details regarding the use of this land and access over this land to be determined through the development application process. The site plan and landscape plans have conceptualized how this parcel may be used in the future and integrated into the proposed development. A communal amenity area has been conceptualized for this land, which would complement the additional communal amenity areas being proposed across the property.

In addition to the Miikana Road access, pedestrian access is proposed from Bank Street. Vehicle access is not proposed from Bank Street to ensure limited curb cuts and minimal pedestrian conflicts along the arterial road. The pedestrian connections from Bank Street will connect to walkways and sidewalks throughout the subject property, ultimately providing access to the larger community through the walkway block between 1018 and 1020 Cedar Creek Drive, west of the subject property.

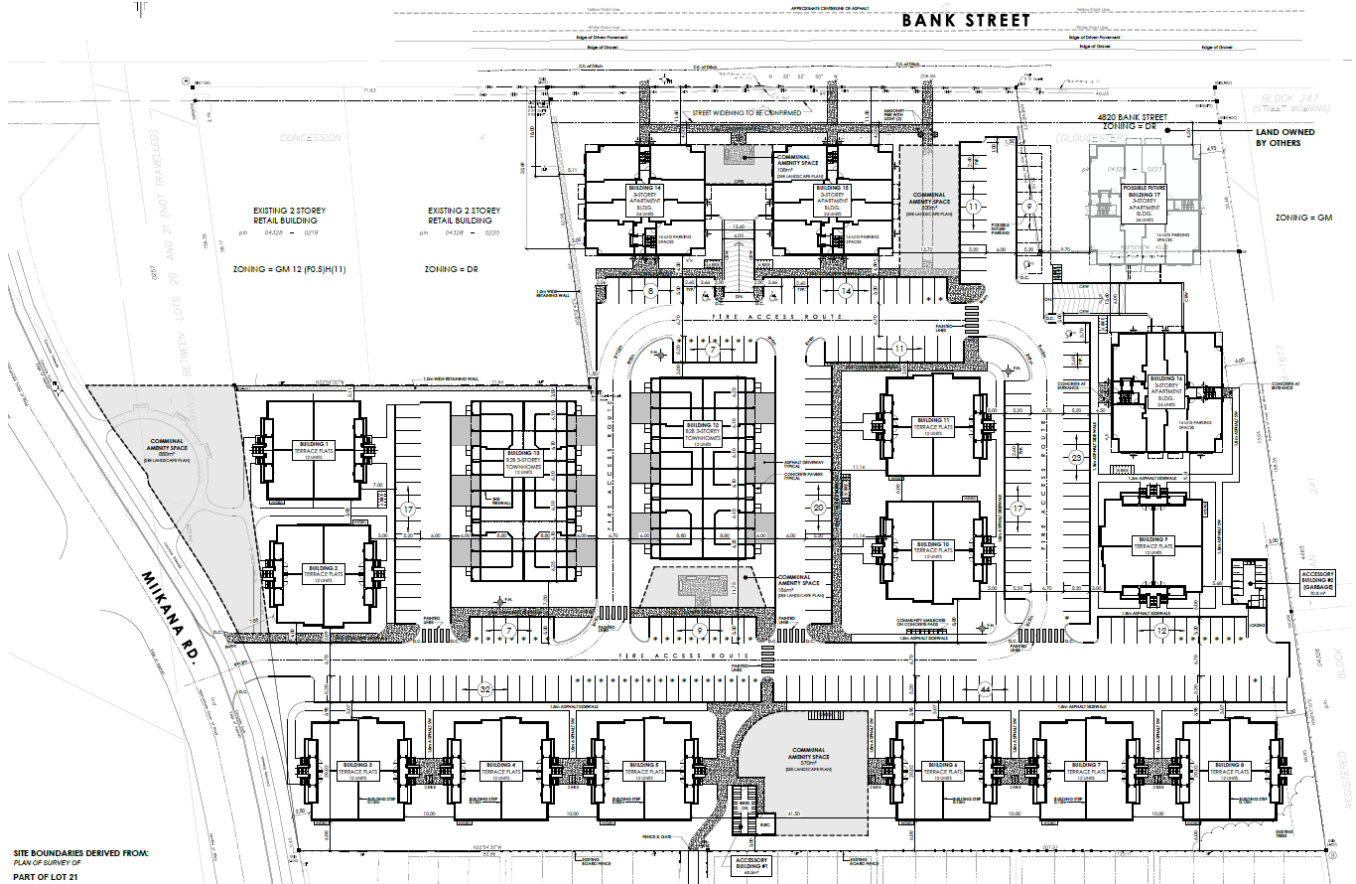


Figure 7. Site Plan, prepared by M. David Blakely Architect Inc.

3.2 Building Design

The proposed development consists of a mix of low-rise apartment buildings, back-to-back stacked terrace flats and back-to-back townhouses ranging in heights from two (2) to three (3) storeys. The tallest and densest buildings, the low-rise apartments, are located along the Bank Street frontage and abutting the southern interior side yard where the abutting property is to be developed with mid-rise apartment buildings and commercial uses. The back-to-back terrace flats are located along the remaining property boundaries, and closer to the southern property line, while the back-to-back townhouses are located centrally to the planned unit development.

The proposed low-rise apartment buildings are designed with large windows and corner balconies that overlook and frame Bank Street. Entrances are provided along Bank Street frontage to provide activation to this section of Bank Street, while a communal amenity area between Buildings 14 and 15 and on the south side of Building 15 on Bank Street provides additional opportunity for activation of the street.



Figure 8. Bank Street Streetscape

The back-to-back stacked terrace flats have been designed to provide two levels of access for three floors of units. The front doors of each unit will lead to pedestrian walkways (either concrete or asphalt sidewalks/walkways) and associated surface parking lots. All units have been designed with either a sunken terrace or a balcony, with additional outdoor communal amenity areas being provided to complement these private amenity spaces.



Figure 9. Front/Rear elevation of the back-to-back stacked terrace flats

The back-to-back townhouses have been designed to include individual garages that face the internal private way and drive aisles for the surface parking lots on site. The individual garages will contribute to a mixed streetscape throughout the internal private way on the subject property while also containing personal vehicles within each townhouse block, ultimately reducing the overall surface parking needed for the proposed development. The proposed garages are recessed from the front entrance of each townhouse unit, allowing for the design of the townhouse units including the front entrance and second storey balconies to be the focus rather than the individual garages. Similar to the terrace flats, outdoor communal amenity areas are provided in proximity to the back-to-back townhouse blocks to complement the private balconies being provided.



Figure 10. Front elevation of the back-to-back townhouses

3.3 Pedestrian Experience and Public Realm

The proposed development has been designed to consider pedestrian movement around the subject property and into the surrounding area. While Bank Street does not provide pedestrian facilities abutting the subject property, the proposed development has provided opportunities for connectivity to future facilities when or if they are provided as part of any future Bank Street upgrades. Pedestrian connectivity is provided to Miikana Road, which is designed with sidewalks on both sides of the road for most segments of the road. The proposed development also provides a pedestrian connection to the walkway block located along Cedar Creek Drive that will provide more direct and convenient access to the parks, schools and transit stations located within the interior of the abutting neighbourhood. The proposed pedestrian facilities across the subject property have been designed as a mix of concrete and asphalt sidewalks that range from 1.8 to 2.0 metres in width.

In addition to pedestrian connections, the public realm within and abutting the subject property has been designed to provide a variation in building types and also provide additional landscaping and tree planting. As illustrated on the landscape plan, 35 new trees are proposed to be planted across the subject property, many of which are located along the proposed private way, abutting Miikana Road and abutting Bank Street. In addition to tree planting, other shrubs and ornamental grasses are proposed throughout the development, contributing to the public realm and streetscape of the private way within the subject property.

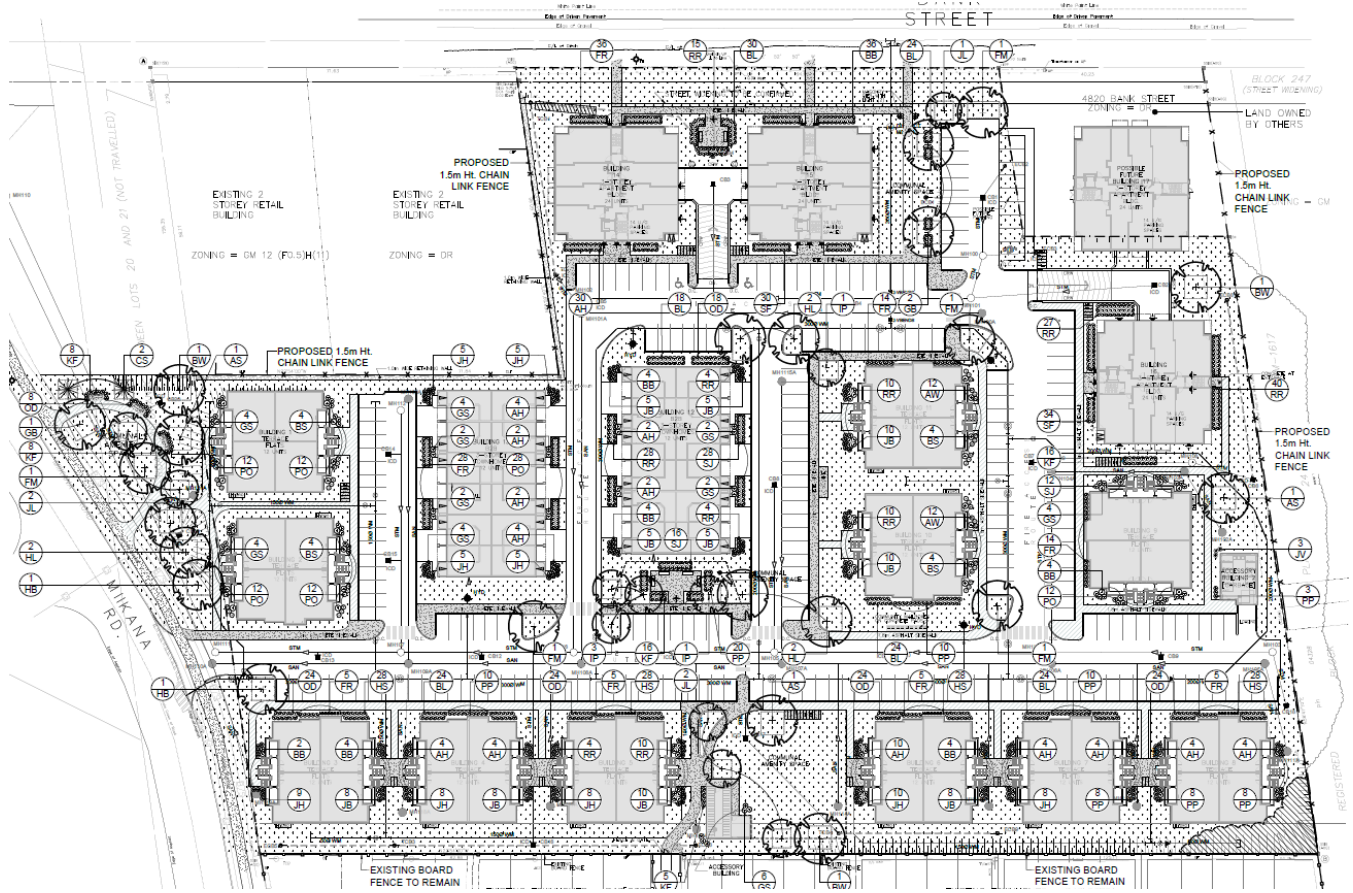


Figure 11. Landscape Plan, prepared by James B. Lennox & Associates Inc. Landscape Architects

Policy & Regulatory Framework

4.1 Provincial Planning Statement

The Provincial Planning Statement (PPS), issued under Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land uses, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS, among others:

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

- / **Policy 1 of Section 2.2** – 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:
 - b) Permitting and facilitating:
 - 1. All housing options required to meet the social, health, economic and well-being 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 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;
 - d) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- / **Policy 1 of Section 2.3.1** – Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- / **Policy 2 of Section 2.3.1** – Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources;
 - b) Optimize existing and planned infrastructure and public service facilities;
 - c) Support active transportation;
 - d) Area transit-supportive, as appropriate;
- / **Policy 3 of Section 2.3.1** – Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- / **Policy 2 of Section 2.4.1** – To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
 - a) To accommodate a significant population and employment growth;

- b) As focal areas for education, commercial, recreational, and cultural uses;
- c) To accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) To support affordable, accessible, and equitable housing.

The proposed development is consistent with the Provincial Planning Statement as it relates to building homes, sustaining strong and competitive communities. The proposed development will introduce additional housing options to a parcel of land that is currently underutilized abutting a Corridor identified as a strategic growth area. The proposed development will efficiently use the existing land and resources available and will optimize existing and planned infrastructure. While Bank Street is still characterized by a rural cross section, the proposed development has been designed to provide opportunities for pedestrian access to Bank Street, Miikana Road and Cedar Creek Drive, supporting active transportation and access to nearby local transit.

Chapter 3: Infrastructure and Facilities

- / **Policy 1 of Section 3.1** – Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) Are financially viable over their life cycle, which may be demonstrated through asset management planning;
- b) Leverage the capacity of development proponents, where appropriate; and
- c) Are available to meet current and projected needs.

- / **Policy 2 of Section 3.1** – Before consideration is given to development 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.

- / **Policy 2 of Section 3.2** – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

- / **Policy 1 of Section 3.9** – Healthy, active, and inclusive communities should be promoted by:

- a) Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

The proposed development is consistent with the Provincial Planning Statement as it relates to infrastructure and facilities. The proposed development makes use of existing and planned infrastructure where available. The proposed development has been designed to include a variety of communal amenity areas to provide a range of public spaces to future residents. Pedestrian walkways are proposed to provide access to the abutting community and the existing schools, parks and open space areas.

Chapter 4: Wise Use and Management of Resources

- / **Policy 1 of Section 4.1** – Natural features and areas shall be protected for the long term.

- / **Policy 7 of Section 4.1** – Development and site alteration shall not be permitted in habitat of endangered species and threatened species, exception in accordance with provincial and federal requirements.

The proposed development is consistent with the Provincial Planning Statement as it relates to the wise use and management of resources. The proposed development seeks to protect existing natural features where possible, and all development is proposed in accordance with provincial and federal requirements.

4.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

4.2.1 Strategic Direction

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

The proposed development represents intensification of an underutilized parcel or land within the urban area and adjacent to an existing low-rise residential development, advancing the City's objective to achieve more growth through intensification than greenfield development.

2) **By 2046, the majority of trips in the City will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

The subject property is located within approximately 3.5 kilometres of the Leirtrim LRT Station and approximately 4 kilometres of the Bowesville LRT Station. Local OC Transpo routes serve the subject property, providing connectivity to the greater rapid transit network.

3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

The subject property is located on a suburban Mainstreet Corridor and has been designed in accordance with the applicable policies.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The proposed development of the subject property supports the City's environmental objectives by creating opportunities for pedestrian connectivity throughout the site that contributes to the creation of a 15 minute community where future residents can access existing amenities within the abutting built-up area. Additionally, compact building forms are proposed with a mix of surface and underground parking, providing opportunities for landscaping that will contribute to the City's urban forest canopy cover and mitigate the effects of climate change.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development will locate additional residential density along Bank Street and adjacent to an area already planned for commercial uses in the Leitrim Community Design Plan, which will contribute to a greater number of residents in the area to support existing and future industries and businesses along this corridor and within the Findlay Creek community.

4.2.2 Cross Cutting Issues

The Official Plan establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-law and practices. Six cross-cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender and Equity
- / Culture

Section 2.2.1, Intensification and Diversifying Housing Options, provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk.

Section 2.2.2, Economic Development, provides policy direction for economic growth and development. The intention is to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas, integrating land uses, supporting key sectors like education and health, and protecting spaces for business, logistics, and rural development.

Section 2.2.3, Energy and Climate Change, provides policy direction for the mitigation and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encouraged, to ensure both energy efficiency and sustainable patterns of development over the long term. Further, a shift from the reliance of personal automobiles to active and zero emission transportation modes such as public transit, walking and cycling is favoured.

Section 2.2.4, Healthy and Inclusive Communities, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

Section 2.2.5, Gender Equity, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic barriers through inclusive engagement and tools that assess equity at every stage of the planning process, improving quality of life for all residents.

Section 2.2.6, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

The proposed applications will result in residential intensification that is supportive of the above cross cutting issues, as demonstrated throughout the remainder of this report.

4.2.3 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. Ottawa's population is projected to grow by 40 percent between 2018 and 2046 with 51 percent of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40 percent in 2018 up to 60 percent by 2046).

The City of Ottawa adopted Official Plan Amendment 46 (OPA 46) in July 2025 which amended the Official Plan to update policies and mapping for consistency with the Provincial Planning Statement 2024. The Official Plan Amendment is now before the Minister of Municipal Affairs and Housing for a decision in accordance with Sections 17 and 26 of the *Planning Act*, and is therefore not yet in force and effect. For the purposes of evaluating the proposed development, the Official Plan as currently written has been reviewed, with OPA 46 reviewed in the following section of this report.

The applicable policies of Section 3.2 for the proposed development are outlined as follows:

- / **Policy 2** – Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.
- / **Policy 3** – The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors, and lands within the Neighbourhood designations that are adjacent to them as shown Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant

residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

- / **Policy 4** – Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resources is used for drinking water.
- / **Policy 8** – Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
 - a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
 - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- / **Policy 10** – The residential density and proportion of large household dwelling targets as shown on Schedule B1 through B8 are established in Table 3a [of the Official Plan] for Hubs and Mainstreet Corridors. Mainstreet Corridors have a minimum area-wide density requirement of 120 people and jobs per gross hectares and a minimum residential density requirement for intensification of 120 dwelling per net hectare. The minimum proportion of large-household dwellings within intensification for Mainstreet Corridors is 5 percent and a target of 10 percent.

The proposed development is consistent with the policies of the Official Plan as they relate to growth management and intensification, as outlined above. The proposed development will intensify an urban parcel of land abutting a Mainstreet Corridor and adjacent to an area of land currently be developed within similar residential uses. The proposed development will result in 228 new residential units in a mix of small-household and large-household unit sizes. The proposed development represents a density of approximately 86.7 units per hectare. While this is less than the minimum density target for suburban Mainstreets, the proposed density is appropriate for the location of the site and surrounding context and based on the available infrastructure and servicing capacity in the area.

As noted above, OPA 46 was adopted by City Council but remains with the Minister of Municipal Affairs and Housing for final approval and is therefore not yet in force. OPA 46 sought to renumber the subsections within Section 3 – Growth Management Framework of the Official Plan as follows:

- / Section 3.2 will be renamed “Growth Within the Built-Up Area” with the following subsections:
 - Subsection 3.2.1 – Strategic Growth Areas,
 - Subsection 3.2.2 – Major Transit Station Areas (MTSAs) and Protected Hubs as Protected Major Transit Station Areas (PMTSAs), and
 - Subsection 3.2.3 – Support Intensification (currently section 3.2 of the Official Plan).

The applicable policies of the revised Section 3.2 are as follows, as written in Document 1 – Details of Recommended Official Plan Amendment 46:

- / **Policy 1 of Section 3.2.1** – The Hub and Corridor designations are strategic growth areas to accommodate residential and non-residential growth through intensification by providing access to existing services and transit and supports an evolution towards 15-minute neighbourhoods.
- / **Policy 4 of Section 3.2.1** – Section 4.6 Urban Design describes how development within Hubs and Corridors are to transition to adjacent areas.

- / **Policy 5 of Section 3.2.1** – Section 5 Transects describes the general built form characteristics, including minimum and maximum building heights, for Hubs and Corridors by the transect that they are within.
- / **Policy 6 of Section 3.2.1** – Section 6 Urban Designation describes the function of Hubs and Corridors, including their strategic purpose, land use permissions, and guidance for how development should occur within the designation.
- / **Policy 3 of Section 3.2.3** – The vast majority of residential intensification shall focus within strategic growth areas and 15-minute neighbourhoods, which are comprised of Hubs, Corridors, lands within the Evolving Neighbourhood Overlay as shown on Schedules B1 through B8.
- / **Policy 9 of Section 3.2.3** – The residential intensification targets by dwelling sizes as shown on Schedules B1 through B8 are established in Table 2a and by transect and designations in Table 2b. The large household dwelling minimum for suburban Mainstreets is 5 percent and the target is 10 percent.
- / **Policy 10 of Section 3.2.3** – Density targets within Major Transit Station Areas (MTSA) are established in Table 3a, and density targets outside of MTSA are established in Table 3b. Suburban Mainstreets have a density target of 120 dwelling per net hectare.

The proposed development is consistent with the policies of the Official Plan introduced as OPA 46 as they relate to growth management and intensification. The proposed development is located on a Mainstreet Corridor which is identified as a strategic growth area and intended to accommodate residential intensification. As previously stated, the proposed development introduces a mix of small-household and large-household unit sizes, contributing the mix of available unit sizes in the immediate area.

4.2.4 Suburban Transect

The subject property is located within the Suburban Transect of the City, as identified on Schedule A – Transect Policy Areas, of the Official Plan. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation and land uses, stand-alone buildings, generous setbacks, and low-rise building forms.

The applicable policies of Section 5.4 for the proposed development are outlined as follows:

- / **Policy 2 of Section 5.4.1** – 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;
 - iv) The Zoning By-law Amendment may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition.
- / **Policy 3 of Section 5.4.1** – In the Suburban Transect, this Plan shall support:
 - a) A range of dwelling unit sizes in:
 - i) Multi-unit dwellings in Hubs and on Corridors; and
 - ii) Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and
 - b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.
- / **Policy 3 of Section 5.4.3** – Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows:

- a) Generally not less than 2 storeys and up to 9 storeys, except where a secondary plan or area-specific policy specifies greater heights;

The proposed development is consistent with the Suburban Transect policies of the Official Plan. The proposed development is a low-rise residential redevelopment consisting of buildings with heights of two (2) to three (3) storeys. The proposed development includes a mix of multi-unit dwellings and ground-oriented dwellings, contributing to a range of housing options to serve a variety of household types and individuals not forming part of a household.

4.2.5 Mainstreet Corridor

The subject property is designated “Mainstreet Corridor” with the Evolving Neighbourhood Overlay on Schedule B7 – Suburban (Southeast) Transect (Figure 5). The Corridor designation applies to bands of lands along specified streets whose planned function combines higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

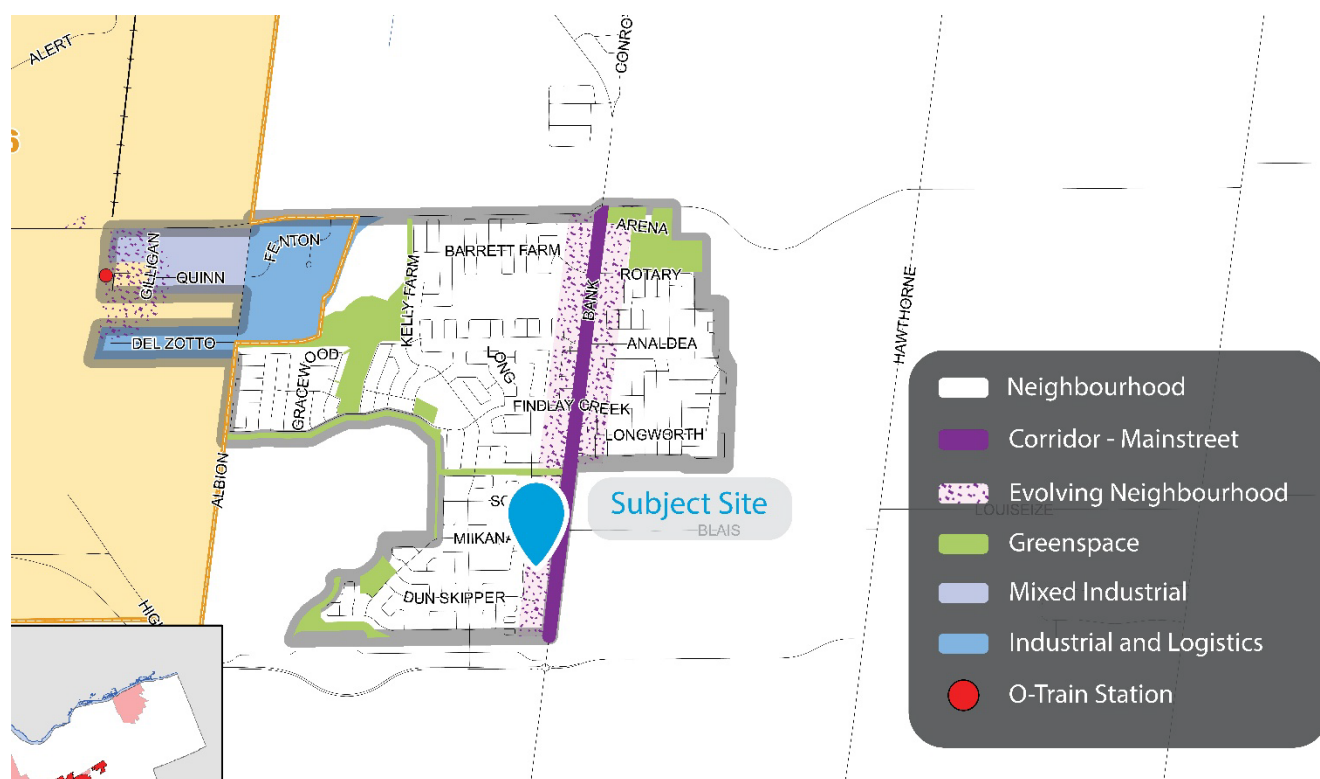


Figure 12: Schedule B7 – Suburban (Southeast) Transect

The applicable policies of Section 6.2 for the proposed development are outlined as follows:

- / Policy 1 of Section 6.2.1 – 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 a Mainstreet Corridor, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;

- / **Policy 2 of Section 6.2.1** – Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. 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 mid-block pedestrian connections to nearby streets or abutting designations;
 - c) For sites generally of greater than 1 hectare in area of 100 metres in depth:
 - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii) Where development is proposed to occur in phases, may be required to building phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
 - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- / **Policy 3 of Section 6.2.1** – Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
 - a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
 - b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
 - c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
- / **Policy 4 of Section 6.2.1** – Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
 - a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors and Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped;
 - b) Vehicular access shall generally be provided from the parallel street or side street.

The proposed development is consistent with the Mainstreet Corridor policies of the Official Plan. The entirety of the subject property is designated as Mainstreet Corridor, and as such, has been designed to located the densest building typologies along Bank Street and the lowest densities and heights along the rear property line abutting the existing low-rise residential lots on Cedar Creek Drive. The proposed development does not contemplate non-residential uses and is proposed as a residential development. Existing non-residential uses existing in the area and the proposed development will create opportunities for pedestrian connectivity to the surrounding community to access existing services. While the subject property does not currently have frontage on Miikana Road, access is proposed from Miikana Road in accordance with Policy 4 of Section 6.2.1. It is the intent that the details regarding the land acquisition of the remnant right-of-way parcel on Miikana Road or an access easement across this parcel of land will be further discussed as the development applications progress through technical circulation.

4.2.6 Evolving Neighbourhood Overlay

The City has established overlays which provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that are otherwise not included in the designation section of the Official Plan. The Evolving Neighbourhood Overlay is applied to areas in close proximity to Hubs and Corridors to signal gradual evolution

over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The applicable policies of Section 5.6.1 for the proposed development area outlined as follows:

- / **Policy 1 of Section 5.6.1** – The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:
 - a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
 - b) Allowance for new building forms and typologies, such as missing middle housing;
 - c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
 - d) Direction to govern the evaluation of development.

While the Evolving Overlay appears to apply to the subject property on Schedule B7 of the Official Plan, the Mainstreet Corridor designation applies to the entirety of the subject property due to the depth of the property being less than 220 metres. As such and in accordance with Policy 1 of Section 5.6.1 that states that the Evolving Neighbourhood Overlay applies to lands 150 metres from the boundary of a Hub or Mainstreet designation, it is our opinion that the Evolving Neighbourhood Overlay policies would not apply to the subject property and proposed development.

4.2.7 Parks and Recreation Facilities

Parks are one component of the City's greenspace and are important for quality of life, active recreation and health. Parks provide spaces for active and passive recreation and opportunities to showcase diverse cultural communities and for creative expression. Parks should be of a shape and size that provide appropriate access and visibility and suite the scale and fabric of the surrounding neighbourhood.

The applicable policies of Section 4.4 for the proposed development are outlined as follows:

- / **Policy 2 of Section 4.4.1** – All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
 - a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
 - b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
 - i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
 - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
 - iii) Be of a usable shape, topography and size that reflects its intended use;
 - iv) Meet applicable provincial soil regulations; and

- v) Meet the minimum standards for drainage, grading and general condition.
- / **Policy 7 of Section 4.4.1** – The City may approve the conversion of a public right-of-way to designated parkland with a Street or Lane Closing application. The City will identify and consider public rights of ways, vehicular lanes, underused road segments and other vehicular spaces as opportunities for park space. These features may be purchased, used by agreement, expropriated or conveyed to the City as part of development.
- / **Policy 8 of Section 4.4.1** – Council may consider City-owned properties, including those being considered for disposal, as a location to building a new park.

The proposed development currently contemplates providing cash-in-lieu of parkland in accordance with the direction received from Parks Staff as part of the pre-consultation meeting for the proposed development.

4.2.8 Urban Design

Urban design is the process of giving form and context to the City. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change.

The applicable policies of Section 4.6 for the proposed development are outlined as follows:

- / **Policy 5 of Section 4.6.1** – Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
 - a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
 - b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
 - c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.
- / **Policy 4 of Section 4.6.2** – Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:
 - a) Protecting the opportunity to view natural and cultural heritage features;
 - b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
 - c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate;
 - d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
 - e) Managing the intensity and spill-over of lighting on adjacent parcels.
- / **Policy 1 of Section 4.6.3** – Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.
- / **Policy 1 of Section 4.6.5** – Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- / **Policy 2 of Section 4.6.5** – Development in Hubs and Corridors shall respond to context, transect area and overlay policies. The development shall generally be located to frame the adjacent street, park or greenspace,

and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

- / **Policy 3 of Section 4.6.5** – Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- / **Policy 4 of Section 4.6.5** – Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensure that the built environment addresses the needs of diverse users and provides a healthy, equitable, and inclusive environment.
- / **Policy 4 of Section 4.6.6** – Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions [...].
- / **Policy 6 of Section 4.6.6** – Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development is a low-rise residential development that has been designed in accordance with the policies of the Suburban Transect, the Mainstreet Corridor Designation, and the Design Guidelines for Development along Arterial Mainstreets. The proposed development has been designed to activate Bank Street, which is currently designed as a rural right-of-way despite being designated a Mainstreet Corridor. Pedestrian permeability throughout the proposed development is an important feature that has been considered to ensure that future residents of the proposed development can access the nearby amenities along Bank Street and within the abutting neighbourhood. The proposed development has considered how the proposed amenity spaces will provide four-season comfort by providing a mix of private and communal amenity areas. Finally, the proposed development has oriented buildings within the proposed development towards Bank Street, the Scenic Entry Route, as well as towards Miikana Road, a collector road providing access to the subject property.

4.2.9 Protection of Airport and Aircraft Operations

Section 10.2 of the Official Plan provides direction to minimize incompatible land uses. Section 10.2.2 provides specific direction for the protection of airport and aircraft operations in the City. The applicable policies of Section 10.2.2 for the proposed development are outlined as follows:

- / Policy 1 of Section 10.2.2 – Development inside the Airport Vicinity Development Zone, as shown on Schedule C14, shall be consistent with applicable City, provincial and federal guidelines and regulations. In the event of a variation between City, provincial and federal guidelines, the most restrictive provisions shall be applied.
- / Policy 5 of Section 10.2.2 – Within the Airport Vicinity Development Zone, noise-sensitive uses may be permitted between the 25 Line and the Airport Operating Influence Zone.
- / Policy 6 of Section 10.2.2 – Development shall comply with the Ottawa MacDonald-Cartier International Airport Zoning Regulations as enacted under the federal *Aeronautics Act*.

The proposed development is located along the boundary of the Airport Vicinity Development Zone, as outlined on Schedule C14 of the Official Plan. The proposed development is a low-rise residential development that is not anticipated to create any undue adverse impacts on aircraft operations, nor are airport operations anticipated to have any undue adverse impacts on the proposed development. The proposed development is permitted on the subject lands and within the Airport Vicinity Development Zone in accordance with the policies of Section 10.2.2.

4.3 Leitrim Community Design Plan

The Leitrim Community Design Plan (CDP) was adopted by City Council in July 2005, following the initiation of the CDP in November 2003 to provide a coordinated vision for the Leitrim community given increased development pressures. The Leitrim CDP is comprised of six (6) main components: the Land Use Plan, the Community Design Guidelines, the Greenspace Plan, the Servicing Plan, the Transportation Plan, and the Implementation Plan. While the CDP is a non-statutory document, it has been reviewed in the context of the proposed development to ensure that the proposed development maintains the vision for the community, while continuing to recognize the evolution of the community over the last 20 years and the adoption of a new Official Plan since the adoption of this CDP.

The subject property is designated Medium Density and High Density on the Leitrim CDP Land Use Plan (Figure 6). The Medium Density Residential designation is intended to provide the majority of the community's ground-oriented multiple unit dwellings, located in such a manner to support focal points such as commercial areas or park. Permitted uses include triplexes, fourplexes, block townhouses, street townhouses and stacked townhouses. The High Density Residential designation is intended to provide the majority of the highest density residential uses and is located in such a manner to support Leitrim's commercial areas and be close to transit routes. Permitted uses includes low-rise apartments, mid-rise apartments, and stacked townhouses, with the designation having a minimum density of 80 units per net hectare.

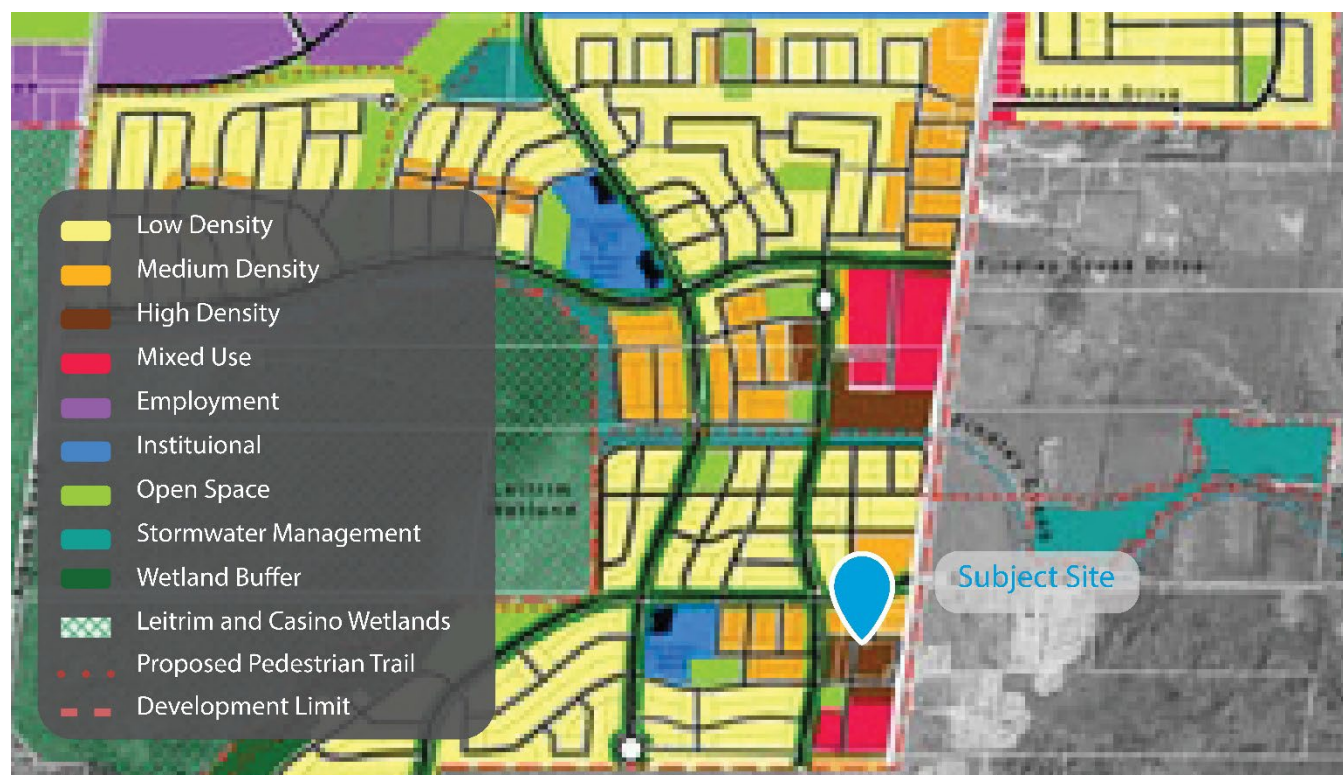


Figure 13: Land Use Plan, Leitrim Community Design Plan

4.3.1 Community Design Guidelines

Section 5 of the CDP provides direction regarding the design of the Leitrim Community, based on the Land Use Plan, identifying how the principles and objectives of the Official Plan can be translated to the community. The community design guidelines are organized by the structuring elements of the Land Use Plan, with their goal being to direct future land use planning and development decisions within the Community for both public and private sector development.

Section 5.6 provides direction for higher density residential areas within the CDP. The higher density residential areas have been located adjacent to the mixed use centres to support commercial uses. All forms of townhouses (block, stacked, street) are envisioned, as well as low-rise and mid-rise apartments. The following guidelines regarding townhouses and low- to mid-rise apartments are applicable to the proposed development:

- / T1 – Townhouses should be mixed with other house forms so that they do not dominate an entire neighbourhood.
- / T4 – Where front garages must be provided, the garage door should not protrude beyond the main front wall of the dwelling.
- / A1 – Apartment buildings, and their associated landscape treatment, should help define the street edge.
- / A2 – Permanent parking, loading, and servicing areas should be located in side or rear yards, set back from the front façade of the building.
- / A4 – A substantial portion of the building should front the public road at a minimum setback, and the required building frontage should be in proportion to the lot frontage.

Section 5.7 provides direction for residential neighbourhoods within the CDP. The following guidelines for all housing types are applicable to the proposed development:

- / N1 – Each neighbourhood will include a variety of housing types, reduced front yard setbacks to reinforce the street edge, and garages set behind the front of the house or accessed from a rear lane.
- / N2 – Buildings must have front facades parallel to the road with front doors, windows, and entry features facing the road to create a consistent street wall.
- / N5 – Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards.

The proposed development has considered the community design guidelines of the Leitrim Community Design Plan. The proposed development includes a mix of low-rise residential dwelling typologies contemplated by the Leitrim CDP and generally complies with the minimum density for the medium and high-density uses. The proposed development fronts public roads where possible and has located surface parking to be out of view of Bank Street and Miikana Road where possible. The proposed development generally complies with the applicable direction outlined in the Leitrim CDP.

4.4 Urban Design Guidelines for Development Along Arterial Mainstreets

The design guidelines for development along Arterial Mainstreets was approved by Ottawa City Council in May 2006. These guidelines serve to assess, promote, and achieve appropriate development along Arterial Mainstreets, now generally designated Mainstreet Corridor in the Official Plan. The urban design guidelines are organized into seven (7) sections that address the following: streetscape; built form; pedestrians and cyclists; vehicles and parking; landscape and environment; signs; and servicing and utilities.

The proposed development meets the following applicable design guidelines, among others:

- / Locates new buildings along the public street edge [Guideline 1];
- / Uses buildings, landscaping and other streetscape elements to create a continuous streetscape [Guideline 4];
- / Designs new development to be compatible with the general physical character of adjacent neighbourhoods. Protects the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities [Guideline 7];

- / Bases new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Designs the internal circulation patterns with direct connections to the surrounding streets [Guideline 10];
- / Ensures that buildings occupy the majority of the lot frontage [Guideline 13];
- / Orients the front façade to face the public street and locate front doors to be visible, and accessible, from the public street [Guideline 17];
- / Connects pedestrian walkways between adjacent properties in order to facilitate circulation between sites [Guideline 19];
- / Provides direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances [Guideline 20];
- / Locates surface parking spaces at the side or rear of buildings. Provides only the minimum number of parking spaces required by the Zoning By-law [Guideline 27];
- / Plants trees, shrubs, and ground cover on any unbuilt portions of the site that are required to meet minimum parking requirements [Guideline 37];
- / Landscapes areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk [Guideline 40];
- / Share service and utility areas between different users, within a single building, or between different buildings, to maximize space efficiencies [Guideline 49].

The proposed development has considered and incorporated relevant guidelines into the design of the buildings and the site where possible.

4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is currently zoned Development Reserve (DR) in the City's Comprehensive Zoning By-law (2008-250). The purpose of the DR zone is to:

- / Recognize lands intended for future urban development [...];
- / Limit the range of permitted uses to those which will not preclude future development options;
- / Impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

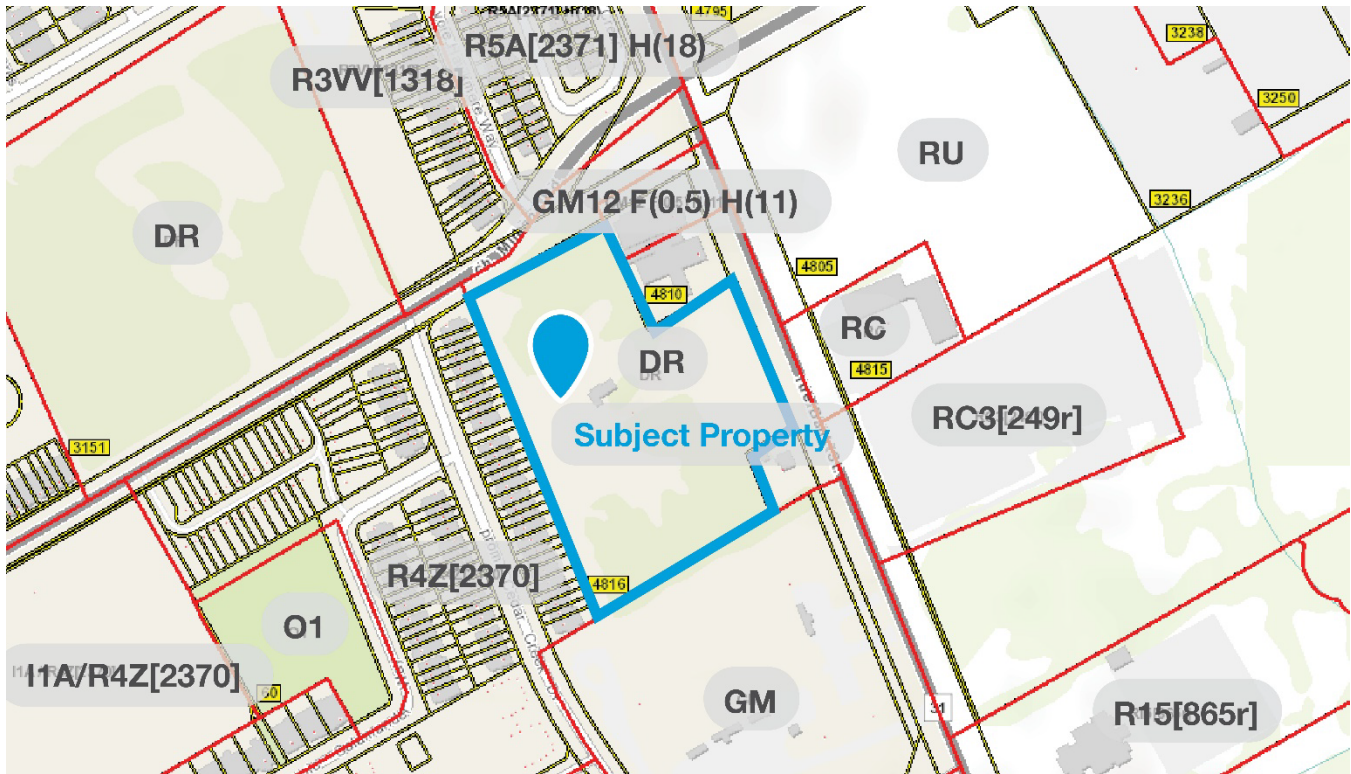


Figure 14. Zoning Map

The following uses are permitted in the DR zone:

- | | |
|---|--|
| / agricultural use | / marine facility |
| / agriculture-related use | / one detached dwelling accessory to a permitted use |
| / emergency service | / park |
| / environmental preserve and education area | / on-farm diversified use |
| / forestry operation | / additional dwelling unit |
| / group home | / urban agriculture |
| / home-based business | |

4.5.1 Proposed Zoning

To facilitate the development of the subject lands as proposed, it is recommended that the subject lands be rezoned to Residential Fourth Density, Subzone Z, with a site-specific exception (R4Z[XXXX]). The site-specific exception would accommodate deviations from the R4Z zone and other sections of the Zoning By-law as determined in the following zoning compliance table.

The purpose of the R4 zone is to:

- / Allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no cases more than four (4) storeys;
- / allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;

- / permit ancillary uses to the principal residential use to allow residents to work at home;
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and
- / permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

A range of residential uses are permitted in the R4Z zone as follows:

- | | |
|--------------------------------|------------------------------|
| / apartment dwelling, low rise | / planned unit development |
| / bed and breakfast | / retirement home, converted |
| / detached dwelling | / retirement home |
| / diplomatic mission | / rooming house |
| / duplex dwelling | / additional dwelling unit |
| / group home | / semi-detached dwelling |
| / home-based business | / stacked dwelling |
| / home-based daycare | / three-unit dwelling |
| / linked-detached dwelling | / townhouse dwelling |
| / park | / urban agriculture |

Table 1, below, outlines the required R4Z provisions, with any proposed deviations resulting in non-compliance from these provisions identified in the last column of the table. While this has been prepared based on the current site plan, any changes to the site plan may require changes to the amendments being sought.

Table 1. Proposed R4Z Zoning Compliance Table

Zoning Provisions	Required R4Z - Planned Unit Development, Low-Rise Apartment, Stacked Townhouse, Back-to-Back Townhouse	Proposed	Compliance
Minimum Lot Width Table 162A IV	Planned Unit Development – 18 m	94.98 m	Y
Minimum Lot Area Table 162A V	Planned Unit Development – 1,400 m ²	2.63 ha	Y
Maximum Building Height Table 162A VI	Apartment dwelling, low-rise and stacked – 15 m Townhouse – 11 m	Apartment dwelling, low-rise – 12.94 m Stacked dwelling (terrace flat) – 10.01 m Townhouse (B2B) – 9.37 m	Y
Minimum Front Yard Setback Table 162A VII Bank Street	3 m	4.5 m to future street widening	Y

Zoning Provisions	Required R4Z - Planned Unit Development, Low-Rise Apartment, Stacked Townhouse, Back-to- Back Townhouse	Proposed	Compliance
Minimum Corner Side Yard Setback Table 162A VIII	3 m	n/a	n/a
Minimum Rear Yard Setback Table 162A IX Abuts R4Z	Apartment dwelling, low-rise and stacked – 6 m Townhouse – 6 m Endnote 1: Buildings in a PUD must be located so they are set back: / an amount equal to the min. required rear yard setback for the dwelling type proposed (6 m), from a lot line where it abuts a rear yard on an abutting lot but need not exceed 7.5 m	6 m Proposed that endnote 1 does not apply.	Y
Minimum Interior Side Yard Setback Table 162 A X Abuts DR to the north, GM to the south	Apartment dwelling, low-rise and stacked – for any part of a building located within 21 m of a front lot line, the min. required interior side yard setback is: / Where the building wall is equal to or less than 11 m in height – 1.5 m / Where the building wall is greater than 11 m in height – 3 m / In all other circumstances, the min. required interior side yard setback is 6 m Townhouse 1.2 m Endnote 1: Buildings in a PUD must be located so that they are setback: / An amount equal to the min. required interior side yard setback for the dwelling type proposed (3 m, 1.5 m, 1.2 m), from a lot line where it abuts a side yard on an abutting lot	Apartment dwelling, low-rise – 3 m Stacked dwelling – 3.1 m Townhouse – 3 m Proposed that endnote 1 and 6 do not apply and the required setback is 3 m only.	N Y Y

Zoning Provisions	Required R4Z - Planned Unit Development, Low-Rise Apartment, Stacked Townhouse, Back-to-Back Townhouse	Proposed	Compliance
	for the first 18 m back from the street and 25 percent of the lot depth for the remainder, to a maximum of 6 m.		
Minimum Landscaped Area Section 161(8)	30% of lot area	45.89%	Y
Maximum Number of Attached Dwelling Units in a Townhouse Dwelling Section 136	No more than 8 townhouse dwelling units may be in a single row and the maximum number of attached townhouse dwelling units is 16	6 units in a single row, 12 units attached	Y
Amenity Area Requirements Table 137(6), (12) Does not apply to the townhouse dwellings	Stacked dwellings, low-rise apartment outside of Area A on Schedule 321 – 6 m ² /dwelling unit (total) and 50% of the required total amenity area (communal) Total: 1,224 m ² Communal: 612 m ²	Private: 816 m ² Communal: 2,064 m ² Total: 2,880 m ²	Y
Planned Unit Development Provisions			
Minimum Width of a Private Way Table 131(1)	6 m	6.7 m	Y
Minimum Setback for Any Wall of a Residential Use Building to a Private Way Table 131(2)	1.8 m	>1.8 m (ranges)	Y
Minimum Setback for any Garage or Carport Entrance from a Private Way Table 131(3)	5.2 m	6 m	Y
Minimum Separation Area Between Buildings within a PUD Table 131(4)	Where the height of abutting buildings is less than 14.5 m – 1.2 m All other cases – 3 m	5 m	Y
Landscaping and Parking in a PUD Table 131(6)(b)	In no case may any dwelling unit located within a PUD that has its own driveway leading to its associated parking space, garage, or carport have a driveway that is wider than the	Area between private garages and private way or parking area is proposed to be landscaped.	Y

Zoning Provisions	Required R4Z - Planned Unit Development, Low-Rise Apartment, Stacked Townhouse, Back-to-Back Townhouse	Proposed	Compliance
	associated parking space, garage, or carport. The remaining area between the dwelling unit and the private way must be landscaped with soft landscaping, and a walkway extending from the private way back to the principal entranceway is prohibited. A path that is mostly parallel to the street, that provides pedestrian access from the driveway to the principal entranceway of no more than 1.2 m is permitted.		
Accessory Building Provisions			
Minimum Setback from a Front Lot Line Table 55(1)	Same as required for principal building (3 m)	Accessory Building 1 (Bikes) – >3 m Accessory Building 2 (Garbage) – >3 m	Y
Minimum Setback from an Interior Side Lot Line or Rear Lot Line Not Abutting a Street Table 55(3)(e)	In an interior side yard – same as principal building (1.5 m) In a rear yard – 0.6 m	Accessory Building 1 (Bikes) – >1.5 m (interior side yard) & 3 m (rear yard) Accessory Building 2 (Garbage) – 3 m (interior side yard) & >0.6 m (rear yard)	Y
Minimum Distance from Any Other Building Located on the Same Lot Table 55(4)	1.2 m	>1.2 m	Y
Maximum Permitted Height Table 55(5) Section 131(7)	4.5 m when used for garbage or bicycles	Accessory Building 1 (Bikes) – 3.22 m Accessory Building 2 (Garbage) – 3.46 m	Y
Maximum Permitted Size Table 55(6) Section 131(7)	200 m ²	Accessory Building 1 (Bikes) – 68.5 m ² Accessory Building 2 (Garbage) – 70.8 m ²	Y

Zoning Provisions	Required R4Z - Planned Unit Development, Low-Rise Apartment, Stacked Townhouse, Back-to-Back Townhouse	Proposed	Compliance
		Total: 139.3 m ²	
Maximum Number of Accessory Buildings Permitted on a Lot Table 55(7)	2	2	Y
Parking, Queuing and Loading Provisions			
Minimum Parking Space Rates Section 101 Area C on Schedule 1 and 1A Stacked dwellings – 132 units Townhouse dwellings (back-to-back) – 24 units Low-rise apartment dwellings – 72 units	Dwelling, Stacked – 1.2 spaces/dwelling unit (158 spaces) Dwelling, Townhouse – 1 space/dwelling unit (24 spaces) Dwelling, Low-Rise Apartment – 1.2 spaces/dwelling unit (86 spaces) Total: 268 spaces	Dwelling, Stacked – 158 spaces (surface) Dwelling, Townhouse – 24 spaces (individual garages) Dwelling, Low-Rise Apartment – 76 spaces (42 underground, 34 surface) Total: 258 spaces A parking rate of 1 space/unit is proposed for Stacked Dwellings and Low-Rise Apartment Dwellings.	N
Minimum Visitor Parking Space Rates Section 102 Section 102(4) - In the case of a townhouse dwelling or stacked dwelling, where each dwelling unit has a driveway accessing a garage or carport located on the same lot as that dwelling unit, and in the case of a planned unit development, where a dwelling unit has a driveway accessing its own garage or carport, no visitor parking is required for that dwelling unit.	Dwelling, Stacked – 0.2 spaces/dwelling unit (26 spaces) Dwelling, Low-Rise Apartment – 0.2 spaces/dwelling unit (14 spaces) Dwelling, Townhouse – not required Total: 40 spaces	Dwelling, Stacked – 26 spaces (surface) Dwelling, Townhouse – not required Dwelling, Low-Rise Apartment – 14 spaces (surface) Total: 40 spaces	Y
Parking Space Dimensions Section 106	Standard space – 2.6 m x 5.2 m Parallel space – 2.6 m x 6.7 m Small spaces – 2.4 m x 4.6 m	All spaces are 2.6 m x 5.2 m.	Y

Zoning Provisions	Required R4Z - Planned Unit Development, Low-Rise Apartment, Stacked Townhouse, Back-to-Back Townhouse	Proposed	Compliance
	/ Up to 50% may be small spaces provides that are identified for a compact car; not a required visitor parking space; and not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle.		
Aisle and Driveway Provisions Section 107	Driveway to a Parking Lot or Parking Garage / Minimum Width – 6 m / Maximum Width – 6.7 m Aisle to a Parking Lot or Parking Garage / Minimum Width – 6 m Driveway to a Parking Space for a Townhouse or Stacked Dwelling / Minimum Width – 2.6 m	Driveway to a Parking Lot or Parking Garage – 6 m to 6.7 m Aisle to a Parking Lot or Parking Garage – 6 m to 6.7 m Driveway to a Parking Space for a Townhouse or Stacked Dwelling – 3.05 m	Y Y Y
Location of Parking Section 108	No parking space may be established: / In a required and provided front yard; / In a required and provided corner side yard; or / In the extension of a corner side yard into a rear yard A walkway is permitted in any yard, provided: / The walkway does not exceed 1.8 m in width; and / The walkway consists of hard landscaping.	No parking is proposed in the front yard. The proposed surface parking lot adjacent to the front lot line is in line with the proposed low-rise apartment buildings. A 1.5 m sidewalk is proposed in the front yard parallel to Bank Street.	Y Y
Landscaping Provisions for Parking Lots Section 110	A minimum of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area comprised of:	The site is occupied by several parking lots. The perimeter of the site is proposed to be	Y

Zoning Provisions	Required R4Z - Planned Unit Development, Low-Rise Apartment, Stacked Townhouse, Back-to-Back Townhouse	Proposed	Compliance
	/ A landscaped buffer between the perimeter of the parking lot and a lot line; / Interior landscaping may be provided including various landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement. Required Landscaped Buffer (more than 100 spaces): 3 m	landscaped, with interior landscaping provided throughout.	
Outdoor Refuse Collection and Loading Section 110(3)	Must be: / Setback 3 m from any other lot line not abutting a street; / Screened from view by an opaque screen with a minimum height of 2 m	3 m from interior side lot line Contained within a building	Y Y
Bicycle Parking Space Rates and Provisions – Minimum Parking Rates Section 111, Table 111A(b)(i)	Apartment Dwelling, Low-Rise & Stacked Dwelling without a Garage or Carport for each Dwelling Unit – 0.5 spaces/dwelling unit (102 spaces)	102 spaces	Y
Bicycle Parking Space Rates and Provisions – Location of Bicycle Parking Spaces Section 111(3), (4), (6), (7)	A maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area.	64 spaces located at surface level	N
Bicycle Parking Space Rates and Provisions – Bicycle Parking Space Provisions Section 111(8A), (8B), Table 111B, (9), (10), (11), (12)	Horizontal Space – 0.6 m x 1.8 m Vertical Space – 0.5 m x 1.5 m Stacked – 0.37 m width Aisle – min. 1.5 m 25% of required spaces must be located within: / A building or structure; / A secure area such as a supervised parking lot or enclosure with secure entrance; or	Vertical – 0.5 m x 1.5 m (interior spaces) Horizontal – 0.6 m x 1.8 m (exterior spaces) Aisle – 1.5 m 64 spaces at surface (fixed racks) and 38 spaces in accessory building	Y Y Y

Zoning Provisions	Required R4Z - Planned Unit Development, Low-Rise Apartment, Stacked Townhouse, Back-to-Back Townhouse	Proposed	Compliance
	/ Bicycle lockers		
Waste Management Provisions			
Minimum Pathway Width for the Movement of Garbage Containers Section 143(1)(a)	1.2 m	>1.2 m	Y
Required Garbage Storage Area Section 143(1)(c)	Must be: / Located in the principal building or an accessory building located in the rear yard / Have a total volume of min. 3.5 m³ with a min. floor area of 2 m² / Be located adjacent to a 1.2 m path	Proposed Garbage Storage Area is: / Located in an accessory building in the interior side yard / Has a total volume greater than 3.5 m³ and floor area greater than 2 m² / Is adjacent to a 1.8 m path	N Y Y
Required Garbage Storage Area Exemption Section 143(1)(d)	A building containing a townhouse dwelling or stacked dwelling is exempt where the total floor area of the part of the building occupied by a principal dwelling unit, including an associated additional dwelling unit, is less than 200 m ² as calculated from the party walls.	All townhouse dwellings (back to back townhouses) and stacked dwellings (terrace flats) are exempt from providing a garbage storage area.	Y

4.5.2 City of Ottawa Draft New Comprehensive Zoning By-law (Draft #3, 2025)

The City is undertaking the preparation of a new Zoning By-law that will implement the City's Official Plan that was approved in November 2022. The third and final draft of the Zoning By-law was released in September 2025, with this draft scheduled to be considered by a Joint Planning and Housing and Agricultural and Rural Affairs Committee on December 17th, 2025. It is understood that final approval of the new Zoning By-law is currently scheduled for Q1 of 2026.

Draft 3 of the Zoning By-law proposes to maintain the Development Reserve (DR) zone on the subject property. It is understood that Zoning By-law Amendment and Site Plan Control applications deemed complete prior to the adoption of the new Zoning By-law will be permitted to use the current Zoning By-law 2008-250 for five (5) years.

Given the timing of this Zoning By-law Amendment application and the consideration of the new Zoning By-law by City Council, the project team will work with City staff to ensure that all provisions sought through this Zoning By-law Amendment are carried forward into the new Zoning By-law. It is anticipated that the proposed R4Z zone will transition to a Neighbourhood Fourth Density, Subzone B (N4B) zone, as is currently the proposed zone under the

draft Zoning By-law for the abutting lands to west. It is anticipated that any forthcoming site-specific exception through the ongoing Zoning By-law Amendment application will be carried forward into the new Zoning By-law.

Proposed Zoning By-law Amendment

As previously outlined in earlier sections of this report, to facilitate the proposed development of the subject lands as proposed, it is recommended the subject property be rezoned to Residential Fourth Density, Subzone Z, site-specific policy XXXX (R4Z[XXXX]). The purpose of the Zoning By-law Amendment is to establish the applicable development standards to permit the proposed development. The proposed amendments for the subject property are as follows:

- / **Minimum Rear Yard Setback** – Despite Table 162A and Table 162B endnote 1, the proposed rear yard setback is 6 metres in accordance with the dwelling types proposed. It is proposed to remove the reference to endnote 1 in Table 162B. The endnote providing additional direction for the rear yard setback in a PUD is proposed to be removed to provide a simplified rear yard setback requirement. Section 161(3) is very clear that the permissions of uses, minimum lot widths and lot areas, as well as minimum required setbacks apply to the whole of the lot, while the maximum building height applies to each permitted dwelling type within the planned unit development. In the case of a PUD, the required rear yard setback would be that of the proposed dwelling type abutting the rear lot line. As currently proposed, endnote 1 does not provide any additional direction than the applicable provisions for each dwelling type. The proposed amendment is appropriate and will result in a clearer interpretation of the required setbacks.

- / **Minimum Interior Side Yard Setback** – Despite Table 162A and Table 162B endnote 1, the proposed interior side yard setback for a low-rise apartment dwelling is 3 metres. It is proposed to remove the reference to endnote 1 in Table 162B and the reference to distance from the lot line in endnote 6. Endnote 1 provides additional direction for the interior side yard setback in a PUD and is proposed to be removed to rely only on the requirements for each dwelling type. Similar to the rear yard setback, Section 161(3) is very clear that the permissions of uses, minimum lot widths and lot areas, as well as minimum required setbacks apply to the whole of the lot, while the maximum building height applies to each permitted dwelling type within the planned unit development. In the case of a PUD, the required interior side yard setback would be that of the proposed dwelling type abutting the interior lot line. As currently proposed, endnote 1 would require the interior side yard setback to be increased to 6 metres beyond 18 metres from front lot line, while endnote 6 would require the interior side yard setback be increased to 6 metres beyond 21 metres from the front lot line. The proposed amendment would require a minimum setback of 3 metres for low-rise apartment dwellings along the entirety of the interior side lot line, regardless of distance from the front lot line. The proposed amendment is appropriate and will result in a clearer interpretation of the required setbacks.

- / **Minimum Parking Space Rates** – Despite the parking rate for Stacked Dwellings and Low-rise Apartment Dwellings outlined in Table 101, the proposed parking space rate for the whole site is one (1) space per dwelling unit. The proposed rate of 1 space per dwelling unit would align the parking requirements for stacked dwellings and low-rise apartment dwellings with townhouse dwellings, resulting in the same minimum parking rate across the site. The proposed development is located in proximity to local transit routes that provide connectivity to the larger rapid transit network, and therefore the reduced parking rate is appropriate as other modes of transportation are available to the proposed development. The proposed reduction is 0.2 spaces per dwelling unit, a total of 41 parking spaces. Given the direction of the draft new Zoning By-law to a zero minimum parking requirement, the proposed development will still provide a significant number of parking spaces to accommodate the future residents of the site. The reduction in the minimum parking rate is not anticipated to create any undue adverse impacts and is appropriate.

- / **Bicycle Parking Space Rates and Provisions – Location of Bicycle Parking Spaces** – Despite Section 111(7), which permits a maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, to be located in a landscaped area, the proposed development includes a total of 64 spaces (62.7%) within landscaped areas. It is proposed to amend this provision to permit 64 spaces to be permitted in the landscaped areas adjacent to the parking areas across the site. The proposed development proposes one (1) accessory

building for bicycle storage with the remainder of the provided bicycle spaces provided adjacent to the buildings they are intended to serve. Bicycle parking is often co-located with vehicular parking, as proposed on the subject property; however, given that parking for the proposed development is primarily proposed as surface parking, the majority of bicycle parking is proposed at surface level as well. The additional bicycle parking spaces located within the landscaped areas represents a total of 13 additional bike parking spaces, or two additional racks that provide eight (8) bike spaces each. The increase in bike parking within the landscaped area is not anticipated to create any undue negative impacts to the overall landscape plan for the proposed development, and makes use of areas that would otherwise continue to be landscaped with shrubs, ornamental grasses or sod given the areas available.

- / **Required Garbage Storage Area** – Section 143(1)(c) requires that the required garbage storage areas be located in the principal building or an accessory building located in the rear yard, however, the proposed development locates the accessory garbage storage building within the interior side yard. It is proposed that the site-specific exception for the lands permit the accessory building containing the required garbage storage be permitted within the interior side yard. The proposed location complies with the required setbacks for accessory buildings and refuse areas from interior side yard setbacks and is located adjacent to a lot line that abuts land currently zoned General Mixed Use rather than the rear lot line that abuts land zoned Residential Fourth Density. The location of the garbage storage area is in a less sensitive location on the site when considering abutting land uses and zones. Finally, the proposed garbage storage area will comply with all other applicable provisions as they relate to the garbage storage area itself or outdoor refuse and loading. The proposed amendment is appropriate and is not anticipated to create any undue negative impacts to the surrounding area or the future residents of the subject property.

The proposed Zoning By-law Amendment is appropriate and is required to facilitate any redevelopment of the subject property. The proposed Zoning By-law Amendment will introduce a zone that already exists immediately to the west of the subject property, ensuring compatibility between the existing residential development and the proposed residential development.

Supporting Plans and Studies

The following plans and studies have been prepared in support of Zoning By-law Amendment and Site Plan Control applications for the subject property.

Stage 1 Archaeological Assessment, prepared by WSP E&I Canada Limited, dated July 4, 2025

WSP E&I Canada Limited ("WSP") completed a Stage 1 Archaeological Assessment (AA) desktop study for the proposed development, as the City of Ottawa Archaeological Management Plan identifies that study area as having archaeological potential. The Stage 1 AA desktop study included a review of historical maps, aerial photography, land registry documents, local histories, and previous archaeological assessment reports, which determined the study area to have general potential for pre- and post-contact archaeological resources based on several criteria. Most of the study area with the exception of the north portion was determined to retain archaeological potential and require Stage 2 AA prior to development impacts. At the time of writing this report, the Stage 2 AA is ongoing.

4816 Bank Street Servicing Brief, prepared by Arcadis, dated September 18, 2025

Arcadis prepared a Servicing Brief to support the proposed development at 4816 Bank Street. The servicing requirements are summarized as follows:

The site will be serviced by a connection to the existing 200mm watermain on Miikana Road and 400mm watermain on Bank Street. There are four hydrants proposed on site and the proposed watermain on site are a mixture of 300mm, 200mm, 150mm, and 50mm diameter in order to provide the required pressures.

The site at 4816 Bank Street is located within the City of Ottawa where sanitary flows ultimately to the pumping station on Findlay Creek Drive. There is an existing 200mm sanitary sewer bulkhead in Miikana Road adjacent to the subject site. This bulkhead was previously installed as part of Findlay Creek Stage 2 Phase 4C in anticipated of development on the subject site.

The subject site is currently undeveloped with no known stormwater management control measures. Stormwater currently flows overland to the existing road-side ditch on Bank Street. An existing 825mm storm sewer bulkhead is located in Miikana Road connecting to Findlay Creek Stage 2 Phase 4C. This bulkhead was designed and installed in anticipation of this proposed site plan.

The Servicing Brief concludes that the proposed development is in general conformance with the recommendations made by the 2019 Assessment of Adequacy and Pre-Consultation meeting notes. There is a reliable water supply available adjacent to the proposed development, a wastewater outlet is available adjacent to the site and local storm sewers have been installed adjacent to the site.

Phase I – Environmental Site Assessment, prepared by Paterson Group, dated July 25, 2024

Paterson Group completed a Phase I Environmental Site Assessment (ESA) for 4816 Bank Street. The objective of this Phase I ESA was to research the past and current use of the site and a 250m study area to identify any environmental concerns with the potential to have impacted the subject property.

The Phase I ESA found that four (4) potentially contaminating activities (PCAs) were identified with respect to the historical use/activities of the properties within the Phase I Study Area. These included an historical (non-PCB) transformer oil spill, a concrete plant and a Transport Canada property that generated inorganic waste. These three (3) PCAs are not considered to result in areas of potential concern (APECs) on the Phase I property based on separation distance, orientation relative to anticipated groundwater flow direction with respect to the Phase I property, and/or the nature of the activity. The fourth PCA is the operation of a commercial autobody shop on a neighbouring property at

4806 Bank Street. This activity is considered to result in an area of potential environmental concern (APEC). Based on the findings of the Phase I ESA, a Phase II ESA will be required for the Phase I property.

Phase II – Environmental Site Assessment, prepared by Paterson Group, dated October 18, 2024

Paterson Group completed a Phase II Environmental Site Assessment (ESA) for 4816 Bank Street to address one potentially contaminating activity (PCA) that was identified during the Phase I ESA and was considered to result in an area of potential environmental concern (APEC) on the Phase II property. The Phase II ESA program consisted of drilling 3 boreholes at the Phase II property, all of which were instrumented with groundwater monitoring wells. Boreholes were placed to address the previously identified APEC and to provide coverage for groundwater flow triangulation. Soil samples obtained during the Phase II ESA were screened using visual and olfactory observations as well as organic vapour measurements. Groundwater samples were also submitted for laboratory analysis. All soil sample and groundwater sample results comply with the selected MECP Table 2 Standards. Based on the findings of the Phase II ESA, no further environmental investigation is required.

Geotechnical Investigation, prepared by Paterson Group, dated July 2, 2024

Paterson Group completed a geotechnical investigation for the future residential development at 4816 Bank Street. The objectives of the geotechnical investigation were to determine the subsoil and groundwater conditions at this site by means of test holes; and provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design.

For the foundation and design data provided within the report to be applicable, the following material testing and observation program is recommended to be performed by the geotechnical consultant:

- / Observation and all bearing surfaces prior to the placement of concrete.
- / Sampling and testing of the concrete and fill materials.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Observation of all subgrades prior to backfilling.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

Environmental Noise Impact Assessment, prepared by Arcadis, dated May 29, 2025

Arcadis has completed an Environmental Noise Impact Assessment for the proposed development. The report analyses the expected noise levels within the development and recommends any warning clauses and associated noise abatement measures required in the Agreement of Purchase and Sale. Type A warning clauses are required for all blocks and all units. Type C warning clauses are required for any units noted on N-C Noise Plan for Buildings 1, 6-9, and 11-14. Type D warning clauses are required for any units noted on N-C Noise Plan for buildings 7, and 7-14. Aircraft noise warning clauses are to be applied for all units.

In addition to the warning clauses, all dwelling units requiring a Type C warning clause shall have a forced air heating system sized to accommodate a central air conditioning system. All dwelling units requiring a Type D warning clause shall have mandatory central air conditioning and acoustical review of building components.

The report concludes that it is anticipated that noise levels will remain within the standards established by the City of Ottawa and Ministry of the Environment (MOE) with the exception of select units in which appropriate warning clauses and associated noise abatement measures must be provided on the Agreement of Purchase and Sale.

4816 Bank Street Transportation Brief, prepared by Arcadis, dated September 19, 2025

Arcadis has prepared a Transportation Brief in support of a proposed residential townhome and apartment development. A TIA Screening Form was completed for the proposed development which provides the justification for the reduced scope of the study.

The Transportation Brief has concluded that the proposed development is anticipated to generate up to 46 two-way vehicle trips during the weekday and afternoon peak hours. The Bank & Miikana/Blais intersection, which is currently undergoing reconstruction and enlargement, is not expected to experience any intersection capacity issues once widened to four lanes. A swept path analysis was completed for the site to confirm the functionality of the site. Fire trucks, waste collection vehicles and moving trucks will be able to circulate the site.

The Transportation Brief concludes that the proposed development can be safely accommodated by the adjacent road network.

Tree Conservation Report, prepared by Arcadis, dated August 2025

Arcadis has prepared a Tree Conservation Report (TCR) for the proposed development. The TCR follows the City of Ottawa Tree Conservation Report Guidelines, which requires a site visit to identify trees larger than 10 cm in diameter that could be impacted by the project.

Based on the conceptual site plan, all trees on site are slated for removal. The TCR concludes that it is anticipated that the proposed development will result in a decrease of mature trees within a 0.86 hectare wooded area, and the loss of several mature individuals located in the northern extents of the subject property. With the successful implementation of the mitigation measures recommended in the report, impacts to trees on site will be confirmed by a Certified Arborist during site layout, and where possible, recommendations for tree retention will be provided and updated in a revised TCR.

Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with *Planning Act* requirements, including circulation of notices and statutory public meetings.

The following public engagement activities have been undertaken or will be undertaken:

- / Pre-Consultation Meeting
 - A Pre-Consultation meeting with City Staff, Fotenn, and the property owner was held in October 2024 for the Zoning By-law Amendment and Site Plan Control applications.
- / Notification of Ward Councillor, Councillor Steve Desroches
 - The Ward Councillor has been notified of the proposed development for the subject property prior to the Zoning By-law Amendment and Site Plan Control applications being submitted. A meeting was held with Councillor Desroches on October 31, 2025. Councillor Desroches requested that the project team and City staff review opportunities for traffic control measures, which may include stop signs, tactile crossings, and/or pedestrian crossings, to be provided on Miikana Road to ensure there is adequate pedestrian connectivity opportunities between the subject property and the greater community.
- / Community “Heads Up” to local registered Community Associations
 - A ‘heads up’ notification to local registered community associations will be completed by the City of Ottawa during the application process pursuant to the *Planning Act* and the City of Ottawa’s Public Notification Policy.
- / Community Information Session
 - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
- / Planning Committee Meeting Advertisement and Report Mail Out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for the Zoning By-law Amendment – Planning and Housing Committee
 - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.

Conclusion

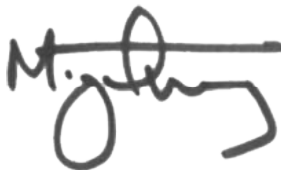
It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications represent good planning and are in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Planning Statement (2024) by introducing additional housing options on an underutilized parcel of land within a strategic growth area.
- / The proposed development conforms to the Official Plan's vision for managing growth and intensification. The proposed development represents residential intensification along a Mainstreet Corridor and will contribute to the overall density targets for Mainstreet Corridors within the City. The proposed development is an appropriate form of intensification given the context of the subject property and surrounding area at the edge of the urban boundary.
- / The proposed development conforms to the Official Plan's policies as they relate to the Suburban Transect, Mainstreet Corridor designation, Evolving Neighbourhood Overlay, and urban design. The proposed development introduces a low-rise residential development that is compatible with the abutting uses and contributes to providing a range of housing options within the area.
- / The proposed development responds strongly to the Urban Design Guidelines for Arterial Mainstreets.
- / The proposed development complies with the most of the applicable requirements in the Comprehensive Zoning By-law. The requested amendments are appropriate and will not create undue adverse impacts on the community or surrounding properties.
- / The proposed development is supported by technical studies, reports, and plans submitted as part of the application package.

Sincerely,



Patricia Warren, MCIP RPP
Planner



Miguel Tremblay, MCIP RPP
Partner