

4816 Bank St

Urban Design Brief
October 2025



PHOENIX HOMES

FOTENN
Planning + Design

Table of Contents

INTRODUCTION	2
DESIGN DIRECTIVES	3
Response to City’s Design Policies	4
Pre-Application Consultation Comments	7
SITE ANALYSIS	8
Surrounding Context and Urban Pattern	10
Site Perspective Views	
Site Photos	11
Characteristics of Adjacent Streets	12
Road Network	13
Transit and Active Transportation	14
Key Uses: Open Space and Ammenities	15
Development Proposals on the Adjacent Properties	16
Planned Functions of the Surrounding Area	17
DESIGN RESEARCH	18
Development Overview	19
Site Plan	20
Response to Public Realm	21
Plans, Elevations and 3D Renderings	22
Landscape Plan	29
Block Plan	30

Fotenn Planning + Design (“Fotenn”) has been retained by DCR Phoenix (the “Owner”) to prepare this Design Brief 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.

We trust that the contents of this Urban Design Brief are satisfactory.

Sincerely,



Miguel Tremblay, MCIP RPP
Partner



Patricia Warren, MCIP RPP
Planner



Tana Klein
Urban Designer

DESIGN DIRECTIVES

01

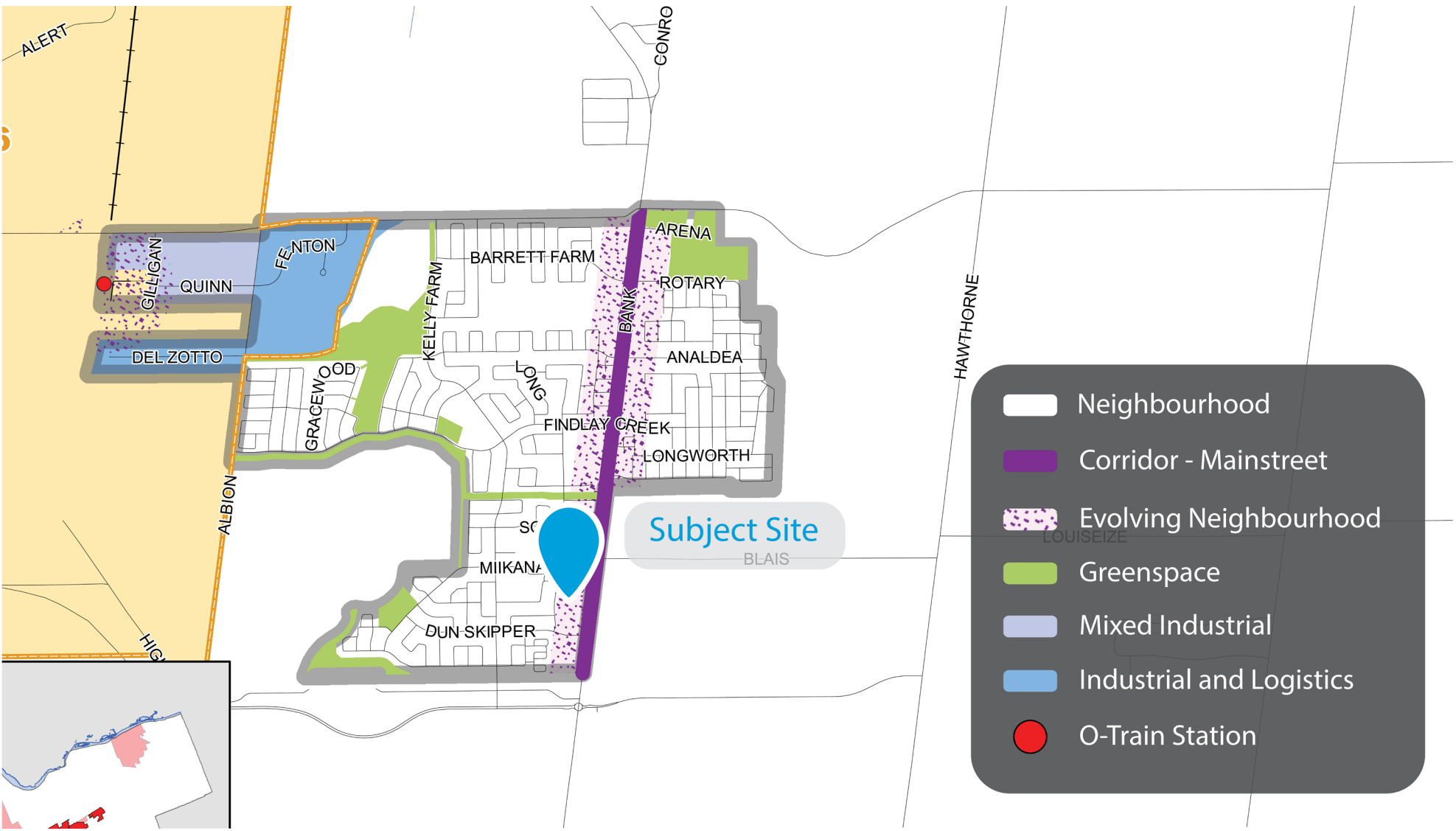
Policy Context – Official Plan:

The subject property is located in the Suburban Transect of the City of Ottawa Official Plan. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt, with neighbourhoods generally reflecting the conventional suburban model including the separation of land uses, stand-alone building, generous setbacks, and low-rise building forms.

The subject property is designated Mainstreet Corridor on Schedule B7 of the City of Ottawa Official Plan. Mainstreet Corridors generally have a higher level of transit service and permit higher densities than the surrounding Neighbourhood designations, but lower densities than nearby Hub designations.

The Mainstreet Corridor designation applies for a distance of 220 metres from the centreline of Bank Street, which would apply to the entirety of the subject property. Generally, building mid-rise building heights (up to 9 storeys) is permitted on suburban mainstreets, with high-rise development permitted when the lot fabric can provide a suitable transition to abutting low-rise areas.

Section 4.6 of the Official Plan provides urban design direction for development across the City. The policies of this section direct that development be oriented toward Bank Street given its designation as a Scenic Route. Further, development should generally be located to frame adjacent streets and should provide an appropriate setback within the street context. The proposed development is a low-rise development and as such responds to the applicable low-rise design policies. The proposed development will be designed to respond to context and the Suburban Transect policies. Areas for soft landscaping, balconies, and main entrances at-grade have been proposed, along with architectural designs that integrate and complement the surrounding development context.



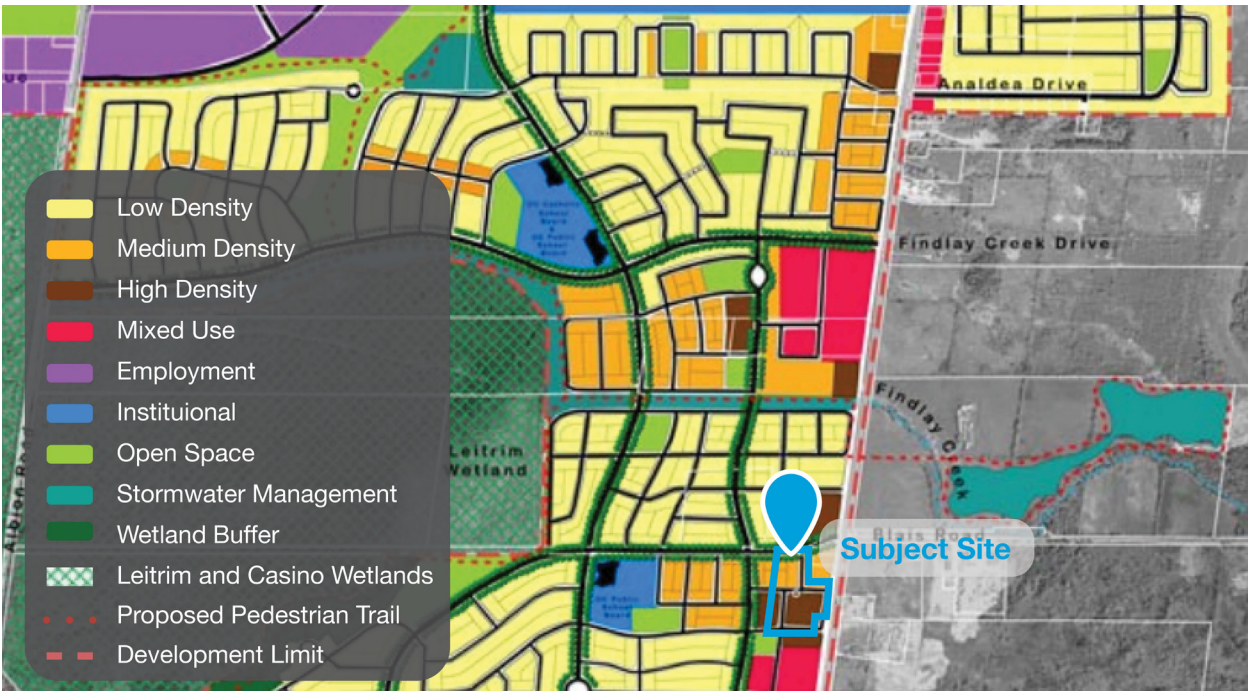
Policy Context – Leitrim Community Design Plan

The subject property is located within the boundaries of the Leitrim Community Design Plan (CDP). The subject property has been identified as a Medium and High Density Residential areas on the Land Use Plan.

The planned function of the Medium Density Residential designation is to provide the majority of the community's ground-oriented multiple unit dwellings, such as triplexes, fourplexes, townhouses, street townhouses, and stacked townhouses.

The planned function of the High Density Residential designation is 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 building typologies include low- and mid-rise apartment buildings and stacked dwellings (subject to meeting a density of 80 units per net hectare).

The proposed development will introduce back-to-back townhouses, back-to-back stacked flats and low-rise apartment buildings, consistent with the permitted building typologies in the medium and high-density residential designation.



Policy Context – Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines address development along Arterial Mainstreets in relation to streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities. The proposed development responds to the following guidelines, among others:

- / Locates new buildings along the public street edge;
- / Uses buildings, landscaping and other streetscape elements to create continuous streetscapes;
- / Connects pedestrian walkways between adjacent properties to facilitate circulation between sites;
- / Locates surface parking spaces at the side and rear of the buildings. Total amount of parking has been minimized.



Pre-Application Consultation Comments

A Pre-Application Consultation Meeting was held on October 30, 2024. As a result of this meeting, the following comments were received from the Urban Design team at the City of Ottawa. Responses to these comments are also provided below.

Urban Design Comment	Response
The following policy and guidelines apply: Leitrim CDP	The applicable CDP has been reviewed.
As per the Leitrim CDP, additional roadway connections were contemplated through the subject lands to provide access and servicing connections to adjacent properties south of Miikana and west of Bank. A concept block plan is required, illustrating the incorporation of non-participatory lands along Bank Street, to ensure the sites can be developed in a well-connected and coordinated way in alignment with the OP and CDP. Additional public roadway connections may be required to accommodate this.	The site plan has considered how the parcel at 4820 Bank Street could be incorporated into the proposed development.
The surplus Miikana Road ROW should be incorporated into the subject lands to provide road frontage along Miikana.	Discussions are ongoing with City staff regarding the acquisition of the Miikana Road ROW. As demonstrated on the site plan, the Miikana Road ROW has been illustrated as communal amenity space.
A walkway connection should be provided through the site from the existing walkway block on Cedar Creek to Bank Street.	Sidewalks are provided throughout the site that provide access to the walkway block on Cedar Creek Drive and Bank Street.
Please consider incorporating the walkway connection referenced above through a linear private amenity area. Please ensure that amenity areas are wide enough to accommodate tree plantings.	The proposed walkway is provided through a series of sidewalks that traverse through individual community amenity areas across the site.
Please ensure that unit widths and setbacks proposed provide the ability for tree planting and landscaping in front of each unit.	Tree planting is demonstrated on the Landscape Plan.
Private roadways should include tree plantings and sidewalks on one side.	Site access is through private driveways, no private roadways are proposed. Sidewalks are provided along the parking areas to provide direct access to Miikana Road and Bank Street.
Direct walkway connections should be provided from each unit to the sidewalk.	The proposed development provides connections between individual units to parking areas and sidewalks
While 1.5m is the AODA minimum width for walkways, please provide 1.8m to 2m for common ‘sidewalks’ to ensure a comfortable pedestrian experience.	1.8 metre asphalt sidewalks and 2.0 metre concrete sidewalks are proposed throughout the site.

SITE ANALYSIS

02



Perspective from Google Earth

Site Perspective Views



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 Leitrim Wetlands, a provincially significant wetland.

Site Photos



Key Plan indicating location for photos. Aerial image source: Google Earth.



Miikana Road

As per Schedule C4, Miikana Road is designated as a Collector Road. It connects Banks St with the next Collector Road: Kelly Farm Drive to the wesr, and extends further southwest until reaching Paaknaak Avenue, defined as a future Arterial Road on Schedule C4.

Abutting the subject property, Miikana Road provides sidewalks in both sides of the road.

Cedar Creek Drive

Cedar Creek Drive is a local street with one sidewalk on the east side of the road. It connects Miikana Road to the commercial block south of Don Skipper Drive.

It is situated in a recent low-rise residential subdivision context, with townhouses on both sides of the road in the north portion, and still some vacant lots to be developed on the south portion. The rear backyard of the townhouses on the east side of the road abutt the subject property boundary.



Bank Street

As per Schedule C4, Bank Street is designated an Arterial Road. Arterial roads function as major public and infrastructure corridors in the urban communities and villages they traverse. Along the section fronting the subject property, there is currently no built infrastructure for bike lanes or sidewalk, but its right-of-way width allows for potential future implementation of those features.

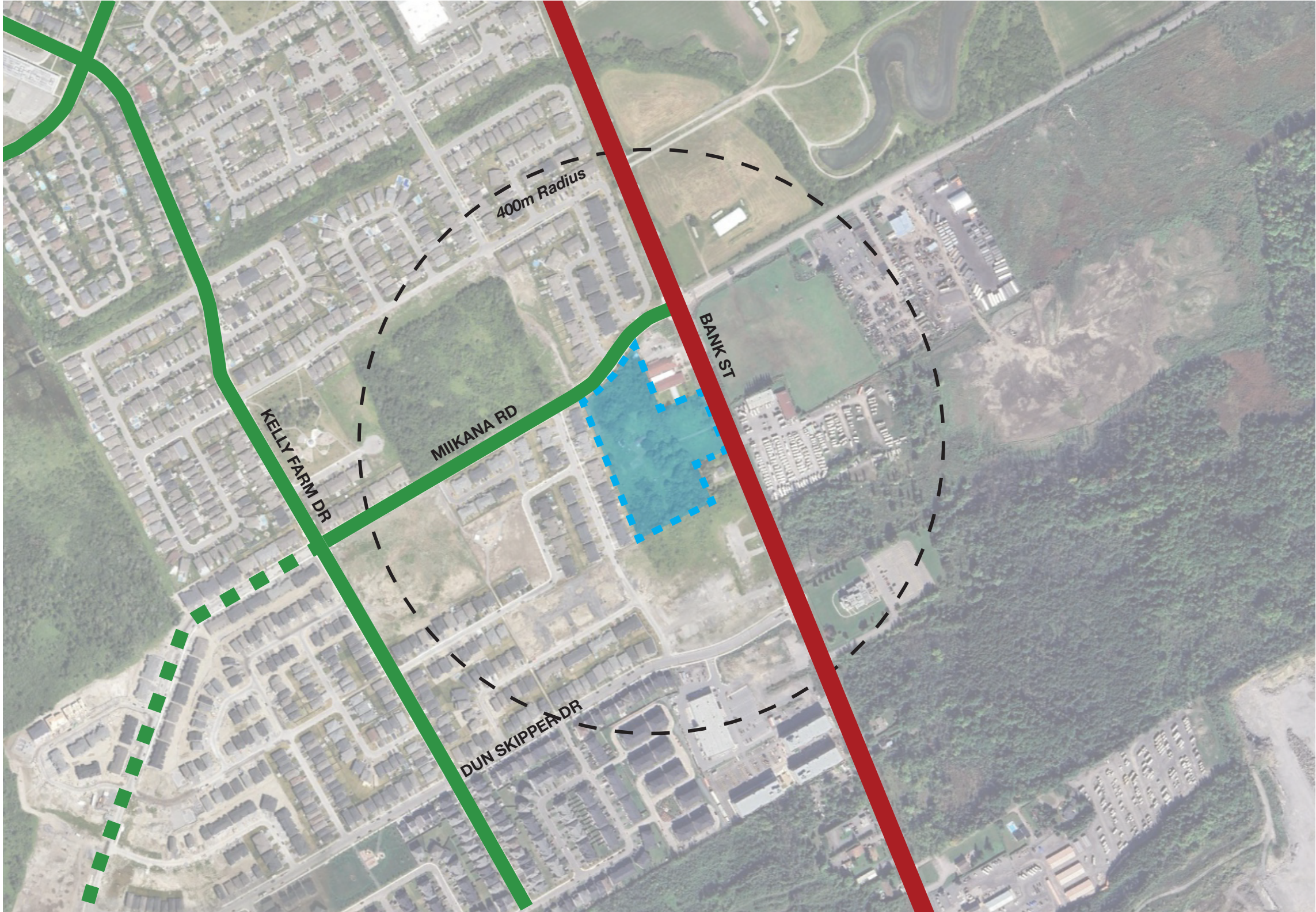
Don Skipper Drive

Don Skipper Drive is a local street, connecting Bank Street to Kelly Farm Drive, and further west to Miikana Road. It provides pedestrian sidewalks on both sides of the road and leads to a neighbourhood park ~500m west of Cedar Creek Drive.

Except for the lots fronting Bank Street, zoned as General Mixed-use, the remainder of this road is fronted by single-detached family homes.

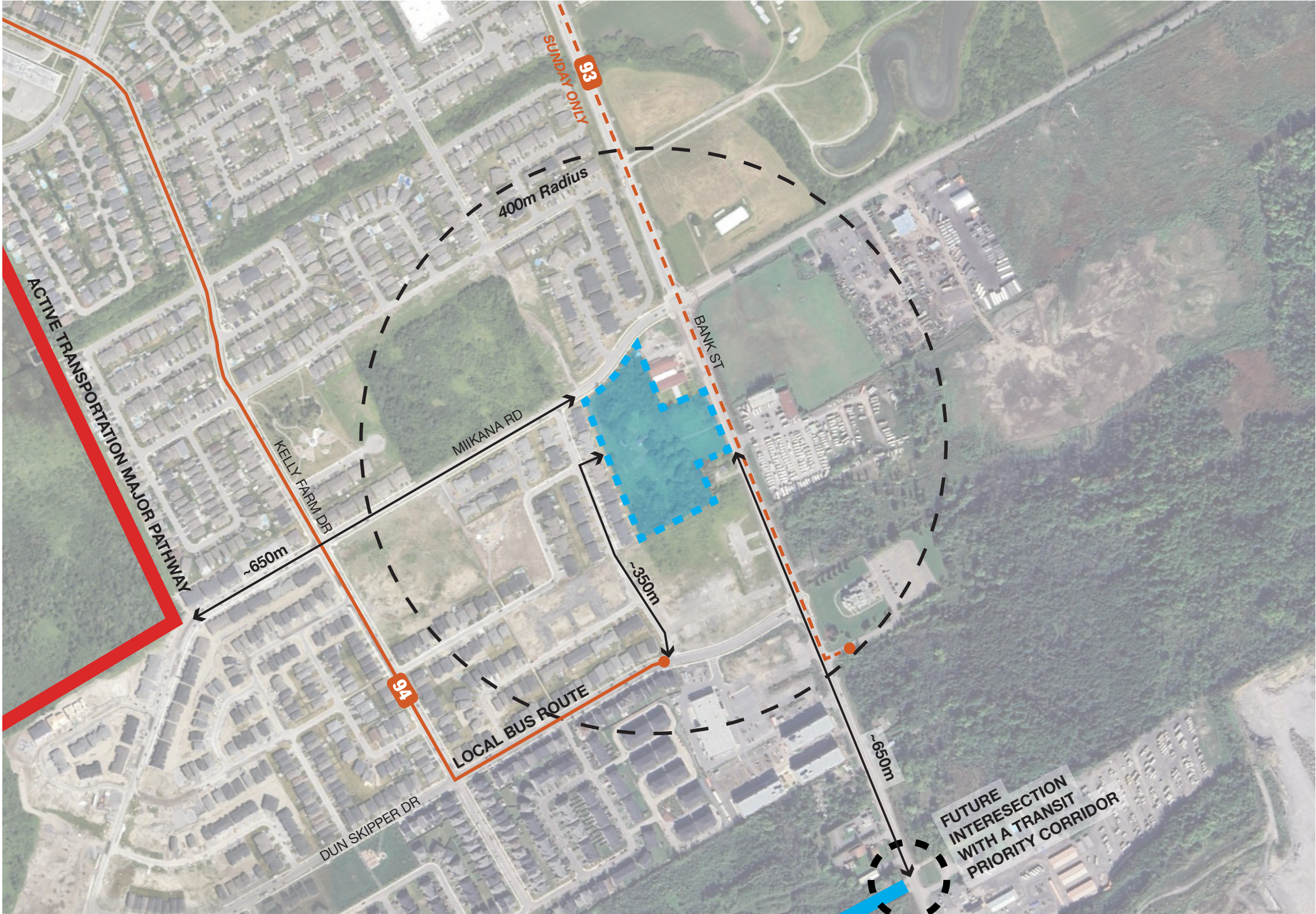
Road Network

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. 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.



Existing and Planned street network (Based on Ottawa Official Plan - Schedule C4)

-  Subject Site
-  Arterial Road - Existing
-  Collector Road - Existing
-  Collector Road - Future



Transit Network and Active Transportation (Based on Ottawa Official Plan - Schedules C2 and C3, and OC Transpo Network Map.)

Transit Network

The subject property is located within approximately 3.5 kilometres of the Leirtrim LRT Station and approximately 4 kilometres of the Bowesville LRT Station, as identified on Schedule C2 – Transit Network Ultimate, City of Ottawa Official Plan. 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.

Active Transportation

While the subject property does not abut a Major Pathway identified on Schedule C3 – Active Transportation Network, 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.

- Subject Site
- Future Major Pathway
- Future Transit Priority Corridor
- Local Bus Route (Custom)
- Local Bus Route (Sundays-only)



Local Amenities Map

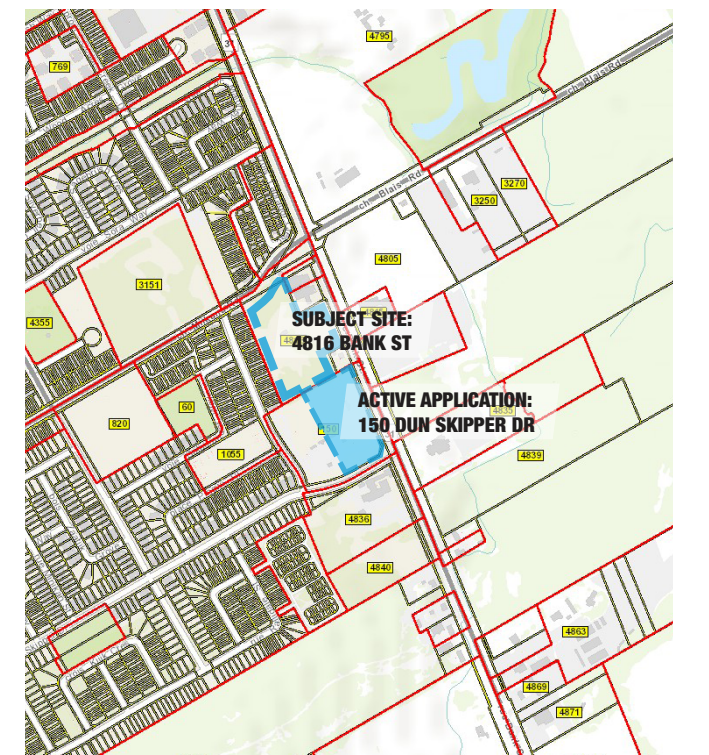
Local Neighbourhood Amenities

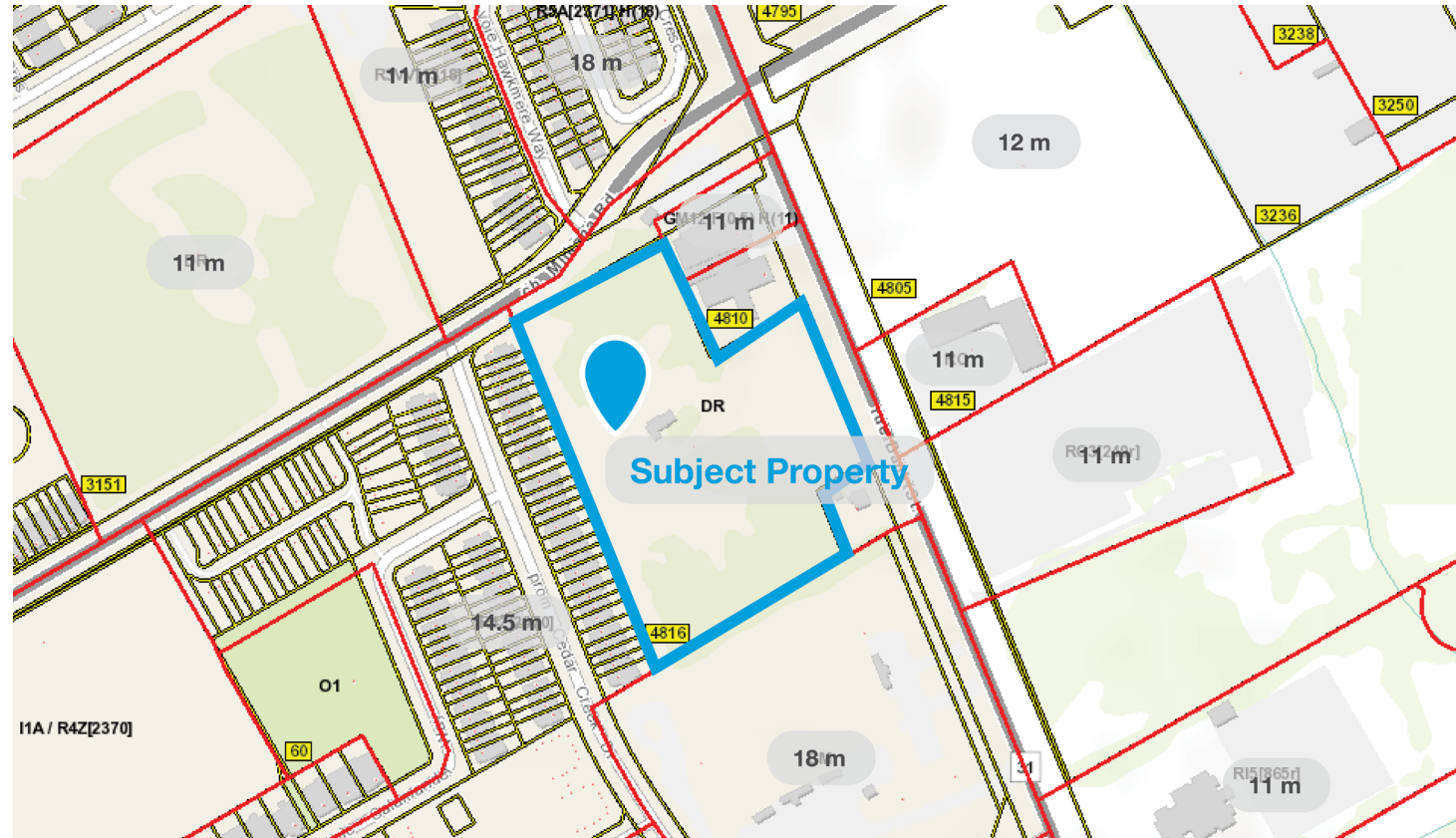
The subject property is located in an area with several amenities including parkland, schools, and commercial uses, many of which are accessible by active transportation given their proximity to the subject property. The following list outlines some of the neighbourhood amenities in proximity to the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

FOTENN Planning + Design **16**

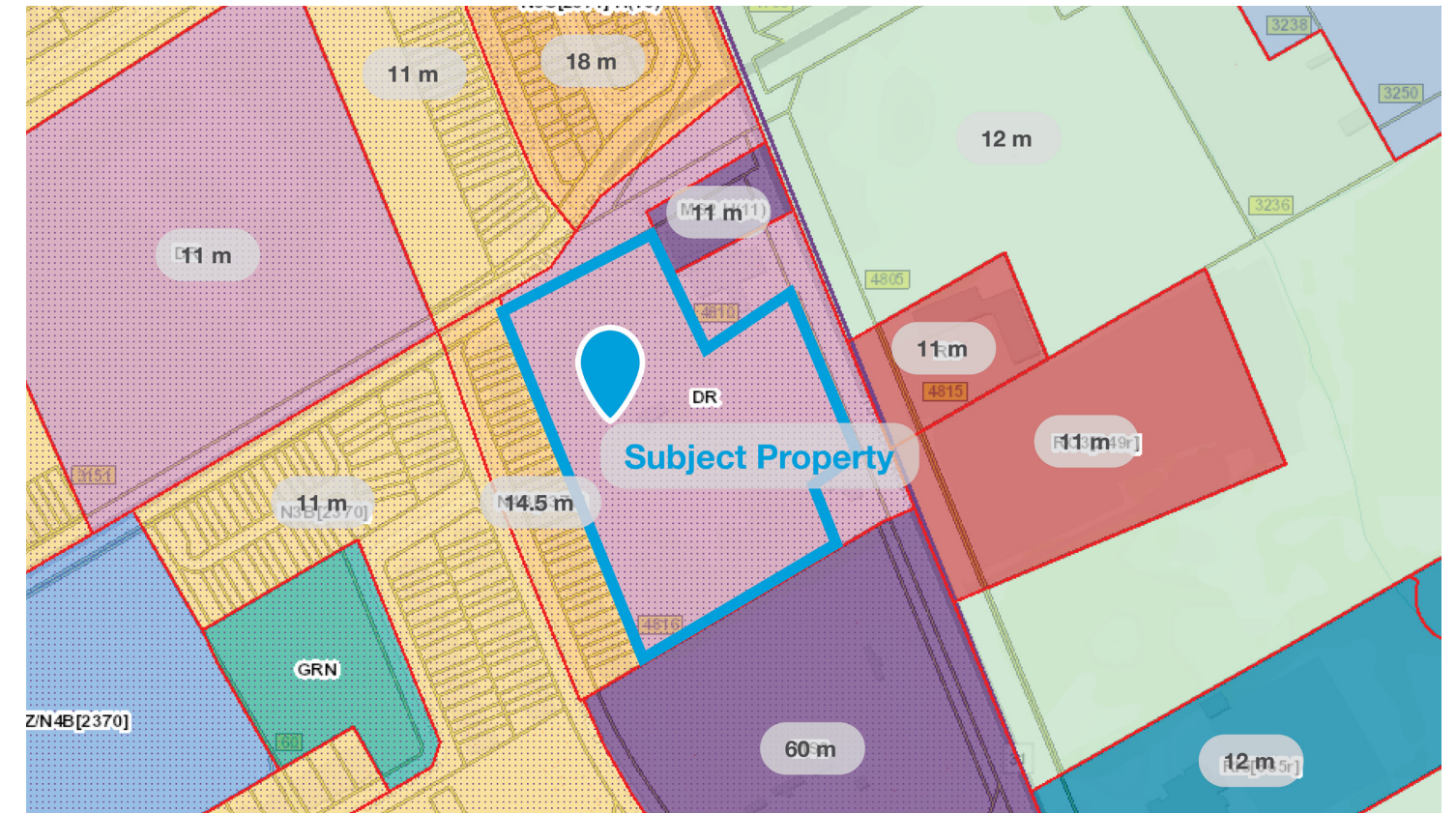
There is an active Site Plan Control application for the site adjacent to the south of the subject property. The proposal is to construct a shopping centre with a total Gross Floor Area of 5,145 square metres divided among four buildings, including a surface parking lot with 205 vehicle spaces and 24 bicycle spaces.





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

The planned function of the surrounding area is guided by the Official Plan (2022) and the Comprehensive Zoning By-law (2008-250). As outlined below, the Zoning By-law implements maximum permitted building heights across the City, generally allowing for heights of 11 to 18 metres in the area surrounding the subject property.



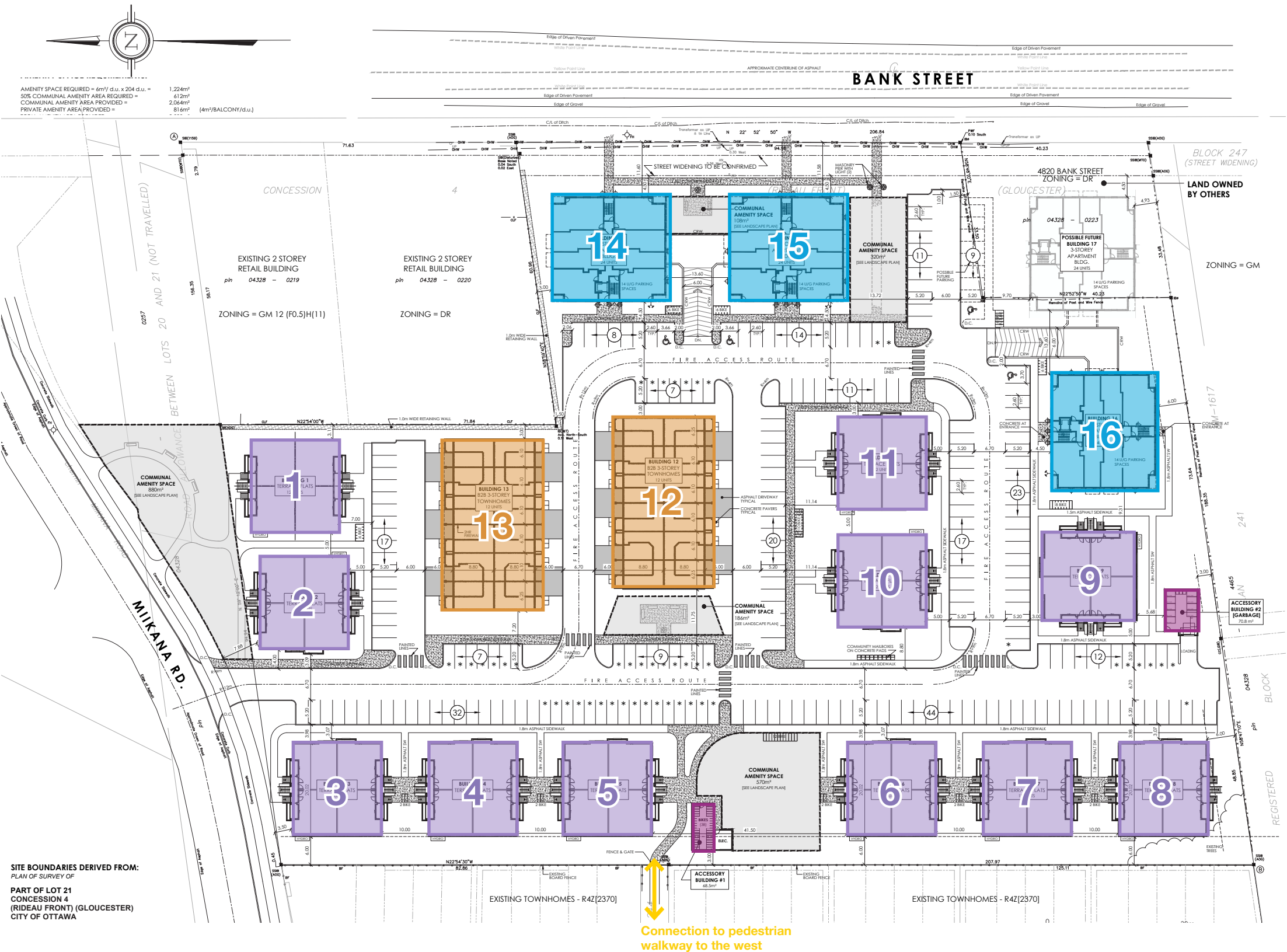
City of Ottawa Draft Zoning By-law (2025) Zoning Map.

Figure on top illustrates the maximum permitted building heights under Draft 3 of the new Comprehensive Zoning By-law, which intends to implement the direction of the Official Plan. As shown, heights of 11 to 60 metres are generally permitted surrounding the subject property.

PROJECT DESCRIPTION AND DESIGN RESEARCH

03

Development Overview



Site Plan

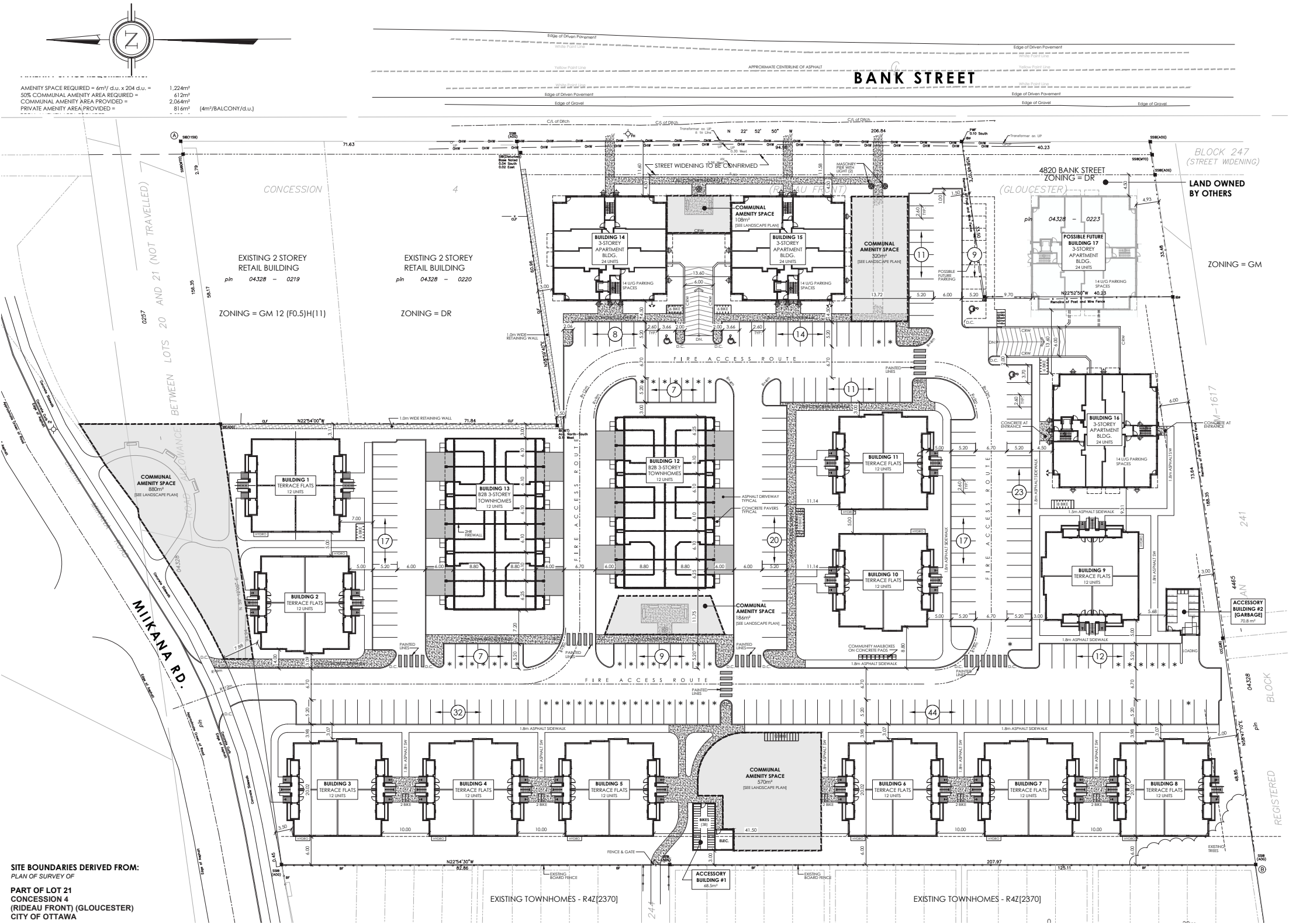


Table with 3 columns: Description, Value 1, Value 2. Rows include: ONT YARD (MIN.), AR YARD (MIN.), TERIOR SIDE YARD (MIN.), TAL LOT COVERAGE (MAX.), NDSCAPED AREA (MIN.), RCKING LOT PERIMETER LANDSCAPING (MIN.), CCESSORY BLDG. SIZE (MAX.), CCESSORY BLDG. HEIGHT (MAX.), CCESSORY BLDG. INTERIOR SIDE YARD (MIN.).

Table with 4 columns: UNIT COUNTS, B/B TERRACE FLATS, 82B TOWNS, APARTMENTS, G.F.A.:. Rows include: ILDING 1=, ILDING 2=, ILDING 3=, ILDING 4=, ILDING 5=, ILDING 6=, ILDING 7=, ILDING 8=, ILDING 9=, ILDING 10=, ILDING 11=, ILDING 12=, ILDING 13=, ILDING 14=, ILDING 15=, ILDING 16=, ILDING 17=, TAL =, TAL ALL UNITS =.

Table with 2 columns: Description, Value. Rows include: RESIDENT PARKING REQUIRED: SCHEDULE 1A AREA 'C', ILDINGS 1-11: TERRACE FLATS [132 UNITS], RCKING REQUIRED= 1.2/ d.u. =, ILDINGS 12-13: 82B 3-STORY TOWNHOMES [24 UNITS], RCKING REQUIRED= 1.0/ d.u. =, ILDINGS 14-16: 3-STORY APARTMENT BUILDINGS [72 UNITS], RCKING REQUIRED= 1.2/ d.u. =, TAL RESIDENT PARKING REQ.:, ISITOR PARKING REQUIRED: [NONE REQUIRED FOR UNITS WITH DRIVEWAYS], ILDINGS 1-11: TERRACE FLATS [132 UNITS], SITOR PARKING REQUIRED= 0.2/ d.u. =, ILDINGS 14-16: 3-STORY APARTMENT BUILDINGS [72 UNITS], SITOR PARKING REQUIRED= 0.2/ d.u. =, TAL VISITOR PARKING REQ.:, ARKING PROVIDED: BRACE FLATS [132 UNITS], RCKING REQUIRED =, TAL PROVIDED =, B TOWNHOMES [24UNITS], RCKING REQUIRED =, TAL PROVIDED =, ARTMENTS [72 UNITS], RCKING REQUIRED =, TAL PROVIDED =.

Table with 2 columns: Description, Value. Rows include: RCKING SPACE DIMENSIONS ARE 2.6m X 5.2m STANDARD., RCKING SPACES MARKED WITH * ARE 2.4m X 5.2m (49 SPACES) (50% max.), 1. BARRIER-FREE PARKING SPACES ARE 3.66m X 5.20m UNLESS NOTED OTHERWISE., CYCLE PARKING REQUIREMENTS: CYCLE PARKING REQUIRED= 0.5/d.u. x 204 d.u. =, CYCLE PARKING PROVIDED =, 1. EXTERIOR BIKE SPACES ARE 0.60m X 1.80m HORIZONTAL w/ MIN. 1.50m ACCESS ISLE., 1. INTERIOR BIKE SPACES ARE 0.50m X 1.50m VERTICAL w/ MIN. 1.50m ACCESS ISLE., 1. PROVIDE FIXED PARKING RACKS FOR ALL BIKE SPACES., AMENITY SPACE REQUIREMENTS.

Table with 2 columns: END/ ABBREVIATIONS: and symbols. Rows include: DEPRESSED CURB, CONCRETE RETAINING WALL, WROUGHT IRON, TACTILE WALKING SURFACE INDICATOR, CONCRETE, ASPHALT, HYDRO [METER LOCATION], GAS METERS LOCATION, WATER/ SANITARY CONNECTION, STORM CONNECTION, SIAMSESE CONNECTIONS, FIRE HYDRANT, TWSI, LIGHT STANDARD, WALL MOUNTED LIGHT FIXTURE, POLE LIGHT, TRANSFORMER.



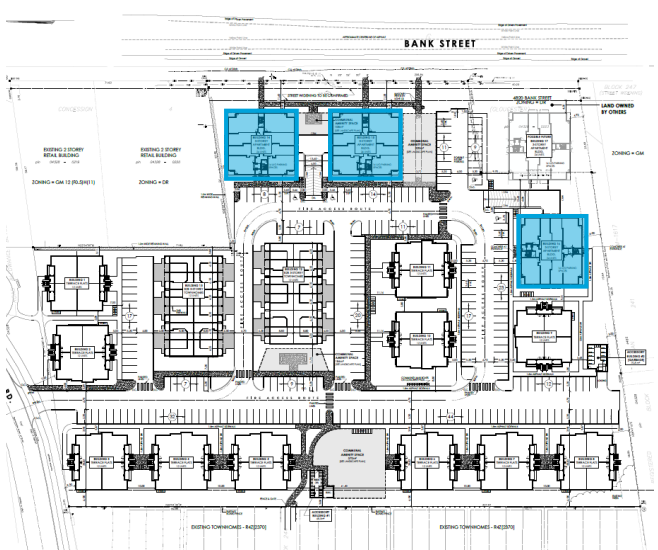
Bank Street Frontage:

The two apartment buildings (Buildings 14 & 15) are set back 4.5m from the Bank Street protected road right-of-way. A sidewalk is located in the front yard, connected to the site's amenity areas & pathway system.

Landscaping, sitting areas, lighting, & a gate feature continue along the street frontage and help screen the private amenity areas from the public realm while creating a strong street edge at a human scale.

A pathway connection through the gate feature to the future urbanized Bank Street right-of-way has been considered to further improve the walkability to and from the site.

Apartment Buildings - Elevations



Building Design

The elevation design of apartment buildings is contemporary and of its time. The materials are masonry and steel of simple, clean lines capped by a sloped roof with large overhangs. Large windows and corner balconies overlook Bank Street.

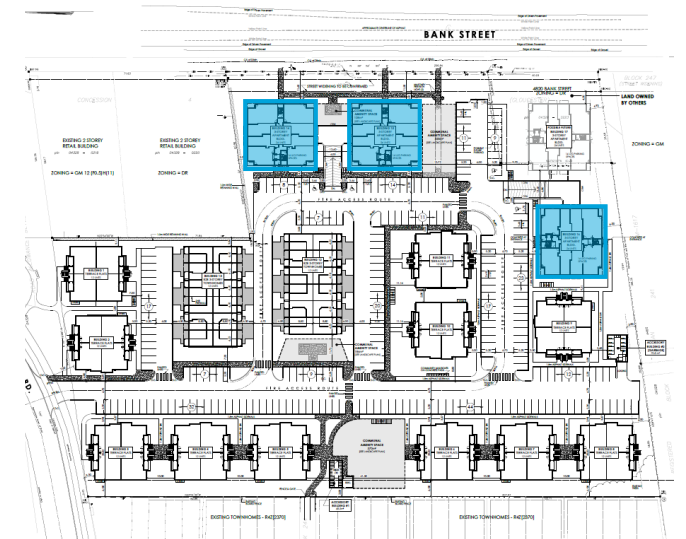
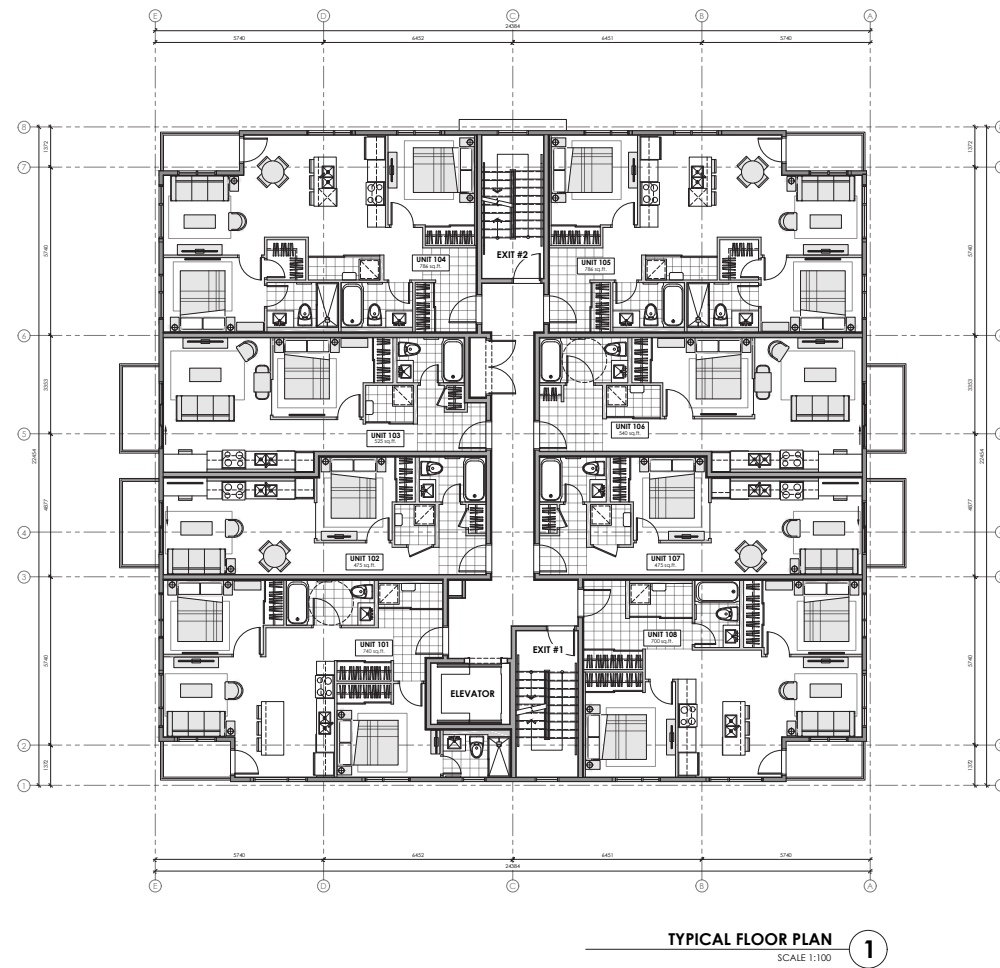
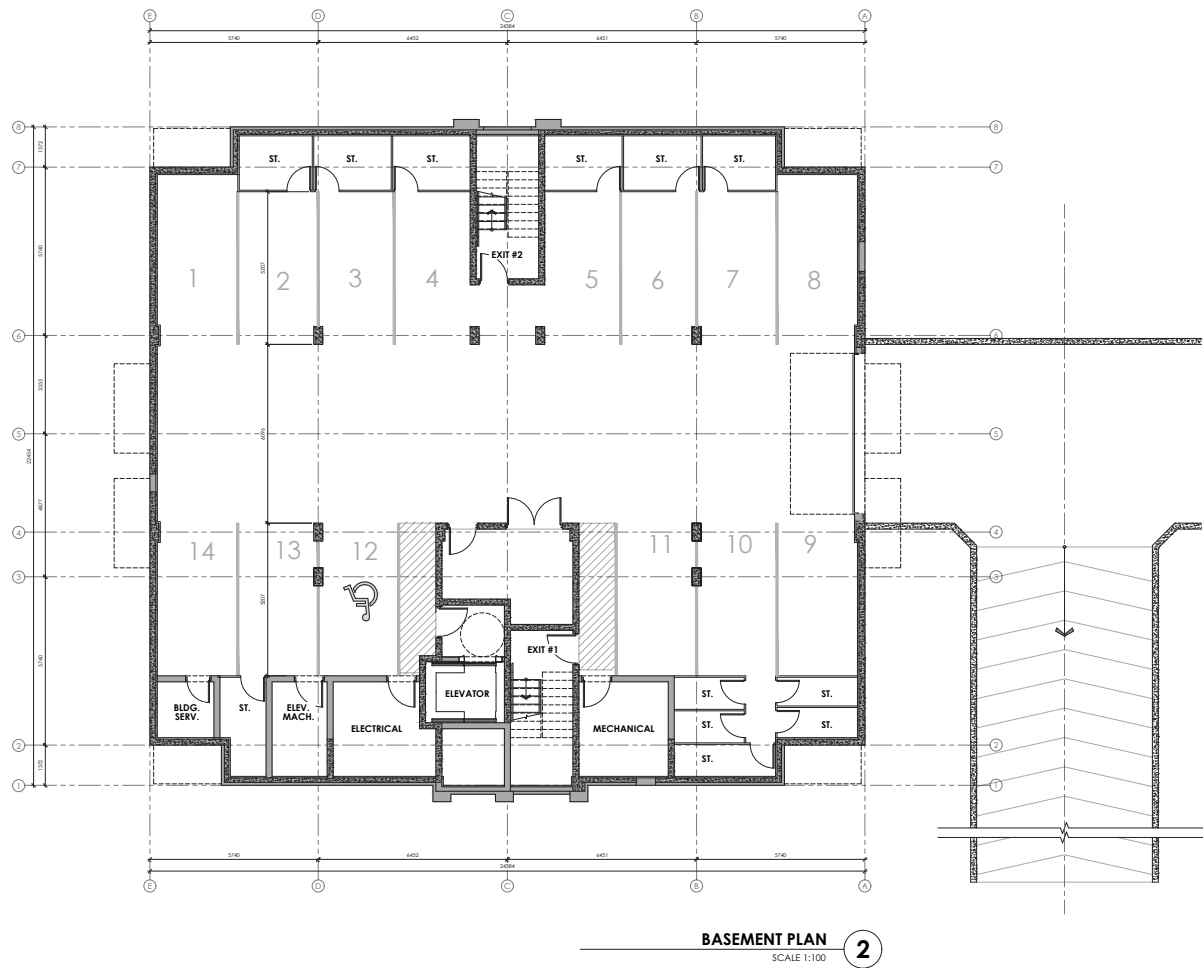
An entrance to each building is located along the Bank Street frontage with a proposed sidewalk connecting the buildings to the sidewalk along the street. Building wall fixtures and pedestrian lighting is complementary to the building design, and contribute to the continuous, street-edge treatment.

Apartment Buildings - Plans



FOTENN Planning
+ Design

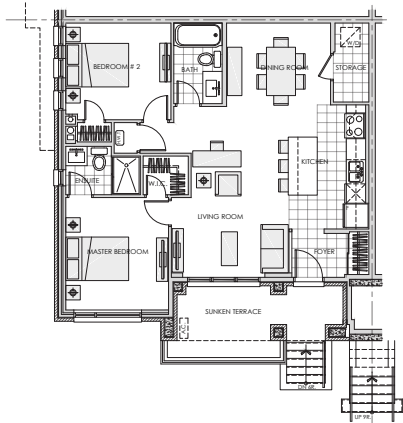
23



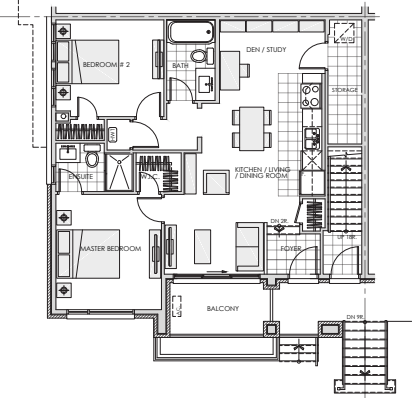
Terrrace Flats - Plans/ Elevations

M. David Blakely
Architect Inc.

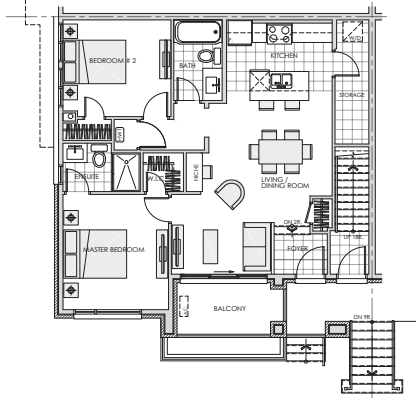
- MATERIALS SCHEDULE:**
- 1. BRICK VENEER
 - 2. STONE VENEER
 - 3. PRECAST CONCRETE
 - 4. SIDING: CORRUGATED STEEL
 - 5. SIDING: VINYL
 - 6. HARDIE PANEL
 - 7. PREFINISHED ALUMINUM
 - 8. GLASS PANEL-TINTED
 - 9. PREFINISHED ALUMINUM GUARD
 - 10. ASPHALT SHINGLES
 - 11. EXTERIOR LIGHT FIXTURE



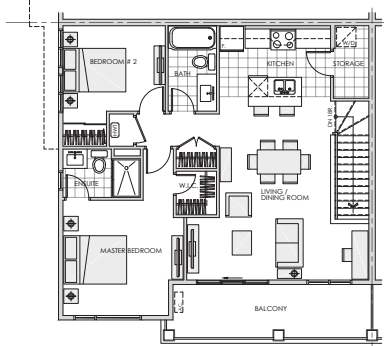
LOWER FLOOR UNIT | LAYOUT 'A'
SCALE 1:100 4



FIRST FLOOR UNIT | LAYOUT 'C'
SCALE 1:100 6



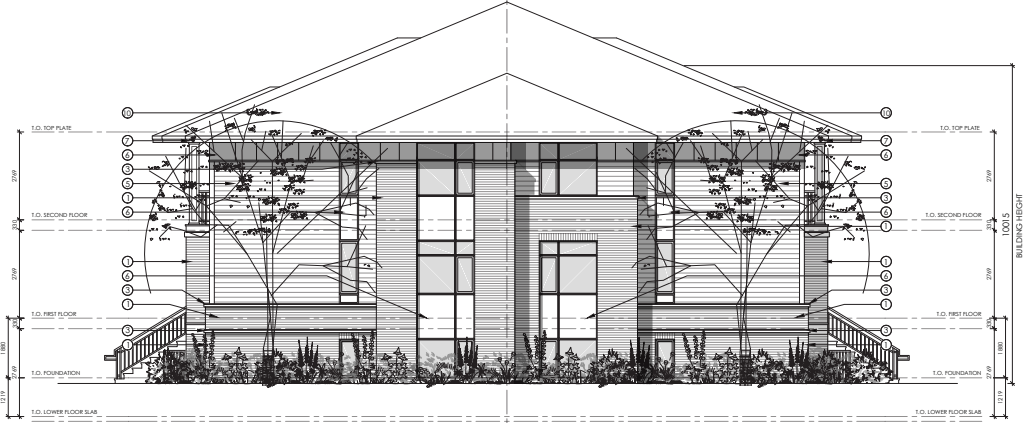
FIRST FLOOR UNIT | LAYOUT 'B'
SCALE 1:100 5



SECOND FLOOR UNIT | LAYOUT 'D'
SCALE 1:100 7



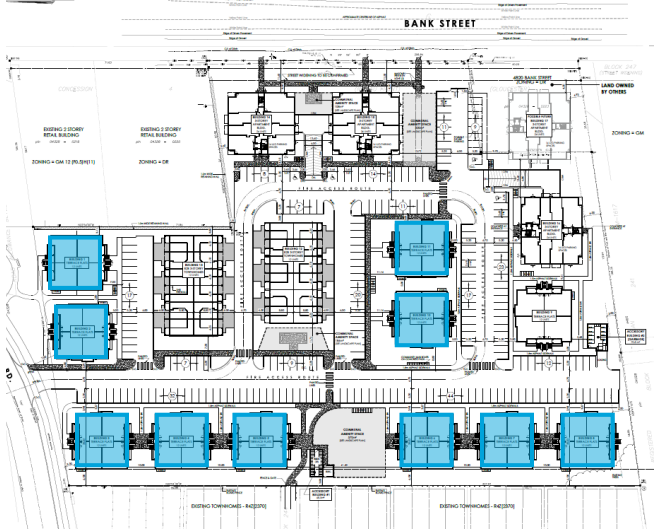
FRONT/ REAR ELEVATION
SCALE 1:100 1



STREET-END ELEVATION
SCALE 1:100 2



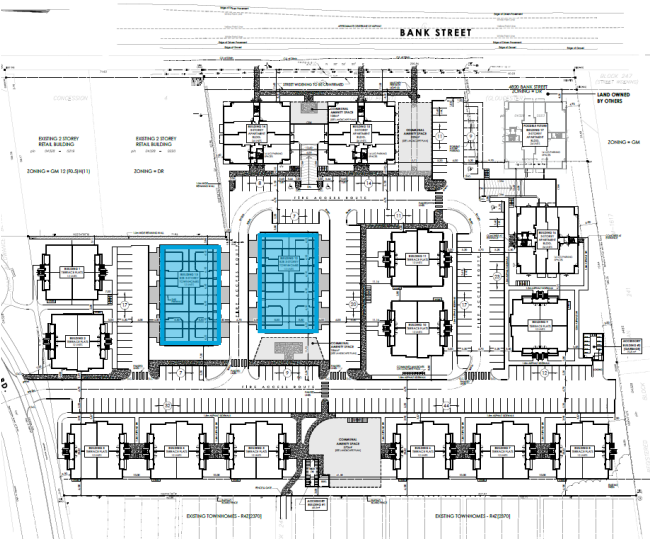
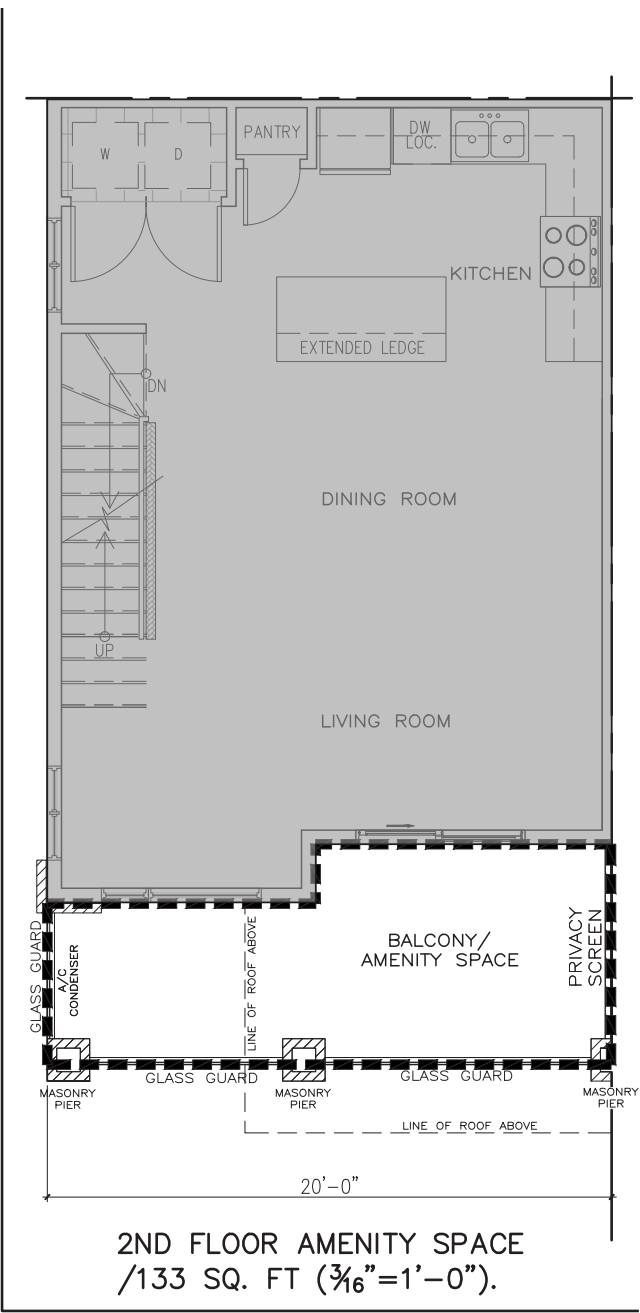
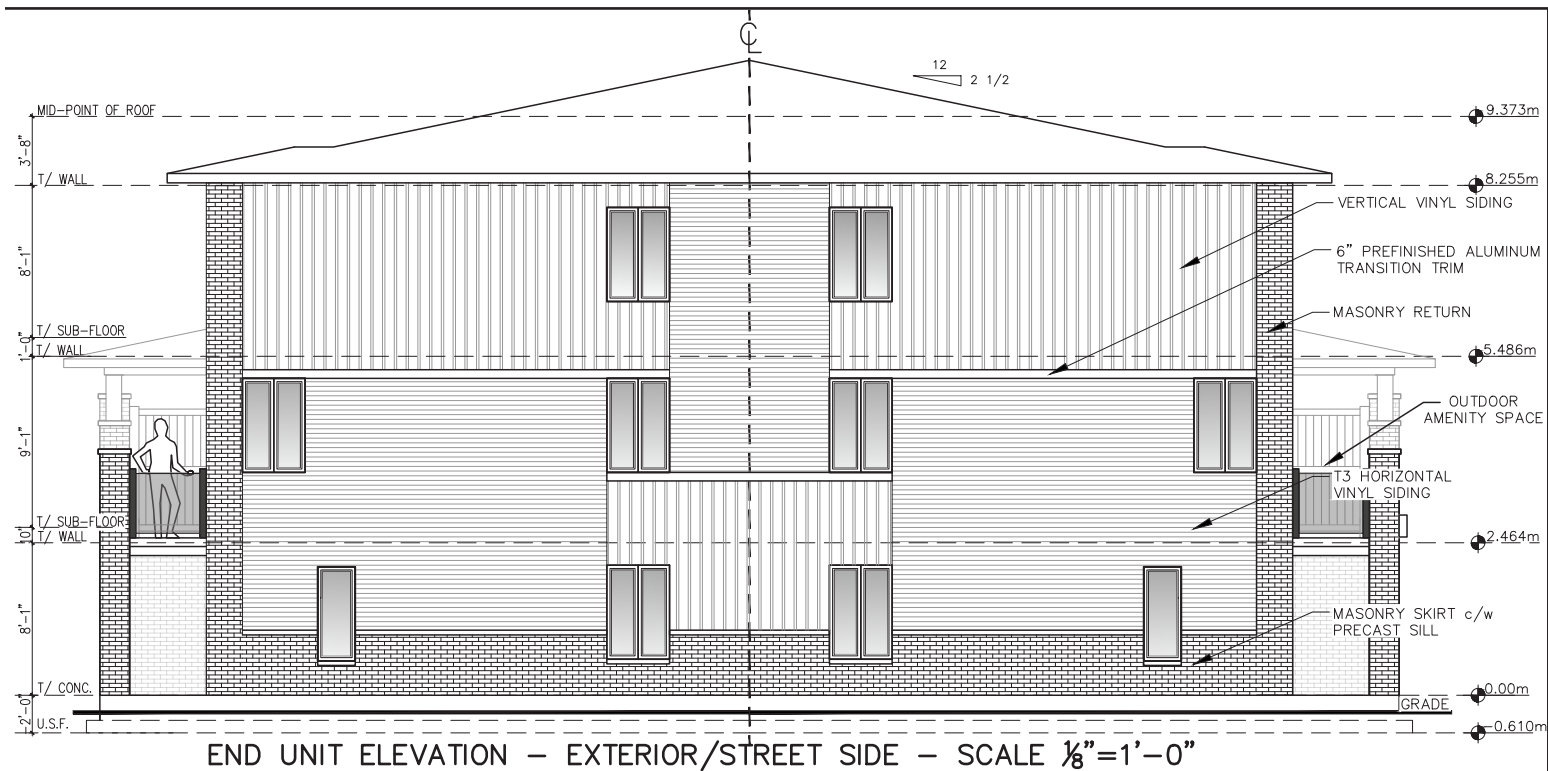
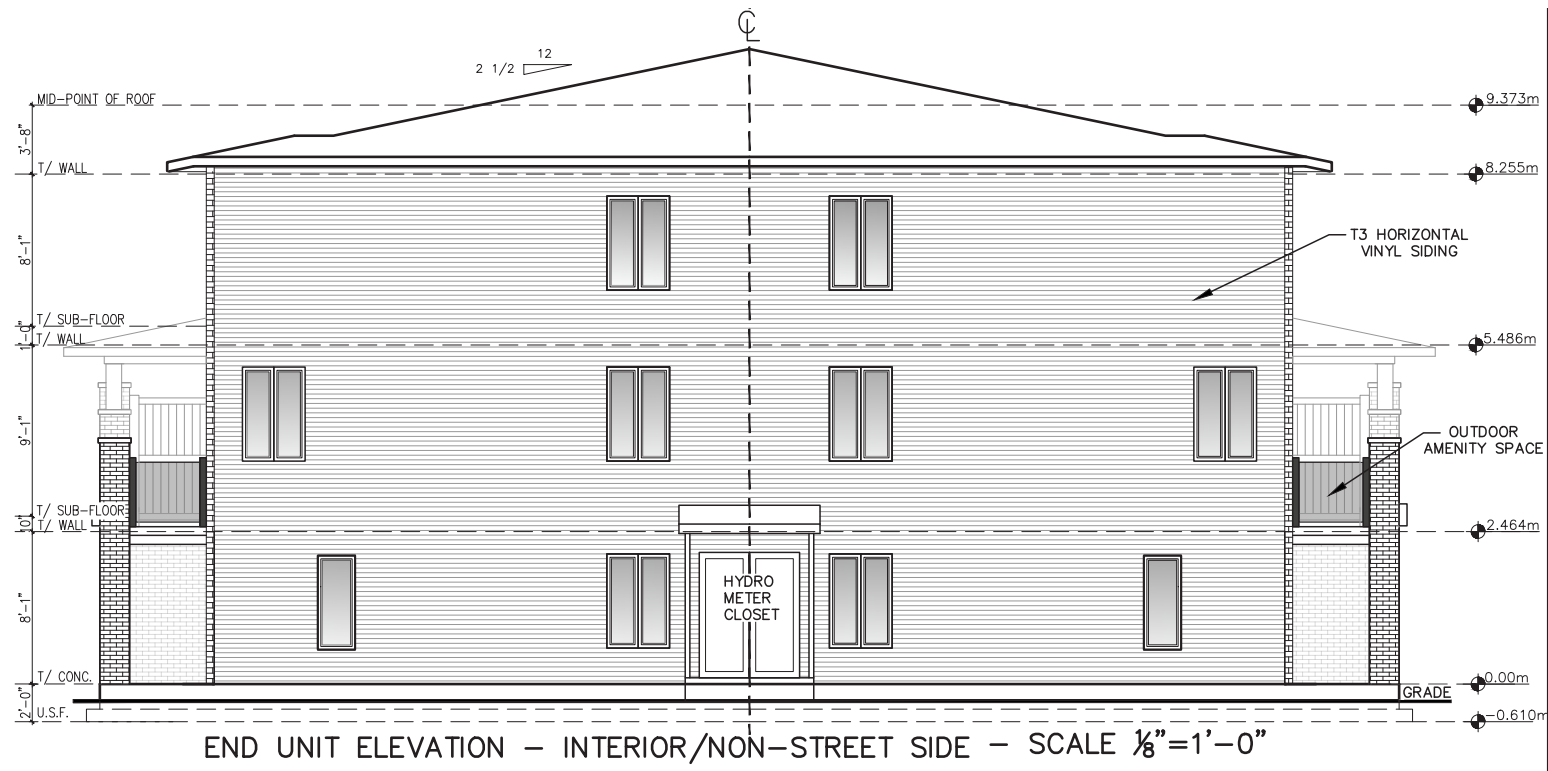
INTERIOR-END ELEVATION
SCALE 1:100 3



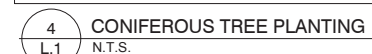
Terrrace Flats - 3D Rendering



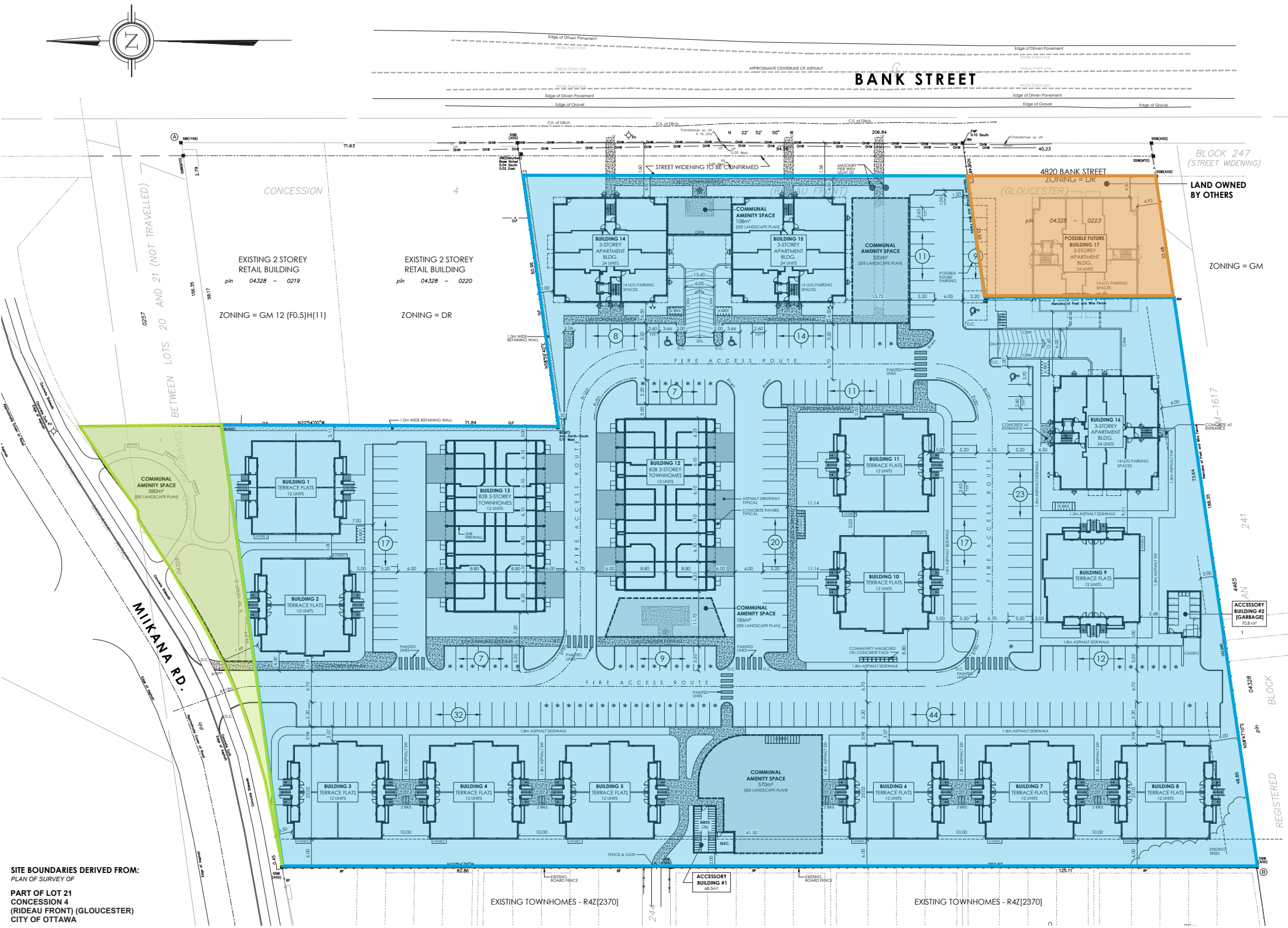
3-Storey Townhomes - Plans/ Elevations



29



Block Plan



- Proposed Development
- Possible Future Building
- Possible Future Communal Amenity Space

SITE BOUNDARIES DERIVED FROM:
PLAN OF SURVEY OF
PART OF LOT 21
CONCESSION 4
(RIDEAU FRONT) (GLOUCESTER)
CITY OF OTTAWA



PHOENIX HOMES

FOTENN
Planning + Design