

**MINOR ZONING BY-LAW AMENDMENT APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW**

Site Location: Part of 150 Dun Skipper Drive

File No.: D02-02-25-0005

Date of Application: January 22, 2025

This MINOR ZONING BY-LAW AMENDMENT application, for the land zoned General Mixed Use (GM), in Zoning By-law 2008-250, as shown on the attached Zoning Key Map, by Jeffrey Kelly, Novatech, on behalf of Cedar Creek Meadows Inc., is to permit two six-storey residential buildings as detailed in the attached Supporting Documentation.

This application was processed as a minor re-zoning under the minor re-zoning category of modifications to performance regulations only, maximum height the lesser of 5 storeys, 15 additional metres, or 25% of the permitted building height, rounded down to the nearest half-metre.

This MINOR ZONING BY-LAW AMENDMENT IS RECOMMENDED TO BE APPROVED and the following action is required:

1. That the Zoning Map of Zoning By-law 2008-250 be amended to amend the zoning over part of 150 Dun Skipper Drive so that it reads GM[xxx1]; and
2. That an exception be added to Zoning By-law No. 2008-250 for this property with provisions similar in effect to the following:
 - a) Rezone the lands as shown in Document 1.
 - b) Add a new exception xxx1 to Section 239– Urban Exceptions with provisions similar in effect to the following:
 - i. In Column I, Exception Number, add the text “[xxx1]”
 - ii. In Column II, Applicable Zones add the text GM[xxx1]
 - iii. In Column V, Provisions, add the text
 - Maximum building height: 20 m

- Minimum parking space rate for an apartment dwelling, mid-rise: 1 per dwelling unit
- An architectural feature consisting of an ornamental wall that screens the side of the balcony is permitted to project 1.2 m into the corner side yard, but not closer than 0.6 m to the side lot line abutting a street.
- Despite Section 65, Table 65 5(b)(i): open stairways at or below the floor level of the first floor for residential use buildings are permitted to project up to 0 m to the lot line abutting a street

July 31, 2025

Date



Geraldine Wildman
Manager, Development Review South
Planning, Development and Building Services
Department

Enclosures: Minor Re-zoning By-law Amendment Supporting Information
Document 1 - Location Map



MINOR ZONING BY-LAW AMENDMENT APPLICATION SUPPORTING INFORMATION

File Number: D02-02-25-0005

SITE LOCATION

Part of 150 Dun Skipper Drive, and as shown on Document 1.

SYNOPSIS OF APPLICATION

The site is municipally known as part of 150 Dun Skipper Drive. Only the western portion of the site is subject to this Minor Zoning By-law Amendment application (file no. D02-02-25-0005) and concurrent Site Plan Control application (file no. D07-12-25-0005). The eastern portion of the site had a separate Site Plan Control application (file no. D07-12-24-0134) for a shopping centre that was approved on May 26th, 2025.

A consent to sever application (D08-01-25/B-00060) was granted by the Committee of Adjustment on April 15, 2025, to sever 150 Dun Skipper Drive into two parcels (one parcel for the subject residential development and one parcel for the shopping centre). At the time of this approval, the certificate has not been issued, and the two parcels have not been created yet.

The portion of the site subject to this application is currently vacant and is located at the northeast corner of the Dun Skipper Drive and Cedar Creek Drive intersection. It is approximately 10,010 square metres with a 155-metre frontage along Cedar Creek Drive and a 70-metre frontage along Dun Skipper Drive.

The surrounding area includes detached dwellings and townhouses to the west; a Home Hardware building, proposed commercial buildings, and a proposed mixed-use building to the south; a proposed shopping centre, the Hindu Temple of Ottawa Carleton, a camping trailer dealership, and a forest to the east; and townhouses, detached dwellings and an auto body shop to the north. Further to the south along Bank Street are three four-storey residential buildings.

The Minor Zoning By-law Amendment application has been submitted to accommodate two new six-storey residential buildings with two-way access off Cedar Creek Drive. Building 1 is proposed at the intersection of Dun Skipper Drive and Cedar Creek Drive and Building 2 is proposed to the north of Building 1. The current zoning is General Mixed-Use (GM).

The applicant is seeking relief to permit:

- a maximum building height of 20 metres, whereas the zoning by-law permits a maximum building height of 18 metres;
- a residential parking rate of 1 parking space per dwelling unit for mid-rise buildings, whereas the zoning by-law requires 1.2 parking spaces per dwelling unit for mid-rise buildings;
- a distance of 1.2 metres that an architectural feature consisting of an ornamental wall that screens the side of the balcony can project into the corner side yard, whereas the zoning by-law permits 0.6 metres; and
- a setback of 0 metres between open stairways and a lot line abutting a street, whereas the zoning by-law requires 0.6 metres.

Residential Units and Types

Dwelling Type	Number of Units
Apartment	237

DECISION AND RATIONALE

This application is approved for the following reasons:

- The proposal is consistent with the Provincial Planning Statement. It will use existing municipal services and will help increase the supply and mix of housing options in the area. The Leitrim area is currently characterized by low-rise residential.
- The requested relief is appropriate and conforms with the Official Plan and the intent of the Zoning By-law as outlined below:
 - The proposal to increase the maximum building height to 20 metres is appropriate since:
 - The site is designated Mainstreet Corridor in the Suburban Transect. Mainstreet Corridors are intended to accommodate mixed use and higher density developments. More specifically, within the Suburban Transect, Mainstreet Corridors are intended to be mid-rise (up to nine storeys) (Section 5.4.1 Policy c). Through the consent to sever application this site's frontage on Bank Street (the mainstreet corridor) will be removed, however, as per section 6.2.1 Policy 1.b the Corridor designation would extend along Dun Skipper Drive.

- The minimum residential density required for intensification within the Mainstreet Corridor designation is 120 dwelling units per net hectare (as per Table 3a in the Official Plan). This proposal provides approximately 237 dwelling units per net hectare which exceeds the minimum requirement. There is no maximum requirement within Table 3a.
 - The top two floors have different material treatments to give the illusion of stepbacks. To aid with the transition between the proposed mid-rise apartment dwelling and the surrounding low-rise dwellings, a setback of 7.5 metres has been provided along the northern property line. This is the rear yard for this proposed development; however, due to the configuration of the development it is more consistent with an interior side yard (side of the townhouse facing the side of the mid-rise). Staff recognize that if this had been an interior side yard a 3-metre setback would have been required for a building of this height to transition between the two properties. The applicant demonstrated that the transition is appropriate through an angular plane analysis. Further, the balconies facing the low-rise residential to the north are inset and large canopy trees have been provided along the northern property line to increase privacy (Section 4.6.6 Policy 2 and 7).
 - The proposed development aligns the setback from Cedar Creek Drive to the setback of the existing townhouses to the north to ensure visual consistency. This setback gradually transitions to a smaller setback closer to the Cedar Creek Drive and Dun Skipper Drive intersection to help animate the public streets. The proposed buildings frame the street and are proportionate in height to the width of the Cedar Creek Drive right-of-way (20 metres) as per the policies in Section 4.6.6 Policy 7.
 - General Mixed-Use zones in the Zoning By-law are intended to accommodate residential, commercial, institutional, and mixed-use development including mid-rise apartment dwellings.
- A reduced residential parking rate of 1 parking space per dwelling unit for mid-rise buildings is appropriate since:
- The Suburban Transect supports the gradual evolution towards 15-minute neighbourhoods (Section 5.4.1) and 15-minute neighbourhoods are further promoted within Corridors (see section 4.1.2 Policy 2). Active transportation linkages are encouraged between residential areas and places of retail (see section 5.4.4 Policy 1.d). The proposed development is within a Corridor and will provide a direct, safe and convenient connection, through an

easement, to the adjacent proposed shopping centre contributing to the 15-minute neighbourhood concept.

- The subject site is designated as Mainstreet Corridor in the Official Plan, which encourages the prioritization of pedestrians, cyclists, and public transit users. Bank Street is identified as a Transit Priority Corridor in the recently approved Transportation Master Plan. Transit Priority Corridors are intended to serve as important routes for frequent bus service. The Official Plan considers reducing minimum parking requirements along Corridors and Transit Priority Corridors (section 4.1.4 Policy 2).
- An increased distance of 1.2 metres that an architectural feature consisting of an ornamental wall that screens the side of the balcony can project into the corner side yard is appropriate since:
 - The ornamental walls in question extend from the ground to the fourth floor to provide articulation and additional privacy for the units with balconies that are not inset. They are not structural, only ornamental extensions of the building using clay brick and steel panel in the colour carbon to match the building material. It is noted that ornamental elements are permitted to project 1.2 metres into a yard for non-residential buildings.
- A reduced setback of 0 metres between open stairways and a lot line abutting the street is appropriate since:
 - The grade change between the proposed residential development and the proposed shopping centre to the east requires stairs/ramps to access the buildings. Urban Design policies speak to framing the street and providing active frontages (Section 4.6.6 Policy 7). Permitting open stairways to locate 0 metres from a lot line abutting a street helps to permit additional connections to the development to enhance the active frontage.
- The proposal conforms with the Leitrim Community Design Plan. Leitrim is identified as a developing community with the goal of being compact and mixed-use. The site is designated Mixed Use. The intent is for the area to accommodate a wide range of institutional and commercial uses, as well as higher density residential uses that support the institutional and commercial uses. The proposed development is mid-rise and will support the adjacent proposed shopping centre.
- The proposal aligns with the previously approved subdivision plan for this block which envisioned this block as mixed-use/commercial. While this application is for residential only, there is a shopping centre proposed for the eastern half therefore when considering the block as a whole there are a mix of uses.

RELATED APPLICATIONS

- Concurrent Site Plan Control Application – D07-12-25-0005

A Site Plan Control application has been submitted to accommodate two new six-storey residential buildings. Building 1 is proposed to include 131 residential units, 131 underground residential parking spaces, 12 underground visitor parking spaces, 66 bicycle parking spaces, and 987 square metres of communal amenity area. Building 2 is proposed to include 106 units, 101 underground residential parking spaces, 53 bicycle parking spaces, and 567 square metres of communal amenity area. Four residential parking spaces and 35 visitor parking spaces will be located at grade in between and at the rear of the residential buildings. The proposed Site Plan is currently deficient one parking space, this will be addressed prior to Site Plan approval. Two-way access will be off Cedar Creek Drive, and a public pedestrian connection will be provided through the site to connect the neighbourhood to the west to the proposed shopping centre and Bank Street.

- Consent Application – D08-01-25/B-00060

A Consent to Sever application was granted by the Committee of Adjustment on April 15, 2025, to sever 150 Dun Skipper Drive into two parcels (one parcel for this residential development and one parcel for the shopping centre).

- Site Plan Control on eastern portion of site – D07-12-24-0134

A Site Plan Control application for a commercial shopping centre consisting of four buildings (a grocery store, a discount store, a paint store, and a restaurant), 193 vehicle parking spaces including 16 accessible parking spaces, and 24 bicycle parking spaces. This application was approved on May 26, 2025.

CONSULTATION DETAILS

Councillor Steve Desroches provides concurrence for delegated authority for this report.

Public Comments

Summary of Comments - Public

This application was subject to the [Public Notification and Consultation Policy requirements](#) for minor re-zoning amendment applications. Comments were received by five residents and both support and concerns were raised. Concerns raised include concerns regarding the land use, appropriateness of height, traffic, transit, parking, and overcrowding.

Support Comments:

Supportive comments included support for higher density housing in the area and support for more residential units to help with affordability in the City.

Response:

Staff acknowledge the comments in support of this application.

Land Use:

Concerns were raised about the appropriateness of adding more residential density in this area rather than adding retail and service-oriented business that would benefit the whole community.

Response:

The City of Ottawa declared a housing and homelessness emergency on January 29, 2020. The Leitrim area is a developing community intended to accommodate higher density residential uses that can support institutional and commercial uses.

There is retail/commercial being proposed in the area. There was a Site Plan Control application for the eastern half of 150 Dun Skipper Drive that was approved on May 26, 2025. The approved plan is for a shopping centre with four buildings. The four buildings are proposed to be a grocery store, a discount store, a paint store, and a restaurant. Additionally, a Site Plan Control application was approved in July of 2020 for a shopping centre at 155 Dun Skipper Drive. There is an active application at 155 Dun Skipper Drive to amend the previous plan which had a hotel in the northeast corner to now be a mixed-use mid-rise building geared towards seniors. There is also existing commercial development offering a wide variety of goods and services on both sides of Bank Street in the Leitrim area.

Appropriateness of height:

Concerns were raised regarding the negative visual impacts from the height to the area which is not characterized by mid-rise and the reduced visibility at the corner of Cedar Creek Drive and Dun Skipper Drive due to the height and projections.

Response:

The Provincial Planning Statement, Official Plan, and Leitrim Community Design Plan direct a mix of housing options be provided.

150 Dun Skipper Drive is designated Mainstreet Corridor within the Suburban Transect in the City's Official Plan. Mid-rise (five to nine storeys) is intended for Mainstreet Corridors within the suburban area.

The Leitrim Community Design Plan designates the site Mixed Use. The intent is for the area to accommodate a wide range of institutional and commercial uses, as well as higher density residential uses such as mid-rise that support the institutional and commercial uses in the area. The proposed development is mid-rise and will support the adjacent proposed shopping centre on the eastern half of 150 Dun Skipper Drive and the proposed shopping centre at 155 Dun Skipper Drive.

The subject site is zoned General Mixed Use (GM) with a permitted height of 18 metres. The proposed height increase would permit 20 metres which will help accommodate desired floor sizes and wood framing for the six-storey building.

Surrounding properties are zoned R3Z, R4Z, R5Z, and GM. R4Z zones permit low-rise apartments, R5Z zones permit high-rise and mid-rise apartments, and GM zones permit mid-rise apartments.

The building is setback an adequate amount from the Dun Skipper Drive and Cedar Creek Drive intersection to maintain visibility at the intersection.

Traffic, Transit, Parking and Overcrowding:

Concerns were raised stating that the area is currently experiencing parking, traffic, and overcrowding issues that will be exacerbated by the reduced parking and additional units. Comments highlighted the need for more east/west road infrastructure such as protected bike lanes and transit to move people to the LRT system. As it stands buses are infrequent and the walk to the closest bus stop is significant.

Response:

More frequent and accessible bus service is slated to be introduced to the area in the future. The Transportation Master Plan identifies Bank Street as a Transit Priority Corridor that will connect to the future Earl Armstrong Road Transit Priority Corridor. Additionally, a bus stop will be located at the corner of Dun Skipper Drive and Cedar Creek Drive.

Technical Agency/Public Body Comments

Summary of Comments –Technical

All technical agency correspondence was forwarded to the applicant, and the applicant was advised to contact technical agencies directly for additional information and requirements.

Advisory Committee Comments

Summary of Comments – Advisory Committees

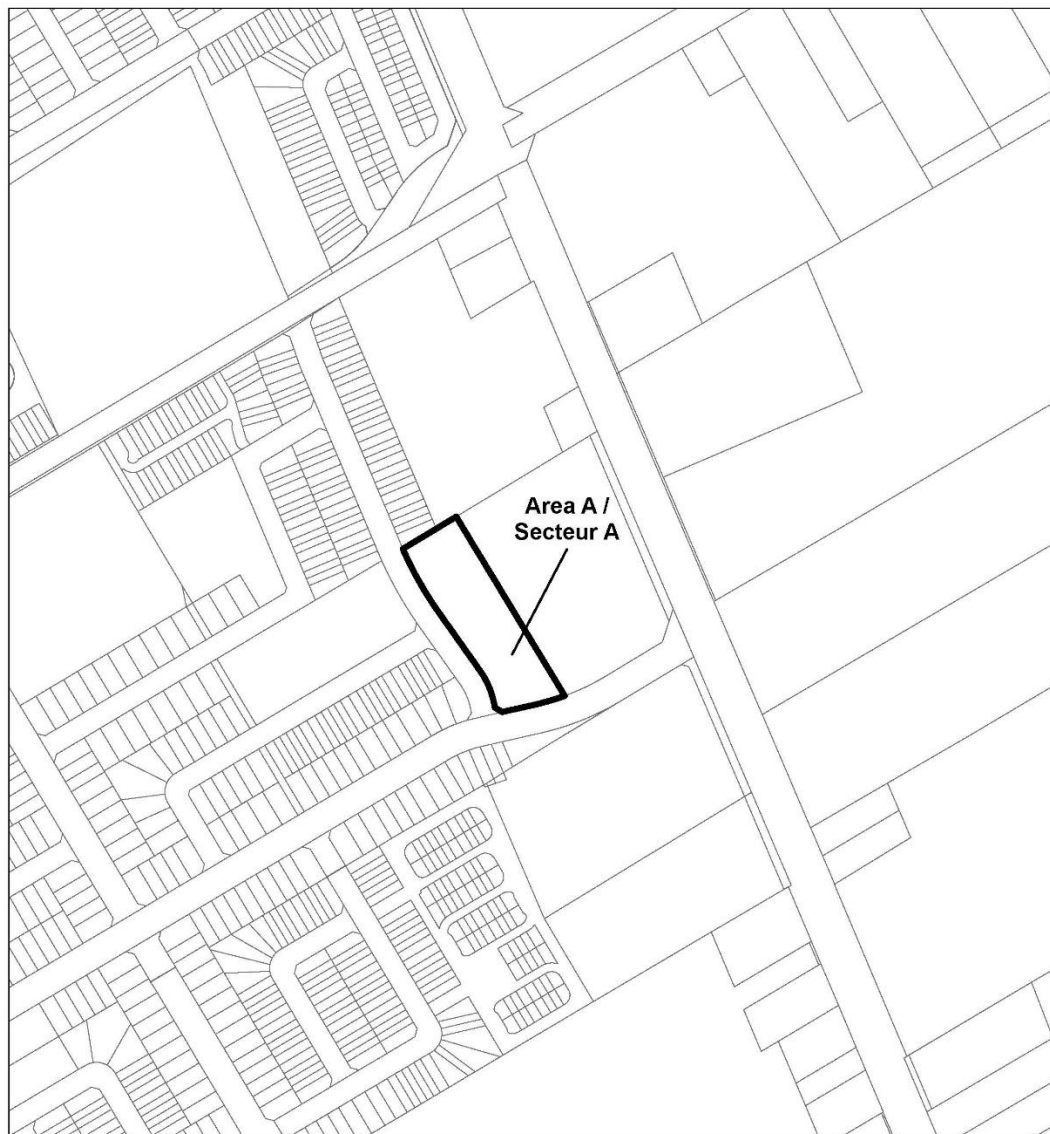
N/A

APPLICATION PROCESS TIMELINE STATUS

This Minor Zoning By-law amendment application processed by the On Time Decision Date established for the processing of an application that has Manager Delegated Authority.

Contact: Tess Peterman Tel: 613-580-2424, ext. 23578 or e-mail: tess.peterman@ottawa.ca

Document 1 – Zoning Key Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-25-0005	25-0857-X	Part of / Partie de 150 promenade Dun Skipper Drive	
I:\CO\2025\ZKP\DunSkipper_150		Area A to be rezoned from GM to GM[xxxx] Le zonage du secteur A sera modifié de GM à GM[xxxx]	
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