



1055 Cedar Creek Drive

Planning Rationale
Zoning By-law Amendment
September 3, 2025



Prepared for DCR Pheonix

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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 application for the site at 1055 Cedar Creek Drive, in the City of Ottawa ('subject site').

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 site and compatible with adjacent development and the surrounding community.

1.1 Application History

The subject site has undergone a Site Plan Control application and was approved in 2020 (File Number: D07-12-20-0037). The originally approved Site Plan Control application contemplated 92 dwellings, 36 within the built form of low-rise apartment buildings and 56 in the built form of back-to-back townhomes.

Given changes in market conditions, the Owner is contemplating amending the development to increase the number of dwellings within the low-rise built form, from 36 to 48. This is sought to be accomplished by adding an additional 6 dwellings to each of the apartment buildings (Buildings 3 and 4) on the Site Plan, (Figure 1). No other alterations to the Site Plan have been contemplated. Including building locations, site circulation, automobile parking spaces, or exterior amenity space.

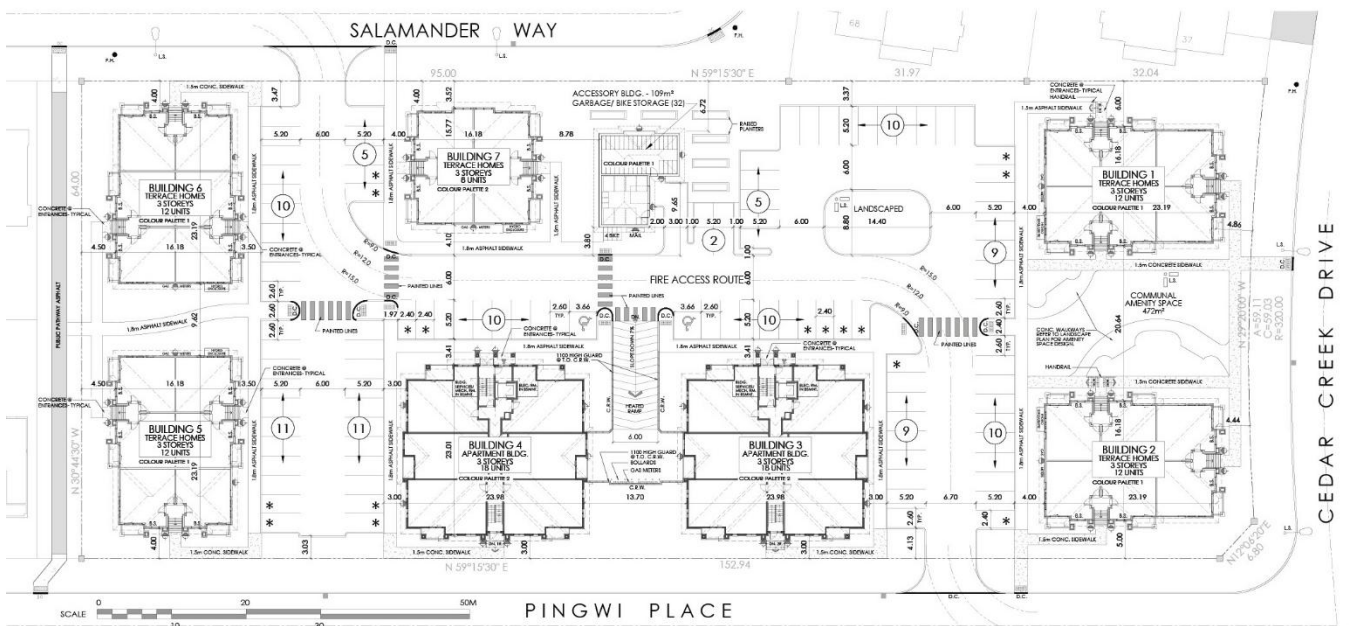


Figure 1: Approved Site Plan, 2020 (D07-12-20-003).

1.2 Purpose of the Applications

The purpose of the applications is to permit a medium-density, low-rise Planned Unit Development consisting of two (2) low-rise apartment dwellings and five (5) stacked townhouse dwellings. The requested Zoning By-law Amendment is proposed to rezone the subject property from R4Z[2370] to R4Z[XXXX].

The urban exception sought will include the following relief from the R4Z[2370] zone:

/ Reduce the required residential parking to 1/dwelling, whereas 1.2/dwelling are required.

2.0

Subject Site and Surrounding Context

2.1 Subject Site

The subject site is a 10,061.1 square metre parcel within the City of Ottawa urban boundary. It has 112.2 metres of frontage along Pingwi Place and is bound to the north by Salamander Way and existing residential parcels. The site is currently a partially developed and partially vacant parcel of land with relatively level grading.

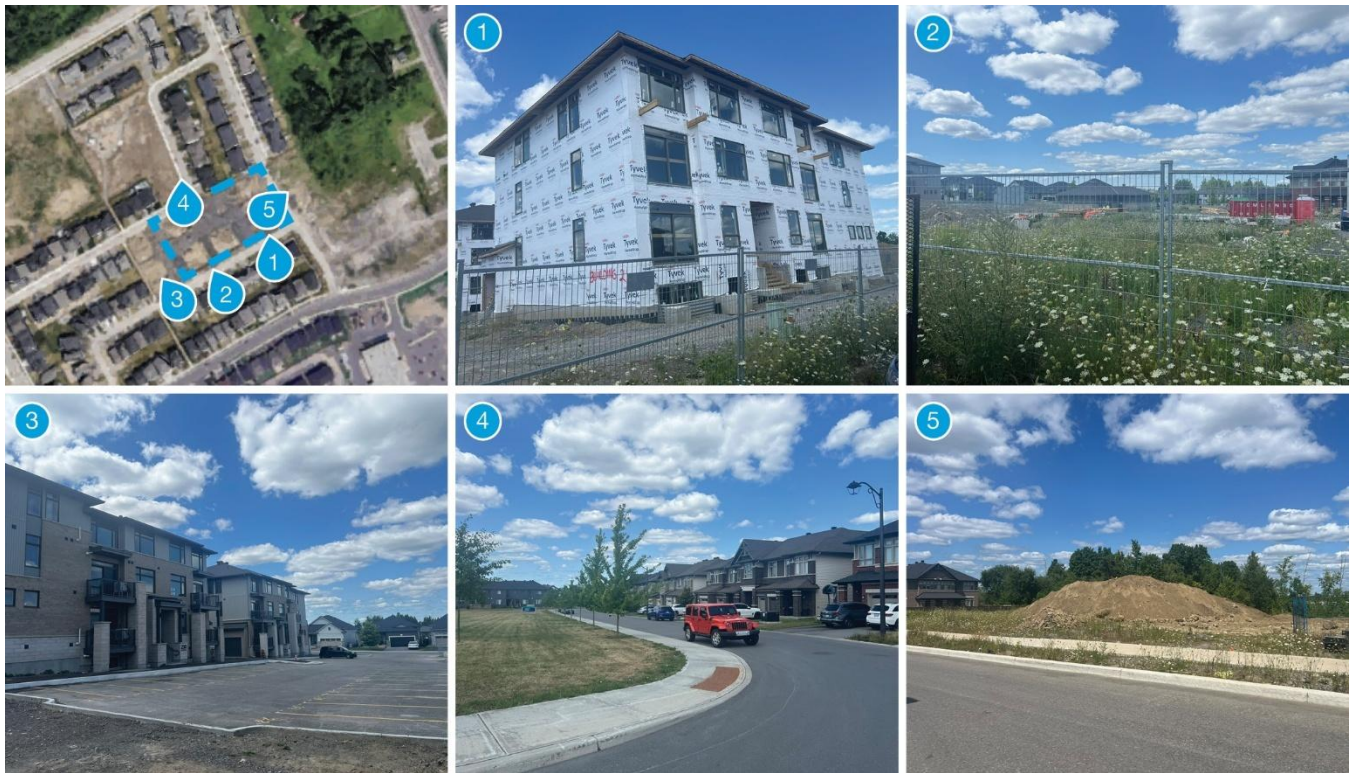


Figure 2: Views of the subject site and surrounding area from varying locations.

2.2 Surrounding Area

The subject site is in Ward 22 – Riverside South-Findlay Creek in the south end of Ottawa. The surrounding roads of Pingwi Place, Salamander Way and Cedar Creek Drive are classified as local roads. The surrounding neighbourhood is characterized by low-rise residential development featuring detached, townhouse and low-rise apartment typologies.

North

Abutting the subject site to the north is Salamander Way and a residential block featuring two storey townhouse dwelling typologies. Further north is Salamander Park, additional two storey townhouse dwellings, Miikana Road and Findlay Creek Centre, a shopping plaza abutting Bank Street.

East

Immediately east of the subject site to the east is Cedar Creek Drive. Further east is a large parcel of undeveloped land bordered by Bank Street. East of Bank Street is the Hindu Temple of Ottawa Carleton, a Camping Trailer Sales Facility and large forested lots that are Rural Countryside Zone.

South

Abutting the subject site to the south is Pingwi Place. Fronting along Pingwi Place is a block of two-storey townhouse dwellings. Further south is a mixture of single detached and townhouse low rise residential dwellings, a large-format retail store and three low-rise apartment dwellings.

West

Immediately west of the subject site is a surface parking lot and two three storey apartment dwellings. Further west is a residential neighbourhood featuring two-storey detached residential dwellings and Dun Skipper Park.

2.3 Road Network

The subject site is well serviced with respect to the existing road network, as identified on Schedule C4 of the Ottawa Official Plan (Figure 3). Pingwi Place, Salamander Way and Cedar Creek Drive surrounding the site are all classified as local roads. Bank Street, located approximately 200 metres east of the site is classified as an arterial road. Arterials are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate private and commercial vehicles and public transit buses, but also serve other modes of travel including such as people walking and cycling as well as provide corridors for public infrastructure and utilities. Miikana Road, located approximately 200 metres north of the site is classified as a collector road. Collectors connect communities and usually provide connections between arterial and local roads. These roads tend to be shorter and carry lower volumes of traffic than do arterials.



Figure 3: Schedule C4 - Urban Road Network, City of Ottawa Official Plan.

2.4 Transit Network

The subject site is located approximately five (5) kilometres from the Leitrim Transit Station and Park and Ride facility. Currently, the nearest bus stop to the site is served by OC Transpo bus route 94 at the intersection of Cedar Creek Drive

and Dun Skipper Drive. Further south of the subject site is a Transit Priority Corridor, approximately 1.7 kilometres from the subject site.

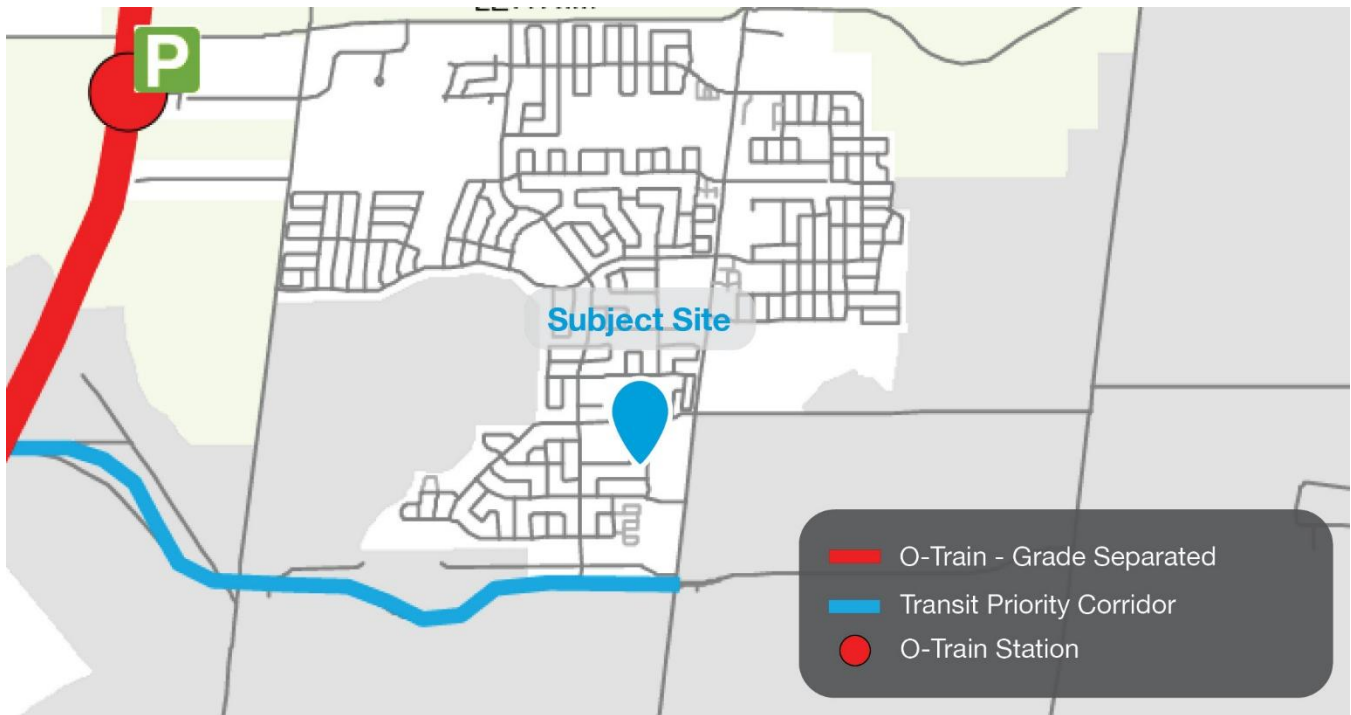


Figure 4: Schedule C2 - Transit Network Ultimate, City of Ottawa Official Plan.

2.5 Active Transportation Network

As identified in the City of Ottawa Transportation Masterplan (Figure 5), the subject site is located approximately 200 metres from Bank Street which is a Spine Route, which is designated to provide efficient travel for cyclists. The subject site is also located close to several Major Pathways which provide dedicated travel for cyclists throughout the Findlay Creek community.



Figure 5: Map 1 - Cycling Network, City of Ottawa Transportation Masterplan.

3.0

Proposed Development

The Owner of the property is proposing to develop the subject site as a Planned Unit Development consisting of two three-storey apartment buildings, five stacked-townhouse dwellings, and a standalone accessory building. The two apartment buildings will contain 48 units and the five stacked-townhouses will contain 56 units. A total of 130 parking spaces (28 underground and 102 surface parking spaces) are proposed, as well as 52 bicycle parking spaces.

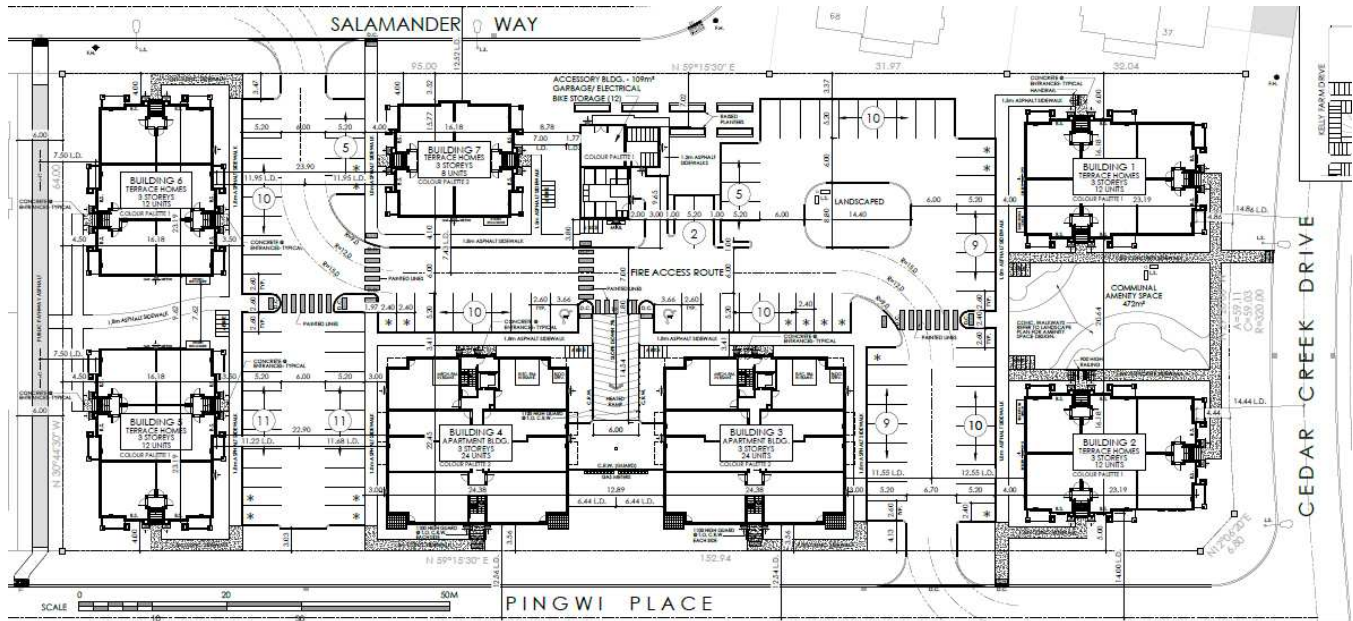


Figure 6: Excerpt from Site Plan.



Figure 7: Elevations of the three-storey apartment building.

4.0 Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

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

The following PPS policies are applicable to the subject site, among others:

Planning for People and Homes

- 2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
- 2.1.6 Planning authorities should support the achievement of complete communities by:
- / accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

Housing

- 2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3.

Settlement Areas and Settlement Area Boundary Expansions

- 2.3.1.2 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) are transit-supportive, as appropriate [...]

Strategic Growth Areas

- 2.4.1.2 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 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 PPS (2024). The subject lands are in a settlement area in the City of Ottawa which has existing and planned infrastructure and public service facilities. The proposed development supports the provision of an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area. The proposed stacked townhouse and apartment typologies are an efficient, compact development form that will add diversity to the housing options available in the Findlay Creek area and the City of Ottawa.

The proposed development will allow for the logical extension and efficient use of existing infrastructure, such as roads, water, stormwater, and wastewater infrastructure. The development of the subject site is therefore consistent with the policies of the PPS.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa provides a framework for the way that the City will develop 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 set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

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. These directions include the following:

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.
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.
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.
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.

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

In the Official Plan, an economic development lens is taken to policies throughout. 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 implement several Big Policy Moves objectives, specifically intensification, urban and community design, and climate mitigation and resiliency. Although a greenfield development, the proposed development represents a positive evolution towards a more intensive use of the area through the creation of a 84-unit PUD on a vacant lot. The proposed development contributes pedestrian connections to existing infrastructure, locating buildings so that dwellings have convenient access to nearby public sidewalks.

4.2.2 Cross-Cutting Issues

Section 2.2 of the Official Plan states that 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-laws 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 Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

The proposed development addresses the cross-cutting issues by providing intensification and compact development in a greenfield area in proximity to existing road networks and infrastructure. The development is sensitive to the issues of Energy and Climate Change by providing efficient development with access to existing transit infrastructure.

4.2.3 City-Wide Policies - Housing

Section 4 of the Official Plan contains policies which are applicable across the city, regardless of Transect or Designation, unless specifically referenced. More specifically, **Section 4.2** features policies related to Housing. The Official Plan states that adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes, and backgrounds and supports the accessibility needs is noted as a key requirement for the health and well-being as well as attracting and retaining highly skilled labour and new businesses.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens.

The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a low-rise apartment and stacked townhouse dwellings. The proposed mix of unit types and sizes responds to the City's desire to see a diverse range of housing, provided at a density and in an area which will support the development of 15-minute neighbourhoods.

4.2.4 Transect Policy Area

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject site is located within the **Suburban (Southeast) Transect Policy Area** on Schedule A (Figure 8). The Suburban Transect is characterized by its location outside the Greenbelt and conventional suburban model of the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. The City has identified the need for the evolution of suburban communities towards 15-minute neighbourhoods.

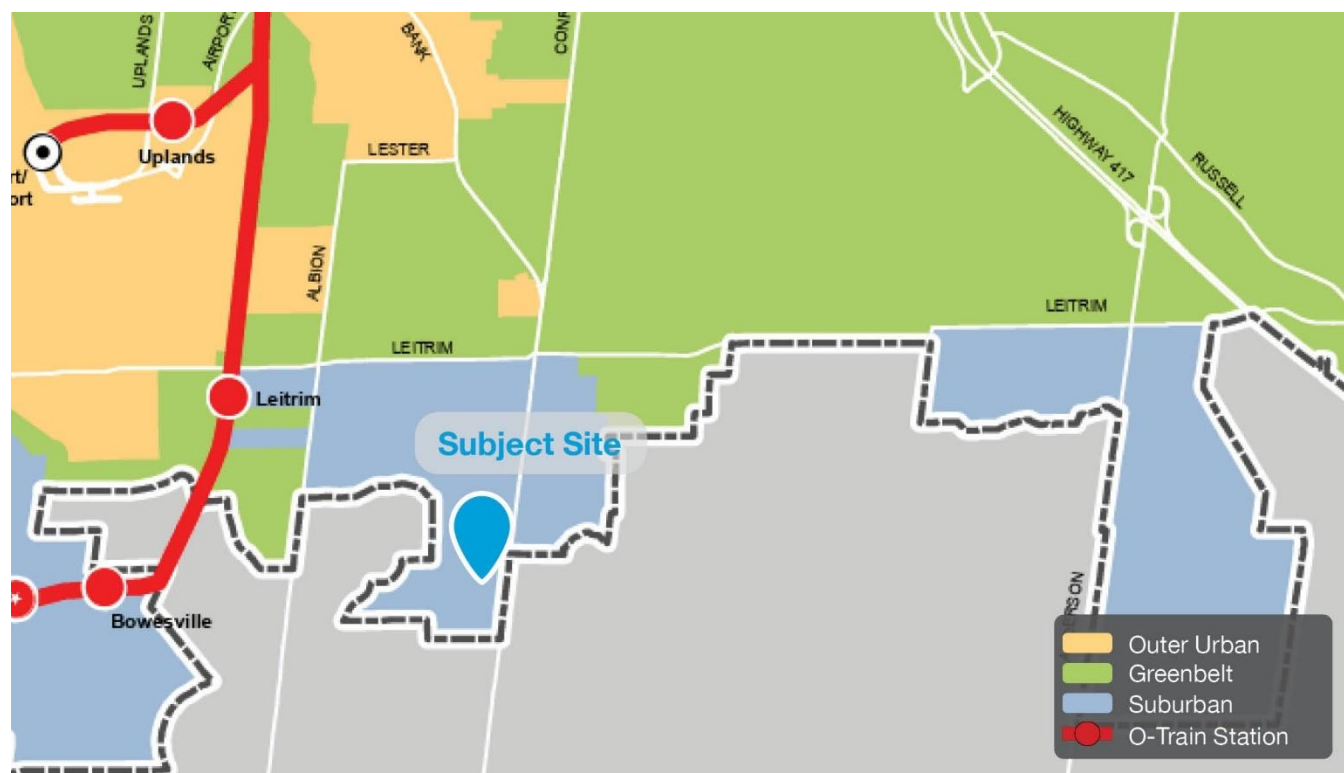


Figure 8: Schedule A - Transect Policy Areas (City of Ottawa Official Plan).

Section 5.4 describes policies that apply to the Suburban Transect. This section notes that the Suburban Transect is expected to address 46 percent of the growth needed within the next 25 years. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods in suburban parts of the City. This includes development at densities that support transit and the function of hubs and corridors, the diversification of the housing stock, and an evolution to a more “urban” pattern of design.

Section 5.4.1, Policy 2 states that development within the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods.

Section 5.4.1, Policy 3 states that 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.

Section 5.4.4, Policy 1 provides direction for new development in the Suburban Transect. Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments.
- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;
- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and
- j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

Section Policy 5.4.4., Policy 2 states that net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield, within which the subject site is located, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.

Section 5.4.5 provides direction to Neighbourhoods located within the Suburban Transect. Policy 1 of Section 5.4.5 states that Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
- c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

The proposed development broadly meets the intent of the Suburban Transect. The proposed development looks to provide low-rise residential development in a built form and level of density that is consistent with the broader area. Further, the diversity of dwelling types, on site, positively contribute to the diversity housing forms in the area. Finally, proposed development provides a level of intensification that will assist in the ultimate evolution towards a 15-minute neighbourhood.

4.2.4.1 Neighbourhood Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

As identified on Schedule B7 (Figure 9), the subject property is designated **Neighbourhood**. Neighbourhoods are contiguous urban areas that constitute the heart of communities. They are planned for ongoing gradual, integrated, sustainable, and internally compatible development. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods.

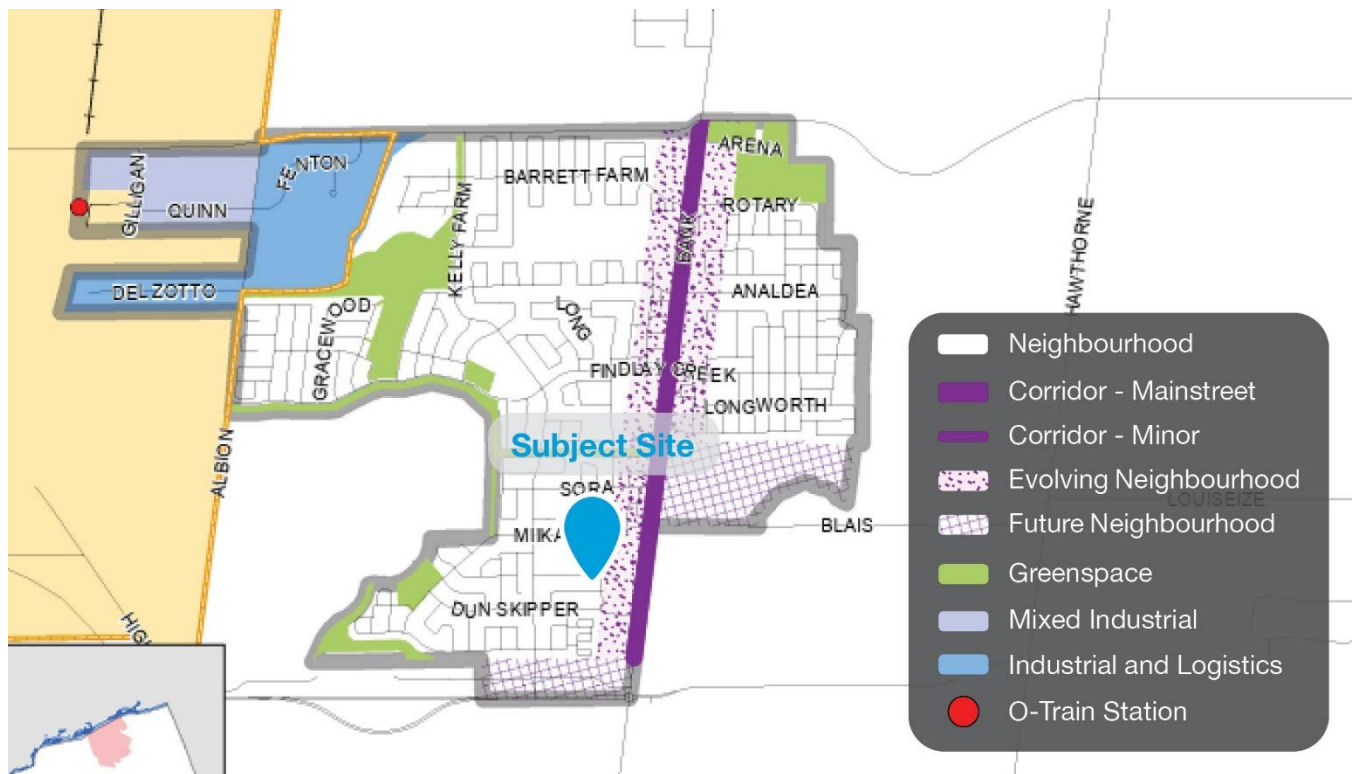


Figure 9: Schedule B7 - Suburban (Southeast) Transect (City of Ottawa Official Plan).

The proposed development meets the following Neighbourhood designation policies outlined in **Section 6.3**, among others:

Section 6.3.1 aims to define neighbourhoods and set the stage for their function.

- 1) Neighbourhoods are designated on the B-series of schedules.
- 2) Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or

- b) In areas already characterized by taller buildings within the Neighbourhood designation.
- 3) Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
 - a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and,
 - b) In all other cases, require an area-specific policy through an amendment to this Plan.
- 4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
 - d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.
 - e) Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and
 - f) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.
- 5) The Zoning By-law will distribute permitted densities in the Neighbourhood by:
 - a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
 - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
 - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The proposed low-rise built form remains compatible within the context of the surrounding neighbourhood, minimizing impacts on adjacent properties through a coordinated site design and layout, as well as a thoughtful building design.

4.2.5 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Ottawa's population is projected to grow 40 per cent from 2018 to 2046, reaching an estimated 1.4 million people. All of the greenfield dwellings will be located in the Suburban Transect. Many of the new dwellings there will be in the form of ground oriented units, but at least 10 per cent will be apartments.

The proposed development meets the following Growth Management Framework policies among others:

Policy 1 of Section 3.1 states sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy Statement.

Policy 3 of Section 3.1 states the urban area and villages shall be the focus of growth and development.

Policy 1 of Section 3.2 states that residential growth within the greenfield portions of the urban area will be planned as complete 15minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.

Policy 4 of Section 3.2 states that 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 resource is used for drinking water.

The proposed development is compatible with Section 3 of the Official Plan as it provides increased residential density in a greenfield area and will aid in meeting the housing needs of Ottawa's growing population. The proposed low-rise built form features a compact design and integrates with a fully-connected street grid.

4.2.6 Urban Design

Urban Design 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. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Policy 3 of Section 4.6.5 states that development shall minimize the conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading area, mechanical equipment and utilities into the design of the building. 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 4.6.6 states that 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 states that 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 meets the City's urban design policies. In particular, the proposed development minimizes conflict between vehicles and pedestrians and internalizes parking to the interior of the subject site; provides quality private and communal amenity spaces in excess of the Zoning By-law's requirements; responds to context and

transect area policies as outlined above; includes areas for soft landscaping, main entrances near grade and provides a built form that will complement the surrounding context.

4.2.7 Airport Operating Influence Zone

As identified on Schedule C14 (Figure 10) the subject site is located within the Airport Vicinity Development Zone (AVDZ). The AVDZ is a designated planning area around the Macdonald-Cartier International Airport where specific land-use constraints are applied. The purpose of this zone is to protect airport operations from incompatible developments and to protect residents from airport-related noise.



Figure 10: Schedule C14 - Land Use Constraints Due to Aircraft Noise.

The proposed development meets the following Protection of Airport and Aircraft Operations Policies outlined in Section 10.2.2 of the Official Plan, among others.

- 10.2.2.1 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 or federal guidelines, the most restrictive provisions shall be applied.
- 10.2.2.5 Within the Airport Vicinity Development Zone, noise-sensitive uses may be permitted between the 25 Line and the Airport Operating Influence Zone.
- 10.2.2.6 Development shall comply with the Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.
- 10.2.2.9 Throughout the City, land uses, activities and the use of building materials with potential to interfere with the safe operation of aircraft, the performance of navigation aids or telecommunication, are prohibited.

As noted throughout this report, the proposed development is compliant with the relevant policies at the federal, provincial, and municipal levels. The proposed development is permitted between the 25 Line and the Airport Operating Influence Zone. The proposed development complies with all relevant policies noted in the Ottawa Macdonald-Cartier International Airport Zoning Regulations, specifically as it pertains to noise sensitive uses and building heights. The proposed development will not interfere with the operation of items associated with the Ottawa airport.

4.3 Leitrim Community Design Plan (2005)

The subject site is located within the boundaries of the Leitrim Community Design Plan (CDP). The Leitrim Community is an approximately 520-hectare area located in the south end of the City of Ottawa, entirely south of Leitrim Road, generally between Bank Street and Albion Road. The Leitrim Community Design Plan (CDP) was initiated in November 2003 to provide a coordinated vision for the area. The Land Use Plan located in the CDP has identified the subject site for High Density Residential (Figure 11). The street network has evolved with a different layout compared to the network proposed in the CDP.



Figure 11: Leitrim Community Design Plan - Land Use Plan.

Unlike Secondary Plans, the CDP is a non-statutory document and is intended to be a guiding document for future development. Any deviations from the CDP do not result in the need for an amendment to the CDP.

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 typologies include low and mid-rise apartment buildings. The CDP defines an "apartment" as exceeding a density of 80 units per net hectare. Stacked townhouses are also permitted as long as they meet the minimum density of 80 units per net hectare. The density provided by the proposed development is 142.5 units per net hectare.

The proposed development of the subject site is in accordance with the Land Use Plan outlined in the CDP. In particular, the proposed development consists of a low-rise built form that appropriately frames and provides direct

pedestrian connectivity to the surrounding public streets, while remaining compatible in use and massing with the surrounding area. The development plan is connected to the surrounding neighbourhood to facilitate movement for pedestrian, cyclists, transit-users and motorists. The development also provides housing that supports a diversity of ages and income levels.

4.4 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods provide guidance for development of large lots within the City of Ottawa's urban area. This document is intended to complement the design considerations of the CDP and Secondary Plan. Its objectives include the protection of environmental features, the creation of attractive and comfortable streetscapes, and the encouragement of transit-oriented development. The following guidelines relate to, and are addressed by, the proposed development:

Guideline 10: Create a walkable neighbourhood with pathways, trails, and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities, and parks.

Guideline 21: Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including trees, sidewalks, utilities, cycling facilities, parking and travel lanes.

Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.

Guideline 35: Mix various types of housing on each street while considering the relationship between each other and to existing houses.

Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.

Guideline 38: Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style

Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.

The proposed development has integrated the above guidelines by providing a well-designed and context-sensitive development plan. The proposal promotes a compact urban form while maintaining compatibility with surrounding land uses ensuring that the development contributes positively to the overall character of the area.

4.5 Building Better and Smarter Suburbs (2013)

In 2015, Council approved the report titled "Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan" (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is "the principles of good urbanism should apply to the suburbs as they do to other parts of the City." This Vision is supported by four principles which speak to Ottawa's suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

1. Street Network and Land Use

2. Parks and Open Space
3. Stormwater Management
4. School Sites
5. Parking
6. Road Rights-of-Way
7. Rear Lanes
8. Trees
9. Utility Placement

Although several of the above core topic areas are not applicable to the subject site, the proposed development meets the following objectives and strategic directions of the BBSS initiative:

1. Street Network and Land Use

- / Objective – Design the street network to enhance access to public facilities and services; prioritize pedestrian and cycling access for short trips, and walking/cycling connections to transit stations and Park and Ride lots for longer distance trips.
- / Strategic Direction 3 – Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).
- / Strategic Direction 9 – Avoid reverse frontage lots (rear yards abutting public streets) within a community.

2. Parks and Open Space

- / Objective – Provide access to a range of parks and open space features within reasonable walking distances.

5. Parking

- / Objective – Minimize the potential for conflicts between sidewalk users and vehicles in driveways.

6. Road Right-of-Way

- / Objective – Balance the needs of all elements within the street

9. Utility Placement

- / Objective – Locate utilities to be compatible with urban design objectives.
- / Objective – Minimize the impact of utilities on the streetscape.

The proposed development meets many of the applicable objectives and strategic directions of the Building Better and Smarter Suburbs: Strategic Directions and Action Plan. Parking within the subject site is managed in a way which avoids conflicts and maximizes space for other land uses and forms of transportation that can conveniently access nearby parks.

4.6 City of Ottawa Zoning By-law (2008-250)

The subject site is currently zoned Residential Fourth Density Subzone Z, Exception 2370 (“R4Z[2370]”) in the City of Ottawa Zoning By-law (2008-250).

The purpose of the R4 – Residential Fourth Density 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 case more than four storeys, in areas designated as General Urban Area in the Official Plan;

- / 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.

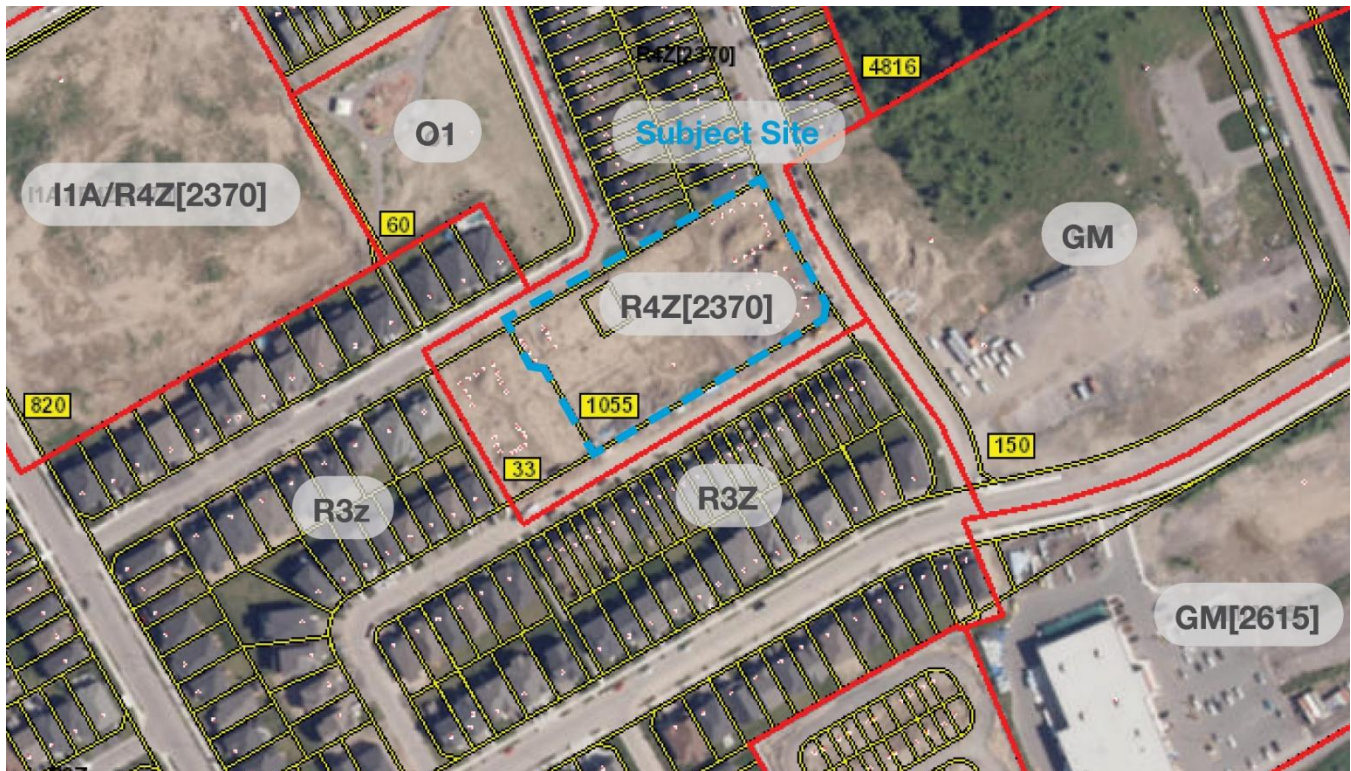


Figure 12: Zoning Map, City of Ottawa Zoning By-law (2008-250), with subject site outlined.

The following uses are permitted within an R4 Zone:

- | | | |
|--------------------------------|------------------------------|----------------------------|
| / Apartment Dwelling, Low Rise | / Home-Based Daycare | / Additional Dwelling Unit |
| / Bed and Breakfast | / Linked-Detached Dwelling | / Semi-Detached Dwelling |
| / Detached Dwelling | / Park | / Stacked Dwelling |
| / Diplomatic Mission | / Planned Unit Development | / Three-unit Dwelling |
| / Duplex Dwelling | / Retirement Home, Converted | / Townhouse Dwelling |
| / Group Home | / Retirement Home | / Urban Agriculture |
| / Home-Based Business | / Rooming House | |

4.6.1 Zoning Provisions

Table 2, below, provides a summary of the Residential Fourth Density (R4) zone as detailed in Zoning By-law 2008-250.

Table 1: Zoning Evaluation

Zoning Mechanism (R4Z[2370])	Requirement	Proposed	Compliance
Principal Land Use(s)	[...], Apartment dwelling, low-rise, Planned Unit Development, Stacked Dwelling[...]	Apartment dwelling, low-rise, Planned Unit Development, Stacked Dwelling	✓
Minimum Lot Width <i>Table 162A</i>	18 metres	64 metres	✓
Minimum Lot Area <i>Table 162A</i>	1,400 square metres	10,061.14	✓
Minimum Front Yard Set Back <i>Table 162A</i>	3 metres	4.44 metres	✓
Minimum Corner Side Yard Setback <i>Table 162A</i>	3 metres	3.56 metres	✓
Minimum Rear Yard Setback <i>Table 162A</i>	1.2 metres	4.50 metres	✓
Minimum Interior Side Yard Setback <i>Table 162A</i>	3.0 metres	6.0 metres	✓
Maximum Building Height <i>Table 162A</i>	15 metres	12.43 metres	✓
Accessory Building Size (Maximum) <i>Urban Exception 2370</i>	N/A	109 square metres	✓
Accessory Building Maximum Height <i>Section 55</i>	3.6 metres	3.54 metres	✓
Total Amenity Area Required <i>Section 137</i>	6.0 square metres x 48 units (Low-rise Apartment) = 288 square metres	664 square metres	✓
Communal Amenity Area Required (Minimum) <i>Section 137</i>	50% of 288 square metres = 144 square metres	472 square metres	✓
Minimum Required Resident Parking <i>Section 101 (Area C)</i>	1.2 Spaces x 104 = 125 Spaces	109 Spaces	✗
Minimum Required Visitor Parking Spaces <i>Section 102</i>	0.2 spaces / unit 0.2 x 104 = 21 spaces	21spaces	✓
Bicycle Parking <i>Section 111</i>	0.5 spaces / unit 0.5 x 104 = 52 spaces	52 spaces	✓
Minimum Separation of Buildings Within a PUD <i>Section 131</i>	1.2 metres	>1.2 metres	✓

Zoning Mechanism (R4Z[2370])	Requirement	Proposed	Compliance
Minimum width of Private Way within a PUD <i>Section 131</i>	6 metres	6 metres	✓

5.0

Proposed Zoning By-law Amendment

5.1 Purpose and Overview

The proposed Zoning By-law Amendment seeks to facilitate the development of a PUD on the subject site. Through this application, site-specific relief is also being sought in order to address deficiencies related to performance standards of the R4Z zone. The specific relief sought through this application relates to provisions of the Zoning By-law pertaining to resident parking.

The rezoning and specific relief requested through this application are as follows:

1. Reduce the required residential parking to 1/dwelling, whereas 1.2/dwelling are required ;

The Zoning By-law requires resident parking to be provided at a rate of 1.2 spaces per dwelling unit for stacked townhouses in Area C on Schedule 1A. By contrast, traditional townhouses in Area C require parking to be provided at a rate of 1.0 per dwelling unit. As stacked townhouses are generally smaller than traditional townhouses, this required parking rate is inconsistent.

Area C is the only area in which stacked townhouses have a higher resident parking requirements than townhouse units. Of additional note, stacked townhouses in the rural area (Area D), where dependency on private vehicles is greater than in Findlay Creek, require a resident parking rate of 1.0 spaces per unit. A parking rate of 1.0 spaces per unit would require 104 spaces for the site is met by the planned 109 spaces provided for residents on the site. Thus, the proposed reduction in resident parking spaces is appropriate for the site.

The proposed parking arrangement for the development at 1055 Cedar Creek Road is reasonable and appropriate, and is not anticipated to generate undue overflow parking.

6.0 Conclusion

It is our professional planning opinion that the proposed development, as permitted by the enclosed Zoning By-law Amendment applications, is appropriate and represents good development for the following reasons:

- / The proposed Zoning By-law Amendment is consistent with the intent of the Provincial Policy Statement, proposing additional uses for a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- / The proposed development conforms to the policy directions of the Suburban Transect and land use policies for the neighbourhood designation;
- / The proposal conforms to the growth management and land use designation policies of the Official Plan and the Leitrim CDP;
- / The proposed development represents high-quality urban design and will contribute to an integrated community;
- / The R4Z Zoning Amendment complies with the intent of the Zoning By-law and will facilitate appropriate development.

Should you have any questions related to the contents of this letter or the application, please do not hesitate to contact the undersigned.

Sincerely,



Mark Ouseley, MES
Planner



Tyler Yakichuk, RPP MCIP
Senior Planner