



441 Echo Drive

Planning Rationale
Official Plan Amendment + Zoning By-law Amendment + Site Plan Control
May 8, 2026



Prepared for JB Holdings

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

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1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by JB Holdings (“the Client”) to prepare a Planning Rationale for Official Plan Amendment (OPA), Zoning By-law Amendment (ZBLA), and Site Plan Control (SPC) applications at the municipal address of 441 Echo Drive (“subject site”) in the City of Ottawa, Ontario.

The site is proposed to be redeveloped with a six (6) storey, 19.5-metre tall, mid-rise apartment building. 52 units are proposed, with a mix of 1 bedroom, 1+den, 2 bedroom, 2+den, and 3-bedroom units. Three (3) levels of underground parking are proposed with 54 vehicle parking spaces proposed, including 50 resident and 4 visitor parking spaces. 56 bicycle parking spaces are proposed. Four (4) grade-related units with associated front patios are proposed along the Echo Drive frontage.

Private and shared amenity space is proposed in various formats as part of this development application. Private amenity space includes at-grade patios and private balconies; while communal amenity space includes indoor and outdoor rooftop amenity spaces and a rear yard with a landscaped path, trees, shrubs, and grass.

A total of 16 new trees are proposed throughout the site. The present frontage along McGillivray Street is proposed to be fenced off and a gate installed. The former drive aisle is proposed to be landscaped with trees and shrubs.

1.1 Required Applications

Applications for Official Plan Amendment (‘OPA’), Zoning By-Law Amendment (‘ZBLA’), and Site Plan Control (‘SPC’) are required to develop the site. An OPA is required to establish a mid-rise building, as Special Policy Areas do not themselves identify maximum permitted heights. Instead, the permitted building height is based on the existing zoning in place. The site is presently is zoned “Residential Fourth Density, subzone UD” (R4UD) under City of Ottawa Comprehensive Zoning By-law 2008-250 (“2008-250 Zoning By-law”), and the is proposed to be zoned “Residential Fourth Density subzone B, height limit 19.5 metres” (R5B H(19.5)) under the approved City of Ottawa Zoning By-law 2026-50 (“2026-50 Zoning By-law”), which permits a maximum height of 14.5 metres. As the proposed development is 19.5 metres tall, both an OPA and ZBLA are required. The proposed maximum building height is the primary provision requested for relief; additional relief from two (2) provisions related to bicycle parking are also requested. Excepting the requested relief, the proposed development conforms to all other applicable zoning requirements for the N5B subzone.

Due to the timing of this application, a Zoning By-law Amendment is proposed to both the present and in-force 2008-250 Zoning By-law and the approved but not yet in full force and effect 2026-50 Zoning By-law.

The following amendments to the Official Plan are requested:

- / Seek Relief required from section 6.6.2.2(4)(a)(i), which states: “Development will respect the existing patterns of building footprints, **height, massing, scale**, setback and landscape character within the associated streetscape.”
 - The proposed development, due to its height being mid-rise, would differ from the existing dwellings in the associated streetscape in terms of height, massing, and scale.
 - Seek a site-specific exception, similar to an existing site-specific exception in section 6.6.2.2(k), as follows:
 - “The maximum permitted building height is 19.5 metres on the lands municipally known as 441 Echo Drive, despite section 6.6.2.2(4)(a)(i).”

The following amendments to the 2008-250 Zoning By-law are requested:

- / Rezone the property from R4UD to Residential Fifth Density, subzone B (R5B); and
- / Permit a Minimum Interior Side Yard Setback of 1.5 metres per side yard for a total of 3 metres, whereas 7.5 metres is required.

The following amendments to the 2026-50 Zoning By-law are requested:

- / Rezone the property from "Neighbourhood Fourth Density, subzone B" (N4B) to "Neighbourhood Fifth Density, subzone B, height limit 19.5 metres" (N5B H(19.5));
- / Permit zero (0) short-term bicycle parking spaces, whereas five (5) are required; and
- / Permit zero (0) inclusive bicycle parking spaces, whereas three (3) are required.

Finally, a SPC application is submitted concurrently to guide the detailed design of the project.

Background + Context

2.1 Subject Site

The subject site is an interior through lot with frontage on both Echo Drive and McGillivray Street in the Old Ottawa East Neighbourhood. It is located northeast of the Flora Footbridge that spans the Rideau Canal and connects Fifth Avenue on the west side to Clegg Street on the east side. The subject site has an area of 1,394.32 square metres, 40.25 metres of frontage on Echo Drive, and 3.35 metres of frontage on McGillivray Street.

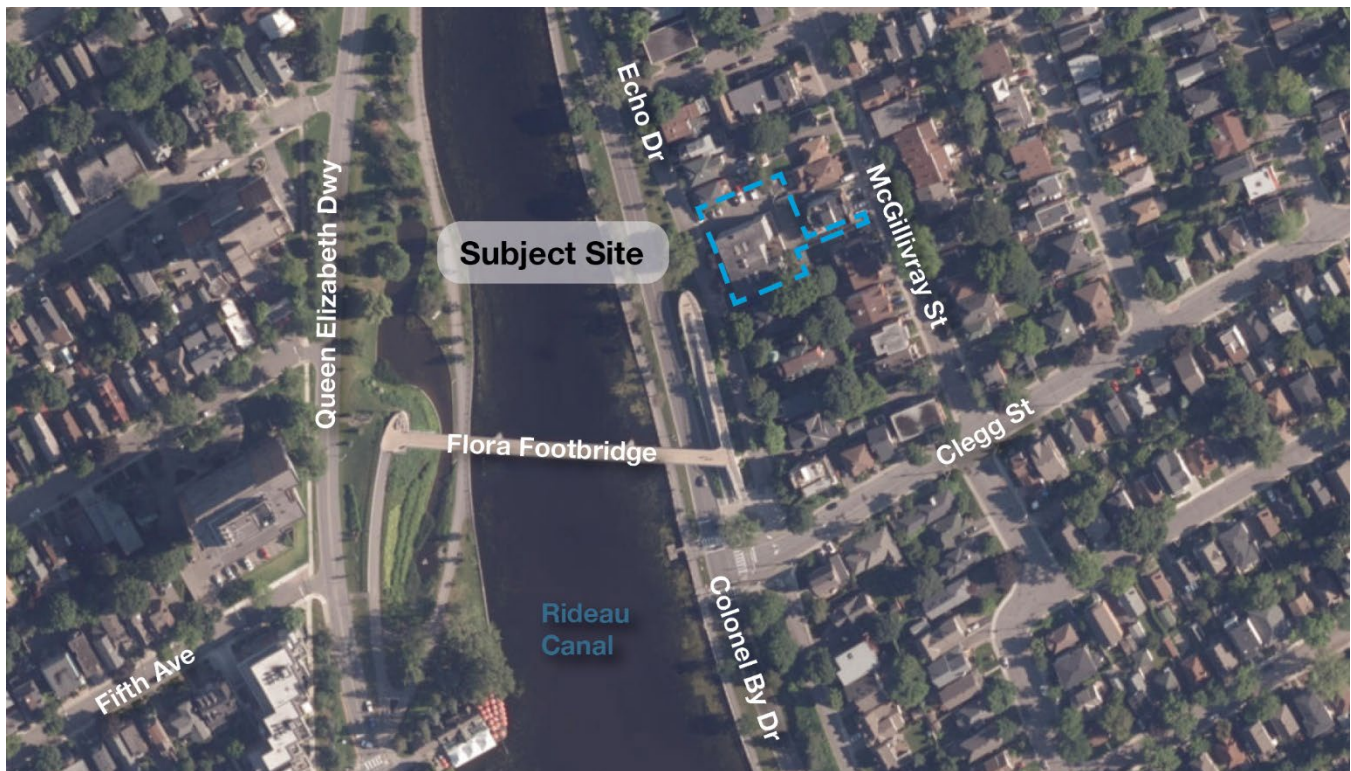


Figure 1: Site and surrounding context

The subject site is within close proximity to the Rideau Canal, which is identified as a National Historic Site of Canada and UNESCO World Heritage site.

The subject site is presently occupied by a four (4) storey low-rise apartment building and associated surface parking lot with 11 parking spaces, shown below in Figure 2. The site presently has two (2) drive aisles providing access to the parking lot and a row of garages attached to the building. The drive aisle is shown below in Figure 3 and Figure 4.



Figure 2: Subject site looking southeast from Echo Drive.



Figure 3: Looking west from McGillivray Street toward the existing low-rise apartment building on the subject site.

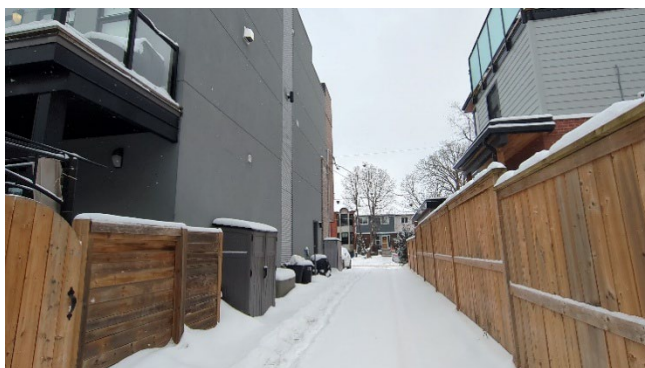


Figure 4: Looking east through the drive aisle leading toward McGillivray Street.

2.2 Area Context

The subject site is located in the Old Ottawa East Neighbourhood.

North: Immediately north of the subject site are two and a half (2 ½) storey single detached dwellings fronting onto Echo Drive. Further north, abutting Herridge Street, the neighbourhood is characterized by low-rise buildings including two (2) to three (3) storey detached dwellings, semi-detached dwellings, and multi-unit buildings.

East: Immediately east of the subject site are recently redeveloped three (3) storey dwellings. McGillivray Street has a mixture of detached, semi-detached, and townhouse dwellings fronting on McGillivray Street ranging in height from one (1) storey to up to three (3) storeys in height.

South: Directly south of the subject site is a two and a half (2 ½) semi-detached dwelling. Further south is a mixture of low-rise residential buildings including detached dwellings, semi-detached dwellings, and multi-unit residential buildings.

West: The site fronts onto Echo Drive, which has a sidewalk and overhead hydro wires. To the southwest is the Flora Footbridge, and to the northeast is a landscaped area with trees and shrubs. The landscaped area provides a buffer and physical separation between Echo Drive and Colonel By Drive. Further west is the Rideau Canal National Historic Site.

Photos of the surrounding neighbourhood are shown below from Figure 6 to Figure 9; the map in Figure 5 shows the location of each photograph and the direction it was taken.



Figure 5: Map showing location and direction of photos of surrounding neighbourhood



Figure 6: Neighbours located to the immediate north: 431 Echo Drive (left) and 435 Echo Drive (right)



Figure 7: Neighbours located to the immediate south: the existing low-rise apartment building (left) and 447 Echo Drive (right)



Figure 8: Properties located to the rear of the site: 174 McGillivray and 172 McGillivray (left) and 166 McGillivray (right), which is also owned by the applicant.



Figure 9: Surrounding neighbourhood to the east, including 186 to 180 McGillivray Street (left) and the property located to the rear of the site: 178 McGillivray (right)

2.3 Transportation Context

The subject site is located on the east side of Echo Drive, a local road, shown on Figure 10, below. Nearby roads include Colonel By Drive, a federally-owned road, as well as Main Street to the east, an Arterial Road. Colonel By Drive, which runs parallel to Echo Drive to the west, is identified as a Scenic Capital Entry Route. Further discussion of Scenic Capital Entry Routes is provided in Section 4.2.6 on Urban Design.

The subject site is located within walking distance of multiple existing bus routes, which provide connections to the Light Rail Transit (LRT) system and beyond. The city-wide ultimate term transit network is shown on Figure 11, and the OC Transpo Network Map of existing bus routes is shown on Figure 12. Nearby bus routes include:

- / Route 5 Elmdale ↔ Waller, a Frequent route that connects Elmdale to Rideau Station via Main Street;
- / Route 10 Main ↔ Hurdman, a Frequent route that connects Hurdman, Billings Bridge, Mooney's Bay, Carleton, Lyon, Parliament, and Lees Stations via Lees Avenue, and Saint-Paul University;
- / Route 18 St. Laurent ↔ Billings Bridge, a Local route that connects Billings Bridge Station to Rideau Station and St. Laurent Station via Main Street;
- / Route 56 King Edward ↔ Tunney's Pasture, a Local route that connects Tunney's Pasture, Dow's Lake, Lees, and uOttawa Station via Lees Avenue; and
- / Route 85 Lees ↔ Bayshore, a Frequent route that connects Bayshore Station and Lees Station via Lees Avenue.

Frequent routes provide service every 15 minutes or less on weekdays between 6am and 6pm, operating seven (7) days a week in all time periods, and local routes provide custom routing to local destinations.

The subject site is located proximate to Major Pathways on Colonel By Drive, Queen Elizabeth Drive, and the Flora Footbridge that connects the two, shown below on Figure 13. Nearby cycling routes include Cycle Tracks on Main Street, bike lanes on Lees Avenue, Fifth Avenue, O'Connor Street, and First Street, shown below on Figure 14. Clegg Street is also identified as a Suggested Route, although, it does not have any cycling infrastructure.

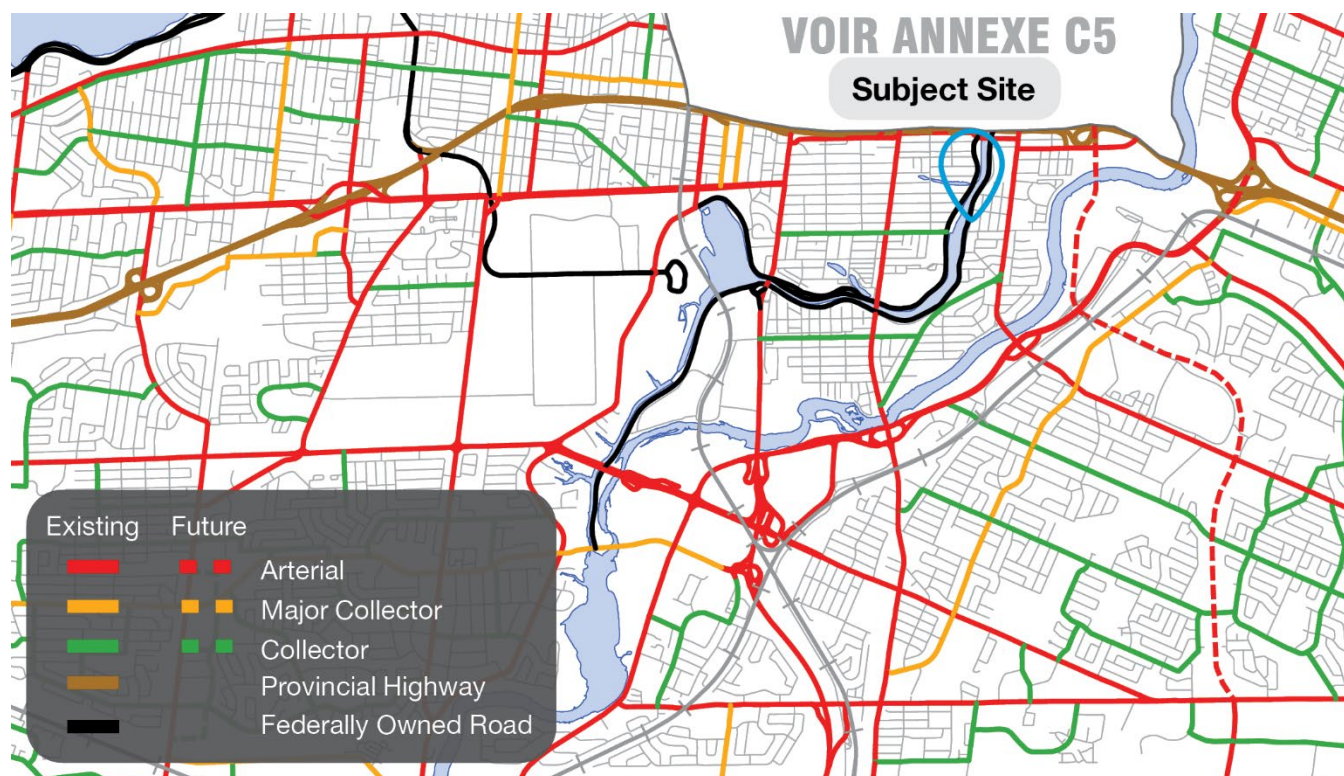


Figure 10: Schedule C4 - Urban Road Network, City of Ottawa Official Plan (2022, as amended)

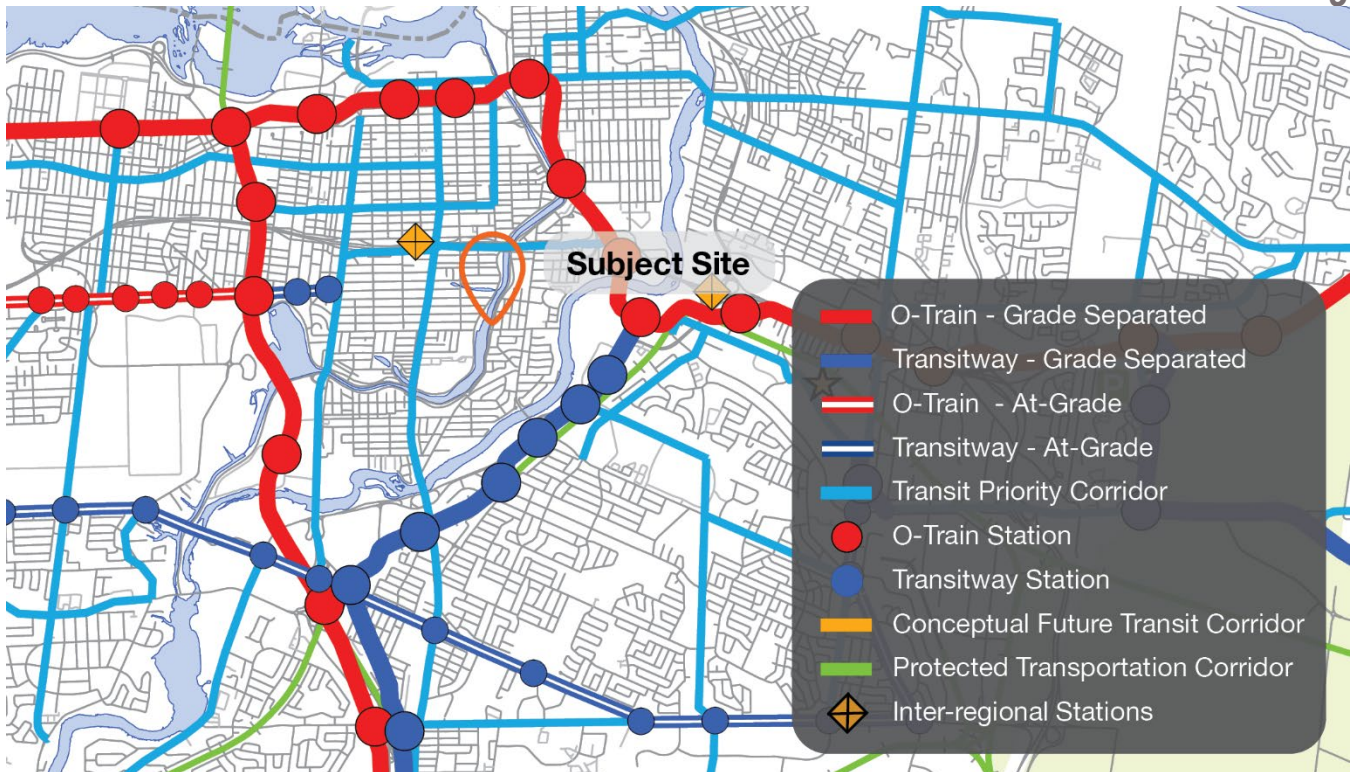


Figure 11: Schedule C2 - Transit Network – Ultimate (City of Ottawa Official Plan, 2022, as amended)

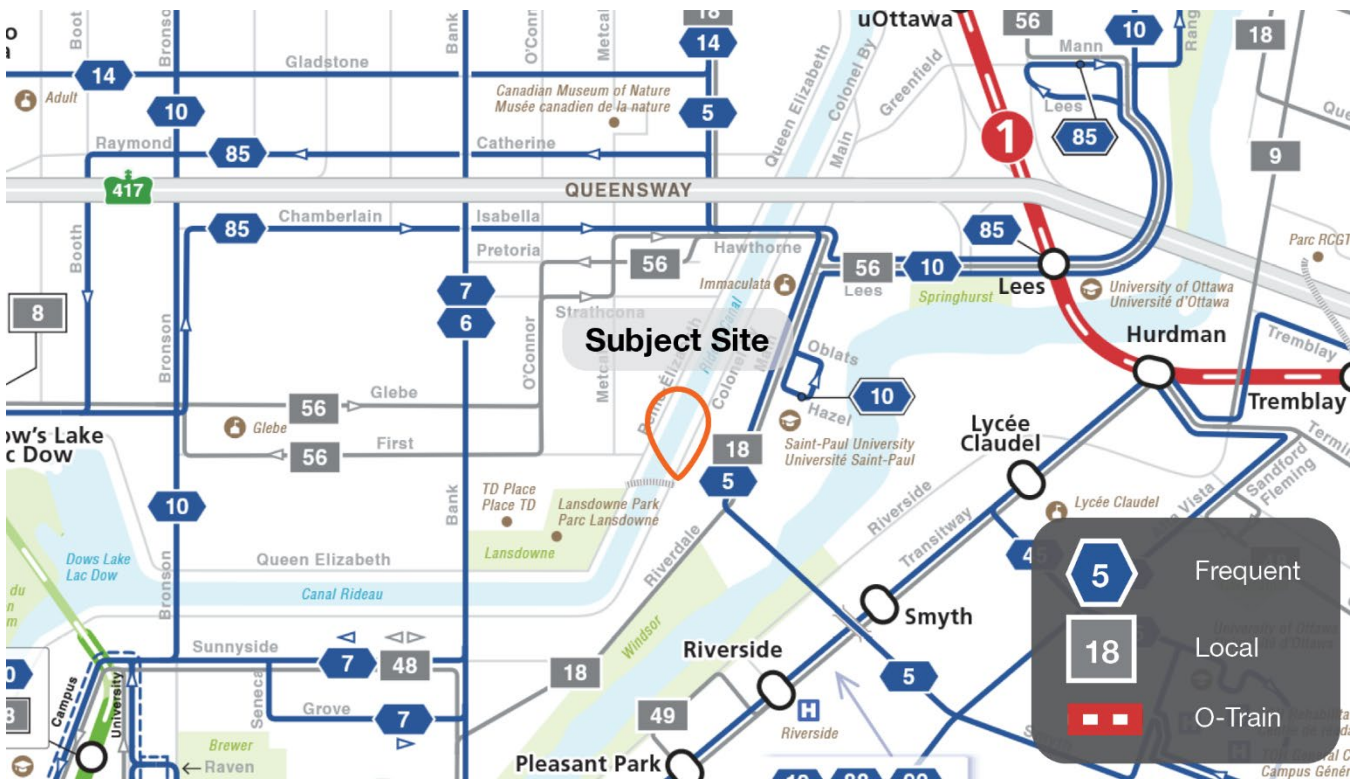


Figure 12: OC Transpo Network Map, April 19, 2026

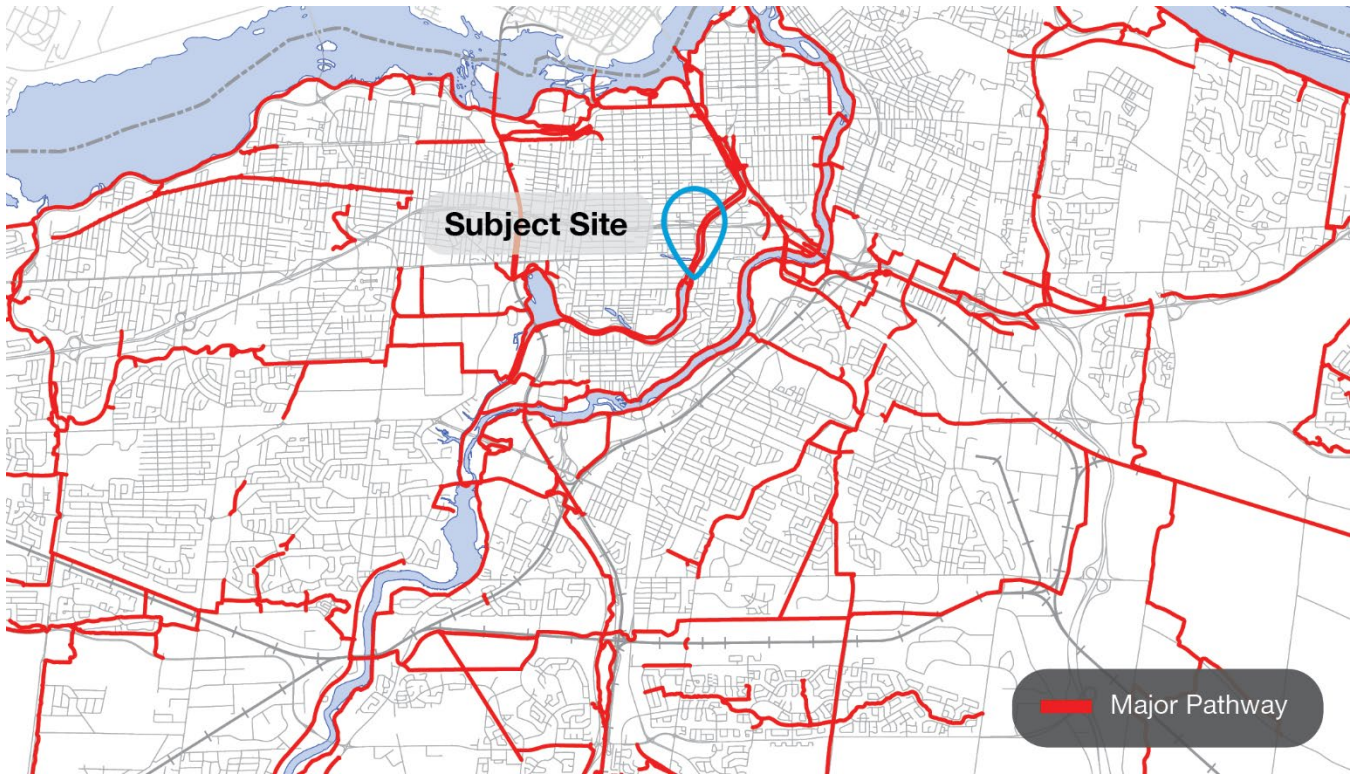


Figure 13: Schedule C3 - Active Transportation Network – Urban – Major Pathways, City of Ottawa Official Plan (2022, as amended)

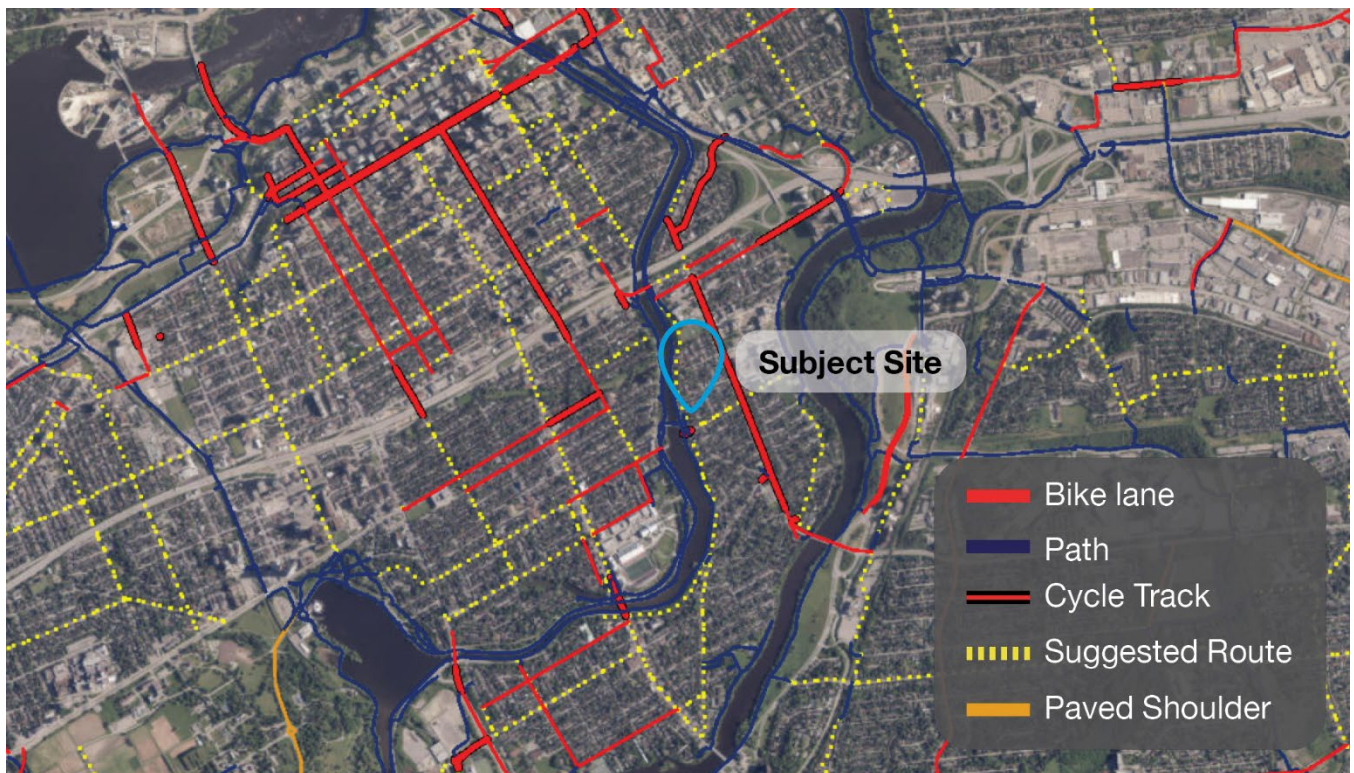


Figure 14: Existing Cycling Network, retrieved from GeoOttawa

3.0

Proposed Development

A six (6) storey, 19.5-metre tall, mid-rise apartment building is proposed to replace the existing four (4) storey low-rise apartment building. 52 units are proposed, with a proposed unit mix as follows:

Table 1: Proposed Unit Mix

Unit Type	#	%
1 Bedroom	18	35%
1 + Den	11	21%
2 Bedroom	20	38%
2 + Den	1	2%
3 Bedroom	2	4%
Total	52	100%

Three (3) levels of underground parking are proposed with 54 vehicle parking spaces accommodated, including 50 resident parking spaces and 4 visitor parking spaces. 56 bicycle parking spaces are proposed, all of which are proposed to be located indoors, for long-term resident use. Four (4) grade-related units with associated front patios are proposed along the Echo Drive frontage.

Private and shared amenity space is proposed to support future tenants. Private amenity space includes at-grade patios and private balconies; shared amenity space includes indoor and outdoor rooftop amenity spaces and a rear yard with a landscaped path, trees, shrubs, and grass.

The present connection to McGillivray Street is proposed to be fenced off with a gate installed. The former drive aisle is proposed to be landscaped with trees and shrubs. A total of 16 new trees are proposed throughout the site. As shown in the Landscape Plan prepared by GJA Inc, a variety of deciduous trees are proposed, with all being native species. Species proposed include Tree Serviceberry, Red Maple, Sugar Maple, Paw Paw, Paper Birch, Grey Dogwood, and Ironwood. Proposed native plants include two types of St. John's Wort, Bearberry, and Switchgrass.

3.1 Building Massing and Transition

The proposed development has been designed to serve as a complementary backdrop to the Rideau Canal. The proposed development, if approved, would be taller than surrounding buildings and will be visible from the Flora Footbridge. Therefore, mitigating impacts from the additional height was a key driver of the design. As described in the Urban Design Brief prepared by Project1 Studio, this was achieved through a series of projections and step-backs in the building face. On the lower levels, a brick framework projects out from the face of the building. This creates articulation and, coupled with the recessed balconies, creates a highly varied building elevation that will offer contrasting shadowing over the course of the day. Continuing up, the building is set back on Level 04 and then again on Level 06. The rooftop amenity space has also been designed to minimize its impact and ensure that it does not read as a seventh storey. The indoor amenity space is set back from all sides and the canopy that extends to the west, shading the outdoor space, is lined up with the elevator so that it is not readily visible at ground level.

In combination with building frame projection on the lower levels, the step-backs offer significant relief from the street edge and soften the overall impact of the building on the street. The highly sculptural approach to the front elevation allows the building to respond and transition from the current surrounding context, while also allowing it to be well integrated with potential future development.



Figure 15: View of west façade from Echo Drive, prepared by Project1 Studio



Figure 16: View from Echo Drive looking north, prepared by Project1 Studio

3.2 Views

The building has a prominent location with its proximity to the canal. As Project1 Studio describes in their Urban Design Brief, the intent was to design a building that is understated and timeless through the use of masonry, which is typical of the surrounding buildings in the area.

The project is well screened by existing trees as well as the foot of the pedestrian bridge, as shown in Figure 17, so there will not be a significant visual impact on the canal.

The building will most notably be visible from the Flora Footbridge, as shown in Figure 18, below.



Figure 17: View from Colonel By Drive looking southeast, prepared by Project1 Studio



Figure 18: View of the west façade from Flora Footbridge, prepared by Project1 Studio

3.3 Pedestrian Experience and Public Realm

The proposed development contributes to the pedestrian experience with four (4) at-grade residential units and the primary apartment building entrance. Each grade-related unit has its own individual front porch, reflecting the pattern of front porches throughout the neighbourhood.

The dominant material proposed is red brick masonry, which continues the surrounding neighbourhood's material palette. The setback on the third storey, combined with its brick columns and lintels, reduces the building's perceived mass to a human scale. Columns and loggias establish rhythmic patterns and shadows, giving the façade depth and legibility and imparting the building with a sense of permanence. This articulated massing, along with the street-level ground floor, and the underground parking, all aim to respect and enrich the existing architectural character, and the pedestrian experience.



Figure 19: View looking north from Echo Drive, prepared by Project1 Studio



Figure 20: View of west façade from Echo Drive, prepared by Project1 Studio

Policy + Regulatory Review

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:

- 2.1.6 Planning authorities should support the achievement of complete communities by:
 - a) 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;
- 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:
 - a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
 - b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
 - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- 2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- 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; [and]
 - d) are transit-supportive, as appropriate [...]

- 2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- 2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in 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
- 2.4.1.3 Planning authorities should, among others:
 - b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
 - c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form

The proposed development will contribute to the diversification of housing options by replacing an existing low-rise apartment building with a mid-rise apartment building. The proposed development represents an efficient use of land, resources, and infrastructure, and will assist the city in meeting their density targets. The subject site's proximity to multiple cycling routes, including multi-use paths (MUP), bike lanes, and cycle tracks is transit-supportive. The site is also proximate to existing bus routes on Main Street.

The proposed development is located within an existing settlement area, which is the intended focus of growth and development.

- 4.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.
- 4.6.4 Planning authorities are encouraged to develop and implement:
 - b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.

The proposed development is located adjacent to the Rideau Canal, which is a National Historic Site of Canada. As part of this application, a Heritage Impact Assessment (HIA) has been prepared to confirm that the proposed redevelopment will not adversely impact the heritage attributes of the Rideau Canal. Section 4.2.5 discusses the heritage context of the subject site and the HIA in greater detail, and the HIA is available under a separate cover.

In conclusion, the proposed development is consistent with the policy direction of the PPS.

4.2 City of Ottawa Official Plan (2022)

The site is located in the Inner Urban Transect and is designated Rideau Canal Special Policy Area (Figure 21).

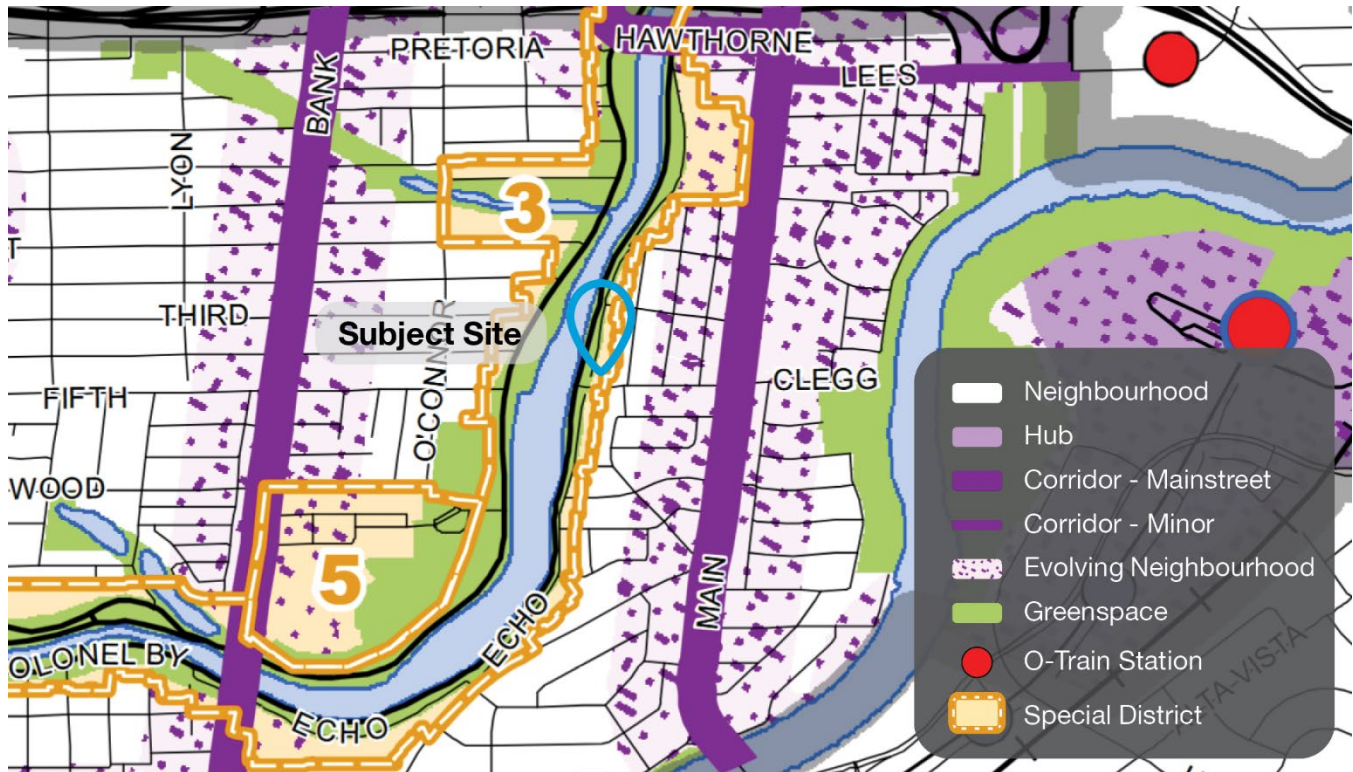


Figure 21: Schedule B2 – Inner Urban Transect (City of Ottawa Official Plan, 2022)

4.2.1 Inner Urban Transect

The Inner Urban Transect has an urban pattern of built form and is generally intended for mid- to high-rise density development. Section 5.2.1 describes how the City intends to enhance or establish an urban pattern of built form, site design and mix of uses. Per policy 5.2.1:

- 3) The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
 - a) Proximity and access to frequent street transit or rapid transit;
 - b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
 - c) Resolution of any constraints in water, sewer and stormwater capacity.
- 4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:
 - a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
 - b) Small, locally oriented services may be appropriately located within Neighbourhoods;
 - c) Existing and new cultural assets are supported, including those that support music and nightlife;
 - d) Larger employment uses are directed to Hubs and Corridors; and
 - e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

The proposed development would increase the residential density to support the range of services of a 15-minute neighbourhood, such as by supporting the growing retail and commercial node at Greystone Village and existing businesses on Main Street.

- 5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
 - a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) Is generally discouraged; and
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
 - b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
 - c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.
 - d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible

The proposed development will reduce the total number of private approaches from two (2) to one (1), with only one curb cut proposed on Echo Drive; the curb cut on McGillivray Street will be removed and vehicles will no longer be able to access the site from McGillivray Street. The laneway will be converted into soft landscaping, with a row of trees proposed to be planted.

Section 5.2.2 describes how the city shall prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect:

- 3) Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
 - a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
 - b) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
 - c) Where new development is proposed to include parking as an accessory use, such parking:
 - i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 - ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and

- iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

Parking is proposed in an underground parking garage, with space provided for both residents and visitors. Parking is not permitted on either Echo Drive or Colonel By Drive.

4.2.2 Rideau Canal Special Policy Area Designation

Section 6.6 provides direction for Special Districts, which are parts of the City that are important internationally, nationally and to the metropolitan area. They define the image of the City through their cultural heritage value, architecture, public realm, their roles as tourism attractions and/or as major economic generators. They are distinct areas that transcend the role and function of Hubs, Corridors and Neighbourhoods, and warrant unique planning approaches. There are two categories: City-defining Special Districts and Special Economic Districts.

- 1) The following will apply to all Special Districts:
 - d) With the exception of Kanata North, the permitted building height will be the higher of the
 - i) Existing zoning in place at the time of adoption of this Official Plan; or
 - ii) As provided through an adopted secondary plan or area-specific policy

The development proposes to increase the maximum permitted height under the Zoning By-law from 14.5 metres, to 19.5 metres. Since the development proposes to increase the height from a low- to mid-rise building, an OPA with an Area-Specific Policy is required. However, since an Area-Specific Policy is proposed, if approved, it would satisfy the requirements of Section 6.6.1(1)(d); therefore, relief from this provision is not necessary.

Section 6.6.2.2 outlines policies on the Rideau Canal Special District. The intent of the policies is to conserve its cultural heritage landscape while encouraging new sensitive opportunities for animation that enhance experiences for residents and tourists. With respect to the first row of properties, as shown on Schedule B2, the intent of the policies is that new development will respect and reinforce the existing physical character.

- 1) To recognize the significance of the Rideau Canal Special District to the city's identity and provide a framework for future development, the City will undertake a secondary planning study in consultation with Parks Canada, the National Capital Commission and stakeholders. The boundaries of the Rideau Canal Special District's may be further refined through the secondary planning process. The secondary planning study recommendations will:
 - a. Guide development for the first row of properties in the following areas:
 - iv) Echo Drive;
 - c) Identify, characterize, manage and prioritize protecting visual or scenic areas of high quality and the diverse cultural heritage landscape character of the Rideau Canal UNESCO World Heritage Site's setting. This includes significant views to and from the waterway;
- 3) Working with partners, including the National Capital Commission and Parks Canada to respect the Rideau Canal UNESCO World Heritage Site and protect cultural heritage landscapes. The following will apply:
 - a) Development and capital projects adjacent to the Rideau Canal may require a Heritage Impact Assessment. Mitigation measures may be required to conserve the cultural heritage landscape and the heritage values of the Rideau Canal as a World Heritage Site and National Historic site. The cultural heritage landscape of the Rideau Canal is comprised of, but not limited to, the physical canal and its landscape buffer, the pathways, the parkways, planting beds, mature forest, mowed grass and open lawns with trees; and
 - b) All lighting and light fixtures, commercial and digital signage, including those located on private and institutional properties, must not overwhelm or detract the long-range views of the Rideau Canal, as identified in the Capital Illumination Plan, nor the experience along the federal parkways, pathways and

the associated greenspaces, which are lined by the iconic light fixtures that provide nighttime lighting, and daytime visual interest.

- 4) The following policies will apply in the first row of properties along the Rideau Canal:
 - a) Where properties are within or on the edge of established Low-rise residential areas, development will be subject to all of the following:
 - i) Development will respect the existing patterns of building footprints, height, massing, scale, setback and landscape character within the associated streetscape. The associated streetscape will be determined by the existing low-rise properties on one, or if applicable, both sides of the same street, on the same block as the subject property;
 - ii) In order to be consistent with nearby low-rise residential development, anticipated Secondary Plan process for the area as references in Subsection 6.6.3, Policy 1) will consider if Site Plan Control By-Law may extend within the Rideau Canal Special District; and
 - iii) Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways and the preservation of mature trees by ensuring the continuity of the existing landscape patterns, orientation of buildings and preserving views to and from the Canal;

All lighting and light fixtures will be designed so as not to overwhelm or detract from long-range views of the Rideau Canal. The proposed development seeks to respect the existing setback and landscape character of the existing streetscape. Both the existing and proposed building have a front yard setback of 4.8 metres. Front yard setbacks of adjacent properties are approximately 3 metres to the north and 5.7 metres to the south. Therefore, the 4.8-metre setback is roughly halfway between the two adjacent buildings. Although two (2) trees along the front yard are proposed to be removed, they will be replaced by four (4) trees to further complement and maintain the existing landscaped condition.

As the building is mid-rise, relief from section 6.6.2.2(4)(a)(i) is required, as the proposed development introduces new height, massing, and scale. Nonetheless, the proposed development seeks to mitigate the perceived impacts resulting from the additional height through building transition with setbacks, stepbacks, materiality change, and material colour. The proposed development seeks to reflect the surrounding character with its red brick materiality, pattern of grade-related units and front porches.

4.2.3 Housing

Housing policies are outlined in section 4.2 of the Official Plan. Section 4.2.1 describes how the City shall enable greater flexibility and an adequate supply and diversity of housing options throughout the City:

- 1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
 - a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
 - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
 - c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
 - d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability [...]

Zoning By-law Amendments have been submitted to rezone the property to permit the proposed development, as the 2008-250 Zoning By-law does not permit a Mid-Rise Apartment Building, and the 2026-50 Zoning By-law has a maximum permitted height of 14.5 metres. Under the 2026-50 Zoning By-law, the proposed development complies with all zoning performance standards related to density, build form, massing, and design.

The development proposes a mix of unit sizes, ranging from one (1) to three (3) bedroom units and introduces new housing options in the neighbourhood.

Section 4.2.3 specifies how the City shall protect existing rental housing stock and support the production of more rental units:

- 1) The conversion of rental housing with six or more rental units to condominium ownership or to freehold ownership as a result of applications such as, but not limited to, applications for severance of properties shall not be approved unless:
 - a) The rental vacancy rate for units of the same bedroom count and in the same survey zone as the affected rental units has been at or above 3 per cent for the preceding three-year period as reported annually by Canada Mortgage and Housing Corporation;
 - b) The current rents of the affected units have been at or above the average market rent for units of the same bedroom count and in the same survey zone for the preceding three-year period as reported annually by Canada Mortgage and Housing Corporation; and
- 3) Where Plans of Condominium and applications under the Planning Act would have the effect of removing six or more dwelling units, including rooming units, from the long-term rental market, the City may adopt a framework to provide for affected units to be replaced with a view to maintaining comparable opportunities for affordable rental units.

The tenancy type, whether rental or Condominium units, has not yet been determined at this time. The above policies will be considered if the development proceeds as a Condominium.

4.2.4 Parks and Recreation Facilities

Section 4.4 of the Official Plan provides direction on parks and recreation facilities. Relevant policies from section 4.4.1 are as follows:

- 1) The City shall provide parks through the following three mechanisms:
 - a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law; or
 - b) The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or
 - c) The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures.
- 2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
 - b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
 - i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan [...]
- 3) For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication By-law.

- 4) The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the Planning Act the following rates apply at the time of adoption of this Plan:
 - d) Where cash-in-lieu is taken, it shall be principally for the acquisition and development of new parkland or the improvement of existing local, park and recreational facilities accessible to the area being developed. The City's Parkland Dedication By-law or any successor by-law provides for a portion of these funds to be used for park and recreation purposes that are city-wide in scale or to establish areas where one hundred percent of the funds collected will be directed to an account specific to a special administrative area.

As the site is smaller than 4,000 square metres, cash-in-lieu of parkland dedication is proposed. The funds will be used toward supporting improvements and/ or maintenance of existing parks.

4.2.5 Cultural Heritage and Archaeology

Section 4.5 of the Official Plan describes policies related to cultural heritage and archaeology. Section 4.5.1 outlines how the city intends to manage built and cultural heritage resources through the development process. Policies include:

- 1) When reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Places in Canada.
- 2) Where development or an application under the Ontario Heritage Act is proposed on, adjacent to, across the street from or within 30 metres of a protected heritage property, the City will require a Heritage Impact Assessment, if there is potential to adversely impact the heritage resource. The HIA will be completed according to the Council approved guidelines for HIAs, as amended from time to time.
- 3) Heritage designation is, in part, intended to ensure contextually appropriate development and is not intended to discourage intensification or limit housing choice. Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.
- 4) Ottawa is the site of the Rideau Canal World Heritage Site [...] Development including or adjacent to these sites shall have regard for their cultural heritage value, as defined in Federal designation documentation and the City may require demonstration that development does not adversely impact these resources.

As described in the Heritage Impact Assessment (HIA) prepared by Juxta Architects, the proposed development is compatible with the cultural heritage value of the Rideau Canal National Historic Site of Canada.

The HIA notes that:

Many potentially adverse impacts have been mitigated through contextual architectural design and the existing site features; the new building will be largely screened from view by the footbridge and the mature trees along the corridor. The material selection speaks to the character of the neighbouring buildings while the balconies maintain the existing conditions while further activating the pathway.

The increased density and additional units of the proposed development represent a significant positive impact. These benefits contribute to the need for additional housing across Ottawa and should be considered alongside heritage protections as part of a balanced evaluation of the project's overall value.

Therefore, the proposed development represents an example of intensification that conserves the cultural heritage value and attributes of the Rideau Canal.

Section 4.5.3 describes how the city shall promote partnerships through leadership, community engagement and incentives. Relevant policies include:

- 11) The City shall ensure that development, and/or capital projects proposed by the City, involving or adjacent to properties designated under Part IV or Part V of the *Ontario Heritage Act*, shall maintain the integrity of the heritage property's cultural heritage value and attributes.

The proposed development is not anticipated to affect the integrity, cultural heritage value, or attributes of the Rideau Canal National Historic Site of Canada. The proposed development is buffered between the canal by a multi-use path, Colonel By Drive, and trees and shrubs, and is partially screened by the Flora Footbridge. The lot boundary of the subject site is 35 metres from the lot boundary of the Rideau Canal.

4.2.6 Urban Design

Section 4.6 of the Official Plan provides direction on Urban Design. The subject site is identified as a Design Priority Area and part of Tier 1 – International, as shown below in Table 2:

Table 2: Design Priority Areas, with the site's Tier highlighted in blue

Tier 1 – International	Tier 2 – National & Regional	Tier 3 – Local (Major)
ByWard Market, Parliament & Confederation Boulevard and Rideau Canal Special Districts	Mainstreet and Minor Corridors within the Downtown Core Transect; Lansdowne and Ottawa River Islands Special Districts	Mainstreet Corridors and Hubs outside of the Downtown Core; Village Cores; and Kanata North Economic District
Tier 1 areas link to Ottawa's international image as the capital of Canada. These areas support high pedestrian volumes and are popular destinations for tourists and residents from across the region. These areas also include National Historic Sites and other significant sites of cultural heritage value.	Tier 2 areas are of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture	Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and intensification [...]

Section 4.6.1 describes how the City shall promote design excellence in Design Priority Areas:

- 1) Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5, DPA Tiers of Priority and the following policies apply:
 - a) DPAs may be identified or modified by City Council through the designation of new Special Districts, the creation of new or updates to existing City plans or policies
 - b) The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.

- 4) Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.
- 5) Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
 - a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
 - b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
 - c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The design of the building carefully considers the materials and colour palette; as described further in Section 2.2. The building takes its cues from the predominantly red brick colour and materiality palette of the surrounding neighbourhood. Similarly, the pattern of landscaped front yards continues, with new trees and soft landscaping proposed in the front yard. Four season comfort was an important factor in communal amenity space programming, as the rooftop has both indoor and outdoor amenity space proposed for all future residents. Micro-climate impacts were also considered, and the Wind Study demonstrates that the proposed development will not create windy conditions in areas where seating is proposed or anticipated.

Section 4.6.2 describes how the city shall protect views and enhance Scenic Routes including those associated with national symbols:

- 5) Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:
 - a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and
 - b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

The proposed development is designed to be a well-articulated background building that will not diminish views and vistas of the Scenic Capital Entry Route on Colonel By Drive. The proposed front yard trees will further contribute to the landscape of properties fronting onto Echo Drive and further contribute to the screening that separates the subject site from the Rideau Canal.

Per Section 4.6.3, the City shall ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle:

- 1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

The sidewalk in front of the subject site will be widened from the existing 1.8 metres to 2 metres when reconstructed following redevelopment, thereby improving the pedestrian public realm. Trees and landscaping are proposed along the site frontage to enhance the streetscape.

Section 4.6.5 outlines how the city shall Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes:

- 3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- 4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

All servicing, loading areas, mechanical equipment, and utilities will be internalized into the design of the building. One (1) vehicular access to the parking garage is proposed on Echo Drive; the present vehicle access on McGillivray will be closed, reducing the number of curb cuts. The proposed development has been designed to be accessible; a ramp is provided in the front yard to provide access to the building. Internally, there are no steps between the lobby and the elevator.

In Section 4.6.6, the City describes how it intends to enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

- 1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
 - a) Between existing buildings of different heights;
- 4) 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. The following amenity area requirements apply for mid-rise and high-rise residential
 - a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
 - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development has been designed to mitigate impacts to adjacent existing buildings and the surrounding neighbourhood. Transition is provided through setbacks and stepbacks. With the exception of height, the proposed development is consistent with all of the performance standards in the 2026-50 Zoning By-law.

Amenity space is provided to be accessible year-round, with a mix of indoor and outdoor communal amenity space. Indoor amenity space provides protection from heat, wind, extreme weather, noise, and air pollution by virtue of it being indoors.

- 7) Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
 - a) Frame the street block and provide mid-block connections to break up large blocks;
 - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
 - c) Be generally proportionate in height to the width of the right of way as illustrated in Figure 22 below, with additional height permitted in the Downtown Core Transect; and

- d) Provide sufficient setbacks and step backs to:
 - i) Provide landscaping and adequate space for tree planting
 - ii) Avoid a street canyon effect; and
 - iii) Minimize microclimate impacts on the public realm and private amenity areas.

Figure 16

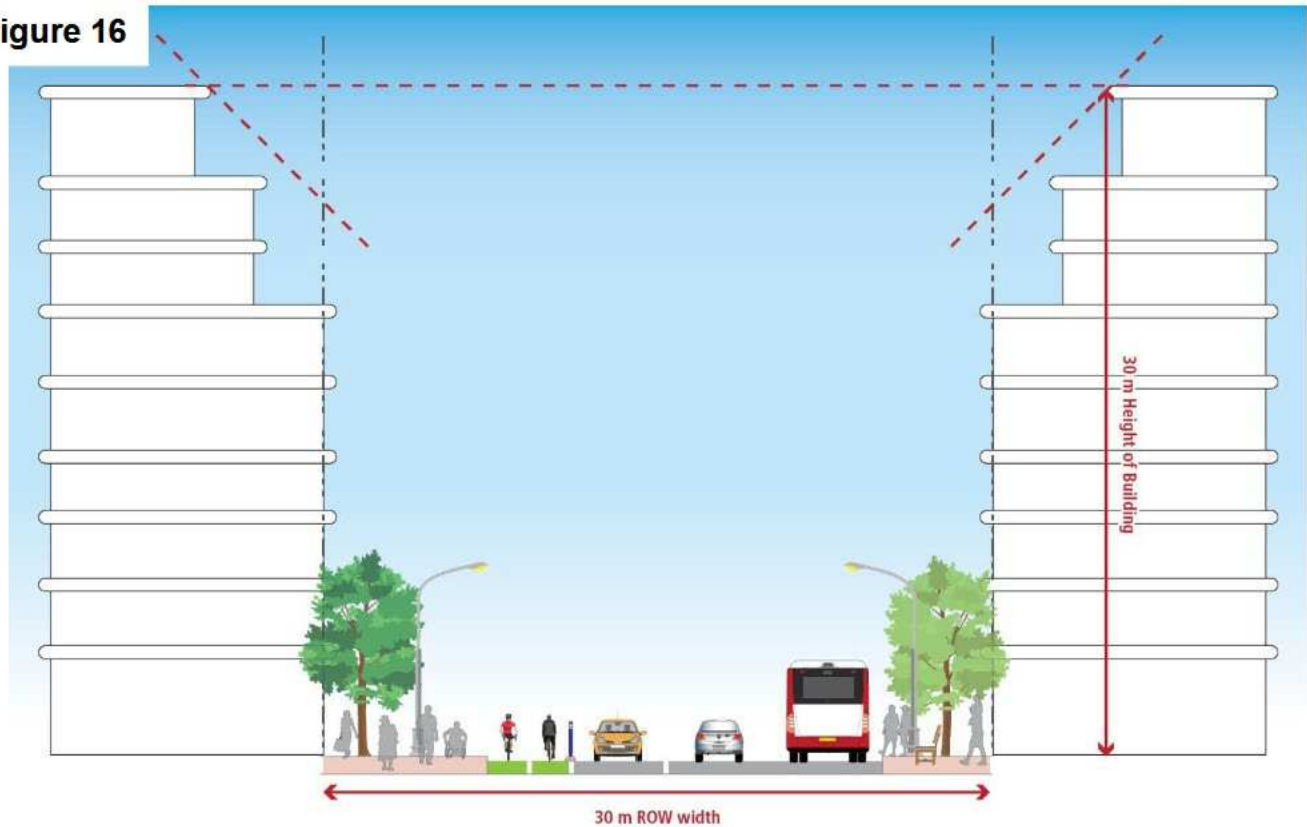


Figure 22: Demonstrating how mid-rise buildings shall be designed to [...] be generally proportionate in height to the width of the right of way

The proposed development frames Echo Drive with a pedestrian-scale four (4) storey podium. Active frontages are provided, with both individual grade-related entrances and the main building entrance facing Echo Drive.

Although the right of way (ROW) of Echo Drive is approximately 10.6 metres, it is a single-loaded street from a development perspective, and the building fronts onto an extensive public realm that also includes a landscaped island, Colonel By Drive, multi-use path, and canal. The distance from the building to the western curb of Colonel By Drive is approximately 32 metres. The proposed building height of 19.5 metres is therefore contextually-appropriate for the sum of the rights of way.

Sufficient setbacks are provided to provide adequate space for tree planting and landscaping in the front and rear yards. The four-storey podium mitigates the potential for a street canyon effect and minimizes wind microclimate impacts on both the public and private amenity areas.

4.2.7 Area-Specific Policies

Section 12 of the Official Plan refers to Local Plans, which are intended to establish more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans apply the overall planning approach of the Official

Plan in a manner that fits the local context through specific policies. There are two types of statutory local plans: Secondary Plans and Area-Specific Policies. With the exception of the drive aisle, the site is not located within a Secondary Plan; therefore, provisions related to the creation of Area-Specific Policies have been reviewed.

Section 12.1 establishes direction for the creation of Secondary Plans and Area-Specific Policies; relevant policies include:

- 3) The development of secondary plans or area-specific policies will include engagement with local residents, property owners, school boards, businesses and other interested parties in a collaborative and public process. The City will work with the property owners to resolve issues affecting the development of individual sites or larger parcels and will provide opportunities for local community members and other interested parties to participate in the planning process.

As described further in Section 7.0, public engagement is planned, and will include local residents, property owners, and any other interested parties. We anticipate that school boards will provide their feedback as part of the technical circulation process.

- 5) A secondary plan or area-specific policy, adopted as part of Volume 2 of this Plan, may implement density and building heights that differ from those in Volume 1 of the Official Plan. Where a secondary plan or area-specific policy does not contain direction for maximum heights or densities, the policies in Volume 1 of the Official Plan apply, as they relate to the underlying designation.
- 7) Secondary plans and area-specific policies shall take into consideration, and generally be consistent with, the policies of this Plan, although they may establish specific policies, such as different building heights or development densities in support of the Plan. The following are matters that may only be considered as part of a comprehensive review of the Official Plan, changing the boundary of a transect area or removing an Overlay, other than the Future Neighbourhood Overlay.

The proposed Area-Specific Policy amendment is requested to permit an increase in the maximum permitted height; the proposed development is otherwise consistent with the policies of the Official Plan.

Section 12.3 provides direction on the content of Area-Specific Policies. While the subject site is located within a Secondary Plan Area and would therefore be evaluated as an amendment to the Secondary Plan, rather than a new Area-Specific Policy, the criteria found in Section 12.3 provide support for the consideration of a high-rise building on the subject site. The criteria are as follows:

- 1) The request for an amendment to this Plan to create an Area-Specific Policy shall be supported by a planning rationale which includes all of the following:

Policy	Response
a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;	Conformity with applicable Transect policies are described in Section 4.2.1. The proposed development conforms with all policies, including height, as Mid-Rise Built Form is permitted within the Inner Transect. The site is not subject to any Overlays.
b) The proposed type, scale and phasing of development of the site in its entirety is provided;	The proposed development is a Mid-Rise Apartment building with a maximum height of six (6) storeys (19.5 metres). The development would have one (1) phase to construct.

Policy	Response
c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;	The development is consistent with the policies of Section 4.6, which focus on Urban Design, as outlined in Section 4.2.6 of this Rationale. As described, the proposed development provides transition through stepbacks, setbacks, and materiality. An Urban Design Brief prepared by Project1 Studio is available under a separate cover.
d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;	The proposed development provides for a mix of housing options by introducing a mid-rise building typology on the western edge of the Old Ottawa East neighbourhood. The proposed development will support local shops and services. The urban design of the building is of a high-quality, at a human scale, and provides for new trees and soft landscaping, as described in Section 3.1.3. The proposed development is designed to be accessible, with a ramp provided to access the building. Once inside, there are no steps between the main entrance and the elevator bay. Active transportation is supported through the provision of secure, long-term, indoor bicycle parking as well as short-term outdoor bicycle parking for visitors. A Transportation Demand Management (TDM) Checklist, prepared under a separate cover, is also provided as part of this application.
e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;	Access is provided via Echo Drive, which includes the main building entrance, grade-related unit entrances, and the parking garage entrance.
f) A housing approach that meets the intent of Subsection 4.2;	Responses to the Housing policies of Section 4.2 of the Official Plan are provided in Section 4.2.3 of this Rationale.
g) A landscape concept plan that demonstrates how the existing trees may be retained and incorporated into the development and new tree planting that meets the urban forest canopy cover policies in Subsection 4.8;	GJA Inc. prepared a Landscape Plan that demonstrates the proposed locations of new and retained trees. The Landscape Plan calculates the subject site's contribution toward the forest canopy cover target of 40%.
h) Identification of locations, sizes and shapes of future parks, as applicable;	No parks are proposed. Further detail is provided in Section 4.2.4.
i) Demonstration that the loss of gross floor area for the non-residential land uses at grade are minimized.	Not applicable; there are no non-residential land uses on the subject site.
j) Where building heights higher than permitted in this Plan are proposed, demonstration that the proposed	The proposed development has been designed to provide transition to the surrounding neighbourhood; greater

Policy	Response
development adequately integrates in scale, size and consideration of existing or planned land uses and densities of the surrounding context.	detail is provided in Section 3.1.1 and in the Urban Design Brief prepared by Project1 Studio.
k) Demonstration that, where a mid or high-rise building is proposed to be added as a permitted use, that the site is located within 600 metre radius or 900 metres walking distance, whichever is greatest, of an existing or funded rapid transit station;	The Special Policy Area designation does not provide direction on the maximum permitted building heights, and therefore, built form. The site is proposed to be rezoned from Residential Fourth Density, subzone UD (R4UD) to Residential Fifth Density, subzone B (R5B), as “Apartment Dwelling, Mid-Rise” is not a permitted use in the R4 subzone. It is not required to be added as a permitted use under the 2026-50 Zoning By-law because it is form-based.
l) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies;	A TDM Checklist has been included as part of this application to identify strategies to encourage new residents to use public and active transportation.
m) Demonstration that the development exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Subsection 3.2; and	The Special Policy Area designation does not require a minimum percentage of large dwelling units. Nonetheless, 5.8% of the units are 2+den or 3-bedroom units, which is consistent with the minimum target of 5% for Mid-Rise buildings in Neighbourhoods.
n) Any other matters as deemed appropriate by the City.	Acknowledged.

- 2) Area-specific policies shall include a sunset clause based on the estimated date of completion of the proposed development and the City shall undertake amendments to this Plan as needed to remove area specific policies which have otherwise been built out and have implementing zoning to allow the development to proceed.

The proposed development is consistent with the policy direction for Area-Specific Policies.

4.2.8 Right-of-Way Protection

Per Schedule C16 of the Official Plan, there is no additional right-of-way protection for Echo Drive adjacent to the subject site.

No right-of-way widening is anticipated to be requested as part of this application.

The Old Ottawa East Secondary Plan is intended to establish more detailed policies to guide the growth and change in Old Ottawa East.



Figure 23: Schedule A – Designation Plan, with the Policy Areas inset, Old Ottawa East Secondary Plan, 2022

The majority of the site is not located within the Secondary Plan Area; however, the drive aisle to McGillivray Street is located in Secondary Plan Area, where it is designated “Neighbourhood Low-Rise” and located in Policy Area 4 - Old Ottawa East Residential Neighbourhoods. The designation has a maximum permitted height of 4 storeys.

The Secondary Plan directs properties inside the Secondary Plan Area to “intensify at the edge.” Although the portion of the subject site being redeveloped with a building is not located within the Secondary Plan, the proposed 6-storey building nonetheless can be considered an edge condition, providing a backdrop of height to buildings in the Secondary Plan Area. As well, the Secondary Plan permits building heights of up to 9 storeys framing Oblats Avenue and Dechâtelets Avenue in the “Neighbourhood Mid-Rise” designation. Mid-rise built form is a part of the evolving urban fabric of the neighbourhood and not directed only to the Mainstreet Corridor on Main Street.

Per direction from City of Ottawa Planning staff, the Secondary Plan is not considered applicable to the review of the proposed development.

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

The subject site is zoned Residential Fourth Density, subzone UD (R4UD) under City of Ottawa Comprehensive Zoning By-law 2008-250. The site is also subject to the Mature Neighbourhoods Overlay.

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.

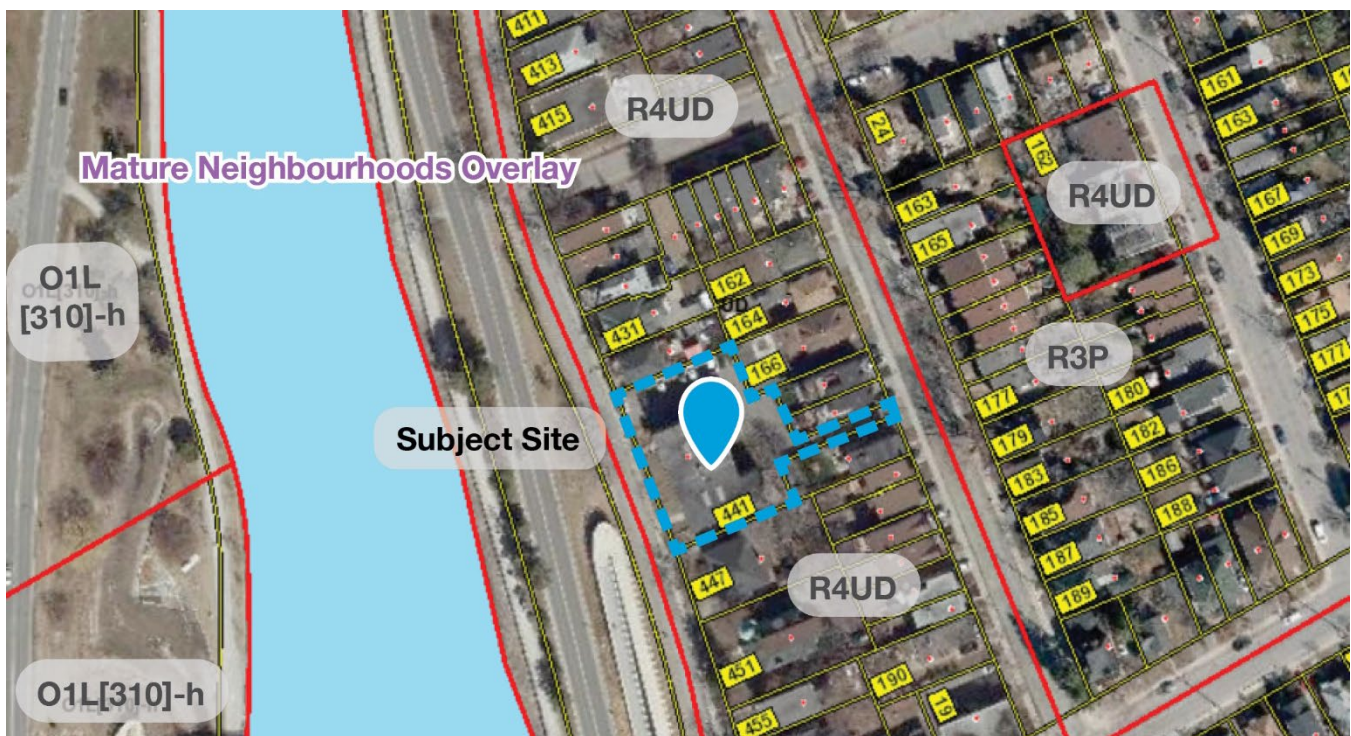


Figure 24: Zoning of subject site and surrounding properties per Zoning By-law 2008-250, retrieved from GeoOttawa

Permitted uses include “apartment dwelling, low rise”; however, mid- and high-rise apartment buildings are only permitted in the R5 zone. Therefore, the proposed development has been assessed against the R5B subzone. The R5B subzone was selected as this was the R5 subzone observed in the Old Ottawa East neighbourhood. Since the R5B subzone does not have a maximum permitted height, the proposed development is proposed to be zoned R5B H(19.5).

Table 3, below, assesses the proposed development against the R5B subzone. Areas of compliance are noted with a green checkmark (✓ **Yes**) and areas of non-compliance are noted with a red 'x' (✗ **No**).

Table 3: Zoning Performance Table, R5B

R5B	Required	Provided	Compliance?
Min. Lot Width	22.5 m	40.2 m	✓ Yes

R5B	Required	Provided	Compliance?
Min. Lot Area	675 m ²	1,394.2 m ²	✓ Yes
Max. Building Height	Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule or in the exception zone.	H(19.5) proposed	✓ Yes
Min. Front Yard Setback	3 m	4.6 m	✓ Yes
Min. Rear Yard Setback s. 135(1)	3 m	35.1 m	✓ Yes
Min. Interior Side Yard Setback	7.5 m	1.5 m per side 3 m total	✗ No
Min. Amenity Area	Min. Amenity Area: 6 m ² per dwelling unit: 52*6 m ² = 312 m² total	Total: 549.5 m ² Balconies: 319.3 m ² Rooftop, indoor: 91.2 m ² Rooftop, outdoor: 139 m ² Exterior, at grade: 0 m ²	✓ Yes
	Min. Communal Amenity Area: 50% 312 m ² * 50% = 156 m² communal	230.2 m ²	✓ Yes
	Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m²	91.23 m ²	✓ Yes
Permitted Projections Above the Height Limit	Indoor rooftop amenity not a permitted projection	Indoor rooftop amenity proposed with a total area of 217.55 m ²	✗ No
Parking Provisions			
Min. Resident Parking Rate Area X on Schedule 1A	0.5 resident parking spaces per dwelling unit, less the first 12 unit, then reduced by 10%: ([52-12]*0.5)-10% = 18 resident parking spaces	50 resident parking spaces	✓ Yes
Min. Visitor Parking Spaces	0.1 visitor parking spaces less the first 12 units: ([52-12]*0.1)= 4 visitor parking spaces	4 visitor parking spaces	✓ Yes

R5B	Required	Provided	Compliance?
Min. Bicycle Parking Space Rate	0.5 per dwelling unit: $52 \times 0.5 = 26$ bicycle parking spaces	56 bicycle parking spaces	✓ Yes

As shown in the table above, the proposed development generally complies with the zoning performance standards of the R5B subzone, with the exception of the minimum interior side yard setback.

4.5 City of Ottawa Comprehensive Zoning By-law (2026-50)

The City of Ottawa approved the new Comprehensive Zoning By-law (2026-50) on March 11, 2026. The appeal period lapsed on April 14, 2026. Following the completion of the appeal period, it was determined that multiple appeals were submitted to various sections of the new Zoning By-law. The Ontario Land Tribunal (OLT) will ultimately determine what sections of the new Zoning By-law are in force while the balance are left to be resolved through hearings and/or mediation. It is understood that the City has a date in September 2026 set with the Tribunal for this process.

In the interim, the City is taking the position that the most restrictive of provisions between the old and new by-laws will apply to any new permit or development application. It is Fotenn's opinion, however, that 2008-250 is still the in-force Zoning By-law until replaced by the new By-law, until after the OLT has made its ruling in September 2026.

The subject site is proposed to be zoned Neighbourhood Fourth Density, subzone B (N4B); Table 4, below, provides a summary. We propose to rezone the subject site to N5B with a maximum height suffix in metres: N5B H(19.5) once the Zoning By-law is in full force and effect.

Note that the Neighbourhood Fifth Density (N5) zone differs from the Neighbourhood Fourth Density (N4) zone only in the maximum permitted height. Since the new zoning by-law is form-based, all setback requirements are per the "B" subzone, which remain the same whether a site is zoned N4B or N5B.



Figure 25: Zoning of subject site and surrounding properties per City of Ottawa Zoning By-law 2026-50, retrieved from GeoOttawa

Areas of compliance are noted with a green checkmark (✓ **Yes**) and areas of non-compliance are noted with a red 'x' (✗ **No**).

Table 4: Zoning Performance Table, N5B

N5B	Required	Provided	Compliance?
Max. Number of Dwelling Units	n/a	n/a	n/a
Max. Height	30 m	19.5 m	✓ Yes
Min. Lot Width	7.5 m	16 m	✓ Yes
Min. Front Yard Setback	3 m	4.8 m	✓ Yes
Min. Interior Side Yard Setback	1.8 m total	3 m total 1.5 m per interior side yard	✓ Yes
	In no case may any interior side yard setback be smaller than the following: 0.6 m		✓ Yes
Min. Rear Yard Setback	25% of lot depth: 60.1 * 25%=15.025 => 7.5 m	> 7.5 m	✓ Yes
	In no case may the minimum rear yard setback be less than 6 metres		

N5B	Required	Provided	Compliance?
	Rear yard setback is not required to exceed 7.5 metres		
Min Width, Functional Path of Travel to Rear Yard	1.5 m	1.5 m	✓ Yes
Min. Aggregated Soft Landscaping, Front Yard	40% of yard	93.9m ² front yard landscaped area / 187.5m ² front yard area = 50%	✓ Yes
Min. Contiguous Soft Landscaping, Rear Yard	At least 50% of the rear yard	228.6m ² rear yard landscaped area / 379.1m ² rear yard area = 60%	✓ Yes
Min. Number of Principal Entrances per Principal Building Located on Front Facade	At least 1 principal entrance per principal building must be located on the front or exterior side facade and provide direct access to the street and may give access to a ground-floor unit or to a common lobby or stairwell.	1 primary building entrance 3 grade-related entrances to individual units All are located on front façade and provide direct access to the street	✓ Yes
Min. Amenity Area	Min. Amenity Area: 6 m ² per dwelling unit: 52*6 m ² = 312 m² total	Total: 549.5 m ² Balconies: 319.3 m ² Rooftop, indoor: 91.2 m ² Rooftop, outdoor: 139 m ² Exterior, at grade: 0 m ²	✓ Yes
	Min. Communal Amenity Area: 50% 312 m ² * 50% = 156 m² communal	230.2 m ²	✓ Yes
	Where more than one communal amenity area is provided to meet minimum amenity area requirements, at least one communal area must be 54 m²	91.23 m ²	✓ Yes
Provisions for Underground Structures	Where the below-grade portion of a building projects into a rear yard, a minimum contiguous soft landscaped area must be provided in that yard as follows: 30 m ² ; and	228.6 m ²	✓ Yes

N5B	Required	Provided	Compliance?
	on a lot 30 m in width or greater, an additional 30 m ² for every full 15 m increment of lot width = 30 m²		
	Min. horizontal dimension of soft landscaped area: 3 m	28.93 m	✓ Yes
Storage Requirements for Garbage, Organics and Recyclables for Residential Uses	Min. size of storage area: 10 m ²	26.2 m ²	✓ Yes
Permitted Projections above the Height Limit, Indoor Amenity Space	Max. floor area: 50% of the area of the roof, no greater than 300 m ²	33% 217.55 m ²	✓ Yes
	Max. projection: 5 m above the height limit	3.3 m	✓ Yes
	Min. setback from exterior wall: 2 m	2.99 m at closest point	✓ Yes
Parking Provisions			
Max. Resident Parking Space Rate Area B of Schedule A1	1.25 per dwelling unit: 52*1.2= max. 62 vehicle parking spaces	54 resident vehicle parking spaces	✓ Yes
Min. Visitor Parking Space Rate	0.1 per dwelling unit after the first 24 dwelling units: (52-24)*0.1= min. 3 visitor parking spaces	4 visitor parking spaces	✓ Yes
Min. Bicycle Parking Space Rates	Short Term: Min. 2 spaces with an additional 1 space per 20 dwelling units where a building contains more than 21 dwelling units 2 + (52 * [1/20]) = 2 + (2.6) = 5 short term bicycle parking spaces required	0	✗ No
	Long Term: 1 per unit 1*52 units = 52 long-term bicycle parking spaces required	56	✓ Yes
	Min. Inclusive: 5%: 52+5 * 5% = 3 inclusive bicycle parking spaces	0 inclusive bicycle parking spaces	✗ No

N5B	Required			Provided	Compliance?	
Vehicle Parking Space Min. Dimensions	2.6 m to 3.1 m wide x 5.2 m long			Standard spaces: 2.4 x 5.2 m Accessible spaces: Type A: 3.4 x 5.2 m + 1.5 m aisle Type B: 2.4 x 5.2 m + 1.5 m aisle	✓ Yes	
Driveway Min. Width	6 m			6.523 m, garage door is 6.481 m	✓ Yes	
Min. Drive Aisle Width	6 m			6 m	✓ Yes	
Min. Spaces Capable of level 2 EV charging	25%: 52*25%= 13 spaces capable of EV charging with energized outlets			13 spaces	✓ Yes	
	Visitor and barrier-free parking spaces are exempt from being designed as EV parking spaces			--	n/a	
Bicycle Parking Space Dimensions		Width	Length	Stacked: 0.37 m x 1.8 m Horizontal: n/a		
	Horizontal	0.6 m	1.8 m			
	Vertical	0.6 m	1.5 m			
	Stacked	0.37 m	1.8 m			
	Inclusive	1 m	2.75 m			
Inclusive Bicycle Parking	Must not be provided as stacked or vertical and must not require users to lift a bicycle			No inclusive bicycle parking spaces provided	n/a	
Short-Term Bicycle Parking Space Provisions	Min. aisle width: 1.5 m			No short-term bicycle parking spaces provided	n/a	
	May not be stacked or vertical				n/a	
Long-Term Bicycle Parking Space Provisions	/	Must be located in a secure enclosure that provides protection from the elements		/	Located in a locked room, indoors	✓ Yes
	/	Is accessed by a locking door with a minimum width of 0.85 metres		/	Accessed from a door with a minimum width of 0.915 m	✓ Yes
		Must be located inside a building or structure			Located indoors	✓ Yes

N5B	Required	Provided	Compliance?
	Accessed by hallway, aisle, sidewalk or walkway, min. width: 1.5 m	Aisle in bike room: 2 m	✓ Yes
	Min. 50% horizontal (lower level of stacked included): 52 / 2 = 26 horizontal bicycle parking spaces	28 horizontal bicycle parking spaces	✓ Yes

As shown in the table above, the proposed development generally complies with the zoning performance standards of the N4B subzone, with the exception of maximum permitted height, minimum required short-term bicycle parking spaces, and minimum required inclusive bicycle parking spaces.

4.6 Urban Design Guidelines for Mid-Rise Buildings (2026)

The City of Ottawa has drafted new Urban Design Guidelines for Mid-Rise Buildings. The final draft has been issued, and the Guidelines are anticipated to go to City Council for approval in April 2026. These guidelines are to be used during the preparation and review of development proposals that include a mid-rise building to achieve objectives of the Official Plan. Specific policies, such as within a Secondary Plan, take precedence, and the Guidelines are intended to augment such area-specific policies. The Guidelines are organized into four sections: (1) Context, (2) Site Organization, (3) Built Form, and (4) Pedestrian Realm. Selected guidelines are provided as follows:

1. Context

/ Existing and Planned Context

- Align buildings consistently with established and planned patterns or setbacks, and facing onto open spaces and public spaces.

/ Built and Natural Heritage

- Conserve the integrity and cultural heritage value, attributes and character of the heritage resources.
- Wherever possible, preserve existing healthy trees on-site, and minimize adverse impacts to adjacent, off-site healthy trees.
- Consider relationships with adjacent natural heritage elements such as watercourses and woodlots to promote them as community features, and/or leverage their amenity value. This could include:
 - Providing views to the feature from the public realm or from the building.

The proposed development is aligned with the adjacent properties' front yard setbacks and maintains the existing building's front yard setback. The proposed development is not anticipated to impact the heritage value of the Rideau Canal, and many of the units will have views to the public realm from the building. As many trees as possible have been preserved.

/ Transition to Low-Rise

- Consider massing transition techniques such as setbacks, step backs or lower building heights along shared street frontages or where mid-rise is located behind low-rise residential.
- Sculpt the facade facing abutting low-rise residential uses, and consider greater setback from shared property lines.
- Where the grade of a development site is different than adjacent low-rise residential properties, consider:
 - Building massing and datum that respect the prevalent street wall pattern established by the low-rise residential properties.

- Measures that mitigate overlook, such as building step backs, positioning of windows and balconies, tree planting, and landscape screening.
- A site grading strategy that avoids large retaining walls.

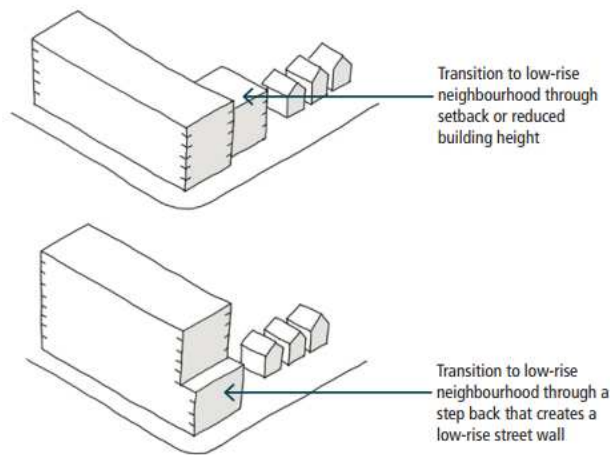


Diagram 6: Along shared street frontages, consider massing transitions to low-rise neighbourhoods.

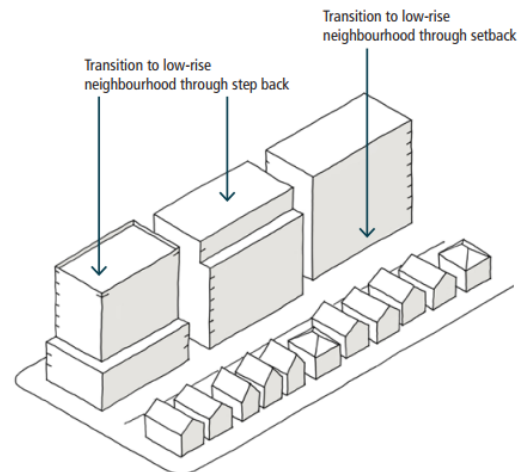


Diagram 7: Along shared property lines, consider massing and setback transitions to low-rise neighbourhoods.

Transition is provided through setbacks and stepbacks. Stepbacks are provided along the front property line at the fourth and sixth storey. The indoor rooftop amenity space is set back from every property line and located as close to the elevator bay to reduce the massing of the top of the building.

The proposed development follows the two (2) storey datum line of the established neighbourhood. Impacts resulting from overlook are mitigated through the positioning of windows and balconies, tree planting, and landscaping: small windows are proposed along the interior sides of the building, but the largest windows face the front and rear yard. Existing and proposed trees provide screening, with the proposed trees screening the front and rear of the building. Retaining walls are used minimally, only adjacent to the parking garage entrance.

- / Lot conditions
 - Ensure site frontage is at least twice the width of a driveway, to avoid the majority of the building façade at grade being devoted to vehicular circulation elements.

Building frontage is more than twice as wide as the driveway.

2. Site Organization

- / Align street walls with neighbouring buildings, or, if there is no context, establish a new street wall condition along the street edge.
- / Site Access, Parking and Servicing
 - Minimize vehicular access points and curb cuts. Consolidate and share vehicular access and internal circulation routes among sites wherever possible.
 - Minimize the width of curb cuts and vehicular driveways.
 - Design vehicular access points that go under or through the building to fit within the architectural design composition facing the street.
 - Locate bike parking in safe, convenient, at-grade indoor and outdoor spaces that minimize impacts to the quality of public realm
 - Screen parking from public view. Consider:

- Locating parking underground or at the rear of the buildings.

The proposed development is aligned with the adjacent properties' front yard setbacks and maintains the existing building's front yard setback. Curb cuts have been reduced from two (2) to one (1). Vehicle access is via the building and wholly internalised. Resident bicycle parking is provided indoors in a bicycle room.

/ Private Outdoor Amenity Areas

- Locate at-grade amenity areas where they are convenient and accessible to residents and site users, have microclimate benefits, and minimize impacts from loading, servicing, parking and mechanical equipment. Avoid leftover areas that are away from where people walk or congregate.
- Consolidate private amenity space to maximize their usability, programmability, and landscaping. Avoid multiple, dispersed landscape spaces.
- Provide generous and direct pedestrian walkways to amenity spaces located within or near large areas of parking. Include soft landscaping adjacent to walkways, such as large canopy trees.

Outdoor amenity area is provided in two locations: at-grade and on the roof. The at-grade amenity area are accessed via pedestrian walkways and soft landscaping is provided, including large canopy trees.

3. Built Form

/ Massing and Articulation

- Where there is an established street wall height or range of heights, consider providing a similar street wall height through upper level step backs to create consistency in the pedestrian experience and a compatibility of massing.
- Consider sunlight access and outdoor microclimate (local thermal comfort and protection from the elements) in the design of building massing.
- Provide a high degree of transparency at ground level, as appropriate to the ground floor use and consistent with principles and best practices of bird safe design to promote indoor-outdoor connection and natural surveillance based on Crime Prevention Through Environmental Design (CPTED) principles.
- Consider the "base-middle-top" approach: the base animates the pedestrian realm; the middle supports the street wall and the top transitions to the sky. The height of these three components can vary, as can their level of articulation and detailing.
- Provide references to existing elements along the streetscape such as vertical divisions, bays, cornice lines, window and entry proportions, street wall height, and materials. References could include similar elements interpreted to the architectural expression of the new building.
- Provide a fine-grained rhythm of architectural features in the lower levels of a building to provide a human scale and create visual interest
- Avoid blank walls, or heavily tinted or reflective glass facing the public realm. Where necessary, blank walls may be enhanced through special design, materials, public art, and/or landscaping elements.

A two (2) storey datum line and setback at the fourth reflects the surrounding streetwall condition. A further stepback is provided at the sixth storey. The setbacks and stepbacks provide sunlight access and mitigate microclimate impacts due to wind. The proposed development is generously-glazed, supporting CPTED principles. The building has a clear masonry base, steps back for the middle, and provides a material change on the sixth floor. Existing streetscape elements are referenced through the use of red brick and vertical divisions. Architectural features reinforce the three (3) storey frame and provide a consistent rhythm and visual interest. No blank walls or tinted or reflective glass are proposed.

/ Entrances, Windows and Balconies

- Provide primary entrances that are clearly visible and accessible from the public realm with a direct, paved connection to adjacent sidewalks, plazas, walkways and other pedestrian routes. Locate main entrances at-grade wherever possible.
- The preferred approach for buildings with residential uses at-grade is to provide ground floor units facing streets, designed and articulated as individual units with direct front entrances to the street, accompanied by a private amenity space.
- Limit the size and number of projecting balconies facing narrow interior side yards, to minimize impacts on abutting lots, and ensure privacy and access to natural light.

Primary entrances are clearly visible and accessible from the public realm with direct, paved accesses. Ground floor units with at-grade access and private amenity space are provided. No projecting balconies are proposed facing interior side yards.

/ Roof Design

- Consider a cornice, datum line, or subtle shifts in plane or height at a building's roofline to create a cap to the building
- Set back rooftop amenity areas adjacent to low-rise neighbourhoods from the edge of the roof typically by a minimum of 1.5 metres and where appropriate, include a noise barrier for privacy.
- Locate and design HVAC equipment to minimize noise impacts on the public realm and on adjacent sensitive uses such as low-rise residential

A cornice is provided for the building's roofline. Above this, rooftop amenity space is set back from every building edge. HVAC screening will be reviewed in greater detail as the SPC application proceeds.

/ Materials

- Select high quality, sustainable materials that are durable and easily maintained.
- Ensure changes in materials correspond to the architectural composition, for example, massing elements or datum lines such as cornices, string courses or pilasters. Avoid coplanar material changes, using materials that appear to be tacked on, or using materials arbitrarily on the façade.

Brick, a high-quality, sustainable, durable, and easily-maintained material is proposed. A change in material is provided for the sixth storey, corresponding with a datum line.

4. Pedestrian Realm

- / Ensure appropriate soil volumes and quality to support canopy trees. Where the right-of-way is narrow consider engineered solutions such as soil cells and suspended slabs in a reduced tree and furnishing zone.
- / On streets of residential character, provide a landscaped semi-private amenity and garden area for ground floor units. Provide individual walkways connecting the front entrances to the sidewalk, as well as design elements such as low grade changes, porches or stoops, tree planting, low planting, and low walls and fences.
- / Space Between Curb and Building
 - Avoid walkways on private property that are parallel and redundant to, the public sidewalk.
 - Avoid window wells. If required, minimize their width along the building facade, and provide low landscaping to visually screen them and prevent access to passerby.
- / Lighting
 - Ensure exterior lighting is subordinate to and complements public lighting.
 - Avoid light spill on adjacent properties.
 - If present, integrate building mounted fixtures with building design so that they are compatible with architectural expression.

Soil volumes can support large canopy trees, including:

- / Three (3) proposed red maples, with a forecasted spread of 10 metres and radius of 5 metres;**
- / three (3) proposed sugar maples, with a forecasted spread of 14 metres and radius of 7 metres; and**
- / one (1) proposed paper birch, with a forecasted spread of 10 metres and radius of 5 metres.**

Private amenity space is provided for grade-related units with front porches. Private trees are proposed in front of each unit. Individual walkways connect the front entrances to the sidewalk.

No walkways run parallel to the sidewalk and no window wells are proposed. Lighting will respect of the heritage character of the Rideau Canal and will be refined as the SPC application proceeds.

Proposed Official Plan Amendment

A site-specific Official Plan Amendment is requested to seek Relief required from section 6.6.2.2(4)(a)(i), which states: “Development will respect the existing patterns of building footprints, height, massing, scale, setback and landscape character within the associated streetscape.”

The proposed development, due to its height being mid-rise, would differ from the existing dwellings in the associated streetscape in terms of height, massing, and scale.

The OPA seeks a site-specific exception, similar to an existing site-specific exception in section 6.6.2.2(k), as follows:

- / “The maximum permitted building height is 19.5 metres on the lands municipally known as 441 Echo Drive, despite section 6.6.2.2(4)(a)(i).”

The requested OPA to seek relief on height, massing, and scale, is supported by the following points:

- / The proposed height can successfully transition to the canal context given the use of stepbacks, setbacks, and the overall distance separation;
- / Despite the proposed height, the building’s materiality and form is complementary to the adjacent context;
- / Despite the proposed height, the building reflects existing datum lines in the surrounding neighbourhood through stepbacks and materiality changes, which provides consistency in the built form;
- / The proposal provides compact development on the edge of a neighbourhood where infrastructure and resources are abundant; and
- / Overlook has been mitigated by limiting expansive glazing on interior side yards, balconies are only oriented to the front and rear of the property and no balconies are proposed facing interior side yards, rooftop amenity space is pulled away from every building edge, and tree planting will provide vegetated screening.

Proposed Zoning By-law Amendments

6.1.1 2008-250 Zoning By-law Amendment

The following amendments to the 2008-250 Zoning By-law are requested:

- / **Rezone the property from “R4UD” (R4UD) to “Residential Fifth Density, subzone B, height limit 19.5 metres” (R5B H(19.5))**, as “Apartment Dwelling, Mid-Rise” is not a permitted use in the R4 subzone.

Rezoning the property to R5B is an appropriate subzone for a mid-rise building. The R4 zone permits low-rise apartment buildings, while the R5 zone permits mid- and high-rise apartment buildings. The height is required to be specified with a height suffix or Zoning Schedule.

- / **Permit a Minimum Interior Side Yard Setback of 1.5 metres per side yard for a total of 3 metres, whereas 7.5 metres is required.** The proposed Interior Side Yard Setback is guided by the 2026-50 Zoning By-law, which requires a minimum of 1.8 metres total interior side yard setback (e.g., evenly divided would result in two 0.9-metre Interior Side Yard Setbacks, with one side being no less than 0.6 metres).

The interior side yard setback of 1.5 metres per side yard and 3 metres total is lower than the required 7.5 metres, but provides sufficient space for fire separation and is consistent with the direction in the new Zoning By-law. Considerations related to overlook have been mitigated, as described in Section 5.0. As well, the indoor rooftop amenity space is set back from both interior side yards to reduce the mass at the highest points.

6.1.2 2026-50 Zoning By-law Amendment

Once the 2026-50 Zoning By-law is in full force and effect, the following amendments are requested:

- / **Rezone the property from “Neighbourhood Fourth Density, subzone B” (N4B) to “Neighbourhood Fifth Density, subzone B, height limit 19.5 metres” (N5B H(19.5))**. The maximum permitted height in the N5B subzone is 30 metres; however, in order to provide greater certainty regarding the proposed building height, we have recommended to rezone the property to N5B H(19.5).

Rezoning the property from N4B to N5B H(19.5) is appropriate to accurately capture the proposed increase in height. Unlike the current zoning by-law, the new zoning by-law includes one category generally intended for mid-rise buildings: N5, as well as a new category, N6, for high-rise buildings. Rezoning to the N5 zone provides certainty that a mid-rise building is proposed, and specifying the building height in metres provides further certainty of the anticipated building type and built form typology.

- / **Permit zero (0) short-term bicycle parking spaces, whereas five (5) are required.** Due to the timing of this submission, the proposed development is anticipated to fall under the 2008-250 Zoning By-law pending being deemed “complete” prior to resolution of the appeals; nonetheless, effort has been made to comply with as many provisions in the new zoning by-law as possible, such as by exceeding the 1:1 ratio of bicycle parking. The project was developed with consideration to the 2026-50 Zoning By-law, and the design focused on providing a 1:1 bike parking ratio.
- / **Permit zero (0) inclusive bicycle parking spaces, whereas three (3) are required.** Due to the timing of this submission, the proposed development is anticipated to fall under the 2008-250 Zoning By-law pending being deemed “complete” prior to resolution of the appeals; nonetheless, effort has been made to comply with as many provisions in the new zoning by-law as possible, such as by exceeding the 1:1 ratio of bicycle parking. The project was developed with consideration to the 2026-50 Zoning By-law, and the design focused on providing a 1:1 bike parking ratio.

Note that the requested relief may require adjustment depending on which parts of the zoning by-law was appealed. Following the Ontario Land Tribunal (OLT) decision anticipated in September, we will review the Zoning By-law again to understand whether any applicable provisions applicable have been impacted, and if so, adjust the requested relief.

Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- / Pre-Application Consultation Meeting
 - A pre-application consultation meeting was held with city staff and the applicant team on November 5, 2025.
- / Notification of Ward Councillor, Councillor Shawn Menard
 - The Ward Councillor was notified of the application in November 2025, and the project team met with a member of his staff in December 2025 to share the preliminary plans;
- / Notification of the Community Association, Old Ottawa East (OOE) Community Association
 - The OOE Community Association attended the pre-consultation meeting on November 5, 2025, and provided comments on the preliminary materials. The project team reviewed their feedback as part of this submission.
- / Community Information Session
 - A community information session will be held to discuss the proposed development.
 - It is anticipated that the community information session would be held in an online webinar format and may either be organized by the applicant's team or organized and moderated by the Ward Councillor and their staff, depending on preference from the Councillor's office.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning & Housing Committee
 - The statutory public meeting will take place at the City of Ottawa Planning & Housing Committee.

8.0 Supporting Plans and Studies

A summary of the supporting plans and studies is provided below. Please note that these summaries are provided for ease of reference and are not intended to supersede or substitute a primary review of the source documents.

8.1 Architectural Materials

Project1 Studio prepared the architectural materials, dated May 7, 2026, as follows:

- / Urban Design Brief, which includes the Site Plan and Elevations, and
- / Urban Design Review Panel (UDRP) Report

8.2 Heritage Impact Assessment

Juxta Architects prepared a Heritage Impact Assessment (HIA) dated May 7, 2026. The HIA concludes that:

The Rideau Canal Corridor is an important cultural heritage resource, notable for its engineering design, dynamic approach to human and ecological relationships, and historic role in the colonial development of Canada. Juxta Architects, in our role as conservation specialists, believe the proposed development at 441 Echo Drive is compatible with the historic place in its present form, as it balances opportunities and challenges in relation to these heritage values.

While the development will add height to the existing site, the building typology (apartment building), and materiality (predominantly brick) minimizes the change to the site. Our opinion is supported by the sightline analysis, the placement of the adjacent Flora Footbridge, the vegetation screening the building from view and the contextual architectural design of the proposal.

Many potentially adverse impacts have been mitigated through contextual architectural design and the existing site features; the new building will be largely screened from view by the footbridge and the mature trees along the corridor. The material selection speaks to the character of the neighbouring buildings while the balconies maintain the existing conditions while further activating the pathway.

The increased density and additional units of the proposed development represent a significant positive impact. These benefits contribute to the need for additional housing across Ottawa and should be considered alongside heritage protections as part of a balanced evaluation of the project's overall value.

In the opinion of the consultant, the change to the historic place can be integrated with minimal negative impacts into the Rideau Canal's views and cultural landscape.

8.3 Tree Conservation Report

IFS Associates prepared a Tree Conservation Report (TCR) dated February 9, 2026. The TCR assessed eight (8) trees, of which one (1) is located on the site, two (2) are shared with the city, four (4) are shared with adjacent private property owners, and one (1) is the neighbour's tree. Five (5) are proposed to be removed and three (3) are proposed to be retained.

8.4 Landscape Plan

GJA Inc. prepared the Landscape Plan, dated April 30, 2026. The Landscape Plan proposes to plant four (4) deciduous trees along the front property line, six (6) in the rear yard at-grade amenity space, and an additional six (6) in the extension leading to McGillivray Street, for a total of 16 new trees. In the rear yard amenity space, a path loops around a

central turf area. The amenity area is surrounded by planting beds with shrubs. A granular trail is proposed to provide access to the rear yard amenity space; access is provided from the door on the south side of the building. Shrub planting is also proposed to separate the private and communal at-grade amenity space to provide privacy and screening for the patios.

8.5 Environmental Site Assessment

GeoTerracs Inc. (“GeoTerra”) prepared a Phase One Environmental Site Assessment (ESA) dated April 2026. The ESA was undertaken to evaluate the environmental liability of the Phase One Property by identifying current and/or historical Potentially Contaminating Activities (PCA) performed at the Site and within 250 m of the Site (the “Study Area”), that would result in Areas of Potential Environmental Concern (APEC) at the Site, requiring further investigation in the form of a Phase Two ESA.

Based on the findings of this Phase One ESA, one (1) PCA was identified at the Site in association to a former on-site fuel oil Underground Storage Tank (UST); however, based on the following rationale, this PCA is not considered to result in an Area of Potential Environmental Concern (APEC) to the Phase One Property:

- / The UST was removed from the Phase One Property in 2016; Soil remediation was conducted following the removal of the UST to address concerns associated with the fuel oil leak resulting from the UST;
- / Groundwater remediation was performed at the Phase One Property to address groundwater impacts associated to the UST leak, which included In-Situ Chemical Oxidation (ISCO) treatment with hydrogen peroxide from October 2018 to November 2019, PetroFix activated carbon in March 2020, and a 10% potassium nitrate solution in December 2020;
- / Groundwater samples collected from the impacted area in 2021 met the applicable Table 3 Site Condition Standards (SCS) for the previous four (4) consecutive quarterly monitoring events; and
- / The Phase One Property was deemed to meet the Technical Standards and Safety Authority (TSSA) conditions for Site closure.

As such, no PCAs considered to contribute to APECs at the Phase One Property were identified during this Phase One ESA. Given that no APECs were identified at the Phase One Property, and that the current and proposed future property uses of the Phase One Property are residential (i.e., the proposed redevelopment plan would not require the completion of an RSC), no further actions are recommended by GeoTerra at this time.

8.6 Geotechnical Study

GeoTerra prepared a Geotechnical Site Investigation dated April 28, 2026. The report found that the subsurface conditions comprise asphalt or topsoil over 2.3 to 3.7 m of sand and gravel fill, underlain by stiff to very stiff, lightly overconsolidated silty clay deposit extending to a depth of approximately 12.5 to 13.1 m, and followed by a sand and gravelly till deposit to the maximum explored depth of 28 m below the existing grade. Groundwater levels measured in March 2026 were approximately 2.1 to 2.2 m below existing grade, likely influenced by the sand layer overlying the low-permeability silty clay layer. Laboratory testing indicates that the silty clay has low to medium plasticity, measured undrained shear strengths of about 84 to 150 kPa, overconsolidation ratios of about 1.5 to 1.9 and low hydraulic conductivity, all typical of stiff silty clay deposits in the Rideau Canal corridor.

For preliminary design, the raft foundation bearing on the native silty clay at a depth of approximately 8.5 m may be designed for factored net bearing resistance ranging from 200 to 250 kPa and net service contact pressures of 125 to 150 kPa, subject to confirmation once detailed structural loads are available. At these service pressures, ultimate bearing failure is not expected to govern and total long-term settlements of approximately 25 to 30 mm with differential settlements on the order of 10 to 15 mm are anticipated, assuming a reasonably stiff raft and relatively uniform loading. Excavation for the two basement levels will extend through

fill and sand into stiff silty clay and will require a Temporary Protection System (such as soldier pile and lagging, secant piles or equivalent) designed by a shoring engineer to control ground movements and protect adjacent buildings, utilities and the Echo Drive right-of-way.

Given the measured and expected groundwater levels and low permeability of the clay, the below-grade structure, including the raft, should incorporate a local groundwater control system supplemented by interior perimeter drainage and internal sump pumping to control seepage, while avoiding significant drawdown in the surrounding clay deposits. A concrete mud slab is recommended at founding level to protect the silty clay subgrade and to act as a horizontal hydraulic barrier beneath the raft. Seismic site classification for the project is Site Class D in accordance with the Ontario Building Code, and preliminary spectral acceleration values corresponding to the NBC 2020 hazard maps have been provided for structural design.

Chemical testing of two soil samples at depths near the founding level indicates pH = 8, sulphate contents of 0.01-0.02%, low chloride and moderate resistivity, corresponding to a moderate-to-low risk of sulphate attack on concrete and non-aggressive to moderately aggressive conditions for buried steel; normal or moderately sulphate-resistant cements are considered suitable, with standard corrosion protection measures recommended for ductile iron pipes in accordance with AWWA C105.

Tree planting for the development will follow the City of Ottawa's 2017 Tree Planting in Sensitive Marine Clay Soils guidelines; given the depth of the raft and the moderate plasticity of the clay, the risk of tree-induced shrinkage affecting the foundation is considered low, although planting near shallow elements should be controlled. The recommendations in this report are preliminary and should be reviewed and refined once final architectural, structural and civil designs are available, and during construction through appropriate geotechnical inspection and monitoring.

8.7 Civil Engineering

Novatech prepared the civil materials dated April 30, 2026, which includes:

- / Existing Conditions & Removals Plan, drawing no. 126003-REM;
- / General Plan of Services, drawing no. 126003-GP;
- / Grading and Erosion & Sediment Control Plan, drawing no. 126003-GR;
- / Stormwater Management Plan, drawing no. 126003-SWM; and
- / Development Servicing Study and Stormwater Management Report.

The Report recommends that the proposed site servicing and stormwater management design be approved for implementation. The Report conclusions are as follows:

- / The proposed development will be serviced by the municipal infrastructure in Echo Drive.
 - Sanitary flows from the building will continue to be directed to the existing 250mm dia. municipal sanitary sewer in Echo Drive.
 - The proposed development will continue to be serviced by the municipal watermain network via a new water service lateral connected to the existing 406mm dia. watermain in Echo Drive. Adequate water supply and system pressures will exist throughout the watermain network under the specified 'Max Day + Fire Flow' and 'Peak Hour' conditions.
 - Storm flows from the main portion of the site, including the building roof and rear yard patios (above the underground parking structure) will be sent to an internal SWM tank, then pumped to the existing 300mm

dia. municipal storm sewer in Echo Drive. Runoff from the remainder of the site will sheet drain uncontrolled towards the adjacent streets, similar to existing conditions.

- / The proposed building will be sprinklered. The municipal watermain network, including the nearby municipal fire hydrants, will provide the necessary water for firefighting purposes.
- / The bulk of the post-development flow from the subject site will be directed to the municipal storm sewer system in Echo Drive, accounting for 12.7 L/s of the total 12.8 L/s site flow during the 5-year design event and 19.8 L/s of the total 20.0 L/s during the 100-year event. The remaining site flows will be directed to the storm sewer in McGillivray Street. The total site flows will be less than the allowable release rate for the site (20.2 L/s) specified by the City of Ottawa.
- / Regular inspection and maintenance of the building services, roof drains, internal SWM tank, and pumps are recommended to ensure that the storm drainage system is clean and operational.
- / Erosion and sediment controls are to be provided during construction.

8.8 Noise Control Study

GradientWind Engineers & Scientists prepared a Transportation Noise Study dated May 7, 2026.

The results of the current analysis indicate that noise levels will range between 45 and 64 dBA during the daytime period (07:00-23:00) and between 38 and 55 dBA during the nighttime period (23:00-07:00). The highest noise level (64 dBA) occurs at the west façade, which is nearest and most exposed to Colonel By Drive. Since noise levels are less than 65 dBA at all the building façades, standard building components in compliance with Ontario Building Code standards will be sufficient to attenuate noise levels indoors when windows are closed.

Results of the calculations also indicate that the development will need forced air heating with provisions for central air conditioning as a minimum requirement which, if installed at the owner's discretion, will allow building occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, a Type C Warning Clause will also be required in all Lease, Purchase, and Sale Agreements, as summarized in Section 6.

Noise levels at the rooftop terrace (Receptor 5) are expected to be 59 dBA during the daytime period without a noise barrier. If this area is to be used as an outdoor living area, noise control measures are required to reduce noise levels as close as possible to 55 dBA where technically and administratively feasible. The architectural drawings include a 1-m-tall railing enclosing the rooftop terrace. When this feature was added as a 1-m-tall barrier in the analysis, noise levels at the rooftop terrace were decreased to 55 dBA. The railing must be constructed from materials having a minimum surface density of 20 kg/m² (STC rating of 30) and contain no gaps. Design of the railing will conform to the requirements outlined in Part 5 of the ENCG and summarized in Section 6.

With regard to stationary noise impacts, a stationary noise study is recommended for the site during the detailed design once mechanical plans for the proposed building become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below ENCG limits. Noise impacts can generally be minimized by judicious selection and placement of the equipment. A review of aerial imagery surrounding the proposed development indicates that there are no existing stationary noise sources in the area that would be expected to result in adverse noise impacts at the site.

A report Addendum confirms that since completion of the Noise Study, small shifts in façade geometry but do not materially alter the overall building form, orientation, or relationship to adjacent roadways. Accordingly, the results, conclusions, and recommendations presented in this report remain representative of the current design. No formal updates to the transportation noise model or analysis are required.

8.9 Wind Study

GradientWind Engineers & Scientists prepared a Pedestrian Level Wind Study dated February 11, 2026. The report finds:

- / All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks and public walkways, bicycle paths, green spaces, parking entrances, building access points, and walkways are considered acceptable.
- / During the typical use period (May to October, inclusive), wind comfort conditions over the rooftop amenity terrace serving the proposed development at the Penthouse Level are predicted to be suitable for mostly sitting, with an isolated area of standing conditions to the southwest.
 - a. Depending on the programming of the exterior area, the noted conditions may be considered acceptable. Specifically, if the southwest of the terrace will not accommodate seating or more sedentary activities, the noted wind conditions would be considered acceptable.
 - b. If required by programming, sitting conditions may be extended over the full terrace area by implementing a 1.8-m-tall wind perimeter wind screen as noted in Section 5.2.
- / The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

8.10 Plan of Survey

Annis, O'Sullivan, and Vollebekk (AOV) Ltd. prepared a Topographic Plan of Survey dated December 10, 2025.

8.11 Transportation Demand Management Checklist

Novatech completed the Transportation Demand Management (TDM) Checklist. The following TDM measures are recommended:

- / Display local area walking/cycling maps at entrances,
- / Display transit schedules and route maps,
- / Unbundle parking costs from rent, and
- / Provide a multimodal travel information package to residents.

8.12 Plans and Studies Removed from the List of Requirements

City Council approved the removal of the following plans of studies from the list of requirements on January 28, 2026:

Plan Removed	City Rationale in Staff Report	Fotenn Comments
Zoning Confirmation Report	Introduced with Bill 109, the zoning confirmation report's purpose was to identify all zoning compliance issues, if any, at the outset of a Planning Act application. Ultimately, staff complete this review independently as part of their assessment of the application as a whole, and the	The details contained within are nonetheless provided in this Planning Rationale: sections 4.4 and 4.5 identify zoning compliance with both the current and new

Plan Removed	City Rationale in Staff Report	Fotenn Comments
	document is not required in order for staff to render a decision on a development application. Therefore, staff recommend this document no longer form part of the list of studies and information for a complete development application.	zoning by-laws, and section 6.0 identifies the required ZBLA.
Public Consultation Strategy Report	The strategy document is not required from applicants for the City to approve a development. The document is no longer required as it is already fulfilled by the City as part of its regular notices and circulation process as per the Public Notification and Consultation Policy . Where a developer is doing additional consultation, a section to this effect is typically part of the Planning Rationale.	A public consultation strategy is provided in section 7.0
Shadow Analysis	ERO 025-0462 specifically proposed that Wind and Shadow Analysis should not be required as part of a complete planning application. Following this provincial intent, paired with alignment with the Housing Acceleration Plan (HAP) to reduce requirements, staff recommend this document no longer form part of the list of studies and information for a complete development application. While no longer a completeness requirement, shadow and wind will be further considered as part of the upcoming urban design terms of reference and guidelines review directed by HAP action #5, targeted for Q1 2026.	--
Wind Study		A Wind Study was prepared before it was removed from the list of plans and studies. Therefore, it has been provided with this application for general information.
Preliminary Construction Management Plan	The document is not impactful to the City rendering a decision on a development application. Comments will be provided to the applicant so they are thinking about constructability as they finalize their planning process. A Construction Management Plan (not preliminary) will still be required later in the process when applicants apply to obtain a Temporary Construction Encroachment Permit.	--

Conclusion

It is our professional planning opinion that the requested Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control Applications are appropriate and represent good planning as follows:

- / The proposed development is consistent with the Provincial Planning Statement (2024), which promotes efficient land use development by intensification to provide diverse housing supply within established neighbourhoods in close proximity to existing services and transit. The development facilitates intensification, increasing housing options, and making efficient use of land and municipal infrastructure.
- / The proposed development conforms to the policies of City of Ottawa Official Plan as it implements several objectives of the City's Growth Management Framework as it proposes to intensify land within the urban boundary to provide housing proximate to existing and planning rapid transit.
 - The proposed Official Plan Amendment provides an Area-Specific Policy to permit the proposed height.
- / The proposed development complies with the provisions of the proposed Residential Fifth Density, subzone B (R5B) zone in the 2008-250 Zoning By-law, subject to the site's site-specific Zoning By-law Amendment.
- / The proposed development complies with the provisions of the Neighbourhood Fifth Density, Subzone B (N5B) zone in the approved but not yet in full force and effect 2026-50 Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.
- / The proposed development meets the applicable Draft Proposed Urban Design Guidelines for Mid-Rise Buildings. The proposed development responds to the surrounding context: it reinforces the existing low-rise streetwall, proposes high-quality and durable materials, is designed to be of a high quality and with multiple architectural features, and provides a high-quality pedestrian experience. The proposed development introduces a new mid-rise built form, with height impacts mitigated through massing and design while responding to its surrounding existing and future context.
- / The proposed development is supported by technical plans and studies submitted as part of this application.

Based on the above analysis, it is our opinion that the proposed development represents good planning and is therefore in the public interest.

Should you have additional questions or require clarification on any of the information provided herein, please do not hesitate to contact the undersigned.

Sincerely,



Tamara Nahal, MCIP RPP
Planner



Scott Alain, MCIP RPP
Senior Planner