

Subject: Zoning By-Law Amendment - 73, 79, and 83 Ste-Cécile Street

File Number: ACS2025-PDB-PSX-0046

Report to Planning and Housing Committee on 18 June 2025

and Council 25 June 2025

**Submitted on June 12, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: Nastassia Pratt, Planner I Development Review Central

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Ward: Rideau-Vanier (12)

Objet : Modification du Règlement de Zonage – 73, 79 et 83 rue Ste-Cécile

Dossier : ACS2025-PDB-PSX-0046

Rapport au Comité de la planification et du logement

le 18 juin 2025

et au Conseil le 25 juin 2025

**Soumis le 12 juin 2025 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

**Personne ressource : Nastassia Pratt, Urbaniste I, Examen des demandes
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Quartier : Rideau-Vanier (12)

REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 73, 79, and 83 Ste-Cécile Street, as shown in Document 1, from “Residential Fourth Density, Subzone UA”, to “Residential Fourth Density, Subzone UA, Urban Exception XXX1 (R4UA[XXX1]) in order to permit the development of a low-rise apartment building consisting of 41 dwelling units, as detailed in Document 2.
2. Approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of *June 25, 2025*,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil d’approuver une modification du *Règlement de zonage 2008-250* visant les 73, 79 et 83, rue Ste-Cécile, des biens-fonds illustrés dans le document 1, afin de faire passer leur désignation de « Zone résidentielle de densité 4, sous-zone UA » à « Zone résidentielle de densité 4, sous-zone UA, exception urbaine XXX1 » (R4UA[XXX1]) et ainsi permettre la construction d’un immeuble résidentiel de faible hauteur abritant 41 logements, comme l’expose en détail le document 2.
2. Approuve l’intégration de la section du présent rapport consacrée aux détails de la consultation dans la « brève explication » du résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d’explication » aux termes de la *Loi sur l’aménagement du territoire*, lors de la réunion du Conseil municipal prévue le 25 juin 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-Law Amendment for 73, 79, and 83 Ste-Cécile Street.

The Zoning By-Law Amendment application proposes to rezone the subject lands from “Residential Fourth Density, Subzone UA”, to “Residential Fourth Density, Subzone UA, Urban Exception XXX1 (R4UA[XXX1]) in order to permit the development of a low-rise apartment building consisting of 41 dwelling units, as detailed in Document 2.

The following site-specific zoning exceptions are being requested through the proposed Zoning By-Law Amendment:

- An increased building height to 13.5 metres, whereas a maximum building height of 11.0 metres is permitted for low-rise apartments.
- An increased number of dwelling units in a low-rise apartment to 41 units, whereas a maximum number of eight dwelling units in a low-rise apartment is permitted.
- An increased lot area of 1,118 square metres, whereas a maximum lot area of 1,070 square metres is permitted.
- The provision of 0 off-street motor vehicle parking spaces, whereas 15 off-street motor vehicle parking spaces are required.
- The provision of 0 off-street visitor motor vehicle parking spaces, whereas three off-street visitor vehicle parking spaces are required.
- The provision of increasing bicycle parking spaces at a rate of one space per dwelling unit, whereas a rate of 0.5 space per unit is required.

Document 1 shows the location of 73, 79, and 83 Ste-Cécile Street (the “subject property”). The proposal is also subject to Site Plan Control (application D07-12-24-0177) and is being reviewed concurrently.

Applicable Policies, By-laws, and Guidelines

The following policies and guidelines support this application:

Provincial Planning Statement (PPS) 2024

The PPS 2024 provides policy direction on matters of provincial interest related to land use planning and development. Staff have reviewed the proposal and have determined that it is consistent with PPS 2024.

Official Plan

The Official Plan provides the vision, goals, and policies for directing development in the urban area, including strategic directions and growth management framework policies (Section 3). Section 3.2 of the Official Plan provides that residential development intensification shall focus within 15-minute neighbourhoods, including lands within the Neighbourhood designation. Section 5.2.1 of the Official Plan provides that the Inner Urban Transect is generally planned for mid- to high-density development. The proposed density supports these policies.

Section 5.2.2 of the Official Plan provides that walking, cycling and transit shall be prioritized within, and to and from, the Inner Urban Transect in accordance with the Zoning By-law and applicable design guidelines.

The proposed development is consistent with the policy direction for Neighbourhoods (Section 6.3) within the Inner Urban Transect Policy Area (Section 5). Low-rise buildings are permitted within the Neighbourhood designation as set out in Section 6.3.1 of the Official Plan. The proposed development provides a high-density, low-rise, residential built form, and supports the evolution of neighbourhoods towards conditions for 15-minute neighbourhoods (Section 6.3.2). Policy direction encourages that development within Neighbourhoods transition over time toward less automobile-dependant development (6.3.3).

Urban Design Guidelines for Low-Rise Infill Housing

These guidelines are to be used during the review of development proposals to promote and achieve appropriate low-rise development. Staff reviewed the proposal and have determined that it is consistent with the guidelines.

Therefore, Planning Staff find the proposed Zoning By-Law Amendment to be consistent with the applicable policies and guidelines.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Public Policy approved by city Council for Zoning By-law amendments.

Staff received comments from 16 residents/public members. Staff received requests for more information and concerns regarding parking, stress on nearby park amenity, and unit sizes. Comments expressing support welcomed new residential dwellings in the neighbourhood.

Consultation details can be found in Document 3.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification du Règlement de zonage visant les 73, 79 et 83, rue Ste-Cécile.

Cette demande de modification du Règlement de zonage vise à faire passer la désignation des biens-fonds en question de « Zone résidentielle de densité quatre, sous-zone UA » à « Zone résidentielle de densité quatre, sous-zone UA, exception urbaine XXX1 » (R4UA[XXX1]) et ainsi permettre la construction d'un immeuble résidentiel de faible hauteur abritant 41 logements, comme l'expose en détail le document 2.

Les exceptions de zonage propres à l'emplacement suivantes sont demandées dans le cadre de cette modification du Règlement de zonage :

- Une augmentation à 13,5 mètres de la hauteur de bâtiment, alors qu'une hauteur de bâtiment maximale de 11.0 mètres est autorisée pour les immeubles résidentiels de faible hauteur.
- Une augmentation à 41 du nombre de logements autorisés dans un immeuble résidentiel de faible hauteur, alors que de huit logements au maximum sont autorisés dans un immeuble résidentiel de faible hauteur.
- Une augmentation à 1,118.0 mètres carrés de la superficie du lot, alors qu'une superficie de lot maximale de 1,070 mètres carrés est autorisée.
- L'absence de place de stationnement hors rue pour véhicule automobile, alors que 15 places de stationnement de ce type sont requises.
- L'absence de place de stationnement hors rue pour véhicule automobile réservée aux visiteurs, alors que trois places de stationnement de ce type sont requises.

- L'augmentation à une place par logement du nombre de places de stationnement pour vélos, alors qu'un taux de stationnement pour vélos de 0,5 place par logement est requis.

Le document 1 illustre l'emplacement des 73, 79 et 83, rue Ste-Cécile (les « biens-fonds visés »). Le projet fait également l'objet d'une demande de réglementation du plan d'implantation (dossier n° D07-12-24-0177), qui est examinée en parallèle.

Politiques, règlements et lignes directrices applicables

Les politiques et lignes directrices suivantes sont favorables à cette demande :

Déclaration provinciale sur la planification (DPP) de 2024

La DPP de 2024 définit l'orientation de la politique sur les questions d'intérêt provincial se rapportant à la planification et à l'aménagement du territoire. Le personnel a pris connaissance de la proposition et a déterminé qu'elle est conforme à la DPP de 2024.

Plan officiel

Le Plan officiel définit la vision, les objectifs et les politiques pour l'orientation de l'aménagement du secteur urbain, dont les orientations stratégiques ainsi que les politiques-cadres sur la gestion de la croissance (section 3). La sous-section 3.2 du Plan officiel précise que la densification résidentielle doit être prévue dans les quartiers du quart d'heure, notamment sur des terrains désignés Quartier. La sous-section 5.2.1 du Plan officiel prévoit que le transect du secteur urbain intérieur est généralement planifié pour les aménagements de densité moyenne et élevée. La densité proposée est conforme à ces politiques.

La sous-section 5.2.2 du Plan officiel précise que les infrastructures piétonnières, cyclables et de transport en commun doivent se voir accorder la priorité dans le transect du secteur urbain intérieur ainsi que pour y accéder ou le quitter, conformément aux dispositions du Règlement de zonage et aux lignes directrices pertinentes en matière de conception.

L'aménagement proposé est conforme à l'orientation stratégique de l'aménagement des quartiers (sous-section 6.3) dans le secteur d'application de la politique sur le transect du secteur urbain intérieur (section 5). Les immeubles de faible hauteur sont autorisés en vertu de la désignation de Quartier, comme l'indique la sous-section 6.3.1 du Plan officiel. L'aménagement proposé offre une forme bâtie résidentielle de densité élevée et

de faible hauteur, et soutient l'évolution des environs vers des conditions propices à la création de quartiers du quart d'heure (sous-section 6.3.2). L'orientation stratégique encourage la transition, au fil du temps, des aménagements dans les quartiers vers des utilisations moins dépendantes de l'automobile (sous-section 6.3.3).

Lignes directrices d'esthétique urbaine des aménagements résidentiels intercalaires de faible hauteur

Ces lignes directrices doivent être utilisées lors de l'examen des projets d'aménagement afin de promouvoir la réalisation d'aménagements de faible hauteur appropriés. Le personnel des Services de planification a pris connaissance de la proposition et a déterminé qu'elle est conforme à ces lignes directrices. En conséquence, il juge que les modifications proposées au Règlement de zonage sont conformes aux politiques et lignes directrices applicables.

Consultation et commentaires du public

La publication de l'avis et la consultation publique se sont déroulées conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les modifications du Règlement de zonage. Le personnel de la Ville a reçu les commentaires de 16 résidents ou membres du public. Des demandes de complément d'information et des motifs d'inquiétude ont été transmis à propos du stationnement, de la pression sur les équipements du parc voisin et de la taille des logements. Les commentaires exprimés étaient favorables à la construction de nouveaux logements dans le quartier.

Les détails entourant cette période de consultation figurent dans le document 3.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

73, 79, and 83 Ste-Cécile Street

Owner

14072375 CANADA INC. (Henry Investments)

Applicant

Novatech, Engineers Planners & Landscape Architects (c/o Simran Soor)

Architect

Project 1 Studio Incorporated

Description of site and surroundings

The subject property is located on the north side of Ste-Cécile Street, between Marier Avenue and Marquette Avenue. The subject lands, composed of three properties – 73, 79, and 83 Ste-Cécile Street, have approximately 36.7 metres of frontage along Ste-Cécile Street and a total combined lot area of approximately 1117.6 square metres. The site is currently occupied by three detached low-rise residential dwellings, to be demolished in order to facilitate the proposed development.

The subject lands are located within the Vanier neighborhood. Surrounding uses include a mix of low-rise residential uses to the east, south, and north, and low-rise commercial uses further to the west, along Beechwood Avenue. Within 600 metres of the subject lands are several community and recreational amenities including schools, parks, and a community centre. Notable landmarks include the Rideau River to the south and Beechwood Cemetery to the north.

Summary of proposed development

The Zoning By-law Amendment seeks to facilitate the construction of a four-storey low-rise apartment building. The dwelling is proposed to include 41 residential dwelling units in a range of unit sizes, including five studio units, 26 one-bedroom units, eight two-bedroom units, and two three-bedroom units. A total of 42 bicycle parking spaces are proposed, with 36 located within a bike room and six located outdoors.

The proposal is also subject to Site Plan Control (application D07-12-24-0177) and is being reviewed concurrently.

Summary of requested Zoning By-law Amendment

The applicant proposes to rezone the subject lands from “Residential Fourth Density, Subzone UA to “Residential Fourth Density, Subzone UA, Urban Exception XXX1 (R4UA[XXX1]) to introduce new site-specific zoning provisions that will accommodate the proposed low-rise, four-storey, apartment building consisting of 41 dwelling units. No vehicular parking is proposed.

The applicant is seeking relief from Zoning By-Law 2008-250 through the following site-specific zoning provisions:

- An increased building height to 13.5 metres, whereas a maximum building height of 11 metres is permitted for low-rise apartments.
- An increased number of dwelling units in a low-rise apartment to 41 units, whereas a maximum number of eight dwelling units in a low-rise apartment is permitted.
- An increased lot area of 1,118 square metres, whereas a maximum lot area of 1,070 square metres is permitted.
- The provision of 0 off-street motor vehicle parking spaces, whereas 15 off-street motor vehicle parking spaces are required.
- The provision of 0 off-street visitor motor vehicle parking spaces, whereas three off-street visitor vehicle parking spaces are required.
- The provision of increasing bicycle parking spaces at a rate of one space per dwelling unit, whereas a rate of 0.5 space per unit is required.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-Law Amendments. Comments were received from 16 residents within the community.

Comments received expressed concerns with regard to parking, stress on nearby park amenity, and unit sizes. Comments expressing support welcomed new residential dwellings in the neighbourhood.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

The properties are located within the Inner Urban Transect Policy Area under Schedule A of the Official Plan and are designated Neighbourhood under Schedule B2.

Section 5 of the Official Plan provides policies for the City's six concentric policy areas called transects. Schedule 'A' of the Official Plan shows the subject lands within the

Inner Urban Transect Policy Area. This transect policy area includes older, pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. This transect policy is also a mature built environment whose urban characteristics of low-density housing type are to experience gradual evolution and intensification where a mixture of housing types and residential uses is encouraged.

Section 6 of the Official Plan provides the urban designations with specific policy direction for permitted land uses. Schedule 'B2' of the Official Plan designates the subject lands as "Neighbourhood". Low-rise building heights are permitted in the Neighbourhood designation.

Section 2 of the Official Plan provides the strategic direction for the City through a range of broad policies that support intensification and diversifying housing options throughout the City, including directing residential growth within the built-up area to support the evolution towards 15-minute neighbourhoods and providing housing options for larger households.

Section 3 of the Official Plan provides the growth management framework for the City and Section 4 of the Official Plan provides City-wide housing and urban design policies; both of which include policies that encourage low-rise built forms that are dense, context-sensitive and respond well to existing neighbourhood character and function.

Other applicable policies and guidelines

The proposed development is subject to the City of Ottawa's Urban Design Guidelines for Low-Rise Infill Housing.

Planning rationale

Official Plan

The subject lands are found within the Inner Urban Transect Policy Area on Schedule A of the Official Plan. The Policy Area anticipates the enhancement or establishment of urban patterns or built forms, site design and mix of uses, while prioritizing walking, cycling and transit. The Inner Urban Transect is generally planned for mid- to high-density development, but limits on heights and massing can be imposed based on the underlying functional designation or urban design policies. The proposed four-storey building is at the lower range of heights and is consistent with the policy framework for the area.

The property is located within the Neighbourhood designation, which permits a mix of built forms, densities and housing options through primarily low-rise development. The Neighbourhood designation in the Inner Urban Transect Policy Area encourages low-rise developments that support the strategic direction and growth management framework objectives of the Official Plan, including intensification within the built-up urban area, the provision of larger family-sized units, and the development of 15-minute neighbourhoods. The proposed development provides an appropriate level of residential density for the site based on the surrounding context, where transit connections, active transportation infrastructure, employment uses, parks, and major neighbourhood amenities are nearby.

Section 4.6 sets out Urban Design guidance with the intent of achieving design excellence and innovation, while also being sensitive to the integration of new developments within existing neighbourhoods. Although additional height and greater density are being requested, the high-quality architectural design of the building ensures compatibility with the existing surrounding context. These elements include strategic cladding choices intended to emulate the rhythm along the street of smaller building typologies, as well as a stepback at the fourth storey in order to preserve the neighbourhood's pedestrian scale, as shown in Document 4 and 5. The proposed building's overall architectural design is successful in integrating it within the existing context of the neighbourhood.

Staff are of the opinion that the proposed rezoning for the purposes of introducing a four-storey, 41-unit low-rise apartment dwelling is consistent with Official Plan policies. The proposal is context-sensitive and responds well to the surrounding neighbourhood character and function, including the mature built environment.

Zoning By-law

The property is currently zoned R4UA (Residential Fourth Density, Subzone UA). The R4UA zone regulates development in a manner that allows a number of residential uses to provide additional housing choices that are compatible with existing land use patterns so that the low-rise residential character of the neighbourhood is maintained or enhanced.

As detailed in Document 2, the proposed Zoning By-Law Amendment has the effect of rezoning the site to include site specific provisions. The following summarizes the site-specific zoning provisions and planning rationale:

- Increase in maximum building height.

The proposed development exceeds the maximum zoning requirements for building height. Staff do not anticipate any adverse impacts to the present and adjacent properties and street character from the increased building height as this is a minor increase. Through discussions with the applicant team, Staff have been successful in securing a larger stepback at the fourth storey, which complements the character of the streetscape along Ste-Cécile Street. The public realm interface introduces complementary changes in materiality with a ground floor oriented, multi-volume architectural built form.

- Maximum number of dwelling units in a low-rise Apartment.

In 2020 Staff undertook a study of the R4 zones within the urban area which had the effect of creating new R4 zones, ranging from R4UA to R4UD. While the R4UA zone limits the number of units to eight per lot, the original staff report anticipated to allow increases in the number of dwelling units per lot in cases where lot consolidation was proposed. Although an extrapolation of the maximum number of units per lot could allow 24 units across these three properties, the proposal includes an increase in total units to 41. While this represents an increase of 17 units, staff are of the opinion that appropriate density does not simply rely on the number of units being proposed within a building, but rather by examining how the site will accommodate its future tenants (e.g. parking, bike parking, waste management, amenity areas, etc.) as well as how other performance standards can still be adhered to. Other than the increase in height discussed above, all other performance standards such as front, side and rear yard setbacks are maintained. Bike parking is being provided at twice the amount required by the Zoning By-law and garbage will be stored within the main building. The proposal represents an infill development that adds residential units to the City's housing stock and creates intensification.

- Increase of lot area.

The proposed development would be located on a lot assembly totalling 1,118 square metres, which exceeds the maximum requirements for lot area of 1,070 square metres. The proposal is an infill development that adds residential units to the City's housing stock and creates intensification. Zoning performance standards such as front yard setback, side yard setback, and rear yard setback are being met. Staff do not anticipate any adverse impacts from the 48 square

metre increase in lot area to the street character or to the present and adjacent properties.

- Reduction of off-street resident and visitor motor vehicle parking.

The proposed development does not meet the minimum off-street motor vehicle parking for residents or visitors. While 15 spaces and three spaces would be required for residents and visitors respectively, no off-street motor vehicle parking is provided. The proposed development is located within a mature neighbourhood that is in close proximity to Beechwood Avenue, a Major Transit Corridor with cycling and transit infrastructure. The proposal is within 15-minute walking distance to Beechwood Avenue (a Mainstreet Corridor approximately 250 metres away) and Marier Avenue (a Minor Corridor approximately 140 metres away). The proposed reduction in parking is consistent with the City's policy direction as it relates to the strengthening of the 15-minute neighbourhood and general transit use. Although Staff have received concerns from residents as it relates to potential parking pressure increases, it is important to note that the proposal would be anticipated to attract tenants without vehicles. Furthermore, a condition of Site Plan Approval will be included, requiring a notice be registered on title to notify prospective tenants for awareness that the units do not come with parking.

- Minimum number of bicycle parking spaces.

Through discussions with the applicant team it was agreed that a number of bicycle parking spaces at a rate of one space per dwelling unit be provided on site. Providing increased bicycle parking will encourage residents to prioritize active transportation and is ideal for this development. The bicycle storage area is predominantly internal to the building with only six of the 42 bicycle parking spaces being external to the building. Bicycle storage will have no adverse impact to the streetscape or rear yard amenity area.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement (PPS).

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Plante recommends the builder consider:

- Parking for Communauto OR an electric car charger that the neighbourhood can use (there are none out this way).
- More 3-bedroom units. This is very close to a great school and we'd love to have more families in the neighbourhood.
- Upgrade the trees to magnolias and ensure that there is protection around it as a lot of people walk their dogs and the tree that young cannot handle the urine
- Clarification as to what is happening with rooftop access for special events.
- Enclosed space for the bike storage. This should be lockable and have access to spaces where people can pump tires and do minor repairs.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendation of this report.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity will be approved via the corresponding Site Plan application.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The proposed new building will be required to meet the accessibility criteria contained in the Ontario Building Code. Staff have no concerns about accessibility.

ECONOMIC IMPLICATIONS

There are no economic implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all.
- A city that is green and resilient.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-24-0084 was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

The statutory 120-day timeline for making a decision on this application under the *Planning Act* will expire on August 23, 2025.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Public Consultation Details

Document 4 Landscape Plan

Document 5 Building Perspective Conceptual Image

CONCLUSION

The Planning, Development and Building Services Department supports the application and proposed Zoning By-law Amendment. The proposal represents an appropriate form of intensification that is transit-supportive and responds well to the local context, including the mature built-environment. The proposal is consistent with PPS 2024; conforms to the Official Plan policies in the Neighbourhood designation and respects the applicable design guidelines. The amendment represents good planning and, for the reasons stated above, Staff recommend approval of the Zoning By-law Amendment.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista

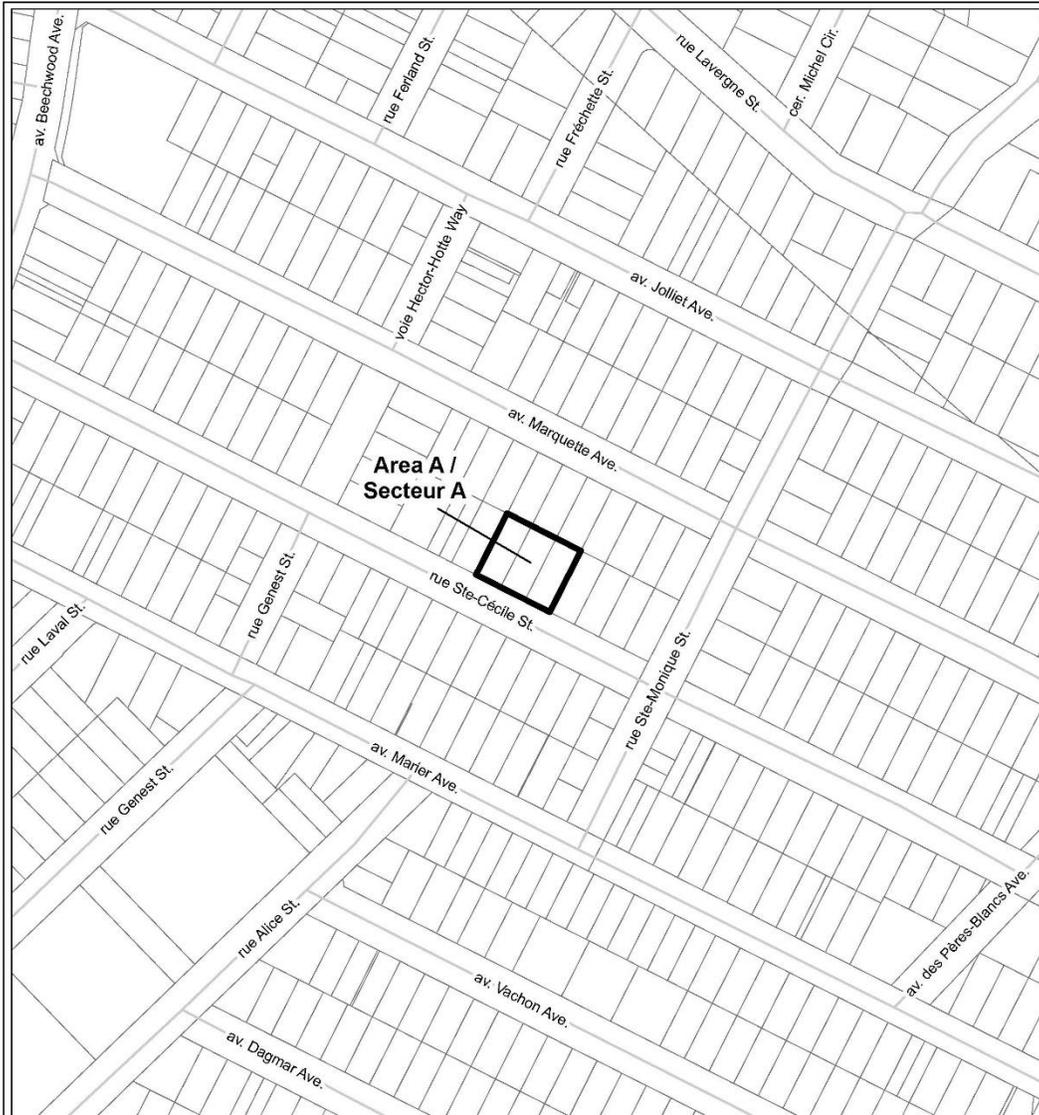
O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-24-0084	25-0624-X	73, 79, 83 rue Ste-Cécile Street	
I:\CO\2025\ZKP\SteCecile_73_79_83		 Area A to be rezoned from R4UA to R4UA[xxx1] Le zonage du secteur A sera modifié de R4UA à R4UA[xxx1]	
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REVISION / RÉVISION - 2025 / 05 / 26			

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com).

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 73, 79, and 83 Ste-Cecile Street:

- 1) Rezone the lands as shown in Document 1;
- 2) Add a new exception xxx1 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - b) In Column I, Exception Number, add the text “xxx1”
 - c) In Column II, Applicable Zone R4-UA[xxx1]
 - d) In Column V, Provisions, add the text:
 - Maximum building height for Low-Rise Apartment: 13.5 metres
 - Maximum number of dwelling units in a Low-rise Apartment: 41
 - Maximum lot area for a Low-Rise Apartment: 1,118 m²
 - Off-street motor vehicle parking is not required.
 - Off-street visitor motor vehicle parking is not required
 - Minimum number of bicycle parking spaces: one per dwelling unit.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Public Comment and Responses are organized by theme below.

Comments Theme 1: Street Parking Availability

Public Comments and Responses

Comment:

- Concerns with the proposal providing zero resident and visitor vehicular parking and the anticipated negative impact on on-street parking availability in the neighbourhood.
- Provision of bicycle parking in lieu of resident vehicular parking is impractical in the winter months.

Response

- The proposal is located within the Inner Urban Transect which encourages 15-minute neighbourhoods, permits zero vehicular parking in smaller residential developments, and prioritizes walking, cycling and transit use.
- Residents are within walking distance of Beechwood Avenue which is a Transit Priority Corridor and a cycling route. This site is located within the Inner Urban Transect where active transportation is encouraged.

Comments Theme 2: Increased public park use and safety of children.

Public Comments and Responses

Comment:

- Concern that the proposed building will cause an increase in harmful users to the nearby public park.
- Concern that an increase in on-street parking due to lack of resident parking negatively impacts the safety of children using the public park.

Response

- Policy direction in the Official Plan is toward increased density targets in Inner Urban Transect and encourages development meeting or exceeding density targets. The proposal adds residential units to the City's housing stock. Increase use of a public park is not a metric used to oppose residential development. Having local residents enjoy nearby amenities, such as a public park, is encouraged and supported by staff.
- The proposal is located approximately 50 metres away from the public park and includes two- and three bedroom units which will attract larger households.

Comments Theme 3: Other Planning Comments / Land-use comments

Public Comments and Responses

Comment:

- Damage to road and adjacent homes due to construction.
- Recommendation to build less residential units and build condominiums instead.
- Concern with bicycle theft due to concentrated bicycle storage.
- Concern with the City's public transportation system in lieu of resident parking.

Response

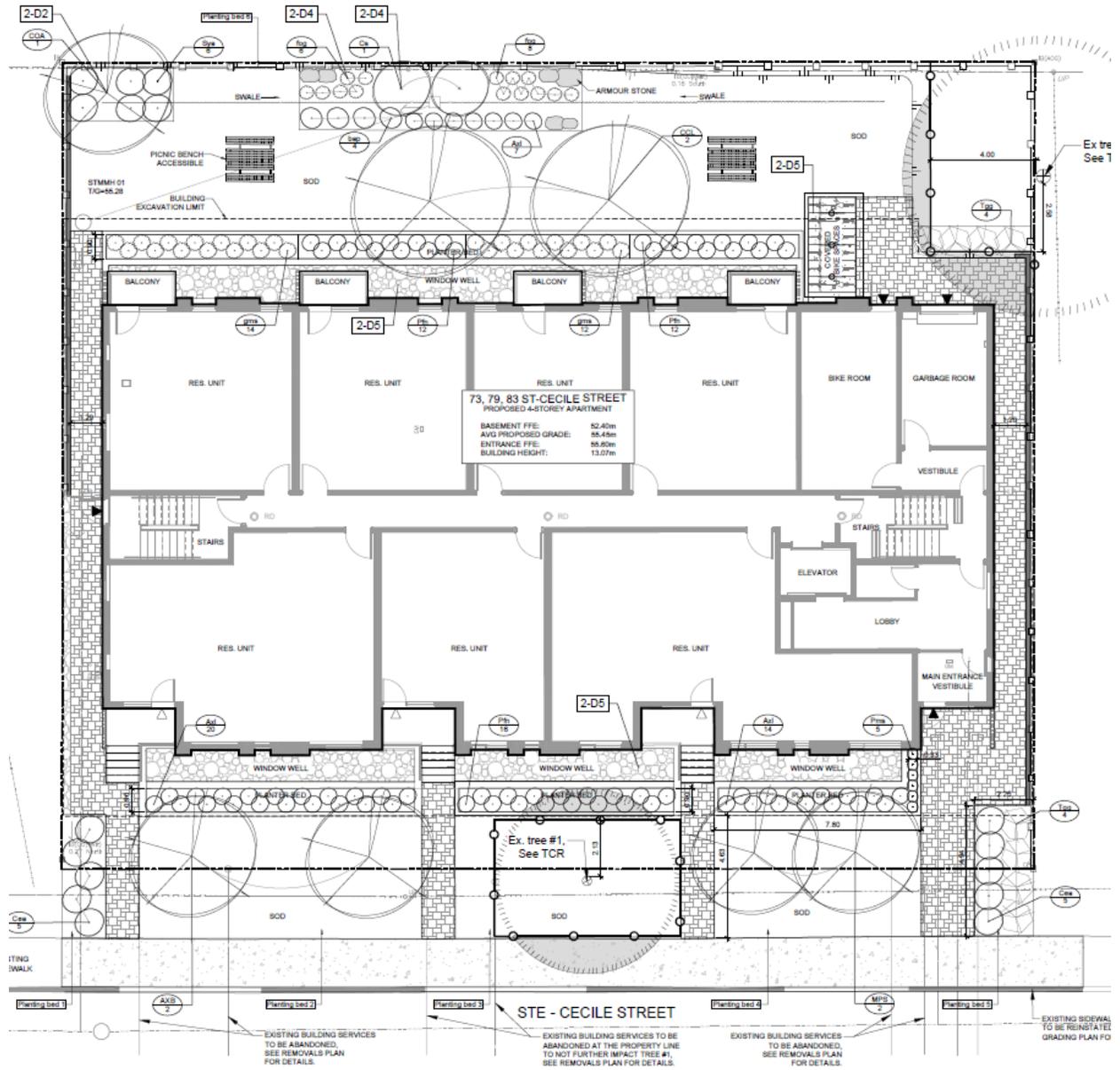
- A concurrent Site Plan Control application accompanies this proposed Zoning By-law Amendment and will contain development requirements to ensure orderly development of the property through the approved plan, conditions of approval, and subsequent building permit requirements.
- The Official Plan encourages a wide range of housing types. Staff are not in a position to recommend condo units over rental units.
- 36 out of 42 bicycle space are contained within the building while the remaining six bicycle spaces are located at the rear of the building away from the public sphere.
- The City encourages higher density development that is less automobile dependent, in close proximity to Corridors, and supports 15-minute neighbourhoods.

Comments Theme 4: Comments by the Vanier Community Association

Comment:

- The Community Association is not in support of the proposal.
- Concern with to the site being outside of the Official Plan's Evolving Overlay.
- Concern with exceeding Inner Urban Transect density targets proposed in the current and proposed new Zoning By-law.
- Concern that lot assembly does not support the proposed density.
- Concern with the proposed heights and overall massing of adverse impacts to neighboring properties, residential character, and street functionality.
- Sub-soil conditions were confirmed by the applicant and does not support the applicant's proposed density.
- Concern with lack of on-site parking and further strain on on-street parking due to nearby and limited transit capacity.
- Concerns with increased delivery services as a result of greater density within an already congested neighbourhood.

Document 4 – Landscape Plan



Document 5 – Building Perspective Conceptual Image

