



November 2025

Committee of Adjustment  
101 Centrepointe Drive  
Ottawa, Ontario  
K2G 5K7

**RE: Application for Minor Variance, Consent**  
**155 Dun Skipper Drive**  
**PIN: 043285555**  
**Owner: 2668867 ONTARIO INC.**

**Committee of Adjustment**  
Received | Reçu le

**2025-11-17**

City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

Dear Committee Members:

The Stirling Group has been retained by the Property Owner to assist with a Minor Variance and consent application for the property located at 155 Dun Skipper Drive. The Legal Description is: PART LOT 22 CONCESSION 4 RIDEAU FRONT GLOUCESTER PARTS 1,2,3,4 AND 5 4R33187 SUBJECT TO AN EASEMENT OVER PART 1, 4R33187 IN FAVOUR OF BLOCK 203, PLAN 4M1653 AS IN OC2273365 SUBJECT TO AN EASEMENT OVER PARTS 2, 3 AND 4 4R33187 IN FAVOUR OF BLOCK 204, PLAN 4M1653 AS IN OC2301591 TOGETHER WITH AN EASEMENT OVER PART BLOCK 204, PLAN 4M1653, PART 9, 4R33187 AS IN OC2301635 CITY OF OTTAWA.

The property was subject to a zoning by-law amendment and site plan control application in 2020 - D07-12-19-0092. At that time, additional permitted uses were added, and the site plan application permitted a new Home Hardware store to be built. In addition, it laid out three additional buildings on the property tentatively earmarked for a hotel, a drive through restaurant, and a commercial use.

As of December 2024, an additional Site Plan application has been submitted to build 'Building B' on the property – see attached overall site plan. This was the building originally slated to be a hotel but as market adjustments have occurred, the proposed use is now a 9-storey, 141-unit rental apartment building geared towards seniors with commercial uses on the ground floor.

An important distinction should be made between what is proposed and a traditional retirement home. As defined by the Retirement Homes Act (RHA), a retirement home is a building that is occupied primarily by persons who are 65 or older, are occupied by at least six people not related to the operator and make available at least two of the thirteen care services set out in the Act. These include providing meals, assistance with bathing, personal hygiene, dressing or ambulation, providing a dementia care program, administering medicine, providing incontinence care or making available the services of a doctor, nurse or pharmacist. This building is only providing one service: meals. There will be employees working in the kitchen & bistro/bar.

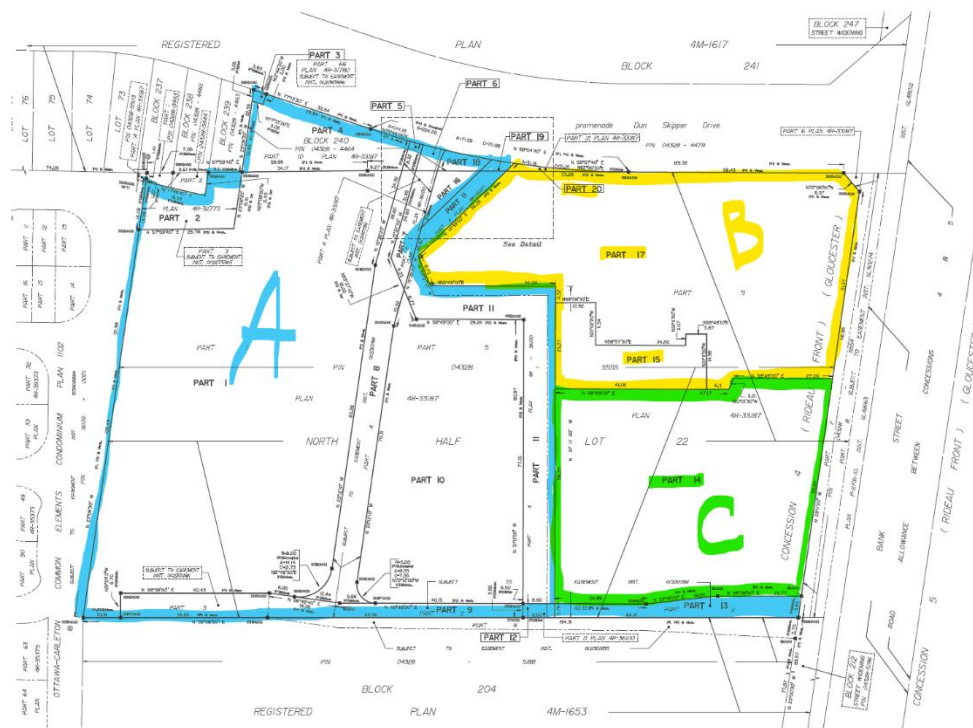
To permit the apartment building, a minor variance is required to the maximum building height provision. A consent application is also required to sever Building B and Building C from Building A and D.

The subject property is zoned General Mixed Use, exception 2615 (GM [2615]) and designated Mainstreet Corridor on Schedule B7 – Suburban (Southeast) Transect of the City of Ottawa Official Plan (2022).

### November 2025 Update

At the Committee Adjustment Meeting of September 16<sup>th</sup>, the subject application (D08-01-25/B-00172 & D08-01-25/B-00174, D08-02-25/A-00187) was requested to be adjourned so that further details regarding the consent application could be worked out. Specifically, how and where are the easements for services and access and more information about how the lots would be independently serviced. Since that time, the Team has been working collaboratively to finalize the consent applications and the draft reference plan.

A draft reference plan is shown below – and submitted with this recirculation – that outlines the Parts and what Building they are applicable to (A,B,C).





Below is a table outlining the proposed easements and their purpose.

**Simplified Schedule of Proposed Easements:**

- Retained Lands – Building A
- Severed Lands – Building B
- Severed Lands – Building C

<b>Easement</b>	<b>Servient Lands</b>	<b>Benefiting Lands</b>
Water Main, Sanitary and Storm Sewer	<p><b><u>Building A:</u></b>  <u>PIN 04328-4464: PARTS 6,19 PLAN 4R-XXXXX</u>  <u>PIN 04328-5555: PARTS 7,11-12 PLAN 4R-XXXXX</u></p>	<p><b><u>Building B:</u></b>  <u>PIN 04328-4464: PART 20 PLAN 4R-XXXXX</u>  <u>PIN 04328-5555: PARTS 17, 15 PLAN 4R-XXXXX</u></p> <p><b><u>Building C:</u></b>  <u>PIN 04328-5555: PART 14 PLAN 4R-XXXXX</u></p>
Drainage and Underground Stormwater Tanks	<p><b><u>Building B:</u></b>  <u>PIN 04328-5555: PARTS 15 PLAN 4R-XXXXX</u></p>	<p><b><u>Building A:</u></b>  <u>PIN 04328-4464: PARTS 3-6, 18-19 PLAN 4R-XXXXX</u>  <u>PIN 04328-5555: PARTS 1-2, 7-13, 16 PLAN 4R-XXXXX</u></p>
Access	<p><b><u>Building A:</u></b>  <u>PIN 04328-4464: PARTS 5-6 PLAN 4R-XXXXX</u>  <u>PIN 04328-5555: PARTS 7-9, 12-13 PLAN 4R-XXXXX</u></p>	<p><b><u>Building B:</u></b>  <u>PIN 04328-4464: PART 20 PLAN 4R-XXXXX</u>  <u>PIN 04328-5555: PARTS 17, 15 PLAN 4R-XXXXX</u></p> <p><b><u>Building C:</u></b>  <u>PIN 04328-5555: PART 14 PLAN 4R-XXXXX</u></p>

The revised draft reference plan remains zoning compliant. The review of the Planning Act Section 51 – Part 24 Compliance as outlined on Page 28 has been completed based on the adjournment and revised draft reference plan and confirms that the proposed severance achieved via a consent application is appropriate for this property.

## SITE LOCATION

The subject property is municipally known as 155 Dun Skipper Drive. The subject property is a corner lot located at the intersection of Bank Street and Dun Skipper Drive in the Findlay Creek Community.

Figure 1 shows an aerial view of the subject property outlined in Orange. Noted in the aerial photo is the Home Hardware that was constructed in 2021 per the previous Site Plan approval mentioned on Page 1. As shown in the aerial photo, the properties are surrounded by residential / future residential uses to the West and South. A site plan application has been submitted for the property directly North for commercial uses. An institutional use exists directly East at 4835 Bank Street.

A copy of the Site Plan is provided on the subsequent page – Figure 2.



Figure 1 – Aerial View of Subject Property

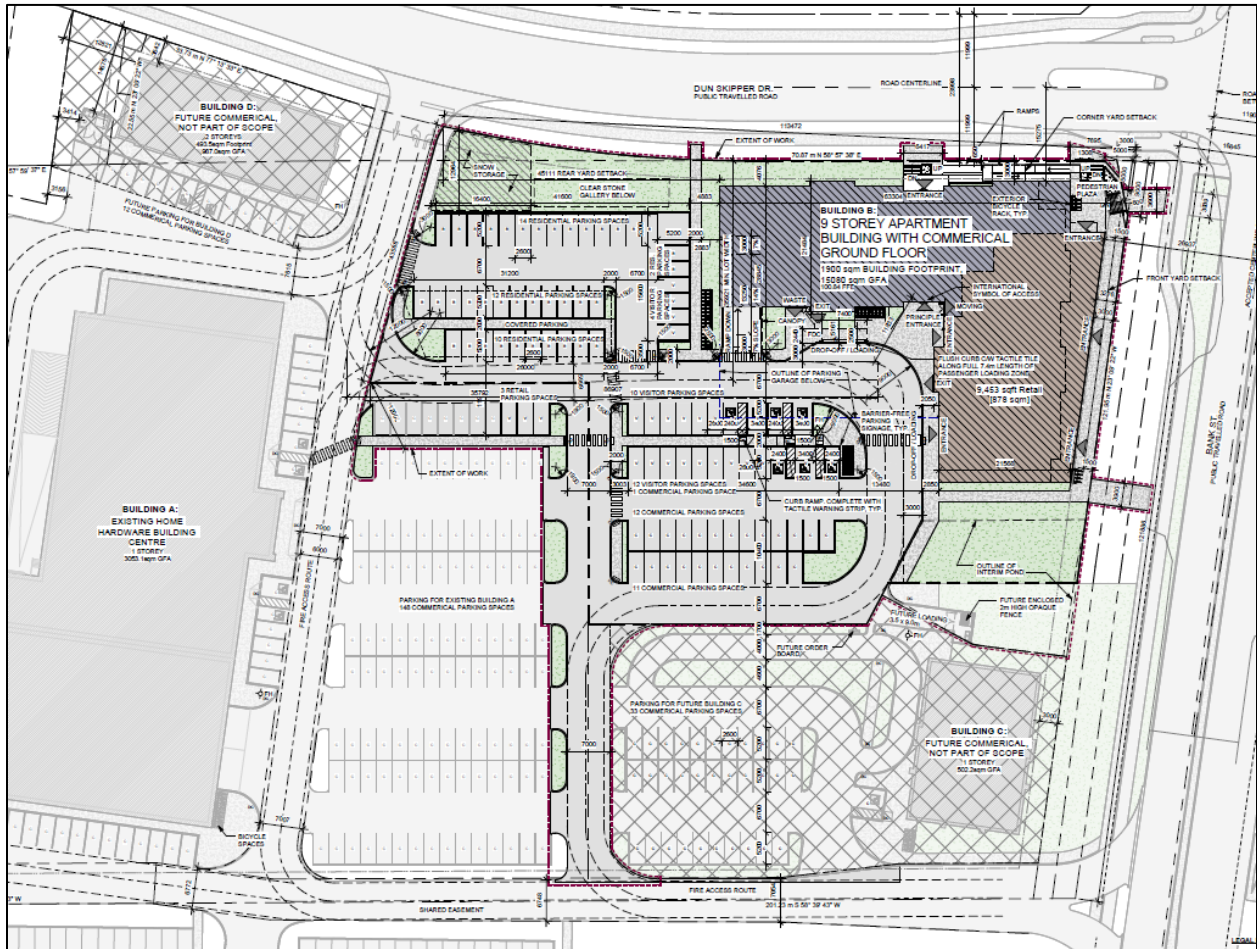


Figure 2 – Proposed Site Plan



## PROVINCIAL POLICY STATEMENT, 2024

The Provincial Planning Statement was issued under section 3 of the Planning Act and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020. The PPS sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

**Section 2.2** notes that “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 by:

- b) permitting and facilitating: ...1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities;
  - *The requested minor variance would facilitate the development of a 9-storey, 141-unit apartment building geared towards seniors with commercial uses on the ground floor. The introduction of this type of building in this community is greatly needed as nothing like it exists. This speaks to the requirement of the PPS; an aging population needs housing options.*
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
  - *The proposed development would promote density on a lot that previously held no residential units. The proposed development efficiently uses land, existing resources and infrastructure.*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
  - *As noted, the proposed development would see the introduction of 141 apartment units on a vacant portion of a lot. The subject property is located along Bank Street and is designated as a Mainstreet Corridor.*

**Section 3.1** speaks to General Policies for Infrastructure and Public Service Facilities and Policy 2. a) notes “the use of existing infrastructure and public service facilities should be optimized”

- *The proposed development would utilize existing services along Dun Skipper Drive that have the capacity to serve this development.*

As demonstrated above, the proposed development and subsequent minor variance application aligns with the Provincial Policy Statement (2024).



## CITY OF OTTAWA OFFICIAL PLAN, 2022

The Official Plan sets forth broad policies that will help govern growth and change in Ottawa, as well as specific policies dependent upon land use designations. Schedule B7 – Suburban (South East) Transect – of the Official Plan identifies the land designation for the subject property as Mainstreet Corridor.

The City of Ottawa's Growth Management Framework is set out in Section 3 of the Official Plan. It focuses on the goal of providing sufficient development opportunities to increase sustainable transportation mode shares and use of existing and planned infrastructure, while reducing greenhouse gas emissions.

The intent of the City's Growth Management Framework is:

- To provide an appropriate range and mix of housing that considered the geographic distribution of new dwelling types and/or sizes to 2046;
- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and,
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed minor variance and consent application at 155 Dun Skipper Drive which would allow for intensification on the subject site meets the following Growth Management Framework policies among others:

- **Policy 3 in Section 3.2** states that the vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors, and adjacent Neighbourhoods.
  - *The subject property is designated Mainstreet Corridor, and the proposal seeks to provide for intensification of the subject property.*
- **Policy 4 in Section 3.2** states that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.
  - *The subject property has municipal water and sewer services along Dun Skipper Drive.*
- **Policy 8 in Section 3.2** states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.
  - *The proposed development seeks to develop the subject site with a mid-rise (9-storey) apartment building with 141 units and commercial uses on the ground floor. Units would range from 1 bedroom to 3 bedrooms.*



**Section 5** of the Official Plan discusses Transects further. Section 5.4 speaks to the Suburban Transect and 5.4.1 Policy 2 states “The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be: c) **Mid-rise** along Mainstreet Corridors” with further direction that says not less than 2 stories, ensuring that the lot fabric can provide a transition to abutting low-rise areas, and setbacks are proportional to the right-of-way.

- *The proposed development is considered mid-rise at 9 stories, along a Mainstreet corridor. Ample room for transition has been provided to the abutting low-rise and the proposal has been worked on with City of Ottawa Urban Design staff to ensure appropriate setbacks and compatibility.*

**Section 5.4.3, Policy 3** further states that “Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows: a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights.”

- *No further secondary plan or area specific policy applies to the subject property. As such, the development of a building up to 9 storeys in height is permitted and encouraged by the Official Plan.*

**Section 6.2** of the Official Plan defines Corridors and notes...“The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.”

**Section 6.2.1, Policy 2**, “Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development: a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations.

- *As illustrated on the site plan, the highest density use – the subject apartment building – is position right adjacent the Corridor designation and lower density, low rise uses are positioned against the lands adjacent that are designated Neighbourhood.*

**Section 6.2.1 Policy 3** says “Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law: a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;

- *As noted throughout this letter, the proposed development is a mixed-use building with commercial uses along the floor and residential uses on the upper floors to contribute to 15-minute neighbourhoods.*



It should be highlighted that **Section 3.2** of the Growth Management Framework, Policy 14 states “An amendment or minor variance to the Zoning By-law shall be required for any increase in height within the height categories, provided the proposed increase is in the same height category. An increase in height to permit a building in a taller height category requires an amendment to this Plan or secondary plan where applicable, in addition to the amendment to the Zoning By-law”.

- *The proposed height increase for the subject property does not move the building into a new height category. Mid-Rise buildings are permitted on the property today and at the proposed 9-storeys, this is still a mid-rise building. Thus, seeking a minor variance to amend this provision is appropriate in accordance with the above-mentioned policy.*

The subject parcel, given that it is designated Mainstreet Corridor, is subject to the provisions outlined in **Table 3a** of the Growth Management Framework – Section 3, City of Ottawa Official Plan, 2022. For the area of Riverside South, a minimum of 5 percent of the dwellings in the proposed building need to be “Large-household dwellings”. As such, 7 units in the proposed building have 3 bedrooms.

As demonstrated above, the proposed development and subsequent minor variance comply with and are supported by the policies found within the City of Ottawa Official Plan (2022).



## CITY OF OTTAWA OFFICIAL PLAN – DESIGN DIRECTIVES

The proposed development aligns with the Urban Design policies listed in Section 4.6 of the City-Wide Policies of the Official Plan.

1. Protection of Views and Enhancement of Scenic Routes
  - *This project has no effect on the views of the Parliament Buildings however it does serve as a gateway structure signposting the southern gateway to Ottawa.*
2. Ensure Capital Investments enhance the City's Streets, Sidewalks and other Public Spaces Supporting a Healthy Lifestyle
  - *The City of Ottawa is currently investing substantially in the improvement of this section of Bank Street including road widening, signalization and sidewalk improvements. This goes hand-in-hand with the new residential neighbourhood of Findlay Creek to the immediate west of the site with its well-planned network of parks, trails and community facilities. This project will help to define the eastern edge of this neighbourhood and presents a positive image of modern, healthy apartment living in close proximity to existing neighbourhood amenities.*
3. Encourage Innovative Design Practices and Technologies in Site Planning and Building Design
  - *This building presents an active, transparent, pedestrian-scaled commercial façade along Bank Street and Dun Skipper Drive as well as a quieter façade at the main building entrance on the interior of the site. The building has been programmed to provide a number of amenities not usually found in apartment buildings including a restaurant, club and hobby rooms, a dog wash facility, golf practice facility and landscaped terraces. Innovative technologies in building design include photovoltaic cladding panels, rooftop stormwater management and a number of energy-saving initiatives.*
4. Ensure Effective Site Planning that Supports the Objectives of Corridors, Hubs and Neighbourhoods
  - *The development frames the adjacent streets and provides clearly visible main entrances from public sidewalks. Conflict between pedestrians and vehicles is minimized by internalizing all servicing and loading areas and by accommodating the majority of vehicular. Surface parking has been generously landscaped. The development will demonstrate universal accessibility in accordance with the City's Accessibility Design Standards.*



5. *Enable the Sensitive Integration of New Developments of Low-rise, Mid-rise and High-rise Buildings to ensure Ottawa meets its Intensification Targets while Considering Liveability for All*
  - *The modest nine-storey height of this project as well as the four-storey height of the new Regional Group apartment buildings to the immediate north of the site are appropriate massings in this Gateway Corridor. They commence the transition in height to the three-storey townhouses and eventually the two-storey single family homes in the Findley Creek development to the west.*



## CITY OF OTTAWA ZONING BY-LAW, 2008-250

The Zoning By-Law sets forth specific policies that will help govern growth and change in Ottawa dependent upon specific land designations. As noted on Page 1, the subject site is zoned General Mixed Use, exception 2615 (GM [2615]).

The below table outlines how the proposed development meets the GM zoning provisions for a, apartment dwelling, mid rise as provided by Table 187

<b>GM - apartment dwelling, mid rise</b>	<b>Required</b>	<b>Provided</b>
Minimum Lot Width	No Minimum	35.9m
Minimum Lot Area	No Minimum	7382 m <sup>2</sup>
Building Height	18m	31 m
Minimum Front Yard	3m	3.2m
Minimum Rear Yard	7.5m	45.1m
Minimum Corner Side Yard	3m	3.2m
Minimum Interior Side Yard	3m	3.2m
Minimum Width of landscaped area	3m	3.2m

As shown above, the proposed development complies with the GM zoning provisions for an apartment dwelling, midrise but requires a variance to the Height provision of the Zoning By-Law.



## DISCUSSION

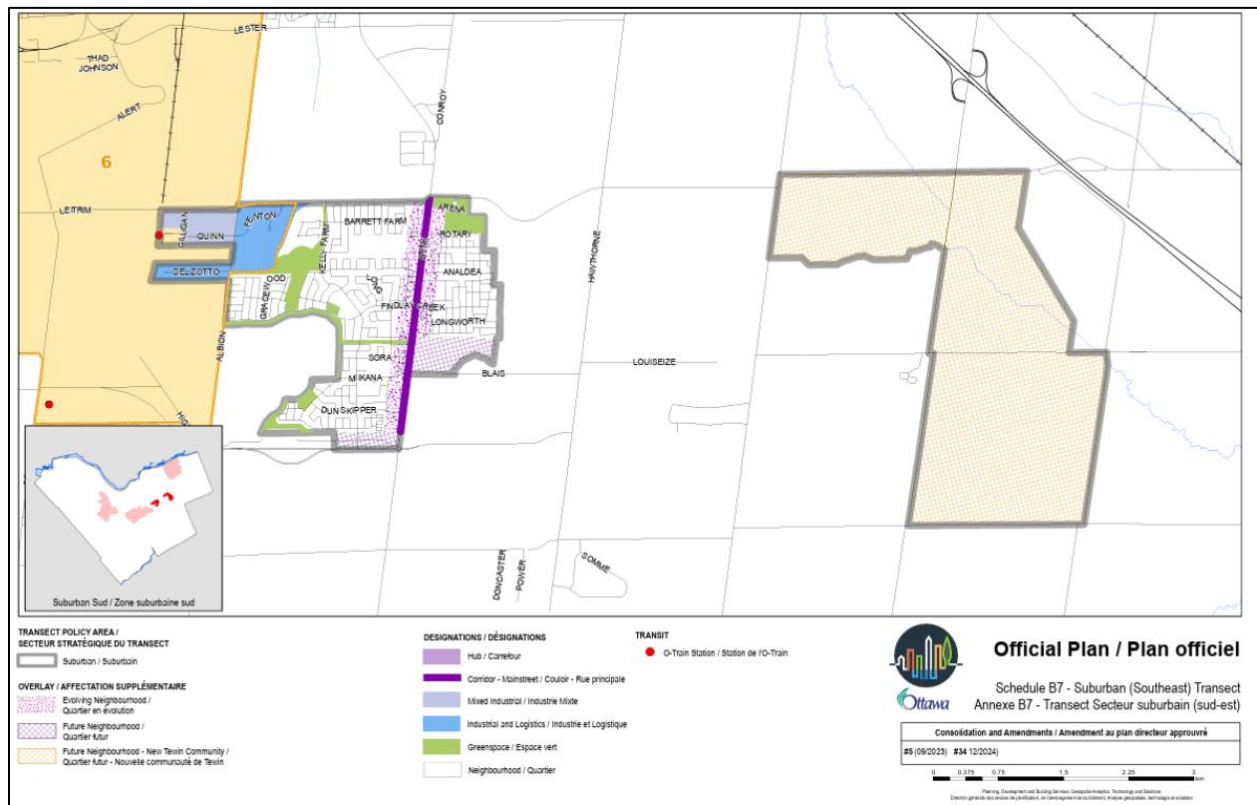
To proceed with the development as proposed, a Minor Variance is required to amend the Height provision in the City of Ottawa Zoning By-Law (2008-250).

As noted in the City of Ottawa Official Plan (2022), the subject property falls within the Suburban (South East) Transect, Schedule B7. The subject property is designated Mainstreet Corridor and under the Official Plan, Mainstreet Corridors within the Suburban Transect are permitted to have building heights between 2 and 9 storeys. As such, the requested height increase, while seemingly drastic, is supported by and implementing the policies outlined in the City of Ottawa Official Plan.

It should be further reiterated that Section 3.2 of the Growth Management Framework, Policy 14 states “An amendment or **minor variance** to the Zoning By-law shall be required for any increase in height within the height categories, provided the proposed increase is in the same height category. An increase in height to permit a building in a taller height category requires an amendment to this Plan or secondary plan where applicable, in addition to the amendment to the Zoning By-law”.

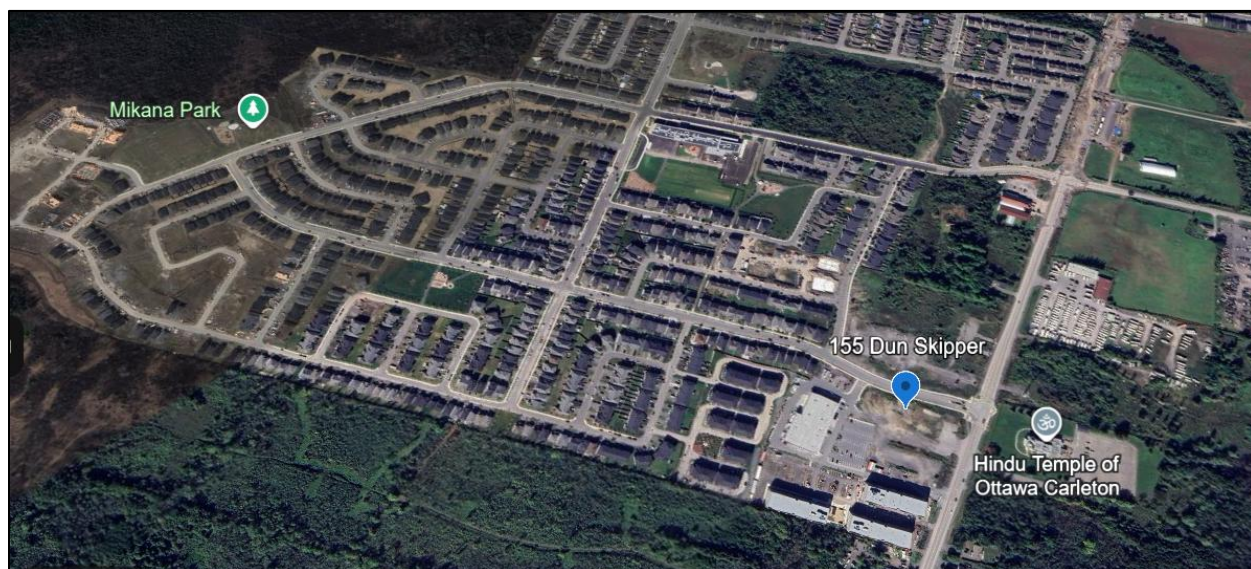
The above-mentioned Policy clearly indicates that seeking a minor variance to amend the height provision – while keeping it within the same height category being mid-rise – is an appropriate mechanism to revise the maximum permitted building height. Significant consultation has been undertaken by the Applicant with City Planning Staff to this effect who have agreed that a minor variance application is an appropriate ‘path’ for the requested height variance.

Schedule B7 of the City of Ottawa Official Plan – Suburban (Southeast) Transect – depicts the section of Bank Street that is designated as Mainstreet Corridor with a dark purple line. As illustrated, the Mainstreet designation begins at Leirtrim Road and moves south past Dun Skipper Drive. Given this, the surrounding properties adjacent 155 Dun Skipper, on both the East and West side of Bank Street and North and South along Bank Street – could be developed in a similar fashion to what is proposed at 155 Dun Skipper; a mid-rise, up to 9 storey building. The development of mid-rise buildings along this stretch of Bank Street would be supported strongly by the Official Plan. Given this, the proposed building and associated height is very much in keeping with the Policy in place and what could be built on the surrounding properties.



The below depicts the proposed massing of the building in the existing context versus the planned context as per the **current zoning**. It is important to note that while the adjacent properties may not be zoned to permit mid-rise heights, the Official Plan strongly encourages mid-rise height on these properties and our understanding is that the New Zoning By-Law – in its second draft form – will implement the policies of the Official Plan encouraging more height.



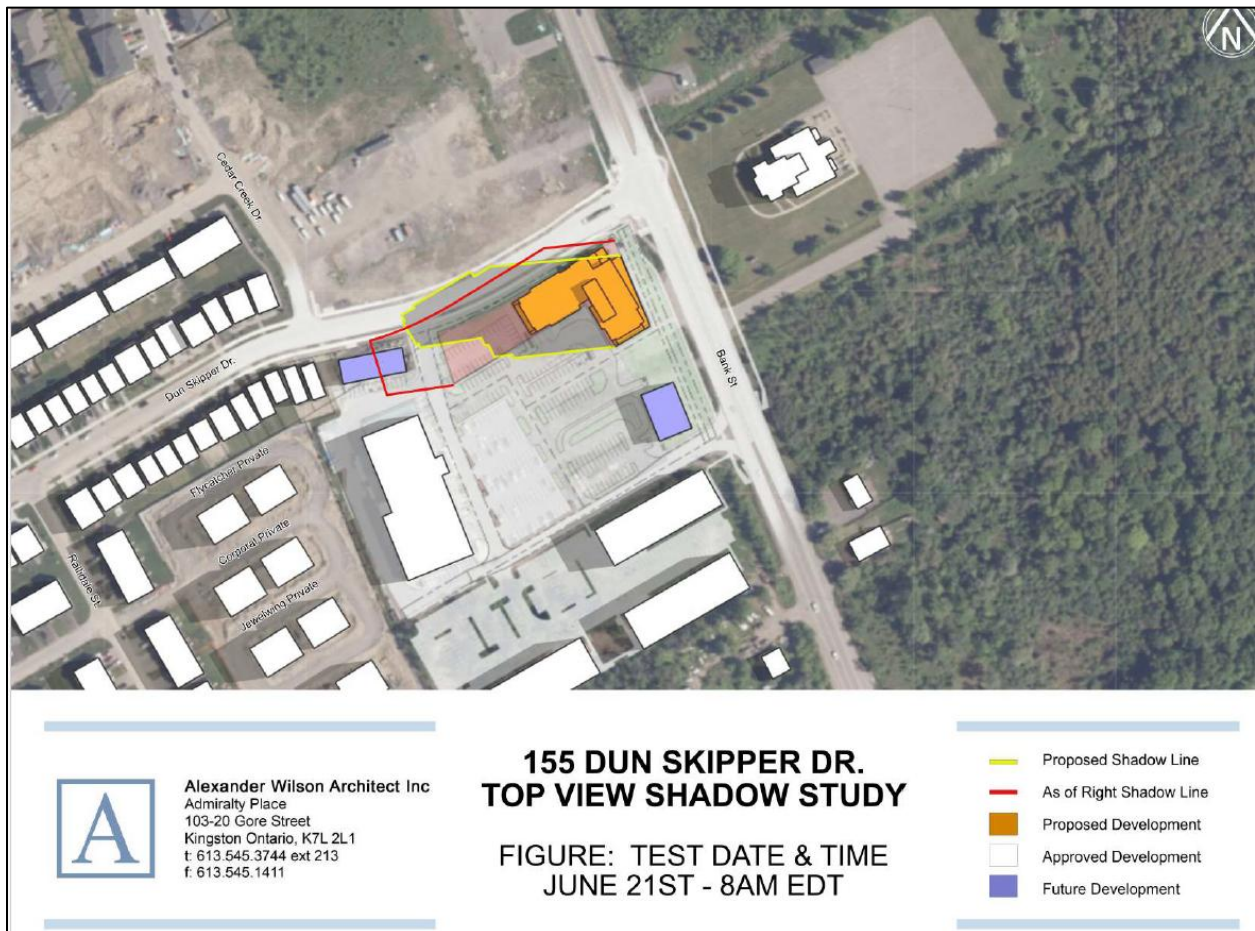


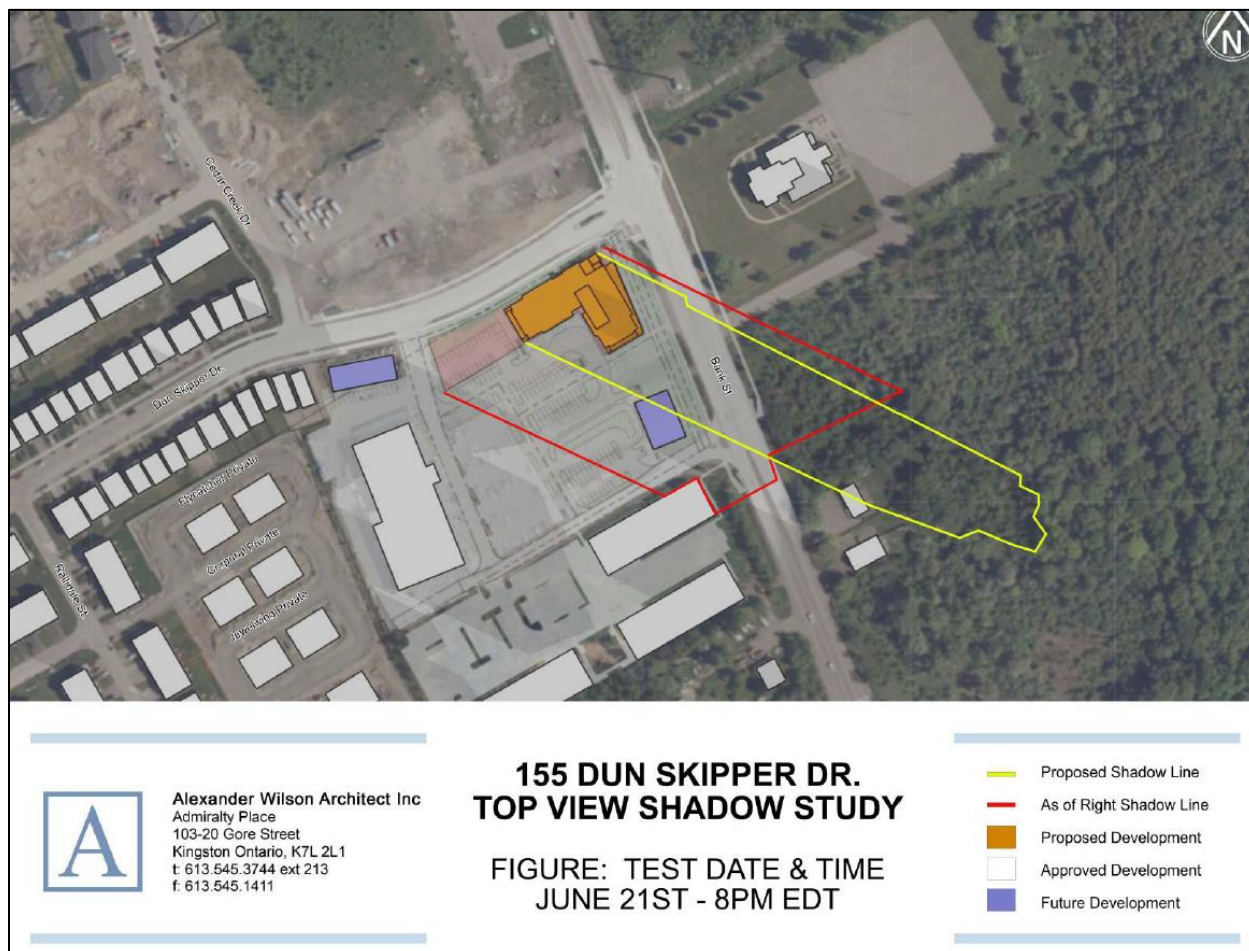
View of the Findlay Park neighbourhood looking North along Bank Street. This aerial view depicts the three new Regional Group apartment buildings just to the South of the subject property.

*Shadow Study - ALEXANDER WILSON ARCHITECT INC.*

As part of the Site Plan Control application submitted concurrently, a Shadow Study has been completed. Because the proposed building is a mid-rise building, shadow increments have been studied on an hourly basis comparing the ‘as of right’ shadow versus the proposed shadow. This study has been submitted in support of this minor variance application but a summary is included below. For the purposes of keeping the material concise, graphics are shown below of the most impactful shadow time in the morning and the most impactful shadow time in the evening across June, September, and December.

**June**





As noted in the 8 AM shadow graphic, the shadow of the proposed building projects only slightly further on to Dun Skipper Drive than the 'as of right' shadow.

Similarly, at 8 PM, the height of the proposed building causes a taller shadow than the 'as of right' shadow but projects on to a predominately vacant piece of land. This land falls outside the urban boundary and would not be subject to urban development.

September

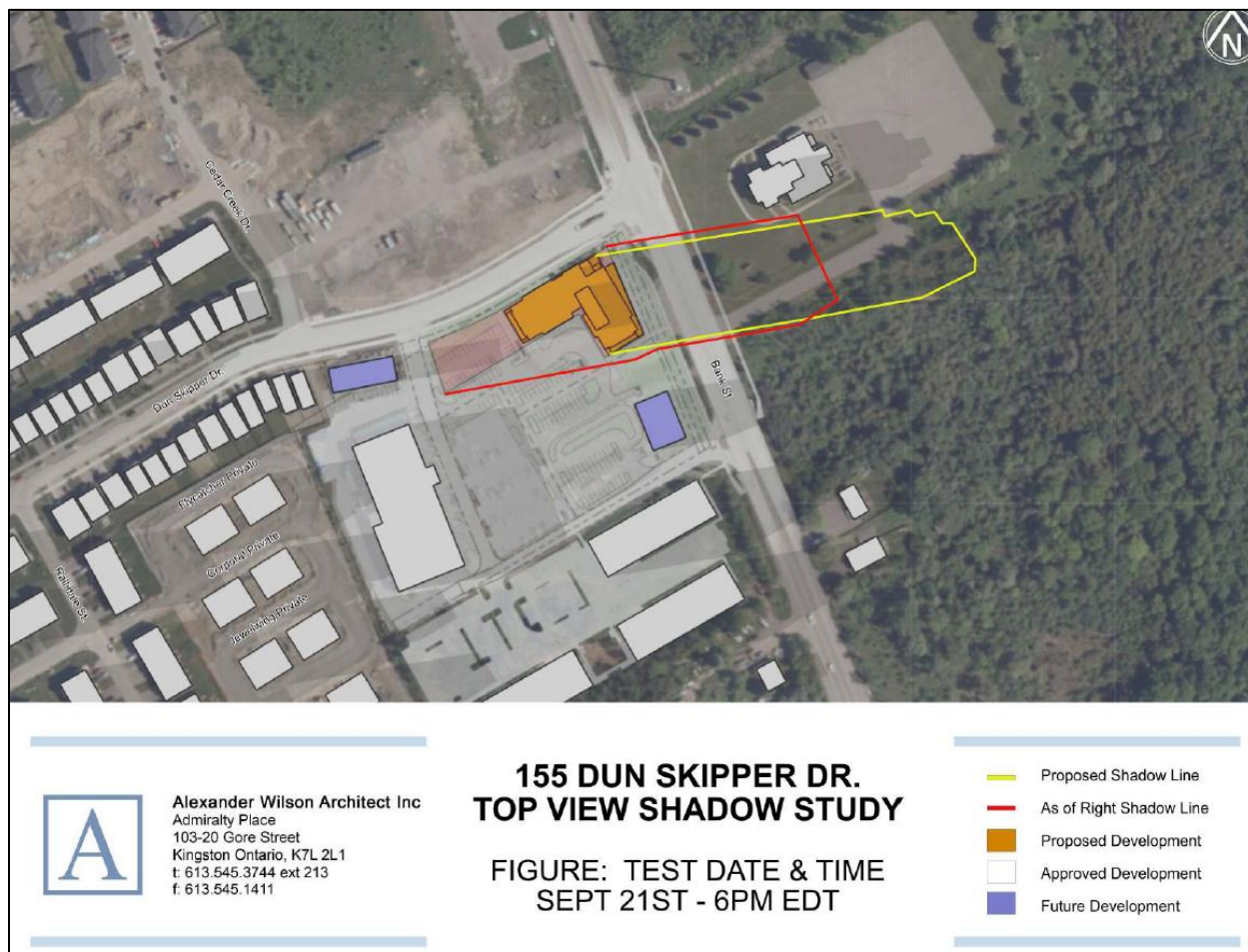


**Alexander Wilson Architect Inc**  
 Admiralty Place  
 103-20 Gore Street  
 Kingston Ontario, K7L 2L1  
 t: 613.545.3744 ext 213  
 f: 613.545.1411

**155 DUN SKIPPER DR.  
 TOP VIEW SHADOW STUDY**

**FIGURE: TEST DATE & TIME  
 SEPT 21ST - 8AM EDT**

- Proposed Shadow Line
- As of Right Shadow Line
- Proposed Development
- Approved Development
- Future Development



As noted in the 8 AM shadow graphic, the shadow of the proposed building projects slightly further on to the adjacent property at 150 Dun Skipper Drive. A Site Plan Application has been received for this property which proposes a shopping centre with a total Gross Floor Area of 5,145 square metres divided among four buildings. The proposed shadow line therefore would fall largely on a commercial shopping plaza with minimal impact.

At 6 PM, the height of the proposed building causes a taller shadow than the 'as of right' shadow but projects adjacent to the existing Hindu Temple of Ottawa Carleton. The temple itself and the parking lot would not be impacted by the proposed shadow line.

December

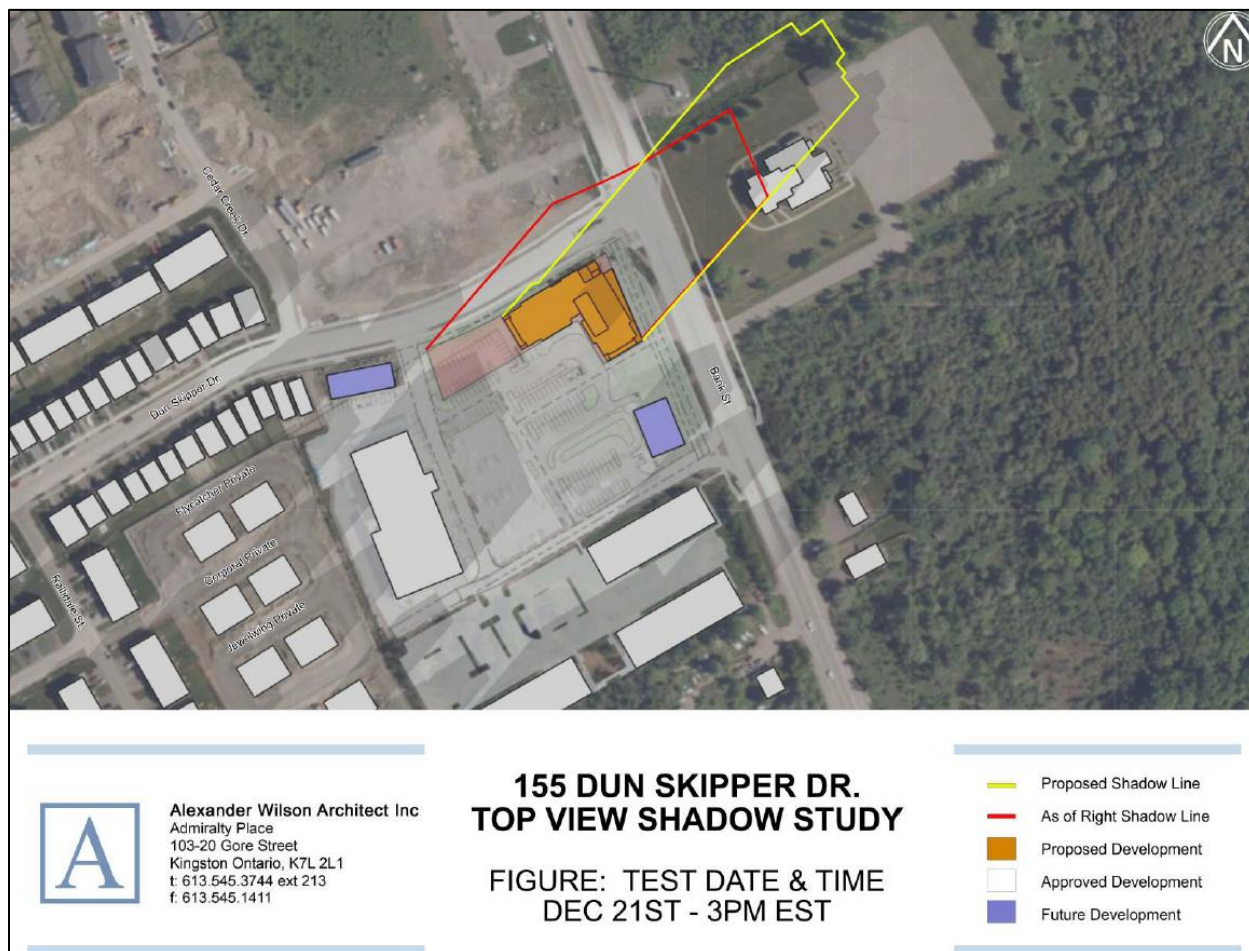


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**155 DUN SKIPPER DR.  
 TOP VIEW SHADOW STUDY**

**FIGURE: TEST DATE & TIME  
 DEC 21ST - 9AM EST**


- Proposed Shadow Line
- As of Right Shadow Line
- Proposed Development
- Approved Development
- Future Development




In the 9 AM shadow graphic, the shadow of the proposed building projects further on to the adjacent property at 150 Dun Skipper Drive but casts a more narrow shadow than the ‘as of right’ shadow line. As stated above regarding the September graphics, 150 Dun Skipper is proposed as a commercial shopping plaza.

At 3 PM, the height of the proposed building causes a taller shadow than the ‘as of right’ shadow and does cast partially on to the Hindu Temple of Ottawa Carleton. However, when reviewing the Temple’s Hours of Operation, they are closed during the week at 3 PM and only re-open at 5:30 PM when the sun would be set in December anyhow. This further illustrates the minimal impacts that the proposed building height would have on the adjacent properties.




 4835 Bank St, Gloucester, ON K1X 1G6

 **Closed** ^

Tuesday	8:30–10:30 a.m. 5:30–8:30 p.m.
Wednesday	8:30–10:30 a.m. 5:30–8:30 p.m.
Thursday	8:30–10:30 a.m. 5:30–8:30 p.m.
Friday	8:30–10:30 a.m. 5:30–8:30 p.m.
Saturday	8:30 a.m.–8:30 p.m.
Sunday	8:30 a.m.–8:30 p.m.
Monday	8:30–10:30 a.m. 5:30–8:30 p.m.

[Suggest new hours](#)

 hindutemple.ca

### Noise Study – Gradient Wind

- A noise study was completed as part of the Site Plan Control application in support of the proposed development. A copy has been submitted along with this application but a summary has been provided below
- The report notes that the major contributor to traffic noise is Bank Street
- The results of the analysis indicate that noise levels will range between 63 and 74 dBA during the daytime period (07:00-23:00) and between 62 and 66 dBA during the nighttime period (23:00-07:00)
- The highest noise level (74 dBA) occurs along the east façade of the building, which is nearest and most exposed to Bank Street
- Results of the calculations indicate that the development will require central air conditioning, or a similar mechanical system, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, a Type D Warning Clause will be required in all Agreements of Purchase and Sale and Lease Agreements
- Noise levels at level 2 east terrace and level 9 northeast terrace are expected to exceed the 60 dBA OLA noise criterion during the daytime period for a ‘living area’
  - *These terraces are expected to be used as outdoor living areas and as such, 2.5m noise barriers will be installed in the below highlighted areas*



PERSPECTIVE - FROM NORTH-EAST

- Gradient conducted a satellite review of the area and found out that there is some mechanical equipment on the rooftop of the nearby Home Hardware building. However, due to the distance between this building and the study site, the equipment is not anticipated to adversely impact the proposed development. Moreover, the proposed development will have upgraded building components and central air conditioning or a similar mechanical system
- Regarding stationary noise impacts from the development on the surroundings, these can be minimized by judicious placement of mechanical equipment such as its



placement on the central area of a high roof or in a mechanical penthouse, or the incorporation of silencers and noise screens as necessary

- *Mechanical equipment has been placed in a central area of the rooftop as shown in the elevations*
- Ultimately, the building will be designed to comply with the ENCG Sound Level Limits and the City of Ottawa Noise By-Law No. 2017-255.

### Wind Study – Gradient Wind

- A wind study was completed as part of the Site Plan Control application in support of the proposed development. A copy has been submitted along with this application but a summary has been provided below
- The purpose of the report is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.
- The results indicate that most 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 surrounding sidewalks, transit stops, drop-off areas, neighboring existing and proposed surface parking lots and drive aisles, walkways, and in the vicinity of building access points, are **considered acceptable**.
- Depending on programming, conditions within the proposed pedestrian plaza to the northeast may be considered acceptable. Specifically, if the north area of the space will not include designated seating areas or programmed sedentary uses, the conditions within the space may be considered as acceptable.
  - *As noted in the elevations, no seating area is proposed within this pedestrian plaza that would ‘invite’ someone to sit in this area*
- Regarding the common amenity terrace serving the proposed development at Level 9, conditions during the typical use period (May to October, inclusive) are predicted to be suitable for sitting, which is considered acceptable. This amenity area is shown below.

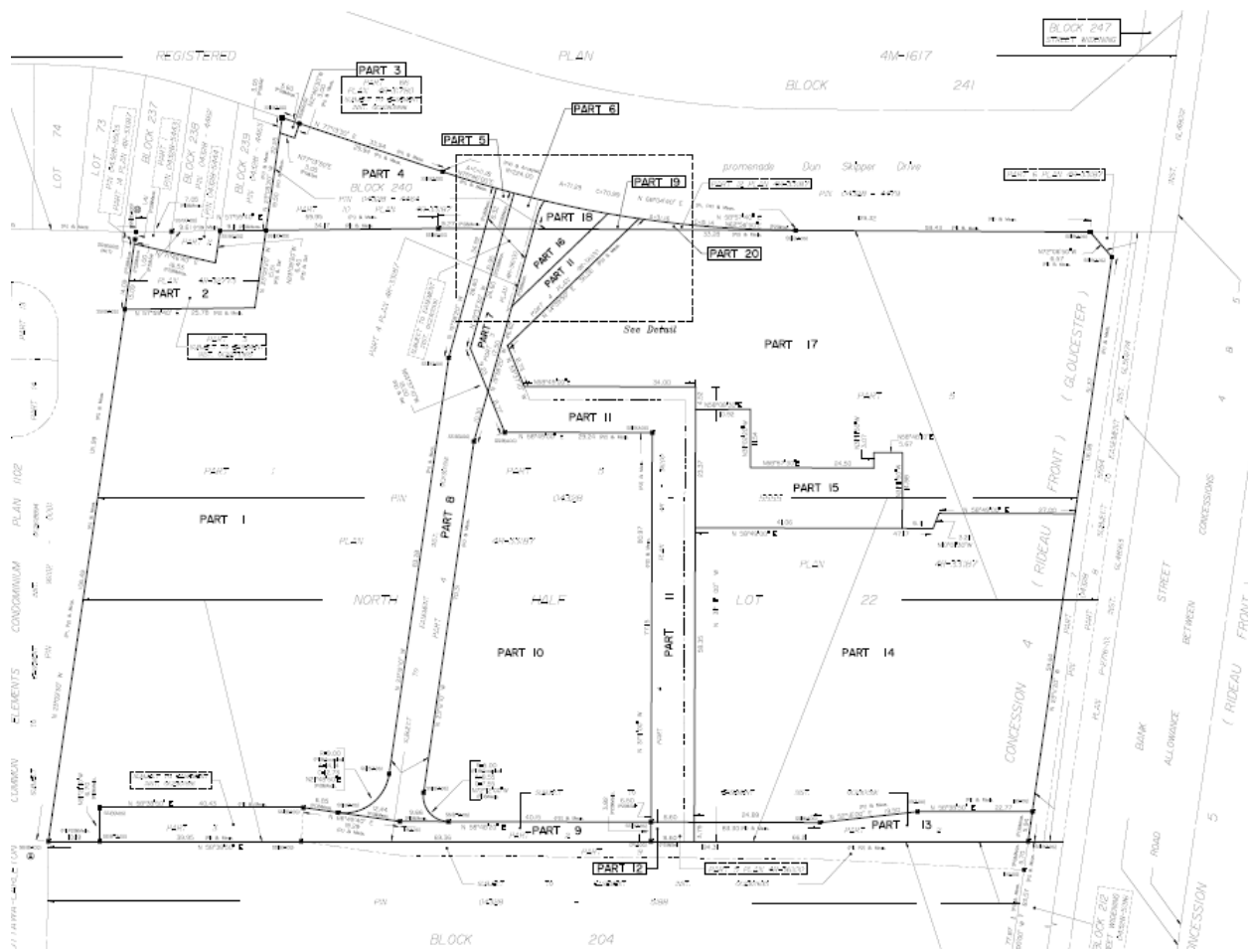




## CONSENT

A Consent application has been submitted to sever Building B and future Building C from Building A and D. This consent application is just to allow the Property Owner to operate the various buildings under separate businesses. The proposed consent applications are zoning compliant.

A copy of the proposed draft reference plan is shown below and has been submitted with this application. Below is the revised reference plan that has been prepared as a result of the adjournment in September 2025.



Planning Act Section 51 – Part 24 Compliance

Provision	Applicability	Application Compliance
(a) The effect of the development of the proposed subdivision on matters of provincial interest as referred to in section 2.	Yes	The Provincial Policy Statement (PPS) provides direction on matters of provincial interest on land use planning which local planning decisions must be consistent with. The policies of the PPS focus growth within settlement areas with lands uses managed to accommodate a full range of current and future needs taking advantage of existing infrastructure. The proposed consent conforms to the overall objectives and intent of the PPS.
(b) Whether the proposed subdivision is premature or in the public interest;	Yes	The subject lands are designated for this type of development – mid-rise apartment building. The consent is therefore in the public interest as it allows for the development of much needed apartment units.
(c) Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	Yes	The parcels conform to the appropriate Official Plan policies.
(d) The suitability of the land for the purposes for which it is to be subdivided;	Yes	The consent application is meant to facilitate the creation of 2 new lots within a larger piece of property. The consent is merely for business operating



		purposes and the property as whole will continue to be operated by one Owner.
(e) If any affordable housing is being proposed the suitability of the proposed units for affordable housing;	No	
(f) The number, width, location and proposed grades and elevations of highways and the adequacy of them, and the highways linking the highways in the proposing subdivision with the established highway system in the vicinity and the adequacy of them;	No	
(g) The dimensions and shapes of the proposed lots;	Yes	The retained parcel is of an appropriate size to continue to function in the same manner as it does today which is an existing Home Hardware store that is fully zoning compliant. The severed parcels are of a size and dimension that is an appropriate in the context of the streetscape as demonstrated in this Planning Letter.
(h) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on the adjoining land;	No	There are no restrictions on the lands to be severed.
(i) Conservation of natural resources and flood control;	No	



(j) The adequacy of utilities and municipal services;	Yes	Services are internal to the site and the proposed new Building B will connect to those services with appropriate permissions in place (ECA).
(k) The adequacy of school sites;	No	
(l) The area of land, if any, within the proposed subdivision that, exclusive of highways is to be conveyed or dedicated for public purposes;	Yes	Appropriately sized Right-of-Ways have been dedicated as part of the original site plan application on this property and are shown on the site plan.
(m) The extent to which the plan's design optimized the available supply, means of supplying, efficient use and conservation of energy; and	No	
(n) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designed under subsection 41(2) of this Act or subsection 114(2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31(2); 2006, c.23, s. 22 (3,4); 2016, c. 25, Sched. 4, s. 8 (2).	Yes	The subject parcel is subject to site plan control. An application has been submitted concurrently to this application. Future development on the severed parcels would also be subject to the Site Plan Control bylaw.



## FOUR TESTS

Based on the rationale provided, the proposed variance meets the four tests of a minor variance as described in Section 45 of the Planning Act.

1. The variance is minor.
  - The requested variance is minor in nature and will have no impact on adjacent properties given that they are designated to permit a similar size and scale of building. Supporting studies – design directives, wind, noise, shadow – illustrate the minimal impacts that the proposed height variance will have on the surrounding properties.
2. The variance is desirable for the appropriate development or use of the property.
  - The requested variance is appropriate so that intensification can be constructed to assist the City of Ottawa’s housing goals and contribute to a density that supports the 15-minute neighbourhood.
3. The general intent and purpose of the Zoning By-law is maintained.
  - The proposed apartment dwelling, mid-rise is permitted within the GM [2615]). The proposed building meets all other provisions of the zoning by-law. The requested variance is to bring the subject property into conformity with the Official Plan designation being Mainstreet Corridor.
4. The general intent and purpose of the Official Plan is maintained.
  - The site is designated Mainstreet Corridor and as such, the construction of a mixed use building in mid-rise form is consistent with the strategic direction of the Official Plan.



## SUMMARY

The applicant is seeking a minor variance for the property located at 155 Dun Skipper Road to permit the development of a 9-story, mid-rise, apartment building with commercial uses on the ground floor. This will allow for the development of 141 residential rental units.

The proposed development and subsequent required variance is consistent with the policies in the 2024 Provincial Policy Statement, the City of Ottawa Official Plan, and comply with the intent of the Zoning By-Law requirements of the General Mixed Use, exception 2615 (GM [2615]) zone.

Please contact us if you require any additional information.

*Alison Clarke*

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The Stirling Group