



## **1835 Stittsville Main Street**

Planning Rationale  
Zoning By-law Amendment  
February 11, 2022



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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Jennifer McGahan (owner), to prepare this Planning Rationale in support of a Zoning By-law Amendment application for the property known municipally as 1835 Stittsville Main Street (the “subject property”) in the Stittsville community of the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed Zoning By-law Amendment against the applicable policy and regulatory framework and to demonstrate how the proposed amendment is appropriate for the subject property and compatible with surrounding land uses and existing infrastructure.

## 1.1 Application History

A pre-application consultation meeting was held with the City of Ottawa on January 25, 2021. At this meeting the applicant met with representatives from planning, forestry, infrastructure, and transportation to discuss a potential severance and serviceability of the subject property. Staff noted that a Major Zoning By-law Amendment was required to permit the proposed severance and subsequent development of the subject property. Notes from the meeting were provided to the applicant, dated February 12, 2021.

## 1.2 Purpose of Application

The purpose of the Zoning By-law Amendment application is to rezone the property from RU – Rural Countryside Zone to R1D – Residential First Density Zone, Subzone D. As the property is located in the urban area, coinciding with the Public Service Area, the existing RU zone on the property is inappropriate. The R1D zone is currently applied to other residential properties fronting along this segment of Stittsville Main Street.

The Zoning By-law Amendment application will be followed by a Consent application to the Committee of Adjustment to sever the subject property into three (3) separately conveyable lots. One (1) lot, to be retained by the owner, will continue to accommodate the existing detached dwelling. The two (2) severed lots are intended to accommodate new detached dwellings. The R1D Zone will enable the proposed lot severance.

# 2.0 Subject Property and Surrounding Context

## 2.1 Subject Property

The subject property is located in Stittsville and is municipally known as 1835 Stittsville Main Street. The property has a frontage of approximately 118 metres along the east side of Stittsville Main Street and an area of 5,294.98 square metres (0.53 hectares). The property currently accommodates a detached dwelling, with mature vegetation on the balance of the property.

The property is accessed from Stittsville Main Street by means of a shared access driveway that also provides one point of connection to 1845 Stittsville Main Street to the immediate south. GeoOttawa aerial imagery indicates that the access driveway has existed since at least 1976. The shared driveway is located within the City right-of-way (ROW), adjacent to the Stittsville Main Street roadway. The driveway is not actively maintained by the City of Ottawa, and the current owner has assumed *de facto* responsibility for maintenance. A hydro line is also located within the City ROW between Stittsville Main Street and the shared driveway.

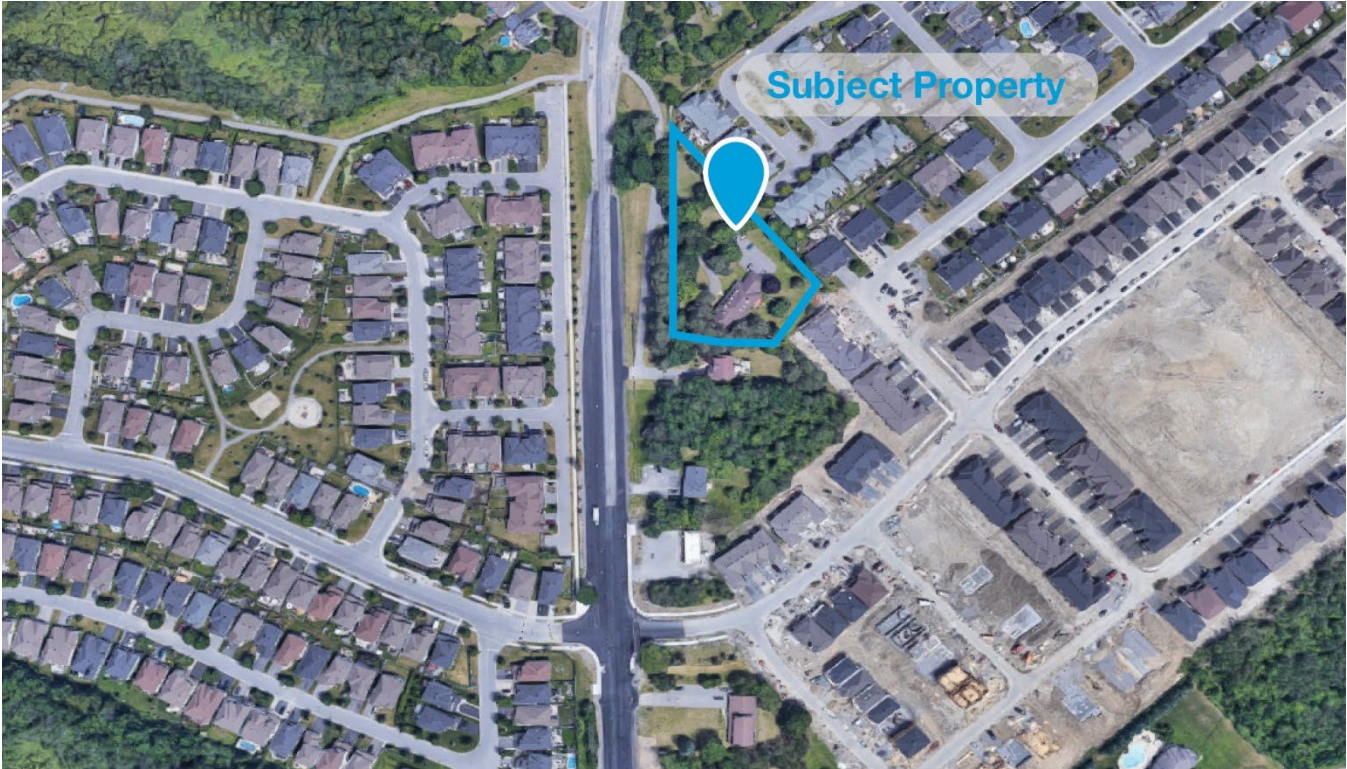


Figure 1: Aerial Photograph Showing Subject Property (Google Maps)



Figure 2: Vehicular Access to Subject Property



Figure 3: View of Subject Property to/from Hartsmere Drive



Figure 4: Views of Subject Property

The surrounding area is comprised of predominantly low-rise residential land uses including detached, semi-detached, and townhouses.

The following land uses are present in the area surrounding the subject property:

**North:** Immediately north of the subject property is 1815 Stittsville Main Street, a property zoned R1D. Further north are additional detached dwellings on similar-sized lots zoned R1D and R1L.

**East:** To the immediate east there is a cluster of condominium townhouses along Evelyn Powers Private. Hartsmere Drive is also located to the east of the subject property, with semi-detached dwellings and townhouses fronting onto the street.

**South:** Immediately south of the subject property is 1845 Stittsville Main Street, which is developed with a detached dwelling. This property shares the access driveway with the subject property off of Stittsville Main Street in the City ROW.

**West:** To the immediate west of the subject property there is an access driveway that runs parallel to Stittsville Main Street. On the west side of Stittsville Main Street are additional residential subdivisions constructed in approximately 2009.

### 2.3 Transportation Network

Stittsville Main Street is an Arterial Road that runs north-south through Stittsville. It is a two-way road, with one lane in each direction. The subject property is accessed by a private shared driveway that features two connection points with Stittsville Main Street.

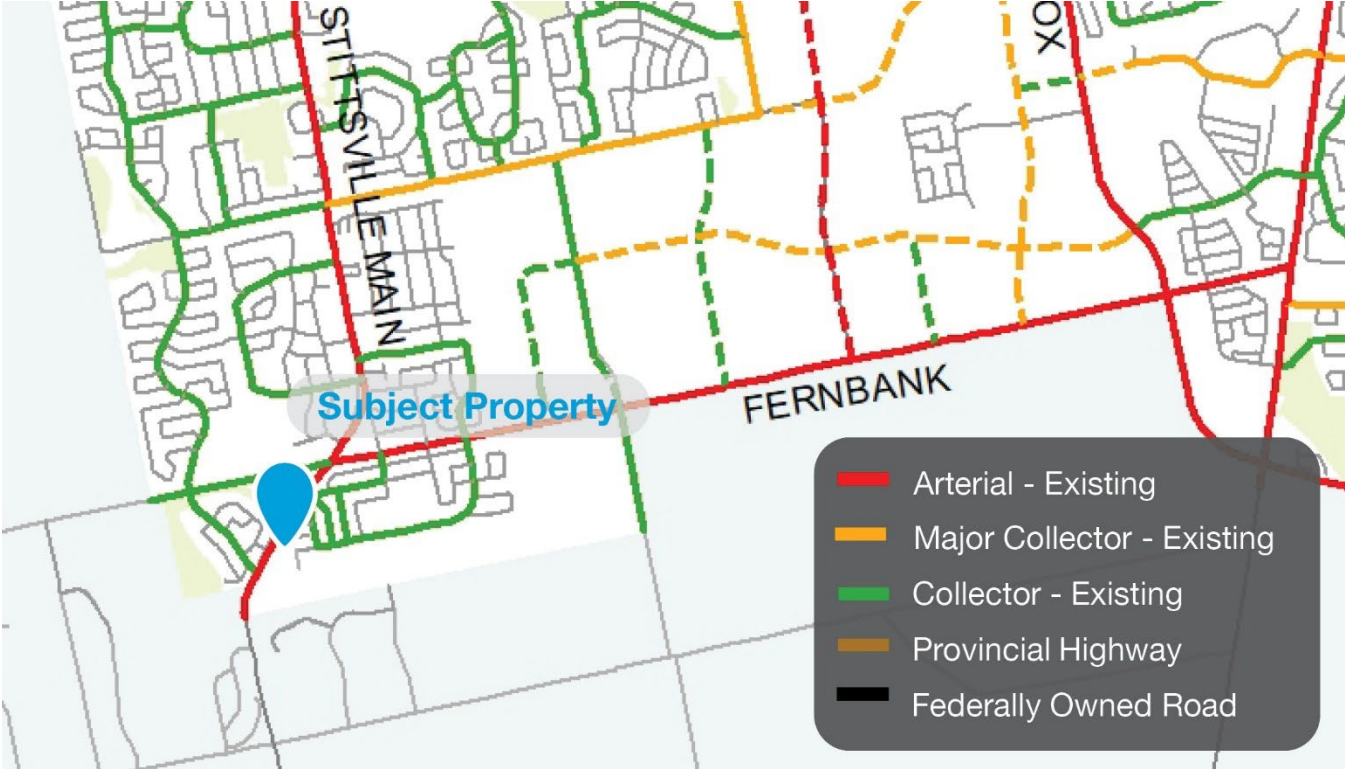


Figure 5: Schedule E - City of Ottawa Official Plan



# 3.0 Proposed Development

## 3.1 Proposed Concept

The proposed concept seeks to create two (2) new residential lots on the north portion of the property, as shown in Figure 6. The existing dwelling is proposed to remain on the southern lot, with the two new lots designed to accommodate detached dwellings in the future. While the Concept Plan illustrates potential building footprints on the severed parcels, construction of these dwellings will be completed by future owners of the parcels and are not proposed by the owner as part of the application.

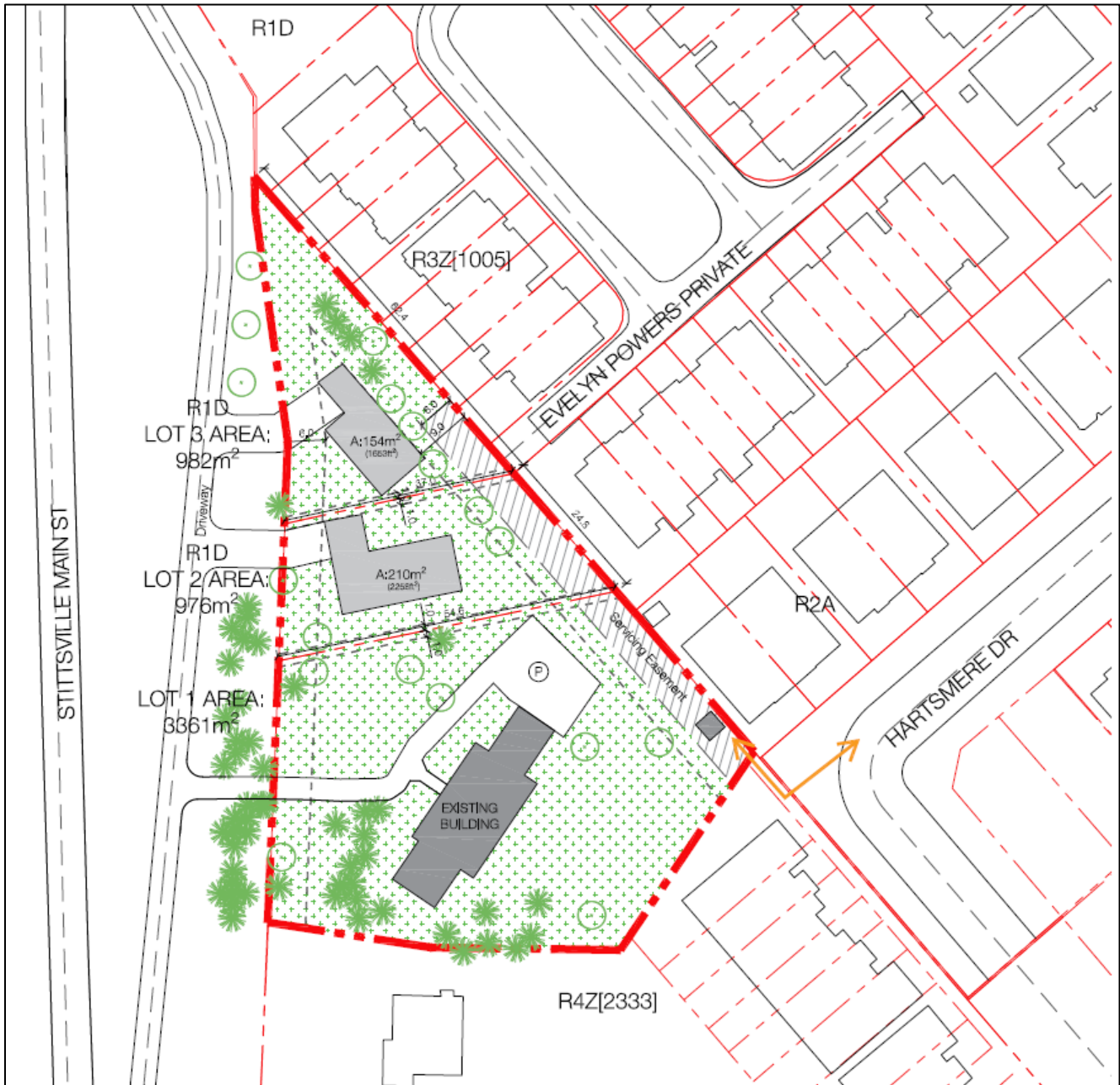


Figure 6: Concept Plan showing proposed lot configuration and potential building footprints

### 3.1.1 Lot Fabric

The proposed lot sizes and shapes are consistent with the lot fabric for other R1D zoned properties in the surrounding area. The retained lot (Lot 1) will have an area of 3,361 square metres, Lot 2 will have an area of 976 square metres, and Lot 3 will have an area of 982 square metres. Each lot is designed to exceed the minimum lot area requirement of 600 square metres for lots in the R1D zone. The frontages for each of the lots also exceed the minimum lot width requirement of 20 metres.

The lots are also designed to accommodate a likely detached dwelling footprint on the property while respecting required setbacks in the R1D subzone. Required setbacks are included as dashed lines on the Concept Plan.

### 3.1.2 Servicing

The subject property is currently serviced with a private well and septic tank. In the proposed future development, water and sanitary servicing connections for each of the proposed lots will be provided at the rear of the property through a private extension to existing municipal servicing infrastructure on Hartsmere Drive. The location of the servicing connections is illustrated with an orange arrow on Figure 6.

A 6-metre-wide easement corridor intended to accommodate these services will be created along the eastern edge of each of the properties through the forthcoming Consent application. Civil engineering materials submitted with this application demonstrate that the 6-metre width is adequate to accommodate the infrastructure.

The proposed linear services are proposed to extend from existing servicing connection points in the Hartsmere Drive right-of-way across an existing easement over 205 Hartsmere Drive. The easement is shown on the Survey Plan extract in Figure 7 below. Capped servicing connections for stormwater, wastewater, and water were installed adjacent to the easement at the time of construction of Hartsmere Drive in 2017.

The linear services will be installed within the new proposed easement along the eastern edge of the property, providing new servicing connections for the proposed lots. The existing dwelling will be connected to the new services, and the existing private well and septic systems will be decommissioned. The proposed easement will be governed by a Joint Use and Maintenance Agreement, with responsibility for the linear services shared among the three landowners. The City of Ottawa will retain the ability to shut off services in emergency situations at the connection point with Hartsmere Drive.

Servicing by means of an easement at the rear of the properties is an appropriate solution for three detached dwellings, for which governance through a Joint Use and Maintenance Agreement will be simple and effective. Such arrangements are common for Planned Unit Developments elsewhere in Ottawa, which typically contain more than three units. The approach capitalizes on the presence of existing services adjacent to the subject property and avoiding an inefficient extension of services along Stittsville Main Street.

Servicing from Stittsville Main Street was determined to be impractical for several reasons, including constructability, impact to trees, cost, and impact to municipal infrastructure. The routing through Stittsville Main Street would require:

- / A 170-metre extension, crossing the municipal ROW;
- / Partial road restoration;
- / Significant rock excavation;
- / Additional re-grading requirements to facilitate drainage, counter to the natural slope down to the southeast;
- / Inefficiencies connecting the existing dwelling to the new services, as existing connections are at the rear of the dwelling; and
- / Longer service connections across a municipal ROW.

By contrast, the routing through Hartsmere Drive is shorter, less disruptive, and presents more potential for preserving existing mature trees. The connection from Hartsmere Drive was always the intended servicing approach for this property, as evidenced by the capped services and easement to the southeast.

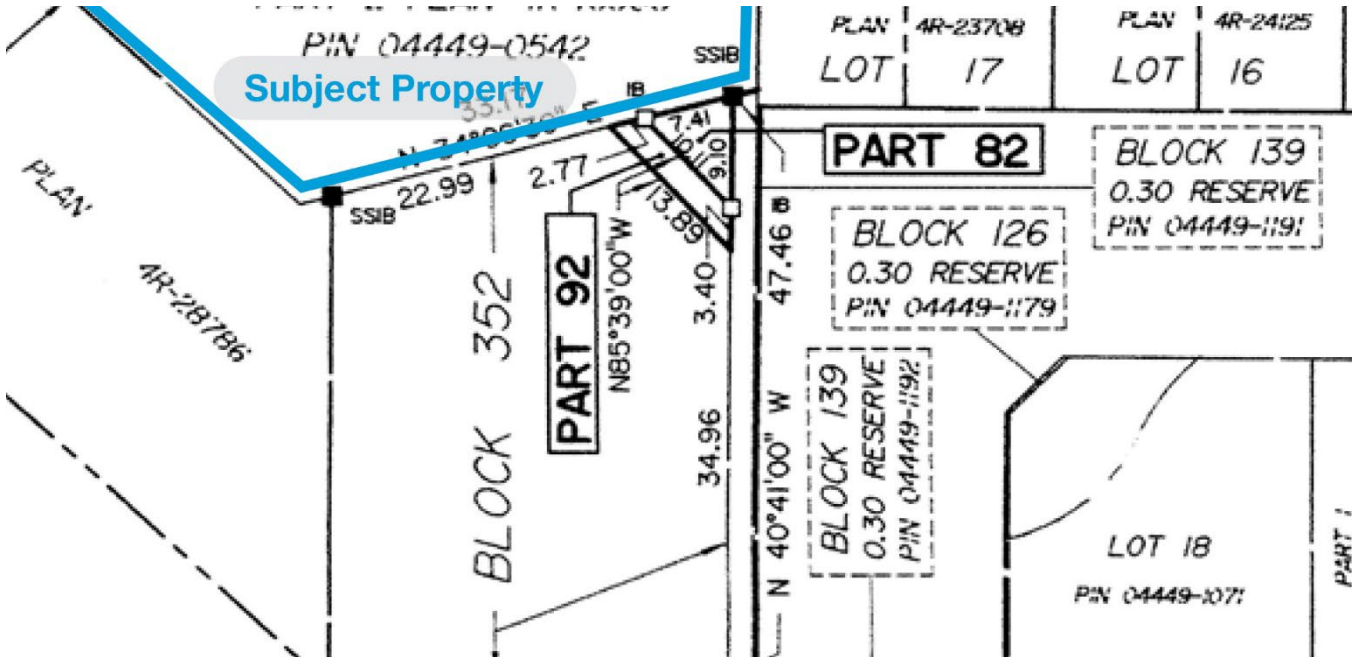


Figure 7: Extract from Survey Plan showing existing servicing easement across 205 Hartsmere Drive

Each of the three proposed parcels will feature connections to the existing shared access driveway. As with the proposed easement for linear services, the access driveway will be governed by a Joint Use and Maintenance Agreement, with the three landowners party to that Agreement. Involvement by the owner of 1845 Stittsville Main Street is unnecessary, as a direct access to Stittsville Main Street is already provided from that property.

### 3.1.4 Tree Conservation

Specific dwelling designs for the proposed parcels have not been completed at this time, and approvals will be issued through the Building Permit process. Review of tree conservation will be enabled through a Tree Information Report (TIR) through the forthcoming Consent application. Efforts will be made to protect the significant number of mature trees on the subject property.

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters be consistent with policy statements issued under the Act.

The PPS promotes the development of strong communities, which relies on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The relevant policy interests to the subject application are as follows:

#### 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable, and safe communities are sustained by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- / promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and
- / Promoting development and land use patterns that conserve biodiversity.

1.1.3.1 Settlement areas shall be the focus of growth and development;

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- / efficiently use land and resources; and,
- / are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

**The proposed Zoning By-law Amendment proposes development within a settlement area that will efficiently use the land, existing infrastructure, and public service facilities.**

## 1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- / permitting and facilitating:
  - all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
  - all types of residential intensification, including additional residential units;
- / directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

**As it is located inside the urban boundary, the development of the subject property will contribute to achieving residential intensification in an appropriate location, utilizing existing servicing and transportation infrastructure.**

## 1.6 Infrastructure and Public Service Facilities

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b. available to meet current and projected needs.

1.6.3 Before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized.

1.6.6.1 Planning for sewage and water services shall:

- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
  1. municipal sewage services and municipal water services; and
  2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d. integrate servicing and land use considerations at all stages of the planning process.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

- a. be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b. minimize, or, where possible, prevent increases in contaminant loads;
- c. minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d. mitigate risks to human health, safety, property and the environment;
- e. maximize the extent and function of vegetative and pervious surfaces; and

- f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

**The development proposal will be connected to municipal water, wastewater, and stormwater management infrastructure. By providing residential intensification opportunities on a lot within the urban boundary, with municipal servicing available, the proposed development is consistent with the policies of the Provincial Policy Statement.**

**Providing connections to the proposed lots from the existing access driveway capitalizes on existing infrastructure and reduces the number of private approaches on Stittsville Main Street, an arterial roadway. The Stittsville Main Street right-of-way, as well as the hydro corridor at the front of the subject property, will continue to serve their intended functions without disruption.**

## 4.2 City of Ottawa Official Plan (2003, as amended)

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Section 2.2 of the Official Plan states that growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development. Policy 1 of section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation. It includes redevelopment - the creation of new units and uses on previously developed land in existing communities.”

Policy 22 encourages compatible intensification within the urban boundary, including areas designated General Urban Area. Policy 23 supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area’s desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications.

**The proposed development is considered intensification as defined in the Official Plan as the development of an underutilized lot within a built-up area. The proposed development, including proposed land uses, lot fabric, potential built form, and open spaces, is consistent with the low-density residential character of this segment of Stittsville Main Street.**

Section 2.3.2 – Water and Wastewater Servicing, requires that development in Public Services Areas must be on the basis of both public water and wastewater services and the City promotes intensification and infill where sufficient water and sewer capacity is available as can be provided to support the magnitude of the resulting growth.

**The proposed development will be connected to both public water and wastewater services. Sufficient water and sewer capacity is available to the subject property.**

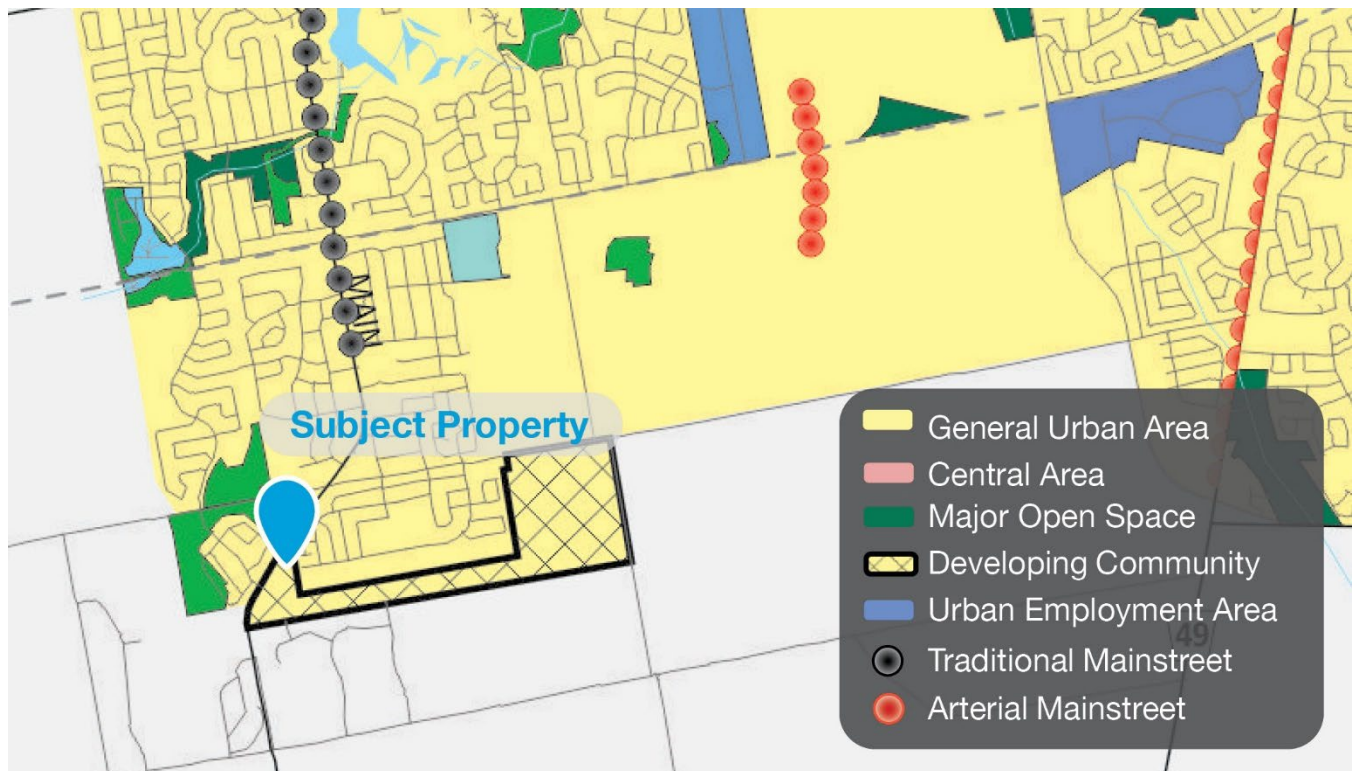


Figure 8: City of Ottawa Official Plan: Schedule B - Urban Policy Plan

The subject property is designated General Urban Area, as shown on Schedule B of the Official Plan, shown in Figure 8. The General Urban Area permits the development of a full range of uses to facilitate the development of complete and sustainable communities.

Policy 3 in Section 3.6.1 states that building height within the General Urban Area will continue to be predominantly Low-Rise. Policy 5 in Section 3.6.1 states that the City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be ground-oriented dwellings.

The property is also subject to the Developing Community Overlay, which was applied when the broader area of land was included in the urban boundary as “Area 6.” As the policies for the Overlay have previously been satisfied through the various studies and applications in support of the broader development to the east, the policies of this Overlay are not applicable to the proposed Zoning By-law Amendment or the forthcoming Consent application.

**The proposed Zoning By-law Amendment will allow for low-rise intensification of the subject property, conforming with the policies of the General Urban Area. The envisioned pattern of built form and open space is consistent with the existing conditions along this segment of Stittsville Main Street. The proposed development will be on the basis of water, sanitary, and stormwater infrastructure connected to municipal systems.**

### 4.3 New City of Ottawa Official Plan

The new Official Plan, which has not yet been approved by the Minister of Municipal Affairs and Housing, has a 25-year time horizon which spans from 2021 to 2046. The Plan provides an updated vision to guide the future growth of the City.

As shown on Figure 9, the subject property is located in the Suburban Transect on Schedule A – Transect Policy Areas. The Suburban Transect is characterized by a suburban pattern of built form and site design, consisting predominantly of detached houses, with a significant amount of semi-detached and townhouses. The new Official Plan supports more gentle intensification within the Suburban Transect to support an evolution towards 15-minute communities.

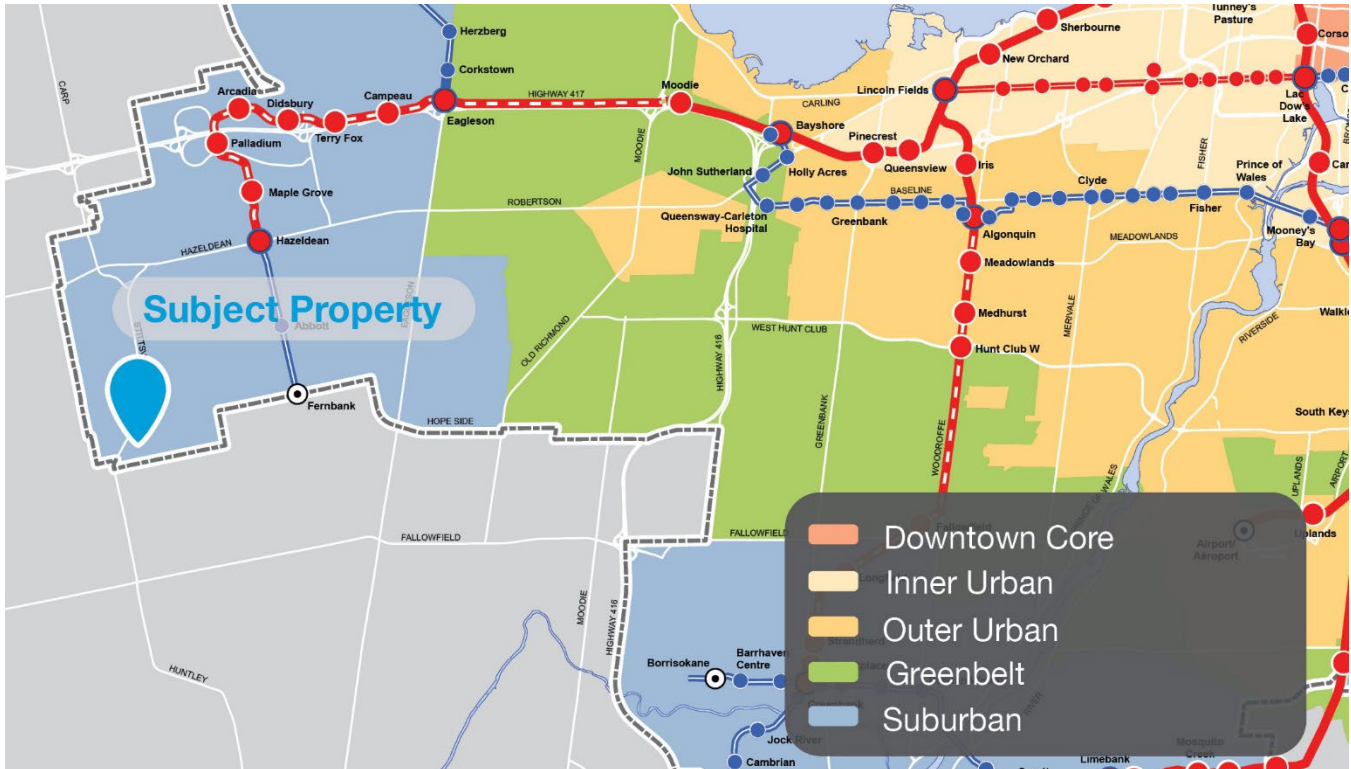


Figure 9: Schedule A – Transect Policy Areas

Policy 2 in Section 1 states that the Suburban Transect is generally characterized by low- to mid-density development and that development shall be low-rise within Neighbourhoods and along Minor Corridors.

As shown on Figure 10, the subject property is designated Neighborhood on Schedule B5 – Suburban Transect West. Section 6.3 of the new Official Plan outlines the policies for lands designated Neighbourhood. Neighbourhoods are contiguous urban area that constitute the heart of communities and are planned for ongoing gradual, integrated, sustainable, and context sensitive development.





Figure 10: Schedule B5 - Suburban Transect West

Policy 2 of Section 6.3.1 states that permitted building heights in Neighbourhoods shall be low-rise. Policy 4 in Section 6.3.1 states that the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms with the Neighbourhood designation.

The property is also subject to Area-Specific Policies (#34), which carry forward the essence of the Developing Community designation from the current Official Plan. As these policies are intended for a broader scale of development, and the directions were satisfied as a result of the development of the subdivision east of the subject property, the Area-Specific policies are not applicable to the proposed applications.

The subject property is also designated as a Private Services Enclave in the Urban Area in Annex 9. As policies in the Official Plan only apply to cases where the use of private services is proposed to be continued or expanded, these policies are therefore not applicable. Policy 2 of Section 4.7.2 requires that all development within the Public Service Area shall be on the basis of public water and sanitary services.

**The proposed Zoning By-law Amendment, which features low-rise residential intensification of the subject property, conforms with the policies of the Suburban Transect and the Neighborhood designation, and reflects many established features of the surrounding built environment. The proposal also conforms with applicable servicing policies.**

## 4.4 Urban Design Guidelines

### 4.4.1 Urban Design Guidelines for Low-rise Infill Housing

The design guidelines for Low-rise Infill Housing are intended as a basic framework for the physical layout, massing, functioning, and relationships of infill buildings to their neighbours. These guidelines address the development of vacant lots in established urban areas.

The proposed Zoning By-law amendment responds to the relevant guidelines in the following ways:

- / Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation, and the location of primary entrances (guideline 4.1.2);
- / In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's intensification policies, and local lot sizes including lot width, the existing relationship between lot size, yard setbacks and the scale of homes (guideline 4.1.3); and,
- / Determine appropriate side and rear separation distances between existing homes and new infill homes/ infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight, and privacy (guideline 4.1.8).

**The size and configuration of the proposed lots reflect the character of lots within the surrounding neighbourhood and reflect the desirable planned neighbourhood pattern.**

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

The subject property is currently zoned RU – Rural Countryside Zone in the City of Ottawa’s Comprehensive Zoning By-law (2008-250). The RU zone is no longer appropriate for the subject property given its location within the urban boundary.

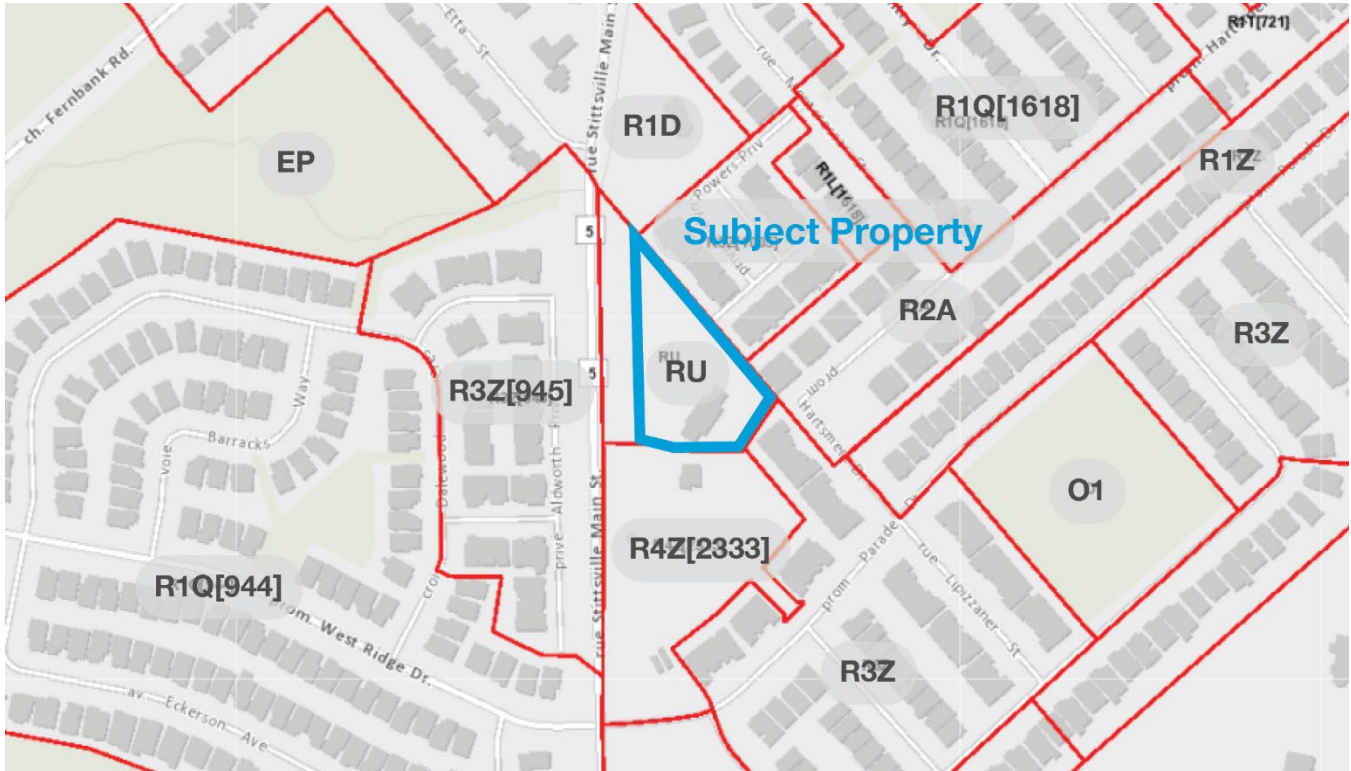


Figure 11: The Subject Property is Zoned RU in the City of Ottawa's Consolidating Zoning By-law (2008-250)

### 4.6 Proposed Zoning By-law Amendment

The Zoning By-law Amendment application seeks to rezone the entirety of the property from RU – Rural Countryside Zone to R1D – Residential First Density Zone, Subzone D. Table 1 below summarizes the performance standards for the R1D subzone.

Table 1: Summary of R1D Performance Standards

Zoning Mechanism	Zoning Provision
Minimum Lot Width	20 m
Minimum Lot Area	600 m <sup>2</sup>
Minimum Front Yard Setback	6 m
Minimum Corner Yard Setback	4.5 m
Minimum Interior Side Yard Setback	1 m
Minimum Rear Yard Setback	9 m

Zoning Mechanism	Zoning Provision
Maximum Building Height	11 m
Maximum Lot Coverage	40%

The R1D subzone is appropriate for the subject property and is applied to other properties along this segment of Stittsville Main Street. The proposed zone will enable the creation of the proposed lots, as well as the development of detached dwellings that generally align with the sample building footprints illustrated on the Concept Plan.

**The proposed Zoning By-law Amendment proposes a zone that is compatible with the existing surrounding context and lot fabric and is therefore desirable and appropriate for the subject property.**

## 5.0 Supporting Plans and Studies

### 5.1 Servicing Brief

A Servicing Brief was prepared by Robinson Land Development, dated February 10, 2022. The Brief concludes that the three lots can be serviced with new water, sanitary, and storm services by incorporating the following design features:

- / The creation of a 6.0 metre service easement located along the northeast property boundary.
- / A new hydrant located within the Hartsmere Drive right-of-way, if deemed necessary;
- / A 51-millimetre diameter watermain extension of the existing 150-millimetre diameter watermain stub;
- / A 200-millimetre diameter sewer extension of the existing 200-millimetre diameter sewer stub;
- / A 250-millimetre diameter storm sewer extension of the existing 375-millimetre diameter storm sewer stub;  
and,
- / A grading design which ties into existing elevations along the property boundaries.

### 5.2 Traffic Impact Assessment Screening Form

A Traffic Impact Assessment Screening Form was prepared as part of this submission. The screening form indicates that a Traffic Impact Assessment is not required.

## 6.0 Public Consultation Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, due to the global COVID-19 pandemic, and in-person meetings and open houses are not in keeping with public health recommendations. Accordingly, some components of the consultation will be held in a virtual format.

The following steps in the consultation strategy are proposed:

- / Verbal notification of Councillor Gower's office by the owner (completed);
- / Notification of neighbouring property owners and posting of public signage, to be completed by City Staff;
- / If deemed necessary by Councillor Gower's office, hosting of an informal public information meeting using a virtual format;

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.

## 7.0 Conclusion

It is our professional planning opinion that the Zoning By-law Amendment application represents good planning and is in the public interest, for the following reasons:

- / The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within a settlement area, making efficient use of existing infrastructure;
- / The proposed Zoning By-law Amendment conforms with the policies of the current City of Ottawa Official Plan (2003) and is permitted in the General Urban Area designation;
- / The proposed Zoning By-law Amendment conforms to the policies of the new City of Ottawa Official Plan and is appropriate within the Suburban Transect and the Neighbourhood designation;
- / The proposed Zoning By-law Amendment proposes uses that are generally consistent with the existing land uses in the surrounding area; and
- / The proposed Zoning By-law Amendment is supported by technical plans and studies submitted as part of this application.

Sincerely,



Thomas Freeman, B. URPL  
Planner



Jaime Posen, MCIP RPP  
Associate Planner