

1070456 Ontario Inc.

1670 Tenth Line Road

Planning Rationale

August 18, 2025

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1 Introduction

Arcadis Professional Services (Canada) Inc. (“Arcadis”) was retained by Triami Developments & Investments Inc. on behalf of the Owner (1070456 Ontario Inc.) to prepare a Planning Rationale in support of a Zoning By-law Amendment application for the lands known municipally as 1670 Tenth Line Road in Ottawa, Ontario (the “site” or “subject site”).

The Owner is proposing to redevelop the lands to accommodate a 30-unit low-rise apartment building. A Zoning By-law Amendment to rezone the property from R1HH[1178] to GM[XXXX] is requested to permit the proposed development with exceptions to recognize site specific conditions.

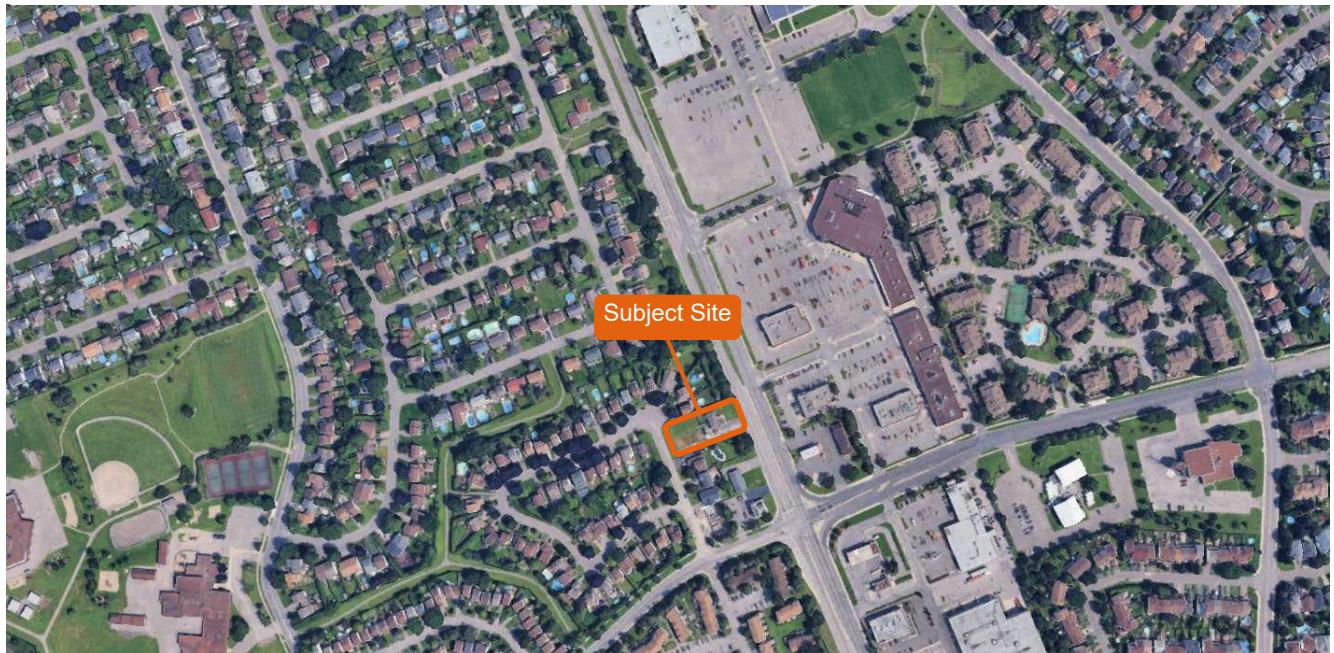
This Planning Rationale describes the proposed development and surrounding context, provides an overview of the development application, and establishes a professional planning rationale for the application by demonstrating how the proposed development conforms to applicable planning policy and represents good planning.

2 Subject Site and Surrounding Context

2.1 Subject Site

This Zoning By-law Amendment application is for the lands municipally known as 1670 Tenth Line Road and legally described as PT LT B, CON 11; as in N701530, City of Ottawa. Presently, the site is occupied by a single-detached dwelling.

Figure 1. Subject Site



2.2 Surrounding Context

The subject site is in Orleans, a suburban neighbourhood located in the east end of Ottawa. The site's immediate surroundings are defined by a blend of existing low-rise residential and commercial development.

North

Directly north of the subject site is a single detached dwelling. The dwelling has frontage on Duvernay Drive and backs onto Tenth Line Road.

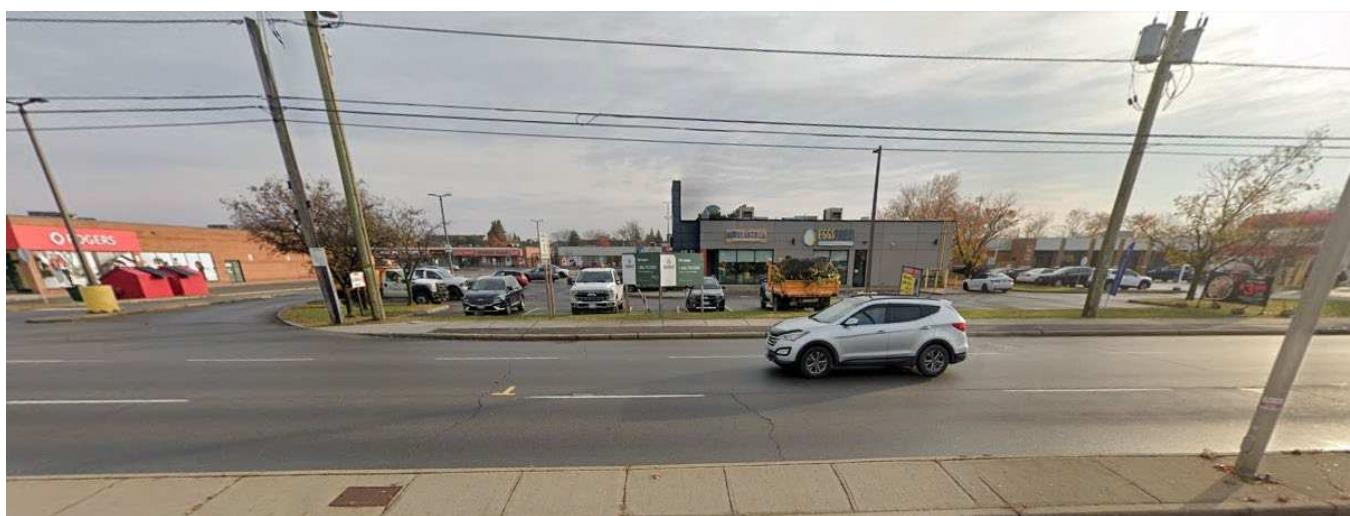
Figure 2: Looking North on Duvernay Drive from the western limit of the subject site



East

Tenth Line Road abuts the site to the east. Further east is a shopping plaza with extensive surface parking, and several commercial establishments including several restaurants, grocery store, Shopper's Drug Mart, dental office, nail salon, and pet store. A gas station is also situated east of the subject site at the corner of Tenth Line Road and Charlemagne Boulevard.

Figure 3: Looking east across Tenth Line Road from the eastern limit of the subject site



South

Directly south of the subject site is a single detached dwelling. The dwelling has frontage on Duvernay Drive and backs onto Tenth Line Road.

Figure 4: Looking South on Duvernay Drive from the western limit of the subject site



West

Duvernay Drive abuts the subject site to the west. Across the street is the side of a single detached dwelling.

Figure 5: Looking West across Duvernay Drive from the western limit of the subject site



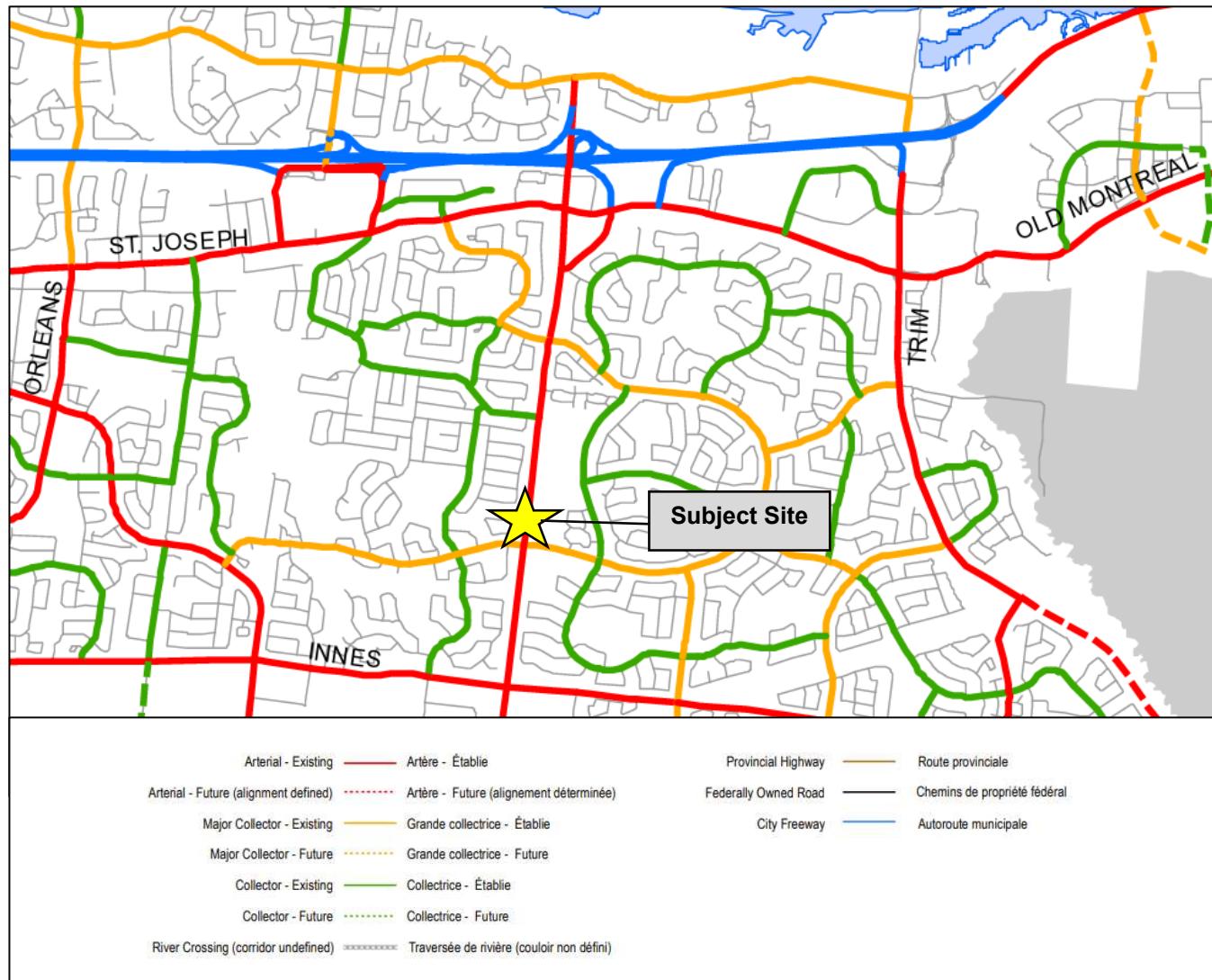
2.2.1 Surrounding Development

The site is situated in an established area of Orleans, with no active development applications within the general area at the time of writing this report. In 2024, a Site Plan Control application for 1592 Tenth Line Road was approved. The applicant, Bridor Developments, proposed to develop the site with a low-rise apartment building containing 27 units. A Zoning By-law Amendment (D02-02-21-0055) to rezone the lands from R3Z[1186] to R4Z[2930] was also passed in support of the proposed development. The Urban Exception [2930], allows for a minimum required parking rate of 1.1 spaces per unit, and a reduced front yard setback along both street frontages of 2.35 metres from the standard 3.0 metres.

2.2.2 Road Network

The subject site is located along the west side of Tenth Line Road, an existing north-south arterial. Tenth Line Road connects to Highway 174 to the north and with other arterials including St Joseph Boulevard to the north and Innes Road to the south. Tenth Line Road also intersects with major collectors in the vicinity of the site including Charlemagne Boulevard, Epinettes Avenue, and Tompkins Avenue.

Figure 6: City of Ottawa Official Plan Schedule C4: Urban Road Network



2.2.3 Public Transit

The site is located in proximity to a future O-Train line to the north and transitway to the south, facilitating direct connectivity to downtown Ottawa and the larger transit network. While the site is not immediately within major transit network facilities, the site is serviced by local bus routes 302 and 236, which have stops at Place d'Orléans, providing convenient access to the park and ride and future O-Train station.

Figure 7: City of Ottawa Official Plan Schedule C2: Public Transit

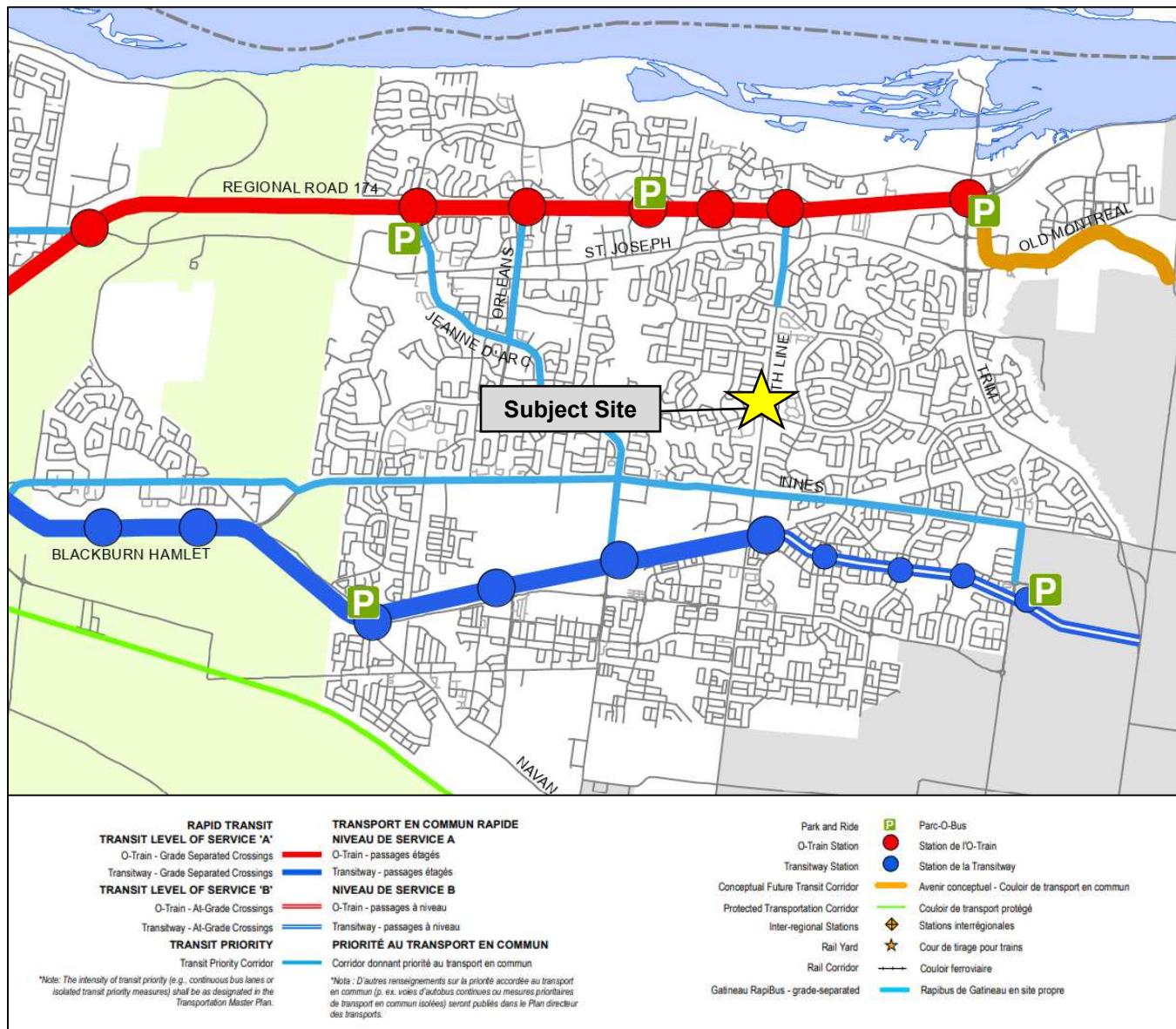
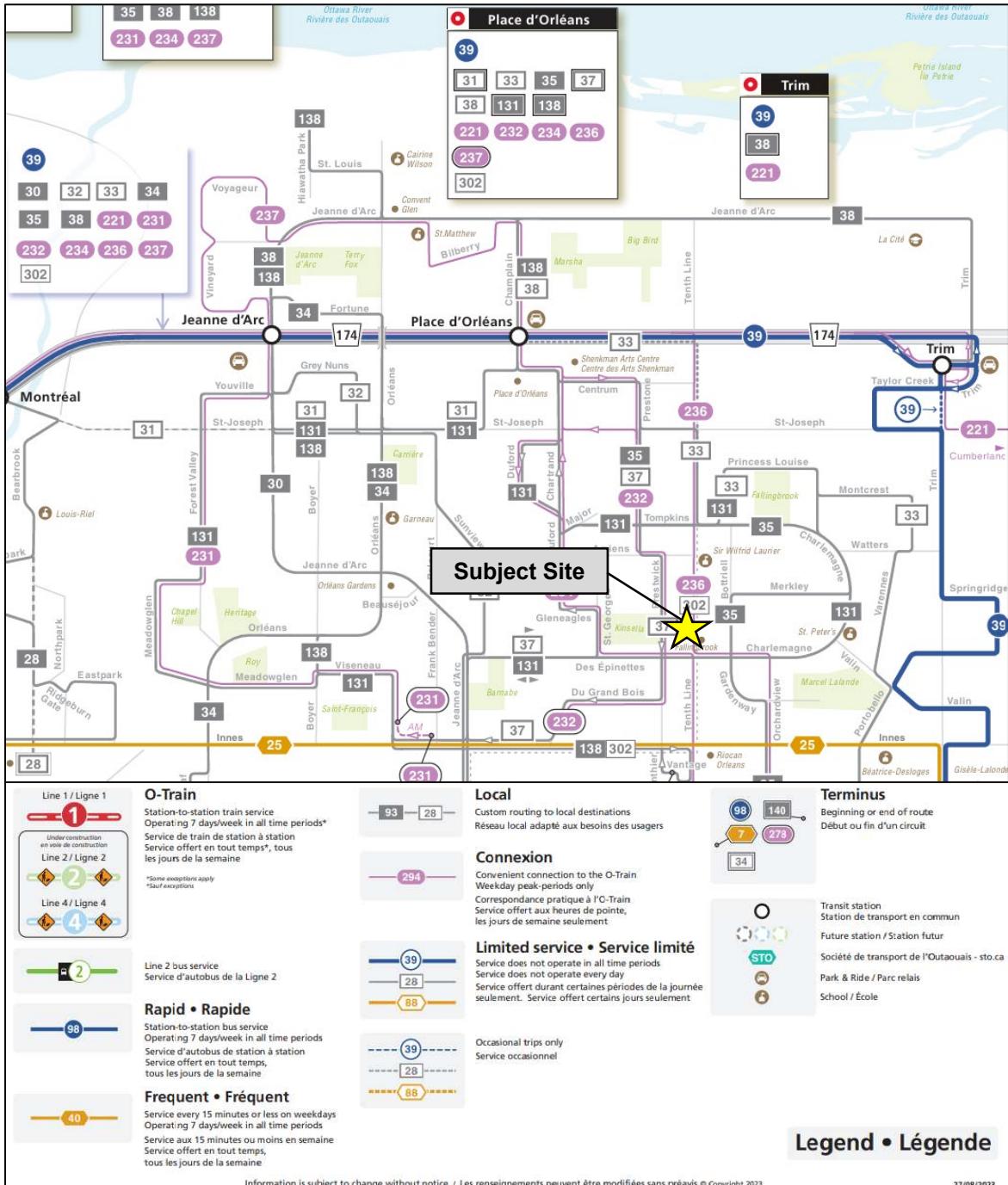


Figure 8: OC Transpo System Map



2.2.4 Active Transportation

The Major Pathway system is accessible from the western side of the site via Epinettes Avenue. Once on the Major Pathway, movement is possible in both north-south and east-west directions, ensuring convenient connectivity to the surrounding areas.

Figure 9: City of Ottawa Official Plan, Schedule C2 - Active Transportation



3 Development Proposal

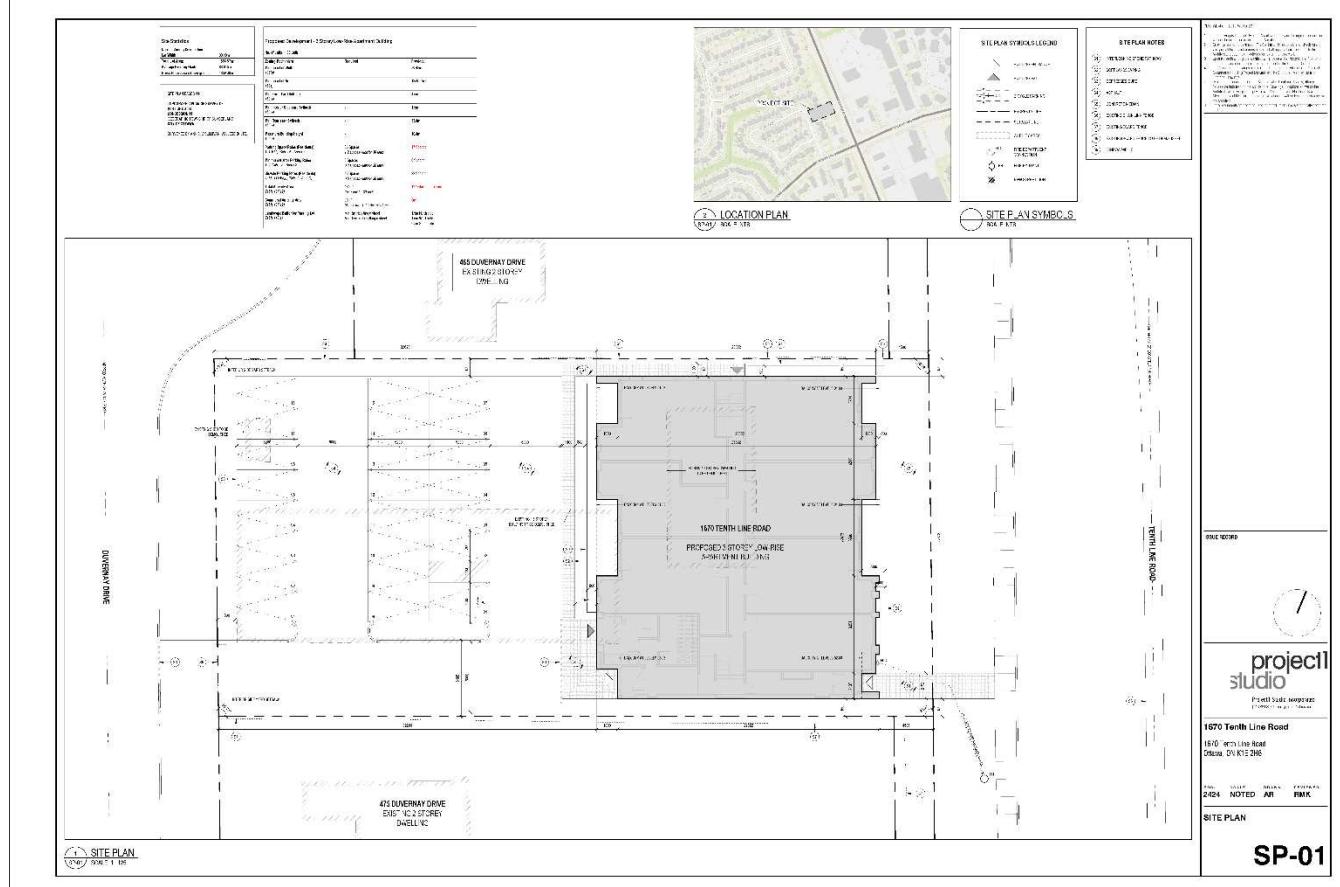
3.1 Site Description

The proposed development consists of a 3-storey low-rise apartment building comprising 30 residential units. To accommodate parking needs, 17 surface parking spaces are designated for residents, with an additional 6 spaces reserved for visitor use. For active transportation options, the building includes 22 bicycle parking spaces located near the entrance lobby.

Each apartment unit has access to a private balcony or terrace, providing residents with dedicated outdoor amenity space.

The site design incorporates well-connected pedestrian walkways to enhance accessibility. These walkways run along the rear of the building, connecting the front entrance to the sidewalk on Tenth Line Road, and extend along the northern side of the building, providing access to a side entrance.

Given the small scale of the property and the proposed development, dedicating parkland is not feasible. Instead, a cash-in-lieu contribution will be provided, in accordance with municipal requirements.



3.2 Response to Abutting Public Realm Conditions

The proposed concept reduces the number of vehicular access points from two to one. Currently, the site is accessed via driveways on both Tenth Line Road and Duvernay Drive. Under the proposed configuration, vehicular access is consolidated to a single driveway on Duvernay Drive, a local road with direct site frontage. A surface parking lot is located at the rear of the building and accessed exclusively from Duvernay Drive, while a pedestrian walkway provides a direct connection from the building to the sidewalk along Tenth Line Road.

This layout is consistent with the policy direction of the Official Plan, which encourages vehicular access from side streets or parallel roads, rather than directly from corridors, in areas designated as corridors (Policy 6.2.1.4(b)). The building is oriented toward Tenth Line Road, a designated Minor Corridor, with an active entrance that supports a pedestrian-oriented streetscape, in accordance with OP Policy 5.2.3.4. The building is positioned close to the street to enhance street animation, while the parking area is located at the rear and screened from view. Soft landscaping elements further contribute to the quality of the streetscape and the overall public realm.

3.3 Response to Staff's Urban Design Direction

Following the pre-consultation meeting, City staff provided a feedback form containing comments related to urban design. In addition, the Urban Design Brief Terms of Reference requested that the brief respond to the urban design directions provided during the meeting. Comments numbered 7 through 9 from the feedback form are italicized below, with responses provided in bold beneath each respective comment.

7. *The following element of the preliminary design are of concern:*

- a) *Screening of the parking lot to the rear abutting the residential neighbourhood. Provide a minimum 3m buffer on the property to provide landscaping.*

While only a 1.5 m buffer is provided between the rear parking lot and the lot line, there remains approximately 7.5 m of soft landscaping between the proposed parking and the public roadway, providing adequate buffer between parking and the surrounding residential neighbourhood. The landscaped area to the rear of the parking lot is proposed to include new tree plantings including three large deciduous trees and one medium deciduous tree, providing a screen between the parking lot and the surrounding neighbourhood. Additionally, the existing cedar hedge and fence on the northern limit of the site will remain, screening the parking lot from the existing residential development directly to the north.

- b) *Window Wells surrounding the building. Perhaps larger area could be provided to allow usable amenity area to basement units*

The site plan is configured to provide the most optimal and efficient layout. Amenity area of all units is provided via balconies, including window well terraces for basement units.

- c) *Remove the drive aisle to Tenth Line at Planning's request.*

The previously proposed drive aisle to Tenth Line Road has been removed, and vehicular access is now provided exclusively from Duvernay Drive.

8. *Street trees should be provided along the abutting Right-of-ways (ROW)s.*

Three large deciduous trees and one medium deciduous tree are proposed to be planted along the Duvernay Drive ROW. Five medium deciduous trees are proposed to be planted along the Tenth Line Road ROW.

9. *Please provide landscaping around the below grade unit/window.*

Windows for below grade units are prominently located on the east and west facing facades. In these locations, planting strips for shrubs are provided. The existing cedar fence on the northern limit of the subject site is proposed to be retained, providing additional landscaping features to below grade units with windows on the northern façade.

4 Provincial Planning Policy Framework

4.1 Planning Act

The Ontario *Planning Act* sets out matters of provincial interest that planning authorities, including council of a municipality, should respect. This application supports the following policy direction as described in Part 1 of the *Planning Act*:

- (e) *the supply, efficient use and conservation of energy and water;*
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) *the minimization of waste;*
- (h) *the orderly development of safe and healthy communities;*
- (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- (o) *the protection of public health and safety;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) *the promotion of built form that,*
 - (i) *is well-designed,*
 - (ii) *encourages a sense of place, and*
 - (iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The proposed development is located within the built-up area of the City of Ottawa, offering a location that can efficiently supply the proposed development with energy, water and wastewater, communication, transportation, and waste management services.

The proposed development consists of low-rise apartment dwelling, adding to a full range of housing options in the surrounding area. The proposed development supports sustainable transportation modes by adding additional population density required to support public transit service, as well as providing significant bicycle parking to support active transportation. Through a well-designed built form that encourages a sense of place within the existing surrounding neighbourhoods, this development supports the orderly growth of safe and healthy communities in a location that is well suited for such development.

4.2 Provincial Planning Statement

The Provincial Planning Statement (PPS) 2024 is aimed at facilitating growth, increasing intensification, promoting a range and mix of housing options and removing barriers to assist with the implementation of the Housing Supply Action Plan. It also proposes specific density targets and eliminates the concept of a "municipal comprehensive review". The PPS 2024 further revises the time horizon for meeting projected land needs from a period of 25 years to a period of at least 20 years but not more than 30 years. The City of Ottawa is defined under the large and fast-growing municipalities within the PPS 2024, which no longer makes the distinction between large municipalities and fast-growing municipalities. The PPS 2024 contains policies specific to large and fast-growing municipalities such that the focus is now on how strategic growth areas should be planned.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. It establishes the policy foundation for regulating the development and use of land within Ontario and supports the provincial goal to enhance the quality of life for all Ontarians.

Section 2.3.1.1 and 2.3.1.2 directs growth towards settlement areas and promotes land use patterns that have densities and land uses that:

- a) *efficiently use land and resources;*
- b) *optimize existing and planned infrastructure and public service facilities;*
- c) *support active transportation;*
- d) *are transit-supportive, as appropriate; and*
- e) *are freight-supportive.*

Section 2.3.1.3 states that:

Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.9.1 encourages municipalities to build sustainability through the following practices:

Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) *support the achievement of compact, transit-supportive, and complete communities;*
- b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) *support energy conservation and efficiency;*

- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The subject site is located in an established neighbourhood, optimizing infrastructure and public services, as well as efficiently using land and resources. The proposed development represents intensification and redevelopment of an existing underutilized site, introducing new apartment dwelling units to the surrounding area, as well as supporting active transportation and public transit. The proposed development represents intensification towards the development of a compact and complete community.

5 City of Ottawa Official Plan

5.1 Strategic Direction

The strategic directions proposed in Section 2 of the OP include the following 5 major policy moves for the City of Ottawa:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
2. By 2046, the majority of trips in the city will be made by sustainable transportation.
3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

The following cross-cutting issues represent themes that support the development of livable communities. The following demonstrates how the proposed development addresses each cross-cutting issue.

- **Intensification:** The proposed development is located within the existing built-up urban area. It will introduce additional density and housing types in the form of a low-rise apartment that will contribute to the evolution to a 15-minute neighbourhood.
- **Economic Development:** The proposed development meets the objectives, encouraging liveability throughout the city to attract and retain a highly skilled and knowledge-based workforce. By introducing additional housing typologies along a Minor Corridor, the proposed development adds to a range of housing options in a mixed-use area.
- **Energy and Climate Change:** The proposed development encourages a shift to sustainable mobility, minimizing vehicle parking and providing additional bicycle parking spaces. The addition of apartment dwellings in proximity to transit and a range of services along a Minor Corridor also supports the development of a compact and connected city.
- **Healthy and Inclusive Communities:** The proposed development introduces additional housing options within an area characterized by a mix of low-rise residential and large-format commercial uses, adding to a range of housing typologies with access to transit and services, and supporting the development of a 15-minute neighbourhood.

- **Gender and Racial Equity:** Located along a Minor Corridor, the proposed development introduces apartment dwellings into an environment with access to transit, services, and other amenities, providing access to housing, services and community infrastructure.
- **Culture:** Through contextually appropriate architectural and urban design, the proposed development reinforces neighbourhood and place identity.

5.2 Growth Management Framework

According to Section 3.2 of the OP, intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.

Residential density and proportion of large household dwelling targets are shown in Table 3b of the OP. The following summarizes the minimum density requirement and proportion of large dwelling units:

- The target residential density in the suburban transect is 40 to 60 dwellings per net hectare. Net hectares refers to privately owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way.
- In the suburban transect, there is no minimum requirement for proportion of large-household dwellings.

The proposed development contributes to the evolution of the surrounding area into a 15-minute neighbourhood by intensifying the use of existing lands. With a proposed density of 158 units per net hectare, the development helps transition the predominantly low-density residential and commercial context toward the City's target of 40 to 60 dwellings per net hectare.

5.3 City-Wide Policies

Urban Design guidance is outlined in the city-wide policies section of the OP. Key goals include promoting innovative design practices and technologies in site and building design; ensuring effective site planning that aligns with the objectives of Corridors, Hubs, and Neighbourhoods; and facilitating the sensitive integration of new apartment developments. These efforts aim to help Ottawa meet its intensification targets while prioritizing livability for all residents. Tenth Line Road is designated as a Corridor, per Figure 10. Pertinent policies include:

4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

4) *Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.*

4.6.6 *Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all*

6) *Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.*

The proposed development is located such that it directly faces onto Tenth Line Road, a designated Corridor. With a prominent front entrance, a pedestrian walkway connecting to the public sidewalk, and appropriate setbacks from Tenth Line Road, the building will directly interface with the street. Parking is situated in the rear, with access onto Duvernay Drive, minimizing conflict between vehicles and pedestrians.

The low-rise apartment is sensitive to the low-rise context of the surrounding area. The building is proposed to be 10.4 m in height with sufficient distance from surrounding low-rise residential dwellings. Entrances at grade, balconies, and sensitive architectural design ensure the proposed development complements the surrounding low-rise context.

5.4 Suburban Transect

The subject site is situated within the Suburban Transect, as outlined in Schedule A of the OP (Figure 10). This designation encompasses areas within the urban boundary outside the Greenbelt. Existing developments within the Suburban Transect typically exhibit suburban characteristics described below (Table 2). Future development within these neighbourhoods aims to facilitate the transition of suburban communities towards more urban forms of development consistent with the concept of 15-minute neighbourhoods.

Table 1. Official Plan Table 6 - General Characteristics of Urban Built Form and Suburban Built Form and Site Design.

URBAN	SUBURBAN
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm	Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios	Larger lots, and lower lot coverage and floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Informal and natural landscape that often includes grassed areas
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage	Private automobile parking that may be prominent and visible from the street

According to Section 5.4.1, the OP recognizes a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods through a set of policies, in which low-rise development is directed towards Minor Corridors in accordance with the following details:

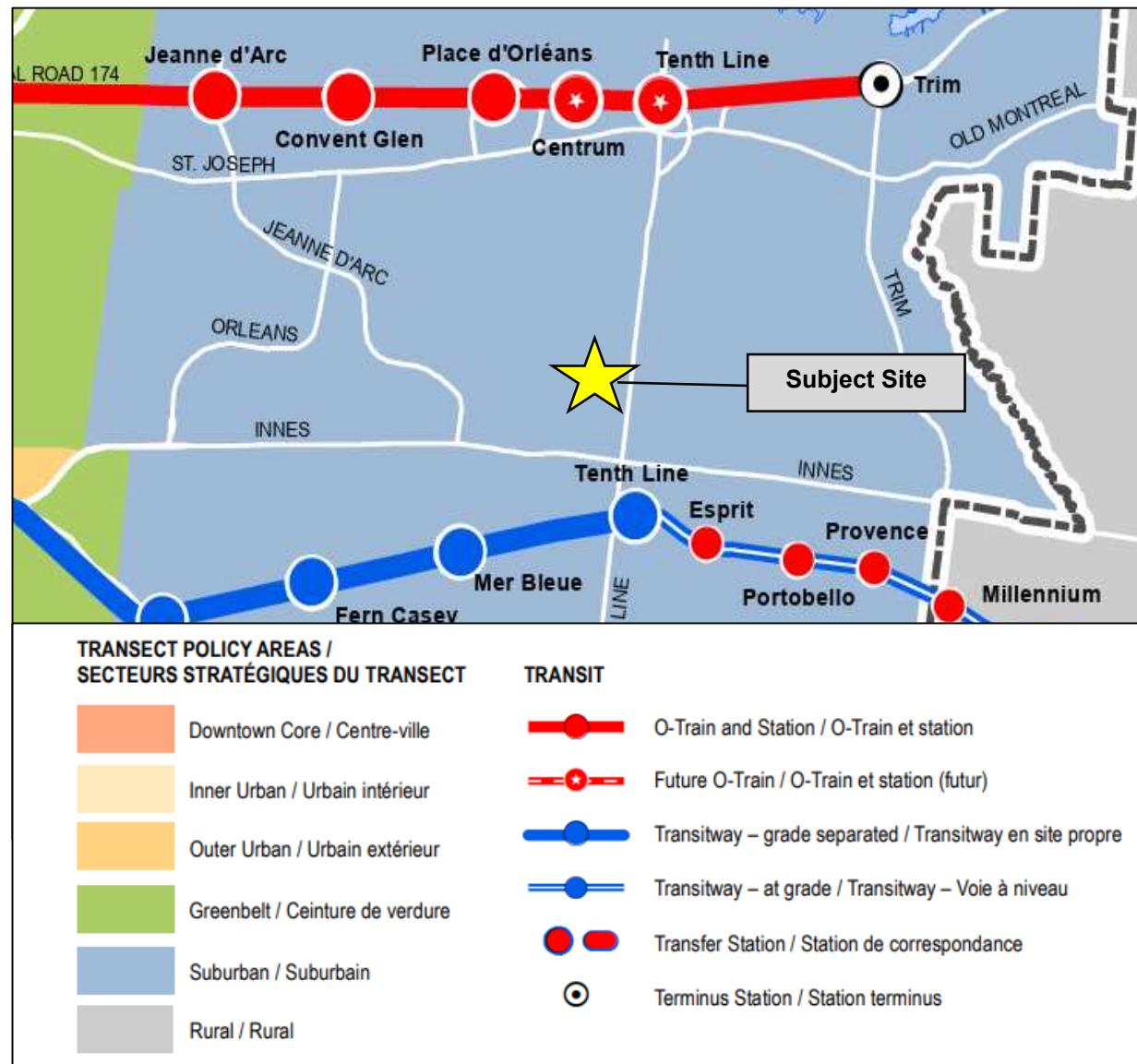
2) *The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*

b) Low-rise along Minor Corridors, however the following policy direction applies:

- i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;*
- ii) Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and*
- iii) High-rise buildings may be permitted through a secondary plan.*

Located within the Suburban Transect, the subject site abuts Tenth Line Road, a Minor Corridor. The proposed development consists of a mid-density four storey low-rise apartment, respecting the direction for Minor Corridors in the Suburban Transect. The proposed development is ground oriented with a prominent entrance facing the public street, informal and naturalized landscaped areas, and private parking located in the rear yard. The proposed development also incorporates several features of an urban built form, such as shallow front yard setbacks and principal entrances at grade. As such, the proposed built form supports the gradual transition of the existing neighbourhood towards a more urban character by introducing more density and specific urban built form features, while still incorporating certain elements of suburban built form to respect the existing character of the surrounding environment.

Figure 10. City of Ottawa Official Plan Schedule A - Transect Policy Area

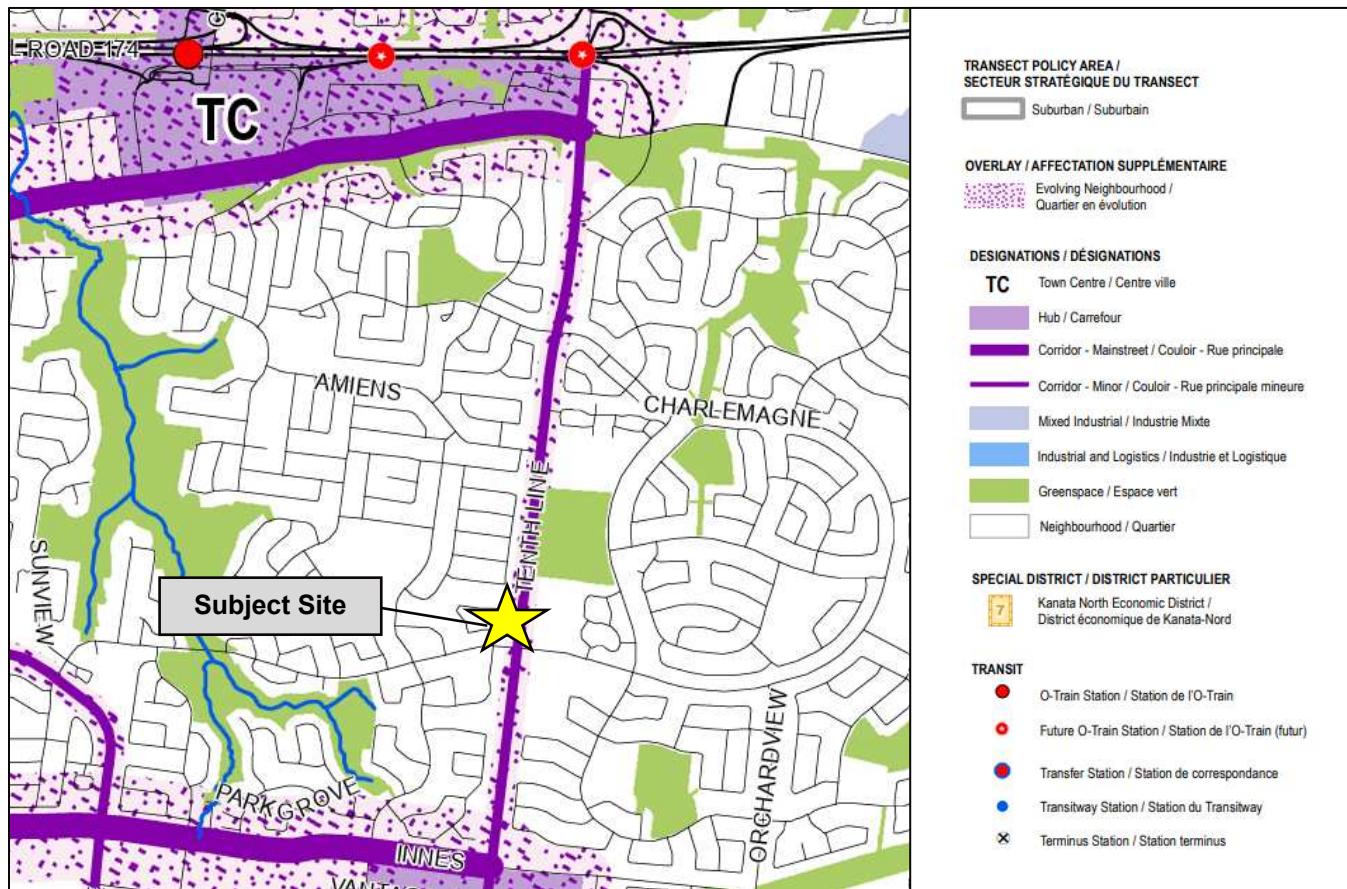


5.5 Urban Designation

The site is located within the Minor Corridor Designation as seen in Figure 10. City of Ottawa Official Plan Schedule B8 - Suburban (East) Transect.

According to Section 6.2, the Corridor designation applies to designated streets whose intended purpose is to accommodate a higher density of development, a greater degree of mixed-uses and a higher level of transit service than abutting Neighbourhoods. The Minor Corridor designation applies to lots abutting a corridor to a maximum depth of 120 m from the centerline of the street, as is the case for the subject site, per Section 6.2.1.1.a.ii of the Official Plan.

Figure 11. City of Ottawa Official Plan Schedule B8 - Suburban (East) Transect



Section 6.2.1 of the Official Plan outlines the function and change of corridors over the course of the OP. Pertinent policy includes:

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;*
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations*
- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.*

3) 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;*

Section 6.2.2 of the OP provides guidance on the development of corridors. Pertinent policy includes:

2) In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) Include residential-only and commercial-only buildings*

The proposed development consists of a low-rise apartment dwelling, situated on the east side of the subject site and closest to Tenth Line Road, a Minor Corridor. The proposed development consists of only residential uses and is not likely to cause noise, dust, glare, truck traffic, or other nuisances. The location of the residential development also provides sufficient distance from surrounding low-density residential development, as additional distance is provided between buildings that front Duvernay Drive to the west, rather than Tenth Line Road to the east. As such, the low-rise apartment building provides an appropriate transition to the surrounding area,

Directly abutting a Minor Corridor, the subject site is also the appropriate location for higher densities through apartment dwellings and a more compact built form that will help support the ongoing evolution of the surrounding area towards further intensification and a 15-minute neighbourhood.

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

The subject site is presently zoned Residential First Density, Subzone HH with Urban Exception 1178 (R1HH[1178]), as seen in Figure 11. To permit the proposed development, the proposed rezoning is to General Mixed-Use, Urban Exception XXXX (GM[XXXX]). Zoning provisions under R1HH[1178], GM, and the proposed development can be found in Table 3.

Figure 12: City of Ottawa Zoning By-law (2008-250), GeoOttawa



The Residential First Density Zone restricts the building form to detached dwellings, allowing several residential uses to provide additional housing choices within detached dwelling residential areas. Urban exception 1178 permits all uses in the R1HH zone in the R1HH[1178] zone. The permitted uses for R1HH and R1U consist of:

- bed and breakfast
- detached dwelling
- diplomatic mission
- group home
- home-based business
- home-based daycare
- park retirement home, converted
- additional dwelling unit
- urban agriculture

Comparatively, the General Mixed-Use Zone allows residential, commercial and institutional uses, or mixed-use development in the Urban Area. Alongside a range of non-residential uses, permitted residential uses under the GM Zone include:

- apartment dwelling, low rise
- dwelling, mid rise
- bed and breakfast
- group home
- planned unit development
- retirement home
- retirement home, converted
- rooming house
- stacked dwelling
- townhouse dwelling

Table 2: Zoning provisions under the R1HH[1178] and GM zones compared to the proposed development.

Zoning Provision	R1HH[1178]	GM	Proposed Development
Minimum lot width	18 m (<i>Table 156A</i>)	-	30.48 m
Minimum lot area	540 m ² (<i>Table 156A</i>)	-	1,856.57 m ²
Maximum building height	9.5 m (<i>Table 156A</i>)	18 m (<i>Table 187</i>)	10.4 m
Minimum front yard setback	6 m (<i>Table 156A</i>)	3 m (<i>Table 187</i>)	4.5 m
Minimum rear yard setback	6 m (<i>Table 156A</i>)	7.5 m for a residential use building (<i>Table 187</i>)	33.4 m
Minimum interior side yard setback	1.2 m (<i>Table 156A</i>)	1.2 m for residential buildings under 11m in height (<i>Table 187</i>)	1.5 m
Maximum lot coverage	40% (<i>Table 156A</i>)	-	-
Maximum FSI	-	2 (<i>Table 187</i>)	1.05
Minimum width of landscaped area	-	3 m when abutting a street or residential zone (<i>Table 187</i>)	1.5 m

*Provisions in red denote non-compliance.

The proposed development provides amenity areas via balconies for each unit. Relief is requested to permit a reduced total amenity area, as well as permissions to provide all amenity areas through individual balconies in place of communal amenity areas. This reduction allows for a more efficient site and building layout, permitting the inclusion of more housing and appropriate parking facilities.

Table 3. Zoning By-law amenity area requirements.

Section 137 – Amenity Area Provisions		Proposed Development
Apartment Building, low-rise	Total Amenity Area: 6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit (<i>Table 137</i>) 6m ² per unit x 30 units = 180 m ² of amenity area	127.64 m ² provided via balconies
	Communal Amenity Area: A minimum of 50% of the required total amenity area Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ² (<i>Table 137</i>)	0 m ²

*Provisions in red denote non-compliance.

The proposed development situates the surface parking lot in the rear yard. Relief from parking, queuing, and loading provisions within the Zoning By-law is requested regarding the minimum required width of a landscaped buffer of a parking lot. The proposed development would provide a reduced landscape buffer of 1.5 m when abutting the street. This reduction permits the proposed development to maximize the efficiency of the site design to provide additional housing units and appropriate parking facilities.

Table 4. Zoning By-law parking and loading provisions.

PART 4 – PARKING QUEUING AND LOADING PROVISIONS			Proposed Development
Minimum Required Width of a Landscaped Buffer of a Parking Lot	Abutting a street	3 m	1.5 m west side
	Not abutting a street	1.5 m	1.5 m north side 6.5 m south side
Minimum Required Driveway Width	For a double traffic lane	6 m	6 m
Parking Space Dimensions	Minimum width: 2.6 m Maximum width: 3.1 m Minimum length: 5.2 m		2.6 m x 5.2 m
Accessible Parking Space Dimensions (Type A)	Minimum width: 3.4 m Length: 5.2 m		3.4 m x 5.2 m

*Provisions in red denote non-compliance.

Located in Area C of Schedule 1, the proposed development provides a total of 23 parking spaces, including 17 for residents and 6 for visitors, as well as 22 bicycle parking spaces. However, given the site's location along a transit-served corridor and its proximity to nearby amenities and services, the resident parking supply has been reduced from the required 36 spaces to 17. The full requirement for visitor parking has been maintained. In comparable areas, such as those subject to the Area X and Y provisions, parking requirements are lower with only 0.5 spaces required per dwelling unit, with no parking required for the first 12 units. Reducing parking requirements facilitates intensification, lowers housing costs, promotes more efficient land use, and encourages active transportation. The proposed bicycle parking exceeds the minimum requirement set out in the Zoning By-law, supporting a shift toward active transportation and reducing dependence on private vehicles.

Table 5. Minimum parking rates for Area C on Schedule 1A.

Parking Requirement	Dwelling, low-rise apartment, Area C	Proposed Development
Vehicle Parking	1.2 per dwelling unit (<i>Table 101</i>) 1.2 spaces/unit x 30 units = 36 spaces	17 spaces
Visitor Parking	0.2 per dwelling unit (<i>Table 102</i>) 0.2 spaces/unit x 30 units = 6 spaces	6 spaces
Bicycle Parking	0.5 per dwelling unit (<i>Table 111A.b.i</i>) 0.5 spaces/unit x 30 units = 15 spaces	22 spaces

Requested Zoning Relief

As presented in Section 6 of this report, the proposed rezoning of the subject site is General Mixed-Use with Urban Exception XXXX (GM[XXXX]). While the proposed development generally conforms with zoning provisions under the GM zone, requested provisions for relief are presented in Table 8.

Table 6: Requested zoning relief under GM [XXXX]

Zoning Provision	GM	Proposed Exception [XXXX]	Justification
Minimum width of landscaped area	3 m when abutting a street or residential zone	1.5 m	Requested relief permits the proposed development to maximize site design to provide additional housing units and parking facilities.
Minimum Required Width of a Landscaped Buffer of a Parking Lot	3 m when abutting a street	1.5 m	
Total Amenity Area	180 m ² of amenity area	127.64 m ² provided via balconies	Adjusted amenity area requirements allow for a more efficient site and building layout, permitting the inclusion of more housing and appropriate parking facilities.
Communal Amenity Area	A minimum of 50% of the required total amenity area aggregated into areas up to 54 m ²	0 m ²	
Vehicle Parking	36 spaces (1.2 spaces per dwelling unit)	17 spaces (0.5 spaces per dwelling unit)	Reduced number of resident parking spaces allows for site optimization and provision of additional housing. Additional bicycle parking is also provided to encourage more sustainable transportation modes.

7 Draft New Zoning By-law

The City of Ottawa announced the update to the Zoning By-Law in January 2021, with the first draft released on May 31, 2024. Following consultation on Draft 1, Draft 2 was released on April 16, 2025. Additional consultation is being undertaken by the City on Draft 2. The final draft is expected to be brought to City Council for approval in December 2025. Until the final draft is approved by City Council and all appeals are resolved, the current Zoning By-law 2008-250 will remain in effect.

The New Zoning By-law proposes to regulate land use based on the maximum density of dwelling units permitted on a lot and broadly categorizes “dwelling units” as the permitted residential use. Within the Minor Corridor Zone 2 (CM2) zone, functional standards will address the built form to regulate elements of the size, location, and exterior design of residential buildings, as well as necessary building functions including waste management and path of travel, and soft landscaping. For example, building façades facing Tenth Line Road, the Minor Corridor, must have a minimum of 25% transparent glazing of the ground floor façade and any area not covered by paving for parking, walkways, waste storage, or accessory structures must be soft landscaped.

Draft 2 of the new Zoning By-law proposes the subject site to be zoned Minor Corridor Zone 2, Urban Exception 1178 (CM2[1178]), as seen in Figure 12. The CM2 zone is intended to accommodate a broad range of uses that will contribute to the creation of compact, 15-minute neighbourhoods in areas designated Minor Corridor that are accessible by foot, bicycle, transit, or car. CM2 intends to enable contextually appropriate development for the Outer Urban and Suburban Transects. Permitted uses include residential dwelling units, as well as a variety of commercial and institutional uses, including a community centre, day care, retail store, restaurant, and school. Within Draft 2 of the New Zoning By-law, Urban Exemption 1178 is proposed to be deleted. Urban exception 1178 permits all uses in the R1U zone in the R1HH[1178] zone.

Zoning provisions between the CM2 zone and the proposed development for the subject site are outlined in Table 8.

Figure 13: City of Ottawa New Zoning By-law, Draft 2 - 1670 Tenth Line Road

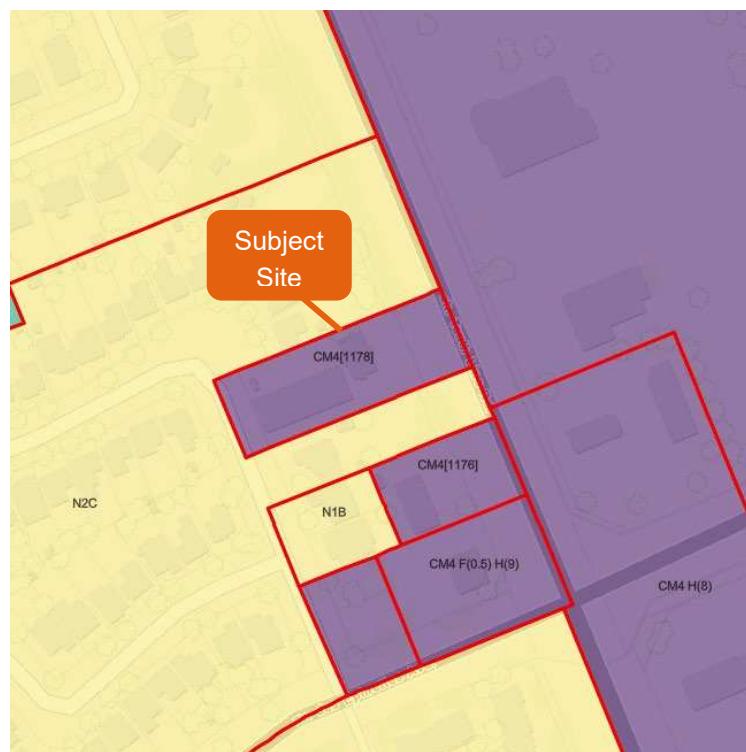


Table 7: City of Ottawa New Zoning By-law, Draft 2 - CM2 Zoning Provisions

Zoning Provision	CM2	Provided
Minimum lot width	No minimum (<i>Table 907.b</i>)	30.48 m
Minimum lot area	No minimum (<i>Table 907.a</i>)	1,856.57 m ²
Minimum building height	6 m (<i>Table 907.g</i>)	10.4 m
Maximum building height	15 m (<i>Table 907.h.ii</i>)	
Minimum front yard setback	3 m (<i>Table 907.c.ii</i>)	4.5 m
Minimum rear yard setback	4.5 m (<i>Table 907.f.i</i>)	33.4 m
Minimum interior side yard setback	1.5 m (<i>Table 907.d.ii</i>)	1.5 m
Maximum lot coverage	40% (<i>Table 156A</i>)	33%
Soft landscaped buffer within a parking lot	3.5 m, for a parking lot with more than 10 but less than 50 spaces (<i>Table 607</i>)	1.5 m, west side 1.5 m, north side 6.5 m, south side
Amenity area	6 m ² per dwelling unit (208.1) 30 units x 6 m ² per unit = 180 m ²	127.64 m ² provided via balconies

Amenity area, as outlined in Section 208, would require 6 m² per dwelling unit, consistent with the existing Zoning By-law provisions. However, there is no requirement within Draft 2 of the New Zoning By-law that requires a communal amenity area. Should more than one communal amenity area be provided, at least one area must be greater than 54 m².

Parking, Queuing, and Loading provisions are also updated within the New Zoning By-law, including changes to provisions for parking spaces and structures, electric vehicle provisions, and bicycle parking. The New Zoning By-law proposes to remove minimum parking space rates in favour of a choice-based approach. Visitor parking minimums will remain but will be reduced. For new residential or mixed-use buildings where parking is provided, all spaces must be EV-ready for Level 2 charging. Further, the New Zoning By-law will introduce short-term (publicly accessible) and long-term (secure enclosure) bicycle parking rates. Inclusive bicycle parking provisions will include larger and wider facilities for electric bikes and cargo bikes. Parking provisions that apply to the subject site are presented in Table 9.

Table 8: Draft 2 New Zoning By-law Parking Provisions

Zoning Provision	Draft 2 New Zoning By-law, Area C	Proposed Development
Minimum Resident Parking	-	17 spaces
Minimum Visitor Parking	0.1 spaces per unit, up to a maximum of 35 spaces (Section 602.1) 30 units x 0.1 space/unit = 3 spaces	6 spaces
Minimum Short Term Bicycle Parking	2 spaces	22 spaces
Minimum Long Term Bicycle Parking	1 space per unit 30 units x 1 space/unit = 30 spaces	

8 Urban Design Guidelines

8.1 Urban Design Guidelines for Low-rise Infill Housing

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing provide guidance on designing low-rise infill development that supports the OP's direction to evolve towards 15-minute neighbourhoods, as well as cross-cutting themes of intensification, energy and climate change, and healthy and inclusive communities. The guidelines are intended to encourage development that enhances streetscapes, promotes contextual fit within existing neighbourhoods, and creates a more compact urban form. Pertinent guidelines are as follows:

1.0 Streetscapes

- 1.1 *Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.*
- 1.2 *Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern. When new built form typologies are introduced to the streetscape, a sensitive design approach that is informed by the existing streetscape character allows for good integration.*
- 1.6 *Design accessible walkways from private entrances to public sidewalks.*

The proposed development includes a prominent at-grade front entrance, facing Tenth Line Road, as well as large windows and balconies facing the street. The development also provides accessible walkways providing pedestrian connection to public sidewalks on Tenth Line Road and to the parking lot on site. Existing surrounding residential development largely provides rear yard frontage to Tenth Line Road. As such, the direct frontage on to Tenth Line Road contributes to a more desirable pedestrian character and landscape pattern along the Minor Corridor.

2.0 Landscapes

2.1 Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees.

Aside from the pedestrian walkway, the proposed development includes soft landscaping throughout the front yard and along the Tenth Line Road public right-of-way.

3.0 Building Design (Built Form)

3.1.1 Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security of the street.

3.1.2 Locate and build infill in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.

3.1.3 In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's Transect-, Overlay-, and Neighbourhood policies, and local lot sizes, including lot width, the existing relationship between lot size, yard setbacks and the scale of homes.

3.1.4 Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and rooftop decks to respect the privacy of the surrounding homes.

The proposed development directly fronts Tenth Line Road with a prominent principal entry and large windows and balconies facing the street. The proposed low-rise apartment dwellings reflect both the existing and desired neighborhood pattern, introducing denser infill development with a built form that minimizes impact to the surrounding properties.

9 Summary of Supporting Studies

9.1 Serviceability Report

The Serviceability Report, undertaken by TL Mak Engineering Consultants, identifies that the existing site is graded to split drainage, one half outletting to Tenth Line Road and the other to Duvernay Drive. The gradient of the property is 0.7%. Underground municipal services will be provided via Duvernay Drive, consisting of a 375mm diameter stormsewer, 250mm diameter sanitary sewer, 200mm diameter watermain

During peak hour demands, the minimum hydraulic gradeline of 127.8 meters results in a pressure of 391 kPa (57 psi) at ground level, above the minimum requirement of 276 kPa (40 psi) for up to two-story buildings. For the third floor and above, the pressure requirement increases by 5 psi for every two stories added; the current pressure still meets this elevated requirement. During average day demands, the maximum hydraulic gradeline of 130.2 meters results in a pressure of 415 kPa (60 psi), which is lower than the maximum allowable pressure of 552 kPa (80 psi), again meeting acceptable standards.

The proposed building will be of wood frame construction (combustible construction), with fire resistance ratings that are assumed to meet OBC criteria. It is understood that the building will be without sprinklers. The resulting required fire flow is 6,300 L/min (105 L/s) for a duration of 50 minutes. A maximum day plus fire flow (6,300 L/min) hydraulic gradeline of 120.0 m corresponds to a residual pressure of 315 kPa (46 psi) at this location, which is above the minimal residual pressure requirement of 140 kPa (20 psi). There is also sufficient fire hydrant coverage in the surrounding area.

The peak sanitary flow for the 30 units is estimated at $Q = 0.66 \text{ L/s}$ with an infiltration rate of 0.06 L/s. In comparison to the existing flows from the single detached dwelling unit, the net increase in flow from this proposed development is 0.56 L/s, which is not expected to negatively impact the existing 250mm dia. sanitary sewer.

In addition to the stormwater outlet on Duvernay Drive, stormwater attenuation on site will consist of rooftop storage with controlled roof drains and parking lot surface areas with an inlet control device (ICD) at the outlet, regulating flow off site. Four roof drains are proposed to restrict flow at a rate of 3.80 L/s into the Duvernay Drive storm sewer. The rooftop stormwater outlet should be separately designated from the building foundation's weeping tile drainage system. The remainder of the site allowable release rate from ICD at the outlet is 19.84 L/s. The calculated net allowable controlled release rate from this site is estimated at 23.64 L/s. Based on the residential site plan from the owner's architect, the average post-development runoff coefficient is estimated at $C = 0.80$ and $A = 0.1858$ hectares. As such, on-site stormwater retention is required for the proposed development. The volume required for five-year and up to the 100-year storm events will be stored by means of flat rooftop and also utilizing the asphalt parking lot surface areas located at the west half of the site.

9.2 Transportation Noise Assessment

The Transportation Noise Assessment, conducted by Gradient Wind, provides analysis of theoretical noise predictions that conform to provincial and municipal, noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG), and future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications. It also considers the proposed development in conjunction with potential noise sources, projections, and criteria.

There are no significant sources of stationary noise sources surrounding the site. The dominant source of noise impacting the development is from transportation noise sources. The results of analysis find that noise levels will range between 55 and 72 dBA during the daytime period and between 47 and 65 dBA during the nighttime period. The proposed development's eastern façade will experience the highest noise levels (72 dBA), due to the proximity of Tenth Line Road and Des Épinettes Avenue.

To mitigate noise impacts within the proposed development, upgraded building components, including STC rated glazing elements and exterior walls, will be required where noise levels exceed 65 dBA. Living room and bedroom windows will require a minimum STC of 30 (facing east) or 27 (facing north or south). Windows facing west will already satisfy OBC 2024 requirements. Exterior walls facing north, east, and south will also require a minimum STC of 45, likely achieved with brick cladding or an acoustic equivalent. Exterior wall components (windows, doors, spandrel panel, etc.) of these façades are recommended to have a minimum STC of 45.

Furthermore, the development will require air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. Specific noise control measures will be further developed once the design of the building is sufficiently advanced. In addition to ventilation requirements, a Type D Warning Clause

will also be required to be placed on all Lease, Purchase and Sale Agreements, stating that "*This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment*".

The area surrounding the subject site includes noise-sensitive residential development. The impact of the proposed development on these surrounding areas can be fully mitigated. The mechanical equipment is expected to be small condensing units on the roof or side of the building, where any potential impact can be minimized by judicious selection of mechanical equipment and its location. These systems are expected to comply with the ENCG sound level limits. A review by a qualified acoustic consultant is recommended once the building's mechanical design has been finalized.

9.3 Phase I – Environmental Site Assessment

The Phase 1 Environmental Site Assessment (ESA) completed by Paterson Group provides background on the historical and current use of the subject site, as well as any potential environmental concerns that may impact the subject site. The site was initially occupied by agricultural fields, prior to being developed with the current residential dwelling and warehouse building around 1970. The warehouse is solely used for personal storage and has not been used for commercial purposes since it has been acquired by the current owner. No potentially contaminating activities (PCAs) were identified as a result of the previous use of the property.

The surrounding properties encompass both commercial and residential uses, including a historical automotive service garage and retail fuel outlet at 1684 Tenth Line Road, as well as previous dry-cleaning facilities at 1675 Tenth Line Road and 470 Charlemagne Boulevard. Additionally, two existing retail fuel outlets were identified on the properties addressed 1685 and 1775 Tenth Line Road. While these uses are considered to represent PCAs, their separation distance from the subject site, inferred cross gradient orientation, and the available geological information, they are not considered to result in areas of potential environmental concern on the subject site.

Based on the results of the Phase 1 ESA, it is anticipated that a Phase II ESA is not required for the subject site.

9.4 Geotechnical Investigation

The Geotechnical Investigation, conducted by Paterson Group, found the subsoil profile for the subject site consists of topsoil or asphaltic concrete underlain by fill and/or a deep deposit of silty clay. An approximate thickness of 50 to 80 mm of asphaltic concrete was also encountered on the site. Fill material was observed to consist of brown silty sand with crushed stone and gravel, extending to maximum depths of 0.3 to 0.5 m below the existing ground surface. Below the fill material, a hard to very stiff, brown silty clay deposit was encountered, becoming stiff to firm and grey at approximate depths of 2.8 to 3.7 m. Additionally, the bedrock in the area of the subject site consists of shale of the Rockcliffe Formation, with an overburden drift thickness ranging between 25 and 50 m depth. Long-term groundwater levels can also be estimated based on the observed colour and consistency of the recovered soil samples. Based on these observations, the long-term groundwater table can be expected at approximately 1.5 to 3.0 m below ground surface. However, it should be noted that groundwater levels are subject to seasonal fluctuations, and the groundwater levels could vary at the time of construction.

From a geotechnical perspective, the subject site is considered suitable for the proposed development. It is recommended that the proposed structures be founded on conventional spread footings placed on an undisturbed, hard to stiff silty clay bearing surface. Asphalt, topsoil, and deleterious fill should be stripped from

under any structures, and all existing foundation walls and other construction debris should be entirely removed from within the footprints of the proposed development. Fill used for grading beneath the building areas should consist, unless otherwise specified, of clean imported granular fill. Fill should be placed in lifts no greater than 300 mm thick and compacted using suitable compaction equipment for the lift thickness. Non-specified existing fill along with site-excavated soil can be used as general landscaping fill and beneath exterior parking areas where settlement of the ground surface is of minor concern.

Strip footings, up to 3 m wide, and pad footings, up to 5 m wide, founded on an undisturbed, hard to stiff silty clay bearing surface should be designed using a bearing resistance value at serviceability limit states (SLS) of 125 kPa and a factored bearing resistance value at ultimate limit states of 200 kPa. Additionally, footing-supported structures require adequate lateral support for the bearing medium, ensuring that above groundwater level, a plane extending from the footing bottom edge at a 1.5H:1V slope passes only through in-situ soil. Due to the presence of the silty clay deposit at the site, a permissible grade raise restriction of 1.5 m is recommended for grading at the subject site. The site class for seismic site response can be taken as Class XD for the foundations considered at this site. Soils underlying the subject site are not susceptible to liquefaction.

Undisturbed, hard to stiff silty clay is considered an acceptable subgrade on which to commence backfilling for floor slab construction, once topsoil and deleterious fill are removed. It is recommended that the upper 200 mm of sub-slab fill consist of 19 mm clear crushed stone. Any soft areas in the basement slab subgrade should be removed and backfilled with appropriate backfill material prior to placing fill. The pavement structure for car parking is recommended to consist of a 50 mm wear course followed by a 150 mm base and 200 mm of subbase. For access lanes, 40 mm of wear course is recommended, followed by a 50 mm binder course, 150 mm base, and 450 mm subbase.

A perimeter foundation drainage system is recommended to be provided for the proposed development. It should have a positive outlet, such as to the storm sewer or building sump pit. Backfill against the exterior sides of the foundation walls should consist of free-draining non-frost susceptible granular materials. The greater part of the site excavated materials will be frost susceptible and, as such, are not recommended for re-use as backfill against the foundation walls. Perimeter footings of heated structures are recommended to be insulated against the deleterious effects of frost action. A minimum 1.5 m thick soil cover, or an equivalent soil cover and foundation insulation, should be provided.

The excavation side slopes above the groundwater level extending to a maximum depth of 3 m should be cut back at 1H:1V or flatter. A flatter slope is required for excavation below the groundwater level. Temporary shoring may be required to support the overburden soils of the adjacent properties, depending on the depth of excavation and proximity to surrounding properties. The design and approval of the shoring system will be the responsibility of the shoring contractor and the shoring designer who is a licensed professional engineer. The temporary shoring system may consist of a soldier pile and lagging system which could be cantilevered, anchored, or braced. The shoring system is recommended to be adequately supported to resist toe failure.

Bedding and backfill materials should be in accordance with the most recent municipal requirements. A minimum of 150 mm of OPSS Granular A should be placed for pipe bedding for sewer or water pipes when placed on a soil subgrade, or 300 mm when located on stiff, grey silty clay. The pipe bedding should extend to the spring line of the pipe. Cover material, from the spring line to a minimum of 300 mm above the obvert of the pipe, should consist of OPSS Granular A or sand. It should be possible to re-use the upper portion of the dry to moist silty clay above the cover material if the excavation and filling are carried out in dry conditions.

It is anticipated that groundwater infiltration into the excavations should be low to moderate and controllable using open sumps. Water should be directed away from all bearing surfaces and subgrades to prevent disturbance to the founding medium. Should more than 400,000 L/day of groundwater need to be pumped during construction, a temporary permit to take water may be required. Should winter construction take place, heaving and settlement upon thawing could occur. Should this be the case, the founding stratum should be protected from freezing temperatures by the use of straw, propane heaters, tarpaulins, or other suitable means.

Based on the geotechnical testing and analysis undertaken, it has been determined that large trees can be planted, provided there is a tree to foundation setback that is equal to the full mature height of the tree. A tree planting setback limit of 4.5 m is applicable for small and medium-sized trees provided the underside of footing is at least 2.1 m below the lowest finished grade for footings within 10 m of the tree, 25m² (small trees) to 30m² (medium trees) of soil volume is provided, the foundation walls are to be reinforced at least nominally, and grading surrounding the tree must promote drainage to the tree root zone.

10 Public Consultation Strategy

In 2024, initial conversations took place with City Staff to introduce a concept for the site and seek input. Following submission of this application, a Statutory Public Meeting will be held to inform interested stakeholders of the proposed Zoning By-law Amendment application.

The following is a list of engagement completed to date:

- A Pre-Application Consultation meeting was held on December 18, 2024. Comments and a list of required plans and studies was sent by City Staff to the applicant on January 24, 2025.

Below is a list of planned consultation activities:

- Notification of public for the Statutory Public Meeting to be completed by the City of Ottawa.
- Statutory Public Meeting for the Zoning By-law Amendment will take place at the City of Ottawa Planning and Housing Committee.

11 Conclusion

As demonstrated in this report, the proposed development is appropriate when considering applicable land use and urban design policies set out in the Provincial Planning Statement, City of Ottawa Official Plan, Zoning By-law and applicable Design Guidelines.

Arcadis is of the opinion that this Zoning By-law Amendment application and the proposed development on the subject site is an appropriate use for the lands, is consistent with the policy direction of applicable policy and represents good land use planning. Arcadis supports this application and recommends that the application be approved accordingly.

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