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Recreation
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Residential
Commercial &
Institutional
Environmental
Restoration

2380 Tenth Line Road Ottawa, Ontario

Planning Rationale, Public Consultation Strategy & Scoped Urban Design Brief

Prepared for: Riverstone Retirement [Tenth Line] Inc.

**2380 TENTH LINE ROAD
OTTAWA, ONTARIO**

**PLANNING RATIONALE, PUBLIC CONSULTATION STRATEGY, AND
SCOPED URBAN DESIGN BRIEF
IN SUPPORT OF APPLICATIONS FOR
SITE PLAN CONTROL AND ZONING BY-LAW AMENDMENT**

Prepared For:

Riverstone Retirement [Tenth Line] Inc.



Prepared By:



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November 6, 2025
Revised April 17, 2026
Novatech File: 125079
Ref: R-2025-103

April 17, 2026

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Craig Hamilton – Planner

**Reference: 2380 Tenth Line Road
Planning Rationale, Public Consultation Strategy, and Scoped Urban Design
Brief in Support of Applications for Site Plan Control and Zoning By-law
Amendment
City File No.: D02-02-25-0083 and D07-12-25-0145
Our File No.: 125079**

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Claridge Homes is proposing to redevelop the Subject Site with a mid-rise retirement home. The 6-storey development will include of 141 dwelling units consisting of seventy-three (73) studio units, sixty-two (62) 1-bedroom units, and six (6) two-bedroom units. The proposed development will include 36 bicycle parking spaces, 10 surface parking, and 37 below grade parking for a total of 47 parking spaces. Access to the development is proposed via an inbound only access on Décoeur Drive and an outbound only access on David Lewis Private to facilitate drop-offs to the main entrance and the surface parking lot. Access to the underground parking lot will be provided through an all movement access to David Lewis Private. A landscaped amenity space is located at the rear of the property featuring walking paths, trees, and outdoor seating.

A *Zoning By-law Amendment* application is required to amend the Subject Site's existing zoning to permit a residential use (whereas *Urban Exception 950* prohibits "residential use buildings") and to include site-specific zoning provisions. The accompanying Zoning Confirmation Report prepared by Novatech dated November 6, 2025 provides more details on the site-specific exceptions and proposed zoning provisions for the Subject Site.

The Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Mer Bleue Community Design Plan (2006)*, and complies with the provisions of *Zoning By-law 2008-250*.



NOVATECH

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EXECUTIVE SUMMARY

Novatech has been retained by Riverstone Retirement [Tenth Line] Inc. (c/o Claridge Homes) to prepare this Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief in support of applications for a *Zoning By-law Amendment (City File No.: D02-02-25-0083)* and *Site Plan Control (City File No.: D07-12-25-0145)* for their property municipally known as 2380 Tenth Line Road in Ward 19 – Orléans-South Navan. The herein will be referred to as the ‘Subject Site’.

The Subject Site is a rectangular shaped parcel of land situated in the community of Orléans-South Navan at the northwest corner of Tenth Line Road and Décoeur Drive. The Subject Site is generally flat and currently vacant. The City of Ottawa approved a previous *Plan of Subdivision (City File No.: D07-16-09-0018)* application to create the parcel of land that includes the Subject Site which is described as part of Block 173 on 4M-1526 and Parts 1,2, and 5 on 4R-31833. The Subject Site has a total area of 0.62 hectares.

Riverstone Retirement [Tenth Line] Inc. is proposing to redevelop the Subject Site with a mid-rise retirement home. The 6-storey development will include 141 dwelling units consisting of seventy-three (73) studio units, sixty-two (62) 1-bedroom units, and six (6) two-bedroom units. The proposed development will include 36 bicycle parking spaces, 10 surface parking and 37 below grade parking for a total of 47 parking spaces. Access to the development is proposed via an inbound only access on Décoeur Drive and an outbound only access on David Lewis Private to facilitate drop-offs to the main entrance and the surface parking lot. Access to the underground parking lot will be provided through an all movement access to David Lewis Private. A landscaped amenity space is located at the rear of the property featuring walking paths, trees, and outdoor seating.

A *Zoning By-law Amendment* application is required to amend the Subject Site’s existing zoning provisions to permit residential uses (whereas *Urban Exception 950* prohibits “residential use buildings”) and to accommodate site-specific zoning provisions. The accompanying Zoning Confirmation Report prepared by Novatech dated November 6, 2025 provides more details on the site-specific exceptions and proposed zoning provisions for the Subject Site.

The Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Mer Bleue Community Design Plan (2006)*, and complies with the provisions of *Zoning By-law 2008-250*.

1.0 INTRODUCTION

Novatech has been retained by Riverstone Retirement [Tenth Line] Inc. (c/o Claridge Homes) to prepare this Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief in support of applications for a *Zoning By-law Amendment (City File No.: D02-02-25-0083)* and *Site Plan Control (City File No.: D07-12-25-0145)* for their property municipally known as 2380 Tenth Line Road in Ward 19 – Orléans-South Navan. The herein will be referred to as the ‘Subject Site’.

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The Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Mer Bleue Community Design Plan (2006)*, and complies with the provisions of *Zoning By-law 2008-250*.

1.1 Site Location and Description

The Subject Site is a rectangular shaped parcel of land situated in the community of Orléans-South Navan at the northwest corner of Tenth Line Road and Décoeur Drive. The Subject Site has frontage along Décoeur Drive and is generally flat and currently vacant. The City of Ottawa previously approved *Plan of Subdivision and Zoning by-law Amendment* applications as part of the overall residential subdivision which includes the Subject Site. The Subject Site has a total area of 0.62 hectares (6, 248.59 square metres).

The Subject Site is legally described as follows:

PART BLOCK 173 PLAN 4M1526 DESIGNATED AS PARTS 1, 2 AND 5 PLAN 4R31833 SUBJECT TO AN EASEMENT OVER PART 2 PLAN 4R31833 AS IN OC1676424 SUBJECT TO AN EASEMENT OVER PART 2 PLAN 4R31833 AS IN OC1676425 TOGETHER WITH AN EASEMENT OVER PART BLOCK 173 PLAN 4M1526 BEING PART 6 PLAN 4R31833 AS IN OC2111904 SUBJECT TO AN EASEMENT OVER PART 5 PLAN 4R31833 IN FAVOUR OF PART OF BLOCK 173, PLAN 4M1526, SAVE AND EXCEPT PARTS 1, 2 & 5 PLAN 4R31833 AS IN OC2133006 (PARTIALLY RELEASED BY OC2741866) SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 1 & 2 4R35420 AS IN OC2600631 CITY OF OTTAWA



Figure 2: Looking northwest towards the Subject Site (Google Streetview, August 2025).



Figure 3: Looking north towards the Subject Site (Google Streetview, August 2025).

1.3 Planning and Regulatory Context

1.3.1 City of Ottawa Official Plan (2022)

The Subject Site is designated as *Corridor – Minor* with an *Evolving Neighbourhood Overlay* per the *City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect* as shown in **Figure 4**. The applicable policies under the relevant sections of the *Official Plan* are listed below. A description of the how the proposal responds to the policies then follows.

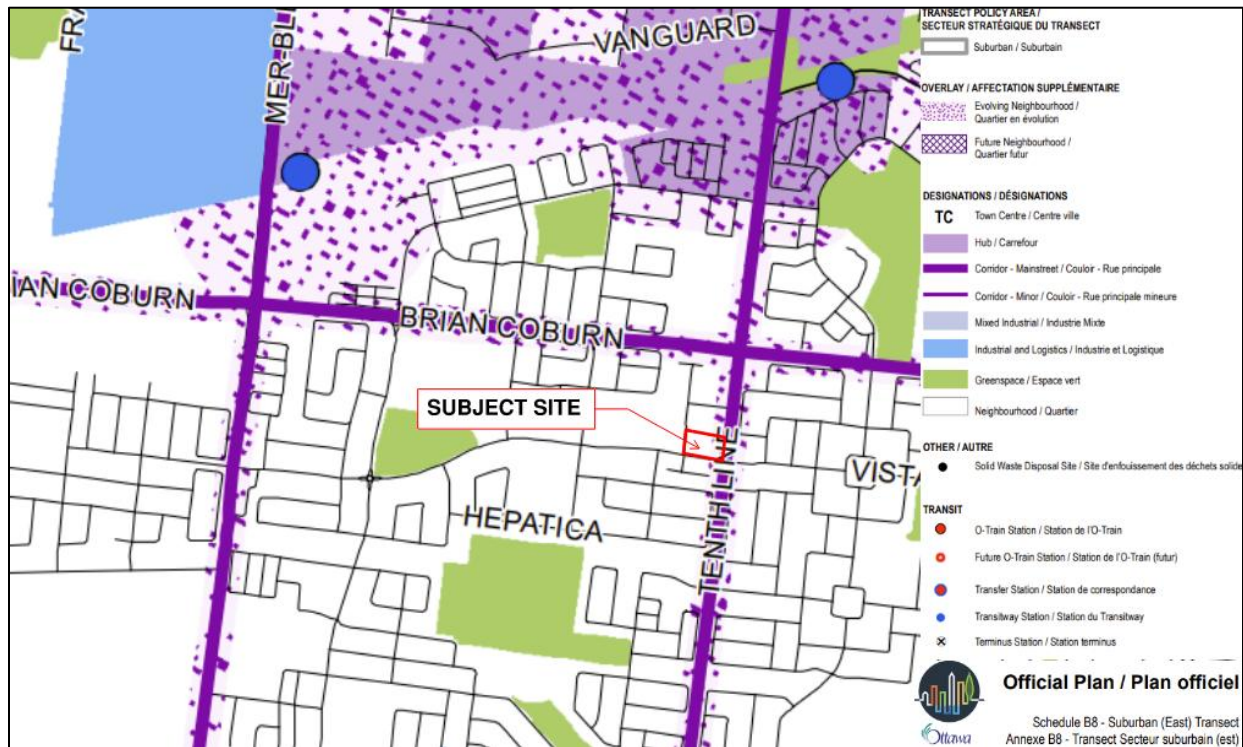


Figure 4: Excerpt from the City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect with the Subject Site added by Novatech.

The City of Ottawa Official Plan Schedule C4 – Urban Road Network designates Tenth Line Road as an Arterial – Existing and Décoeur Drive as Collector – Existing as shown in Figure 5.



Figure 5: Excerpt from City of Ottawa Official Plan Schedule C4 – Urban Road Network with the Subject Site added by Novatech.

The Subject Site has no natural heritage features as per the *City of Ottawa Official Plan Schedule C11-C – Natural Heritage System (West)* as shown in **Figure 6**.

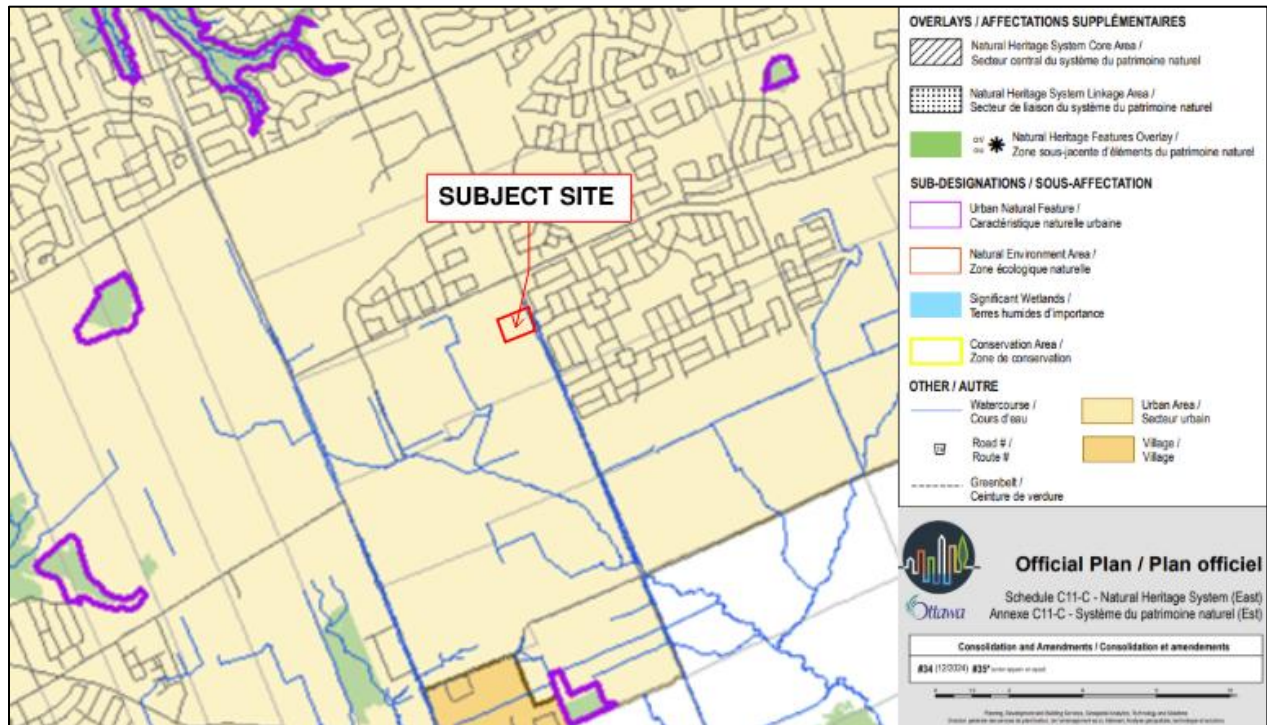


Figure 6: Excerpt from the City of Ottawa Official Plan Schedule C11-C – Natural Heritage System (East) with the Subject Site added by Novatech.

The Subject Site is not identified to be within an *Open Space* sub-designation as per the *City of Ottawa Official Plan Schedule C12 – Urban Greenspace* as shown in **Figure 7**.



Figure 7: Excerpt from the City of Ottawa Official Plan Schedule C12 – Urban Greenspace with the Subject Site added by Novatech.

1.3.2 City of Ottawa Zoning By-law 2008-250

The Subject Site is zoned as *General Mixed-Use, Urban Exception 950 – GM[950]* in the *City of Ottawa Zoning By-law 2008-250* as shown in **Figure 8**. The purpose of the *General Mixed-Use – GM* zone is to:

- 1) *allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;*
 - 2) *limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;*
 - 3) *permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and*
 - 4) *impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*
- **The site-specific *Urban Exception 950* prohibits residential use on the Subject Site. An amendment is requested to permit the proposed retirement home.**
 - **Additional relief from the Zoning By-law is requested to accommodate for site-specific provisions for an increased building height.**



Figure 8: Excerpt of the Subject Site's zoning from GeoOttawa.

2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

As previously discussed, Riverstone Retirement [Tenth Line] Inc. is proposing to redevelop the Subject Site with a mid-rise retirement home. The 6-storey development will include of 141 dwelling units consisting of seventy-three (73) studio units, sixty-two (62) 1-bedroom units, and six (6) two-bedroom units. The proposed development will include 36 bicycle parking spaces, 10 surface parking and 37 below grade parking for a total of 47 parking spaces. Access to the development is proposed via an inbound only access on Décoeur Drive and an outbound only access on David Lewis Private to facilitate drop-offs to the main entrance and the surface parking lot. Access to the underground parking lot will be provided through an all movement access to David Lewis Private. Concrete pathways will be provided connecting the main building entrances to the Décoeur Drive sidewalk and to the Tenth Line Road asphalt multi-use pathway. A landscaped amenity space will be located at the rear of the property featuring walking paths, trees, and outdoor seating. A *Site Plan Control* and *Zoning By-law Amendment* application will be filed to facilitate the proposed development.

Below are the proposed Site Plan and building elevations. A full-size copy will be provided in **Appendix A**.

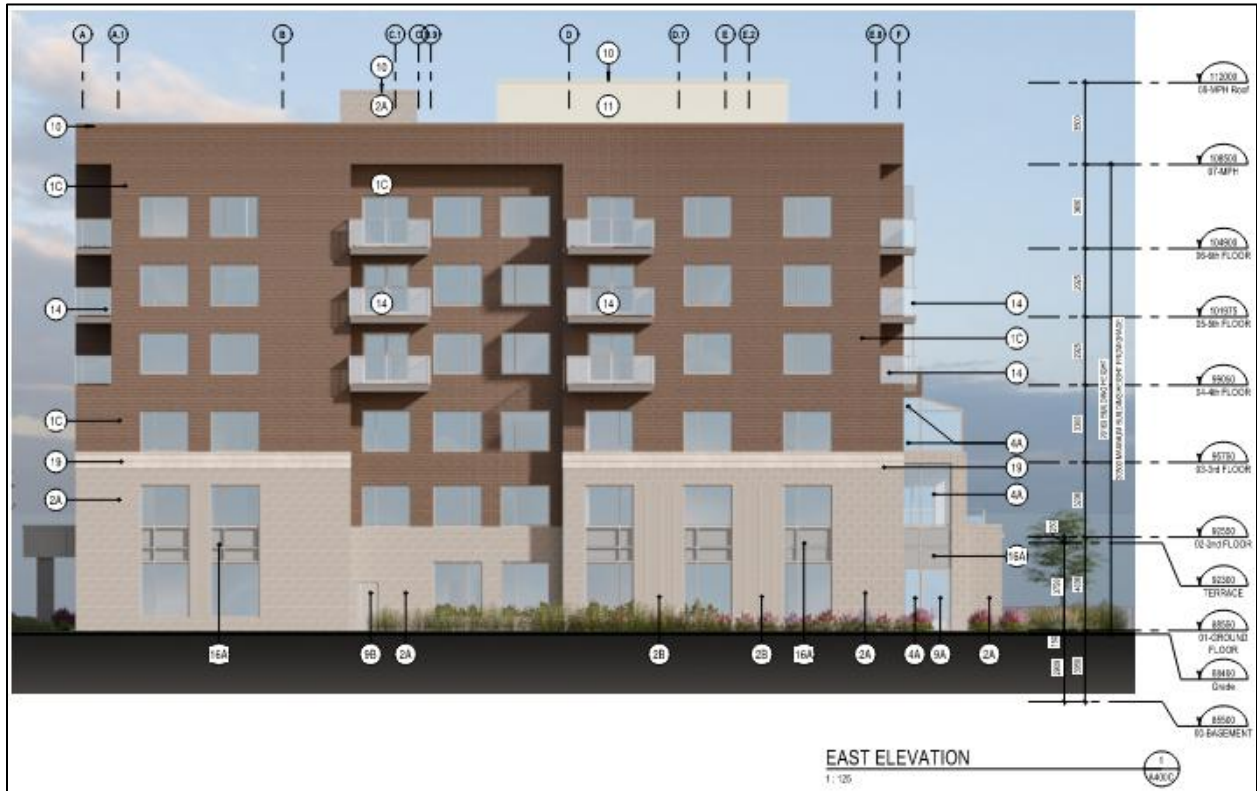


Figure 10: East Elevation prepared by Neuf Architects.



Figure 11: South Elevation prepared by Neuf Architects.



Figure 12: West Elevation prepared by Neuf Architects.

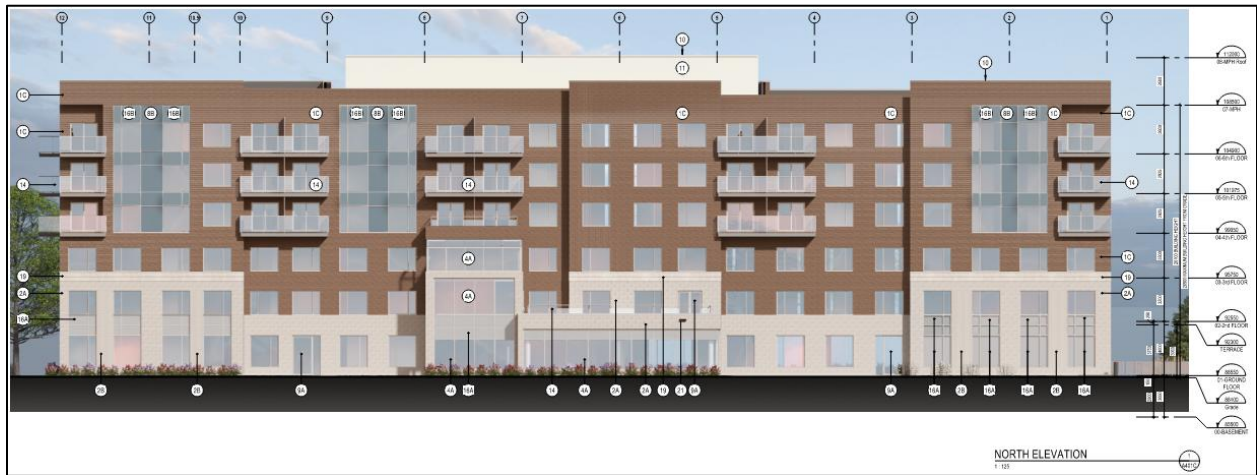


Figure 13: North Elevation prepared by Neuf Architects.

2.2 Details of Proposed Amendment(s)

To facilitate the proposed development, it is suggested to amend the Subject Site's current zoning provisions. The Subject Site is currently zoned *General Mixed-Use, Urban Exception 950 – GM [950]* in the *City of Ottawa's Zoning By-law 2008-250*. A *Zoning By-law Amendment* application is required to amend the Subject Site's existing zoning to permit a residential use, as *Urban Exception 950* prohibits "residential use buildings". The amendment also requests relief to accommodate site-specific development details such as an increased building height

The accompanying Zoning Confirmation Report prepared by Novatech dated November 6, 2025 provides more details on the site-specific exceptions and proposed provisions for the Subject Site. The suggested zoning provisions for the proposed development will be subject to further discussions with City of Ottawa staff.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Provincial Planning Statement

The *Provincial Planning Statement [PPS] (2024)* came into effect on October 20, 2024 and replaces the previous *Provincial Policy Statement (2020)* that came into effect on May 1, 2020. The *PPS* provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating development and land use province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. The decisions that affect all planning matters "*shall be consistent with*" relevant policy statements under the authority of *Section 3* of the *Planning Act*. The following is an overall review of the applicable *PPS 2024* policies.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

- 1) *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
- 2) *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
- 3) *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*

- 4) *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
 - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*
 - 5) *Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.*
 - 6) *Planning authorities should support the achievement of complete communities by:*
 - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*
- **The Subject Site is situated within the City of Ottawa’s settlement area and is designated within the *Official Plan (2022)* and *Mer Bleue Community Design Plan (2006)*. The proposed development is a mid-rise, residential development that will serve the aging population in the community.**
 - **The proposed retirement home offers an opportunity for residents to age within their established community and maintain connection to services, amenities, and social networks in Orléans-South Navan community.**
 - **The proposed development improves accessibility for people of all ages and abilities and accommodates a range of land uses (i.e., long-term care facility).**

2.2 Housing

- 1) *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
 - a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - b) *permitting and facilitating:*
 - i. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - ii. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing*

options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*
- **The proposed development meets arising demographic changes and will serve the aging population.**
 - **The Subject Site is located within the City of Ottawa’s settlement area and efficiently utilizes land, resources, infrastructure, and public service facilities.**
 - **The proposed development represents residential intensification that redevelops the Subject Site from a previous vacant land use to housing and increased density.**

2.3 Settlement Areas for Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 1) Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
 - 2) Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;*
 - b) optimize existing and planned infrastructure and public service facilities;*
 - c) support active transportation;*
 - d) are transit-supportive, as appropriate; and*
 - e) are freight-supportive.**
 - 3) Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
- **The Subject Site is situated within the City of Ottawa’s settlement area and contributes to increased growth and density objectives.**
 - **The Subject Site efficiently utilizes land, resources, infrastructure, and public service facilities.**
 - **The proposed development contributes to a diversity of housing needs in the community and helps meet arising demographic changes.**

2.9 Energy Conservation, Air Quality and Climate Change

- 1) 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 proposed retirement home offers an opportunity for residents to age within their established community and maintain connection to services, amenities, and social networks in Orléans-South Navan community.**
 - **The Subject Site is within walking distance of bus stops along Tenth Line Road and Décoeur Drive.**

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

- 1) *Infrastructure and public service facilities shall be provided in an efficient manner 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:*
 - a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b) *leverage the capacity of development proponents, where appropriate; and*
 - c) *are available to meet current and projected needs.*
- **A Site Servicing Report was prepared by Novatech dated April 17, 2026 in support of the development applications. The proposed development will be serviced by existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

3.6 Sewage, Water, and Stormwater

- 1) *Planning for sewage and water services shall:*
 - a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
 - b) *ensure that these services are provided in a manner that:*
 1. *can be sustained by the water resources upon which such services rely;*
 2. *is feasible and financially viable over their life cycle;*
 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 4. *aligns with comprehensive municipal planning for these services, where applicable.*
 - c) *promote water and energy conservation and efficiency;*
 - d) *integrate servicing and land use considerations at all stages of the planning process;*

- e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
 - f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*
 - 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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*
 - 8) *Planning for stormwater management shall:*
 - i) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
 - ii) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
 - iii) *minimize erosion and changes in water balance including through the use of green infrastructure;*
 - iv) *mitigate risks to human health, safety, property and the environment;*
 - v) *maximize the extent and function of vegetative and pervious surfaces;*
 - vi) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
 - vii) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*
- **A Site Servicing Report was prepared by Novatech dated April 17, 2026, in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

- 1) *Natural features and areas shall be protected for the long term.*
- 2) *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 3) *Natural heritage systems shall be identified in Ecoregions 6E & 7E 1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
- 5) *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*

- b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - d) significant wildlife habitat;*
 - e) significant areas of natural and scientific interest; and*
 - f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
- 7) *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
- 8) *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*
- **The proposed development is outside of protected Natural Heritage features.**
 - **An Environmental Impact Statement (EIS) was prepared by Kilgour and Associates dated October 28, 2025. The findings and conclusions from the report include:**
 - **A linear ditch feature extends across a portion of the Site with a portion characterized by a gravel fill bottom and sparse vegetation cover.**
 - **The linear ditch onsite serves only as an engineered drainage component (i.e. with no natural heritage connectivity or functionality) of the existing SWM system.**
 - **The Subject Site does not contain significant wetlands, significant woodlands, significant coastal wetlands, areas of natural and scientific interest (ANSIs), or fish habitat.**
 - **The Subject Site does not contain significant valleylands, greenspace linkages, or urban natural areas. No other significant natural heritage features are located within 120 m of the Site.**
 - **The Subject Site itself does not meet the criteria for candidate Significant Wildlife Habitat (SWH). No obvious signs or evidence of use as a seasonal concentration area were observed on the Subject Site during the field survey.**
 - **No rare vegetation communities were observed on the Subject Site.**
 - **It is anticipated that the Site will be fully cleared of existing vegetation, and the existing ditch will be removed. The existing trees onsite will be cleared to accommodate construction.**
 - **There are no permanent surface water features or fish habitat on the Subject Site. The ditch onsite appears to convey flows only in spring and/or following major rain events and is anticipated to be removed to accommodate construction.**
 - **The Subject Site is not expected to have negative impacts to existing natural features or ecological functions if the recommended mitigation measures provided in this report are implemented.**
 - **A Tree Conservation Report was prepared by James B. Lennox Landscape Architects dated October 31, 2025. The findings from the report include:**
 - **There is one existing tree on the Subject Site and was assessed as part of this inventory. The condition of the tree on Site is Good.**
 - **It is anticipated that the one existing tree on site will need to be removed.**

- The Landscape Concept Plan prepared by James B. Lennox Landscape Architects dated October 31, 2025 illustrates preliminary locations for the plantings of proposed coniferous and deciduous trees, shrub-mix plantings, and the future open space area which will be re-vegetated with a mixture of trees and shrub planting.

4.4 Minerals and Petroleum

4.4.1 General Policies for Minerals and Petroleum

- 1) *Minerals and petroleum resources shall be protected for long-term use.*

4.5 Mineral Aggregate Resources

4.5.1 General Policies for Mineral Aggregate Resources

- 1) *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*
- **The proposed development will not impact any current mineral mining operations or petroleum resource operations.**
 - **The proposed development will not impact any properties identified with a *Bedrock Resource Area Overlay* or *Sand and Gravel Resource Area Overlay* as per the *City of Ottawa's Official Plan Schedule B9 – Rural Transect*.**

4.6 Cultural Heritage and Archaeology

- 1) *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
 - 2) *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
 - 3) *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*
 - 4) *Planning authorities are encouraged to develop and implement:*
 - a) *archaeological management plans for conserving archaeological resources; and*
 - b) *proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*
- **The Subject Site is not identified as containing “Archaeological Potential” as per the City of Ottawa’s GeoOttawa overlay.**
 - **The Subject Site is not a protected heritage property.**

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

- 1) *Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.*

5.2 Natural Hazards

- 1) *Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.*
- 2) *Development shall generally be directed to areas outside of:*
 - a) *hazardous lands adjacent to the shorelines of the Great Lakes -St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
 - b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
 - c) *hazardous sites.*
- 3) *Development and site alteration shall not be permitted within:*
 - a) *the dynamic beach hazard;*
 - b) *defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);*
 - c) *areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*
 - d) *a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*
- 4) *Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.*
- 5) *Despite policy 5.2.3, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:*
 - a) *in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or*
 - b) *where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.*
- 6) *Development shall not be permitted to locate in hazardous lands and hazardous sites where the use is:*
 - a) *an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;*
 - b) *an essential emergency service such as that provided by fire, police, and ambulance stations and electrical substations; or*

- c) *uses associated with the disposal, manufacture, treatment or storage of hazardous substances.*
- 8) *Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:*
 - a) *development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*
 - b) *vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;*
 - c) *new hazards are not created and existing hazards are not aggravated; and*
 - d) *no adverse environmental impacts will result.*

5.3 Natural Hazards

- 1) *Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*
 - 2) *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*
- **A Geotechnical Investigation prepared by Paterson Group dated May 23, 2025. The report notes that the subsurface profile at the borehole locations consists of fill underlain by a deep silty clay deposit. Tree planting setbacks are recommended for the silty clay deposit. Large trees (mature height over 14 m) can be planted within the silty clay areas provided a tree to foundation setback equal to the full mature height of the tree can be provided. The report states that from a geotechnical perspective, the Subject Site is suitable for the proposed development.**
 - **A Phase I Environmental Site Assessment (ESA) Update was prepared by Paterson Group dated August 5, 2025. The findings and conclusions from the report include:**
 - **No potentially contaminating activities (PCAs) were identified with respect to the historical use or current use of the Phase I Property.**
 - **Two off-site PCAs were noted north of the Subject Site just beyond the 250m study area. Based on the distance of the retail fuel outlet and the car service garage to the north, they are not considered to represent Areas of Potential Environmental Concern (APECs) on the Subject Site.**
 - **There are no potentially contaminating activities on the Subject Site, and a Phase II ESA is not required.**

The *Site Plan Control and Zoning By-law Amendment* applications are consistent with the policies of the *Provincial Planning Statement (2024)*.

3.2 City of Ottawa Official Plan (2022)

The Subject Site is currently designated as *Corridor – Minor* within an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect*.

3.2.1 Strategic Directions & Cross Cutting Issues

Section 2 of the *Official Plan* provides the *Strategic Directions* for the City of Ottawa to become the most liveable mid-sized city in North America over the next century. These include five *Big Policy Moves* and six *Cross-Cutting Issues*.

The five *Big Policy Moves* provide broad policy directions and are the foundation of the *Official Plan*. The *Big Policy Moves* are:

- 1) *Achieve, by the end of the planning period, more growth but 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 Subject Site is situated within the City of Ottawa’s urban area that is accessible by active and sustainable modes of transportation with public transit stops located near the Subject Site. An asphalt multi-use pathway is located on the west side of the Subject Site along Tenth Line Road. The pathway connects to public sidewalks and existing cycling infrastructure along Tenth Line Road.**
 - **A total of thirty-six (36) bicycle parking spaces will be provided throughout the Subject Site. The Subject Site’s location and the provision of bicycle parking will promote active transportation use.**

These *Big Policy Moves* inform the six themes, or *Cross-Cutting Issues*, that are embedded throughout the policies and sections of the *Official Plan* and are essential to the achievement of a liveable city, but are implemented through the policies in multiple sections of the *Official Plan*. The *Cross-Cutting Issues* are:

- *Intensification*
- *Economic Development*
- *Energy and Climate Change*
- *Healthy and Inclusive Communities*
- *Gender and Racial Equity*
- *Culture*

Policy 2.2.1 – Intensification and Diversifying Housing Options

- **The proposed development will contribute to housing for the aging population and provides accessibility to health services and community facilities.**

- The proposed development will include a range of unit mixes to accommodate different needs and income levels.

Policy 2.2.2 – Economic Development

- The proposed retirement home will introduce new employment opportunities associated with the operation of the facility. Support staff roles including personal support workers, social workers, doctors, and nurses will broaden the employment base in the area and contribute to the overall employment objectives in the City. These employment uses are critical to the residential nature of the development and support the creation of a complete community.

Policy 2.2.3 – Energy and Climate Change

- The Subject Site is situated within the City of Ottawa’s urban area and is already accessible by active and sustainable modes of transportation with public transit stops abutting the Subject Site.
- The Subject Site abuts an existing cycling infrastructure and multi-use pathway on Tenth Line Road. A total of thirty-six (36) bicycle parking spaces will be provided throughout the Subject Site. The Subject Site’s location and the provision of bicycle parking will promote active transportation use.
- The proposed development will contribute to compact and complete communities by providing a diversity of housing units and accessibility to nearby services and amenities.

Policy 2.2.4 – Healthy and Inclusive Communities

- The Subject Site abuts an existing multi-use pathway on Tenth Line Road. A total of thirty-six (36) bicycle parking spaces will be provided throughout the Subject Site. The Subject Site’s location and the provision of bicycle parking will promote active transportation use.
- There are a mix of land uses surrounding the Subject Site allowing 15-minute neighbourhood that provides future residents with the ability to walk to meet their daily needs.

Policy 2.2.5 – Gender and Racial Equality

- The Subject Site is accessible by active and sustainable modes of transportation with public transit stops abutting the Subject Site. This ensures that equitable access is provided for all regardless of socio-economic status.

Policy 2.2.6 – Culture

- No cultural spaces are identified on the Subject Site as per the City of Ottawa’s GeoOttawa “Cultural Spaces” mapping overlay.

3.2.1 Growth Management Framework

Section 3 of the *Official Plan* provides the *Growth Management Framework* for the City of Ottawa premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth.

Policy 3.1 – Designate Sufficient Land for Growth

- 1) *Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy Statement.*
 - 2) *Projected growth in Table 1 incorporates a method to project market demand, which includes the needs of existing and future residents.*
 - 3) *The urban area and villages shall be the focus of growth and development.*
- **The Subject Site is situated within the City of Ottawa’s urban area and is designated within the *Official Plan (2022)* and *Mer Bleue Community Design Plan (2006)* for future residential development. The proposed development will feature a mid-rise residential development to serve the increasingly diverse needs of the community.**

Policy 3.2 – Support Intensification

- 2) *Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.*
- 3) *The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.*
- 4) *Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.*
- 8) *Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:*
 - a) *Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and*
 - b) *Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.*

- **The proposed development represents residential intensification that redevelops the Subject Site from previous undeveloped land to housing.**
- **The housing typology proposed will contribute to a range in housing options and addresses the increasingly changing demographics in the community.**
- **The Subject Site is situated within the City of Ottawa's urban area and is designated within the *Official Plan (2022)* for future residential development.**

Policy 3.5 – Meet employment needs

- 1) *Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.*
 - 2) *Employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.*
 - 3) *Employment that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods designations, have potential adverse impacts on adjacent sensitive uses, and require clustering of similar uses are located within Industrial and Logistics areas. These uses tend to be manufacturing, construction, storage and logistics related. Business parks that have a mix of industrial and non-industrial uses such as small-scale office and other service-oriented uses are located within Mixed Industrial areas.*
- **The proposed development will include support workers to provide care and services to residents in the retirement home.**

3.2.2 City-wide Policies

Section 4 of the *Official Plan* sets out the city-wide policies to be considered where all new development is proposed.

Subsection 4.1 – Mobility

Policy 4.1.1 – Provide mobility options to safely and equitably navigate the city

- 3) *The City's street hierarchy includes provincial and City highways, federally owned roads, arterials, major collectors, collectors, local roads or streets and lanes. The City will identify streets or segments of streets in the hierarchy that are intended to function as:*
 - a) *An access street, which is a public or private street with a close relationship to its surrounding land uses, exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation; or*
 - b) *A capacity and flow street, which is a public street that plays a structural role in the overall street grid by virtue of its length and its ability to link several areas of the City, and where the movement of people is an important part of its function;*
 - c) *The access or capacity and flow function shall be based on the transect, designations, overlays and consider elements such as surrounding land uses, density, connectivity, street frontage, mix of users, urban design considerations, as well as the allocation of space in the right of way and the road network functions; and*

- d) *When capacity and flow functions are identified for a street, the priority is to ensure a high-quality public realm that maintains the safety of vulnerable users and the capacity and flow of public transit and sustainable modes in priority over general traffic.*
- **The Subject Site is accessible by active and sustainable modes of transportation with public transit stops located within 400 m of the Subject Site. The Subject Site abuts a multi-use pathway on Tenth Line Road and the provision of bicycle parking promotes active transportation use.**
 - **A Scoped Transportation Impact Assessment (TIA) was prepared by Novatech dated April 2026. The proposed development will be served by an inbound only access on Décoeur Drive and an outbound only access on David Lewis Private to facilitate drop-offs to the main entrance and the surface parking lot. Access to the underground parking lot will be provided through an all movement access to David Lewis Private.**
 - **Concrete pathways will be provided connecting the main building entrances to the Décoeur Drive sidewalk and the Tenth Line Road asphalt multi-use pathway located to the west of the Subject Site. The multi-use pathway will provide connections for pedestrians and cyclists. OC Transpo bus routes 30, 234, 618, and 630 are within a 400 metre walking distance of the entrances to the proposed development.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Policy 4.1.2 Promote healthy 15-minute neighbourhoods

- 1) *In general, this Plan equates a walking time of:*
 - a) *5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*
 - b) *10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and*
 - c) *15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.*
- 4) *Development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.*
- 6) *New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.*
- 9) *Proponents of development shall provide an adequate number of bicycle parking facilities as follows:*
 - a) *Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and*
 - b) *Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.*

- **The proposed development will promote healthy 15-minute neighbourhoods as commercial uses, parks, and community amenities are accessible by active means of transportation such as walking and cycling.**
- **There are no vehicle accesses that cross over existing cycling facilities thus minimizing potential conflicts between vehicles and cyclists.**
- **The proposed development provides direct access to a multi-use pathway located west of the property, public sidewalks, and cycling facilities.**

Policy 4.1.3 – Support growth management and a greener and more resilient city

- 1) *The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.*
 - 6) *New streets shall, and reconstructed streets shall wherever possible, include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.*
- **The proposed development supports multi-modal travel and is accessible by sustainable modes of transportation such as walking, cycling, and public transit.**
 - **The Landscape Plan prepared by James B. Lennox Landscape Architects dated October 31, 2025 the plan outlines the placement of trees, outdoor amenities, and contributes to the streetscape and pedestrian environment.**

Policy 4.1.4 – Support the shift towards sustainable modes of transportation

- 1) *Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.*
- 10) *Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:*
 - a) *Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;*
 - b) *Including other uses along the street, at grade, to support pedestrian movement;*
 - c) *Providing landscaping, art, murals or decorative street treatments;*
 - d) *Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and*
 - e) *Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.*
- 11) *Surface parking lots should be designed to meet all of the following:*
 - a) *Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and*
 - b) *Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and*
 - c) *Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and*

- **Transportation Demand Management strategies are outlined in the Transportation Impact Assessment prepared by Novatech dated April 2026.**
- **Access to the development is proposed via an inbound only access on Décoeur Drive and an outbound only access on David Lewis Private to facilitate drop-offs to the main entrance and the surface parking lot. Access to the underground parking lot will be provided through an all movement access to David Lewis Private.**
- **The Subject Site provides accessibility to nearby public transit stops and active transportation options as the site abuts existing cycling infrastructure and multi-use pathways on Tenth Line Road.**
- **The Landscape Plan prepared by James B. Lennox Landscape Architects dated October 31, 2025 the plan outlines the placement of trees, outdoor amenities, and contributes to the streetscape and pedestrian environment.**

Subsection 4.2 – Housing

Policy 4.2.1 – Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

- 1) *A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
 - a) *Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
 - b) *Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
 - c) *Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;*
 - d) *Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and*
 - e) *The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.*

Policy 4.2.4 – Direct attention to the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups

- 1) *The City recognizes that many individuals may not constitute nor form part of a household and may rely on long-term housing other than the traditional dwelling unit. The City shall enable the provision of housing options for such individuals through the implementing Zoning By-law, as follows:*
 - a) *Permitting, in any zone where residential uses are permitted, alternative, cooperative or shared accommodation housing forms serving individuals for whom an entire dwelling unit is unnecessary, unaffordable or inappropriate including:*
 - i. *Rooming houses;*
 - ii. *Retirement homes;*
 - iii. *Residential care facilities;*
 - iv. *Purpose-built student housing;*
 - v. *Group homes; and*
 - vi. *Other long-term housing forms that serve the needs of individuals not forming part of a household.*

b) *Further to Policy a), the City shall not establish restrictions, including minimum separation distances or caps, whose effect is to limit the opportunity to provide such housing forms.*

- **The type of housing being proposed will contribute to the increasingly changing demographics in the community and accommodate the aging population.**
- **The proposed development contributes to *Official Plan* goals by providing residential units that serve individuals not formally apart of a traditional household and where alternative care is necessary.**

Subsection 4.4 – Parks and Recreation Facilities

Policy 4.4.1 Identify park priorities within Ottawa’s growth areas

1) *The City shall provide parks through the following three mechanisms:*

- a) *As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City’s Parkland Dedication By-law or any successor By-law; or*
- b) *The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or*
- c) *The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures*

- **Parkland dedication was provided through the registration of the subdivision and as such no further parkland dedication is required.**

Subsection 4.6 – Urban Design

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

- 1) *Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.*
- 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.*

- **The Subject Site is within walking distance to parks and greenspace.**
- **Per the *City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect*. The Subject Site is designated as a *Corridor – Minor* with an *Evolving Neighbourhood Overlay*.**
- **The proposed development features appropriate setbacks and is clearly visible from public sidewalks and to the intersection of Tenth Line Road and Décoeur Drive, while respecting the hydro clearance requirements.**
- **The proposed development meets the *City of Ottawa Accessibility Design Standards* through providing accessible parking, walkways, and seating throughout the development.**

- **The proposed development includes a total of forty-seven (47) interior and exterior parking spaces. For parking lots with 26-50 parking spaces the *City’s Traffic and Parking By-law 2017-301* requires one (1) Type A and one (1) Type B accessible parking spaces. The development proposes one (1) Type A and one (1) Type B accessible parking spaces, which complies with the By-law and AODA design guidelines.**

Policy 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

- 7) *Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:*
 - a) *Frame the street block and provide mid-block connections to break up large blocks;*
 - b) *Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
 - c) *Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
 - d) *Provide sufficient setbacks and step backs to:*
 - i) *Provide landscaping and adequate space for tree planting;*
 - ii) *Avoid a street canyon effect; and*
 - iii) *Minimize microclimate impacts on the public realm and private amenity areas.*

- **The proposed development will feature a mid-rise residential building that is proportionate to the width in the right of way.**
- **The proposed mid-rise building consists of a base with active frontages, architectural styles, building form, and setbacks that is appropriately separated from existing and planned low-rise residential buildings as shown in Figures 17-19.**
- **The proposed development will have building setbacks that will allow for adequate landscaping and tree planting.**
- **The proposed rear yard amenity is designed to enhance residents’ wellbeing by offering accessible walking paths, seating, and a landscaped garden.**

Subsection 4.7 – Drinking Water, Wastewater, and Stormwater Infrastructure

Policy 4.7.1 – Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area

- 1) *To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:*
 - a) *Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and*
 - b) *Not exceed the capacity of the existing infrastructure system.*
- 2) *The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.*
- 3) *In order to mitigate the impacts of development and climate change on drainage systems, local plans will:*

- a) *Demonstrate integration of receiving watercourse assessments and required mitigating works with the development of local plans, master drainage plans, environmental management plans and master servicing studies; and*
 - b) *Identify requirements for Low Impact Development and implementation plans in environmental management plans and/or master servicing studies based on water budget calculations.*
 - 4) *The City will prepare and implement programs and policies to address the need for stormwater capacity to support a range of intensification development applications. This will include:*
 - a) *Design and study requirements for on-site stormwater management, considering a range of intensification development application; and*
 - b) *Regulatory mechanisms for on-site stormwater management to provide adequate capacity to support intensification in existing neighbourhoods.*
 - 5) *Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:*
 - a) *The requirements of approved subwatershed studies, environmental management plans and master servicing study;*
 - b) *Other relevant Council-approved studies, such as stormwater retrofit studies;*
 - c) *The Ottawa Sewer Design Guidelines and associated climate change considerations; and*
 - d) *The Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.*
 - 6) *As part of a complete application, all redevelopment applications will be required to:*
 - a) *Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and*
 - b) *Implement site, grading, building and servicing design measures to protect new development from urban flooding.*
 - 8) *As a condition of Site Plan Control approval or draft plan of subdivision approval, proof of legal and sufficient outlet for proposed stormwater management and drainage systems will be required and satisfied prior to the early servicing or registration, whichever comes first.*
- **A Site Servicing Report was prepared by Novatech dated April 17, 2026 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Subsection 4.8 – Natural Heritage, Greenspace and the Urban Forest

Policy 4.8.1 – Protect the City’s natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies

- 1) *The Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies*

Ottawa's Natural Heritage System and, to the extent possible, Ottawa's Natural Heritage Features as overlays. Natural Heritage Overlay policies appear in Subsection 5.6.4.

- 2) *The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.*
- 3) *The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:*
 - a) *Significant wetlands;*
 - b) *Habitat for endangered and threatened species;*
 - c) *Significant woodlands;*
 - d) *Significant valleylands;*
 - e) *Significant wildlife habitat;*
 - f) *Areas of Natural and Scientific Interest;*
 - g) *Urban Natural Features;*
 - h) *Natural Environment Areas;*
 - i) *Natural linkage features and corridors;*
 - j) *Groundwater features;*
 - k) *Surface water features, including fish habitat; and*
 - l) *Landform features.*
- 4) *The natural heritage overlay policies apply to all features in Policy 3) regardless of whether they appear on Schedules to the Official Plan.*

- **The Subject Site has no natural heritage features as per the *City of Ottawa Official Plan Schedule C11-C – Natural Heritage System (East)* of the Official Plan. The Subject Site is not located within or adjacent to the Natural Heritage System or features.**
- **The Subject Site does not feature any urban greenspaces as per the *City of Ottawa Official Plan Schedule C12 – Urban Greenspace*.**
- **The Subject Site is not identified to be within a *Flood Plain* relating to the Carp River as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.**
- **An Environmental Impact Statement was prepared by Kilgour and Associates dated October 28, 2025. The report concludes that the Subject Site is not expected to have negative impacts to existing natural features or ecological functions if the recommended mitigation measures provided in this report are implemented.**

3.2.3 Transect Policy Area

*Section 5 of the Official Plan addresses the six concentric policy areas called transects that represent a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (*Downtown Core*) to least urban (*Rural*).*

Subsection 5.4 – Suburban Transect

The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the *Greenbelt*. The objectives of the *Suburban Transect* as per *Section 5.4 of the Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, and provide direction for new development.

Policy 5.4.1 – Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods:

- 1) *The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.*
 - 2) *The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*
 - a) *Low-rise within Neighbourhoods;*
 - 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;*
 - iii. *High-rise buildings may be permitted through a secondary plan.*
 - c) *Mid-rise along Mainstreet Corridors, however the following policy additional direction applies:*
 - i. *Generally not less than 2 storeys;*
 - ii. *Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;*
 - iii. *The building stepback should be no taller than the corresponding width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
 - iv. *The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition.*
 - 3) *In the Suburban Transect, this Plan shall support:*
 - a) *A range of dwelling unit sizes in:*
 - i. *Multi-unit dwellings in Hubs and on Corridors; and*
 - ii. *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes*
- **The Subject Site is designated as Corridor – Minor with an Evolving Neighbourhood Overlay as per the City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect.**
 - **The proposed development is a mid-rise and multi-unit residential dwelling. Relief from the Zoning By-law 2008-250 is requested to accommodate for site-specific provisions for an increased building height,**

Policy 5.4.3 – Provide direction to the Hubs and Corridors located within the Suburban Transect

- 3) *Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows:*
 - a) *Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however*
 - b) *The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
 - c) *Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height*

transitions and setbacks, permitted building heights are up to 4 storeys, however:

- i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;*
- ii) Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and*
- iii) Mid-rise or high-rise buildings may be permitted through a Secondary Plan.*

Policy 5.4.4 – Provide direction for new development in the Suburban Transect

- 1) Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:*
 - c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
 - d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
 - e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;*
 - f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;*

- **The type of housing proposed will contribute to the increasingly changing demographics in the community and accommodate the aging population.**
- **The commercial uses in the surrounding area provide a 15-minute neighbourhood for future residents.**
- **The proposed mid-rise development is 6-storeys in height and adheres to the intensification goals for Minor Corridors. Relief from the *Zoning By-law* is requested to allow for site-specific provisions including an increase in building height.**
- **Active transportation linkages are provided through the multi-use pathway along Tenth Line Road to safely and efficiently connect residential areas to schools, places of employment, retail, parks, transit, and recreational facilities. These linkages aid in the creation of 15-minute neighbourhoods.**

3.2.4 Overlay Policy Area

Subsection 5.6 – Overlays

The *Overlays* are intended to complement the underlying designations and provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that are otherwise not included in the designation sections of the *Official Plan*. The objective of the *Overlay* as per *Section 5.6* of the *Official Plan* is to provide built form direction for the urban area where intensification is anticipated to occur.

Policy 5.6.1 – Evolving Neighbourhood Overlay

- 1) *The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*
 - a) *Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
 - b) *Allowance for new building forms and typologies, such as missing middle housing;*
 - c) *Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
 - d) *Direction to govern the evaluation of development.*
- 2) *Where an Evolving Neighborhood Overlay is applied*
 - a) *The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and*
 - b) *The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.*

- **The Subject Site is within the *Evolving Neighbourhood Overlay*.**
- **The proposed development will feature a mid-rise residential building that consists of architectural styles, building form, and setbacks that will be compatible with existing residential development as shown in Figures 10-13.**
- **A *Zoning By-law Amendment* application is requested to accommodate site-specific development details such as an increased building height**

3.2.5 Designation

Section 6.2 – Corridors

The *Corridor* designation applies to bands of land located along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting *Neighbourhoods*, but lower density than nearby *Hubs* per *Section 6.2* of the *Official Plan*. There are two sub-designations including *Mainstreet Corridors* and *Minor Corridors*.

Policy 6.2.1 – Define the Corridors and set the stage for their function and change over the life of this Plan

- 1) *Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:*
 - a) *Generally, a maximum depth of:*

- i. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;*
 - ii. In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;*
 - iii. Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and*
 - iv. Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;*
 - b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and*
 - c) Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.*
- **The Subject Site is entirely located within 120 metres of the Corridor – Minor designation boundary, as outlined in Policy 1(a)(ii).**

Policy 6.2.2 – Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

- 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;*
 - b) Include buildings with an internal mix of uses, but which remain predominantly residential;*
 - c) Include limited commercial uses which are meant to mainly serve local markets; or*
 - d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.*
- **The proposed development is a mid-rise, residential development that will serve the aging population in the community. The Subject Site is within walking distance of open spaces and commercial amenities. These characteristics contribute to the evolution of 15-minute neighbourhoods.**
 - **A Zoning By-law Amendment application is requested to accommodate site-specific development details such as an increased building height.**

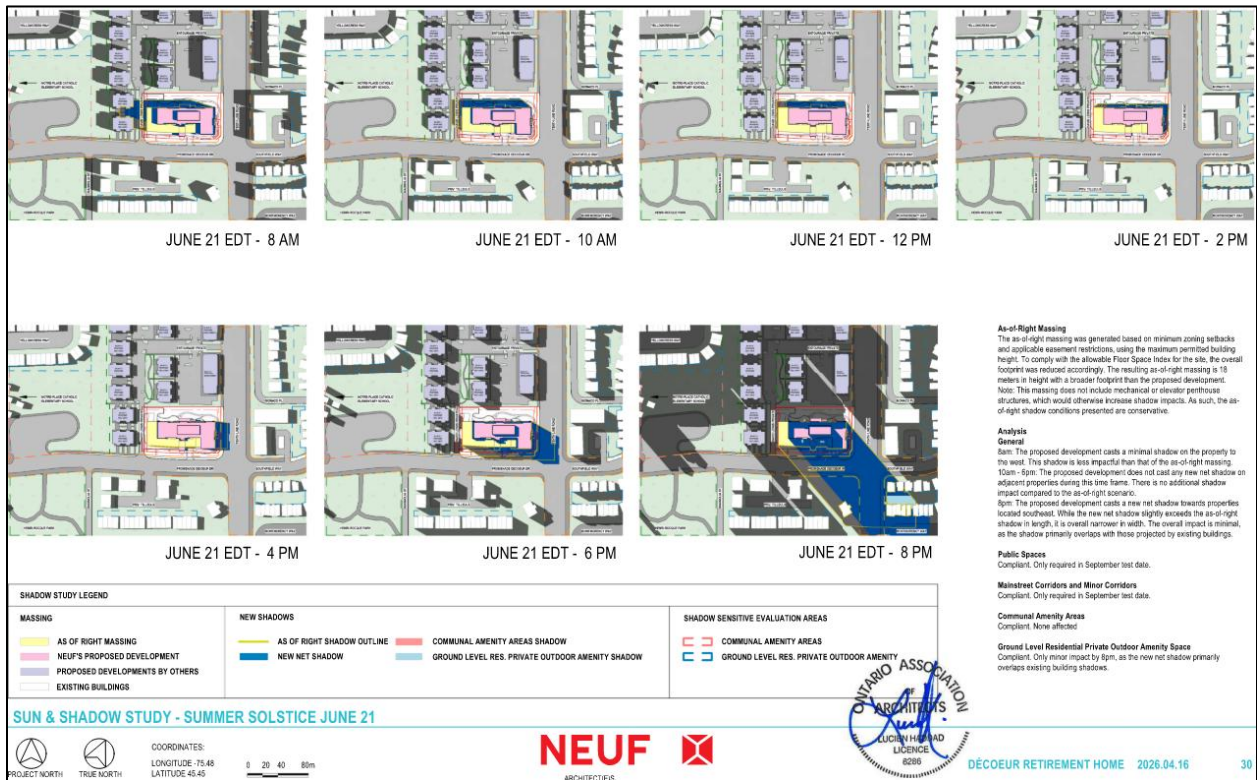


Figure 14: Excerpt of Sun and Shadow Study – Summer Solstice June 21 prepared by Neuf Architects dated April 16, 2026.

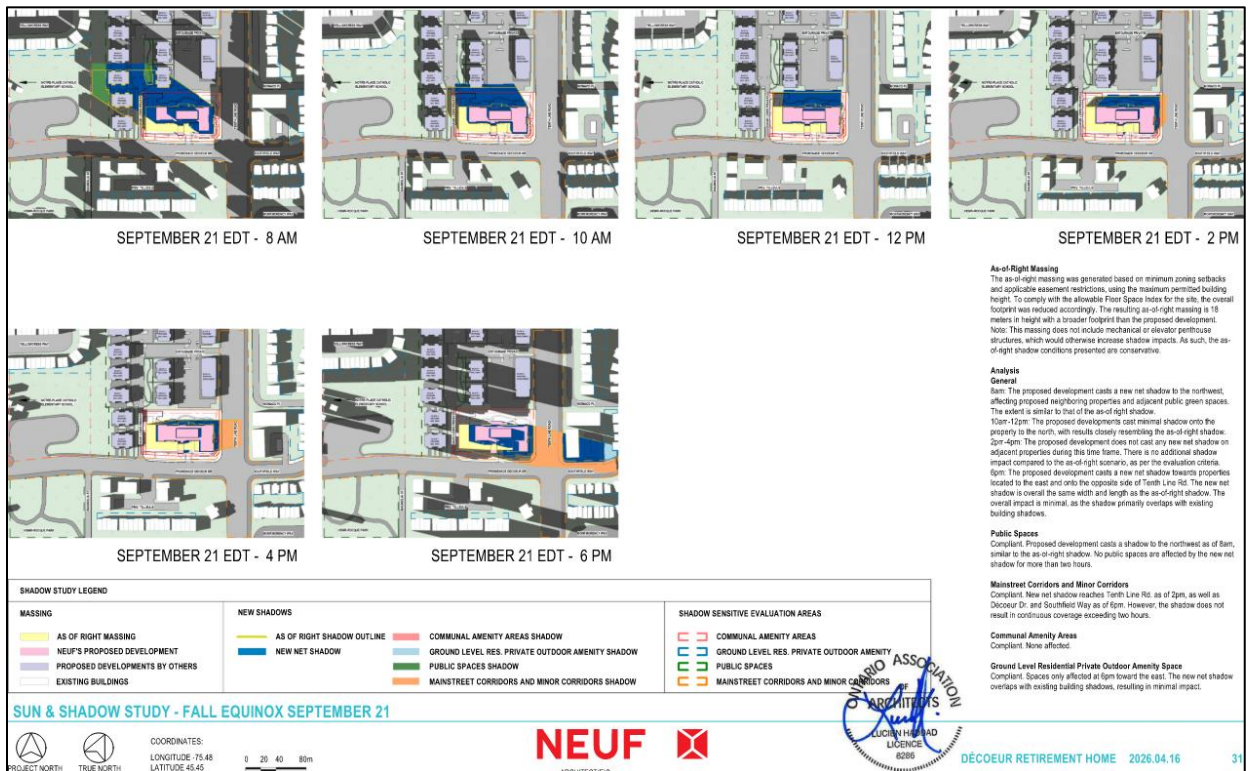


Figure 15: Excerpt of Sun and Shadow Study – Fall Equinox September 21 prepared by Neuf Architects dated April 16, 2026.

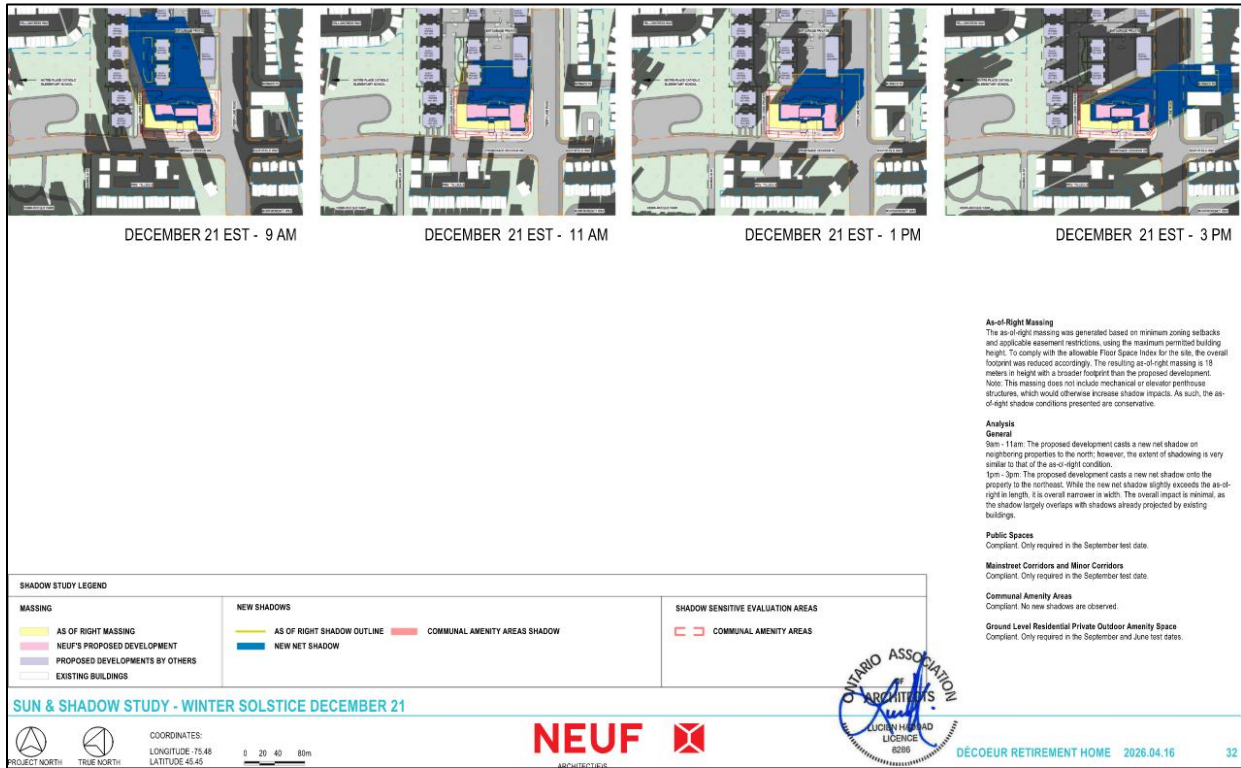


Figure 16: Excerpt of Sun and Shadow Study – Winter Solstice December 21 prepared by Neuf Architects dated April 16, 2026.



Figure 17: Conceptual rendering looking south from Décoeur Drive prepared by Neuf Architects.



Figure 18: Conceptual rendering looking north-west from Tenth Line Road prepared by Neuf Architects.



Figure 19: Conceptual rendering looking south-west from Décoeur Drive prepared by Neuf Architects.

3.2.6 Protection of Health and Safety

Section 10 – Protection of Health and Safety

Environmental conditions whether occurring naturally or not can result in hazards to human life or health and damage or loss to property value. The environmental conditions or constraints to development may include natural hazards such as flood plains and unstable soils to hazards resulting from human activity such as contaminated sites, mine hazards, and land affected by noise. In accordance with *Section 10* of the *Official Plan*, development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to health or safety or of property damage and shall not create new or aggravate existing hazards.

Policy 10.1 – Prevent Injury, loss of life and property damage

Policy 10.1.1 – Natural Hazards: Flooding Hazards and Erosion Hazards

- 1) *Development and site alteration shall not be permitted in the 1 in 100-year flood plain or in an erosion hazard area.*
- **The Subject Site is not identified to be within a Flood Plain as per the City of Ottawa Official Plan Schedule C15 – Environmental Constraints.**

Policy 10.1.4 – Natural Hazards: Unstable soils or bedrock

- 1) *Development shall generally be directed to areas outside of unstable soils or bedrock as defined as a Hazardous Site in the Provincial Policy Statement.*
- **The Subject Site is not situated within unstable slopes or contain any organic soils as per the City of Ottawa Official Plan Schedule C15 – Environmental Constraints.**
 - **A Geotechnical Investigation prepared by Paterson Group dated May 23, 2025. The report notes that the subsurface profile at the borehole locations consists of fill underlain by a deep silty clay deposit. The report states that from a geotechnical perspective, the Subject Site is suitable for the proposed development.**

Policy 10.1.6 – Contaminated sites

- 1) *Required environmental site assessments, remedial or risk assessment/risk management activities and associated reports shall be completed in compliance with the applicable regulations and requirements, as amended, and shall be completed, signed and stamped by a Qualified Person as defined by applicable regulation. Where required, the City may use the holding provisions of the Planning Act to ensure receipt of satisfactory verification of suitable environmental condition prior to development.*
- 2) *Phase one environmental site assessment reports shall include the City of Ottawa Historical Land Use Inventory reports and all other required environmental information sources that are reasonably and publicly available through public regulatory bodies and industry standard private environmental databases.*
- 3) *When contamination is identified in a proposed development property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment / risk management plan to address the contamination shall be submitted to the City. A building*

permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.

- 4) *When the filing of a Record of Site Condition is required, a copy of the Record of Site Condition and all supporting documentations along with the Ministry's acceptance shall be submitted to City. The City shall consider a Record of Site Condition as acknowledged by the Ministry when:
 - a) *It has been confirmed that the Record of Site Condition has passed the Ministry's audit; or*
 - b) *It has been confirmed that the Record of Site Condition will not be audited by the Ministry.**

- **A Phase I Environmental Site Assessment (ESA) Update was prepared by Paterson Group dated August 5, 2025. The findings and conclusions from the report include:**
 - **No PCAs were identified with respect to the historical use or current use of the Phase I Property.**
 - **Two off-site potentially contaminating activities (PCAs) were noted north of the site just beyond the 250m study area. Based on the distance of the retail fuel outlet and the car service garage to the north, they are not considered to represent Areas of Potential Environmental Concern (APECs) on the subject site.**
 - **There are no potentially contaminating activities on the Subject Site, and a Phase II ESA is not required.**

Policy 10.1.7 Waste disposal sites

- 5) *Development within the influence area of an operating Solid Waste Disposal Site shall demonstrate that the Solid Waste Disposal Site shall not have any unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.*

- **The Navan Road Landfill located at 3342 Navan Road is approximately three kilometres southwest of the Subject Site.**
- **A memo prepared by Paterson Group dated January 19, 2026, addressed the influence of the Navan Road Landfill on the Subject Site. The memo found that the typical concerns associated with active landfills do not pose any risk to the proposed development, as the site is not in close proximity to the landfill. The memo concluded that “based on the nature and location of the Navan Road Landfill, it is not considered to have any adverse affects on the subject development and therefore, a full Landfill Impact Assessment is not required.”**

4.0 OTHER APPLICABLE PLANS OR STUDIES

4.1 Mer Bleue Community Design Plan (2006)

The *Mer Bleue Community Design Plan [CDP] (2006)* is a City Council approved document that was developed for the Mer Bleue Area to guide long-term growth and development. The Plan provides guidance for the day-to-day decision-making on land use planning and sets out the community's priorities for the future.

Section 5.0 – Community Design Plan

Subsection 5.1 – The Land Use Plan

The Mer Bleue Land Use Plan includes seven (7) general land use designations being Mixed Density Residential, Mixed-Use Area, Commercial, Schools, Institutional Uses, Parks, and Special Study Area.

- The Subject Site is located within the boundaries of the Mer Bleue Community Design Plan [CDP] (2006) and is one of the remaining parcels of land within the area to be developed.
- The Subject Site is designated Commercial as per the Mer Bleue CDP Land Use Plan as shown in Figure 20.
- The Subject Site will go through a rezoning to permit the proposed residential use of a ‘retirement home’ and amend site-specific provisions. The property abutting the Subject Site to the north was designated Commercial as per the Mer Bleue CDP Land Use Plan, however, has now been developed for residential use.



Figure 20: Excerpt from the Mer Bleue Community Design Plan Land Use Plan with the Subject Site added by Novatech.

Policy 5.1.3 – Commercial

The intent of the Commercial land use designation is to “provide supporting commercial uses such as food service, retail serving the Orléans community, financial services, hotel, gymnasiums and childcare, which have the potential to reduce vehicle trips generated by the residents of the area.”

- The Subject Site is designated *Commercial* as per the *Mer Bleue CDP Land Use Plan* as shown in Figure 20.
- The proposed change from a commercial to a residential use is a sufficient use of land, as existing commercial services are within a 400 metre radius, 500 metre walking distance of the Subject Site can meet the daily needs of residents.
- The proposed retirement home offers an opportunity for residents to age within their established community and maintain connection to services, amenities, and social networks in the Orléans-South Navan community.
- The property directly abutting the Subject Site to the north is also designated as *Commercial* in the *Mer Bleue CDP (2006)*. However, this site is currently being developed as a residential subdivision (*City File No. D02-02-21-0156, D07-12-21-0224*). This exemplifies how the CDP is flexible through the development process and accommodates necessary growth.

Policy 5.2.3 Walking and Cycling

Tenth Line Road is designated as an on-road cycling route in the City of Ottawa Cycling Plan. Sidewalks have been constructed on both sides of Tenth Line Road to allow for safe active transportation networks and to provide connections to the greater community.

- The Subject Site is located along Tenth Line Road which is designated as an on-road cycling route in the City of Ottawa Cycling Plan and features a multi-use pathway. This corridor supports safe and active transportation by providing connections to nearby parks, institutional uses, community facilities, transit services, and commercial amenities.

Section 6.0 – Community Design Guidelines

The purpose of the design guidelines is to provide a framework of the design criteria for the overall identity and structure of the Mer Bleue Community. The design guidelines also include the appearance of new buildings, streetscape, parks, and open spaces within the community.

The following is a summary of the applicable urban design guidelines that have been considered in the layout and design of the proposed development as shown in **Table 1**:

Table 1: Summary of applicable Community Design Guidelines from the Mer Bleue Community Design Plan (2006) as it relates to the proposed development.

Guideline (G) Topics	Proposed Development
6.2.2 – Community Identity (G: 6.2.2.1 – 6.2.2.8)	The proposed development will be designed to orient towards the frontages of Tenth Line Road and Décoeur Drive to enhance streetscapes and address major transportation routes (G: 6.2.2.2). The proposed development includes design elements such as, a common palette of materials, landscaping, and tree planting that contributes to the urban design quality of the surrounding area (G: 6.2.2.3). The proposed development is located on a corner lot, fronting onto Décoeur Drive and Tenth Line Road. The main entrance to the building will be accessed through Décoeur Drive, however, both streets will be addressed through consistent architectural character and design (G: 6.2.2.5). Majority of the proposed parking will be

	located underground. Some surface parking will be provided and will be screened from the street (G: 6.2.2.6).
6.2.3 – Streets (G: 6.2.3.1 – 6.2.3.20)	The proposed development will connect to the existing sidewalk on Décoeur Drive and the multi-use pathway on Tenth Line Road (G: 6.2.3.2). Tenth Line Road is classified as an Arterial – Existing road per the City of Ottawa Official Plan <i>Schedule C4 – Urban Road Network</i> . Acoustic barriers are recommended for outdoor areas and building materials such as, multi-plane glass and high sound transmission class walls are noted for consideration. Building components will be assessed when the detailed Architect Floor Layouts have been finalized (G: 6.2.3.7 – 6.2.3.9).
6.2.5 – Residential Areas (G: 6.2.5.1 – 6.2.5.23)	The proposed development contributes to a variety of housing types in the community and supports a variety of resident lifestyles and care requirements (G: 6.2.5.1). The Subject Site is located on a corner lot and will address two street facades. To add architectural interest details such as balconies and windows are included in the design (G: 6.2.5.2). The proposed development provides a large front yard setback at 7 metres (G: 6.2.5.3). The proposed development addresses articulation through the changes in materials and projections (i.e., balconies), avoiding large blank walls. The number of windows contributes to good urban design quality through providing natural light (G: 6.2.5.4). Tree planting setbacks are recommended for the silty clay deposit present on the Subject Site (G: 6.2.5.8). The Subject Site is located on a corner lot. Landscaping treatments will be completed for both street facades (G: 6.2.5.11). The proposed development is oriented towards Décoeur Drive and the main building entrance is accessible from the sidewalk (G: 6.2.5.19, 6.2.5.20). The building façade fronting onto Décoeur Drive is well articulated from the street with the inclusion of landscape and architectural elements that clearly mark the main entrance into the proposed development (G: 6.2.5.21). Internal storage for garbage waste and recycling will be provided. A hard surface area will be provided to accommodate bins on waste collection day (G: 6.2.5.22).

Section 7.0 – Implementation

Subsection 7.1 – Interpretation

The *Mer Bleue CDP (2006)* is intended to guide development of the Mer Bleue community. Some flexibility in interpretation and boundaries is permitted without an amendment to this plan, provided the general intent of the policies and principles are of the Plan maintained. Where permitted uses are provided, they are intended to illustrate the possible range and type of uses to be considered.

- **The Subject Site that is currently designated as a commercial use, the proposed development is for a residential use.**

- The residential use on the Subject Site is a sufficient use of land as commercial uses are currently located within a 400 metre radius, 500 metre walking distance of the Subject Site and can meet the daily needs of residents.
- The proposed retirement home will meet the needs of an aging demographic and provide for an opportunity for residents to age within their established community and maintain connection to services, amenities, and social networks in the Orléans-South Navan community.
- The property directly abutting the Subject Site to the north is also designated as *Commercial Use* in the *Mer Bleue CDP (2006)*. However, this site is currently being developed as a residential (*City File No. D02-02-21-0156, D07-12-21-0224*). This exemplifies how the CDP is flexible through the development process and accommodates necessary growth.

The *Site Plan Control* and *Zoning By-law Amendment* applications are in conformity with the policies of the *Mer Bleue Community Design Plan (2006)*.

5.0 URBAN DESIGN GUIDELINES

5.1 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The purpose of the *Urban Design Guidelines For Greenfield Neighbourhoods (2007)* is to “illustrate the City’s expectations during the development review process for greenfield neighbourhoods within the Urban Area of the City of Ottawa. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes”.

The following is a summary of the applicable urban design guidelines that have been considered in the layout and design of the proposed development as shown in **Table 2**:

Table 2: Summary of applicable Urban Design Guidelines for Greenfield Neighbourhoods (2007) as it relates to the proposed development.

Guideline (G) Topics	Proposed Development
Structuring Layout (G: 1-20)	The proposed development includes connections to existing parks and greenspaces via existing public sidewalks and multi-use pathways (G: 1). The landscape plan will provide further details on placement of trees (G: 5). The proposed development is concentrated around transit stops, commercial areas, and parks providing for a walkable and connected neighbourhood (G: 9-11).
Street Design (G: 21-33)	The proposed development features a rear yard amenity that is located away from arterial and collector roads (G: 22). The proposed development features connections to community parks within walking distance of the site (G: 30). The sidewalk and entrances to the building are universally accessible to a wide range of residents and abilities (G: 33).
Residential Building and Site Design (G: 34-46)	The proposed residential building is situated close to the property line with the primary face addressing the street (G: 34). The lower floor of the building is at scale with the pedestrian environment (G: 40).

5.2 Building Better and Smarter Suburbs (2015)

The purpose of the *Building Better and Smarter Suburbs (2015)* is to provide clarity and revisions to existing policies, plans, and practices with respect to the design of residential subdivisions in the City of Ottawa.

The following is a summary of the applicable strategic directions that have been considered in the layout and design of the proposed development as shown in **Table 3**:

Table 3: Summary of applicable Building Better and Smarter Suburbs (2015) Strategic Guidelines as it relates to the proposed development.

Strategic Direction (SD) Topics	Proposed Development
Street Network and Land Use (SD: 1-12)	The Subject Site will be rezoned to permit a residential use, contributing to a mix of uses in the community (SD: 11).
Parks and Open Space (SD: 1-4)	Parks and open spaces are accessible and within walking distance of the proposed development (SD: 2, 4).
Trees (SD: 1-4)	The landscape plan will provide further details on placement of trees (SD: 1-2).
Utility Placement (SD: 1-6)	Utility placement will be compatible with urban design objectives (SD: 1, 4-5).

6.0 INTEGRATED ENVIRONMENTAL REVIEW

The following provides an overview of the technical studies and reports that have been prepared to inform the design of the proposed development and supports the proposed *Site Plan Control* and *Zoning By-law Amendment* applications for the Subject Site.

Environmental Impact Statement

An Environmental Impact Statement (EIS) was prepared by Kilgour and Associates dated October 28, 2025. The findings and conclusions from the report include:

- **A linear ditch feature extends across a portion of the Site with a portion characterized by a gravel fill bottom and sparse vegetation cover.**
- **The linear ditch onsite serves only as an engineered drainage component (i.e. with no natural heritage connectivity or functionality) of the existing SWM system.**
- **The Site does not contain significant wetlands, significant woodlands, significant coastal wetlands, areas of natural and scientific interest (ANSIs), or fish habitat. The Subject Site does not contain significant valley lands, greenspace linkages, or urban natural areas. No other significant natural heritage features are located within 120 m of the Site.**
- **The Subject Site itself does not meet the criteria for candidate Significant Wildlife Habitat (SWH). No obvious signs or evidence of use as a seasonal concentration area were observed on the Subject Site during the field survey.**
- **No rare vegetation communities were observed on the Site.**

- It is anticipated that the Site will be fully cleared of existing vegetation, and the existing ditch will be removed. The existing trees onsite will be cleared to accommodate construction.
- There are no permanent surface water features or fish habitat on the Subject Site. The ditch onsite appears to convey flows only in spring and/or following major rain events and is anticipated to be removed to accommodate construction.
- The Site is not located within a major bird migration corridor.
- Recommendations are proposed with respect to glazing, to reduce risks to birds:
 - Avoid monolithic, undistinguished expanses of glazing.
 - Incorporate visual interest or differentiation of material, texture, colour, opacity, or other features to fragment reflections.
 - Where glazing is used, bird-safe glass or glass with integrated protection measures is preferred. Treatments should be applied to a minimum of 90% of the glass within the first 16 metres of height as measured from the finished grade, or to the height of the adjacent mature tree canopy, whichever is greater.
- The Subject Site is not expected to have negative impacts to existing natural features or ecological functions if the recommended mitigation measures provided in this report are implemented.

Based on the findings and recommendations from the report, the Subject Site is not within 120 m of significant natural heritage features. While the general wildlife mitigation measures are not species-specific, they are anticipated to protect the SAR that may potentially occur on the Site. The Site itself does not meet the criteria for candidate Significant Wildlife Habitat (SWH) and there are no obvious signs or evidence of use as a seasonal concentration area were observed on the Site during the field survey. The proposed development is not expected to have negative impacts to existing natural features or ecological functions if the recommended mitigation measures are implemented.

Tree Conservation Report

A combined Tree Conservation Report (TCR) and Landscape Plan was prepared by James B. Lennox Landscape Architects dated October 31, 2025. The findings from the report include:

- There is one existing tree on the Subject Site and was assessed as part of this inventory. The condition of the tree on Site is Good.
- It is anticipated that the one existing tree on site will need to be removed.

Based on the findings from the report, the proposed development will require the removal of one tree for the mid-rise retirement home. The Landscape Concept Plan prepared by James B. Lennox Landscape Architects dated October 31, 2025 illustrates preliminary locations for the plantings of proposed coniferous and deciduous trees, shrub-mix plantings, and the future open space area which will be re-vegetated with a mixture of trees and shrub planting. The exact location and number of plantings will be confirmed as part of the detailed design process including considerations for utility placement and tree planting requirements.

Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group dated May 23, 2025. The report notes that due to the presence of a silty clay layer, the proposed development will be subjected to grade raise restrictions. Tree planting setbacks to building foundations are recommended for large and small trees given the presence of silty clay deposit. The report states that from a geotechnical perspective, the Subject Site is suitable for the proposed development.

Based on the findings from the report, the Subject Site is suitable for the proposed development. Due to the presence of silty clay deposits, tree planting setbacks to building foundations for large and small trees are recommended. Large trees (mature height over 14 m) can be planted within the silty clay areas provided a tree to foundation setback equal to the full mature height of the tree can be provided. The exact location and number of plantings will be confirmed as part of the detailed design process including considerations for utility placement and any tree planting requirements.

Phase I Environmental Site Assessment

An initial Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated August 5, 2025. The findings and conclusions from the report include:

- **No potentially contaminating activities (PCAs) were identified with respect to the historical use of the Phase I Property.**
- **No environmental concerns were identified with respect to the historical use of the neighbouring properties.**
- **The neighbouring lands with 250m radius of the Subject Site were generally observed to be of residential and commercial use. Two off-site PCAs were noted north of the site just beyond the 250m study area. Based on the distance of retail fuel outlet and car service garage to the north, they are not considered to represent Areas of Potential Environmental Concern (APECs). No environmental concerns were identified with respect to surrounding properties.**

Based on the findings of the assessment, a Phase II – Environmental Site Assessment is not required for the subject property.

Site Servicing Report

A Site Servicing Report was prepared by Novatech dated April 17, 2026 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.

Based on the findings from the report, the proposed development will be adequately serviced by an extension of existing municipal infrastructure.

7.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- A public meeting will be held when the *Zoning By-law Amendment* application goes to the City of Ottawa’s Planning and Housing Committee.
- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa’s Development Applications webpage (<https://devapps.ottawa.ca/en/>).

8.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Mer Bleue Community Design Plan (2006)*, and complies with the provisions of *Zoning By-law 2008-250*. This Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief supports the proposed development.

The proposed development is an appropriate and desirable addition to the Orléans-South Navan community and represents good planning.

Yours truly,

NOVATECH

Prepared By:



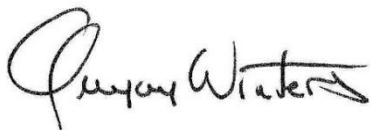
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Appendix A
Site Plan Drawing A100 REV K
Prepared by Neuf Architects
Dated April 16, 2026

