

Subject: Zoning By-law Amendment – 1670 Tenth Line Road

File Number: ACS2026-PDB-PSX-0020

Report to Planning and Housing Committee on 18 February 2026

and Council 25 February 2026

**Submitted on February 11, 2026 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Orléans East-Cumberland (1)

Objet: Modification du Règlement de Zonage – 1670, chemin Tenth Line

Dossier: ACS2026-PDB-PSX-0020

Rapport au Comité de la planification et du logement

le 18 février 2026

et au Conseil le 25 février 2026

**Soumis le 11 février 2026 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource: Lucy Ramirez, Urbaniste II, Examen des demandes
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Quartier: Orléans-Est-Cumberland (1)

REPORT RECOMMENDATIONS

- 1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1670 Tenth Line, as shown in Document 1, to permit a low-rise apartment building, as detailed in Document 2.**

2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of February 25, 2026,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification du *Règlement de zonage* (n° 2008-250) visant le 1670, chemin Tenth Line, bien-fonds représenté dans le document 1, afin de permettre l’aménagement d’un immeuble résidentiel de faible hauteur, selon les modalités précisées dans le document 2.
2. Que le Comité de la planification et du logement donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 25 février, 2026», sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

BACKGROUND

Learn more about link to Development Application process - Zoning Amendment

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

Site location

1670 Tenth Line Road

Owner

1070456 Ontario Inc. C/O Chris Lacroix

Applicant

Arcadis C/O Jamie Rathwell

Architect

Project1 Studio C/O Ryan Koolwine

Description of site and surroundings

The property is a large 1,856 square metres (0.18 hectare) rectangular lot located on the west side of Tenth Line Road in the Queenswood Heights neighbourhood in Orléans. It is a through lot, which means a lot bounded on opposite sides by streets. The property has 30.0 metres of frontage along Tenth Line Road, an arterial road, and 30.0 metres of frontage along Duvernay Drive, a local road. Refer to Document 1 – Location Map / Zoning Key Map.

The existing detached dwelling will be demolished. There is low-rise residential development north, south, and west of the property. There are commercial uses to the east, such as Fallingbrook Shopping Centre, Charlemagne Plaza, and Orléans Centre. There are a mix of land uses nearby: daily and weekly services/amenities are within a 15-minute walk, including shops, services, food, schools and health services. Per the [15-minute neighbourhood study](#) (2021), eight of the nine services and amenities investigated are within a 15-minute walking distance (see page 16 of the [study](#) and [Map A8-7](#)).

Transit Context

The [New Ways to Bus Network Map](#) provides an overview of the bus network in the area: Bus route 35 and bus route 36 are local routes with stops in proximity to the subject site. [Bus route 36 Innes – Place d'Orléans](#) can be accessed by bus stops at the Des Épinettes/Duvernay intersection, which is approximately 100.0 metres south of the rear of the site. [Bus route 35 Avalon-Blair](#) can be accessed by bus stops near the Charlemagne/Bottriell Way intersection, which is approximately 550.0 metres southeast of the front of the site. [Bus Route 234 Blair – Tenth Line](#) can be accessed by bus stops near the Des Épinette/Prestwick intersection, which is approximately 400.0 metres southwest of the rear of the site and provides a connection to the O-Train on weekday peak periods. There is also transit service, [Route 25 – Wateridge/La Cité-Millennium](#) that runs along Innes Road, a transit priority corridor, which is 900.0 metres south of the site.

Place d'Orléans will be the closest rapid transit station. A future O-Train Station is planned approximately 300.0 metres east of Tenth Line Road. While the right of way for

this station has been protected, there are no timelines for implementation and the station is currently unfunded. The future bus rapid transit corridor for the Cumberland Transitway is located to the south, see [Schedule C2 – Transit Network Ultimate](#). The proposed Cumberland Transitway is identified in the City's Transportation Master Plan (TMP). The TMP (2025) identifies the two segments of Cumberland Transitway - Blair Road to [Chapel Hill Park and Ride](#), and Chapel Hill Park and Ride to Esprit Drive - as ranking second and third, respectively, for the need for transitway projects in the City's Priority Transit Network. Implementation is planned by 2046.

History of site and development in area

In the mid 1960s, the subject site was developed with a residential dwelling and a large warehouse¹. The land use on the property was both commercial and residential until 2021. Since 2021, the land use on site has been residential. The warehouse building was demolished in October 2022.

The lot fabric along this segment of Tenth Line Road is varied, with older lots and newer lots that are within plans of subdivision. The lots that abut the interior side lot lines of the subject site and the land to the west were included in a plan of subdivision that dates to 1982 (Plan 50M-63). As part of this plan of subdivision a 30-centimetre reserve was placed next to Duvernay Drive (Block 55 on Plan 50M-63). An application to lift the 30-centimetre reserve along Duvernay Drive is required and has been submitted, a condition of site plan control approval will be lifting the 30-centimetre reserve. Further, right of way protection along Tenth Line Road will be required and conditioned via the site plan control approval.

Summary of proposed development

The existing dwelling will be demolished and a low-rise apartment building with a total of 30 units is proposed. A mix of unit types are planned: two studios, eight one-bedroom, eight one-bedroom plus den, twelve two-bedroom units. A bicycle storage room and a garbage/recycling room are located within the building. Surface parking is proposed in the yard abutting Duvernay Drive with a total of 23 vehicular parking spaces, 17 spaces for residents and six for visitors. Amenity space is provided via balconies and below grade terraces as well as in the rear yard. Walkways are provided for pedestrian circulation.

The proposal will be serviced by municipal water, sanitary and stormwater services. Staff are satisfied that the existing sanitary and storm sewers on Duvernay Drive have sufficient capacity to convey the projected post-development flows from the proposed

¹ Paterson Group, Phase 1 – Environmental Site assessment 1670 Tenth Line Road, Ottawa ON (2022)

site development, and that the proposed on-site stormwater management design will meet the City's design standards respecting both quantity and quality control. There is also an adequate municipal water supply to support the proposed water demand.

The site layout will be finalised and approved through the related Site Plan Control application ([D07-12-25-0118](#)), which was submitted concurrently with this Zoning By-law Amendment.

Summary of requested Zoning By-law amendment

The property is currently zoned Residential First Density Subzone HH Urban Exception 1178 (R1HH [1178]), which restricts the building form to detached dwellings. The Applicant proposes to change the zoning to General Mixed-Use Zone with a site-specific exception and a maximum building height of 13.5 metres (GM[XXXX]) H (13.5).

DISCUSSION

Public consultation

Staff received submissions from 54 parties: two individuals expressed support, 12 individuals and/or households opposed the project, the remainder expressed concerns and/or requested notification. The top five themes centre on vehicular traffic, parking, pedestrian and cyclist safety, density, and building design. Staff also received two petitions from a resident with signatures from nearby residents, the first petition was to extend the comment period and the second was to re-orient the building and vehicular access.

For this proposal's consultation details, see Document 6 of this report.

Official Plan designation(s)

Per the Official Plan (2022) the property is in the [Suburban Transect](#) and designated [Minor Corridor](#) (Schedules [A](#) and [B8](#)). Below is a summary of Official Plan objectives and/or policies that support the proposed development:

Section 3 explains the City's growth management framework and the policies in this section identify the urban area and villages as the focus of growth and development. Per Policy 3.2 of the Official Plan, intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where most services and amenities are located.

Per Policy, 4.1.7 (1), the Official Plan supports the protection of the right way for future infrastructure changes to the transportation corridor.

Per Policy 5.4.1 (3), the Official Plan supports a range of dwelling unit sizes in multi-unit dwellings on Corridors. Furthermore, per Policy 5.4.3 (3), the Official Plan supports up to four-storey building height along the Tenth Line Road Minor Corridor.

Per Policy 6.2.1 (4), development shall address Tenth Line Road as directed by the general policies governing Minor Corridors and vehicular access shall generally be provided from the parallel street or side street, in this case Duvernay Drive.

Planning rationale

Planning Staff are recommending approval of the proposed redevelopment as it is consistent with the policies of the Official Plan (2022). The site is well-connected to a mix of land uses, where daily and weekly needs can be accessed within a 15-minute walk. Furthermore, the proposed redevelopment supports the growth management policies of Section 3 in addition to the respective designation and transect policies in Sections 5 and 6.

Details of Proposed Zoning

The proposed Zoning By-law Amendment will rezone 1670 Tenth Line Road, as shown as Area A in Document 1, from R1HH [1178] to GM[XXXX] H (13.5) to permit a low-rise apartment building as detailed in Document 2. A purpose of the GM zone is to allow residential built forms, such as low-rise apartment dwellings, and a mix of uses such as commercial and institutional uses.

Exceptions provisions ([XXXX]) and a height suffix H are modifications to the zoning of a site. In this case the proposed zoning by-law amendment includes an exception to: clarify the applicable front and rear lot lines, protect space in the front yard for future infrastructure changes to the corridor, provide direction on minimum and maximum building height, include active frontage provisions, reduce the residential parking space rate based on the site proximity to services and amenities, reduce the required landscape buffer for the parking lot, reduce the communal amenity space requirement while maintaining the overall amenity space requirement, and specify that parking will be in the rear yard. Further, staff will prohibit certain automobile-oriented uses. Staff support these modifications to the zoning as they support a strong street edge along the corridor and set the stage for the function and changes along Tenth Line Road. Further, the zoning exceptions promote a 15-minute neighbourhood, where there is a smaller proportion of detached housing and more higher density multi-unit buildings.

Provincial Planning Statement

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

RURAL IMPLICATIONS

There are no rural implications

COMMENTS BY THE WARD COUNCILLOR(S)

Ward Councillor Matthew Luloff appreciates that this proposal contributes to addressing the growing need for affordable housing in Orléans. The project also presents a meaningful opportunity for senior residents to downsize while remaining in their community and close to essential amenities, including grocery stores, community and recreation centres, fitness facilities, local businesses, and restaurants. Supporting aging in place is an important objective, and developments that allow residents to remain connected to their neighbourhood should be encouraged.

At the same time, Councillor Luloff strongly recognizes the concerns raised by residents living on Duvernay Drive and the importance of preserving existing neighbourhood conditions to the greatest extent possible. Maintaining privacy, safety, and livability for current residents must remain a key consideration as this proposal advances.

A potential compromise raised by members of the community is the creation of a right-in, right-out access on Tenth Line Road rather than vehicular access from Duvernay Drive, combined with the installation of a privacy fence and or cedar hedging along the Duvernay Drive frontage. Councillor Luloff is supportive of this concept in principle, as it would help mitigate neighbourhood impacts while balancing broader housing objectives. It is acknowledged, however, that this approach may require a reduction in the total number of units achievable on the site, and this trade-off should be clearly assessed and presented.

Should vehicular access remain on Duvernay Drive, traffic impacts will need to be carefully and thoroughly evaluated by staff. Locating parking access on Duvernay would effectively introduce a new intersection, particularly during peak commuter periods. This raises safety concerns, especially given that children living on Duvernay Drive who take the school bus must walk to Des Épinettes to access their pickup location. Increased vehicle movements at the proposed access point could negatively affect pedestrian safety, and this must be fully considered as part of the planning and traffic analysis.

Councillor Luloff looks forward to continued collaboration with staff, the proponent, and the community to ensure that this development achieves an appropriate balance between delivering much-needed housing and respecting the established character and safety of the surrounding neighbourhood.

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendations in this report.

ASSET MANAGEMENT IMPLICATIONS

Water Servicing: no concerns

Infrastructure Servicing AMI:

- Sanitary Servicing: no concerns
- Stormwater servicing: no concerns, site to control stormwater to the 5-year predevelopment release rate with a runoff coefficient less than 0.5

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

Accessibility impacts are currently being considered through the ongoing Site Plan Control process and, at the time of the writing of this report, no concerns have been identified. Accessibility requirements will be confirmed by Building Code Services (BCS) through the building permit review stage of development, in accordance with the Ontario Building Code.

ENVIRONMENTAL IMPLICATIONS

A Phase 1 Environmental Site Assessment (ESA) was completed for the subject property. A Phase 1 ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site. The Phase 1 ESA identified no concerns with the historical use of the property and determined a Phase 2 ESA was not required.

A tree conservation report (TCR) was completed, that identified three protected trees on adjacent lands: one municipal tree and two private trees. All trees will be retained. The Owner is proposing to plant nine additional trees, four along Duvernay Drive and five along Tenth Line Road. Most of the trees along Duvernay Drive will be large deciduous trees such as maple, red oak and elm trees, whereas the trees along Tenth Line will be medium deciduous trees such as common hackberry, prairie crab-apple, hop hornbeam and American-mountain ash. The Owner is proposing to plant 96 shrubs, a combination of rugosa rose and false spirea.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- A city that has affordable housing and is more liveable for all; specifically, the objective of increasing housing options and supporting intensification.

APPLICATION PROCESS TIMELINE STATUS

The statutory 120-day timeline for making a decision on this application under the *Planning Act* will expire on March 6, 2026.

SUPPORTING DOCUMENTATION

Document 1. Location Map/Zoning Key Map

Document 2. Details of Recommended Zoning

Document 3. Aerial Photos

Document 4. Proposed Site Plan

Document 5. Proposed Development Images

Document 6. Consultation Details

CONCLUSION

Planning Staff recommend approval of the Zoning By-Law Amendment for 1670 Tenth Line Road to rezone the property from R1HH [1178] to GM [XXXX] H (13.5), to permit a low-rise apartment building. The proposal aligns with the Official Plan (2022).

DISPOSITION

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

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

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map / Zoning Key Map



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

The property is a large 1,856 square metre (0.18-hectare) rectangular lot located on the west side of Tenth Line Road in the Queenswood Heights neighbourhood in Orléans. It is a through lot, which means a lot bounded on opposite sides by streets.

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1670 Tenth Line Road:

- 1) Rezone the lands as shown in Document 1 from R1HH[1178] to GM[XXXX] H (13.5);
- 2) Add a new exception to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) In Column I, Exception Number, add the text [XXXX]
 - b) In Column II, Applicable Zones Exception Number, add the text GM[XXXX] H (13.5)
 - c) In Column IV, Exception Provisions – Land Uses Prohibited, add the text:
 - Automobile service station
 - Car wash
 - Gas bar
 - d) In Column V, Exception Provisions - Provisions, include provisions similar to the following:
 - i. Front Lot Line is deemed to be that abutting Tenth Line Road.
 - ii. Rear Lot Line is deemed to be that abutting Duvernay Drive.
 - iii. The minimum required front yard setback is 4.0 metres.
 - iv. Notwithstanding any other provision to this by-law, no projections or structures (including below-grade terraces) located within a required front yard may be closer than 3.0 metres to the front lot line.
 - v. The minimum required building height is two storeys.
 - vi. A minimum of 20 per cent of the area of the building's front facade must be recessed an additional 0.6 metres from the front lot line.
 - vii. Despite the above, no additional recession of the front facade is required where one balcony is provided for every unit that faces the public street at or above the first storey.

- viii. For a low-rise apartment dwelling, at least one of the principal entrances to a common interior corridor or stairwell must be located on the façade that faces the front lot line providing direct access to the street.
- ix. For a building containing residential uses, no off-street motor vehicle parking is required for the first twelve dwelling units. The minimum off-street motor vehicle parking required for any dwelling units or rooming units in excess of twelve shall be calculated using the Area X rates in Table 101.
- x. Minimum required width of a landscaped buffer of a parking lot abutting a street is 1.5 metres.
- xi. Minimum required width of a landscape buffer of a parking lot abutting a residential zone is 1.5 metres.
- xii. For a low-rise apartment building, the minimum communal amenity area requirement is an aggregated area of 54.0 square metres.
- xiii. A driveway providing access to a parking lot and/or parking spaces may only be located in the rear yard.

Document 3 – Aerial Photos



Figure 1: Capture from geoOttawa showing the context with the zoning layer, 1670 Tenth Line Road is highlighted with the arrow, north is up.



Figure 2: Capture from geoOttawa showing the location of 1670 Tenth Line Road and a 900.0 metres radius. In general, the Official Plan equates a walking time of 15 minutes to be equivalent to a radius of 900.0 metres or 1,200 metres on the pedestrian network. Per the [15-minute neighbourhood study](#) (2021), there are many services and amenities nearby – eight of the nine services and amenities investigated are within a 15-minute walk (see page 16 of [study](#) and [Map A8-7](#)).

Document 4 – Proposed Site Plan

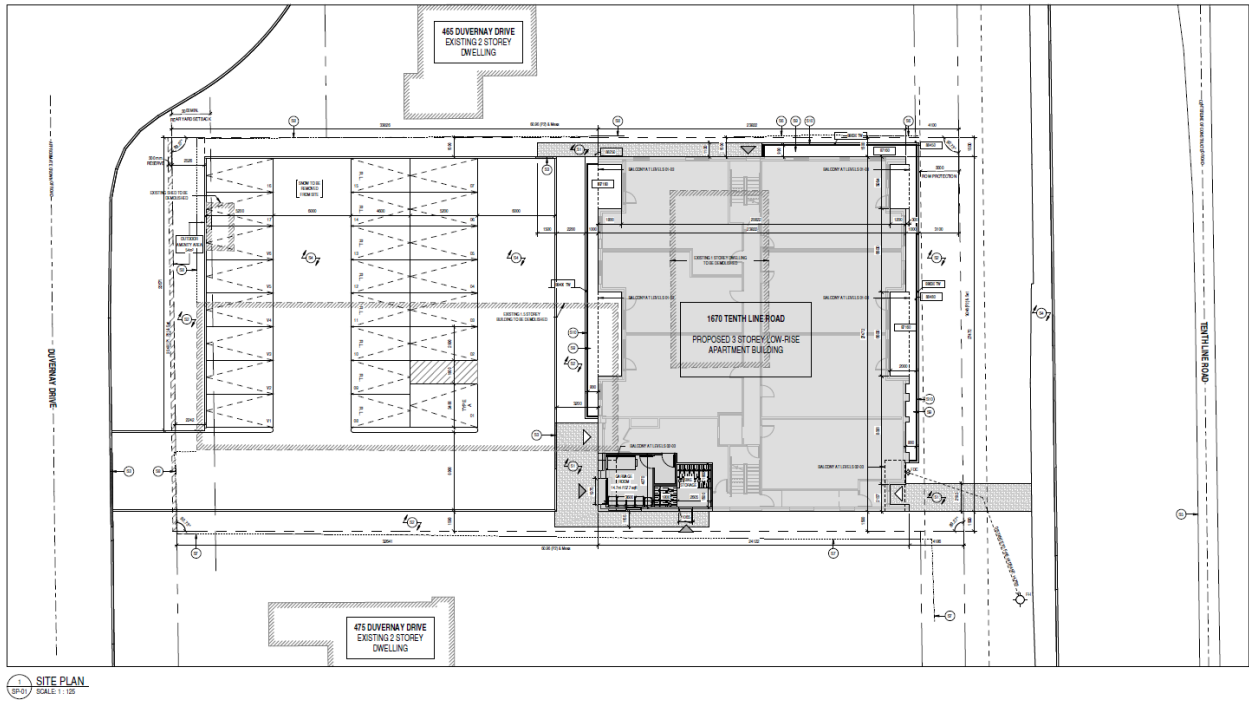


Figure 3: Site Plan – 1670 Tenth Line Road, Source: Drawing SP-01, prepared by Project 1 Studio, dated August 12, 2025, revision 4 dated January 16, 2026.

Document 5 – Proposed Development Images



2 EAST ELEVATION - TENTH LINE ROAD
A201 SCALE: 1:75

Figure 4: East Elevation – Tenth Line Road, Source: Drawing A201, prepared by Project 1 Studio, dated August 12, 2025, revision 4 dated January 16, 2026.



1 WEST ELEVATION - DUVERNAY DRIVE
A201 SCALE: 1:75

Figure 5: West Elevation – Duvernay Drive, Source: Drawing A201, prepared by Project 1 Studio, dated August 12, 2025, revision 4 dated January 16, 2026.

Document 6 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. The applications went on circulation on Friday, December 5, 2025. The deadline for comments per the planning summary was January 2, 2026. The signs went up on the property on December 12, 2025. So, Planning Staff extended the commenting deadline for comments to January 9, 2026, in line with our Public Notification and Public Consultation policy of the comment period being 28 days from posting of signage.

Staff were contacted by 54 people, 12 opposed the proposal, two supported the proposal and the remainder expressed concerns and/or requested notification. Written comments were received from 41 individuals/households. Residents also called to voice their concerns with the proposal. Staff received two petitions from a resident with signatures from nearby residents, the first petition was to extend the comment period and the second was to re-orient the building and vehicular access.

Below are the themes that emerged sorted from most frequent to less frequent:

Public Comments and Responses

Theme 1. Vehicular Traffic:

Residents expressed concern about the increased traffic this would create on Duvernay Drive. Also, there was concern expressed that the vehicular access was off Duvernay Drive and not Tenth Line Road. Residents expressed a desire to re-orient the building to face Duvernay Drive and have vehicular access off Tenth Line Road.

Response

Per trip generation information received from the Transportation Project Manager (TPM), it is anticipated that there will be an additional six vehicles in the morning peak hour and seven vehicles in the afternoon peak hour. The existing road network can accommodate the traffic generated by a development of this size.

The Official Plan does not support reorientating the building towards Duvernay Drive. The property is in the Suburban Transect and designated Minor Corridor (Schedules A and B8). Tenth Line Road is the road designated minor corridor. Per

policy 6.2.1 (4) development shall address the corridor and vehicular access shall generally be provided from the parallel street or side street.

Theme 2. Parking (on-site) and pressure on street parking:

Residents thought there was insufficient parking on-site and expressed concern that the proposal does not meet the minimum residential parking requirements of Zoning By-law 2008-250 (1.2 spaces per unit). Residents expressed concern that parking from the development would spillover onto Duverney Drive and noted there is existing parking spillover from the condominiums south of Épinettes Avenue.

Response

In 2016, minimum parking requirements were reduced in certain areas via a zoning amendment, By-law 2016-249. These changes were done in part to enable and encourage more car-free households to find housing in areas well served by transit and near mainstreets. Per the [15-minute neighbourhood study](#) (2021), there are many services and amenities near 1670 Tenth Line Road – eight of the nine services and amenities investigated are within a 15-minute walk (see page 16 of [study](#) and [Map A8-7](#)). Amending minimum parking requirements was a recognition that parking demand is not a **“one-way consequence of development, but rather a complex set of feedback loops between price, transportation alternatives, land use, enforcement of street parking regulations, urban design and adaptive behaviour on the part of the residents choosing where to go, when to go there, and how to get there (see online discussion paper on [Spillover Parking](#))”**.² The new Zoning By-law, adopted by [Ottawa City Council on January 28, 2026](#), item 14.2, removes parking minimums citywide, see Document 10 – Minimum Parking Rates that accompanied the ZBL report, [What’s New with On-Site Parking](#).

The city has [on-street parking restrictions](#) and residents can contact by-law enforcement to minimize spillover problems. Residents can contact the city to [report an issue with a parked vehicle on municipal property](#), such as parked over time limit.

Theme 3. Pedestrian and Cycling Safety:

Concern was expressed regarding increased vehicular traffic and the safety of cyclists and pedestrians walking on Duverney Drive. There are no sidewalks along Duverney Drive and pedestrians and cyclists are required to share the road with

² City of Ottawa, Planning and Infrastructure Department, Zoning By-law Amendment – Minimum Parking Requirements (2016), Accessed from [July 13, 2016, Ottawa City Council Minutes](#), Planning Committee Report 28, item 11.

vehicles. Residents expressed concern for children who walk to the corner of Duvernay Drive and Des Epinettes to wait for the school bus, as well as pedestrians who access the nearby multi-use pathway system from Duvernay Drive.

Response

Residents are encouraged to reach out to [3-1-1](#) where their concerns can be sent to the appropriate department for follow up. The city has [Traffic Calming Design Guidelines](#), the focus of these guidelines is primarily on retrofits to existing streets. Traffic calming is not a consideration in the assessment of a site-specific Zoning By-law amendment application.

The apartment building will have an active entrance to Tenth Line Road with a direct pedestrian connection to the asphalt sidewalk along Tenth Line Road.

Theme 4. Density

The public expressed concern with the low-rise apartment building typology and the number of units, many noted the proposal did not align with the character of the surrounding neighbourhood. A member of the public noted this is an ideal location for more density.

Response

An objective of the [Official Plan](#) is to enable a greater flexibility and an adequate supply and diversity of housing options throughout the city. A policy to achieve this objective is to regulate the density, built form, height, massing and design of residential development rather than regulating through restrictions on building typology.

The density proposed is 167 dwelling units/net hectare, [Official Plan](#) Amendment 46 sets a minimum density target of 80 dwellings per net hectare for suburban minor corridors.³ Minimum densities are intended to establish a minimum starting point for the intensity of development. The proposal introduces a more urban built form and meets policy objectives by being low-rise, having a façade that engages with the public realm along Tenth Line Road, and vehicular access from Duvernay Drive with parking in the rear yard. Important site elements are provided to improve the design

³ See report entitled Provincial Planning Statement 2024 - Consistency Amendments, adopted by [Ottawa City Council on June 25, 2025](#), (item 17.1), Document 1, Appendix A: Volume 1 Amendments, amendment number 1.8, revised Table 3b).

such as soft landscaping and trees, amenity space, bicycle parking, dedicated pedestrian walkways, and a waste management area.

Theme 5. Building Design (volume, façade, material, colour):

Residents expressed concern with the development's appearance, the size, the massing, and expressed a desire for underground parking versus surface parking. Residents also expressed a desire to re-orient the building to face Duvernay Drive.

Response

The regulation of architecture and architectural materials are not within the purview of the Zoning By-law. Items that may be regulated under Section 34 of the *Planning Act* include building height, bulk, location, size, floor area, spacing, character and use of buildings, minimum lot size, and lot coverage ([34\(4\)](#)).

The Official Plan does not support reorientating the building towards Duvernay Drive. The property is in the [Suburban Transect](#) and designated [Minor Corridor](#) (Schedules [A](#) and [B8](#)). Tenth Line Road is the road designated minor corridor and development is meant to address the corridor.

Theme 6. Trees and Landscaping

Residents were not in favor of reducing the amenity space nor the landscape buffer requirements of By-law 2008-250. Voicing concern with reducing the landscape buffer that would enhance the Duvernay Drive streetscape and reducing amenity space for future residents.

Response:

The Owner is proposing to plant nine trees, four along Duvernay Drive and five along Tenth Line Road. Most of the trees along Duvernay Drive will be large deciduous trees such as maple, red oak and elm trees, whereas the trees along Tenth Line will be medium deciduous trees such as common hackberry, prairie crabapple, hop hornbeam and American-mountain ash. During issue resolution the Applicant proposed to increase the landscape buffer along the rear property line and add more vegetation to screen the parking lot from Duvernay Drive. Further, the required amenity space, 6.0 square metres per resident, will be provided and communal amenity area is now proposed in the rear yard, see Document 4 – Proposed Site Plan, revision 4 dated January 16, 2026.

Theme 7. Snow Removal

Residents expressed concern that in the winter months the width of Duvernay Drive is reduced by snowbanks and on-street parking. Further, they expressed how this development will increase the number of vehicles not complying with on-street parking restrictions and traffic flow along Duvernay Drive will be impeded.

Response

Information regarding when roads and sidewalks get plowed is available on the City's website:

<https://ottawa.ca/en/parking-roads-and-travel/roads-sidewalks-and-pathways/snow-plowing-and-clearing#>.

The city has [on-street parking restrictions](#) and residents can contact by-law enforcement to minimize spillover problems. Residents can contact the city to [report an issue with a parked vehicle on municipal property](#), such as parked over time limit.

Theme 8. Servicing and Infrastructure

Residents questioned whether there were adequate municipal services, such as water, sanitary, and storm water capacity. One resident expressed concern about the potential for sewer backups.

Response

All servicing including water, storm, and sanitary are assessed during the planning and design phase to ensure there is adequate capacity within the City's infrastructure. The development is subject to strict storm water management restrictions that require the designer to restrict their post-development storm outflow from the site to their pre-development levels. Therefore, storm water flows to Duvernay Drive should not change post construction. As for sanitary sewers, the development is required to consider existing capacities in the sanitary sewers to ensure there is room for their new flows and no negative impact to the system.

All new dwellings are required to have backwater valves installed on their sanitary and storm sewer laterals to prevent sewer backups; this is to prevent possible backups into basements. This neighbourhood predates the requirement to have backwater valves installed, residents may be eligible for financial assistance to install backwater valves through the following program: [Residential Protective Plumbing Program](#).

Theme 9. Loss of Privacy

A member of the public expressed concern about overlooks into adjacent backyards.

Response

Units will have private amenity area either via a balcony or below grade terrace. The balconies are along the façades that face the streets: Tenth Line Road and Duvernay Drive, see Document 5 – Proposed Development Images. The balconies enhance the façade and create a connection with the public street.

Theme 10. Noise

Residents expressed concern that increased density will bring more noise and disrupt the quiet neighbourhood.

Response

The city has a Noise By-law (2017-255), and residents can contact by-law enforcement, [noise complaints](#) can be reported for loud noise or shouting, barking dogs, alarms, garbage or delivery trucks, and the discharge of fireworks.

Theme 11. Transit Services

A resident expressed the opinion that public transit was inefficient and ineffective and could not be relied on as a mode of transportation in Orléans. Others noted public transit was not easily accessible nor viable from this location, and the closest rapid transit station was Place D'Orléans, 4.7 kilometres away.

Response

The [New Ways to Bus Network Map](#) provides an overview of the bus network in the area: Bus route 35 and bus route 36 are local routes with stops in proximity to the subject site. Bus Route 234 can be accessed near the Des Épinette/Prestwick intersection and provides a connection to the O-Train on weekday peak periods. There is also transit service that runs along Innes Road, a transit priority corridor, which is 900.0 metres south of the site. Place d'Orléans will be the closest rapid transit station. A future O-Train Station is planned approximately 300.0 metres east of Tenth Line Road. While the right of way for this Station has been protected, there are no timelines for implementation associated with this station and is unfunded. The future bus rapid transit corridor for the Cumberland Transitway is located to the south. See, Transit Context section of the report for more details.

Theme 12. Building Height

Residents questioned what constitute low-rise. Some characterized low-rise as two-storeys and characterized the proposed three-storey building as mid-rise. A resident expressed concern regarding shadow impacts on adjacent properties and opined that a shorter building would be more compatible with the neighbourhood. A member of the public questioned why the building was not taller.

Response

The Official Plan, Section 13 Definitions, provides guidance on Height categories.

Height categories:

The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights.

Built Form Height Maximum

Low-rise: up to and including four full storeys

Mid-rise: between five and nine full storeys

High-rise: between 10 and 40 full storeys

High-rise 41+: 41 full storeys or taller

The proposed low-rise apartment building is three-storeys. The elevations available on [DevApps](#) show that the building height per the Zoning By-law is 11.0 metres, section 54 of the zoning by-law defines buildings height as follows:

Building height means the vertical distance between the average **grade** at the base of a main wall of the **building** and

- (a) the highest point of the roof surface, if a flat roof,
- (b) the deck line, if a mansard roof,
- (c) the mid point between the ridge if a hip, gable, shed, or gambrel roof, and the eaves of the building, excluding the eaves of any projections, or (By-law 2013-224)
- (d) the highest point of the building or structure in all other cases,

and **height** has a corresponding meaning unless otherwise defined elsewhere in this By-law. (hauteur de bâtiment)

Along suburban minor corridors development shall be low rise; however, mid-rise may be permitted (Official Plan, policy 5.4.1 (2)). For site specific Zoning By-law Amendments proposal generally show the highest density of development that would be permitted. The proposed height suffix will restrict building height to 13.5- metres, which permits a four-storey building with an elevated ground floor.

Theme 13. Impact to Property Values

Negative impact on value or nearby properties.

Response

Property value is not a consideration in the assessment of a Zoning By-law amendment application. However, research/data does not support the notion that property values decrease when residential density increases. [Increased density in some circumstances can increase property values.](#)

Theme 14. Affordable Housing

Members of the public questioned whether units will be affordable.

Response

Developers are not required to share their expected rental rates with the City; therefore, City staff do not know if, or how, affordable any development might be. The City encourages the provision of a range of housing (ownership and rental) to increase choice and provide a range of affordability.

The City has created an [Affordable Housing Community Improvement Plan \(CIP\)](#) intended to help increase the supply of new affordable rental housing units across the city by making it easier to create units that start at or below average market rent, with tiered incentives depending on level of affordability.

Theme 15. Land Use

A resident expressed concern with the additional uses permitted in the General Mixed Use Zone (GM), and expressed their desire for properties with frontage along Duverney Drive to remain residential.

Response

The GM zone allows residential, commercial and institutional uses, and mixed-use development and is well-suited for corridors.

Theme 16. Construction Related Concerns

Residents expressed concern with construction related noise and traffic and expressed concern that emergency vehicles may be obstructed during construction.

Response

The city has a Noise By-law (2017-255), and resident can contact by-law enforcement to report a noise complaint about [construction sites or machinery](#). Note: The Director of By-law Services may grant an exemption for construction work.

As part of the Site Plan Control Application, [a preliminary construction management plan was submitted](#). The purpose of this plan is to anticipate impacts to all modes of transportation and all elements in the right of way during construction. It's meant to assist the applicant and city staff to identify the expected impacts of the proposal on the City's right of way before construction starts.

If the proposed work requires the closure of traffic lanes the contractor must submit a Traffic Management Plan to the City of Ottawa By-laws, Permits and Inspections Unit. Further, local and emergency access must be maintained.

Theme 17. Parkland and green space

A resident expressed concern that no communal green space was proposed.

Response

Conveyance of land for public parks or the payment of money in lieu of land is required where development changes the use or intensity of use of land and in doing so creates a demand for parkland. This change is sometimes referred to as uplift. The rate of parkland provision varies by use and for residential uses also by intensity of development.

In this case cash-in-lieu of parkland will be conditioned as part of the Site Plan Control Approval, payable prior to building occupancy. Per the [Parkland Dedication By-law](#), (By-law 2022-280), payment of cash-in-lieu of parkland shall not exceed 10 per cent of the land area. Of the funds collected, 40 per cent shall be directed to citywide funds and 60 per cent shall be directed to Ward 1 funds.

Theme 18. Unit mix

A resident expressed the desire for larger units with more bedrooms to accommodate families. Another noted that the community would benefit from

reasonably priced, family-oriented units that support long-term residency, stability and a diverse population.

Response

There are 12 two-bedroom units proposed, which is 40 per cent of the units, and most are over 75.0 square metres in size. The remainder of the units are studio (seven per cent), one-bedroom (27 per cent), or one-bedroom + den (27 per cent) units.

Theme 19. Lack of Amenity Space

Initially, the proposal was not providing sufficient private amenity space nor was there any private communal amenity space, so the Owner was seeking relief from the amenity area provisions.

Response

The Owner is now complying with the private amenity space requirements, six square metres per dwelling unit, and private communal amenity space will be provided in the rear yard.

Theme 20. Impact on Taxes

A couple of residents questioned whether the proposed development would impact their property taxes.

Response

Property taxes are calculated using the assessed value of a property provided by the Municipal Property Assessment Corporation (MPAC) and multiplying it by the combined municipal and education tax rates for the property class (residential, commercial, industrial, etc.). Official Plan designations and zoning categories can affect the assessed value of a property. There is no impact on tax rates or tax classes on the neighboring properties. How a single development affects the assessment of current properties can vary, properties are assessed based on their market value; there is no reassessment currently planned therefore no likely impact. While the proposed development will change how taxes are calculated for the subject site at 1670 Tenth Line Road given the intensification in use, it does not change the tax rates for adjacent property owners.

Theme 21. Garbage

Residents expressed concern with the garbage a low-rise apartment building would generate and worried the development's garbage and recycling bins would become an eyesore on Duvernay Drive.

Response

The building has a garbage and recycling room on the ground floor, which is approximately 14.6 square metres in size. On collection day the bins would be picked up at the street/collection point.

Theme 22. Emergency Access

Residents expressed concern that emergency vehicles – ambulances, fire trucks, snowplows, police vehicles, and waste management vehicles - would have more difficulty getting to apartment tenants and homeowners along Duvernay Drive. Particularly in the winter.

Response

The subject property is a through lot, which means a lot bounded on opposite sides by streets. The property has 30.0 metres of frontage along Tenth Line Road, an arterial road, and 30.0 metres of frontage along Duvernay Drive, a local road.

The private driveway leading to the parking lot is accessed off Duvernay Drive and it is 6.0 metres wide.

There is also a fire hydrant located in the right of way along Tenth Line Road and a fire department connection is shown on the site plan on the front façade facing Tenth Line Road.

Theme 23. Related to High Performance Development Standards

A resident questioned why new multi-unit developments are not required to incorporate basic renewable energy infrastructure such as rooftop solar, when doing so would reduce long-term operating costs and support the City's climate objectives.

Response

The [High Performance Development Standard](#) (HPDS) is a collection of voluntary standards that raise the performance of new building projects to achieve sustainable and resilient design.

Theme 24. Light Pollution

A resident was concerned about light pollution from the proposed development.

Response

The proposed site lighting will be designed to be 'full cut-off' lighting. This lighting ensures minimal light spillage off-site, which will reduce the impact on neighbouring properties. A site lighting certificate will be a condition of Site Plan Control Approval to ensure these requirements are being met.

Theme 25. Zoning By-law Amendment Process

A resident expressed concern with when the Zoning By-law Amendment circulation went out, a couple of weeks before Christmas. They said the timing showed a lack of respect for residents and implied that community concerns would receive minimal attention, further that the interest of the developer was prioritized.

Response

On December 1, 2025, the application was deemed complete as of November 6, 2025, the date of the resubmission. The Zoning By-law Amendment and Site Plan Control applications went on circulation on Friday, December 5, 2025.

Circulation includes the following:

- Technical circulation,
- Circulation to community groups,
- Publication on DevApps,
- Mail out to property owners within a 120.0 metre radius of the land subject to the proposed Zoning By-law Amendment,
- Signage posted on the property.

The signs went up on the property on December 12, 2025. Staff extended the deadline for comments to January 9, 2026.

The statutory 120-day timeline (30 days to deem the application complete, Provincial 90-calendar-day timeline) for making a decision on this application under the *Planning Act* will expire on March 6, 2026.