

## **484 Hazeldean Road**

Planning Rationale  
Zoning By-law Amendment  
April 21, 2025



Prepared for Mike Kang

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# 1.0

## Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Mike Kang (“Owner”) to prepare a Planning Rationale in support of Zoning By-law Amendment for the property municipally known as 484 Hazeldean Road in the City of Ottawa (the “subject site”). The application seeks to add amusement centre and bar to the permitted uses of the subject site.

### 1.1 Purpose

The purpose of this Zoning By-law Amendment application is to add amusement centre and bar as permitted uses to the Zoning By-law for the subject site, and retain the existing provisions noted in Urban Exception 1737.

#### 1.1.1 Zoning By-law Amendment

The intent of the proposed Zoning By-law Amendment application is to create a new Exception for the subject site from the current AM2[1737]H(20) zone to AM2[XXXX]H(20).

The Urban Exception sought will include the following relief from the AM2 zone:

- / Permit the uses and maximum height provision as noted in Urban Exception 1737;
- / Permit the additional land uses – Amusement Centre and Bar; and
- / Permit 275 parking spaces, whereas 765 spaces are required for the Amusement Centre use.



## 2.0 Subject Site and Surrounding Context

### 2.1 Subject Site

The subject site is a rectangular lot with frontage along the south-east side of Hazeldean Road and the south-west side of Castlefrank Road (Figure 1). The subject site features a street frontage of approximately 177.3 metres along Hazeldean Road and 112.9 metres along Castlefrank Road, resulting in a total lot area of 20,017.2 square metres. The subject site is currently occupied by multiple commercial buildings and a gas bar. The largest building on the site is a commercial strip mall plaza occupied by multiple commercial tenants. Three standalone commercial buildings also occupy the site. Of these three buildings, one is occupied by multiple tenants, the second is fully occupied by a bank and the third is a convenience store that services the gas bar. A drive-through gas bar is located in the north corner of the site.



Figure 1: Aerial image of the subject property and surrounding area.

### 2.2 Surrounding Area

The surrounding area and land uses can be described as follows:

**North:** The subject site is bounded by Hazeldean Road to the north. Further north is a low rise residential neighbourhood featuring detached two (2) storey dwellings.

**East:** Directly east of the subject site is Castlefrank Road. Further east is a single storey commercial shopping plaza. Additional shopping plazas are present further east fronting along Hazeldean Road.

**South:** Abutting the site to the south is a low rise residential neighbourhood featuring detached and semi-detached housing typologies. Further south is Rickey Place Park and John Young Elementary School.

**West:** Abutting the site to the west is a low rise residential neighbourhood fronting on Seabrooke Drive. The neighbourhood features low rise detached dwelling typologies. Further west is a commercial shopping plaza located at the corner of Terry Fox Drive and Hazeldean Road.

## 2.3 Transportation Network

### 2.3.1 Road Network

Hazeldean Road to the north of the site is identified as an Arterial Road on Schedule C4 of the Official Plan (Figure 2). Arterial Roads function as major infrastructure corridors, accommodating both vehicles, municipal infrastructure, and public transit. Castlefrank Road, to the east of the site, is identified as a Major Collector Road. A Collector Road is a type of road designed to gather and distribute traffic between local streets and major arterial roads.

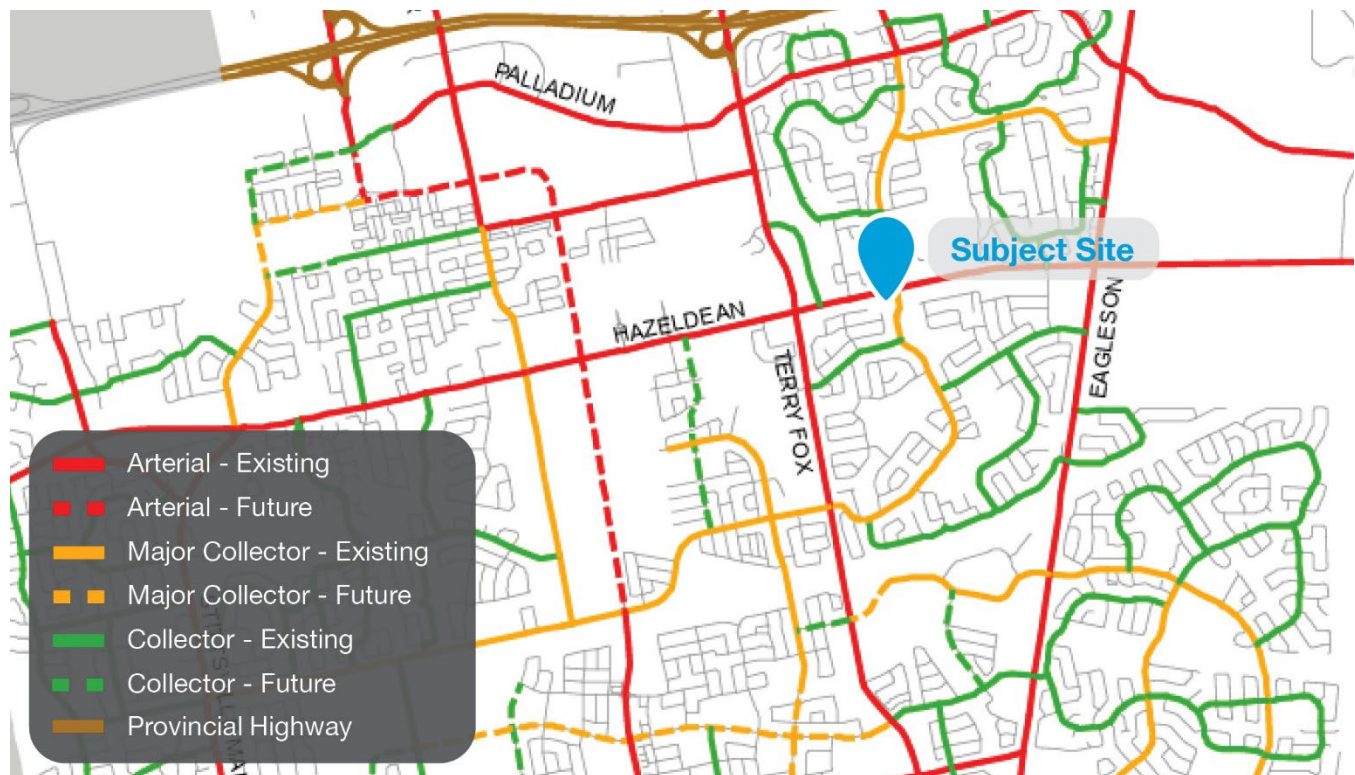


Figure 2: Schedule C4 - Urban Road Network (City of Ottawa Official Plan)

### 2.3.2 Transit Network

Hazeldean Road to the north of the site is identified as a Transit Priority Corridor on Schedule C2 – Transit Network (Ultimate) of the City of Ottawa Official Plan (Figure 3). Transit Priority Corridors represent a network of corridors which currently or are planned to provide frequent transit service and feature coordinated transit-oriented measures and policies.

Bus service, via Route 68 and 61, is provided on Hazeldean Road, with stops located on the corner of the subject site (Figure 4). This route runs along Hazeldean Road and provides connections to areas that are located to the east and west of the subject site.



The map shows the Hazeldean area with various bus routes. A blue pin marks the 'Subject Site' at the intersection of Hazeldean and Terry Fox. A legend in the top right corner indicates that blue hexagons represent 'Frequent' routes and white hexagons represent 'Local' routes. The legend lists the following routes:

- Frequent (Blue Hexagons):** 12, 68, 61, 62, 63, 265
- Local (White Hexagons):** 24, 12, 60, 67, 301, 303

Other labels on the map include: Maple Grove, Terry Fox, Walter Baker, Ron Maslin Playhouse, McCurdy, PM, AM, Bois Hazeldean Woods, Kakul, Hewitt, Pickford, Shafter, Irwin, Hazeldean Mall, Abbeyhill, A.Y. Jackson, Carbrooke, Sheldrake, Hope Cloutier, Clarence Maheral, Glamorgan, Rothesay, Palomino, Steeple Chase, Bridlewood, and Paul-Desmarais.

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### 2.3.3 Active Transportation Network

The Cycling Network Map of the Transportation Master Plan (Figure 5) shows that the subject site is adjacent to the Mainstreet Corridor of Hazeldean Road. A major pathway exists to the south of the site and a cross-town bikeway is located to the west of the site along Terry Fox drive.

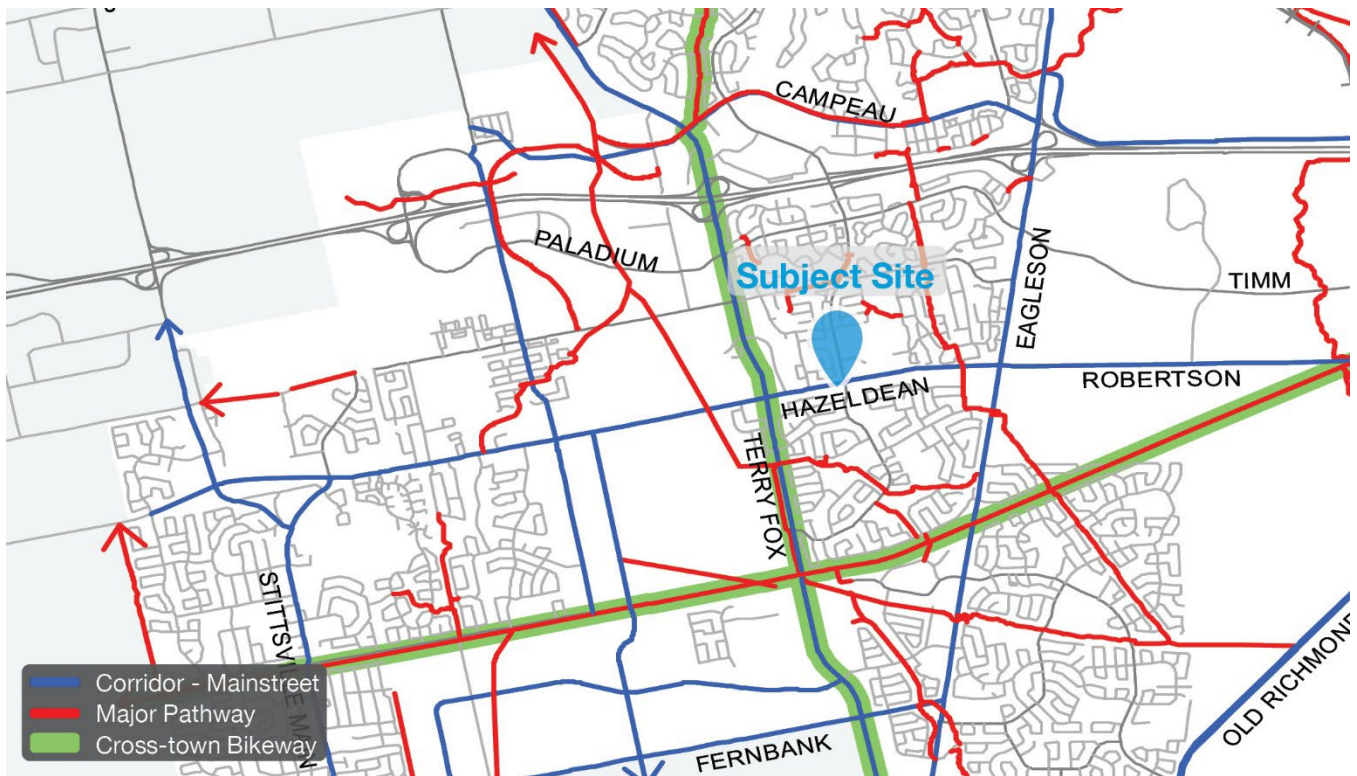


Figure 5: Cycling Network of the Transportation Master Plan.



### 3.0

## Proposed Additional Uses for the Site

### 3.1 Overview

Through this application, the owner of 484 Hazeldean Road is proposing to add Amusement Centre and Bar as permitted uses to the Zoning By-law for the subject site.

The site is currently occupied by multiple commercial buildings and a gas bar (Figure 6). The largest building on the site is a commercial strip mall plaza occupied by multiple commercial tenants. Three standalone commercial buildings also occupy the site. Of these three buildings, one is occupied by multiple tenants, the second is fully occupied by a bank and the third is a convenience store that services the gas bar. A drive-through gas bar is located in the north corner of the site. The site contains 275 parking spaces and features three ingress/egress points.

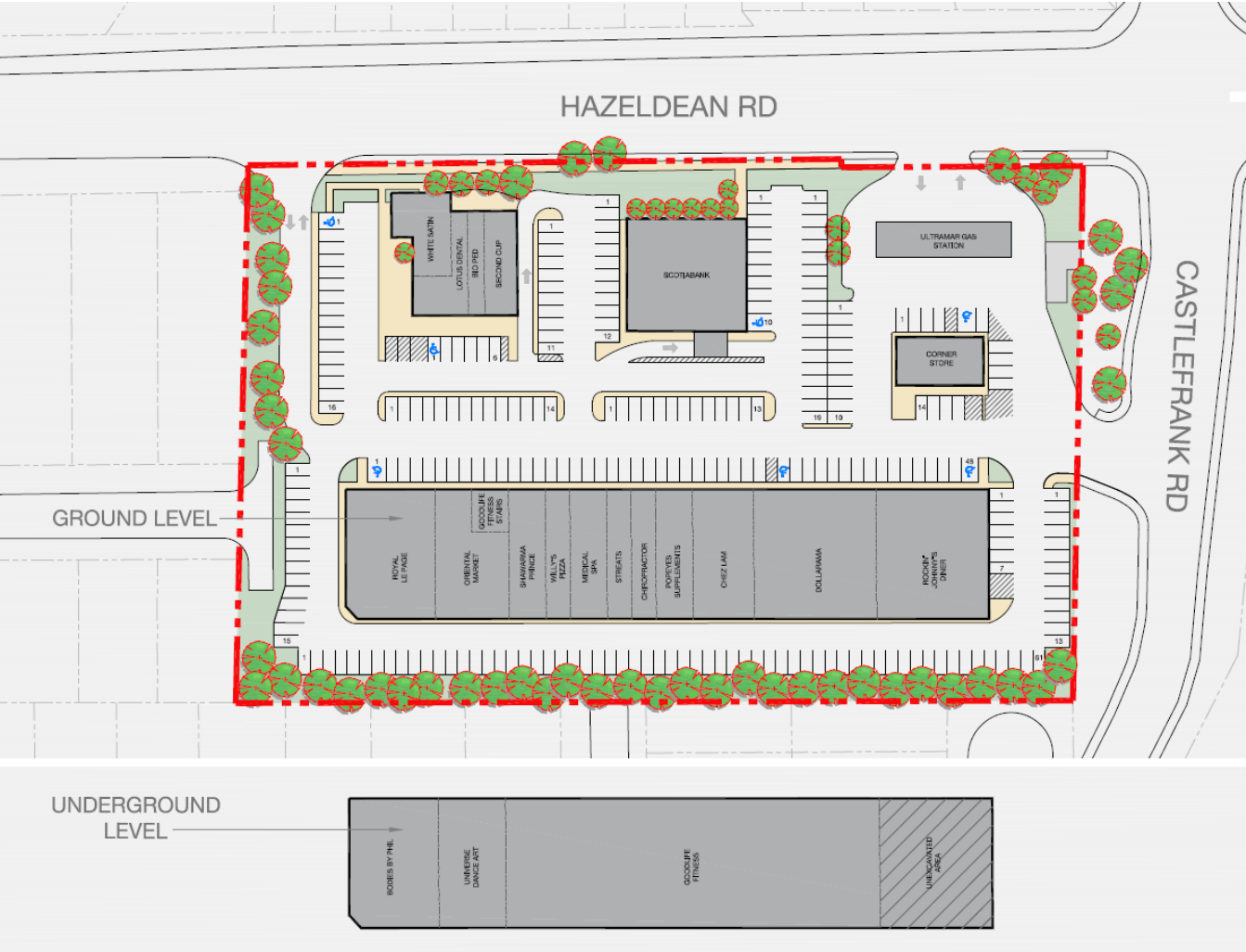


Figure 6: Site plan and current uses of the commercial buildings located at 484 Hazeldean Road.

At present, no site alteration is contemplated. Nor has a potential tenant been identified who requires Amusement Centre or Bar as a permitted use. The proposed Zoning By-law Amendment would provide the subject site with greater flexibility for tenants by providing an appropriate commercial use to serve the broader area.

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following PPS policies are applicable to the subject site:

- 2.1.6 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 childcare 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.
- 2.3.1.2 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; and,
  - d) are transit-supportive.
- 2.3.1.3 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 proposed Zoning By-law Amendment supports the development of a complete community by diversifying the range of recreational activities and employment opportunities available to the surrounding the neighbourhoods, which is predominantly characterised by low-rise residential housing. The subject site's location and access to existing amenities and public transit facilities ensure that the proposed development will be well-served within the community.**

**The proposed Zoning By-law Amendment efficiently uses land, resources, infrastructure, and public transit by proposing new uses for the existing commercial buildings on a serviced lot within the urban boundary.**

- 3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible; and,

**The proposed zoning by-law amendment facilitates transportation demand management (TDM) strategies due to the readily available public transportation options that service the site.**

## 4.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

### 4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These directions include the following:

1. **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**  
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.
2. **By 2046, the majority of trips in the city will be made by sustainable transportation.**  
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.
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.**  
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.
4. **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**  
The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.
5. **Embed economic development into the framework of our planning policies.**  
In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**The proposed Zoning By-law Amendment primarily implements the Big Policy Move of sustainable transportation due to the existing public transit routes that service the site. The commercial plaza located on the site is currently integrated with the surrounding community through the use of landscaping and a comprehensive site design.**

### 4.2.2 Transect

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject site is located within the West Suburban Transect Policy Area on Schedule A (Figure 7). The Suburban Transect is characterized by its location outside the Greenbelt and conventional suburban model of the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.





Figure 7: Schedule A - Transect Policy Areas (City of Ottawa Official Plan)

Section 5.4 describes policies that apply to the Suburban Transect. This section notes that the suburban transect is expected to address 46 percent of the growth needed within the next 25 years. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods in suburban parts of the City. This includes development at densities that support transit and the function of hubs and corridors, the diversification of the housing stock, and an evolution to a more “urban” pattern of design. Within the Suburban Transect the Official Plan aims to:

- / Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.
- / Enhance mobility options and street connectivity in the Suburban Transect.
- / Provide direction to the Hubs and Corridors located within the Suburban Transect.
- / Provide direction for new development in the Suburban Transect.
- / Provide direction to Neighbourhoods located within the Suburban Transect.

Section 5.4.1.2 specifies that The Suburban Transect is generally characterized by Low- to Mid-density development.

- 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; and
- iii) High-rise buildings may be permitted through a secondary plan. [Bill 162, Schedule 3, Item 8, Modification 12, May 16, 2024]
- 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);
  - 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.

Section 5.4.3.3 specifies that along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows:

- a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; 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 stepbacks, 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.

#### **4.2.2.1 Corridor Designation**

As identified on Schedule B5 of the Official Plan (Figure 8), the subject property is designated Mainstreet Corridor. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

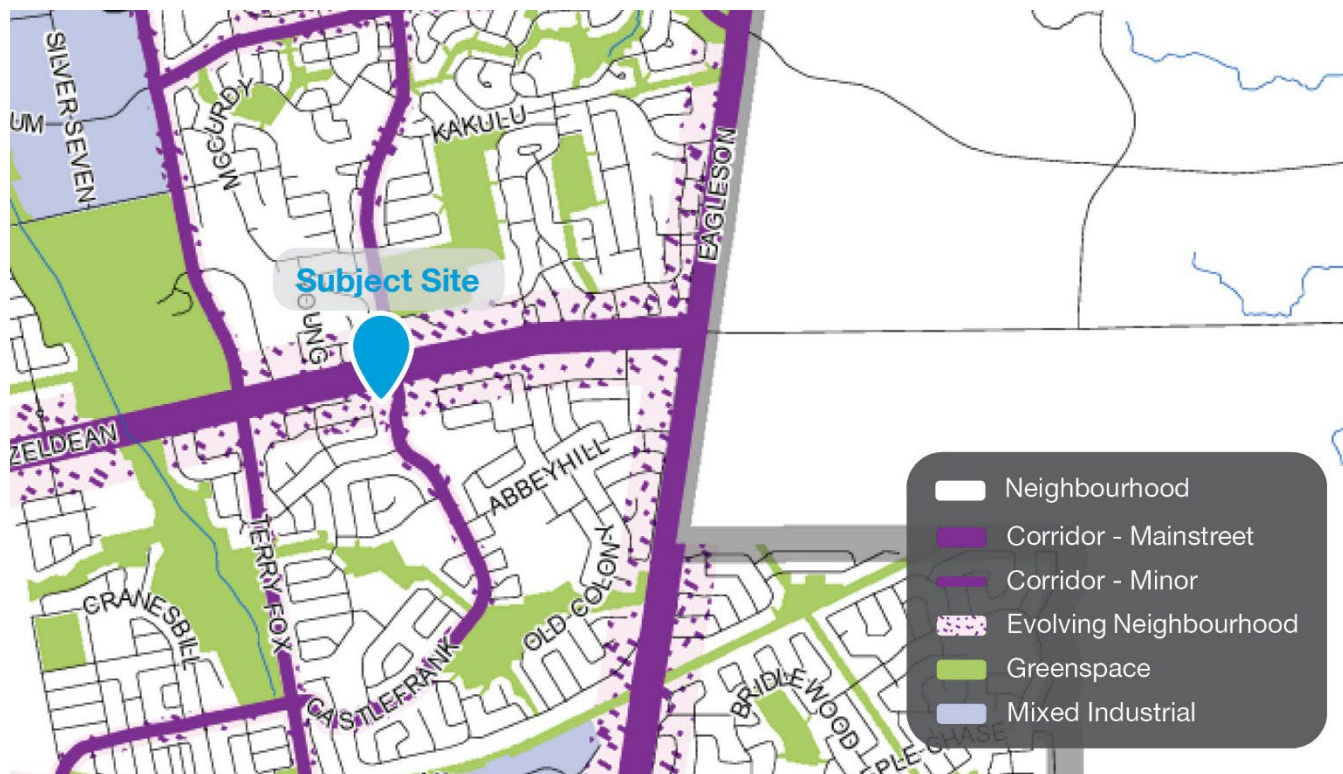


Figure 8: Schedule B5 - Suburban (West) Transect (City of Ottawa Official Plan)

Section 6.2.1.4 notes that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- b) Vehicular access shall generally be provided from the parallel street or side street.

Section 6.2.2. Recognizes Mainstreet Corridors as having a different context and setting out policies to foster their development.

- 1) In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

**The proposed Zoning By-law Amendment is supported by the policies set out in the Official Plan for the Corridor designation. The proposed uses provide economic activity to the existing commercial plaza and promotes foot traffic. The proposed uses are aligned with the mixed-use form of corridors and integrates with existing uses on the site. The new uses would also be supported by the ready availability of public transit in close proximity to the site.**

#### 4.2.3 Evolving Neighbourhood Overlay

The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Section 5.6.1. Policy 1 provides built form direction for the urban area where intensification is anticipated to occur. Policy 1 states that the Evolving 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 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.

Policy 2 states that where the Evolving 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.

Policy 3 states that in the Evolving Overlay, the City:

- a) Will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regard to density, built form and site design in keeping with the intent of Sections 3 and 5 of the Official Plan;

**The proposed Zoning By-law Amendment provides the opportunity for increased recreational activity diversity within close proximity to an Arterial and Major Collector road. As there are no intended changes to the built form of the commercial plaza, the Amendment respects the existing character of the surrounding neighbourhood.**

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

The subject site is currently zoned Arterial Mainstreet, Subzone 2, Exception 1737, Maximum Height 20 metres ("AM2[1737]H(20)") in the City of Ottawa Zoning By-law (2008-250).

The purpose of the Arterial Mainstreet Zone is to:

- 1) Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- 2) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.



Figure 9: Zoning Map, City of Ottawa Zoning By-law (2008-250), with subject site outlined.

In the AM2 Subzone the following uses are prohibited:

/ <b>Amusement Centre</b>	/ Funeral Home	/ Recreational and Athletic Facility
/ Amusement Park	/ Museum	/ Sports Arena
/ Bar	/ Nightclub	/ Theatre
/ Cinema		

Exception 1737 permits the following additional land uses for the site

/ Recreational and Athletic Facility / Cinema / Theatre

**Amusement Centre is not a permitted use.**

Table 1: Zoning Evaluation

<b>Zoning Mechanism (AM2[1737]H(20))</b>	<b>Requirement</b>	<b>Proposed</b>	<b>Compliance</b>
<b>Lot Width</b>	No minimum	177.3 metres	✓
<b>Lot Area</b>	No minimum	20,017.2 square metres	✓
<b>Front Yard Set Back</b> i) Non-residential or mixed-use buildings	No minimum	5.5 metres	✓
<b>Corner Side Yard Setback</b> i) Non-residential or mixed-use buildings	No minimum	18 metres	✓
<b>Interior Side Yard Setback</b> i) Abutting a residential zone	7.5 metres	22.2 metres (west)	✓
<b>Rear Yard Setback</b> ii) Rear lot line abutting a residential zone	7.5 metres	15.6 metres	✓
<b>Building Height</b>	20 metres	<20 metres	✓
<b>Required Parking Spaces Section 101 (Area X)</b>	10 per 100 m <sup>2</sup> of gross floor area 0.1 * 7,648.2 square metres = <b>765 spaces</b>	275 parking spaces	✗
<b>Size of Space Section 105 and 106</b>	Standard Size: 2.6 x 5.2m Small Car: 2.4 x 4.6m	2.6 x 5.2m 2.4 x 4.6m	✓

As identified on the table zoning compliance table above, the subject property is compliant with all built form provisions of the AM2 zone, except for the required parking. A rationale for the requested relief for automobile parking is provided in Section 5.2 of this report.



## 5.0

# Proposed Zoning By-law Amendment

## 5.1 Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject lands AM2[XXXX] H(20), with additional relief in the form of an Urban Exception.

## 5.2 Requested Relief from the AM2 Zone

To accommodate the proposal, additional relief from the AM2 zone is required. The details of this Urban Exception zone are rationalized below:

- / Permit the uses of amusement centre and bar, whereas the uses are prohibited in the AM2 zone.
  - The requested uses, amusement centre and bar, are appropriate given that the uses pose no greater opportunity for nuisance or disruption to the broader community than the existing permitted uses. Further, the uses proposed do not provide a more sensitive use than what is existing on the subject property presently.
- / Permit the following uses, presently permitted as part of Urban Exception 1737 recreational and athletic facility, theatre, and cinema, whereas the uses are prohibited in the AM2 zone.
  - The requested uses are appropriate, given that they are already permitted on the subject property and have not provided any land use compatibility concerns.
- / Permit a maximum height of 20 metres, whereas 11 metres is permitted in the AM2 zone
  - The requested maximum permitted height is appropriate, given that it requested height is presently permitted as part of Urban Exception 1737.
- / Permit 275 parking spaces, whereas 765 spaces are required for the Amusement Centre use.
  - The requested reduction in parking is appropriate, given that 275 spaces are presently available on the subject property and are capable of adequately providing sufficient parking for the existing and requested uses. Further, the required 765 parking spaces is a prohibitively large requirement which does not reflect transportation demand for the intended use of the subject property.

**The proposed creation of a new site-specific exception represents an alignment with Official Plan policies as it relates to encourage non-residential uses within the Mainstreet Corridor designation. The proposed creation of a new site-specific exception is shown to comply with the relevant policies of the Official Plan and is not anticipated to result in any undue impacts or unwanted precedent as a result.**

5.3 Proposed Site-Specific Exceptions

The following is a summary of the proposed zoning provisions of the R4UD zone on the subject site:

I – Exception Number	II – Applicable Zones	III- Additional Land Uses Permitted	IV – Land Uses Prohibited	V - Provisions
XXXX (By-law 20XX-XXX)	AM2[XXXX]H(20)	/ Amusement centre / Bar / Recreational and Athletic Facility / Cinema / Theatre	None	/ Maximum building height, 20 metres / Minimum required parking spaces, 275

## 6.0 Conclusion

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

- / The proposed Zoning By-law Amendment is consistent with the intent of the Provincial Policy Statement, proposing additional uses for a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies of the Suburban Transect and Mainstreet Corridor designation;
- / The requested Zoning By-law Amendment is aligned with the relevant policies of the City of Ottawa Official Plan as they relate to the proposed site-specific exceptions;

Please do not hesitate to contact the undersigned should you have any questions or require additional information.

Sincerely,



Mark Ouseley, MES  
Planner



Tyler Yakichuk, MCIP RPP  
Senior Planner



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Principal