MINOR ZONING BY-LAW AMENDMENT APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW

Location of Minor Re-zoning: 1015 Tweddle Road

File No.: D02-02-25-0038

Date of Application: December 17, 2025

This MINOR ZONING BY-LAW AMENDMENT application, for the lands zoned Residential Fifth Density, Subzone A, Urban Exception 2834" (R5A[2834]-h), Development Reserve Zone, Urban Exception 1280" (DR[1280]), O1R "Parks and Open Space, Subzone R" (O1R), and "Environmental Protection Zone" (EP) in Zoning By-law 2008-250, and Neighbourhood Sixth Density, Subzone C, Urban Exception 2834, (N6C[2834]-h), Development Reserve Zone, "Urban Exception 1280" (DR[1280]), "Environmental Protection Zone" (EP), and Open Space Facility Zone (FAC) in Zoning By-law 2026-50 as shown on the attached Zoning Key Map, and submitted by Nico Church, Fotenn Planning + Design, on behalf of TRIM Road 1 LP c/o Martin Chenier, is to amend the R5A [2834]-h zoning and to remove the holding symbol and extend this zone over lands acquired from the City next to Jeanne d'Arc Boulevard.

This application was processed as a minor re-zoning under the minor re-zoning category of modifications to performance regulations only.

This MINOR ZONING BY-LAW AMENDMENT IS RECOMMENDED TO BE APPROVED and the following action is required:

1. That the Zoning Map of Zoning By-law 2008-250 be amended to extend the zoning boundary over the adjacent unaddressed portion of the property, identified as PIN 145380222, currently zoned DR[1280], in the northeast corner of the Jeanne d'Arc and Tweddle Road intersection and remove the holding symbol so that it reads R5A[2834] H(110);

2. That the Zoning Map of Zoning By-law 2008-250 be amended to add an exception XXX1 to the O1R zoning on this property;

3. That Urban Exception 2834 be amended to Zoning By-law No. 2008-250 for this property with provisions similar in effect to the following:

a. Rezone the lands as shown in Document 1.

b. Amend Exception 2834 in Section 239 -Urban Exceptions of Zoning Bylaw 2008-250 with provisions similar in effect to the following:

a) In Column II, Applicable Zones, replace the text with the following: “R5A[2834] H(110)”

b) In Column V, Exception Provisions – Provisions, delete the text in its’ entirety and replace with the following text:

- “The lands zoned R5A[2834] H(110) are considered one lot for zoning purposes.
- Up to 4 high-rise towers are permitted.
- Maximum number of storeys: 35
- For setback purposes, the lot line abutting Jeanne-d’Arc Boulevard North is considered to be the front lot line.
- Minimum front yard setback: 2.3 m
- Minimum easterly interior side yard setback at grade: 5.3 m
- Despite Clause 77(4)(c), the minimum interior side setback for a tower is 5.3 m
- The minimum parking garage below grade setback from the east property line is 3.2 m.
- Minimum setback of the building and parking structure from the O1R zone: 0 m
- Minimum setback of the towers from the O1R zone: 4.0 m
- Despite Subclause 65(4)(a)(i), the maximum permitted projection of a canopy into the required front yard is 1.6 m
- Section 131 does not apply.
- Despite Subclause 107(1)(aa)(ii), the maximum permitted width of a double traffic lane leading to 20 or more parking spaces is 9.5 m.
- Despite Table 113B(b)(iii), the minimum aisle width for loading spaces with an angle between 60° and 90° is 6 m

- Despite Subsection 111(11), a minimum of 18% of the bicycle parking spaces must be provided as horizontal spaces at ground level.
- Despite Table 65, a parking garage may extend up to 0 m from a lot line on the south, and west sides, and must be outside lands identified as being within the flood plain, and on the north side, be outside the 30 m buffer from the Provincially Significant Wetland.
- Hard and soft landscaping on the roof of the parking garage counts toward the minimum 30% landscaped area requirement.
- No vehicle parking spaces are required for residential and non-residential uses.
- No visitor parking spaces are required.
- Subsection 163(12) does not apply.
- Section 164B, Endnote 1, does not apply.
- Permitted non-residential uses are only permitted within the first two floors and the top two floors of a high-rise building.
- Despite Clause 85(1)(a), an outdoor commercial patio is permitted in association with a permitted non-residential use
- Subsection 99(3) does not apply.
- A minimum of 5 sqm of amenity area per dwelling unit is required, of which a minimum of 40% must be communal amenity area."

4. Add a new exception XXX1 in Section 239 – Urban Exceptions with provisions similar in effect to the following:

    a. In Column I, Exception Number, add the text "XXX1"

    b. In Column II, Applicable Zones add the text "O1R[XXX1]"

    d. In Column V, Provisions, add the text:

    - "Despite to the contrary a cantilevered boardwalk and canopy are permitted projections into the O1R[XXX1] zone as shown in the approved site plan."

This MINOR ZONING BY-LAW AMENDMENT IS RECOMMENDED TO BE APPROVED and the following action is required:

1. That the Zoning Map of Zoning By-law 2026-50 be amended to extend the zoning boundary over the adjacent unaddressed portion of the property, identified as PIN 145380222, currently zoned DR[1280], in the northeast corner of the Jeanne d'Arc and Tweddle Road intersection and remove the holding symbol so that it reads N6C[2834] H(110);

2. That the Zoning Map of Zoning By-law 2026-50 be amended to add an exception XXX1 to the EP zoning on this property;

3. That an exception be amended to Zoning By-law No. 2026-50 for this property with provisions similar in effect to the following:

    a. Rezone the lands as shown in Document 2.

    b. Amend Part 15 - Exceptions, by removing the text in Columns II and V in exception [2834] and replacing it with provisions similar in effect to the following:

        a) In Column II, replace the text with the following:"N6C[2834] H(110)".

        b) In Column III, Additional Permitted Uses, delete the following uses:

        - Bank machine
        - Cinema
        - Retail Food Store

        c) In Column V, Exception Provisions – Provisions, delete the text in its'

        entirety and replace with the following text:

            - "The lands zoned N6C[2834] H(110) are considered one lot for zoning purposes.
            - Up to 4 high-rise towers are permitted.
            - Maximum number of storeys: 35
            - For setback purposes, the lot line abutting Jeanne-d'Arc Boulevard North is

              considered to be the front lot line.
            - Minimum front yard setback: 2.3 m

              Minimum easterly interior side yard setback at grade: 5.3 m

- Despite Clause 207(5)(c), the minimum interior side yard setback for a tower is 5.3 m
- A parking garage below grade may extend up to 0m from a lot line on the south and west and 3.2 m on the east
- Minimum setback of the building and parking structure from a FAC or EP zone: 0 m
- Minimum setback of the tower from a FAC or EP zone: 4.0 m
- Despite Subclause 204(7)(b)(ii), the maximum permitted
- projection of a canopy into the required front yard is 1.6 m
- Subsection 802(9) does not apply.
- Despite Table 802, the minimum area of aggregated soft landscaping within the required front yard must be 11% of the front yard area and need not be contiguous.
- Despite Table 802, the minimum aggregated soft landscaping requirement for a provided exterior side yard is 30% of the exterior side yard area and is not required to be contiguous.
- Despite Table 608(iv)(b), the minimum required aisle width for parking spaces with an angle of 71 to 90 degrees is 6 m
- Despite Table 610B(b)(iii), the minimum aisle width for loading spaces with an angle between 60° and 90° is 6 m
- Section 703 does not apply.
- Despite Section 609, tandem parking is permitted.
- Permitted non-residential uses are only permitted within the first two floors and the top two floors of a high-rise building.
- Despite Section 311(1), a commercial patio is permitted in association with a permitted non-residential use
- Subsection 318(3) does not apply.
- A minimum of 5 sqm of amenity area per dwelling unit is required, of which a minimum of 40% must be communal amenity area.

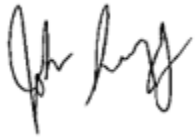
4. Add a new exception XXX1 in Part 15 – Urban Exceptions with provisions similar in effect to the following:

a. In Column I, Exception Number, add the text “XXX1”

b. In Column II, Applicable Zones add the text “EP[XXX1]”

d. In Column V, Provisions, add the text:

- “Despite to the contrary a cantilevered boardwalk and canopy are permitted projections into the EP[XXX1] zone as shown in the approved site plan.”



November 3, 2026

Date

John Sevigny,
Manager, Development Review East
Planning, Development and Building Services Department

Enclosures: Minor Re-zoning By-law Amendment Supporting Information

Document 1 - Zoning Key Map - Zoning By-law No. 2008-250
Document 2 - Zoning Key Map - Zoning By-law No. 2026-50
Document 3 - Site Plan

MINOR ZONING BY-LAW AMENDMENT APPLICATION
SUPPORTING INFORMATION

File Number: D02-02-25-0038

SITE LOCATION

1015 Tweddle Road, and as shown on Document 1.

SYNOPSIS OF APPLICATION

Minor Zoning By-law Amendment application to permit the development of four mixed-use, high-rise towers with podiums ranging from 24 to 32 storeys, and a total of 1,257 dwelling units, a commercial ground floor, a roof top restaurant and three levels of underground parking.

The subject lands are located at the northeast corner of Tweddle Road and Jeanne d'Arc Boulevard. The Ottawa River and Petrie Island are located to the north. The site is currently vacant.

The proposed development consists of four residential towers containing a total of 1,257 dwelling units. Tower B1 is proposed at 29 storeys (97.6 metres) and contains 326 units, Tower B2 is proposed at 32 storeys (105.2 metres) and contains 372 units, Tower B3 is proposed at 28 storeys (91.6 metres) and contains 323 units, and Tower B4 is proposed at 24 storeys (77.2 metres) and contains 236 units. The proposed unit mix includes one-bedroom, one-bedroom plus den, two-bedroom, and three-bedroom units.

A total of 877 vehicle parking spaces are proposed, including 126 visitor parking spaces. Tower B1 includes 205 parking spaces, comprising 172 residential/commercial spaces and 33 visitor spaces. Tower B2 includes 349 parking spaces, comprising 311 residential/commercial spaces and 38 visitor spaces. Tower B3 includes 183 parking spaces, comprising 150 residential/commercial spaces and 33 visitor spaces. Tower B4 includes 140 parking spaces, comprising 118 residential/commercial spaces and 22 visitor spaces. The proposal also includes 20 accessible parking spaces, comprising 10 Type A and 10 Type B accessible spaces.

A total of 1,041 bicycle parking spaces are proposed, including 1,029 residential bicycle parking spaces and 12 commercial bicycle parking spaces. Residential bicycle parking consists of 943 long-term spaces and 86 short-term spaces, of which 247 long-term spaces are provided as vertical bicycle parking, and 188 spaces are provided at ground level. Commercial bicycle parking is distributed across the development, with five spaces serving Tower B1, five spaces serving Tower B2, and two spaces serving Tower B3.

The proposed development includes approximately 2,435 square metres of commercial area, comprising approximately 1,100 square metres within Tower B1, 1,115 square metres within Tower B2, and 220 square metres within Tower B3. Most of the commercial areas are to be located on the ground floor. There are provisions to allow a commercial restaurant on the roof top. No commercial area is proposed within Tower B4. In addition, two commercial loading spaces are provided in the underground parking garage.

The proposed zoning amendment will reduce the minimum required amenity area to 5 square metres per dwelling unit, with at least 40% provided as communal amenity area. In addition, the development will provide privately owned public spaces (POPS) accessible to residents and community. The Site Plan Control application will confirm that the proposed development complies with these requirements for each phase.

The Minor Zoning By-law Application is considering the amendment of both the former and current Zoning By-laws as this application was made in conformity with Section 109 of By-law 2026-50. The amendments will remove the hold provision from the lands, extend the zoned area over lands acquired by the applicant from the City at the corner of Jeanne d'Arc Boulevard and amend the zoning provisions in the site-specific exception to reflect the details of the proposed site plan submission.

Under Zoning By-laws 2008-250 and 2026-50, the applicant is seeking relief to permit site-specific modifications to building and tower setbacks, canopy projections, parking garage and loading area requirements, bicycle parking provisions, the location and restrictions of permitted commercial activities, outdoor commercial patios, and amenity area requirements. The proposed amendments also address driveway width requirements under Zoning By-law 2008-250, as well as minimum soft landscaping requirements, parking aisle widths, and tandem parking under Zoning By-law 2026-50. In addition, the amendment under Zoning By-law 2026-50 removes certain additional permitted uses that are no longer separately defined under the new Zoning By-law.

The proposed amendments also include a new exception under Zoning By-laws 2008-250 and 2026-50 to permit a cantilevered boardwalk with a canopy feature to extend into and over the O1R and EP zones, as shown on the proposed site plan.

Residential Units and Types

Dwelling Type	Number of Units
Dwelling Units	1257

DECISION AND RATIONALE

This application is approved for the following reasons:

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

- The proposal conforms to the Official Plan, including the policies for the Suburban transect, Neighbourhood designation, Protected Major Transit Station Area (PMTSA), and Evolving Neighbourhood Overlay, by introducing a high-density mixed-use development within walking distance of the future Trim LRT Station.

- The proposal conforms to the Orléans Corridor Secondary Plan, which identifies the subject lands as an appropriate location for high-density development and permits building heights of up to 40 storeys.

- The proposal supports the City's Urban Design Guidelines for High-Rise Buildings objectives through a podium and tower built form, active street frontages, appropriate tower separation, high quality publicly accessible open space, and building orientation that minimizes shadow and wind impacts.

- The proposal supports the objectives of the Transit-Oriented Development Guidelines through a compact, mixed-use development located within approximately 600 metres of Trim Station, concentrating density near higher-order transit and locating underground parking.

- The proposed site-specific zoning provisions are minor in nature and facilitate the proposed site design.

- The proposal has been designed to protect the adjacent Urban Natural Feature and Provincially Significant Wetland through appropriate setbacks, retaining walls and stormwater management measures. The proposed works are not anticipated to result in negative impacts on the surrounding natural heritage system.

- The proposed development represents good land use planning by delivering a transit-oriented, mixed-use community that supports housing choice, enhances the public realm, protects adjacent natural features, and contributes to the long-term growth objectives of the City of Ottawa.

RELATED APPLICATIONS

The following application is related to this proposed development:

- D07-12-25-0073 – Site Plan Control

CONSULTATION DETAILS

Councillor Matthew Luloff provides concurrence for delegated authority for this report.

Public Comments

This application was subject to the Public Notification and Consultation Policy requirements for minor re-zoning amendment applications.

Summary of Comments and Responses

Parking Functionality

Comment: Residents expressed concerns regarding parking functionality and whether the proposed development provides sufficient parking to meet the needs of residents and visitors.

Response: The proposed development includes underground parking for residents and visitors. Visitor parking will be provided within the underground parking garage, including 33 spaces for Tower B1, 38 spaces for Tower B2, 33 spaces for Tower B3, and 22 spaces for Tower B4, for a total of 126 visitor parking spaces.
A Transportation Impact Assessment (TIA) was submitted in support of the application and evaluated the proposed parking supply, site access, and circulation. The site is located in close proximity to the Trim Road LRT station, and the proposed parking approach has been reviewed through the City's development review process, including review by the appropriate subject matter experts, and is considered supportable for this location.

Traffic Issues and Potential Transportation Impacts

Comment: Residents expressed concerns regarding the potential transportation impacts of the proposed development, including increased traffic congestion at the Trim Road/Highway 174 corridor, and the adequacy of the surrounding transportation network.

Response: A Transportation Impact Assessment (TIA) was submitted in support of the application and reviewed by City staff. The TIA evaluated the existing and future transportation network, projected traffic generated by the development, intersection operations, active transportation facilities, transit service, parking supply, and site access. The study considered future planned transportation infrastructure, Confederation Line Stage 2 LRT expansion, the future Trim LRT Station, the planned pedestrian bridge over Highway 174, and active transportation improvements identified in the City's Official Plan, Transportation Master Plan, and Orléans Corridor Secondary Plan. The proposed development includes two vehicular access points from Jeanne d'Arc Boulevard and Tweddle Road to distribute site traffic and provide access to the underground parking garage. The future Trim LRT Station, together with the planned active transportation bridge over Highway 174, is expected to provide a direct pedestrian connection between the site and the station. The proposed development supports the City's transit-oriented development objectives through its proximity to the future Trim LRT Station and planned active transportation connections. Based on the

findings of the technical review, the surrounding transportation network is expected to accommodate the projected traffic associated with the proposed development.

Environmental Issues

Comment: Residents and Ottawa Riverkeeper expressed concerns regarding the environmental impacts of the proposed development, including the loss of greenspace and trees, impacts on Petrie Island, wetlands, wildlife, and natural features.

Response: The proposed development has been evaluated with respect to the surrounding natural environment and adjacent natural heritage features. Technical environmental assessments considered vegetation, wetlands, wildlife, species at risk, and other natural heritage features to evaluate the potential impacts of the proposed development. The developable area is located outside the boundaries of the Natural Heritage System and has been designed to avoid direct impacts to the adjacent Provincially Significant Wetland. Appropriate mitigation measures to protect adjacent natural features will be implemented through the detailed design process, where required.

Flooding Concerns

Comment: Residents expressed concerns regarding potential flooding, stormwater management, and the potential impacts of the proposed development on surrounding properties and the Ottawa River. Concerns were also raised that the proposed parking entrance is located on a road that can flood, and that the underground parking garage and building foundations may be affected by water infiltration.

Response: The application included Engineering Plans and Reports to support the proposal in this location. Grading Plans propose raising the grades of the surface around the buildings above the elevation of the 1 to 100 year flood event. Tweddle Road will also be reconstructed to ensure that the entrance to the parking garage is 1 m above the flood line. The amount of fill being added was reviewed by the RVCA and was determined to be insignificant and no compensating flood storage is required as these alterations are located off the main channel and are small compared to the size of the Ottawa River.

Affordable Housing

Comment:
Residents expressed concerns regarding the affordability of the proposed housing and whether the development would provide housing that addresses Ottawa's housing needs.

Response:
The proposed development will provide approximately 1,257 residential units in a transit-oriented location, including affordable housing in accordance with CMHC

financing requirements, supporting the City's objective of increasing housing supply and affordability.

Bird Safe Design:

Comments: Safe Wings expressed concerns regarding bird safe design measures, including glazing treatments and exterior lighting, due to the site's proximity to the Ottawa River and Petrie Island.

Response: Detailed design elements, including bird safe glazing treatments and other bird friendly features, will be finalized through the Site Plan Control process to ensure the development incorporates appropriate bird safe design measures.

Technical Agency/Public Body Comments

Comments were received from TELUS and Ottawa-Carleton District School Board. The technical agencies comments were considered during the review and evaluation of the proposed development.

Advisory Committee Comments

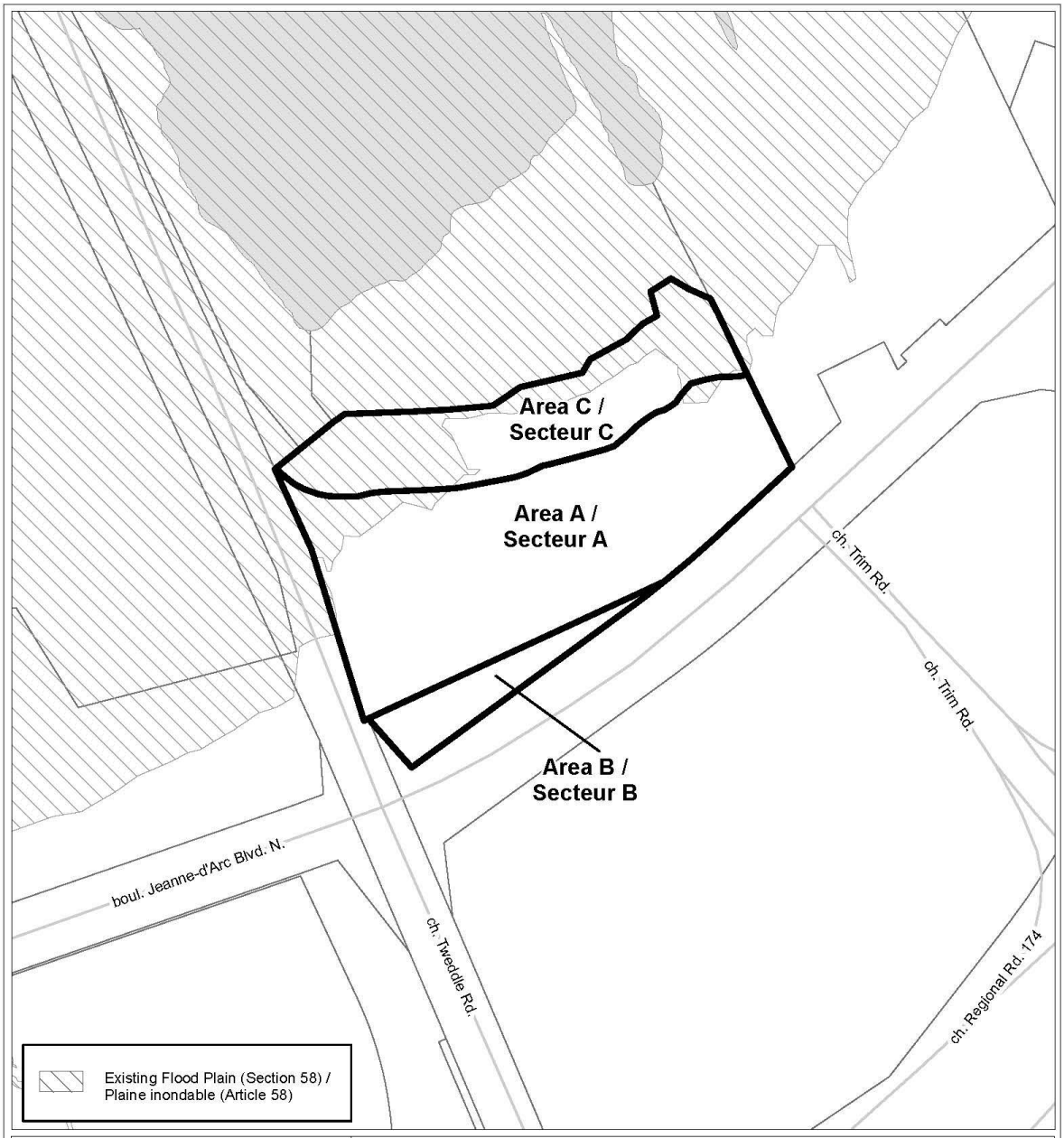
N/A

APPLICATION PROCESS TIMELINE STATUS

This Minor Zoning By-law amendment application was not processed by the On Time Decision Date established for the processing of an application that has Manager Delegated Authority due to the need for multiple revisions in response to staff comments.

Contact: Steve Belan Tel: 613-580-2424, ext. 27591 or e-mail: steve.belan@ottawa.

Document 1 – Zoning Key Map - Zoning By-law No. 2008-250



Ottawa

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LOCATION MAP / PLAN DE LOCALISATION
ZONING KEY PLAN / SCHÉMA DE ZONAGE

1015 Tweddle Road

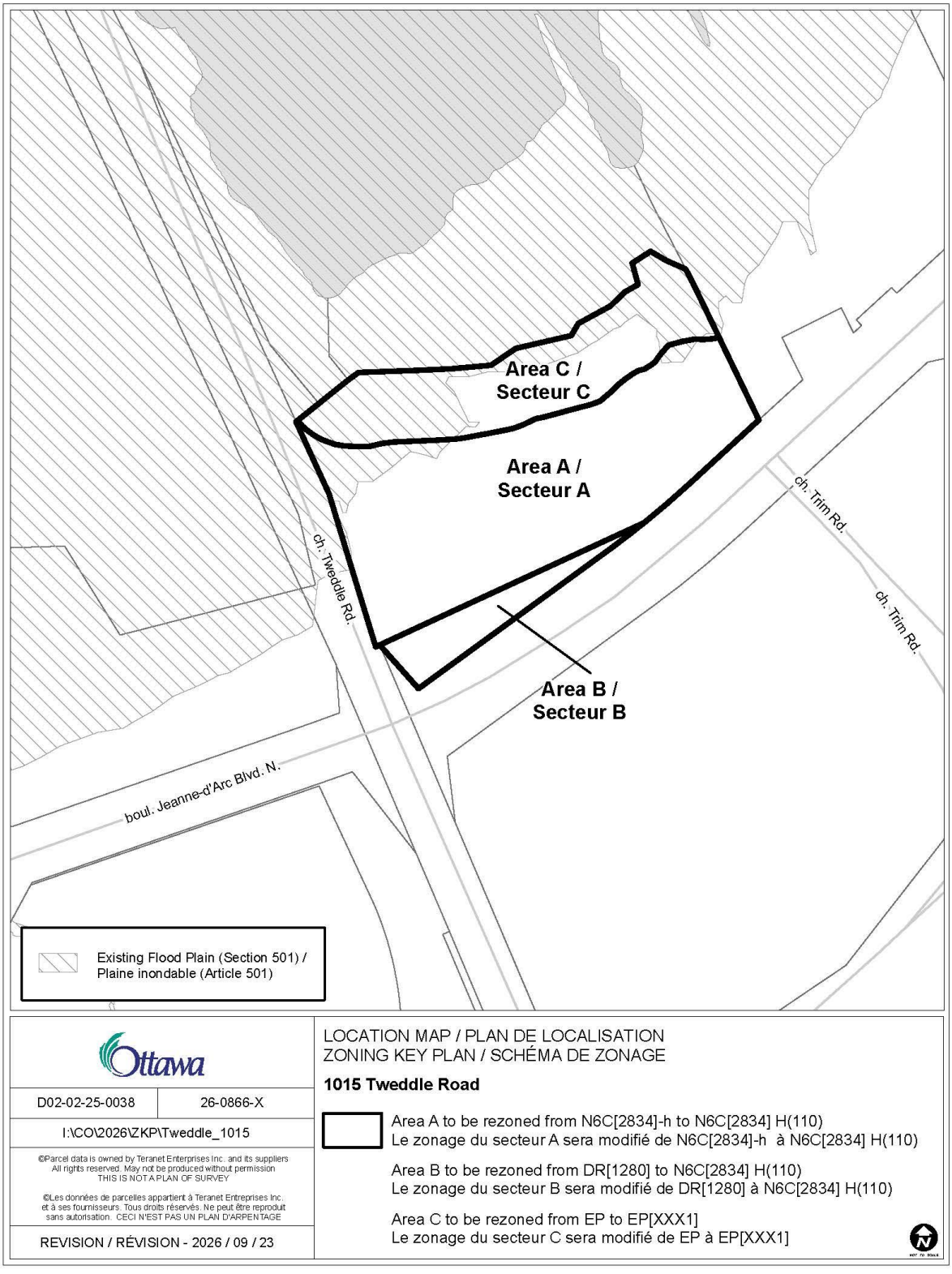
Area A to be rezoned from R5A[2834]-h to R5A[2834] H(110)
Le zonage du secteur A sera modifié de R5A[2834]-h à R5A[2834] H(110)

Area B to be rezoned from DR[1280] to R5A[2834] H(110)
Le zonage du secteur B sera modifié de DR[1280] à R5A[2834] H(110)

Area C to be rezoned from O1R to O1R[XXX1]
Le zonage du secteur C sera modifié de O1R à O1R[XXX1]

NOT TO SCALE

Document 2 – Zoning Key Map - Zoning By-law No. 2026-50



Ottawa

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LOCATION MAP / PLAN DE LOCALISATION
ZONING KEY PLAN / SCHÉMA DE ZONAGE

1015 Tweddle Road

Area A to be rezoned from N6C[2834]-h to N6C[2834] H(110)
Le zonage du secteur A sera modifié de N6C[2834]-h à N6C[2834] H(110)

Area B to be rezoned from DR[1280] to N6C[2834] H(110)
Le zonage du secteur B sera modifié de DR[1280] à N6C[2834] H(110)

Area C to be rezoned from EP to EP[XXX1]
Le zonage du secteur C sera modifié de EP à EP[XXX1]

NOT TO SCALE

Document 3 – Site Plan

