



April 21, 2026

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

Attention: Craig Hamilton

RE: 2380 Tenth Line Road
Zoning By-law Amendment (D02-02-25-0083) & Site Plan Control Proposal
(D07-12-25-0145)

On January 5, 2026 the City of Ottawa provided the following comments in regard to the Zoning By-law Amendment and Site Plan Control applications. Please see below in red the comment responses:

Comments

Planning

Deficiencies:

D1. The Official Plan (2022) states that lands within three kilometres of an operating Solid Waste Disposal Site boundary are considered to be within the influence area of that landfill site. Further that Development within the influence area of an operating Solid Waste Disposal Site shall demonstrate that the solid waste disposal site shall not have any unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety (refer to policy 10.1.7.5 for study threshold and terms of reference details).

Please refer to the revised Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief prepared by Novatech dated April 17, 2026 which addresses the Navan Road Landfill at 3342 Navan Road. A letter addressing the proximity of the Subject Site to the Navan Road Landfill was prepared by Paterson Group dated January 19, 2025. The findings from the letter note that concerns associated with active landfills do not pose any risk to the proposed development given the distance between the two properties. Further information can be found in the letter which will accompany this submission.

D2. Given the distance of the subject site from the landfill, and that the site is near the outer edge of the buffer area, Staff would propose that only a section be added to the Planning Rationale instead. This section should address how adverse effects are unlikely and provide justification that a full Impact Assessment is not required.



Please refer to the revised Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief prepared by Novatech dated April 17, 2026 which addresses the Navan Road Landfill at 3342 Navan Road.

Urban Design

Deficiencies:

D3. The application is complete from a UD perspective.

D4. UD has no concerns with the application.

Engineering

Deficiencies:

D5. There are no deficiencies.

Transportation

Deficiencies:

D6. None.

Forester

Zoning By-law Amendment Deficiencies:

D7. No deficiencies.

Site Plan Control Deficiencies:

Tree Conservation Report/Landscape Plan

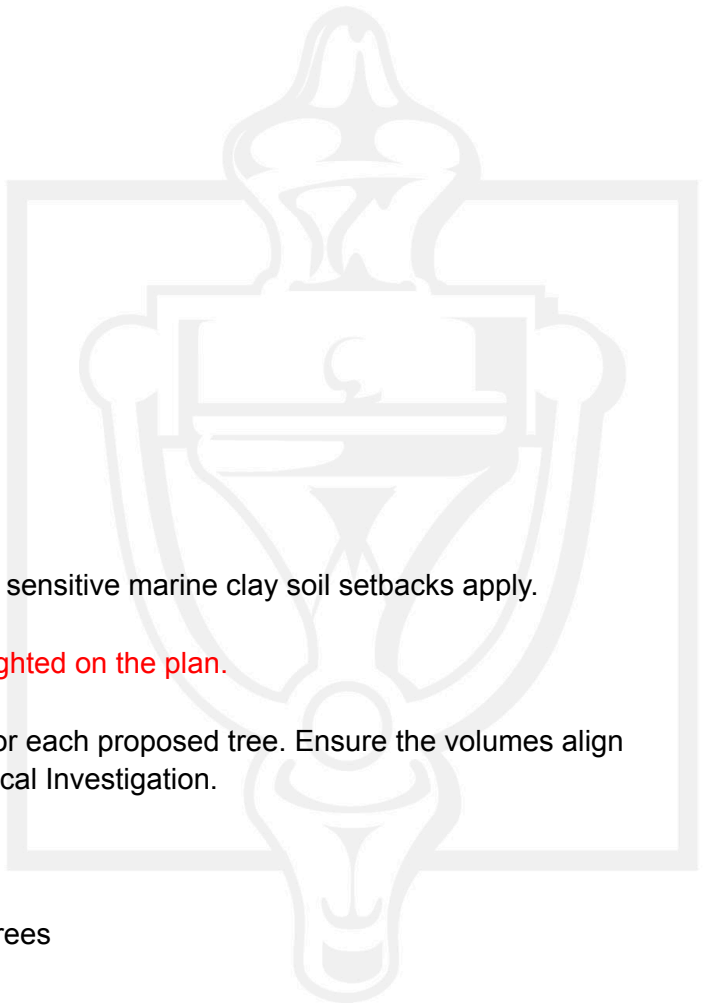
D8. Show on the Landscape Plan where the sensitive marine clay soil setbacks apply.

4.5m geotechnical setback requirement is highlighted on the plan.

D9. Demonstrate the available soil volume for each proposed tree. Ensure the volumes align with the direction given in the Geotechnical Investigation.

Soil volume for each proposed tree is added.

D10. Show the ownership of the proposed trees





Addressed.

D11. The scale is missing from the TCR/LP

Scale is added to the plan.

D12. Show the canopy cover projection for the property based on 40 years.

Addressed.

D13. Show the extent of the underground parking garage

Addressed.

D14. Note on the LP it was prepared in conjunction with the Geotechnical Investigation (author, date)

Addressed.

Environmental Planning

Zoning By-law Amendment Deficiencies:

D15. No deficiencies.

Site Plan Control Deficiencies:

D16. As per Official Plan Sections 4.8.2, 2.2.2, and 2.2.3, the city pursues an urban forest canopy target of 40% with equity as a guideline principle to help with climate resiliency, health and well-being, and other environmental considerations.

On the Landscape Plan, please demonstrate how the proposed tree planting will help contribute to the city's overall canopy cover over time by doing a projection of the future canopy cover for the site to 40 years. The calculations for the canopy cover projection must be shown on the plan, and these requirements can be found in the Landscape Plan Terms of Reference.

40 years canopy cover calculation is added.

D17. The submitted Landscape Plan does not appear to be stamped. The plan must be prepared, signed, and stamped by a full member of the Ontario Association of Landscape Architects (Terms of Reference, Item No. 4, Roles and Responsibilities/Qualifications).

Addressed.

DR Parks Planner

Deficiencies:

D18. No deficiencies

SUPPORTABILITY COMMENTS

Planning

Supportability Comments:

C1. After completeness, if the Zoning Confirmation Report is deemed complete for this Site Plan Control, the expectation for applicants is that once the building permit application is submitted to the City, there will be a final zoning compliance review undertaken to ensure continued compliance with the Zoning By-law.

This comment is acknowledged. It is understood that Zoning Confirmation Reports are no longer required to be submitted as part of a complete application based on the recent changes to the Development Application Studies and Plans (DASP) By-law approved by City Council on January 28, 2026.

Urban Design

Supportability Comments:

C2. No comments at this time.

Engineering

Supportability Comments:

C3. Please see the following SharePoint link for the marked-up PDFs that contain this submission's comments: Review 1

General Plan of Services

- **For supportability: Show on the plan that a trench drain will be located at the bottom of the ramp**

Noted. A trench drain has been added at the bottom of the ramp and is now shown on the updated plan.

General Plan of Services

- **For supportability: Assuming this swale shown is a typo? Clarify**

Confirmed. The swale shown was included in error and has been removed from the revised plan.

Servicing and Stormwater Management Report

- **For supportability: Section 6.2 says that the outlet is Decoeur, revise.**

The section has been updated accordingly.

- **For supportability: How much storage is provided on the roof? Provide with the next submission.**

Roof drain detailed calculations will be provided once detailed roof plans are available. The preliminary calculations indicate a requirement of 63.62m³ in the 100-year STM event.

- **For supportability: Roof drain details must be provided prior to approval.**

Noted. Roof drain detailed calculations will be provided once detailed roof plans are available.

- **For supportability: Revise pipe diameter for stretch from LD 201 to STMMH 103.**

Noted. Pipe sizing have been revised.

- **For supportability: For supportability: What does the asterisk signify beside Area*?.**

The noted Asterix was a typo and has been removed.

- **For supportability: Revise to CB2 to CBMH104.**

Noted. Pipe names have been updated.

- **For supportability: Show the pipe volume here.**

Noted. It has been added in the table.



C4. Note that the comments for the zoning by-law amendment and the site plan control application are the same.

Noted.

Transportation

Zoning By-Law Amendment Supportability Comments:

C5. None.

Site Plan Control Supportability Comments:

C6.2.4 Access: There are possible sight issues having the private road access and the western private approach so close to together. This does not meet the setback requirement in the PABL for setback to intersection and setback to another private approach on the same lot. Is there any way to bring access from David Lewis Private instead and minimize private approaches to Promenade Decoeur?

Per City request, all outbound access has been moved to David Lewis Private.

C7. TES agrees eastern access should be inbound only.

C8. Site Plan: Remove TWSIs from sidewalk at site accesses. Build with a continuous sidewalk across per SC7.1

The Site Plan has been updated.

Traffic Engineering

C9. The eastern access is not designed to be restrictive to that movement and likely to allow full movement out should drivers be negligent. The left in movement is not supported on the eastern access. Review the design of the access.

The radii at the proposed Decoeur Drive access have been reduced, and signage is proposed to restrict this access to inbound only.

C10. The full movement access is not supported in the configuration shown, address what considerations were made to adjoining David Lewis.

Per City request, full movement access has been moved to David Lewis Private.



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C11. Both accesses are likely to be operationally problematic, requests from the existing community to limit speeds and aggressive driving along Decoeur approaching the intersection at 10th Line have been frequent.

Per City request, the proposed access has been relocated to David Lewis Private.

Traffic Signal Design

C12. Should any traffic signal plant relocations be required to accommodate site construction, shoring and/or excavation, the proponent would be required to contact the City of Ottawa Traffic Signal Design Unit to complete a necessary traffic signal plant design and to coordinate the installation/relocation of underground traffic plant, traffic signal hardware. The proponent would be fully responsible for all costs associated with any traffic signal plant relocations required to accommodate proposed site construction / conditions.

Acknowledgement.

C13. In addition should any lane arrangements be modified (example lane closure to facilitate shoring, deliveries, etc.) within 30m of a signalized intersection or at a signalized intersection, the proponent will be required to provide Traffic Control Plans in AutoCAD (.dwg) format to the City's Traffic Signal Design Unit to update signal legal drawings as well as assess any changes to signal displays or operation. Required signal changes are at the sole discretion of the City Traffic Signal Design Unit and costs associated with changes including legal drawing update with or without signal changes are the responsibility of the proponent.

Acknowledgement.

Transportation Project Manager

C15. Ensure ROW protection follow's the City's Official Plan Schedule C16.

A dimension is shown on the revised Site Plan. No additional widening is required.

- C16. There is ROW protection listed along the site frontage on Tenth Line. Confirm this protection has already been provided by showing the dimension on the site plan.
- a. Corner triangles are required (measure on the property line/ROW protected line; no structure above or below this triangle), arterial to collector: two overlapping 5 metre x 15 metre triangles.
 - b. Any requests for exceptions to ROW protection requirements must be discussed with Transportation Planning and concurrence provided by Transportation Planning management.



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- c. ROW and corner triangles must be unincumbered and conveyed at no cost to the City. Note that conveyance of the ROW/corner triangle will be required prior to registration of the SP agreement. Additional information on the conveyance process can be provided upon request.

The Site Plan has been updated to show the requested corner triangles and ROW protection.

- C17. As per comments from TES above, consider providing access to the parking garage from the back of the property at David Lewis Private, see sketch below:

Per City request, the proposed access to the parking garage has been moved to David Lewis Private.

- C18. On Site Plan:

- a. Show all details of the roads abutting the site; include such items as pavement markings, signage, accesses, on-street parking, and/or sidewalks.

Available information regarding pavement markings, signage and access has been added to the Site Plan.

- b. Show dimensions for site elements (i.e. lane/aisle widths, access width and throat length, parking stalls, sidewalks, pedestrian pathways, etc.)

Site elements are dimensioned on the site plan with the exception of landscape features which are dimensioned and detailed on submitted Landscape Architect plans.

- c. Note that underground ramps should be limited to a 12% grade and must contain a subsurface melting device when exceeding 6%. Ramp grades greater than 15% can be psychological barriers to some drivers. When the underground parking ramp's break over slope exceeds 8%, a vertical-curve transition or a transition slope of half the ramp slope should be used. Without this transition, bottoming out of vehicles may occur.

Underground parking ramp includes slope transitions and has been reduced to the minimum possible slopes while respecting the site conditions and property limits. Ramp is heated and has been reviewed by the Civil engineers.

- C19. Ensure the tree proposed between the western site access and David Lewis Private does not impede sight lines.

Refer to landscape architect plans. Corner triangles have been clearly identified on Site Plan.



C20. The noise study is signed and stamped by a professional engineer and follows the City's Environmental Noise Control Guidelines. No further comment.

Noted

C21. Note that the Type D warning clause will be applied to the development as a whole.

Noted

Forester

Zoning By-law Amendment Supportability Comments:

C22. Planning Forestry does not support the reduction of the landscape buffer without further justification. It hasn't been demonstrated that sufficient soil volume is available for the proposed trees and the geotechnical setbacks related to tree planting have been met. This information has been requested through the site plan control review. Separate to those required plan updates, please explain the implications of not providing relief on the landscape buffer reduction.

Soil Volume for each proposed tree is added. 4.5m geotechnical setback requirement is highlighted on the plan.

C23. The site is also overproviding parking which does not align well with a reason to reduce the size of the landscape buffer.

The Site Plan has been revised and no longer contemplates a reduction to the landscape buffer.

C24. A landscape buffer of 3 m is sufficient space to support tree planting. If the 3.0m buffer was provided along Decoeur Dr, could a row of trees be provided on private property as well as within the Right of Way?

Additional trees are added along Decoeur Drive on private property. We can't meet the setback requirement for tree planting within the Right of Way due to existing underground services.

Site Plan Control Supportability Comments:

C25. Update your Existing Tree List to explain why the one existing tree requires removal.

Addressed.

C26. Why are there tree planting setback requirements when there is underground parking on site? Please have the Geotechnical Consultant address this inquiry.



C27. Increase tree planting substantially on the north side of the development. Provide groupings of large canopy, native tree species wherever possible. Provide trees along the path so there is shade for users in the summer and wind protection in the winter.

We have added a cedar hedge along this property line. The proposed garden beds require full sun (or as much as possible) and the shuffleboard court is not compatible with falling leaves.

C28. Tree planting needs to be incorporated along all street frontages (OP Section 4.1.3). Add tree planting along Tenth Line. Consider the implications of overhead wires.

Additional trees are added along street frontages wherever space permits.

C29. Is this extent of pavers necessary? Could tree planting or patches of soft landscaping to support trees be incorporated in the design? Photo for reference:

Please see the revised landscape plan which incorporates patches of soft landscaping in planters for use by the residents.

C30. Amur maple has invasive tendencies, please provide an alternative species.

We have replaced the Amur Maple with Serviceberry and Japanese Tree Lilac.

C31. Please increase diversity of the street trees. Adding oaks, basswood or sugar maple would be desirable. There is concern over loss of street tree cover from pest/disease with only one species selected.

Sugar Maple and Hackberry are added to increase diversity of the street trees.

C32. Can a tree be added in these two strips? Shift spacing accordingly. Photo:

Trees can't be added in these locations due to the underground services within the Right of Way.

C33. A landscape buffer of 3 m is sufficient space to support tree planting. If the 3.0m buffer was provided along Decoeur Dr, could a row of trees be provided on private property as well as within the Right of Way?

Additional trees are added along Deceur Dr. on private property. We can't meet the setback requirement for tree planting within the Right of Way due to the existing underground services.



Environmental Planning

Zoning By-law Amendment Supportability Comments:

C34. No further comments for the Zoning By-law Amendment application.

Site Plan Control Supportability Comments:

C35. Native species are preferred for proposed vegetation, and native versus non-native species should be shown on the Landscape Plan.

Noted.

DR Parks Planner

Supportability Comments:

C36. No comments at this time.

Other

Supportability Comments:

C37. The High Performance Development Standard (HPDS) is a collection of voluntary and required standards that raise the performance of new building projects to achieve sustainable and resilient design and will be applicable to Site Plan Control and Plan of Subdivision applications.

- a. The HPDS was passed by Council on April 13, 2022, but is not in effect at this time, as Council has referred the 2023 HPDS Update Report back to staff with the direction to bring forward an updated report to Committee at a later date. The timing of an updated report to Committee is unknown at this time, and updates will be shared when they are available.
- b. Please refer to the HPDS information at ottawa.ca/HPDS for more information.

C38. Under the Affordable Housing Community Improvement Plan, a Tax Increment Equivalent Grant (TIEG) program was created to incentivize the development of affordable rental units. It provides a yearly fixed grant for 20 years. The grant helps offset the revenue loss housing providers experience when incorporating affordable units in their developments.

- a. To be eligible for the TIEG program you must meet the following criteria:



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- i. the greater of five units OR 15 per cent of the total number of units within the development must be made affordable
- ii. provide a minimum of 15 per cent of each unit type in the development as affordable
- iii. enter into an agreement with the city to ensure the units maintain affordable for a minimum period of 20 years at or below the city wide average market rent for the entire housing stock based on building form and unit type, as defined by the Canada Mortgage and Housing Corporation
- iv. must apply after a formal Site Plan Control submission, or Building Permit submission for projects not requiring Site Plan Control, and prior to Occupancy Permit issuance

Should you have any questions please do not hesitate to reach out.

Best regards,

Riverstone Retirement (2380 Tenth Line Road) Inc

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