



1052, 1060 and 1064 St. Laurent Boulevard

Planning Rationale Addendum
Official Plan Amendment + Zoning By-law Amendment
August 25, 2026



Prepared for 1001182489 Ontario Inc.

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1.0

Overview

Fotenn Consultants Inc. (“Fotenn”) has been retained by 1001182489 Ontario Inc. (“the Owner”) to prepare this Planning Rationale Addendum in support of Zoning By-law Amendment and Official Plan Amendment Application for lands municipally known as 1052, 1060 and 1064 St. Laurent Boulevard, located in the Overbrook neighbourhood of the City of Ottawa (“the subject site”).

A Planning Rationale dated January 29, 2026, was originally prepared by Fotenn in support of concurrent Official Plan Amendment and Zoning By-law Amendment applications for the subject site. Subsequent to technical circulation comments provided by the City, a revised Planning Rationale (Revision 01) was issued on June 11, 2026. The June 11, 2026 Planning Rationale (Revision 01) continues to stand and apply on matters not updated through this addendum.

This Planning Rationale Addendum has been prepared in support of the August 2026 resubmission of the above noted Official Plan Amendment and Zoning By-law Amendment applications. The resubmission incorporates a revised development approach that addresses public input and technical circulation comments.

The intent of this Planning Rationale Addendum is to provide an overview of the changes made to the overall proposal and assess them against Comprehensive Zoning By-law 2026-50, which has come into effect since the original submission of the application. It also assesses the updated Urban Design Guidelines for Neighbourhoods and Streets, which were adopted following the original submission.

1.1 Summary of Proposal

The owner is seeking to redevelop the subject site with a 30-storey mixed-use building consisting of 401 dwelling units and three levels of below-grade parking. The proposed building applies a 6-storey podium which interfaces with the public realm. Ground floor retail uses are contemplated along St. Laurent Boulevard. Following a stepback, the podium height increases to 9 storeys. To the rear, the podium steps down to 4 storeys to accommodate a transition to the established context to the west.

Soft landscaping is accommodated internal to the site through the inclusion of raised soil mounds to accommodate adequate depth for tree planting.

1.2 Summary of Changes

Further to input received on the proposal from the public and City of Ottawa staff, the following key changes have been made to the initial proposal to improve the relationship with the low-rise residential development to the west of the property:

Tower Separation

The tower separation to the rear lot line has increased from 19.1 m to 20.1 m. This was achieved by shifting the overall tower floorplate 0.5 m north and reducing the tower floorplate width from 18 m to 17.5 m (Figure 1, 2). To maintain the 750m² floorplate, the tower was elongated towards the north. Including the elongation, a strong separation of 31.66 m is provided to the north lot line.

Balcony Removal

Balconies have been removed from the rear tower wall to reduce overlook and further strengthen the transition to the west (Figure 1, 2). The balconies from the interior units were removed altogether while balconies from

the corner units were relocated to the north and south building walls. The overall amenity requirement is still satisfied in light of these changes. The provision of a modest number of units without balconies allows another typology option within the overall building that could be contemplated at a different rental rate.

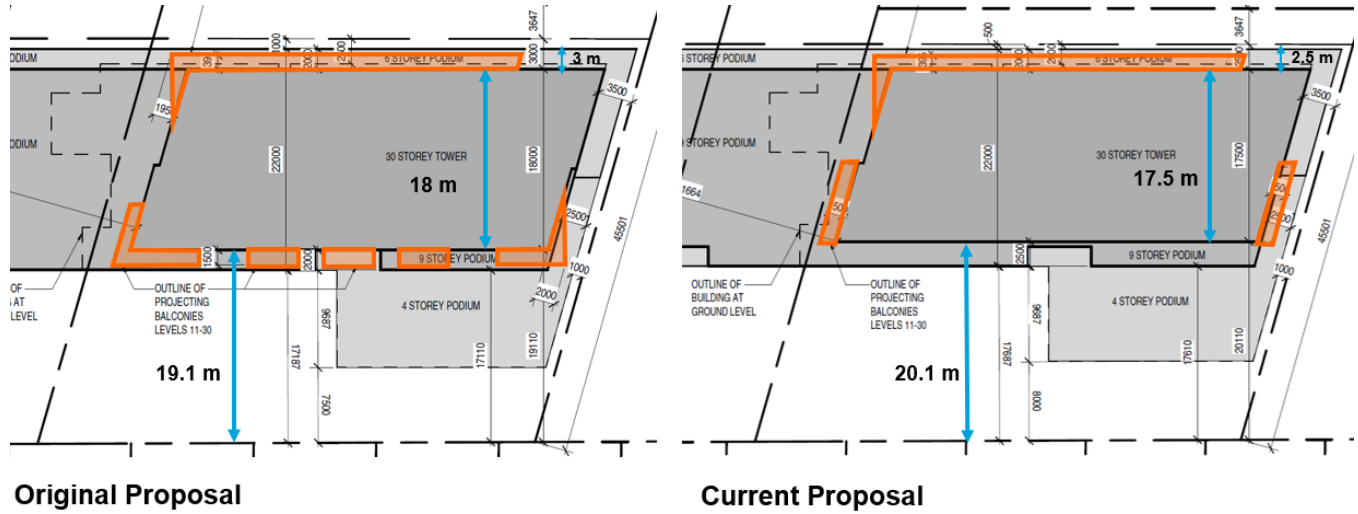


Figure 1: Comparison of Original Tower Proposal to Current Proposal. Orange indicates balcony location.



Figure 2: Comparison of Original Proposal to Current Proposal, Rendered Images.

Revised Ground Level Façade

Subject to the direction of staff, material and glazing improvements were made to the front building wall to better emphasize the residential building entrance and appeal of the commercial tenancies (Figure 3).



Improved Soil Volume

It is now proposed to mound up the grade in the rear yard to improve soil volume (1.2m). This will allow for the planting of deciduous canopy trees. These trees will further support the buffering and transition to the west of the property.

Taken together, it is believed that the revised proposal is successful in providing a stronger transition to the uses to the west of the property while also improving the tenant and pedestrian experience internal to and along the frontage of the site.

1.3 Discussion of Urban Design Guidelines for Mainstreets Wider than 30m

Following the original submission, updated Urban Design Guidelines for Neighbourhoods and Streets were adopted. The following is a discussion of the applicable guidelines for Mainstreets wider than 30m:

1.1 Building Placement

1. Locate new buildings along the public street edge.

The proposed building is located along the street edge.

2. Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.

The proposed building is within 3 metres of the front property line. Land is allocated in the public ROW for a sidewalk, cycle track, and landscaping.

3. Design new development to be sensitive to the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including streetwall position, heritage elements, existing trees, pedestrian routes, public facilities and pedestrian amenities.

The proposed development will help define the forthcoming St. Laurent Boulevard high-density character as the area intensifies by provide a sophisticated streetwall design at a human scale podium height.

4. Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.

The building occupies the entirety of the lot frontage aside from breezeway which allows cars to enter the site under a cantilevered podium.

2.1 Height and Massing

3. Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact

A transition is provided on-site, including a 20.1 metre separation to the rear lot line and a 7.5 metre rear yard setback. The weight of the proposal is directed to the St. Laurent Boulevard frontage.

2.2 Animation and Articulation

1. Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.

The proposed development applies varied levels of articulation that break up the 6-storey podium, 9-storey podium, and tower element along the site. The diversity in materiality between masonry and aluminum cladding create variety and sophistication.

2. Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.

The residential and commercial entrances have appealing emphasis along St. Laurent Boulevard.

Based on the above, the proposal is aligned with the Urban Design Guidelines for Neighbourhood and Streets – Mainstreets wider than 30m.

2.0

Discussion of Zoning Relief

2.1 City of Ottawa Comprehensive Zoning By-law (2026-50)

In collaboration with City of Ottawa planning staff, it was determined that the proposed Zoning By-law Amendment will be assessed under the new comprehensive Zoning By-law (2026-50). The subject site is currently split zoned consisting of “Hub Zone 2, Height 61.5m – H2 H(61.5)” at 1064 St. Laurent Boulevard and “Mainstreet Zone 2, Urban Exception 2199 – MS2[2199]” for 1052 and 1060 St. Laurent Boulevard. The proposed Zoning By-law Amendment would replace the existing two zones with a coordinated Hub Zone 2 zoning with new Urban Exception XXXX and new zoning Schedule YYY, denoted as H2[XXXX] SYYY.

The purpose of the Hub Zone 2 is as follows:

- / Permit a broad range of uses and promote an urban form in mixed-used nodes throughout the city;
- / Lands in this zone will accommodate a mid- to high-density built environment and mixed-use neighbourhoods that provide a full range of services to residents.

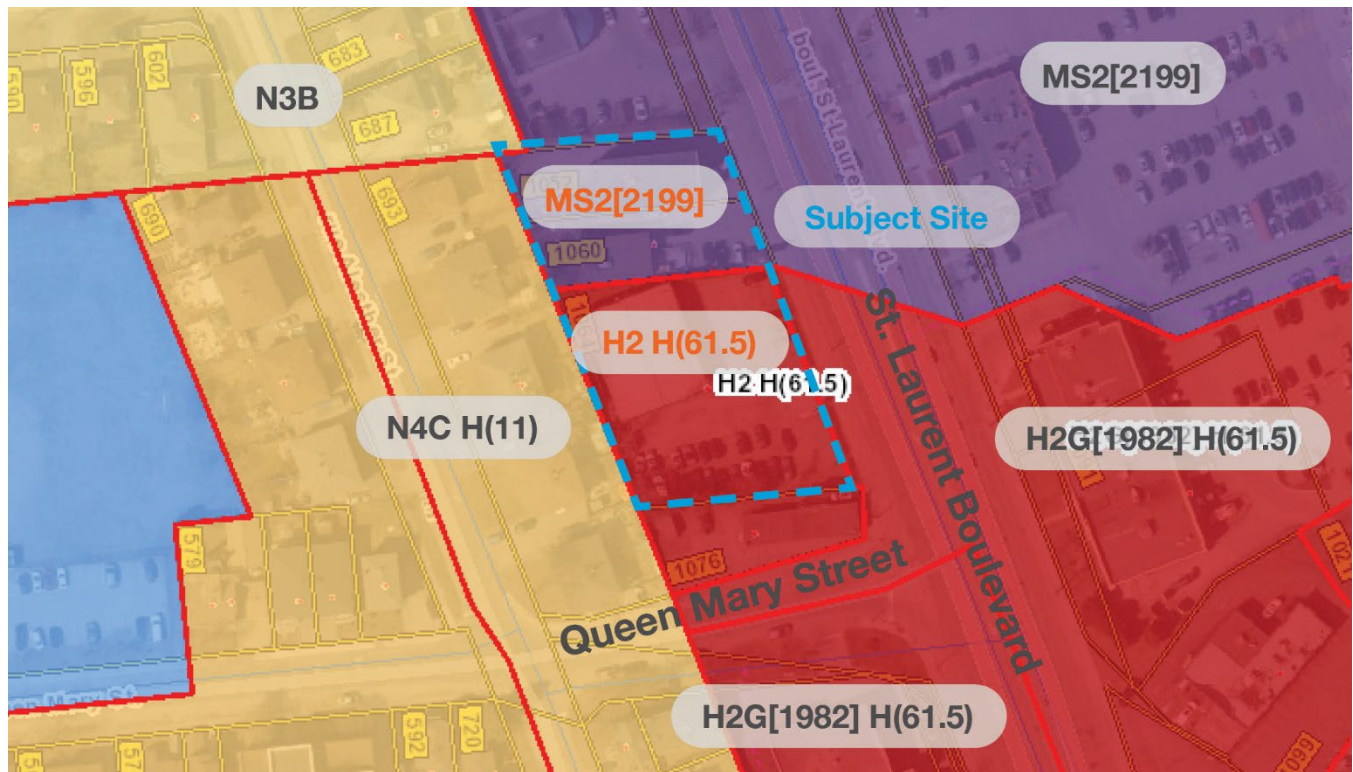


Figure 3: City of Ottawa Zoning By-law 2026-50 (Excerpt from GeoOttawa)

The zoning conformity tables below provides a summary of the proposed H2 zone. The table demonstrates how the development meets the provisions.

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Lot Area S. 902 Table 902	No minimum	3,561 m ²	Yes
Minimum Lot Width S. 902 Table 902	No minimum	79.4 m	Yes
Minimum Front Yard Setback S. 902 Table 902	i) For any part of the building 15 metres or less above grade – No minimum	0.5 m	Yes
	ii) For any part of the building greater than 15m above grade – 1.5 m	0.5 m	No
	ii) For any part of the building greater than 30m above grade – 3 m	2.5 m	No
Minimum Interior Side yard setback S. 902 Table 902	iii) All other cases – No minimum	South: 1 m North: 1.2 m	Yes
Minimum Rear Yard Setback S. 902 Table 902	i) Where abutting an N1, N2, N3, N4, N5 or N6 Zone – 6m	7.5 m	Yes
Minimum Ground Floor Height S. 902(2)	4 m	6 m	Yes
Active Entrances* S. 902(3)	Once active entrance for a residential use building	Provided	Yes
	40 per cent transparently glazed surface area frontage	Provided	Yes
Site Layout and Landscaping S. 902(6)(a), (b)	Soft landscaped buffer of 1.5m and opaque screening where parking is provided	Can comply	Yes
Maximum Building Height S. 902 Table 902	Per angular plane	93.1 m	No
Maximum Building Height H suffix	61.5 m	93.1 m	No
Minimum Building Height S. 902 Table 902	7 m	93.1 m	Yes
Total Amenity Area S. 208	6m ² / unit for 401 units = 2,406 m ²	4,117 m ²	Yes
Communal Amenity Area S. 208	Min. 50% of Required Total Amenity Area = 1,203 m ²	1,231 m ²	Yes
Provisions for Underground Structures S. 210	Contiguous soft landscaped area of 30 m ² plus additional 30m ² per 15m lot width beyond 30m, with horizontal depth of 3 metres	Mounded up landscaped areas to provide 1.2m soil depth for deciduous canopy trees.	No

Large Dwelling Unit Requirements S. 708(1)	5% of d.u. required to be 80m ² or greater = 20 units	Can comply	Yes
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*Presently under appeal.

Provisions for High-rise Buildings (Section 207)

Zoning Mechanism	Required	Provided	Compliance
Minimum lot area for a tower on an interior lot S. 207 (3) (b)	1,350 m ²	3,561 m ²	Yes
Minimum interior side and rear yard setback for a tower* S. 207 (4) (c)	Rear (west): 10 m	Rear: 20.11 m	Yes
	Interior (south): 10 m	Interior (south): 3.5 m	No
	Interior (north): 10 m	Interior (north): 31.1 m	Yes

*Presently under appeal.

Parking, Queueing, and Loading Provisions (Part 6)

Zoning Mechanism	Required	Provided	Compliance
Maximum Parking Rates Section 602, Table 602	Area B: 1.25/dwelling unit = 501 spaces	201 spaces	Yes
Visitor Parking Rates Section 603(3), (4)	Area C: 0.1/dwelling unit after first 24, but no more than 20 spaces	30 spaces	Yes
Parking Lot Provisions Section 607(1)(b)(iii)	Located behind a building or underground	Provided	Yes
Section 607(2)(a), (b)	3m for a single traffic lane or 6m for a double traffic lane	4m for single traffic; 6.5m for double traffic	Yes
Table 607A(iv)(b)	6.7m aisle accessing parking spaces	13.5 m+	Yes
Section 607(7)(a)	1m soft landscaped parking lot buffer	1.6m	Yes
Minimum Bicycle Rates* Table 613B(v)(a)	Short Term: minimum 2 spaces with an additional 1 space per 20 dwelling units where a building contains more than 21 dwelling units*= 22 spaces Long Term: 1 per unit*=401 spaces Total: 423 spaces	Short Term: 7 spaces Long Term: 440 spaces Total: 447 spaces	Short Term: No Long Term: Yes Total: Yes

*Presently under appeal.

2.2 Proposed Relief Discussion

It is proposed that the entirety of the subject site be rezoned to **Hub Zone 2 – H2** to allow a consistent interpretation of the overall regulatory framework. In light of this rezoning, additional relief is required from the following provisions.

2.2.1 A maximum building height of 93.5 m, per a site-specific zoning schedule.

- / The Mainstreet Corridor designation of the Official Plan contemplates building heights up to 40 storeys where the ROW is in excess of 30m and an adequate transition is provided.
- / The proposed transition is achieved by providing a 20.1 metre separation from the low-rise residential uses to the west. Additionally, the removal of balconies from the rear tower wall reduces overlook and the visual weight of the building (Figure 2).
- / Additional soil volume is now proposed to allow deciduous canopy trees in the rear yard which can provide additional buffering and relief.
- / Section 207 of the Zoning By-law identifies the minimum required lot area for a high-rise building in Area B as being 1,350 m². The subject site is more than double this area at a size of 3,577 m². It also requires a minimum rear yard tower setback of 10 m where the applicant is proposing 20.1 metres.
- / The proposed development is located within approximately 700 metres of a rapid transit station on Schedule C2 of the Official Plan, as discussed above. The urban design and compatibility criteria of Section 4.6 has been met. A site-specific zoning schedule would allow for the site zoning to align with current policy direction with reference to the building design proposed herein.

2.2.2 A setback configuration per a site-specific zoning schedule.

Tower Setback to South

- / The proposed tower setback from the interior lot line to the south is 3.5 metres. This application seeks relief from the high-rise tower provisions set out by Section 207 of the Zoning By-law out of an abundance of caution. This allowance is appropriate given the small size of the adjacent lot to the south, particularly following the anticipated ROW dedication requirement. This abutting property is of insufficient size to accommodate a high-rise tower. Therefore, the setback compliance issue identified is technical in nature.

Front Yard Stepbacks

- / Although the proposed development meets the minimum front yard setback at the ground level, a stepback of 1.5 metres is required above 15 metres in height (i.e. 4 storeys). Alternatively, the proposal provides a 2.5 metre stepback at the 6 storey level. The proposal maintains a human scale articulation through a 6-storey masonry clad podium, especially in light of the significantly wide (44.75m) ROW allowance along St. Laurent Boulevard. A significant lot depth of 3.65m is also removed from the site due to the required ROW widening.
- / A stepback of 3m is required at building heights above 30m. Although the proposal originally met this requirement, the tower floorplate was moved forward by 0.5m to help provide relief to the tenants to the west of the lot. Nonetheless, the proposed 2.5m stepback begins at 20m in height, establishing relief earlier than required, which is meaningful in provided visual and functional relief.

2.2.3 A revised approach to bicycle parking

- / The proposed development provides more than twice the bicycle parking requirement of repealed Zoning By-law 2008-250, where 440 underground tenant spaces are provided for 401 units and only 200 spaces would be required.
- / Although the current proposal exceeds the total required bicycle parking spaces of 423 under the new Zoning By-law 2026-50, it does not allocate them in a manner that accommodates the 22 short term

spaces required. It is noted that Section 613 of the new Zoning By-law, which dictates this distinction, is presently under appeal.

- / It is therefore recommended that a simplified bicycle parking requirement which still ensures a 1:1 allocation is advanced.

2.2.4 A revised approach to rear yard soil volume

- / The proposed development accommodates two areas in the rear yard where soft landscaping can be accommodated with a mound up for additional soil depth of 1.2 metres. This accommodates the provision of deciduous canopy trees in the rear yard.

The proposed relief from the existing Zoning By-law serve to align the site with the broader goals of the Official Plan and Provincial direction. The amendment would leverage a site well-suited for additional density based on its capacity to provide a transition to sensitive land uses and support the public realm along St. Laurent Boulevard.

3.0

Draft Zoning By-law Amendment

The following is Fotenn's recommended language for the Zoning By-law Amendment:

It is recommended that Council adopt a motion to rezone the properties noted as 1052, 1060 and 1064 St. Laurent Boulevard to Hub Zone 2.

Furthermore, it is recommended that Council adopt Urban Exception XXXX for the properties noted as 1052, 1060 and 1064 St. Laurent Boulevard, which prescribes the following:

- / Minimum setbacks, minimum stepbacks, and maximum permitted building heights are as per Schedule YYY.
- / Permitted projections listed in Section 203 and 204 of the Zoning By-law are not subject to the minimum setbacks, minimum stepbacks and the maximum permitted building heights identified on Schedule YYY.
- / Notwithstanding the above, balconies are prohibited on the west wall of the tower facing the rear lot line of the subject site.
- / Tables 613B and 613C do not apply to this site and instead, residential bicycle parking must be provided at a rate of 1 space per unit. In addition to these spaces, 7 covered, at-grade non-residential bicycle parking spaces are required.
- / Two planting areas with a soil depth of 1.2 m are required interior to the site.

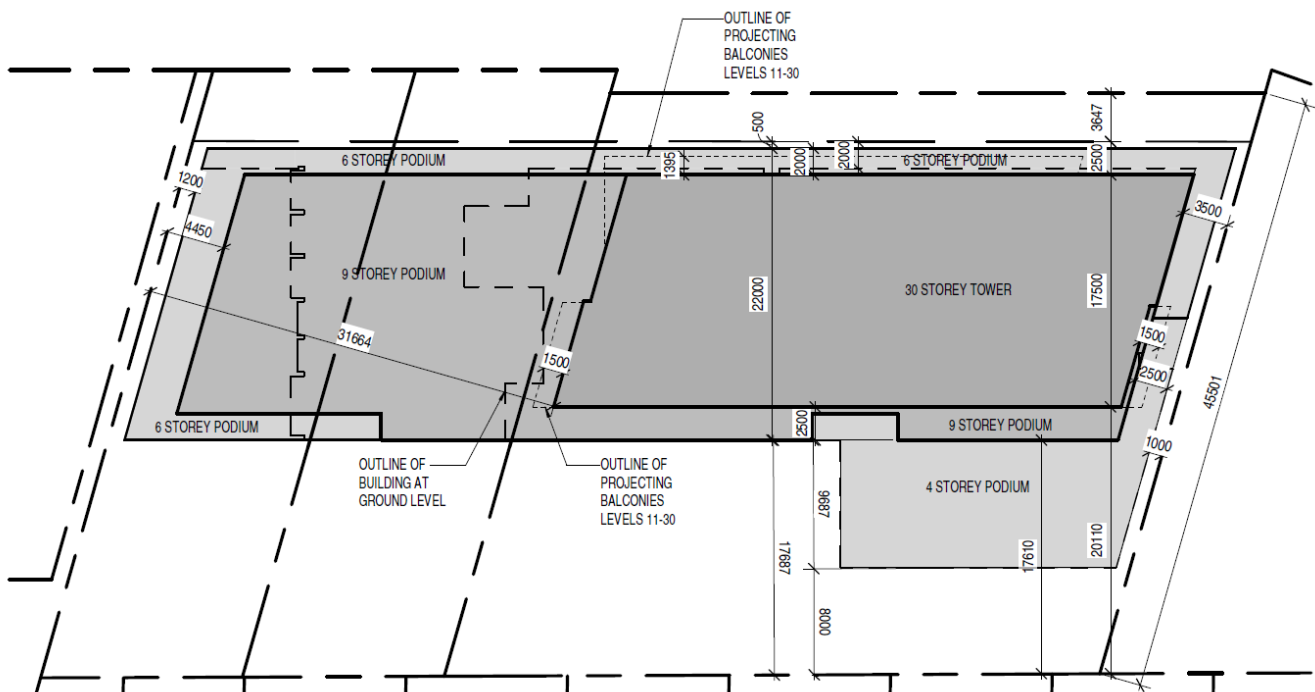


Figure 4: Draft Concept for Schedule YYY

4.0 Conclusion

Including the conclusions of the June 11, 2026 Planning Rationale as well as this addendum, it is our professional planning opinion that the proposed Official Plan Amendment and Zoning By-law Amendment and represent good planning and are in the public interest for the following reasons:

- / The proposed development is **consistent with the Provincial Planning Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary, in an intensification target area contributing to the range of housing options available in the community.
- / The proposed development **conforms to the Official Plan's vision** for managing growth in the urban area and meets the policies for infill and intensification in the Mainstreet Corridor designation.
- / The proposed development **meets the Urban Design and Growth Management Framework objectives**, principles, and policies in Sections 4.6 and 3 of the Official Plan.
- / The proposed Official Plan Amendment **provides heights and minimum densities that align with the broader Inner East Lines 1 and 3 Secondary Plan** while identifying opportunities for intensification arising from the base Official Plan and broader Provincial direction as they relate to a site with a strong capacity to transition.
- / The proposed development **responds strongly to the associated Urban Design Guidelines** by proposing appropriately designed high-rise development that is sensitive to its planned context close to transit along an arterial roadway.
- / The **proposed Zoning By-law Amendment is in keeping with Secondary Plan policies** for the subject site, applying a modified Hub zone to ensure an efficient development pattern of a suitable scale and density.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely,



Mark Ouseley, MES
Planner



Scott Alain, RPP MCIP
Senior Planner