FOTENN



1740, 1754, and 1760 St. Laurent Boulevard

Planning Rationale Addendum
Zoning By-law Amendment + Site Plan Control
July 2, 2026

FOTENN

Prepared for 11421247 Canada Inc.

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1.0 Introduction

Fotenn Planning + Design ("Fotenn") previously prepared a Planning Rationale, dated October 26, 2021, and a Planning Rationale Addendum, dated October 11, 2023, to support Zoning By-law Amendment (ZBLA) and Site Plan Control (SPC) applications for the lands municipally known as 1740, 1754, and 1760 St. Laurent Boulevard in the City of Ottawa (the "subject site").

This report is an addendum to the Planning Rationale and Planning Rationale Addendum and is intended to summarize the changes to the development since the original and second submissions and to address outstanding comments from the review of the application.

This Addendum should be read in conjunction with the original October 2021 Planning Rationale and October 2023 Planning Rationale Addendum. All opinions and findings of the original report remain valid, except as otherwise described below.

1.1 Summary of the Application

In October 2021, Fotenn, on behalf of 11421247 Canada Inc., submitted a ZBLA and SPC (file nos. D02-02-21-0137 + D07-12-21-0177) to redevelop the subject site with four (4) buildings with heights of 12 to 15 storeys. The second submission sought to rezone the property to permit building heights of 13 and 20 storeys, which better aligned with the policies of the new City of Ottawa Official Plan, approved in 2022. The present submission further iterates on the building design to reduce the tower floorplates of the building towers and reallocate density to the easternmost towers, resulting in a proposed development with building heights of 11, 13, and 30 storeys.

To the north, Phase 1 will include Towers 1 and 2, which are proposed to be 30- and 11-storey towers, connected by a "bridge" component elevated above the surface parking lot. Phase 2 to the south includes Towers 3 and 4, which are proposed to include 30- and 13-storey towers. Phases 1 and 2 are bisected by Mountaineer Private, a private road, and each Phase will include an underground parking garage.



Figure 1: Rendered Site Plan showing the proposed Tower locations and heights, prepared by PMA Architects



Figure 2: View of Phase 1 (right) and Phase 2 (left), looking northwest internal in the site. In the distance, 601 Mountaineer Private is visible. In the middle right, Tower 2 is visible and joined to Tower 1 on the right by a seven (7) storey “bridge” component elevated above the at-grade parking area

The Zoning By-law Amendment application seeks to apply a single zone across the entirety of the subject site. The site is presently split-zoned, with the north half subject to a Site-Specific Exception. Fotenn recommends modifying the Exception to remove certain provisions, along with the requested site-specific relief, to generally align the zoning with new Council-approved zoning direction established through Comprehensive Zoning By-law 2026-250.

Relief from the 2008-250 Zoning By-law is required to:

- Permit a maximum building height of 100 metres, whereas the maximum permitted building height is 30 and 50 metres; and
- Permit a 6-metre drive aisle servicing non-residential parking spaces in a parking garage adjacent to 90-degree parking spaces, whereas 6.7 metres is required.

Relief from the 2026-50 Zoning By-law is required to:

- Permit "drive through facility" as a permitted use, whereas
- Permit a rate of 0.69 long-term resident bicycle parking spaces per unit (639 long-term bicycle parking spaces provided), whereas a rate of 0.75 is required (685 long-term bicycle parking spaces required);
- Permit a minimum 2 spaces with an additional 1 space per 35 dwelling units where a building contains more than 21 dwelling units (28 short-term bicycle parking spaces provided), whereas minimum 2 spaces with an additional 1 space per 20 dwelling units where a building contains more than 21 dwelling units is required (48 short-term bicycle parking spaces required);
- Permit a rate of 0% inclusive bicycle parking spaces (0 inclusive bicycle parking spaces provided), whereas a rate of 5% are required (37 inclusive bicycle parking spaces required); and
- Permit a 6-metre drive aisle servicing non-residential parking spaces in a parking garage adjacent to 90-degree parking spaces, whereas 6.7 metres is required.

Site-Specific Exception 1658 is proposed to be deleted in its entirety and the content replaced with the above-noted requested relief.

The site is proposed to be rezoned as follows under the current and approved new Zoning By-laws:

- **2008-250 Zoning By-law**: Rezone from AM10[1658] and AM10 to "Arterial Mainstreet, Subzone 10, Site-Specific Exception 1658, Height limit (100) (AM10[1658] H(100))"; and
- **2026-50 Zoning By-law**: Rezone from MS2[1658] to "Mainstreet Corridor, Subzone 2, Site-Specific Exception 1658 (MS2[1658])".

1.2 Changes to the Proposed Development

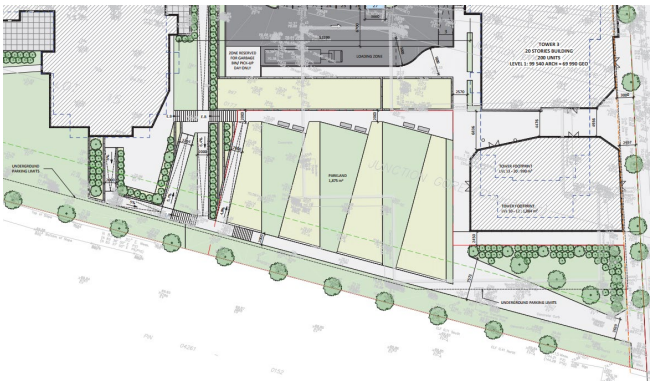
The following changes have been made to the originally-proposed development design in response to comments received from the technical review:

- **Building height**: proposed building heights have been increased from 12 and 15 storeys in Submission 1, to 13 and 20 storeys in Submission 2, to 11, 13 and 30 storeys in Submission 3:
  - Towers 2 and 4, the westernmost buildings, have been reduced slightly in height to improve the transition between the mid-rise buildings to the west and the high-rise buildings fronting onto St. Laurent Boulevard. They have also been adjusted to feature slightly different heights, at 11 and 13 storeys respectively, to provide visual interest and reduce the repetition in building heights;
  - Towers 1 and 3 have been increased in height from 20 to 30 storeys in accordance with policies in the Official Plan, which direct high-rise heights to roads with wide rights-of-ways, such as St. Laurent Boulevard;

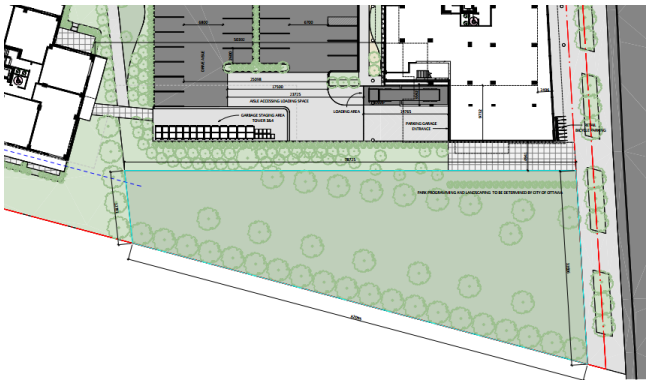
- The tower floorplates for all buildings are now reduced to meet the recommended tower floorplate of 750 m^2 gross floor area (GFA) for residential towers, with tower floorplates of 600 m^2 provided;

/ **Park Improvements**: An unencumbered park block, comprising 10% of the lot area, is proposed for conveyance to the City of Ottawa. The park shape has been regularized and provides a rectangular, programmable area.

- The previous iteration of the plan showed a privately-owned public space (POPS) with a partially-encumbered park space in the southeast corner. Following a modest recessing of the underground parking garage from the southern portion of the property, the park space is now unencumbered;
- The park shape is regularized and more rectangular. The previous park design had a narrower frontage, but widened significantly in the interior of the site. The shape of the park has been changed to feature a more rectangular park shape. The park is not perfectly rectangular, however, due to the angled south property line;
- The potential redevelopment of the property at 1800 St. Laurent Boulevard may provide the opportunity to create a rectangular park shape with a mirrored parkland conveyance to the south, as requested by Parks staff;
- The grading on the site has also been reconsidered so that a continuous walkway from the east-west private road can lead to the park using a gradual slope, eliminating the need for the complex stair and pathway switchback design from the previous iteration;
- Building 3 has been redesigned. In the previous submission, the building featured a wider podium with a carriageway to access the park. The building footprint has been reduced and the podium is narrower than in Submission 2. The carriageway has been removed, allowing for a widened park frontage on St. Laurent Boulevard;



Proposed park space from Submission 2, with the limit of underground parking shown in a dashed line in the bottom right.



Proposed revised unencumbered park space from the present Submission

/ **Building design**: the buildings have been redesigned. Whereas the previous design had a design that was generally carried to the upper floors, the revised design uses stacked, alternating rectangular shapes, with consistent breaks that create visual interest into the upper floors;



Rendering of Submission 2, rendering prepared by PMA Architects



Rendering of Submission 3, present submission, rendering prepared by PMA Architects

- **Building Siting**:
  - The podium of Tower 3 has been reduced to provide more frontage for the park along St. Laurent Blvd;
  - Tower 2 is more square compared to the previous version, in which it was more rectangular in shape;
  - Tower 4 has been rotated 180 degrees, returning to the previous L-shaped design, so that the 'L' faces the interior of the site. This change was necessary to provide a sloped path to the park and opens up the building to the interior of the site and the park;

- **Drive Aisles have been Refined**: the drive aisle and circulation patterns between Towers 1 and 2 have been further refined:
  - A second one-way vehicle lane has been added in front of Tower 2 for move-ins and move-outs. Waste collection will take place north of Tower 2, where recycling and garbage would be brought outside for pickup, but generally stored indoors otherwise;
  - Three (3) courier spaces have been added north of Tower 1 for drivers to pick up delivery orders from the St. Hubert restaurant;
  - The number of entrances for the south surface parking lot has been reduced from the previous two (2) entrances to one (1). Two-direction travel continues to be provided.
  - Two (2) short-term pick-up and drop-off spaces have been added to the private road between Towers 1 and 3. The previous design did not have short-term pick-up and drop-off spaces and there was a concern that if someone in a vehicle pulled over on the private road, it would block traffic and cause a spillover of traffic onto St. Laurent Boulevard. An additional eight (8) short-term pick-up and drop-off parallel parking spaces are proposed between Towers 2 and 4.

1.3 Affordable Housing

The client intends to finance the project with financing from both the Canada Mortgage and Housing Corporation (CMHC) and the City of Ottawa's Affordable Housing Community Improvement Plan (CIP). Unit sizes have been developed to ensure that they are consistent with CMHC requirements. The affordable units will provide rents at average market rent (AMR), or lower as defined by the Canada Mortgage and Housing Corporation (CMHC) for the Ottawa portion of the Ottawa-Gatineau Census Metropolitan Area, for the entire rental housing stock, based on building form and unit type.

Affordable units will be dispersed throughout the developments and have equal access to communal amenities.

2.0
Zoning Framework

2.1 Zoning By-law (2008-250)

The subject site is split zoned: the north half is zoned “Arterial Mainstreet, Subzone 10, Urban Exception 1658” (AM10[1658], and the south half is zoned “Arterial Mainstreet, Subzone 10” (AM10).

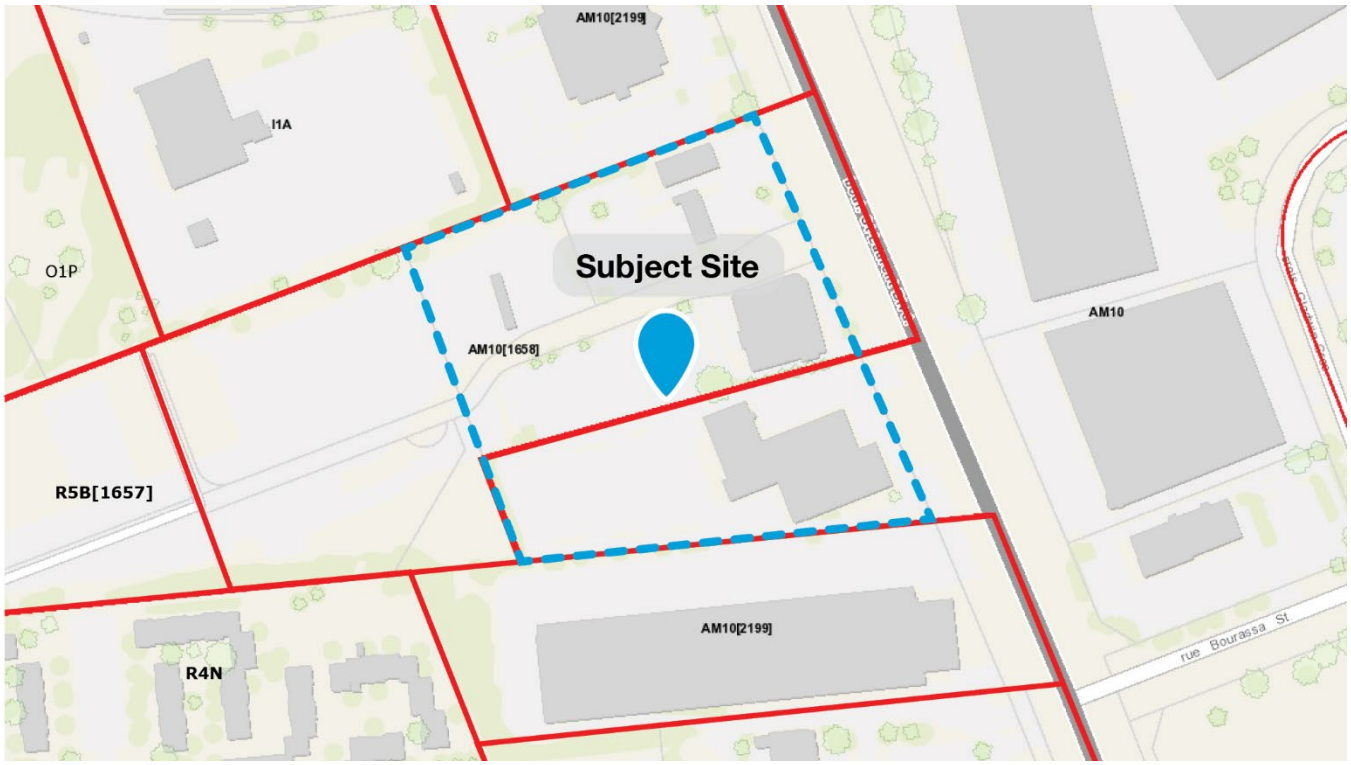


Figure 3: Existing zoning of subject site

The AM10[1658] subzone applies to the northern parcel (1740 St. Laurent Boulevard). The exception permits “warehouse” as an additional use and establishes the following provisions:

- Minimum front yard setback for warehouse: 75.0 m from St. Laurent Blvd.
- Minimum rear yard setback for warehouse: 20.0 m
- Despite subsection 163(9) landscaped area must be provided for warehouse use as follows:
  - Minimum width of rear yard landscaped area: 3.5 m
  - Minimum width of side yard landscaped area abutting north lot line: 0.0 m
  - Minimum width of side yard landscaped area abutting south lot line: 2.5 m
  - Minimum width of landscaped area, all other cases: 2.0 m
- Maximum height: 50 m
- Minimum parking rate for restaurant: 6 spaces per 100 m^2 of gross floor area

The Exception provisions are either not relevant, as they apply to a warehouse, or are recommended to be removed through the Zoning By-law Amendment. Table 1, below, reviews the Exception provisions one by one:

Table 1: Review of Provisions from Exception 1658

Exception Provision	Relevant?	Comment
Additional Land Uses Permitted: warehouse	No – warehouse not proposed	Remove, warehouse uses not proposed
Minimum front yard setback for warehouse: 75.0 m from St. Laurent Blvd.	No – warehouse not proposed	
Minimum rear yard setback for warehouse: 20.0 m	No – warehouse not proposed	
Despite subsection 163(9) landscaped area must be provided for warehouse use as follows: / Minimum width of rear yard landscaped area: 3.5 m / Minimum width of side yard landscaped area abutting north lot line: 0.0 m / Minimum width of side yard landscaped area abutting south lot line: 2.5 m Minimum width of landscaped area, all other cases: 2.0 m	No – warehouse not proposed Section 163(9) is for the Residential Fifth Density (R5) subzone, so it's not applicable.	Remove, warehouse uses and R5 subzone not proposed.
Maximum height: 50 m	Yes, would limit height to 50 metres (approximately 16.67 metres), despite the Official Plan permitting heights of up to 40 storeys	Remove, indicate height as follows: 2008-560 Zoning By-law: AM10(100) 2026-50 Zoning By-law: MS2
Minimum parking rate for restaurant: 6 spaces per 100 m^2 of gross floor area	Relevant; however, per Section 110(2), no longer apply: *"Where an exception or schedule requires minimum parking space rates those rates do not apply, except minimum visitor parking space rates and maximum parking space rates continue to apply in exceptions and schedules."*	No longer required per New Zoning By-law

The site is proposed to be rezoned. Table 2 below evaluates the revised development proposal against applicable zoning performance standards. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗). Note that per Section 110(2), "Where an exception or schedule requires minimum parking space rates those rates do not apply, except minimum visitor parking space rates and maximum parking space rates continue to apply in exceptions and schedules." Parking requirements that have been superseded by section 110(2) are shown ~~struck through in red~~.

Table 2: Review of Zoning under Zoning By-law 2008-250, assessing both AM10[1658] and AM10

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
Min. Lot Area	No Minimum	18,186 m^2	✓
Min. Lot Width	No Minimum	153.3 m	✓
Front Yard Setback	Minimum: 0 m At least 50% of frontage along front lot line must be occupied by building wall located within: / 4.5 m of the frontage for a Residential use building / 3.0 m for Non-residential and Mixed use buildings	2.1 m after road widening is taken >50% of frontage occupied by building walls within 3 metres	✓
Min. Interior Side Yard Setback	No minimum	10 m	✓
Min. Rear Yard Setback	/ Rear lot line abutting a residential zone: 7.5 m / Residential use building: 7.5 m / All other cases: no minimum	7.5 m	✓
Building Height	**AM10[1658]** Exception [1658]: Maximum height 50 m	96.4 m	✗
	AM10 30 m	96.4 m	✗
Min. Ground Floor Height	For buildings within 10 metres of the front lot line, the ground floor requires a minimum height of 4.5 m	Ground floor height of 6 m	✓
Ground Floor Façade	The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include a minimum of one active entrance in the case of a residential use building. A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active resident entrance access doors.	Tower 1: 2 active entrance, > 50% transparent glazing Tower 3: 3 active entrances, > 50% transparent glazing	✓ ✓
Min. Amenity Area	6 m^2 per dwelling unit: Tower 1+2: 468*6=**2,808 m^2**, **1,398 m^2 communal**	Tower 1+2: 7,303 m^2, 2,257 m^2 communal	✓

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
	Tower 3: 292*6=**1,752 m², 831 m² communal** Tower 4: 153*6= **918 m², 459 m² communal** Total: **5,478 m²**, **2,664 m² communal**	Tower 3: 1,495 m², 1,226 m² communal Tower 4: 2,391 m², 1,364 m² communal Total: 11,189 m², 4847 m² communal	
	Where more than one communal amenity area is provided to meet minimum amenity area requirements, at least one communal area must be **54 m²**	Tower 1 Roof: 480 m²	✓
Provisions for High-Rise Buildings			
Provisions for High-Rise Buildings Area A of Schedule 402 s. 77	Min. lot area, interior lot: 1,350 m²	18,186 m²	✓
	Min. interior side and rear yard setback for a tower: 10 m	Tower interior side yard: 10 m Tower rear yard: 10 m	✓
	Minimum separation distance between towers on the same lot: 20 m	Between Towers 1 and 2: 39.7 m Between Towers 1 and 3: 24.9 m Between Towers 3 and 4: 50.3 m Between Towers 2 and 4: 28.8 m	✓
Parking Provisions			
Min. Bicycle Parking – Residential	Residential: 0.5 spaces/unit Tower 1+2: 468 units * 0.5 = 231 Tower 3: 292 units * 0.5 = 146 Tower 4 : 153 units * 0.5 = 77 Total: 456 bicycle parking spaces	Tower 1+2: 444 spaces Tower 3: 148 spaces Tower 4: 75 spaces Total: 682 spaces	✓
Min. Bicycle Parking – Commercial	Commercial: 1 space/250 m² of Gross Floor Area Tower 1+2: (1,024 m²/250 m²) x 1 space = 1.36 spaces = **4 bicycle parking spaces** Tower 3: (961 m²/250 m²) x 1 space = 3.84 spaces = **4 bicycle parking spaces**	Tower 1+2: 8 spaces Tower 3: 7 spaces	✓
Min. Residential Vehicular Parking Area B on Schedule 1A	Residential: 0.5 per dwelling unit 10% or 20 spaces reduction if all spaces within the same building. Tower 1+2: (468 units) x 0.5 = 233 spaces – 10% = **210 spaces** Tower 3: (292 units) x 0.5 = 139 spaces – 10% = **125 spaces**	Tower 1+2: 245 spaces (0.52 p/units)	✓
		Tower 3+4: 312 spaces (0.71 p/units)	✓

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
	Tower 4: (153 units) x 0.5 = 73 spaces – 10% = **65 spaces** Total: **400 resident vehicle parking spaces**	Total: 557 residential vehicular parking spaces	
Min. Visitor Vehicular Parking Area B on Schedule 1A	Residential Visitor: 0.2 per dwelling unit, after the 12th unit (no more than 60 per building required) Tower 1+2: (468 units - 12) x 0.2 = **91 spaces** => no more than 60 required Tower 3: (292 units -12) x 0.2 = **53 spaces** Tower 4: (145 units - 12) x 0.2 = **27 spaces** Tower 3+4 = **80 spaces** Total: Min. **171 spaces**	Towers 1 & 2: 94 spaces Tower 3 & 4: 86 spaces Total: 180 spaces Note: Towers are grouped together as they have shared parking garages	✓
Required Commercial Parking	Retail store: 2.5 per 100 m^2 of gross floor area **(2,026 m^2 / 100 m^2) x 2.5 spaces = 51 spaces** Restaurant: 3 for first 50 m^2 of gross floor area plus 10 per 100m^2 of gross floor area over 50m^2 of gross floor area: **3+(10[{871 m^2-50}/100 m^2])=85 restaurant parking spaces**	Retail, Outdoors: 41 Retail, Underground: 10 Retail, Total: 51 Restaurant, Outdoors: 28 Restaurant, Underground: 57 Restaurant, Total: 85	✓
	AM10[1658] ~~Minimum parking rate for restaurant: 6 spaces per 100 m^2 of gross floor area~~ ~~([871.71 m^2 / 100 m^2] * 6 spaces) = 52 spaces~~	No longer applicable due to Section 110(2) of the Zoning By-law 2026-50. No minimum parking rate applies.	✓
Min. Parking Space Dimensions	90° Parking Space: 2.6 m wide x 5.2 m long Parallel Parking Space: 2.6 m wide x 6.7 m long	90° parking space: 2.6 x 5.2 m Parallel parking space: 2.6 m x 6.7 m	✓
Min. Required Driveway Width	Non-residential: 6 m	6.7 m	✓
	Residential: < 19 parking spaces: 3.6 m ≥ 20 parking spaces: 6.7 m	6.7 m	✓
Min. Required Drive Aisle Width	Non-residential, 90° parking space: 6.7 m	Above-grade: 6.7 m Below-grade: 6 m	×
	Residential, 90° parking space: 6 m	6 m	✓

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
Min. Required Loading Spaces	Retail store area: 2,026 m^2 Retail store min. number of loading spaces per 2,000-4,999 m^2: 1 space Restaurant area: 871 m^2 "All other non-residential uses" min. number of loading spaces per 350-999 m^2: 0 spaces	2 loading spaces	✓
Min. Width, Aisle Accessing Loading Space	$\leq 45^o$ loading space: 5 m 90^o loading space: 9 m	North loading space, 0^o: > 5 m South loading space, 90^o: 23.7 m	✓
Min. Loading Space Dimensions	3.5 m wide x 7 m long x 4.2 m tall	3.6 m wide x 14.8 m long x 5.4m tall	✓
Drive-Through Provisions			
Min. Number of Queuing Spaces	/ No order board: 4 spaces before/at service window / With order board: 7 before/at order board and a minimum total of 11 / All other cases: 3 spaces before/at service window	7 before and at order board 11 total	✓
Min. Queueing Space Dimensions	3 m wide x 5.7 m long	3 m wide x 5.7 m long	✓
Queueing line proximity to Residential	No queuing line, drive-through window or order board may be located within 3 metres of a lot line abutting a residential zone.	Does not abut a residential zone	✓

2.2 Zoning By-law (2026-50)

The City of Ottawa approved the new Comprehensive Zoning By-law (2026-50) on March 11, 2026. The provisions of this new by-law implement the policies of the Official Plan and represent the will of Council.

Twenty-six appeals were submitted to various sections of the new Zoning By-law. The Ontario Land Tribunal (OLT) will ultimately determine what sections of the new Zoning By-law are in force while the balance are left to be resolved through hearings and/or mediation.

The Tribunal has scheduled a case management conference for July 2, 2026. Staff expect the Tribunal to issue an order within approximately one week of that conference and provisions of New Zoning By-law 2026-50 not subject to an appeal will go into full effect.

In the interim, we understand that the City is taking the position that the most restrictive of provisions between the old and new by-laws will apply to any new permit or development application. It is Fotenn's opinion, however, that 2008-250 is still the in-force Zoning By-law until replaced by the new By-law, until after the OLT has made its ruling in July 2026.

We understand that the following sections have been appealed:

- Section 109 – Transition of Complete Applications was appealed on a site-specific basis,
- Section 110(2), (3), (4), and (5) – Continuation of Approved Applications, Exceptions, and Schedules was appealed on a city-wide basis.
- Section 613 – Bicycle Parking Rates and Provisions in its entirety and specifically sections 613(10), (12), (14), and (24) were also appealed.
- Section 611 – Electric Vehicle (EV) Parking Space Provisions: Two appeals have been submitted: one to reduce the EV parking space requirement and a second to request this provision be eliminated.
- Section 905(5)(a) – the Mainstreet Zone 2 (MS2), requires that "a minimum of one active entrance from each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line in the case of non-residential uses." This has been appealed, with the request it be revised to permit a side entrance in an exterior and interior side yard for residential uses.

The Zoning By-law Amendment (ZBLA) and Site Plan Control (SPC) applications fall under Section 109 – Transition of Complete Applications under the new Zoning By-law. Complete applications for both a Zoning By-law Amendment and Site Plan Control were submitted to the City prior to March 11, 2026, and prior to the pending future date of the new zoning by-law coming into full force and effect. Per the list above, Section 109 itself is also appealed. Therefore, the proposed development is subject to the 2008-250 Zoning By-law. Relief from the 2026-50 Zoning By-law is additionally requested out of an abundance of caution.

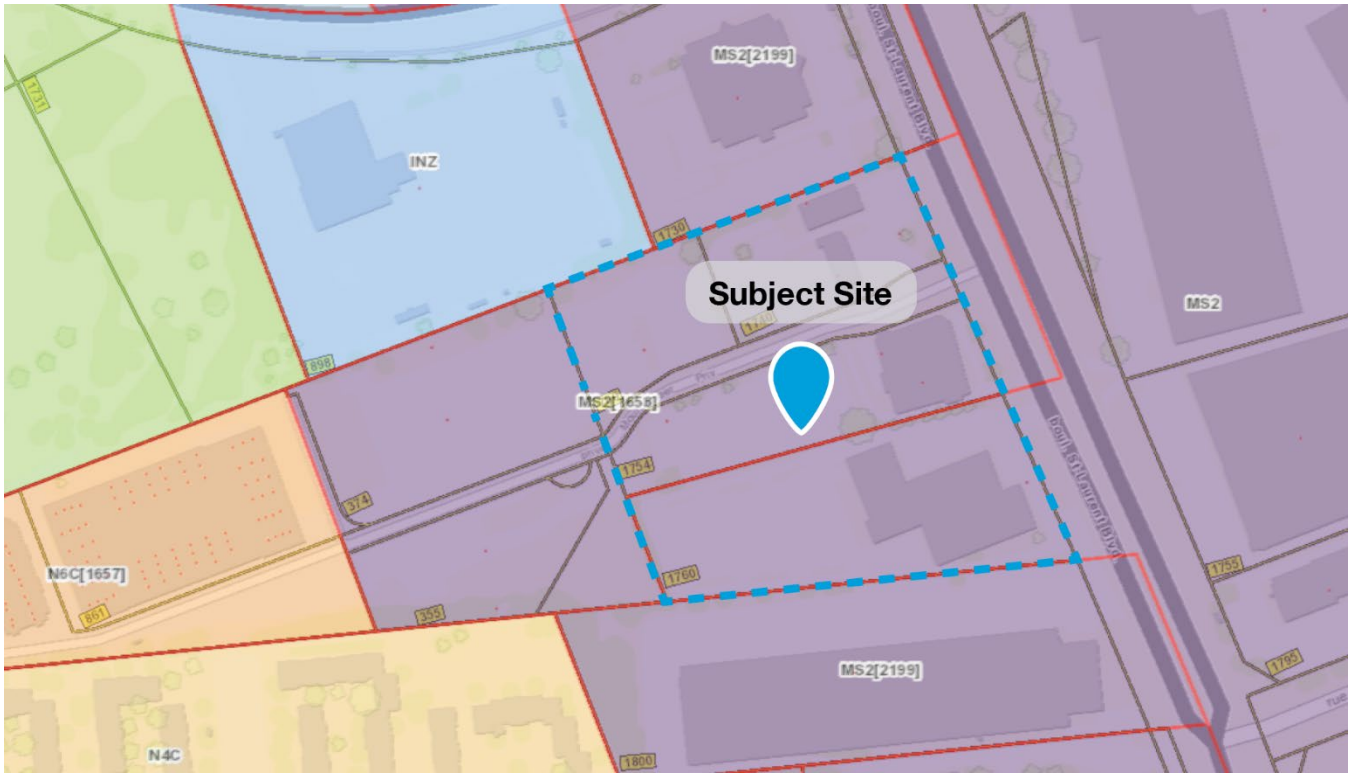


Figure 4: Zoning Map, 2026-50

The site is proposed to be rezoned. Table 2 below evaluates the revised development proposal against applicable zoning performance standards. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗). Note that sections that have been appealed are still displayed in the below table, but have a note that reads "**(Appealed)**" bolded and in red.

Table 3: Review of Zoning under Zoning By-law 2026-50, assessing both MS2[1658] and MS2

Zoning Mechanism	Requirement: MS2[1658] / MS2	Proposed	Compliance
Min. Lot Area	No Minimum	18,186 m^2	✓
Min. Lot Width	No Minimum	153.3 m	✓
Front Yard Setback and Stepbacks	For any part of the building 15 metres or less above grade: No minimum	5.2m St-Laurent Boulevard 7.8m (all other facades)	✓
	For any part of the building greater than 15m above grade: 1.5 m	5.2m St-Laurent Boulevard	✓
	For any part of the building greater than 30m above grade: 3 m	4.9m St-Laurent Boulevard	✓
Min. interior side yard setbacks	No minimum	To existing property line: 10 m To future park property line: 4.9 m (see also: s. 104(1) of ZBL)	✓

Zoning Mechanism	Requirement: MS2[1658] / MS2	Proposed	Compliance
Min. rear yard setbacks	For a residential use building: 7.5 m	7.5 m	✓
Min. building height	6 m	6m	✓
Max. building height	**MS2[1658]** Exception [1658]: Maximum height 50 m	96.4 m	×
	MS2 Mainstreet with a protected ROW width ≥ 30 m per Schedule C16: 100 metres	96.4 m Protected ROW width: 44.5 m	✓
Min. ground floor height	4 m	6 m	✓
Min. active entrances, glazing	Exterior building walls located on the ground floor and located within 6 m of a front or lot line must: / provide a minimum of one active entrance from each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line in the case of non-residential uses;	Tower 1: 1 active commercial entrance, > 50% transparent glazing Tower 3: 1 active commercial entrance, > 50% transparent glazing	✓
	/ provide a minimum of one active entrance in the case of a residential use building; and **(Appealed)**	Tower 1: 1 active residential entrance, > 50% transparent glazing Tower 3: 2 active residential entrances, > 50% transparent glazing	✓
	/ a minimum of 40% of the surface area of the ground floor façade, measured from the average grade up to a height of 4 m, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors	Over 40%	✓
Front Yard Fixtures	Where a front yard is provided that is 1 m or greater in depth, that yard must contain any of the following: / an outdoor commercial patio; / bicycle parking; / soft landscaping; or	Front yard setbacks: soft landscaping is proposed	✓

Zoning Mechanism	Requirement: MS2[1658] / MS2	Proposed	Compliance
	/ benches, street furniture, or other similar features.		
Max. number of private approaches	Lot frontage ≤ 45 m: max.1 private approach	Lot frontage: 153.98 m, 2 private approaches proposed	✓
Min. number of large dwelling units	Min. 5% of dwelling units must have at least three bedrooms, or a minimum gross floor area of at least 80 m^2	3-bedroom units: 6 Tower 1+2 units > 80 m^2: 81 units Tower 3+4 units > 80 m^2: 180 units 261 units/890 total units=**29% large dwelling units**	✓
Min. Amenity Area	6 m^2 per dwelling unit: Tower 1+2: 468*6=**2,808 m^2**, **1,398 m^2 communal** Tower 3: 292*6=**1,752 m^2, 831 m^2 communal** Tower 4: 153*6= **918 m^2, 459 m^2 communal** Total: **5,478 m^2**, **2,664 m^2 communal**	Tower 1+2: 7,303 m^2, 2,257 m^2 communal Tower 3: 1,495 m^2, 1,226 m^2 communal Tower 4: 2,391 m^2, 1,364 m^2 communal Total: 11,189 m^2, 4847 m^2 communal	✓
	Where more than one communal amenity area is provided to meet minimum amenity area requirements, at least one communal area must be **54 m^2**	Tower 1 Roof: 480 m^2	✓
Provisions for Underground Structures	Where the below-grade portion of a building projects into a rear yard, a minimum contiguous soft landscaped area must be provided in that yard as follows: / 30 m^2; and / on a lot 30 m in width or greater, an additional 30 m^2 for every full 15 m increment of lot width Lot frontage: 153.98 m 30 m^2 + [30 m^2(153.98 m/ 15 m)] = 30 m + 30(10) = **330 m^2**	Over 330 m^2	✓
	Min. horizontal dimension of soft landscaped area: **3 m**	4.8 m	✓
Storage Requirements for	In the case of a mixed-use building, at least one dedicated area is required for all non-	2 waste management zones (T2 + between T3 & T4)	✓

Zoning Mechanism	Requirement: MS2[1658] / MS2	Proposed	Compliance
Garbage, Organics and Recyclables for Residential Uses	residential uses and at least one dedicated area is required for all residential uses		
	> 10 dwelling units: min. size of storage area: 10 m^2	Total garbage storage areas: 260 m^2	✓
	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be screened from view by an opaque screen with a minimum height of 2 m, subject to the following: / where an in-ground refuse container is provided, the screening requirement may be achieved with soft landscaping and must be a minimum height of 1.5 m	Outdoor area. Screening height 3.1m	✓
Provisions for High-Rise Buildings			
Min. lot area Area B on Schedule A12	1,350 m^2	18,186 m^2	✓
Min. tower setbacks	Interior side yard tower setback: 10 m Rear yard tower setback: 10 m	ISY tower setback, north: 10 m ISY tower setback, south: 10 m Rear yard tower setback: 10 m	✓
Min. tower separation distance	Between two towers on the same lot: 20 m	Between Tower 1 and 2: 39.7 m Between Tower 1 and 3: 28.8 m Between Tower 3 and 4: 50.4 m Between Tower 2 and 3: 33.6 m	✓
Parking Provisions			
Min. Required Visitor Parking Area D Of Schedule A3	0.1 per dwelling unit, less the first 12 dwelling units: (913-12)*0.1=**90 visitor parking spaces** **No more than 30 visitor parking spaces per building required = 90 visitor parking spaces**	T1+T2: 94 visitor parking spaces T3+T4: 86 visitor parking spaces Total: 180 visitor parking spaces	✓
Min. Required Bicycle Parking	Resident, Short-Term: minimum 2 spaces with an additional 1 space per 20 dwelling units where a building contains more than 21 dwelling units: 2+(913/20)=**48 short-term resident bicycle parking spaces (Appealed)**	Currently provided: 4 in east of Tower 1 3 in north of Tower 3 7 west of Tower 3 7 north of Tower 4 7 south of Tower 2 **= 28 total**	×
	Resident, Long-Term: 0.75 per unit: 913*0.75=**685 long-term resident bicycle parking spaces (Appealed)**	639 long-term bicycle parking spaces	×

Zoning Mechanism	Requirement: MS2[1658] / MS2	Proposed	Compliance
	Restaurant: 2 spaces with an additional 1 space per 250 m² above 250 m²: 2+(1,024 m^2/250 m^2): **6 restaurant bicycle parking spaces (Appealed)**	8 restaurant bicycle parking spaces	✓
	Retail store up to 999 m^2: 2 spaces with an additional 1 space per 250 m² above 250 m²: 2+(961 m^2/250 m^2): 2+3 = **5 retail bicycle parking spaces (Appealed)**	7 retail store bicycle parking spaces	✓
	Inclusive: Where more than 20 bicycle parking spaces are required, 5% must be inclusive 5%*(48+685+6+5) 5%*744=**37 inclusive bicycle parking spaces (Appealed)**	0 inclusive bicycle paring spaces The number and location of these spaces are currently under review.	×
Vehicle Parking Space Min. Dimensions	2.6 m to 3.1 m wide x 5.2 m long	2.6 m to 3.2 m wide x 5.2 m	✓
Driveway Min. Width (Appealed)	6 m	6.7m	✓
Min. Drive Aisle Width (Appealed)	Residential, 90° parking space: 6 m	6 m	✓
	Non-Residential, 90° parking space: 6.7 m	Above-grade: 6.7 m Below-grade: 6 m	✓ ×
Min. Spaces Capable of level 2 EV charging (Removed per Bill 98)	~~25% of the provided spaces must be designed as electric vehicle parking spaces capable of supporting level 2 charging.~~ ~~A level 2 charger may be shared between two parking spaces~~ ~~526 resident + 17 restaurant + 78 retail parking spaces – 11 accessible resident parking spaces = 610 provided parking spaces~~ ~~621*25%= **153 spaces capable of EV charging with energized outlets**~~	Yes, EV charging will be provided. A percentage of the available parking stalls will be equipped with electric charging station, and another percentage will be prepared for future installation. The number and location of these hookups are currently under deliberation	✓
	Visitor and barrier-free parking spaces are exempt from being designed as EV parking spaces	11 accessible parking spaces proposed	✓
Parking Lot, Perimeter Soft Landscaping	A soft landscaped buffer must be provided between the perimeter of a parking lot and a	Soft landscaped buffer to south property line: 18m	✓

Zoning Mechanism	Requirement: MS2[1658] / MS2			Proposed	Compliance
(Appealed)	lot line, and a driveway may cross the soft landscaped buffer: / Parking lot ≤ 10 parking spaces: 1 m / Parking lot > 10 parking spaces but < 100: 3.5 m – South parking lot: 38 parking spaces				
Min. Percentage Soft Landscaping of Parking Lot Area (Appealed)	15% of parking lot area			South parking lot area: >15%	✓
	May include features such as landscaped islands, landscaped medians, pedestrian pathways, or public plazas; and			Includes landscaped islands and pedestrian pathways	✓
Parking Garage Screening	Above-ground parking garages must be screened at and above grade The at-grade parking area on the north side of the site is considered a "parking garage"			Screening of the north parking garage is provided with plantings to screen to the north and south	✓
Bicycle Parking Space Dimensions		**Width**	**Length**	Horizontal: 0.6m x 1.8m	✓
	Horizontal	0.6 m	1.8 m		
	Vertical	0.6 m	1.5 m		
	Stacked	0.37 m	1.8 m		
	Inclusive (Appealed)	1 m	2.75 m		
Inclusive Bicycle Parking (Appealed)	Must not be provided as stacked or vertical and must not require users to lift a bicycle			No inclusive bike parking spaces provided The number and location of these spaces are currently under review.	n/a
Short-Term Bicycle Parking Space Provisions	Min. aisle width: 1.5 m			More than 1.5m	✓
	May not be stacked or vertical **(Appealed)**			Horizontal (0.6m x 1.8m)	✓
	Where more than 20 short-term bicycle parking spaces are required for a non-residential use, a minimum of 50% of spaces must be covered by an awning, canopy or roofed structure that provides some or full protection from the elements and can be integrated into a building. 2 restaurant + 5 retail bicycler parking spaces required = **7 non-residential bicycle parking spaces < 20 = canopy not required**			Canopy to be determined	✓

Zoning Mechanism	Requirement: MS2[1658] / MS2	Proposed	Compliance
Long-Term Bicycle Parking Space Provisions	/ Must be located in a secure enclosure that provides protection from the elements / Is accessed by a locking door with a minimum width of 0.85 metres **(Appealed)**	Secured + locked door 0.9m width	✓ ✓
	Must be located inside a building or structure	Inside T2 & T3	✓
	Accessed by hallway, aisle, sidewalk or walkway, min. width: 1.5 m	Hallway width: 3.5m	✓
	Min. 50% horizontal (lower level of stacked included): 665 / 2 = **333 horizontal bicycle parking spaces**	412 horizontal bicycle parking spaces	✓
Min. Required Loading Spaces	Retail store area: 2,026 m^2 Retail store min. number of loading spaces per 2,000-4,999 m^2: 1 space Restaurant area: 871 m^2 "All other non-residential uses" min. number of loading spaces < 1,000 m^2 GFA: 0 spaces	2 loading spaces 1 for retail 1 for restaurant	✓
Min. Width, Aisle Accessing Loading Space	≤ 45° loading space: 5 m 90° loading space: 9 m	North loading space, 0°: > 5 m South loading space, 90°: 23.7 m	✓
Min. Loading Space Dimensions	3.5 m wide x 7 m long x 4.2 m tall	3.6 m wide x 14.7 m long x 5.2 m tall	✓
Drive-Through Provisions			
Min. Number of Queuing Spaces	For a Restaurant: / No order board: 4 spaces for each service window / With order board: 7 for each order board and 4 for each pick-up window	7 before and at order board 4 for pickup window	✓
Queueing space after drive-through	1 queueing space must be provided after each drive-through facility.	1 queueing space provided after drive-through	✓
Min. Queueing Space Dimensions	3 m wide x 5.7 m long	3 m wide x 5.7 m long	✓
Prohibited in required yards	No queueing lane, drive-through window or order board may be located within a required yard abutting a residential zone.	Drive-through does not abut a Residential zone	✓

Zoning Mechanism	Requirement: MS2[1658] / MS2	Proposed	Compliance
	Drive-through queueing lanes are prohibited within a required front yard.	Drive-through is not located in a front yard	✓
Screening adjacent to residential or mixed-use buildings	All drive-through queueing lanes in a yard abutting a lot containing a residential or mixed-use building must be screened from view by an opaque screen at least 1.5 metres high.	/ Queueing lane is underneath the second floor, which naturally screens it from the mixed-use building / Landscaping is proposed north and south of the drive-through, which additionally screens the drive-through at ground level	✓
Max. number of queueing lanes	No more than 2 queueing lanes may be provided for each building containing a drive-through facility, except for a car wash.	1 queueing lane proposed	✓

3.0
Proposed Zoning By-law Amendments

3.1 Zoning By-law (2008-250)

The subject site is split zoned: the north half is zoned “Arterial Mainstreet, Subzone 10, Urban Exception 1658” (AM10[1658], and the south half is zoned “Arterial Mainstreet, Subzone 10” (AM10).

As part of the requested Zoning By-law amendment application, the proponent is seeking to amend the following provisions:

- **Remove all of the exception provisions from Site-Specific Exception 1658**:
  - **Remove all provisions related to “warehouse” uses,** as this use is no longer compatible with the existing 600 and 601 Mountaineer Private developments and would further be inconsistent with the proposed development;
  - **Remove the provision that reads: “minimum width of landscaped area, all other cases: 2.0m”**, as it is superseded by landscaping provisions in the new zoning by-law;
  - **Remove the maximum building height of 50 metres**, as the proposed maximum building permitted height is 100 metres;
  - **Remove the minimum parking rate for a restaurant**, as the new Zoning By-law has adjusted minimum parking requirements, and these required minimum rates will be used instead.

- **In the AM10 zone, permit a maximum building height of 100 metres, whereas the maximum permitted building height is 30 metres**, and
- **In the AM10[1658] subzone, permit a maximum building height of 100 metres, whereas the maximum permitted building height is 50 metres**:

  As described in the Planning Rationale Addendum dated October 2023, the proposed building height is consistent with the direction in the new Official Plan, which permits heights of up to 40 storeys for streets with protected rights-of-ways (ROW) greater than 30 metres. Given that the subject site fronts onto a road with a protected ROW of 44.5 metres, the proposed building height at 30 storeys is appropriate and consistent with Official Plan policies.

  While the building height is 96.4 metres, a maximum permitted height of 100 metres is requested to match the new zoning by-law for consistency. This has the added benefit of allowing for modest flexibility if additional height is needed as a result of thicker materials or inconsistent average grade calculations.

- **Permit a Minimum Drive Aisle adjacent to 90º parking spaces of 6 metres for non-residential spaces below-grade**, whereas 6.7 metres is required. Drive aisle widths are provided as 6 metres underground and 6.7 metres consistently across the site. The zoning by-law permits a 6-metre drive aisle adjacent to 90º parking spaces for residential uses, but not for commercial uses.

The entire site is proposed to to be zoned: “Arterial Mainstreet, Subzone 10, Urban Exception 1658, Height Limit 100 metres” (AM10[1658] H(100)).

3.2 Zoning By-law (2026-50)

The subject site is currently split zoned in Comprehensive Zoning By-law 2026-250: the north half is zoned “Mainstreet Corridor, Subzone 2, Site-Specific Exception 1658 (MS2[1658])”, and the south half is zoned “Mainstreet Corridor, Subzone 2” (MS2).

As part of the requested Zoning By-law amendment application, the proponent is seeking to amend the following provisions of the new Zoning By-law once it is in full force and effect:

- **Remove the following Exception provisions from Site-Specific Exception 1658**, all of which are described in further detail in Section 3.1, above. The present relief would be replaced with the requested relief as detailed above and below.

The following relief is requested to permit the proposed development to proceed without being considered legal non-conforming. Due to the timing of this submission, the proposed development falls under the 2008-250 Zoning By-law, and the design was significantly advanced prior to the new zoning by-law's approval. Various requirements in the new Zoning By-law are not present in Zoning By-law 2008-250.

Out of an abundance of caution, and since a Zoning By-law Amendment application is required nonetheless, relief is being requested to ensure that the proposed development is zoning-compliant under the 2026-50 Zoning By-law. The following relief is therefore requested:

- **Short-Term Bicycle Parking: permit a minimum 2 spaces with an additional 1 space per 35 dwelling units where a building contains more than 21 dwelling units**, whereas minimum 2 spaces with an additional 1 space per 20 dwelling units where a building contains more than 21 dwelling units is required. Short-term bicycle parking is provided for visitors, with 28 provided whereas 48 are required.

- **Long-Term Bicycle Parking: permit a minimum rate of 0.69 long-term bicycle parking spaces, whereas a rate of 0.75 is required**. Long-term bicycle parking is provided for residents, with 639 provided whereas 685 are required.

- **Permit 0% inclusive bicycle parking spaces, whereas 5% of the required bicycle parking spaces must be inclusive**. No inclusive bicycle parking spaces have been provided, whereas 37 are required.

Various bicycle parking provisions were introduced in the 2026-50 Zoning By-law. Relief is sought to reduce the required amount; however, opportunities for additional bicycle parking will be further explored at SPC.

- **Permit a Minimum Drive Aisle adjacent to 90º parking spaces of 6 metres for non-residential spaces below-grade**, whereas 6.7 metres is required. Drive aisle widths are provided as 6 metres underground and 6.7 metres consistently across the site. The zoning by-law permits a 6-metre drive aisle adjacent to 90º parking spaces for residential uses, but not for commercial uses.

The entire site is therefore proposed to be zoned "Mainstreet Corridor, Subzone 2, Site-Specific Exception 1658 (MS2[1658])".

3.3 Proposed Exception Table

The Table for Exception 1658 is proposed to be modified as follows:

I Exception Number	II Applicable Zones	III Exception Provisions - Additional Land Uses Permitted	IV Exception Provisions - Land Uses Prohibited	V Exception Provisions - Provisions
1658	**AM10[1658]** **MS2[1658]**	~~warehouse~~		~~minimum front yard setback for warehouse: 75.0m from St. Laurent Blvd.~~

				~~• minimum rear yard setback for warehouse: 20.0m~~ ~~• despite subsection 163(9) landscaped area must be provided for warehouse use as follows:~~ ~~1. minimum width of rear yard landscaped area: 3.5m~~ ~~2. minimum width of side yard landscaped area abutting north lot line: 0.0m~~ ~~3. minimum width of side yard landscaped area abutting south lot line: 2.5m~~ ~~• minimum width of landscaped area, all other cases: 2.0m~~ ~~• maximum height: 50m~~ ~~• minimum parking rate for restaurant: 6 spaces per 100m^2 of gross floor area~~ • Despite Section 107(1)(c)(i) Table 107(d)(II) of the 2008-250 Zoning By-law and Section 608(3) Table 608(iv)(b) of the 2026-50 Zoning By-law, permit a minimum drive aisle adjacent to 90^o parking spaces of 6 metres for non-residential spaces in a parking garage • Despite Section 613(24) Table 613B(v)(a) of the 2026-50 Zoning By-law, minimum number of short-term spaces required, permit a rate of 2 spaces with an additional 1 space per 35 dwelling units where a building contains more than 21 dwelling units • Despite Section 613(24) Table 613B(v)(b),of the 2026-50 Zoning By-law, permit a minimum number of long-term spaces required of 0.69 per unit. • Despite Section 613(23) of the 2026-50 Zoning By-law, permit a development with zero per cent inclusive bicycle parking spaces, whereas 5 per cent are required;

4.0 Conclusion

Following review of the revised plans for the subject site, it remains Fotenn's professional opinion that the applications represent good land use planning and are in the public interest for the following reasons:

- The proposed development conforms to the City of Ottawa Official Plan (2022) policies by proposing an intensification of the subject property in an area identified to accommodate growth; and
- The proposed development generally complies with the performance standards in the AM10 and AM10[1658] subzones;
- The zoning relief requested conforms with the applicable Official Plan policies.

Sincerely,



Jaime Posen, RPP MCIP
Principal



Tamara Nahal, RPP MCIP
Planner