



3750 N Bowesville Road

Planning Rationale
Minor Zoning By-law Amendment
July 10, 2026



Prepared for Jennings Real Estate

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1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Jennings Real Estate to prepare this Planning Rationale in support of a Minor Zoning By-law Amendment application to facilitate the proposed development on the property municipally known as 3750 N Bowesville Road (the “subject property”) in the City of Ottawa.

1.1 Application History

The proposed application serves to facilitate the development of the subject property in accordance with the previously approved Zoning By-law Amendment (ZBLA) application (D02-02-22-0032). The previous Zoning By-law Amendment, resulting in Urban Exception 2932 and Schedule 492, was approved by City Council on January 24, 2024. Since the approval, the proposed development has been refined in preparation for the Site Plan Control application submission and subsequent building permit applications.

As a result of the refinements to the design of the proposed development, a Minor Zoning By-law Amendment application is now required to address zoning compliance, primarily as a result of site grading and architectural expression. A height increase of 2 metres is proposed, resulting in an overall height of 46 metres whereas a maximum height of 44 metres was previously established. The proposed development continues to maintain a 14-storey building expression. Additionally, the minor Zoning By-law Amendment seeks to address zoning conformity as it relates to an interior amenity area contained within the mechanical penthouse projection and zoning conformity related to Zoning By-law 2026-50.

1.2 Summary of Application

The purpose of this Minor Zoning By-law Amendment application is to facilitate the proposed development of the subject property, which was subject to approval in January 2024. The Minor Zoning By-law Amendment application proposes to amend the Zoning By-laws to accommodate an amenity area within the permitted mechanical penthouse projection, apply a one-lot for zoning purposes provision to the site, and amend Schedule 492, which applies to the subject property only. The required amendments include:

- / Increase the maximum permitted building height from 44 metres to 46 metres for Area A.
- / Permit an amenity area within the rooftop mechanical penthouse projection.
- / Establish a minimum bicycle parking rate consistent with Zoning By-law 2008-250 within Urban Exception 2932.
- / Apply a one-lot for zoning purposes provision to the full site.

The proposed height increase will continue to reflect a building expression of 14 storeys, which is consistent with the January 2024 approval. The Zoning By-law Amendment process is intended to create a zoning framework that will guide future development on a subject property, and typically throughout this process, flexibility is accommodated within the provisions of any site-specific urban exception or schedule to allow for the refinement of a building design through the Site Plan Control process. Near the end of the previous Zoning By-law Amendment process, the project architect was able to anticipate the need for a maximum permitted building height of 46 metres, which was included in materials provided to the City of Ottawa, included in the draft staff report provided to the applicant team, and in the materials presented to Planning and Housing Committee by the applicant team; however, unbeknownst to the applicant the final staff report and ultimate approval had included a maximum permitted building height of 44 metres.

As the building design and the site details, including grading, have been advanced, the need for a just under a 46-metre maximum building height has been confirmed to accommodate the more complicated construction requirements related

to the stepped building design. The requested building height of 46 metres will continue to respect the maximum permitted building height established by the Ottawa International Airport Authority.

The proposed amenity area within the mechanical penthouse projection will make use of the existing permitted projection and allow for the rooftop amenity area to have a complementary interior amenity area for residents of the future building. The proposed provisions related to the amenity area will follow the format of Zoning By-law 2026-50 by establishing a maximum height, maximum area, and minimum setback from exterior walls.

The proposed bicycle parking rate does not deviate from the requirements of Zoning By-law 2008-250, however, this amendment seeks to add the minimum bicycle parking rate to Urban Exception 2932 to ensure that Phase 2 of the proposed development will be subject to the same provisions.

The one-lot for zoning purposes provision is proposed to apply to all lands subject to Schedule 492 to ensure that the subject property will continue to function as a single property/development in the event that the lands become severed. The proposed development does not currently contemplate that the subject property will be severed, however, as the design details of the proposed development have been refined through site plan control, there are elements of each building that are interconnected and a one-lot for zoning purposes provision would provide clear direction for the future Phase 2 development.

2.0

Subject Property & Surrounding Area Context

2.1 Subject Property

The subject property, located in River Ward (Ward 15), is a generally square shaped lot with a curved lot line along the western portion of the property. The subject property contains a total area of approximately 6,819.5 square metres with approximately 81 metres of frontage along North Bowesville Road at the eastern edge (Figure 1). The subject property is located approximately 150 metres south of the intersection of Riverside Drive and Uplands Drive. Located in the Hunt Club / Ottawa Airport neighbourhood, the property currently contains a two-storey commercial use building operating as an events space, surrounded by surface parking on all sides.

The property is accessed via two locations from North Bowesville Road. Combined hydro pole and light standards are located along the eastern edge of the property. North Bowesville Road contains no sidewalks on either side of the right-of-way, and terminates just south of the subject property.



Figure 1. Subject Property Context Map

2.2 Surrounding Area Context

The area surrounding the property is characterized by a mix of uses and building typologies including low-rise residential, mid and high-rise mixed-use buildings, and recreational uses including the Ottawa Hunt and Golf club.

The surrounding uses vary and can be described as follows:

North: Immediately north of the subject property is a three-storey vehicle parking structure, accessed via North Bowesville Road. Further north of this structure is the intersection of Uplands Drive and Riverside Drive, where a gas station and car wash are located. Further north is generally characterized by low-rise residential neighbourhoods on

both the eastern and western sides of Riverside Drive, which contain a mix of low-rise detached, semi-detached, and townhouse dwellings. A low-rise commercial plaza is located along Riverside Drive at the intersection of Rivergate Way, beyond which are two 19-storey high-rise towers located along the eastern edge of the Rideau River.

East: East of the subject property beyond the Ottawa Hunt and Golf Club, is a residential neighbourhood which contains a mix of low-rise detached, semi-detached, and townhouse dwellings. The golf club and residential neighbourhood continue through approximately 1.3 kilometres east of the subject property, to the eastern loop of Uplands Drive. Further east are additional low-rise neighbourhoods, with commercial uses located along McCarthy Road and Hunt Club Road.

South: Immediately south of the subject property is the Ottawa Hunt and Golf Club, accessed via a private driveway from North Bowesville Road. The golf course is situated on lands through to Hunt Club Road, approximately 450 metres south of the subject property. Hunt Club Road contains a mix of commercial uses, including a grocery store, retail stores, offices, and hotels. Further south is the Ottawa International Airport, which occupies a large land area through to Leitrim Road.

West: Immediately west of the subject property are mid-rise and high-rise commercial buildings containing office spaces, surrounded by surface parking through to Riverside Drive. Further west is a residential neighbourhood which contains a mix of low-rise detached, semi-detached, and townhouse dwellings through to the Rideau River, and the Uplands-Riverside Park, beyond which are a mix of residential, commercial, and industrial lands.

2.3 Road Network

The subject property is well-served by the City of Ottawa's urban road network, as demonstrated in Schedule C4 of the Official Plan (Figure 2). The subject property is located less than 80 metres from Uplands Drive, which is designated a Collector Road, and less than 150 metres from Riverside Drive, which is designated an Arterial Road. Riverside Drive provides connections in a north-south direction to other major roadways in the City's urban road network, including Hunt Club Road, West Hunt Club Road, Prince of Wales Drive, and Walkley Road, all designated as Arterial Roads.

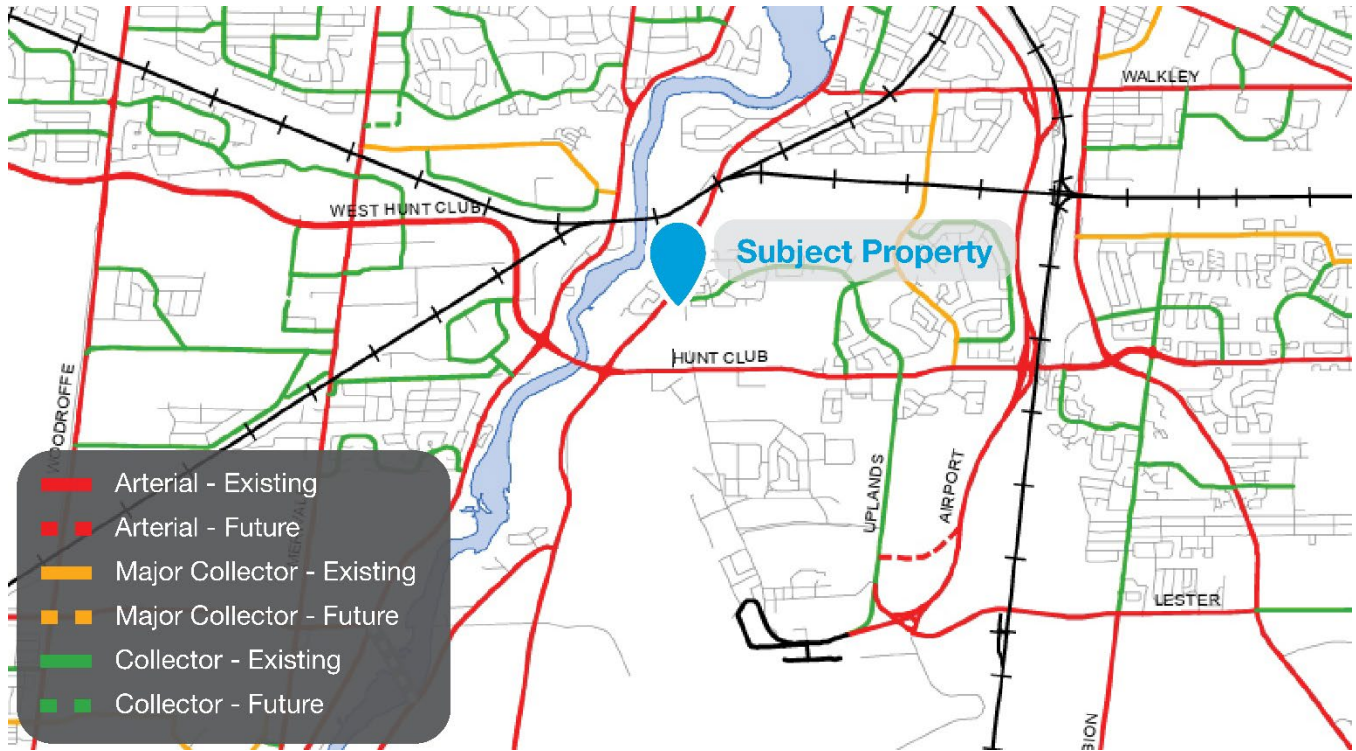


Figure 2. Extract of Schedule C4 - Urban Road Network, City of Ottawa Official Plan

Arterial Roads are those within the City which are intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roads are generally best suited for increased activity stimulated by residential and commercial intensification.

2.4 Transportation Network

The subject property is served by the City's transit, cycling, and the pedestrian network. The property is located within approximately 150 metres west of Riverside Drive and 430 metres north of Hunt Club Road, which are both identified as Transit Priority Corridors on Schedule D of the City of Ottawa's Official Plan (Figure 3). These Transit Priority Corridors offer rapid transit connections to the greater Ottawa transportation network, including to future Line 2 Light Rail Transit (LRT) stations and the existing Bus Rapid Transit (BRT) corridor to the east of the subject property.

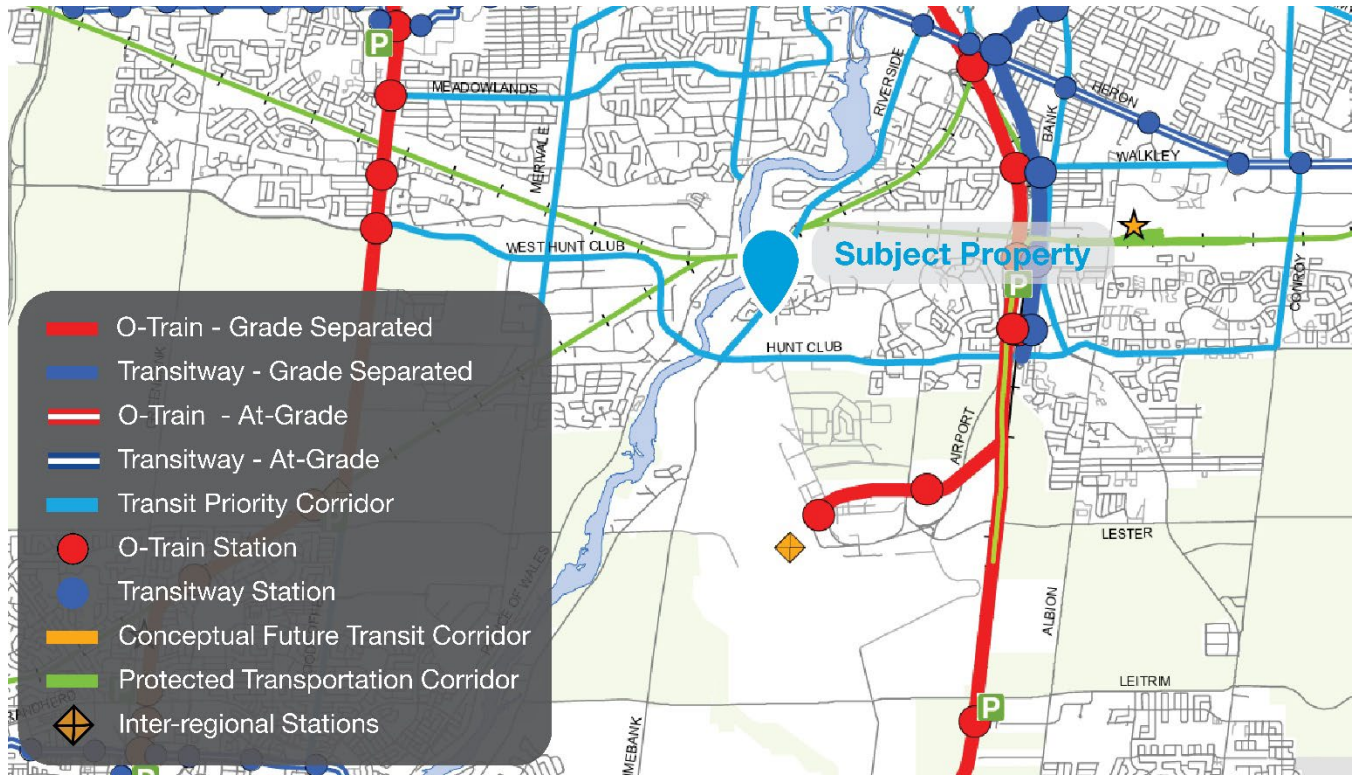


Figure 3. Extract of Schedule C2 - Ultimate Transit Network, City of Ottawa Official Plan

The OCTranspo network serves the property with Route 90, with the nearest frequent service stop located at the corner of North Bowesville Road and Uplands Drive, within 80 metres walking distance from the property (Figure 4). This route provides connections to the existing South Keys O-Train Station (Line 2). These stations provide connections to the wider OCTranspo network, including into Downtown to the north and to the Ottawa International Airport to the south. Additional OCTranspo Bus Routes are located along Hunt Club Road, Paul Anka Drive, and Cahill Drive, which provide local service connections near the subject property.

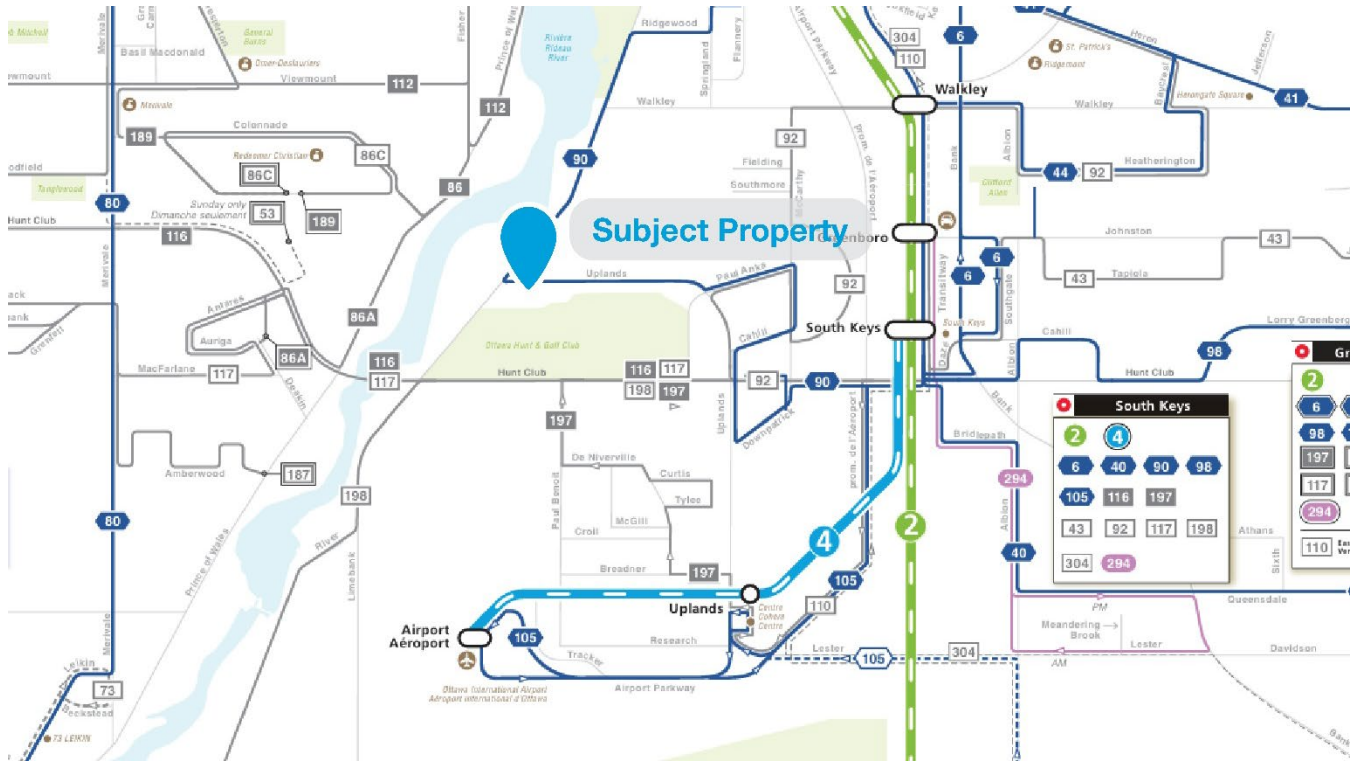


Figure 4. Extract of OCTranspo Network Map

2.5 Neighbourhood Amenities

The subject property is located within close proximity to many nearby amenities including a variety of commercial and employment uses such as restaurants, retail, offices, neighbourhood and community services, and greenspaces. Most notably, the Ottawa Hunt and Golf Club is located abutting the property, while the Ottawa International Airport is located less than 500 metres south of the subject property. Considering its location among established residential neighbourhoods, the subject property benefits from close proximity to parks and greenspaces throughout the area, including those along the Rideau River.

A non-exhaustive list of nearby amenities illustrates a broad range of uses in the area, which include:

- / Commercial strips along Riverside Drive, Hunt Club Road, and McCarthy Road, which include neighbourhood services, restaurants, pharmacies, medical services, offices, hotels, and a grocery store at the corner of Hunt Club Road and Riverside Drive;
- / Employment areas and major facilities, including the IBM offices directly adjacent to the west. Commercial, office, and light industrial land west of the Rideau River along West Hunt Club Road, and the Ottawa International Airport 500 metres south of the subject property;
- / Parks, greenspaces, and private outdoor areas, including the abutting Ottawa Hunt and Golf Club, and others such as Uplands Park, Uplands-Riverside Park, Riverwood Park, Paul Landry Park, McCarthy Park, McCarthy Woods and greenspaces along the Rideau River.

3.0

Proposed Development

3.1 Project Overview

The proposed development consists of two (2) 14-storey residential high-rise towers connected via a single storey podium through the middle of the property. Between the towers, adjacent to the rear yard, is a central courtyard area containing communal outdoor amenity space. Between the towers, adjacent to the front yard, is the vehicular entrance and circulation area for the property. Also included in this space is the access to the residential building lobbies.

The base of each tower provides six-storey podium heights, with the podium of the north tower facing west, and the podium of the south tower oriented towards North Bowesville Road. Atop the sixth storey, the seventh, and the eighth through ninth storeys are stepped back providing articulation and transition between the base of the building and the high-rise built form.

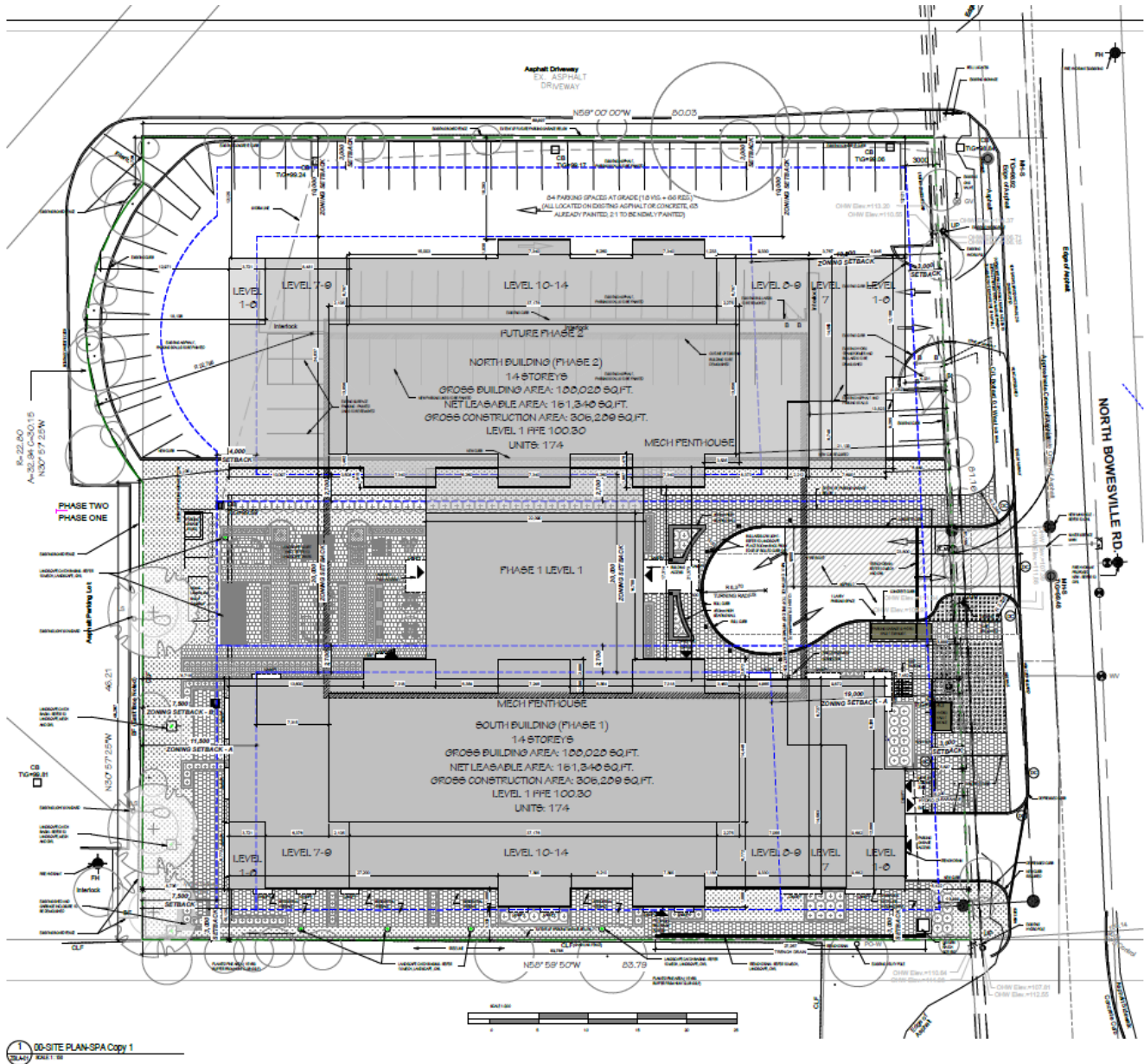


Figure 5: Site Plan for 3750 North Bowesville Road, prepared by Hobin Architecture

A total of 348 dwelling units are proposed, both within the podium levels and each of the high-rise towers. A total of 282 vehicle parking spaces are proposed, where 246 are provided for residential use and 36 are provided as visitor parking spaces. All parking at the ultimate build-out of the property is proposed to be located underground, accessed via North Bowesville Road. A total of 84 parking spaces located at-grade will be retained along the northern property line during the construction of Phase 1 (south building). These spaces will be removed and landscaped during the construction of Phase 2 (north building). A total of 176 bicycle parking spaces are proposed.

The proposed development consists of a range and mix of unit sizes, including studios, one-bedroom, two-bedroom, and three-bedroom units, contributing a diverse range of units in the Hunt Club / Ottawa Airport neighbourhood. The towers each contain 174 units and the breakdown includes 18 studio units, 97 one-bedroom/one-bedroom + den units, 31 two-

bedroom units, and 28 three bedroom units. Amenity space is provided throughout the subject property via private balconies, and communal indoor and outdoor amenity spaces. A communal rooftop amenity (interior and exterior) is proposed atop the 14th floor.

3.2 Massing and Scale

The proposed development provides a scale and massing which is appropriate for the subject property considering the existing site conditions, surrounding context, and zoning permissions. The proposed development contemplates two (2) 14-storey high-rise towers atop mid-rise podiums, providing a built form which complies with the required setbacks and building heights applicable to the site, with the exception of the high-rise portion of the site which exceeds the maximum permitted height by 2 metres.

The podiums provide an appropriate transition from the public realm by introducing stepbacks at the first, sixth, seventh and tenth storeys, ensuring a pedestrian scale central to the subject property and along North Bowesville Road (Figure 6 and Figure 7). These stepbacks are also provided at along the rear yard to ensure that the rear yard can remain a landscaped area. The proposed development remains generally consistent with the January 2024 approved development.

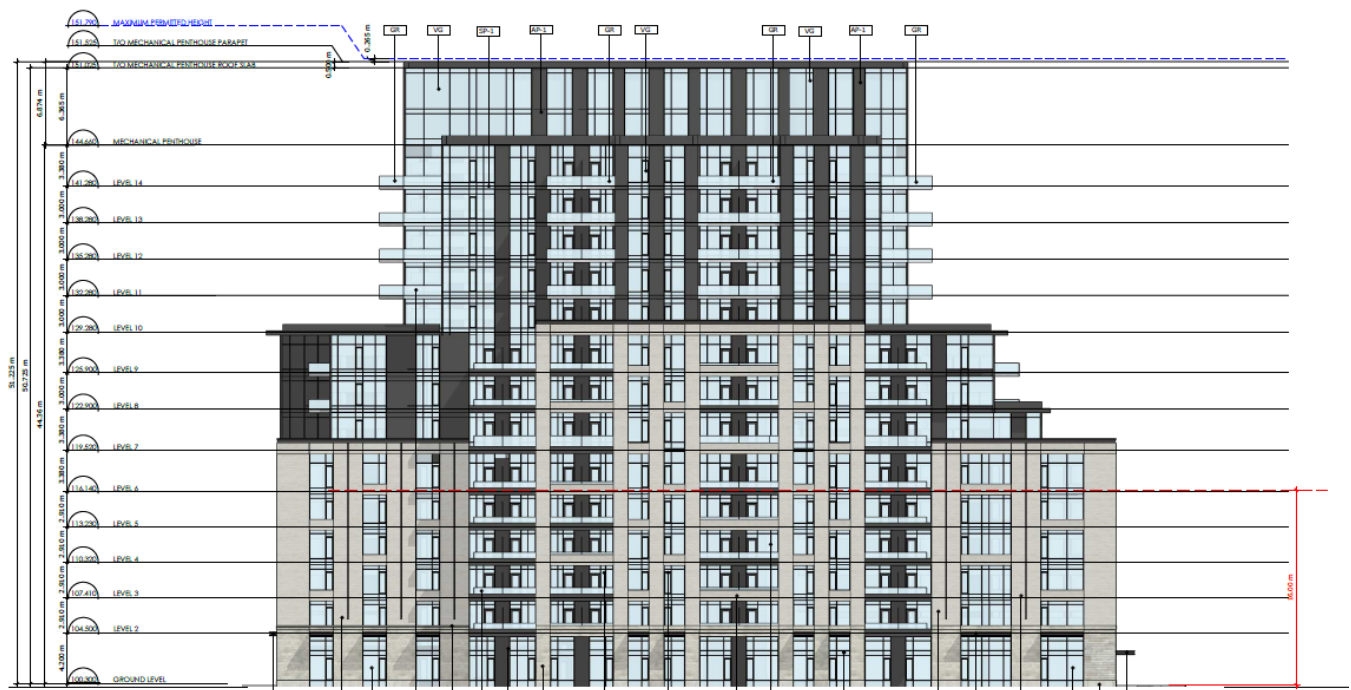


Figure 6. South Elevation (south building), looking from the south property line, prepared by Hobin Architecture

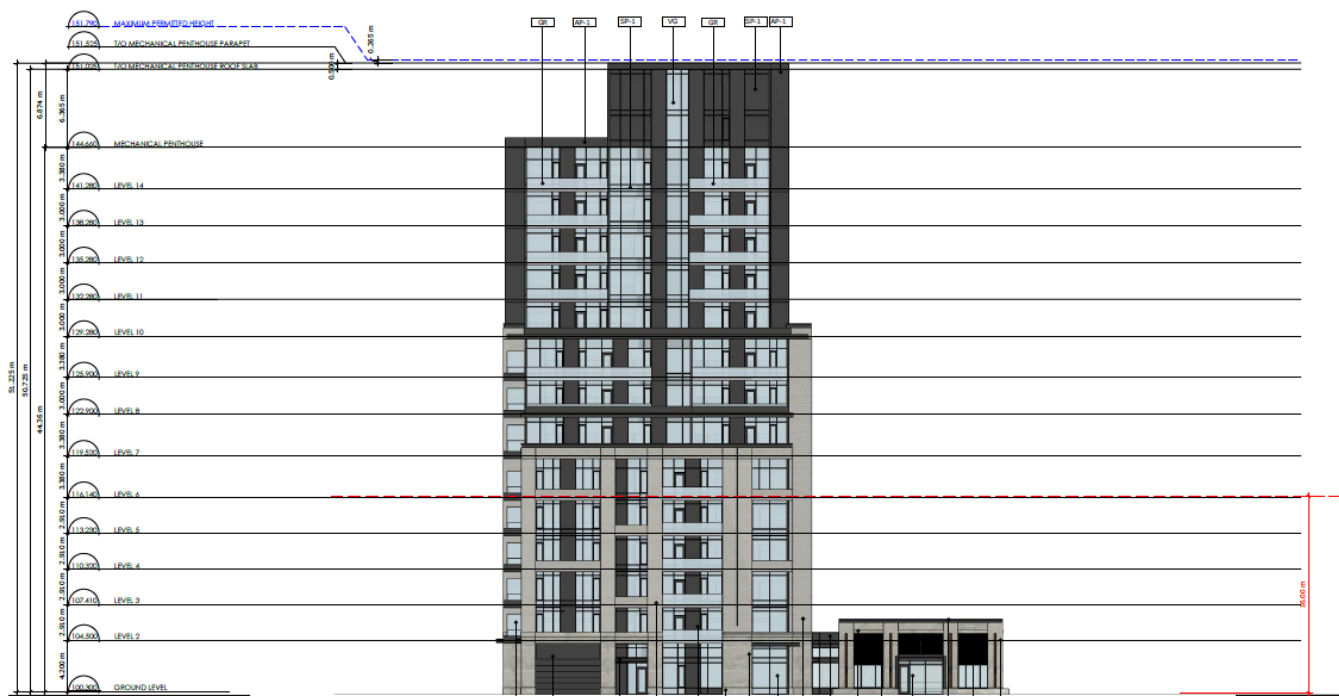


Figure 7. East Elevation (south building) - looking from the east property line (North Bowesville Road), prepared by Hobin Architecture

3.3 Building Design

The proposed development provides a high-quality building design which responds to its surrounding context while ensuring a contemporary and distinctive built form. The development has been designed in a manner which ensures a pedestrian scale via appropriate distinct podiums. The proposed built form conforms to the applicable setbacks as established by the Zoning By-law and applies several of the Urban Design Guidelines for High-Rise Buildings. The building design adheres to the base, middle, and top approach for high-rise building design and provides a high quality built form which considers its relationship to the adjacent high-rise building to the west and transitions to the existing low-rise neighbourhood to the east.

Additional transitions between the surrounding context and high-rise built form are achieved via variations in building articulation, fenestration, and materiality. The building design has been refined in preparation of a forthcoming Site Plan Control application, including establishing the finished grade of the site and establishing requirements for mechanical elements of the building. While these items were conceptualized through the previous Zoning By-law Amendment application process, the final building height has been determined to be 44.36 metres, which exceeds the maximum permitted building height by 0.36 metres. A request is being made to increase the maximum permitted building height to 46 metres to accommodate the building design and offer minimal flexibility for minor deviations through the construction process.

While it is common for details to be refined through the Site Plan Control application process, typically flexibility is built into site-specific schedules to accommodate this exact change. While the project architect was able to predict that the maximum building height needed for the site would be closer to 46 metres near the end of the previous application process, the approved amendment ultimately, and unknowingly to the applicant team, only allowed for a maximum building height of 44 metres. The proposed building height in storeys was conceptualized as 14 storeys. As the building design and details have been refined, it has been a priority to maintain this 14-storey building expression. The proposed

height increase does not impact the overall building expression as a 14-storey and will not result in any new units being added to the development.

Finally, the subject property is limited to a maximum building height established by the Ottawa International Airport Authority in addition to the maximum building height established in the City of Ottawa Zoning By-law. The proposed building massing and design will continue to adhere to the maximum permitted height established by the Ottawa International Airport Authority, as illustrated with the blue line in Figure 8, below.

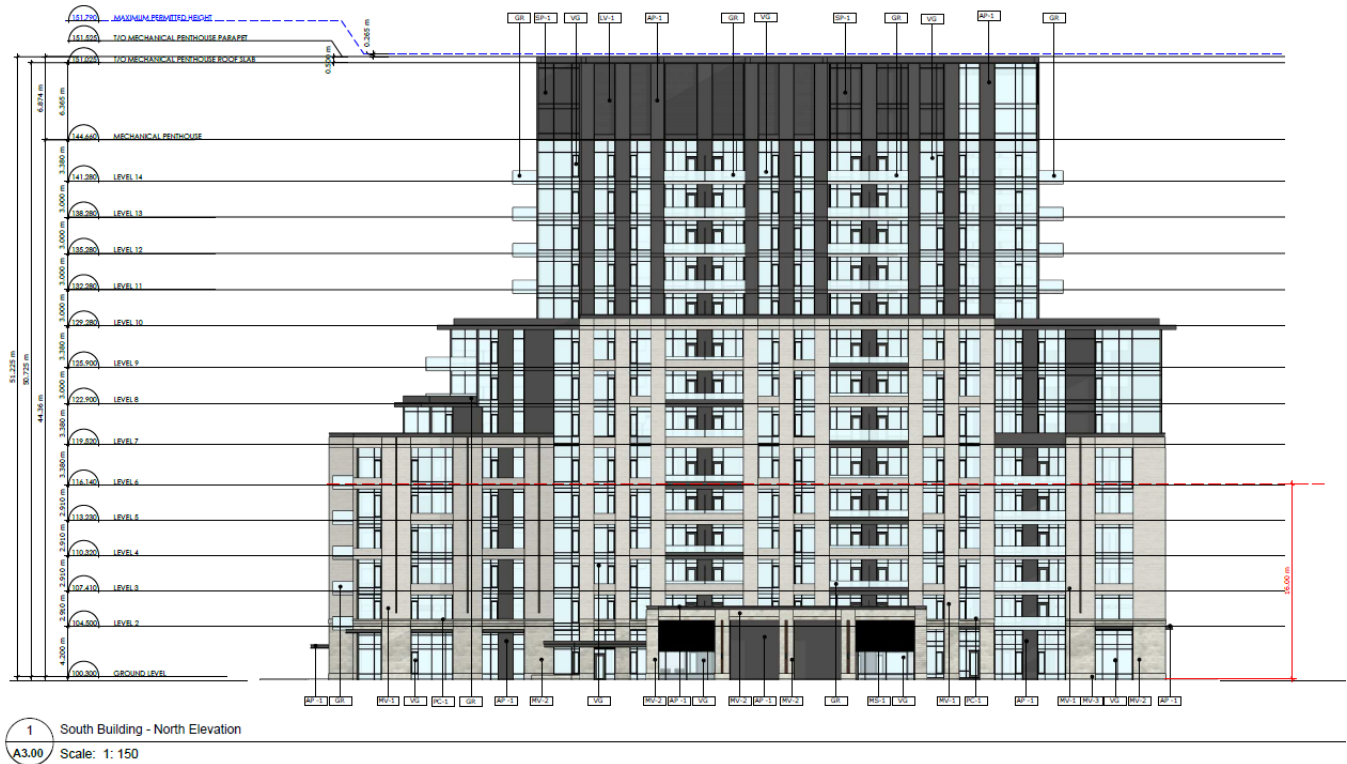


Figure 8. North Elevation (south building) - looking from the north property line, prepared by Hobin Architecture

Policy & Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land use, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS:

4.1.1 Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

- / Policy 4 of Section 2.1 – To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
 - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
- / Policy 6 of Section 2.1 – Planning authorities should support the achievement of complete communities by:
 - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.
- / Policy 1 of Section 2.2 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
 - a) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
 - b) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

- c) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- / Policy 1 of Section 2.3.1 – Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- / Policy 2 of Section 2.3.1 – Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned infrastructure and public service facilities;
 - c) support active transportation;
 - d) are transit-supportive, as appropriate; and
 - e) are freight-supportive.
- / Policy 3 of Section 2.3.1 – Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- / Policy 1 of Section 2.4.3 – Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

The proposed development is consistent with the Provincial Planning Statement (PPS), 2024. The proposed development represents residential intensification of an existing parcel within the urban area, an identified settlement area where the focus of growth and development shall be. The proposed development will contribute to a range and mix of housing opportunities in the immediate area. The proposed development will efficiently use land resources and will optimize existing and planning infrastructure and public service facilities. The proposed development is in proximity to a Transit Priority Corridor, supporting active transportation modes of travel. The proposed redevelopment of the subject property will contribute to the creation of a complete community, introducing new residential development to an area otherwise characterized with non-residential uses.

4.1.2 Chapter 3: Infrastructure and Facilities

- / Policy 1 of Section 3.1 – Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:
 - a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
 - b) leverage the capacity of development proponents, where appropriate; and
 - c) are available to meet current and projected needs.
- / Policy 1 of Section 3.2 – Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low-emission vehicles.
- / Policy 2 of Section 3.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- / Policy 1 of Section 3.3 – Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

The proposed development is located in proximity to a Transit Priority Corridor along Riverside Drive that will provide future residents with options for multi-modal travel. The proposed development will efficiently make use of existing infrastructure.

The proposed development is consistent with the policies of the Provincial Planning Statement.

4.2 City of Ottawa Official Plan (2022)

4.2.1 Strategic Direction

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

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

The proposed development represents intensification of an existing parcel of land within the urban area, advancing the City's objective to achieve more growth through intensification than greenfield development.

2) By 2046, the majority of trip in the City will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

The subject property is served by the City's transit, cycling, and pedestrian network. The site is located within approximately 150 metres of Riverside Drive, which is a Transit Priority Corridor that offers transit connections to the broader light rail transit and bus rapid transit networks.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

The urban design and transition policies of the Official Plan support higher-density development on the subject property to optimize land use efficiency and promote a well-integrated built form.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City

achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The proposed development supports the City's environmental objectives by strengthening and contributing to a complete community; supporting sustainable mobility options; and accommodating a more compact housing and building form.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The redevelopment will introduce additional residential units that may support existing non-residential uses, including those within the nearby Ottawa International Airport Economic District.

4.2.2 Cross Cutting Issues

The Official Plan establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Section 2.2.1, Intensification and Diversifying Housing Options, provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk.

Section 2.2.2, Economic Development, provides policy direction for economic growth and development. The intention is to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas, integrating land uses, supporting key sectors like education and health, and protecting spaces for business, logistics, and rural development.

Section 2.2.3, Energy and Climate Change, provides policy direction for the mitigation and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encouraged, to ensure both energy efficiency and sustainable patterns of development over the long term. Further, a shift from the reliance of personal automobiles to active and zero emission transportation modes such as public transit, walking and cycling is favoured.

Section 2.2.4, Healthy and Inclusive Communities, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It

recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

Section 2.2.5, Gender Equity, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic barriers through inclusive engagement and tools that assess equity at every stage of the planning process, improving quality of life for all residents.

Section 2.2.6, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

The proposed applications will facilitate residential intensification that is supportive of the above cross-cutting issues. The proposed development results in efficient growth in an area served by existing infrastructure and public services. The proposed development will result in new housing stock that meets sustainable design standards, and will support the growth of Ottawa's population by contributing to the range of housing options in the Outer Urban Area.

4.2.3 Growth Management Framework

The Ministry of Municipal Affairs and Housing (MMAH) recently approved Official Plan Amendment (OPA) 46 which was intended to update the Official Plan to be consistent with the Provincial Planning Statement (2024). The revisions proposed through OPA 46 primarily update Section 3 of the Official Plan. The Official Plan available for review online has not yet been updated to reflect OPA 46, and as such, Document 1 – Details of Recommended Official Plan Amendment 46 and the MMAH Decision have been reviewed in conjunction with the applicable policies of Section 3 of the available online copy of the Official Plan.

Section 3.2.3 provides direction for supporting intensification. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.

The following policies of Section 3.2.3 are applicable to the proposed development:

- / Policy 4 – Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.
- / Policy 8 – Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
 - a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
 - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- / Table 2b establishes a 5 percent target for large household dwellings for residential intensification in Outer Urban Neighbourhoods.
- / Table 3b establishes a minimum residential density target of 40 to 60 dwellings per net hectare in Outer Urban Neighbourhoods.

The proposed development seeks an increase of two (2) metres to the maximum permitted building height on the subject property. The proposed development remains generally consistent with the January 2024 approved development, providing a total of 348 units across two(2) 14-storey towers. The proposed height increase does not impact the overall number of units being proposed and the resulting density on the subject property. The proposed development will include a variety of unit sizes, including 16 percent of the units as large dwelling units. The proposed development is consistent with the intensification policies of the Official Plan.

4.2.4 Outer Urban Transect and Neighbourhood Designation

The Outer Urban Transect comprises neighbourhoods in between the Inner Urban Transect and the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, standalone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. Intensification within the Outer Urban Transect is directed to Hubs and Corridors that are serviced by rapid transit.

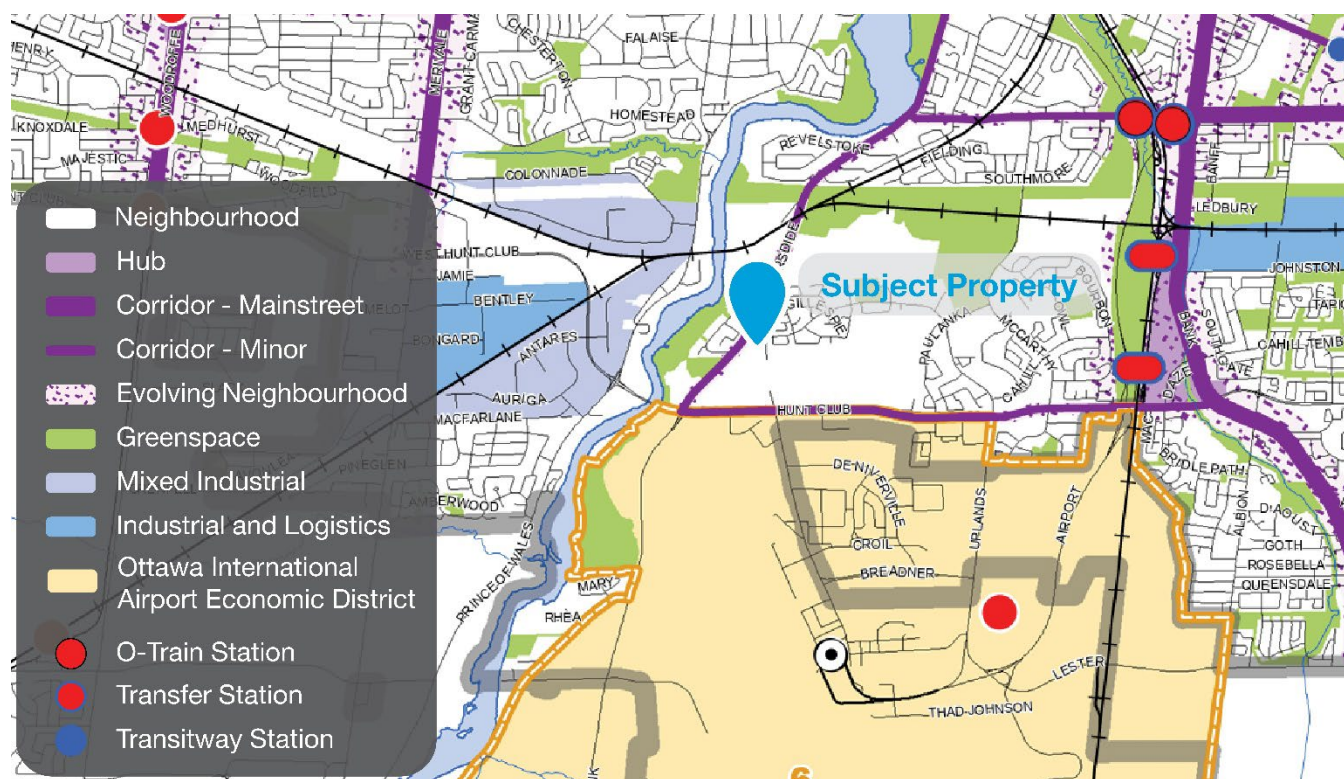


Figure 9. Extract of Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan

Section 5.3 of the Official Plan outlines policies for lands within the Outer Urban Transect. The following policies apply to the subject property and the proposed height increase:

- / Policy 2 of Section 5.3.1 – The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:
 - a) Low-rise within Neighbourhoods;
- / Policy 3 of Section 5.3.1 – In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
- b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

The proposed development is an approved development that seeks a modest increase in height by 2 metres. The proposed development will continue to reflect a building height and mass of 14 storeys, consistent with the January 2024 approval. The proposed development locates increased density within approximately 150 metres of Riverside Drive, an identified Transit Priority Corridor. The proposed development is generally consistent with the Outer Urban Transect policies of the Official Plan.

Section 6.3 of the Official Plan outlines the policies for lands designated Neighbourhood. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that Neighbourhoods, along with Hubs and Corridors, permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation. The following policies apply to the subject property and the proposed height increase:

- / Policy 2 of Section 6.3.1 – Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings within the Neighbourhood designation.
- / Policy 3 of Section 6.3.1 – Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
 - a) May be evaluated through a Zoning By-law Amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1, Policy 12) but where the zoning does not provide corresponding permissions; and
 - b) In all other cases, require an amendment to this Plan.
- / Policy 4 of Section 6.3.1 – The Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms; ...
- / Policy 5 of Section 6.3.1 – The Zoning By-law will distribute permitted densities in the Neighbourhood by:
 - a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities.
 - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
 - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The subject property is zoned for a 44 metre maximum building height, which equates to an approximate 14-storey building. These permissions establish a greater maximum height in the Neighbourhood designation, as per Policy 2 of

Section 6.3.1. The proposed Zoning By-law Amendment application will seek an increase in height by 2 metres while still maintaining an overall height and massing of 14 storeys. The proposed development will accommodate an increased density in proximity to a Transit Priority Corridor while allowing for a transition in height to the low-rise portions of the Neighbourhood designation on the east side of North Bowesville Road. The proposed development and the proposed Zoning By-law Amendment is consistent with the Neighbourhood policies of the Official Plan.

4.2.5 Protection of Airport and Aircraft Operations

Section 10.2.2 of the Official Plan provides direction for the protection of airport and aircraft operations in the City of Ottawa. The subject property is located within the Airport Vicinity Development Zone and within the 25 Line (Composite of the 25 NEF/NEP), as illustrated on Figure 10.

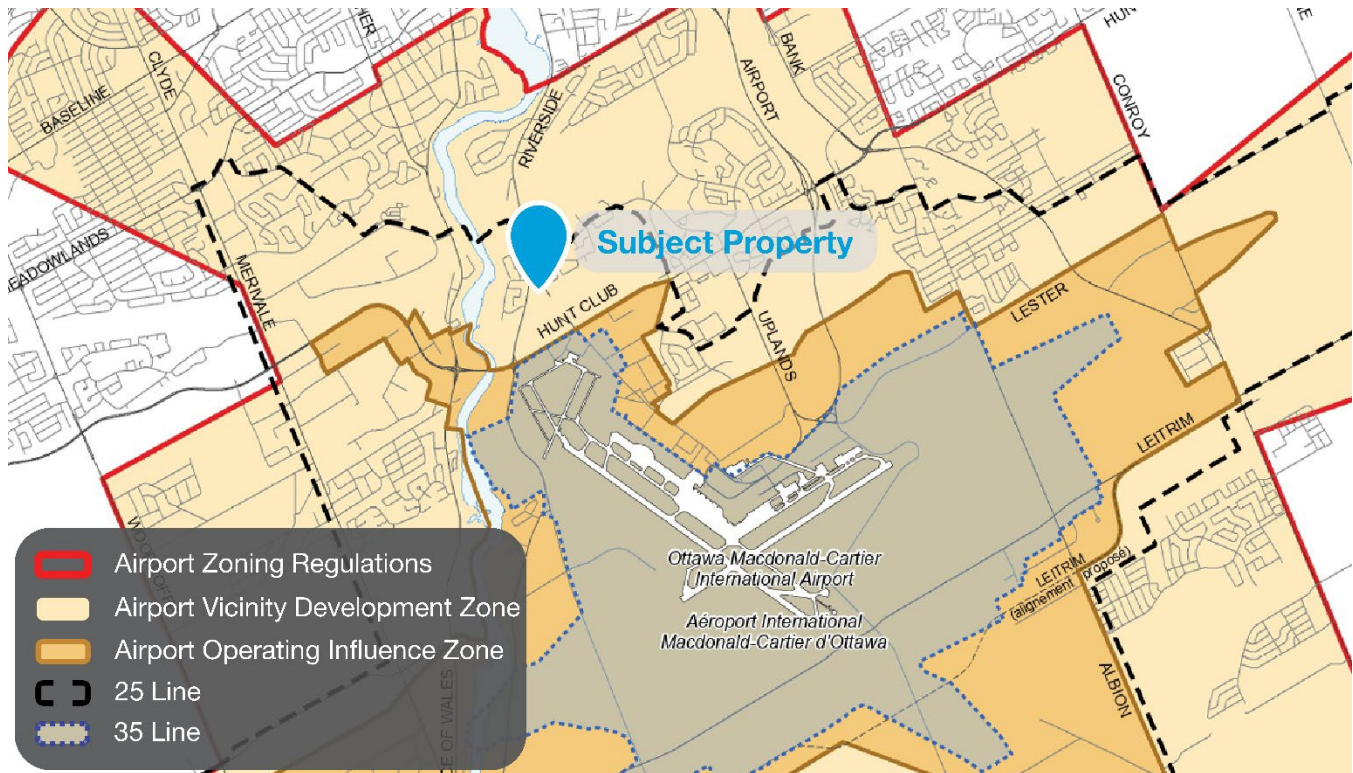


Figure 10. Extract of Schedule C14 - Land Use Constraints Due to Aircraft Noise, City of Ottawa Official Plan

The following policies of Section 10.2.2 are applicable to the subject property and the proposed height increase:

- / Policy 1 – Development inside the Airport Vicinity Development Zone, as shown on Schedule C14, shall be consistent with applicable City, provincial and federal guidelines and regulations. In the event of a variation between City, provincial or federal guidelines, the most restrictive provisions shall be applied.
- / Policy 2 – A noise control study consistent with the Council-approved Environmental Noise Control Guidelines is required as part of a complete application for any development proposal within the 25 Line (Composite of 25 NEF/NEP), as shown on Schedule C14.
- / Policy 5 – Within the Airport Vicinity Development Zone, noise-sensitive uses may be permitted between the 25 Line and the Airport Operating Influence Zone.
- / Policy 6 – Development shall comply with the Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.

- / Policy 9 – Throughout the City, land uses, activities and the use of building materials with potential to interfere with the safe operation of aircraft, the performance of navigation aids or telecommunication, are prohibited.

The proposed development conforms to Official Plan policies related to the Airport Vicinity Development Zone. As confirmed by the Ottawa International Airport Authority, the maximum buildable height at the subject property would be 151.79 metres above sea level (ASL). The proposed development, including the permitted projections under the Zoning By-law, will be located a maximum of 151.76 metres above sea level. The proposed development is already approved, aside from the modest increase in height being requested through this minor Zoning By-law Amendment application, and as such, does not represent a new noise sensitive use being located between the 25 Line and the Airport Operating Influence Zone. A subsequent Site Plan Control application will review appropriate noise mitigation measures through a detailed Noise Control Study.

4.2.6 Urban Design

Section 4.6 of the Official Plan provides policy direction to achieve the City's urban design objectives. Urban design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The following policies of Section 4.6 are applicable to the proposed development:

- / Policy 1 of Section 4.6.5 – Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- / Policy 3 of Section 4.6.5 – Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- / Policy 4 of Section 4.6.5 – Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.
- / Policy 1 of Section 4.6.6 – To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
 - a) Between existing buildings of different heights;
 - b) Where the planned context anticipates the adjacency of buildings of different heights;
 - c) Within a designation that is the target for intensification, specifically:
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.
- / Policy 2 of Section 4.6.6 – Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

- / Policy 4 of Section 4.6.6 – Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential developments:
 - a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
 - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.
- / Policy 8 of Section 4.6.6 – High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.
- / Policy 9 of Section 4.6.6 – High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.
- / Policy 10 of Section 4.6.6 – Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

The proposed development has been refined through the preparation of the Site Plan Control application, however it remains generally consistent with the January 2024 approved development as it relates to transition, tower setbacks, floors, and floorplate sizes. The proposed development will locate the tallest building heights within the center of the subject property, transition downwards in heights towards the east and west property lines. The proposed increase in building height of 2 metres is minor and is not anticipated to create any undue adverse impacts. The increased height will be focused on the high-rise portion of the building only, and no additional height is contemplated on the podium or middle portion of the tower, ensuring that sufficient transition continues to be provided. Overall, the proposed development conforms to the Urban Design policies of the Official Plan.

4.3 City of Ottawa Comprehensive Zoning By-law

4.3.1 Zoning By-law 2008-250

The subject property is currently zoned General Mixed Use, Urban Exception 2932 and site-specific schedule 492(GM[2932] S492) (Figure 11).

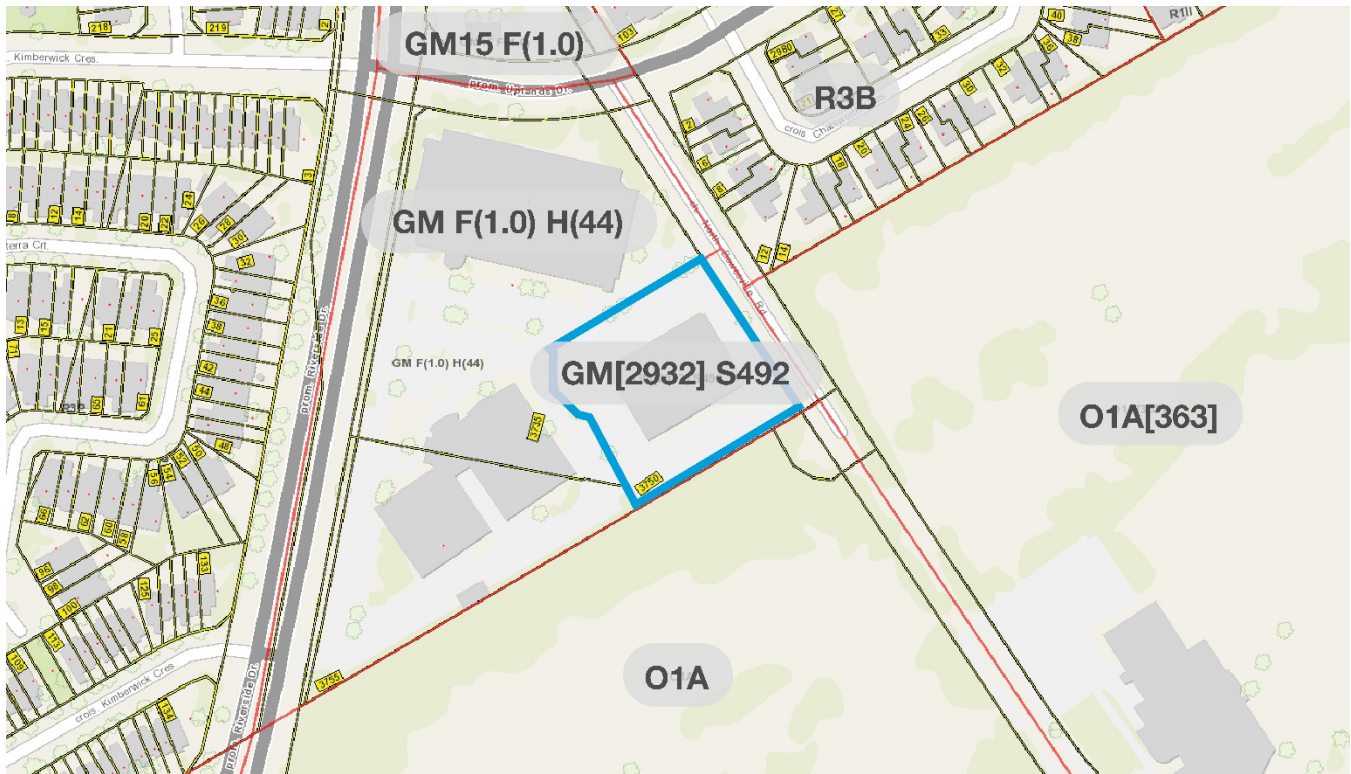


Figure 11: Zoning Map for 3750 N Bowesville Road, Zoning By-law 2008-250

The General Mixed Use zone is intended to allow a broad range of residential building forms, varying from semi-detached dwellings to high-high rise apartment dwellings in areas designated as General Urban Area. The GM zoning allows a mix other residential uses in providing varied housing choices, types, and tenures.

Table 1 below describes a list of permitted residential and non-residential uses in the General Mixed Use zone.

Table 1: Permitted Uses in the General Mixed Use zone

Permitted Uses
Residential apartment dwelling, low rise, mid-rise and high-rise , bed and breakfast, dwelling unit, group home, planned unit development, retirement home, rooming house, stacked dwelling, townhouse dwelling
Non-Residential animal care establishment, animal hospital, artist studio, bank, catering establishment, click and collect facility, community centre, community health and resource centre, convenience store, day care, diplomatic mission, drive-through facility, emergency service, funeral home, home-based business, home-based day care, instructional facility, library, medical facility, municipal service centre, office, payday loan establishment, personal brewing facility, personal service business, place of assembly, place of worship, post office, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, service and repair shop, shelter, storefront industry, technology industry, training centre, urban agriculture

Table 2 provides a summary of the General Mixed-Use zone and other general provisions as detailed in Zoning By-law 2008-250 and how the proposed development complies with the provisions.

Table 2. GM[2932] S492 Zoning Compliance Table

Zoning Mechanism	Requirement (GM[2932] S492)	Proposed	Compliance
Minimum Lot Width	No minimum	81.16 m (irregular)	Yes
Minimum Lot Area	No minimum	6,819.5 m ²	Yes
Minimum Front Yard Setback Per Schedule 492	3.0 m	3.7 m +	Yes
Minimum Interior Side Yard Setback Per Schedule 492	North Lot Line: 10 m South Lot Line: 3.3 m	North Lot Line: 10.8 m South Lot Line: 3.3 m	Yes Yes
Minimum Rear Yard Setback Per Schedule 492	7.5 m	Greater than 7.5 m	Yes
Maximum Building Height	Area A: 44 m Area B: 30 m Area C: 11 m Area D: No buildings	Area A: 46 m Area B: 30 m Area C: 11 m Area D: No buildings	No Yes Yes Yes
Maximum Floor Space Index Urban Exception 2932	Not applicable	n/a	n/a
Permitted Projections above Height Limit Sec. 64	maximum height limits do not apply to the structures that may require a height in excess of maximum height limits in order to serve their intended purpose, including mechanical and service equipment penthouse, elevator or stairway penthouses and landscaped areas, roof-top gardens and terraces and associated safety guards and access structures	A 6.37 metre projection is proposed atop the 44.36 metre height limit to accommodate mechanical / service equipment, and elevator / stairway access to the rooftop amenity space. Interior amenity area is proposed within the mechanical penthouse.	Yes No
Minimum Width of Landscaped Area	Abutting a street: 3 metres All other cases: no minimum	Abutting North Bowesville Road: 3.3 metres	Yes
Amenity Area	6.0m ² / dwelling unit, where 50% is required as communal Phase 1: 174 units x 6m ² = 1,044 m ² total 522 m ² required as communal Phase 1+Phase 2: 348 units x 6m ² = 2,088 m ² total 1,044 m ² required as communal	 Phase 1: 1,221 m ² (private), 1,195 m ² (communal), 2,416 m ² (total) Phase 1+Phase 2 : 2,442 m ² (private), 2,390 m ² (communal), 4,832 m ² (total)	Yes Yes

Minimum Lot Area for High-Rise Towers Sec. 77	1,350 m ²	6,819.5 m ²	Yes
Minimum Interior Side and Rear Yard Setbacks for a Tower Sec. 77 & Schedule 492	North: 10 m South: 3.3 m (per Schedule 492)	North: 10.8 m South: 3.3 m	Yes Yes
Minimum Separation Distance between Towers on the Same Lot Sec. 77 & Schedule 492	20 m	21.4 m	Yes

Table 3 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Vehicle and Bicycle Parking Requirements and Compliance

Zoning Mechanism	Requirement	Provided	Compliance
Required Vehicle Parking Spaces Per Urban Exception 2932	0.7 spaces / unit Phase 1: 174 units x 0.7 spaces = 122 residential spaces Phase 1+Phase 2: 348 units x 0.7 spaces = 244 residential spaces required	Phase 1: 210 spaces (mix of underground and existing surface), 126 units once Phase 2 is constructed Phase 1+Phase 2: 246 vehicle parking spaces are provided	Yes
Visitor Parking Per Urban Exception 2932	0.1 / dwelling unit Phase 1: 174 units x 0.1 spaces = 17 spaces Phase 1+ Phase 2: 348 units x 0.1 spaces = 35 visitor spaces required	Phase 1: 18 spaces Phase 1+Phase 2: 36 visitor spaces are provided	Yes
Minimum Drive Aisle Width	3.0 metres for single lane traffic 6.0 metres for double lane traffic	4.65 metres for single lane 6.7 metres for double lane above-grade 6 metres for double lane below-grade	Yes
Bicycle Parking	Residential: 0.5 spaces / dwelling unit Phase 1: 174 units x 0.5 = 87 spaces Phase 1+Phase 2: 348 units x 0.5 = 174 spaces	Phase 1: 88 spaces Phase 1+Phase 2: 176 bicycle parking spaces	Yes

Minimum Landscaping in a Parking Lot	15% of the area of any parking lot must be provided as perimeter or interior landscaped area	The surface parking lot is an existing condition and intended to be used as an interim condition for Phase 1. The parking lot will be removed and landscaped at the ultimate build-out of Phase 2.	n/a
Minimum Width of a Landscaped Buffer of a Parking Lot	Not abutting a street (11-99 spaces): 1.5 m	The surface parking lot is an existing condition and intended to be used as an interim condition for Phase 1. The parking lot will be removed and landscaped at the ultimate build-out of Phase 2.	n/a

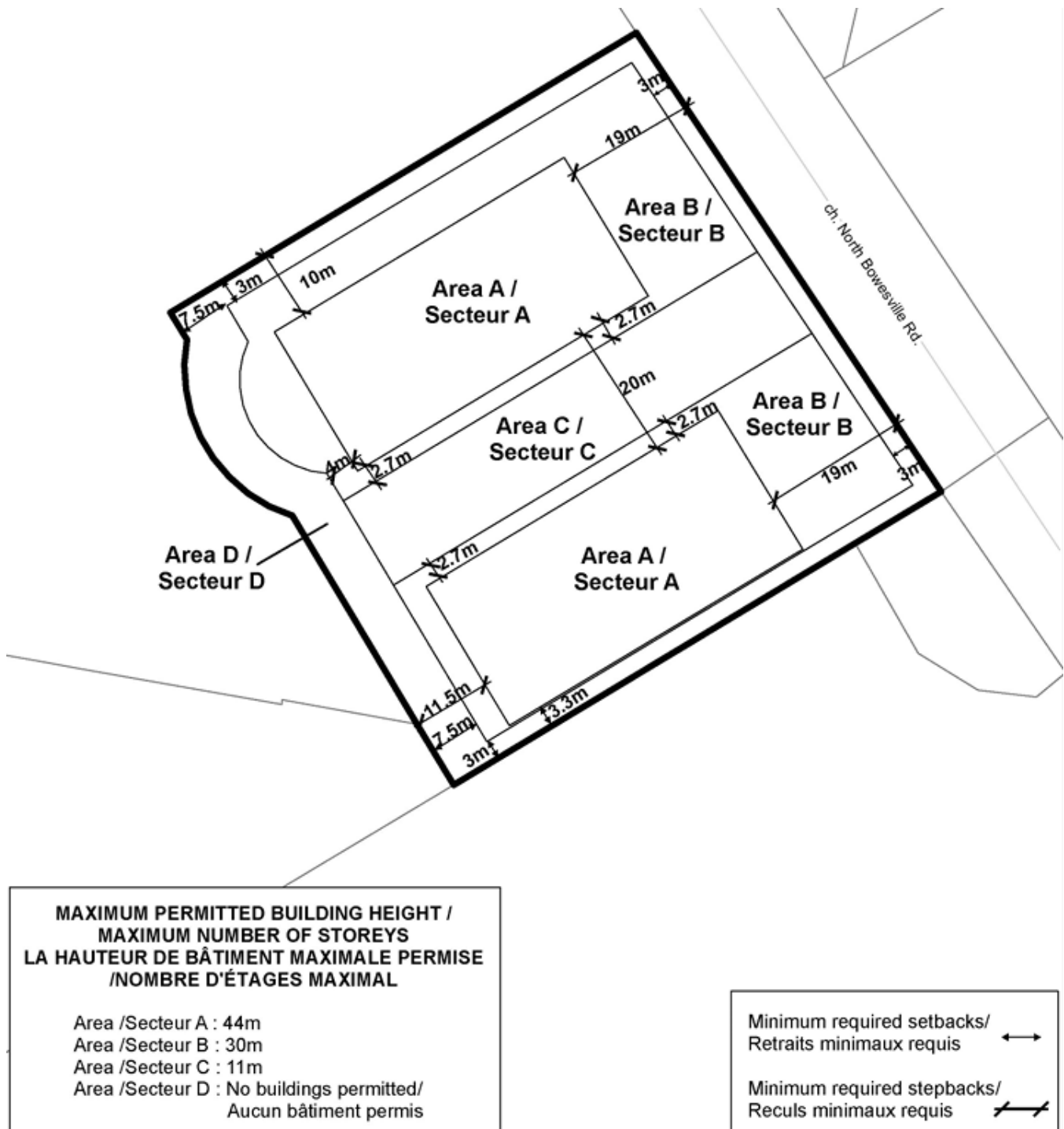


Figure 12. Schedule 492

4.3.2 Zoning By-law 2026-50

The subject property is zoned Neighbourhood Mixed Use, Urban Exception 2932, Schedule 420 (NMU[2932] S492) (Figure 13).

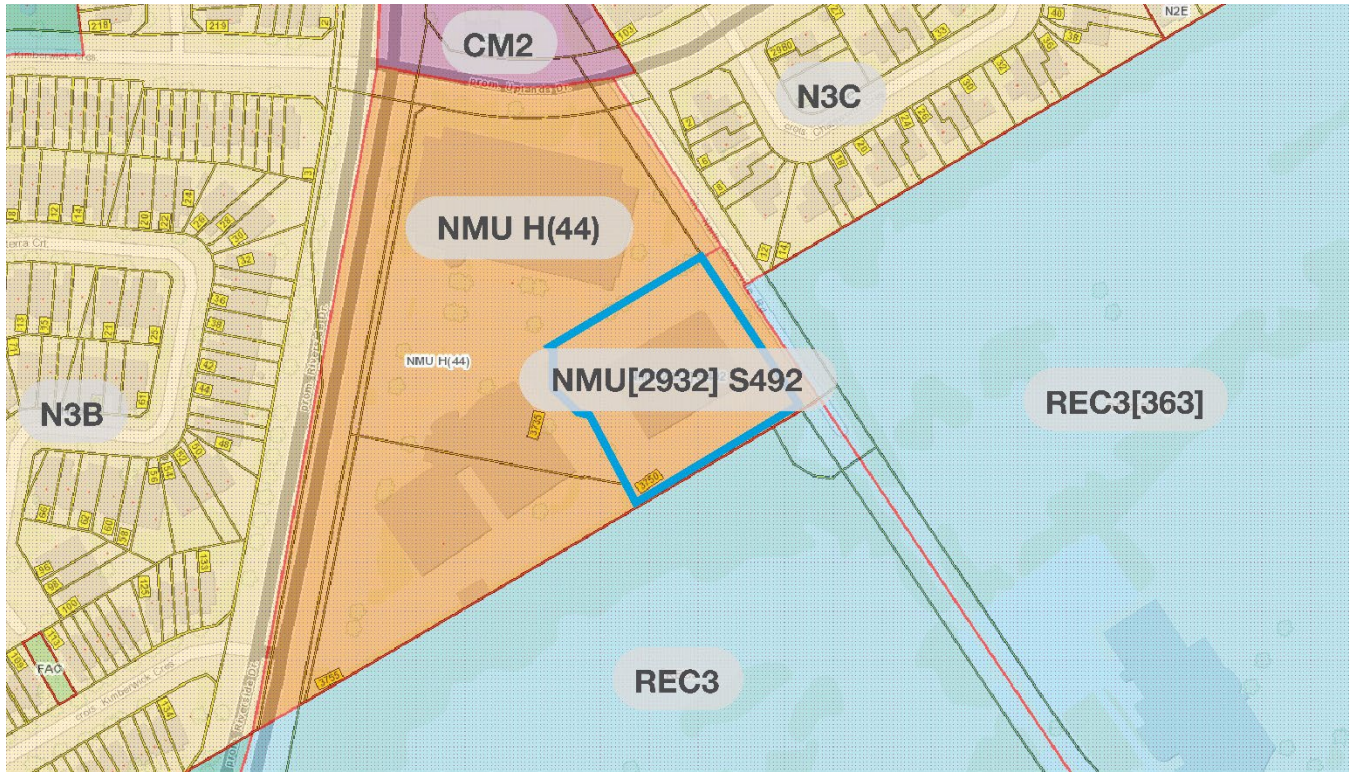


Figure 13. Zoning Map for 3750 N Bowesville Road, Zoning By-law 2026-50

At the time of writing this report, portions of the new Zoning By-law have been enacted as of March 11th, as directed by the Ontario Land Tribunal on July 2, 2026. It is our understanding that the forthcoming Site Plan Control application will be subject to the transition provisions within the new Zoning By-law, and as such, Zoning By-law 2008-250 will continue to apply for the subject property. Despite this, we have reviewed the new Zoning By-law for compliance.

Table 4 below describes a list of permitted residential and non-residential uses in the General Mixed-Use zone

Table 4. Permitted Uses in the NMU zone

Permitted Uses
Residential Dwelling unit
Non-Residential animal care establishment; artist studio; bank; catering establishment; community centre; day care; drive-through; facility; emergency service; funeral home; government service centre; hotel; indoor entertainment facility;; instructional facility; library; medical facility; micro-distribution facility; museum; office; payday loan establishment; personal service business; place of assembly; place of worship; recreational and athletic facility; research and development centre; restaurant; retail store; school; storefront industry; theatre; training centre

Table 5, below, summarizes the proposed development's compliance with the NMU[2932] S492 zoning.

Table 5. NMU[2932] S492 Zoning Compliance Table

Zoning Mechanism	Requirement (NMU)	Proposed	Compliance
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Minimum Lot Area	No minimum	81.16 m (irregular)	Yes
Minimum Lot Width	No minimum	6,819.5 m ²	Yes
Minimum Front and Exterior Side Yard Setback Schedule 492	3 m	3.7 m	Yes
Minimum Interior Side Yard Setback Schedule 492	North: 10 m South: 3.3 m	North: 10.8 m South: 3.3 m	Yes Yes
Minimum Rear Yard Setback Schedule 492	7.5 m	8.8 m	Yes
Maximum Building Height Schedule 492	Area A: 44 m Area B: 30 m Area C: 11 m Area D: No buildings	Area A: 46 m Area B: 30 m Area C: 11 m Area D: No buildings	No
Minimum Width of a Landscaped Area	No minimum	Landscaping is provided around the perimeter of the property	Yes
Projections Above the Height Limit Section 203	maximum height limits do not apply to the structures that may require a height in excess of maximum height limits in order to serve their intended purpose, including mechanical and service equipment penthouse, elevator or stairway penthouses and landscaped areas, roof-top gardens and terraces and associated safety guards and access structures	A 6.37 metre projection is proposed atop the 44.36 metre height limit to accommodate mechanical / service equipment, and elevator / stairway access to the rooftop amenity space.	Yes
	Indoor amenity area on a building five storeys or higher: (i) Maximum floor area: 50% of the area of the roof, but in no case greater than 300 m ² (ii) Maximum projection: 5 m (iii) Minimum setback from an exterior wall: 2 m	Indoor amenity is proposed within the mechanical penthouse, subject to the following: / Maximum floor area of 300 square metres. / Maximum projection of 6.5 m; and / Minimum setback of 2 metres required from one (1) exterior wall.	No
Amenity Area	6.0m ² / dwelling unit, where 50% is required as communal	Phase 1: 1,221 m ² (private), 1,195 m ² (communal), 2,416 m ² (total)	Yes

	Phase 1: 174 units x 6m² = 1,044 m² total 522 m² required as communal Phase 1+Phase 2: 348 units x 6m² = 2,088 m² total 1,044 m² required as communal	Phase 1+Phase 2 : 2,442 m² (private), 2,390 m² (communal), 4,832 m² (total)	Yes
Minimum Lot Area for High-Rise Towers Sec. 207	1,350 m ²	6,819.5 m ²	Yes
Minimum Interior Side and Rear Yard Setbacks for a Tower Sec. 207 & Schedule 492	North: 10 m South: 3.3 m (per Schedule 492)	North: 10.8 m South: 3.3 m	Yes
Minimum Separation Distance between Towers on the Same Lot Sec. 207 & Schedule 492	20 m	20 m	Yes
Provisions for Underground Structures Sec. 210	30 m ³ of soft landscaping, plus 30 m ³ for every 15 m of lot width (120 m ³) and a minimum horizontal dimension of 3 m	434 m ² and underground structure is setback at least 3 m	Yes
Large Dwelling Unit Requirements Sec. 708	5% of dwelling units must have at least 3 bedrooms or a minimum gross floor area of 80 m ²	16% of units are 3-bedroom units	Yes

Table 6 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 6: Vehicle and Bicycle Parking Requirements and Compliance

Zoning Mechanism	Requirement	Provided	Compliance
Required Vehicle Parking Spaces Per Urban Exception 2932	0.7 spaces / unit Phase 1: 174 units x 0.7 spaces = 122 residential spaces Phase 1+Phase 2: 348 units x 0.7 spaces = 244 residential spaces required	Phase 1: 210 spaces (mix of underground and existing surface), 126 units once Phase 2 is constructed Phase 1+Phase 2: 246 vehicle parking spaces are provided	Yes
Visitor Parking Per Urban Exception 2932	0.1 / dwelling unit Phase 1: 174 units x 0.1 spaces = 17 spaces Phase 1+ Phase 2:	Phase 1: 18 spaces Phase 1+Phase 2: 36 visitor spaces are provided	Yes

	348 units x 0.1 spaces = 35 visitor spaces required		
Minimum Driveway Width	3.0 metres for single lane traffic 6.0 metres for double lane traffic	4.65 metres for single lane 6.7 metres for double lane above-grade 6 metres for double lane below-grade	Yes
Minimum Aisle Width	Residential Use Building: 6 m	The surface parking lot is an existing condition and intended to be used as an interim condition for Phase 1. The parking lot will be removed and landscaped at the ultimate build-out of Phase 2. Underground parking aisle width will comply.	n/a Yes
Bicycle Parking	Short-term: 2 spaces + 1 space/20 units (20 spaces) Long-term: 0.75 spaces/unit (261 spaces) Inclusive: 5% of required spaces Total: 281 spaces (15 spaces must be inclusive)	Phase 1: 88 spaces Phase 1+Phase 2: 176 bicycle parking spaces	No
Minimum Landscaping in a Parking Lot	15% of the area of any parking lot must be provided as perimeter or interior landscaped area; and For parking lots with 50 spaces or more, in addition to the perimeter landscaping, a minimum of one soft landscaped median or peninsula at least 3.5 m wide is required.	The surface parking lot is an existing condition and intended to be used as an interim condition for Phase 1. The parking lot will be removed and landscaped at the ultimate build-out of Phase 2.	n/a
Minimum Width of a Landscaped Buffer of a Parking Lot	11-99 spaces: 3.5 m	The surface parking lot is an existing condition and intended to be used as an interim condition for Phase 1. The parking lot will be removed and landscaped at the ultimate build-out of Phase 2.	n/a

It is our opinion that the proposed development will be subject to the transition provisions of Section 110, which allows for the forthcoming Site Plan Control application to be reviewed under Zoning By-law 2008-250, as a Zoning By-law Amendment to permit the proposed development was approved prior to March 11, 2026. As the proposed Zoning By-law Amendment seeks to address deficiencies with the applicable Zoning By-law as a result of the refinement of the design in preparation for the Site Plan Control application, it is our opinion that the proposed development is not required to comply with Zoning By-law 2026-50.

It is noted that the provisions within Section 203 regarding interior amenity space remains under appeal to the Ontario Land Tribunal (OLT). The proposed amendment seeks to amend Zoning By-law 2008-250 to establish the permissions for a rooftop interior amenity space. Similarly, the number of required bicycle parking spaces continues to be under appeal to the OLT. The proposed Zoning By-law Amendment seeks to establish the existing requirement of 0.5 spaces per dwelling unit within the site-specific exception for the subject property.

4.4 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were published by the City of Ottawa in 2026. The Guidelines for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. The relevant guidelines have been reviewed as they relate to the proposed development.

The objectives of the guidelines are to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address sensitive integration and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- / Promote development that responds to the physical environment and microclimate through design.

The proposed development is supportive of the following guidelines:

- / When a high-rise building or group of high-rise buildings are proposed within an identified growth area, design the buildings nearer the edge of the growth area to be progressively lower in height than those in the “centre”. [Guideline 1.2.1]
- / When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations. [Guideline 1.2.2]
- / Include base buildings that relate directly to the height and typology of the existing or planned streetwall context. [Guideline 1.2.3]
- / The lot should be in regular shape to allow for a design that incorporates effective transition measures. [Guideline 1.3.1]
- / When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back: 1,800m² for an interior lot or a through lot. [Guideline 1.3.3]
- / Depending on the function and context, high-rise Buildings can take many different forms to serve both the experience and expression functions: a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives. [Guideline 2.1.3a]

- / Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS): in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution. [Guideline 2.3.1b]
- / Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots. [Guideline 2.3.4]
- / Apply best practices in accordance with the City's Bird-Safe Design Guidelines. In particular, apply visual markers or use low reflectance materials on all exterior glazing within the first 20m of the building above grade. [Guideline 2.3.10]
- / Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces. [Guideline 2.4.5]
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces. [Guideline 2.4.15]
- / Integrate roof-top mechanical or telecommunications equipment, signage, amenity spaces, green roofs and rooftop gardens into the design and massing of the upper floors. [Guideline 2.5.2]
- / Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk. [Guideline 3.1.13]
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible. [Guideline 3.2.10]

The proposed development has considered the Urban Design Guidelines for High-Rise Buildings. The proposed development has been designed in a manner which adheres to the base, middle, and top design to maintain the pedestrian realm while enhancing the skyline in the area. The built form will incorporate high quality building materials and design elements which are distinguishable, yet complementary to the existing context while considering the character of the area. The design of the subject property adheres to appropriate setback, stepbacks, and separation distances to ensure minimal impacts on surrounding properties and spaces.

Proposed Amendments

The Zoning By-law Amendment seeks relief to the site-specific schedule for the subject property and also seeks to incorporate new site-specific provisions within Urban Exception 2932. These amendments are required primarily as a result of site grading and architectural design which has been advance through the Site Plan Control process. The proposed amendments will revise Schedule 492, permit an amenity area within the mechanical penthouse projection, establish the existing bicycle parking rates within the Urban Exception, and will establish a one-lot for zoning purposes provision for the site. All other applicable provisions of the Zoning By-law will be adhered to. The following amendments are appropriate for the proposed development:

- / **Maximum Building Height – Area A:** Increase the maximum permitted height from 44 metres to 46 metres within Area A on Schedule 492.
- / **Permitted Projections above the Height Limit:** Permit an interior amenity area to be located within the mechanical penthouse projection. The interior amenity area will be subject to a maximum floor area of 300 square metres, a maximum projection of 6.5 metres, and a minimum setback of 2 metres from one exterior wall.
- / **Bicycle Parking:** Establish a minimum bicycle parking rate of 0.5 spaces per unit, consistent with Zoning By-law 2008-250. This amendment is proposed to be incorporated into Urban Exception 2932 to ensure that Phase 1 and Phase 2 are obligated to provide the same amount of bike parking.
- / **One Lot for Zoning Purposes:** Establish that the lands subject to Schedule 492 are considered one lot for zoning purposes. While no severance is currently proposed, in the event that the subject property is severed, this provision will ensure that the proposed development continues to function as one lot.

Conclusion

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

- / The proposed development is consistent with the Provincial Planning Statement (2024) by providing residential development of an underutilized parcel of land that will provide an increase in choice of housing within an existing neighbourhood.
- / The proposed development conforms to the Official Plan's vision for managing growth and intensification. The proposed development represents residential intensification along that will contribute to a 15-minute neighbourhood.
- / The proposed development conforms to the Official Plan's policies as they relate to the Outer Urban Transect, Neighbourhood Designation, urban design, and protection of airport and aircraft operations. The proposed development seeks a modest increase in height for an approved development that continues to conform to all policies of the Official Plan.
- / The proposed development responds strongly to the Urban Design Guidelines for High-Rise Buildings.
- / The proposed development generally complies with the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendment is necessary to facilitate the proposed development and to ensure the required zoning provisions for Phase 1 and Phase 2 of the proposed development are consistent. The amendment is appropriate and is not anticipated to create undue adverse impacts on the community or surrounding properties.
- / The proposed development has been supported by technical studies, reports, and plans submitted as part of the previous Zoning By-law Amendment application. The proposed development has not changed in any fundamental way that would impact the findings of the previously completed technical studies.

Sincerely,



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Senior Planner



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Partner