

Memo



To: Amanda Davidson, City of Ottawa
From: Theresa O'Neill; Rory Baksh, RPP, MCIP
cc: Michal Kubasiewicz, RPP MCIP, Ironclad Developments Inc.
Date: July 16, 2026
Subject: 475 Terry Fox Drive, Ottawa – PJR Addendum (D02-02-25-0054 & D07-12-25-0104)
Our File: 25-9532

Further to the Planning Justification Report (PJR) dated July 2025, submitted in February 2026 as part of Zoning By-law Amendment (ZBA) and Site Plan Approval (SPA) applications at 475 Terry Fox Drive, in the City of Ottawa (Subject Property), we submit this addendum to provide an updated ZBA request to facilitate the proposed development under both the City of Ottawa Zoning By-law 2008-250 and the new Zoning By-law 2026-50. Justification for the requested rezoning and site-specific standards is provided within this addendum. This addendum subsequently informs Section 3.3 and Appendix B – Zoning Confirmation Report Checklist of the submitted PJR.

The subject ZBA and SPA applications (D02-02-25-0054 & D07-12-25-0104) were deemed complete on February 20, 2026. Zoning By-law 2026-50 was enacted by City Council on March 11, 2026. However, appeals were filed against the approved Zoning By-law, and therefore, Zoning By-law 2008-250 remains technically applicable to the subject property. We understand the City's desire for "the most restrictive provisions in Zoning By-law 2008-250 and the new Zoning By-law 2026-50 [to] apply at this time."¹

City comments were issued after the first application submission on April 2, 2026. This addendum and below zoning compliance charts are based on the revised Site Plan dated June 22, 2026, which addresses staff's comments.

In addition, this addendum adds Appendix D – Details of Recommended Zoning By-law Amendment for Zoning By-law 2008-250 & 2026-50, which outline the proposed changes to the City of Ottawa Zoning By-law(s) for the Subject Property. These Appendices are intended for use as Supporting Documentation in the future Report(s) to Planning and Housing Committee and Council.

¹ <https://engage.ottawa.ca/zoning?page=3>

1. ZONING BY-LAW 2008-250

The subject property is currently zoned 'LC [1706] H (11) – Local Commercial Zone' under Zoning By-law 2008-250.

Ironclad Developments Inc. is proposing to rezone the property to Residential Fifth Density Zone Subzone AA (R5-AA) under By-law 2008-250. The subject property complies with the 'R5-AA' zoning provisions of By-law 2006-250 but requires site-specific relief from the following zoning provisions of By-law 2008-250:

- Minimum Parking Space Rates (Section 101 - Area C).

1.1. Justification for Reduced Parking Count

The proposed development provides 173 parking spaces, and 37 visitor spaces (total of 210 spaces), whereas 218 spaces are required (plus 37 visitor spaces, for a total of 254 required spaces). The proposed development complies with the required number of visitor spaces, but does not comply with the minimum required parking count of Section 101 (deficiency of 45 spaces). With the introduction of the new By-law 2026-50, the City of Ottawa has removed minimum parking count provisions and instead has implemented maximum parking count provisions. It is evident that the City has shifted away from minimum parking requirements in an effort to encourage alternative modes of transportation, which in turn support increased densities and compact, 15-minute neighbourhoods. Per Section 907 of By-law 2026-50, one of the purposes of the CM2 zone is to "promote and encourage development that is accessible by multiple modes of transportation including by foot, bicycle, transit, or car."

The parking count for the proposed development supports the City's new vision for the CM2 zone and is compliant with the new By-law's maximum parking count restrictions. This required amendment is therefore technical in nature and will promote and encourage the goals of the new By-law and the CM2 zone.

2. ZONING BY-LAW 2026-50

The subject property is currently zoned 'CM2 [1706] H (11) – Minor Corridor Zone 2' under Zoning By-law 2026-50.

Ironclad Developments Inc. is proposing to rezone the property to Minor Corridor Zone 2 (CM2) under By-law 2026-50 with site-specific standards for the following zoning provisions of By-law 2026-50:

- Permitted Uses (Section 907.1(a));
- Maximum Building Height (Section 907.9(h)(2) – Area E); and
- Minimum Bicycle Parking Rates (Section 613):
 - Minimum Number of Long-Term Spaces Required (Table 613B); and

- Minimum Number of Inclusive Spaces (Section 613.23).
- Parking Lot Provisions – Minimum Landscape Buffer (Section 607.7(c)); and
- Active Entrances (Section 907.3).

2.1. Justification for Additional Permitted Use

The proposed development requires the addition of a defined permitted use to ensure that the built form is legally permissible on the subject property.

Under By-law 2026-50, the CM2 zone only permits a “dwelling unit” within the category of permitted residential uses. The City defines a Dwelling Unit as “*a residential unit that:*

1. *is used or intended for use as a residential premises by one household and not more than three roomers or boarders;*
2. *contains no more than four bedrooms. (un logement); and*
3. *includes a diplomatic residence. (un logement)."*

While the individual residential units within the proposed buildings meet the City’s definition, ***the apartment buildings occupied by multiple households does not meet the definition of “dwelling unit”***, so it is necessary to ensure the proposed built form is permitted. The ZBA requests the addition of “Apartment Dwelling, Mid-Rise” as a permitted use on the subject property, as defined under Section 124 - Former Typology Interpretation in Zoning By-law 2026-50. Under Section 124 of By-law 2026-50, “Apartment Dwelling, Mid-Rise” is defined as “*a residential use building that is more than four storeys but less than ten storeys in height and contains four or more principal dwelling units, other than a townhouse dwelling or stacked dwelling. (un immeuble d’appartements de moyenne hauteur).*”

2.2. Justification for Increased Building Height

The proposed development and ZBA request a permitted building height of 22.5m, whereas the CM2 zone permits a maximum height of 15m (for properties in Area E on Schedule A1). The proposal complies with the requested R5-AA zone under the former By-law 2008-250 (6-storeys) but is no longer compliant with the new By-law 2026-50. The proposed Building A (22.04m), Building B (21.86m) and Building C (20.04m) are all still proposed at 6-storeys in height, and the requested height amendment is a modest increase from the as-of-right permissions of the CM2 zone. The subject property’s corner location along a Minor Corridor (Terry Fox Drive - Schedule A6) supports intensification in the form of compact, 15-minute neighbourhoods, which the proposed mid-rise development achieves. The submitted Shadow Study also indicates minimal impacts to surrounding lands.

2.3. Justification for Reduced Bicycle Parking

The proposed development is compliant with By-law 2008-250 but is not compliant with the minimum long-term bicycle parking space requirements of By-law 2026-50. Based on the Site Plan, By-law 2026-50 requires the development to contain a minimum of 16 short-term spaces and 137 long-term spaces with 8 of the 153 bicycle parking being Inclusive Spaces.

The revised Site Plan includes a total of 37 Short-Term Spaces and 98 Long-Term Spaces with 2 being Inclusive Spaces. There is a deficiency of 39 long-term bicycle parking spaces and 6 Inclusive Spaces.

The proposed development is well-situated along a Minor Corridor and encourages various modes of transportation through its design and available multi-modal transportation infrastructure. Residents already have nearby public transit (Bus Routes 161, 165, and Route 265 Connexion), cycling, and walking infrastructure available, which gives them options for moving around the City.

It is our opinion that the proposed total of 137 bicycle parking spaces are sufficient for the 182 residential dwelling units on site given the availability of other modes of transportation. Ironclad has demonstrated experience with residential developments similar to the proposed development, and it is their experience that approximately 50% of their installed bicycle parking spaces are occupied at any given time. Additionally, it is common practice for residents to store their bicycles inside their own private dwellings rather than in communal parking areas, as some prefer the additional level of security. With all this under consideration, the proposed amendment to the required bicycle parking rate is justifiable and appropriate.

2.4. Justification for Parking Lot Provisions (Section 607.7(c) – Minimum Landscape Buffer)

The proposed development is not compliant with the minimum requirement for a 5 m soft landscaped buffer to be provided between the perimeter of a parking lot and a lot line for a parking lot containing 100 or more spaces. While a reduction for the minimum landscape buffer is requested, it is only needed to permit approximately 4 visitor parking spaces located closest to the driveway. The remaining 100+ parking spaces have a landscaped buffer of approximately 5 m to 7.5 m from the lot line.

The requested ZBA to the minimum soft landscaped buffer along the parking lot perimeter is necessitated by the irregular and constrained configuration of the subject property. This request for relief is highly localized, affecting approximately 4 visitor parking spaces, with the absolute minimum pinch point measuring 3.5 m for a single space. The proposed site design significantly exceeds the standard requirement along the vast majority of the perimeter, providing an enhanced landscape buffer of approximately 5 m to 7.5 m for all remaining parking spaces.

Given that the reduction is strictly confined to an area with visitor parking spaces and that landscaping features will be provided within the reduced buffer zones, the overall intent and purpose of the Zoning

By-law provision is maintained. The amendment represents an efficient use of a uniquely shaped parcel and minimizes adverse visual or environmental impacts on adjacent properties.

2.5. Justification for Active Entrances (Section 907.3)

The proposed development is not compliant with the requirement for the building façades facing Terry Fox Drive to have at least one (1) active entrance for each individual occupancy.

The requested relief from the requirement to provide an active entrance for each individual occupancy along the Terry Fox Drive frontage is appropriate for the subject property while still maintaining the overarching urban design objectives of the City of Ottawa's Official Plan. While the City's definition of an "active entrance" requires an open-access doorway for both residents and visitors, the proposed design successfully satisfies the underlying intent of streetscape animation and pedestrian-oriented design through alternative architectural means.

Along the Terry Fox Drive frontage, the public realm is animated by private balconies, expansive residential glazing, and distinct doorways intended for use by residents to access the buildings, establishing a high degree of transparency and passive surveillance. Functionally, three (3) physical doors interface with the streetscape: two (2) on Building C providing secure, direct stairwell egress for residents, and one (1) on Building B providing highly visible resident access to the proposed outdoor amenity area. To support an animated streetscape with pedestrian movement to/from the universally accessible entrances, the proposed development includes a well-connected pedestrian network that links building entrances with internal walkways and extends outward to the public sidewalk system, providing convenient access to parks, nearby commercial services, and transit.

The amendment represents an efficient design for the proposed development based on the location, noting that pedestrian-oriented design features are still proposed for the building façades facing Terry Fox Drive, supporting a pedestrian-scaled streetscape experience. Due to the corner location and triangle shape of the subject property, redesigning the proposed buildings to include additional street-facing visitor entryways is anticipated to result in redundant, underutilized building layouts that do not yield significant benefit to the public realm or pedestrian experience along Terry Fox Drive.

3. Required Zoning Amendments

Based on the introduction of the new By-law 2026-50, and the latest revisions to the Site Plan, the following zoning amendments will be required:

3.1. Amendments to Zoning By-law 2008-250

- Minimum Parking Space Rates (Section 101 - Area C):

- Reduced rate to permit a parking space count of 173 parking spaces, whereas 218 spaces are required.

3.2. Amendments to Zoning By-law 2026-50

- Permitted Uses (Section 907.1(a)):
 - Add permitted use of “Apartment Dwelling, Mid-Rise,” whereas only “dwelling unit” is permitted.
- Maximum Building Height (Section 907.9(h)(2) – Area E):
 - Increased standard to permit a maximum building height of 22.5m, whereas a maximum of 15m is permitted.
- Minimum Bicycle Parking Rates (Section 613) - Minimum Number of Long-Term Spaces Required (Table 613B):
 - Reduced rate to permit a minimum bicycle parking space total of 98 long-term bicycle parking spaces, whereas a rate of 0.75 per unit (total of 137) is required.
- Minimum Bicycle Parking Rates (Section 613) - Minimum Number of Inclusive Spaces (Section 613 (23)):
 - Reduced rate to permit a minimum inclusive bike parking space total of 2 inclusive bicycle parking space, whereas a minimum of 5 per cent of spaces (total of 8) must be inclusive spaces where more than 20 bicycle parking spaces are required.
- Parking Lot Provisions – Landscape Buffer to Lot Line (Section 607.7(c)):
 - Reduced standard to permit a landscape buffer of 3.5m between the perimeter of a parking lot and a lot line, whereas a minimum of 5m is required.
- Active Entrances (Section 907.3):
 - To remove the requirement for Building B and Building C to provide at least one (1) active entrance along a Minor Corridor (Terry Fox Drive).

3.3. Draft Zoning By-law Amendment Details

The details for the draft Zoning By-law Amendments to Zoning By-law 2008-250 and Zoning By-law 2026-50 are provided in Appendix D – Details of Recommended Zoning By-law Amendment for Zoning By-law 2008-250 & 2026-50. It is intended that Zoning By-law 2008-250 is amended **and further** that Zoning By-law 2026-50 is amended at that date it comes into force, per the draft Zoning By-law details in Appendix D.

4. Closure

We trust that the information provided in the Planning Justification Report Addendum is satisfactory to support D02-02-25-0054 & D07-12-25-0104. Should you have any questions or require additional information, please contact the undersigned at 519-671-5807 or toneill@dillon.ca.

Sincerely,

Dillon Consulting Limited

Theresa O'Neill

Theresa O'Neill
Planner

TJO:mdk



Rory Baksh, RPP, MCIP
Partner

Appendix B

Zoning Confirmation Report Checklist



ZONING CONFIRMATION CHECKLIST – BY-LAW 2008-250

A. PROJECT INFORMATION

Review Date:	June 19, 2026
Municipal Address:	475 Terry Fox Drive
Scope of Work:	Rezoning of the subject property is proposed from the current 'LC 1706 H (11)' zone to the 'R-5 AA' zone to facilitate a planned unit development comprising three buildings with a total of 182 residential units, including studio, one-bedroom, two-bedroom, and three-bedroom apartments.
Existing Zoning:	LC 1706 H (11)
Schedule 1 / 1A Area:	Area C: Suburban
Official Plan designation:	Neighbourhood designation with the Evolving Neighbourhood overlay on Schedule 'B5'
Legal Description:	Firstly: PIN 04749-1275 (LT) - Part of Lots 4 and 5, Concession 1, March, being Part 2 on Plan 4R-24998 (closed by by-law no. OC840728); City of Ottawa Secondly: PIN 04749-1276 (LT) - Part of Lot 4, Concession 1, March, being Part 4 on Plan 4R-24998 (closed by by-law no. OC1263323); City of Ottawa Thirdly: PIN 04510-0076 (LT) - Part of Lots 4 and 5, Concession 1, March, being Part 11 on Plan 4R-18222; City of Ottawa Fourthly: PIN 04510-0337 (LT) - Part of Lots 4 and 5, Concession 1, March, being Part 3 on Plan 4R-24998 (closed by by-law no. OC1263323); City of Ottawa collectively, the "Property"
By-law Number:	2008-250
Overlays Applicable:	N/A

B. ZONING REVIEW

For Zoning By-law Amendments, please use the proposed zone and subzone requirements, if different than existing.

Proposed Zone/Subzone (Zoning By-law Amendments only):		R-5 subzone AA (Residential Fifth Density)	
Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
Principal Land Use(s)	Permitted: Planned Unit Development Apartment Dwelling, Mid Rise	Planned Unit Development: 3 Mid-Rise Apartment Dwellings	Y
Min. Lot Width	N/A	22.5m (varies)	-
Min. Lot Area	1,400 m ²	12,278m ²	Y

Max. Building Height	6 storeys	6 storeys, more specifically 22.5m	Y
Floor Space Index (FSI)	N/A	1.42	-
Accessory Building	N/A	-	-
Min. Front Yard Setback	2.5 m	3.02m	Y
Min. Corner Side Yard Setback	3.0 m	3.05m	Y
Min. Rear Yard Setback	3.0 m	7.5m	Y
Min. Interior Side Yard Setback	1.2 m	12.81m	Y
Min. Separation Area Between Buildings within a Planned Unit Development	3 m	3m	Y
Projections into Height Limit Section 64	N/A	-	-
Permitted Projections into Yards	(6) Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings: a) uncovered, unenclosed features such as decks or platforms where the walking surface is not higher than 0.6 m above adjacent grade : (i) in the interior side yard and rear yard: no limit (ii) in the front yard and corner side yard – the greater of 2m or 50% of the required front yard or corner side yard, but no closer than 1m to a property line; and (By-law 2008-462) (By-law 2014-278) (c) In all other cases: 2 metres, but no closer than	1.2m; and 1.7m (front corner of Bld. A)	Y

	1 metre from any lot line. (By-law 2020-289)		
Minimum Parking Space Rates (Section 101 - Area C)	Dwelling, Mid-high Rise Apartment: 1.2 per dwelling unit 218 parking spaces required.	173 parking spaces provided (+37 visitor spaces for a total of 210 spaces)	N
Minimum Visitor Parking Space Rates (Area C)	Apartment dwelling, low-rise or mid-high-rise: 0.2 per dwelling unit 36 visitor parking spaces	37 visitor spaces provided.	Y
Size of Space Section 106	Min parking space dim: 2.6mx5.2m Maximum 50% small car	Typ. Spaces 2.6mx5.2m 15% (32 small car spaces provided)	Y
Aisle Width Section 107	Maximum 6.7 m	6.72m provided	Y
Driveway Width Section 107	Minimum 6m Maximum 6.7m	6.72m provided	Y
Location of Parking Section 109	No parking in required front and corner side yard	No parking proposed in the required yards	Y
Refuse Collection Section 110	Minimum 9 m from lot line abutting public street 3 m other lot line, screened	48.15m from road (Terry Fox) and 19.6 m from rear property line	
Minimum Bicycle Parking Space Rates (Area C)	Apartment dwelling, mid rise: 0.50 per dwelling unit 91 bike parking spaces required.	138 bicycle parking spaces provided.	Y
Bicycle Parking Space Location (Area C)	Where the number of bicycle parking spaces required for a single office or residential building exceeds fifty 50 spaces, a minimum of 25% of that required total must be located within: (a) a building or structure;	74 bicycle parking spaces (61%) proposed within the parkade.	Y

- (b) a secure area such as a supervised parking lot or enclosure with secure entrance; or
- (c) bicycle lockers.

23 bicycle parking spaces are required within the building/bike lockers/parking garage.

Amenity Area (Section 137 - Apartment Building, mid-high rise)	Total Amenity Area: 6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit	1,099.7m ² of amenity area is provided. 1,099.7m ² (100%) of the proposed amenity area is communal. In addition, each dwelling unit is proposed to have a private balcony area.	Y
	Communal Amenity Area: A minimum of 50% of the required total amenity area		
	Layout of Communal Amenity Area: Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²		
	1,092m² of amenity area is required, with min. 50% being communal.		
Other Applicable Relevant Provisions			
Landscaped Area 163-164	Minimum 30%	37.64% provided	Y
Landscape within Parking Areas 110	Minimum 15%	27.81% provided	Y

ZONING CONFIRMATION CHECKLIST – BY-LAW 2026-50

A. PROJECT INFORMATION

Review Date:	June 30, 2026
Municipal Address:	475 Terry Fox Drive
Scope of Work:	Rezoning of the subject property is proposed from the current 'LC 1706 H (11)' zone to the 'CM2' zone to facilitate a planned unit development comprising three buildings with a total of 182 residential units, including studio, one-bedroom, two-bedroom, and three-bedroom apartments.
Existing Zoning:	LC 1706 H (11)
Schedule 1 / 1A Area:	Area E: Suburban
Official Plan designation:	Neighbourhood designation with the Evolving Neighbourhood overlay on Schedule 'B5'
Legal Description:	Firstly: PIN 04749-1275 (LT) - Part of Lots 4 and 5, Concession 1, March, being Part 2 on Plan 4R-24998 (closed by by-law no. OC840728); City of Ottawa Secondly: PIN 04749-1276 (LT) - Part of Lot 4, Concession 1, March, being Part 4 on Plan 4R-24998 (closed by by-law no. OC1263323); City of Ottawa Thirdly: PIN 04510-0076 (LT) - Part of Lots 4 and 5, Concession 1, March, being Part 11 on Plan 4R-18222; City of Ottawa Fourthly: PIN 04510-0337 (LT) - Part of Lots 4 and 5, Concession 1, March, being Part 3 on Plan 4R-24998 (closed by by-law no. OC1263323); City of Ottawa collectively, the "Property"
By-law Number:	2026-50
Overlays Applicable:	N/A

B. ZONING REVIEW

For Zoning By-law Amendments, please use the proposed zone and subzone requirements, if different than existing.

Proposed Zone/Subzone (Zoning By-law Amendments only):		'CM2' (Minor Corridor Zone 2)	
Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
Principal Land Use(s)	Permitted Residential uses: dwelling unit	Planned Unit Development: 3 Mid-Rise Apartment Dwellings	Y for each individual unit; N for the built form of the buildings
Min. Lot Width	N/A	22.5m (varies)	-
Min. Lot Area	N/A	12,278m ²	Y
Min. Building Height	6m	22.5m	Y
Max. Building Height	15m	22.5m	N
Floor Space Index (FSI)	N/A	1.42	-

Accessory Building	N/A	-	-
Min. Front Yard Setback	2m	3.02m	Y
Min. Corner Side Yard Setback	3m	3.05m	Y
Min. Rear Yard Setback	7.5m	7.5m	Y
Min. Interior Side Yard Setback	2m	12.81m	Y
Site Layout and Landscaping	Any area not covered by paving for parking, walkways, waste storage, permitted projections or accessory structures must be soft landscaped.	All areas not used for parking, walkways, waste storage, permitted projections or accessory structures are soft landscaping.	Y
Maximum Parking Space Rates (Section 602)	Max. Parking Rate: 1.5 spaces per dwelling unit 273 parking spaces are permitted (max.)	173 parking spaces provided (+37 visitor spaces for a total of 210 spaces)	Y
Minimum Visitor Parking Space Rates (Section 603)	no more than 20 visitor parking spaces are required per building Min. 16 visitor parking spaces are required	37 visitor parking spaces provided.	Y
Size of Space Section 605	Min parking space dim: 2.6mx5.2m Maximum 50% small car	Typ. Spaces 2.6mx5.2m 15% (32 small car spaces provided)	Y
Aisle Width (Section 607)	Minimum 6m	6.72m provided	Y
Driveway Width (Section 607)	Minimum 6m	6.72m provided	Y
Location of Parking (Section 604)	No parking in required front and corner side yard	No parking proposed in the required yards	Y
Minimum Bicycle Parking Rates (Section 613)	Min short-term spaces required: 16 spaces Min long-term spaces required: 137 spaces	37 Short-Term Spaces provided 98 Long-Term Spaces with 2 being Inclusive Spaces provided Deficiency of 39 long-term spaces.	Y for short term; N for long-term
Refuse Collection (Section 217)	all outdoor refuse or refuse loading areas must be located at least 9 metres from a lot line abutting a public street and least 3 metres from any other lot line	48.15m from road (Terry Fox) and 19.6 m from rear property line	Y

Active Entrances (Section 907)	(3) A façade which faces [Terry Fox Dr.] must have at least one active entrance for each individual occupancy.	Buildings B and C do not provide an active entrance facing Terry Fox Dr.	N
	Min 25% transparent glazing for facades facing Terry Fox Dr.	25.27%	Y
Other Applicable Relevant Provisions			
Landscaped Area within Parking Area (Section 607(7))	A soft landscaped buffer must be provided between the perimeter of a parking lot and a lot line, and a driveway may cross the soft landscaped buffer: for a parking lot containing 100 or more spaces: 5 metres buffer required.	Many buffers meet or exceed the minimum; however, in a few areas, only 3.7m provided	N
Landscape within Parking Areas (Section 607(8))	Minimum 20%	27.81% provided	Y
Landscaping in Planned Unit Development (Section 703)	Minimum 25%	27.81% provided	Y
Amenity Area (Section 208)	Minimum Amenity Area rate: 6m² per dwelling unit. Communal Amenity Area: A minimum of 50% of the required total amenity area. At least one communal area must be 54 square metres or more in size 1,092m² of amenity area is required.	1,099.7m² of amenity area is provided. 1,099.7m² (100%) of the proposed amenity area is communal. In addition, each dwelling unit is proposed to have a private balcony area.	Y

Appendix D

Details of Recommended
Zoning By-law Amendment for
Zoning By-law 2008-250 & 2026-
50



Document [A] – Details of Recommended Zoning By-law Amendment for Zoning

By-law 2008-250

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 475 Terry Fox Drive.

Area A to be rezoned from LC [1706] H (11) to R5-AA [xxxx] SYYY

- 1) Rezone the lands as shown in Document [B: Zoning Key Plan for Zoning By-law 2008-250];
- 2) Add a new exception XXXX to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) In Column I, Exception Number, add the text “XXXX”
 - b) In Column II, Applicable Zones, add the text “R5-AA [xxxx] SYYY”
 - c) In Column III, Additional Land Uses Permitted, add the text:
 - N/A
 - d) In Column IV, Land Uses Prohibited, add the text:
 - N/A
 - e) In Column V, Provisions, add the text:
 - the following applies for a Dwelling, Mid-high Rise Apartment use:
 1. Minimum of 173 parking spaces are required
- 3) Add Document [C: Zoning Schedule for Zoning By-law 2008-250] as new schedule YYY to Part 17 – Schedules

Document [B] – Details of Recommended Zoning By-law Amendment for Zoning

By-law 2026-50

The proposed change to the City of Ottawa Zoning By-law No. 2026-50 for 475 Terry Fox Drive.

Area A to be rezoned from CM2 [1706] H (11) to CM2 [xxxx] SYYY

- 1) Rezone the lands as shown in Document [B: Zoning Key Plan for Zoning By-law 2026-50];
- 2) Add a new exception XXXX to Section 1501 – Urban Exceptions with provisions similar in effect to the following:
 - a) In Column I, Exception Number, add the text “XXXX”
 - b) In Column II, Applicable Zones, add the text “CM2 [xxxx] SYYY”
 - c) In Column III, Additional Land Uses Permitted, add the text:
 - Apartment Dwelling, Mid-Rise, defined as “a residential use building that is more than four storeys but less than ten storeys in height and contains four or more principal dwelling units, other than a townhouse dwelling or stacked dwelling. (un immeubles d’appartements de moyenne hauteur).”
 - d) In Column IV, Land Uses Prohibited, add the text:
 - N/A
 - e) In Column V, Provisions, add the text:
 - Maximum height of a Apartment Dwelling, Mid-Rise of 22.5 metres
 - Minimum of 98 required for long-term bicycle parking spaces
 - Minimum of 2 required for inclusive bicycle parking spaces
 - Minimum of 3.5m required for soft landscaped buffer provided between the perimeter of a parking lot and a lot line for a parking lot containing 100 or more spaces
 - The requirement for a façade which faces a street identified on Schedule A6 – Main Street Corridors and Minor Corridors to have at least one active entrance for each individual occupancy does not apply
- 3) Add Document [C: Zoning Schedule for Zoning By-law 2026-50] as new schedule YYY to Part 17 – Site-specific Schedules