FOTENN



200 Isabella Street, Ottawa

Planning Rationale
Zoning By-law Amendment
November 13, 2026

FOTENN

Prepared for Minto Communities

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

November 2026

© Fotenn Planning + Design

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0 Introduction

Fotenn has been retained by Minto Communities ("Minto") to assist in the preparation of a Zoning By-law Amendment application for the lands known municipally as 200 Isabella Street in the City of Ottawa (the "subject property").

Fotenn was originally engaged in a 2023 Zoning By-law Amendment application with Minto for the subject lands to permit the development of a high-rise residential building. That Zoning By-law Amendment was approved in November 2023 as By-law No. 2023-466 to permit a 19-storey/60 metre high-rise building with 234 residential units and three levels of underground parking. The subject property was rezoned to "General Mixed Use, Subzone 4, Urban Exception 2912, Schedule 486 (GM4 [2912] S486)" in Zoning By-law 2008-250.

A Site Plan Control Application was submitted by Minto in February 2026 (File No. D07-12-26-0009) that continues to be subject of review with the City of Ottawa. The Site Plan Control application proposed a 19-storey residential building with 229 units, three (3) at-grade visitor parking spaces, two levels of underground parking with 99 vehicular parking spaces and 242 bicycle parking spaces. The Site Plan Control application was deemed complete on February 4, 2026.

In March 2026, after the submission of the Site Plan Control application, the City of Ottawa adopted a new Comprehensive Zoning By-law 2026-50 which replaced By-law 2008-250 in its entirety and rezoned the subject property to "Neighbourhood Mixed Use, Exception 2912, Schedule 486 (NMU [2912] S486)".

Comprehensive Zoning By-law 2026-50 also contained administrative provisions related to the continuation of approved applications, exceptions, and schedules (applicable to the 2023 Zoning By-law) and the transition of complete applications (applicable to the Site Plan Control applications) found in sections 110 and 109, respectively.

By-law 2026-50 carried forward the previously approved site-specific exception (exception 2912) and schedule (schedule 486) approved in 2023 for the subject property. Per Section 109, the Site Plan Control application need only comply with the 2008-250 Zoning By-law.

The current Zoning By-law Amendment application is being submitted to address modifications resulting from building refinements and modifications made through the Site Plan review process. These generally include:

- Modifications to Schedule 486 to adjust setbacks and alter the areas of permitted building height;
- Modify the parking provisions to reflect current requirements of By-law 2026-50;
- Permit additional small car parking spaces; and,
- Permit an indoor rooftop amenity area as a permitted project above the height limit.

Each of the proposed modifications is discussed in greater detail within this report.

2.0
Site Context and Surrounding Area

The subject property is located along the south side of Isabella Street, two lots east of Bank Street and one lot west of O'Connor Street. The property is along the northern edge of the Glebe community and fronts onto the elevated Highway 417 to the north. Isabella Street is a single-loaded, three (3) lane arterial roadway characterized along the south side by a mix of commercial buildings including low-rise retail, mid-rise residential, and high-rise office buildings.

2.1 Subject Property

The subject property is rectangular in shape with approximately 77 metres of frontage on Isabella, a depth of approximately 31 metres, and a total lot area of approximately 2,391 square metres. The subject property is currently vacant.



Figure 1: Subject Property

2.2 Land Use Context

The subject property is located on the Isabella Street arterial corridor, a one-way eastbound street (known as Chamberlain Street west of Bank Street) running parallel along the south side of the elevated Highway 417 between Bronson Avenue in the west and Elgin Street in the east. This single-loaded street has a varied character. West of Lyon Street, along Chamberlain Avenue, the street is characterized by the rear yards of residential lots, and a municipal park. East of Lyon, the street takes on more of a commercial character, with several low-rise commercial buildings with surface parking areas.

The following describes the land uses adjacent to the subject property and within the larger vicinity:

North: North of the subject property is the elevated Highway 417, a limited access provincial freeway passing through the City east-west. The eight (8) lane highway is elevated through the downtown with an eastbound off-ramp at O'Connor Street located directly adjacent to the subject property. North of the highway is Catherine Street, a similar westbound one-way arterial roadway to Isabella. Further north is the Centretown neighbourhood, characterized by a mid of building heights and typologies.

East: East of the subject property is a surface parking area and 13-storey office building at the corner of O'Connor and Isabella. Further east are eight (8) and nine (9) storey retirement and residential buildings between O'Connor and Metcalfe Streets, and further east is a retail plaza anchored by a Loblaws retail food store.

South: South of the subject property are the rear yads of existing homes along the north side of Pretoria Avenue. Pretoria is a mixed-use street, with commercial uses fronting the street east of the subject property. Directly south of the subject property are single detached, semi-detached, and row house dwellings, many of which have been converted for multi-unit housing, and others which have been converted to non-residential office uses. Further south is the Glebe neighbourhood.

West: West of the subject property is the Randall's Paint property located at the corner of Bank Street and Isabella which includes a retail building on the corner, and a surface parking area abutting the subject property. Southwest of the subject property is a restaurant and associated surface parking area. Further west is the Bank Street main street and the Glebe neighbourhood.

2.3 Transportation Network

The site is in proximity to existing cycling infrastructure including the new O'Connor bike lanes that run north-south from Fifth Avenue and Lansdowne Park into the downtown core. Multi-use pathway connections along the Rideau Canal also provide access to the downtown core, and to Dow's Lake and further pathway systems to the southwest.

In 2019, the City complete a Functional Design Study for Chamberlain Avenue, Catherine Street, and Isabella Street which included a proposed multi-use pathway along the south side of Isabella Street abutting the subject property. This 3-metre-wide pathway has been accounted for on the proposed Site Plan abutting the subject property.

The subject property is located on Isabella Street, in proximity to Bank Street. Both these streets are designated Transit Priority Corridors in the City of Ottawa's Official Plan.

Isabella Street and Bank Street are designated as Arterial Roadways in the City of Ottawa's Official Plan. Arterial roads are intended to carry large volumes of traffic over the longest distance. They function as major public and infrastructure corridors accommodating not only car and truck traffic, but also serving pedestrians, public utilities, cyclists and public transit buses. The property is also adjacent to Highway 417 which is a provincially managed, limited access freeway.

3.0
Proposed Development

The proposed development is a 19-storey residential building with 234 residential units and a rooftop amenity area. The building abuts the Isabella Street edge, framing the public realm along Isabella Street while protecting for the future multi-use pathway along the street edge.

The ground floor of the building will offer a highly glazed ground floor expression that offers views and connection with the adjacent pedestrian realm. The ground floor incorporates building accesses at the east and western sides of the ground floor onto the street. The west access is articulated with high-quality metal panels and engaging accent lighting and recognizes the proximity to local amenities and offers a more convenient connection to and from the shops and restaurants along Bank Street.



Figure 2: Proposed Front Building Facade (image by Project1 Studio)

On the east side of the building, the vehicular entrance creates spaces for both people and vehicles. The double height space has been designed and coordinated to facilitate needed vehicular and service movements with the separate entrance

and exit pathways offers enough space for planters and a woonerf feel for the space. Pedestrians will have enough room to comfortably move around the area, while vehicles understand that they are in shared space but still have access to underground parking and loading facilities.

The podium levels provide separation in building mass between the ground level and the tower levels above. The brick cladding offers a nod to the primary cladding material found in the Glebe and creates a mass on which the tower is situated. The podium is divided vertically into a series of blocks, again making reference to the houses in the neighborhood to the south, and each of these blocks has a different setback from the property line to add further variation and interest. The horizontal expression through the podium also shifts vertically from block to block. The lower levels of the podium feature angled brick returns, giving the base of the podium a heavier and more dense expression while the upper levels feature slightly more glazing and open corners.

The north-facing tower levels have been designed with cars in mind. Understanding the proximity of the site to the highway, and the fact that most people will experience this project from their cars made it important that the building respond to this condition and that it feel different for people travelling east bound versus west bound. This is achieved by using a panel system with an angled expression that staggers back and forth as it climbs the building. The angle of the panels changes as they move across the elevation with the angled portion having a different colour and finish. This vocabulary is flipped and made narrower every few floors, allowing the building to feel lighter and more reflective as it climbs.

The south side of the tower has a completely different experience to the north side. Noise and traffic are replaced with quiet and views over the Glebe and the Rideau Canal. Architecturally, the angled panel expression is flattened and expressed as a frame, with vertical elements staggering at the same levels as those on the north side of the tower. Also different is the use of projecting balconies to offer a more residential feel to the building and to offer residents more opportunity to experience southerly views. On the 17th floor balconies become recessed and are designed as double height spaces with the cladding ‘frames’ projecting from the building face to become columns.

As with the original 2023 building design, the tower steps back twice from the east and west, above the level 6. An additional stepback is provided above level 9 on the east side of the building. In total the tower (i.e. above 9 storeys) is setback 11.9 metres from the west property line and 18.5 metres from the east property line (12 metres above level 6, and an additional 6.5m above level 9). Stepbacks are also incorporated on the north and south sides of the tower, stepping back 2 metres above the sixth floor on both sides.

As noted, vehicular access to the proposed development is located at the eastern edge of the property. This includes vehicular access to the underground parking garage via a rear yard parking ramp, and access to the enclosed loading and service areas within the podium. Two (short-term parking spaces are provided within this covered access area, as well as six (6) bike parking spaces. Generous space off of Isabella Street is also provided for loading and deliveries.

The rear yard landscaped area has been designed as a private terraces for the rear-facing, ground-oriented dwelling units. These spaces are framed with raised planters and privacy fences that will accommodate landscaping and trees to screen the proposed development from the residential lots to the south and provide privacy for residents of these units.

Amenity areas are provided throughout the building, including a mix of private and communal amenity area. Private amenity area, totalling 892.5 square metres, is provided through private balconies and terraces. Communal amenity area is distributed between the ground floor (389 square metres) and rooftop (450 square metres) and includes a mix of enclosed area and outdoor space. On the ground floor, the communal amenity area will animate the street-facing portions of the ground floor. On the rooftop, an enclosed amenity area is proposed in addition to 242 square metres of outdoor area.



Figure 3: Main Entrance (image by Project1 Studio)

Two levels of underground parking are proposed with a total of 98 parking spaces. This includes 76 spaces for residents and 22 spaces for visitors. An additional two (2) short-term visitor parking spaces are provided at-grade within the entry forecourt.

Short-term bicycle parking is provided at-grade totalling 14 spaces while an additional 236 spaces are provided within level P1 of the parking garage and accessible via the parking garage ramp.

4.0
Policy and Regulatory Framework

4.1 City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.1.1 Transect and Land Use Designation

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

The subject property is in the Inner Urban Transect, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban.

Policy 5.2.1.3 states that the Inner Urban Transect is generally planned for mid- to high-density development subject to proximity to rapid transit and limits on building height per the underlying designation, the separation of tower elements, and established Secondary Plan policies. Policy 5.2.1.5 states that the Inner Urban area is planned for mid- and high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot, or parking garages accessed by a common driveway.

The subject property is designated "Neighbourhood" on Schedule B2 of the Official Plan. Neighbourhoods permit building heights up to four (4) storeys but also permit greater heights where existing zoning or Secondary Plans allow for greater heights.

The subject property is zoned for 60 metres of building height and is also subject to the Bank Street in the Glebe Secondary Plan, discussed further below.

4.1.2 Urban Design

Urban Design 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.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program.

Highway 417 is identified as a "Scenic Capital Entry Route" on Schedule C13 of the Official Plan. Per policy 4.6.2.3, high-rise buildings must consider the impacts of the development on the skyline. This is done by demonstrating that the proposed building contributes to a cohesive silhouette comprised of a diversity of heights and architectural expressions. Per 4.6.2.4, development abutting scenic routes shall contribute to conserving or creating a desirable context. This may be accomplished by orienting buildings towards the scenic route and other ways. For Scenic Capital Entry Routes, development should also enhance the opportunity for views and vistas towards natural features and cultural landscapes of the Capital, and contribute to the image of Ottawa as the Capital by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

The proposed development has been designed specifically with the passing vehicles along Highway 417 in mind. The north tower facade will be visible to both eastbound and westbound vehicles, with different experiences for each. This is achieved by using a panel system with an angled expression that staggers back and forth as it climbs the building. The

angle of the panels changes as they move across the elevation with the angled portion having a different colour and finish. This vocabulary is flipped and made narrower every few floors, allowing the building to feel lighter and more reflective as it climbs. The result is an attractive building and addition to the Scenic Entry Route.

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to 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.

The proposed development has been designed to minimize the conflicts between vehicles and pedestrians, both as they enter/exit the site and within the site. A singular access is proposed for all vehicular access – including loading/servicing as well as vehicular traffic. The internal vehicular access has been imagined in a way that creates spaces for both people and vehicles. The double height space has been designed and coordinated separate entrance and exit pathways, offering enough space for planters and a woonerf feel for the space. Pedestrians will have room to move comfortably around the area, while vehicles will understand that they are in a shared space.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neigbourhoods. Policy 4.6.6.2 states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.

The proposed development, consistent with the policies of the Bank Street in the Glebe Secondary Plan, utilizes several measures to achieve appropriate transition to the low-rise neighbourhood to the south. These include setbacks and step backs, as well as an angular plane. The proposed revised development has added height but remains outside of the angular plane, aside from the communal rooftop amenity terrace and the rooftop mechanical penthouse.

Per policy 4.6.6.3, where two or more high-rise buildings exist within the immediate context, new high-rise buildings should provide for variation in building heights.

Policy 4.6.6.4 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

Per 4.6.6.8, 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 sizes should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Per 4.6.6.9, separation distance between high-rise towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines. Where the planned context would allow for high-rise buildings, development proposals should demonstrate and consider this.

The proposed development has a larger floorplate, approved through the 2023 Zoning By-law Amendment and provides separation to adjacent properties which may at some point redevelop with high-rise buildings (11.8 metres to the west and 18.5 metres to the east).

The proposed development conforms to the City of Ottawa Official Plan.

4.2 Bank Street in the Glebe Secondary Plan

The Bank Street in the Glebe Secondary Plan applies to the subject property. The Secondary Plan guides future intensification along the Bank Street corridor and identifies where taller buildings may be appropriate.

Per Section 3 of the Secondary Plan, maximum building heights for high-rise buildings are identified in number of storeys. A storey is intended to reflect typical floor-to-ceiling heights up to approximately 3m for residential, slightly taller for commercial, and generally up to around 5m for retail at grade level. Excluding the maximum building height in metres in secondary plan policies is intended to provide some additional flexibility so that small increases to typical heights, such as through more generous floor-to-ceiling heights or taller cornices, do not require an Official Plan Amendment. The Zoning By-law will ultimately determine more precise maximum building heights in metres.

Section 3.1.3 is specific to the subject property. Policy 3.1.3.7 states that "Maximum building height is determined by the 45-degree angular plane in Urban Design Guidelines for High-Rise Buildings, starting at the front lot line of the Pretoria Avenue properties on the north side of Pretoria Avenue at maximum height in existing zoning, or 14.5 metres. This results in a maximum building height of 17 storeys at the rear or south side of a building fronting Isabella Street and potentially taller at the front or north side of the building but in no case higher than 19 storeys."

Schedule A reflects these maximum building heights, stating that heights will be "Based on Urban Design Guidelines for High-Rise Buildings, with a maximum street wall of four (4) storeys / 15m and maximum building heights of six storeys fronting Pretoria Ave and maximum building heights between seventeen (17) storeys and nineteen (19) storeys fronting Isabella St."

As noted, a 45-degree angular plane has been used to assess the building height for the proposed development. A height of 15 metres has been used as the starting point for the angular plane, reflecting the current height permission for the properties on the north side of Pretoria Avenue in Zoning By-law 2026-50. The proposed building height is within the angular plane, aside from the projection of a rooftop outdoor amenity terrace and the rooftop mechanical penthouse, both permitted projections above the height limits of the Zoning By-law.

The enclosed rooftop amenity area is proposed as a permitted projection above the height limit. The resulting building height remains at 19 storeys.

The proposed podium height of six (6) storeys /19.06 metres is permitted through Schedule 486.

4.3 City of Ottawa Zoning By-law

The subject property is zoned "Neighbourhood Mixed Use, Exception 2912, Schedule 486 (NMU[2912] S486)" in Zoning By-law 2026-50. The purpose of the NMU zone is to strengthen locally oriented services and amenities in support of 15-minute neighbourhood; provide for flexible and adaptable space for residential and non-residential use; support mixed-use development in appropriate locations; and establish zoning requirements that create contextually appropriate development for the surrounding area.

The NMU zone permits all forms of dwelling units together with a full range of non-residential land uses.

The proposed residential use is permitted on the subject property.

Exception 2912 was established through by the 2023 Zoning By-law Amendment (By-law 2023-466). It contains site-specific provisions that reduce the minimum required front yard setback, reduce the landscaped buffer abutting a residential zone, removes floor space index and parking for non-residential uses, specifies the minimum with of visitor parking spaces, permitting balcony projections, and permitting a covered underground parking access ramp in the rear yard. Exception 2912 was carried forward, unchanged, from the City's former Comprehensive Zoning By-law 2008-250.

Given that By-law 2008-250 has been repealed and replaced, the proposed Zoning By-law Amendment would seek to amend By-law 2026-50. However, the Site Plan Control application was submitted and deemed complete prior to March 11, 2026 and therefore benefits from the transition clauses with respect to 2008-250.

4.3.1 By-law 2008-250

The proposed development is compared to the relevant provisions of By-law 2008-250 in the table below:

Table 1: Zoning By-law 2008-250

Zoning Provision	Required	Provided	Compliance
Minimum Lot Area	No minimum	2,389m^2	Y
Minimum Lot Width	No minimum	76.85m	Y
Minimum Front Yard Setback	2.7m *	3.05m	Y
Minimum Interior Side Yard Setback	3m	3m	Y
Minimum Rear Yard Setback	7.5m; 0.75m for parking garage ramp	7.5m; 0.75m for parking garage ramp	Y
Maximum Building Height	60m/19 storeys *	59.5m / 19 storeys	Y
Maximum Floor Space Index	No maximum	N/A	Y
Minimum Width of Landscaped Area	Abutting Isabella: None required Abutting Rear Property Line: 0.75m where a 1.4m opaque screen is provided	0m abutting Isabella 0.75m abutting rear property line with 1.4m opaque screen	Y
Provisions for High-Rise Buildings	Minimum Lot Area: 1,350m^2 Minimum Interior Side Yard and Rear Yard Setback: 9.5m *	Lot Area: 2,389m^2 Tower Side Yard: 11.88m Tower Rear Yard: 9.5m	Y
Amenity Area	6m^2 per unit; minimum 50% communal: 1,404m^2; 702m^2 communal	Total: 1,731.5m^2 Communal: 839m^2	Y
Minimum Parking Spaces	0.5 spaces/unit after the first 12 units less 10% for underground parking: 99 spaces	76 spaces	**N**
Minimum Visitor Parking Spaces (Area X of Schedule 1A)	0.1 spaces/unit after the first 12 units; Maximum 30 spaces: 22 spaces	22 spaces	Y
Parking Space Provisions	Perpendicular: 2.6m-3.1m wide x 5.2m long Parallel: 2.6-3.1m wide x 6.7m long	Regular spaces (38 total) provided at 2.6m x 5.2m	Y
Small Car Spaces for Residential Parking	Maximum 50% of provided parking	42 reduced length (43%) 2 reduced width (2%)	**N**

Zoning Provision	Required	Provided	Compliance
	Minimum 2.4m wide and 4.6m long	12 reduced width and length (12%) 58% reduced size Minimum 2.4m x 4.6m	
Small Car Spaces for Visitors	Minimum 2.4m wide and 4.9m long *	21 reduced length spaces (4.9m)	Y
Parking Garage Driveway Width	3m for single traffic lane 6m for double traffic lane	4.5m single lane 6m double lane	Y
Parking Garage Aisle Width	6m	6m	Y
Minimum Bicycle Parking	0.5 spaces/unit: 117 spaces	250 spaces	Y
Bike Parking Space Provisions	Horizontal: 0.6m wide x 1.8m long Vertical: 0.6m wide x 1.5m long Stacked: 0.37m wide x 1.8m long Minimum 50% horizontal at floor level	Stacked: 0.37m x 1.8m Horizontal: 0.6m wide x 1.8m long >50% horizontal and at floor level	Y
Bicycle Parking Aisle Width	Minimum 1.5m	1.15m	**N**
Permitted Projections Above Height – Indoor Amenity Area	Not permitted	Enclosed Amenity Area proposed	**N**
Permitted Projections Above Height – Rooftop Landscape Terrace	No requirements	242m^2 provided as terrace	Y
Permitted Projections Above Height – Elevator and Mechanical Service Equipment	May project above the height limit on Schedule 486	Projects 6.8m	Y
Permitted Projections into Yards - Balconies	On a lot depth greater than 30.5m: Maximum 2m; minimum setback: 1m *	1.2m projection, setback >1m	Y
Permitted Projections into Yards – Canopies	A distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line	0.45m to property line	**N**
Covered Access Ramp	A covered ramp access to an underground parking garage may be located in Area F on Schedule 486, in the rear yard but with the setback no less than 0.75m from the property line and with a maximum height of 3m *	**Uncovered Ramp** is to be located within Area F on Schedule 486 >0.8m to property line Height is less than 3m	**N**

* Per exception 2912 and Schedule 486

4.3.1.1 Proposed Amendments to By-law 2008-250

The following amendment are proposed to By-law 2008-250 to facilitate the proposed development:

- **Reduced Vehicular Parking**
  The proposed development includes 76 resident parking spaces within the two-level underground parking garage, whereas By-law 2008-250 requires a minimum of 99 parking spaces for residents. The City of Ottawa has adopted the new Zoning By-law 2026-50 (reviewed below) which removes all minimum resident parking requirements, instead allowing the market to dictate parking requirements. The proposed 76 spaces (0.32 spaces/unit) are deemed to be the appropriate number of spaces for the proposed building. Further, the proposed development is located in an area where active transportation is an attractive option for residents who will be able to walk, cycle, and use transit to meet their day-to-day needs.

- **Increase Permission for Small Car Parking Spaces**
  The proposed development includes 58% of reduced size parking spaces within the underground parking garage. This includes 12 spaces that are 2.4 metres wide (as opposed to 2.6 metres), 12 spaces that are 4.6 metres long (rather than 5.2 metres) and 32 spaces that are 4.9 metres long (as opposed to 5.2 metres). In total within the parking garage, 12% of the spaces have a reduced width and length, while the balance have only a reduced width or length and only 12% have a length reduced to 4.6 metres with the balance of the spaces at 4.9 metres or greater. In Fotenn's opinion, the increased number of small spaces will not negatively impact the function of the parking garage. The 0.3 metres difference on most spaces are not anticipated to negatively impact the circulation of the parking garage.

- **Reduced Bicycle Parking Access Aisle**
  Within the bike storage room on Level P1, the access aisle to the parking spaces is 1.5 metres outside of three locations where the columns are located such that the aisle pinches to 1.15 metres. In these three locations, there is no bike parking spot located directly adjacent and so removing/placing bikes onto the racks is not anticipated to be impacted. The three pinch points will also not negatively impact the function of the bike parking room as users will be able to pass on either side of the columns in the wider aisle sections.

- **Permission for an Enclosed Rooftop Amenity Area to Project Above the Height Limit**
  The proposed development is a 19 storey building with an indoor amenity area proposed to project above the height limit. The proposed indoor amenity area has been designed to incorporate with the mechanical penthouse, another permitted projection above the height limit, and fit into the design of the building. The indoor space has a total area of approximately 292 square metres and the overall projection of both the indoor amenity and the mechanical rooftop is 6.8 metres.

  The new Zoning By-law allows for indoor rooftop amenity areas to project 5 metres on their own, with an area of 300 square metres. While the amenity area would only have a height of 3.8 metres, the proposed projections above the height limit are proposed to be capped at a total of 6.8 metres.

- **Canopy Encroachment**
  The front facade of the building features a canopy extending towards the front property line. This canopy is set back 2.8 metres from the current property line and therefore presents no zoning compliance issue. However, given the current Zoning By-law Amendment and the planned widening of Isabella Street along the frontage by 2.3 metres, the proposed canopy will then be at 0.45 metres from the new property line. The proposed amendment would make the canopy compliant in the future.

- **Uncovered Parking Garage Ramp**
  Exception 2912 permits a covered ramp access to an underground parking garage to be in the rear yard but with the setback no less than 0.75 metres from the property line and with a maximum height of 3 metres. The proposed parking garage ramp complies with the setback and height provisions, however the garage ramp is not covered. An

amendment is proposed to recognize the open ramp. This amendment is, in our opinion, appropriate given the screening of the ramp access from the neighbouring properties to the south included a wood cladded retaining wall and grassed swale. The bottom of the ramp, including the garage access door, is covered by a large planter.

/ **Modifications to Schedule 486**

The following modifications are proposed to the site-specific Schedule 486:

- Merge Areas A and B to permit 60 metres/19 storeys of building height;
- Increase the width of Area D, measured from the east side of Area A to 8.58 metres;
- Reduce the width of Area E, measured from the west side of Area F to 6.7 metres; and,
- Normalize the setback along the east and west property lines for Area F to 3 metres in all cases.

The proposed changes to the site-specific schedule reflect the changes to the building design as described herein. The proposed zoning changes would continue to conform to the Secondary Plan and the Official Plan with respect to building height and transition and would maintain the overall building height of 19 storeys. The proposed modifications do not result in significant impacts to the neighbouring properties.

4.3.2 By-law 2026-50

The proposed development is compared to the applicable zoning provisions from 2026-50 below:

Table 2: Zoning By-law 2026-50

Zoning Provision	Required	Provided	Compliance
Minimum Lot Area	No minimum	2,389m^2	Y
Minimum Lot Width	No minimum	76.85m	Y
Minimum Front Yard Setback	2.7m *	3.05m	Y
Minimum Interior Side Yard Setback	3m	3m	Y
Minimum Rear Yard Setback	7.5m; 0.75m for parking garage ramp	7.5m; 0.75m for parking garage ramp	Y
Maximum Building Height	60m/19 storeys*	59.5m / 19 storeys	Y
Minimum Width of Landscaped Area	0m *	0m	Y
Provisions for High-Rise Buildings (Area B on Schedule A12)	Minimum Lot Area: 1,800m^2 Minimum Interior Side Yard and Rear Yard Setback: 9.5m *	Lot Area: 2,389m^2 Tower Side Yard: 11.88m Tower Rear Yard: 9.5m	Y
Amenity Area	6m^2 per unit; minimum 50% communal: 1,404m^2; 702m^2 communal	Total: 1,731.5m^2 Communal: 839m^2	Y
Underground Structures – Minimum Contiguous Soft Landscaped Area in Rear Yard	480m^2	61.45m^2	**N**
Minimum Parking Spaces	No minimum	76 spaces	Y
Maximum Parking Spaces	1.25 spaces/unit	0.42 spaces/unit	Y

Zoning Provision	Required	Provided	Compliance
Minimum Visitor Parking Spaces	0.1 spaces/unit after the first 24 units; Maximum 20 spaces: 20 spaces	22 spaces	Y
Parking Space Provisions	Perpendicular: 2.6m-3.1m wide x 5.2m long Parallel: 2.6-3.1m wide x 6.7m long	Regular spaces (38 total) provided at 2.6m x 5.2m	Y
Small Car Spaces for Residential Parking	Maximum 50% of provided parking Minimum 2.4m wide and 4.6m long	42 reduced length (43%) 2 reduced width (2%) 12 reduced width and length (12%) 58% reduced size Minimum 2.4m x 4.6m	**N**
Small Car Spaces for Visitors	Minimum 2.4m wide and 4.9m long *	21 reduced length spaces (4.9m)	Y
Parking Garage Driveway Width	3m for single traffic lane 6m for double traffic lane	4.5m single lane 6m double lane	Y
Parking Garage Aisle Width	6m	6m	Y
Minimum Bicycle Parking	Short-term: Minimum 2 spaces with an additional 1 space per 20 dwelling units Long-term: 1 per unit	Short-term: 14 spaces Long-term: 236 spaces (1.01 spaces/unit)	Y
Bike Parking Space Provisions	Horizontal: 0.6m wide x 1.8m long x 2m high Vertical: 0.6m wide x 1.5m long x 2m high Stacked: 0.37m wide x 1.8m long x 2.4m high (for 2 spaces) Inclusive: 1m wide x 2.75m long x 2m high	Stacked: 0.37m x 1.8m	Y
Short-term Bicycle Parking	Minimum Access Aisle Width: 1.5m Where more than 20 spaces are required, minimum 50% covered or integrated into the building	Aisle width: >1.5m All spaces covered.	Y
Long-term Bicycle Parking	Minimum Access Aisle Width: 1.5m Minimum 50% of spaces must be horizontal	**Aisle width: 1.15m** 50% of the spaces are horizontal	**N**
Inclusive Bicycle Parking	None required *(Minimum 5% of spaces: 12 spaces)*	0 spaces	Y

Zoning Provision	Required	Provided	Compliance
Large Dwelling Requirements	Minimum 5% of dwellings must be 3-bedrooms or have a GFA of at least 80m^2	6% of units are 3-bedrooms	Y
Permitted Projections Above Height – Indoor Amenity Area	Maximum 50% of the area of the roof; or 300m^2 Maximum projection: 5m Minimum setback from exterior walls: 2m	300m^2 **Projection: 6.8m**	**N**
Permitted Projections Above Height – Rooftop Landscape Terrace	Not permitted [1]	242m^2 provided as terraces	**N**
Permitted Projections Above Height – Elevator and Mechanical Service Equipment	May project only to such a height, setback or area that is necessary to operate effectively and safely	6m	Y
Permitted Projections into Yards - Balconies	On a lot depth greater than 30.5m: Maximum 2m; minimum setback: 1m *	1.2m projection, setback >1m	Y
Permitted Projections into Yards – Canopies	A distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line	0.45m to property line	**N**

* Per exception 2912 and Schedule 486

[1] City of Ottawa staff have confirmed that the exclusion of rooftop landscaped terraces as a permitted projection above the height limit was an oversight to be corrected in an upcoming omnibus Zoning By-law Amendment.

4.3.2.1 Proposed Amendments to By-law 2026-50

The following amendments, discussed in Section 4.4.1.1 above are also required for the proposed development to comply with By-law 2026-50, including increasing permissions for reduced size parking spaces, for a reduced access aisle width for bike parking, for an indoor rooftop amenity area as a projection above the height limit, for the canopy projection into the required yard, and for the uncovered parking garage ramp.

Additional amendments to comply with By-law 2026-50 are as follows:

- **Reduced Contiguous soft landscaped area in the Rear Yard**
  A new requirement in By-law 2026-50 is the requirement that a minimum contiguous soft landscaped area be provided in the rear yard. For the subject property, that would mean a contiguous soft landscaped area of 450 square metres. This area must have a minimum horizontal dimension of 3 metres.

  The proposed development includes a grass strip along the rear property line that is 0.8 metres by 76.8 metres resulting in a soft landscaped area of 61.45 square metres. Additional raised planters within the rear yard provide additional soft landscaped area, however the parking garage sits below.

  The proposed amendment seeks to recognize the proposed development plan and the appropriateness of the landscaping and screening proposed for the development that will ensure appropriate screening. Stormwater

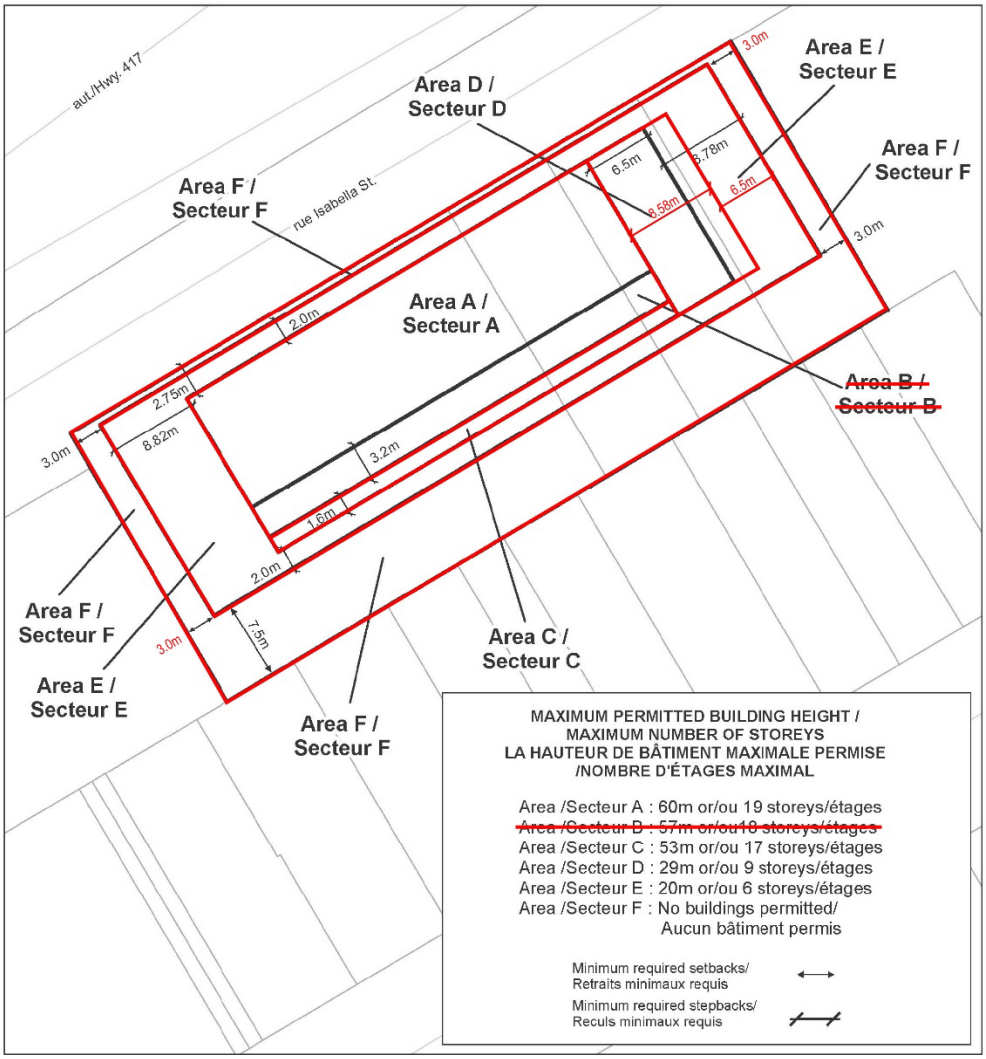
management will all be handled on the site and will not impact adjacent properties. In Fotenn's opinion, the reduced soft landscape area is appropriate for the context of the proposed development.

/ **Removal of Any Inclusive Bike Parking Requirement**
By-law 2026-50 introduces new requirements and definitions for inclusive bike parking spaces. While still under appeal and not in force, it is proposed to include a provision clarifying that inclusive bike parking is not a requirement for the proposed development.

/ **Permission for an Outdoor Rooftop Terrace Projection**
While permitted under By-law 2008-250, a rooftop terrace for amenity area is not permitted as a projection above the height limit in By-law 2026-50 as currently written. It has been confirmed with City of Ottawa staff that it's removal as a permitted projection was an oversight that will be corrected through a future omnibus update of the by-law. A provision is proposed to specify that it is a permitted projection for the subject property to avoid any confusion.

4.3.3 Proposed Modifications to Schedule 486

In amendments to either By-law, Schedule 486 is proposed to be revised as follows (changes noted in red):



5.0
Draft Zoning By-law Amendment

The proposed Zoning By-law Amendment will facilitate the proposed development for the subject lands.

5.1 Proposed Details of Recommended Zoning By-law Amendment to 2008-250

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 178 Isabella Street:

1. Rezone the lands as shown in Document X (Zoning Key Map).
2. Amend Exception 2912 in Part 15 – Exceptions with provisions similar in effect to the following:
    a. In Column V, “Provisions”, delete all the text and replace it with the following:
        i. Maximum permitted building height is as per Schedule 486.
        ii. Minimum front yard setback is 2.7m.
        iii. Minimum width of landscape area abutting a residential zone is 0.75m, where a 1.4m high opaque screen is provided.
        iv. Landscape area abutting a street is not required.
        v. Maximum floor space index (FSI) is not applicable.
        vi. No parking is required for any use.
        vii. Visitor parking space(s) may be reduced to a minimum of 4.9m in length and 2.4m in width.
        viii. A maximum of 58% reduced size vehicular parking spaces is permitted.
        ix. An aisle accessing a bicycle parking space can have a minimum width of 1.15 metres.
        x. A mechanical penthouse and enclosed rooftop amenity area can project above the permitted building height to a maximum projection of 6.8 metres.
        xi. Balcony projections are permitted outside the permitted building envelope as identified in Schedule 486, but in compliance with Section 65.
        xii. A ramp access to an underground parking garage may be located in Area F on Schedule 486, in the rear yard but with the setback no less than 0.75m from the property line and with a maximum height of 3m.
        xiii. A canopy is permitted to encroach to within 0.45 metres of a property line.
3. Replace Schedule 486 with the schedule as shown in Document Y (Zoning Schedule).

5.2 Proposed Details of Recommended Zoning By-law Amendment to 2026-50

The proposed change to the City of Ottawa Zoning By-law 2026-50 for 178 Isabella Street:

1. Rezone the lands as shown in Document X (Zoning Key Map).

2. Amend Exception 2912 in Part 15 – Exceptions with provisions similar in effect to the following:

    a. In Column II, “Applicable Zones”, delete all the text and replace it with: “NMU[2912] S486”.

    b. In Column V, “Provisions”, delete all the text and replace it with the following:

        i. Maximum permitted building height is as per Schedule 486.

        ii. Minimum front yard setback is 2.7m.

        iii. Minimum width of landscape area abutting a residential zone is 0.75m, where a 1.4m high opaque screen is provided.

        iv. Landscape area abutting a street is not required.

        v. Visitor parking space(s) may be reduced to a minimum of 4.9m in length and 2.4m in width.

        vi. A maximum of 58% reduced size vehicular parking spaces is permitted.

        vii. An aisle accessing a long-term bicycle parking space can have a minimum width of 1.15 metres.

        viii. Section 210 does not apply.

        ix. Section 613(23) does not apply.

        x. A mechanical penthouse and enclosed rooftop amenity area can project above the permitted building height to a maximum projection of 6.8 metres.

        xi. Landscaped areas, roof-top gardens and terraces and associated safety guards and access are permitted as projections above the height limit.

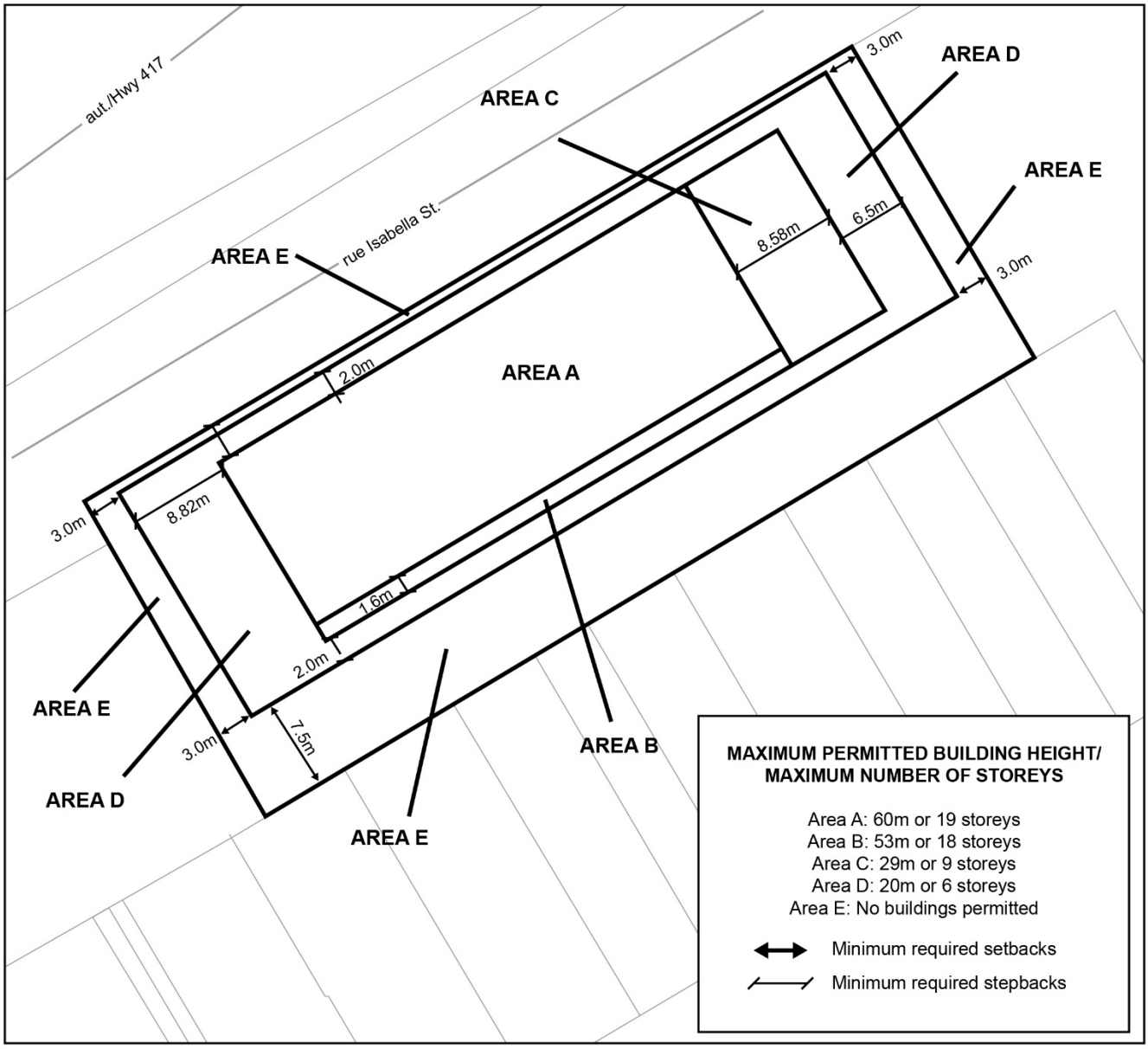
        xii. Balcony projections are permitted outside the permitted building envelope as identified in Schedule 486, but in compliance with Section 65.

        xiii. A ramp access to an underground parking garage may be located in Area F on Schedule 486, in the rear yard but with the setback no less than 0.75m from the property line and with a maximum height of 3m.

        xiv. A canopy is permitted to encroach to within 0.45 metres of a property line.

3. Replace Schedule 486 with the schedule as shown in Document Y (Zoning Schedule).

5.3 Proposed Zoning Schedule



6.0 Conclusion

In considering the Zoning By-law Amendment application and the applicable policy and regulatory framework, it is Fotenn's professional opinion that the proposed development represents good planning and is in the public interest.



Paul Black, MCIP RPP
Principal, Planning