

Planning Rationale Addendum

Zoning By-law Table 2026-50

593 & 601 Laurier Ave W

October 2, 2026

Annex 1 - Zoning Confirmation Report Checklist

A complete review of the new Zoning By-law 2026-50 is required as part of the application review. While the application continues to be assessed against Zoning By-law 2008-250 based on its status as an ongoing application that was deemed complete prior to the enactment of the new Zoning By-law, the application is now proceeding to Planning and Housing Committee and ultimately Council during the transition to Zoning By-law 2026-50. Accordingly, the proposal should also be reviewed against the applicable provisions of Zoning By-law 2026-50 to identify any new or changed zoning requirements that may affect the development. This review will confirm whether any additional provisions or relief need to be addressed in the Zoning Details and incorporated into the proposed Zoning By-law Amendment.

The subject property is currently split zoned under the City of Ottawa Zoning By-law 2026-50. The western half on the subject property is zoned **Neighbourhood Zone 4, subzone B (N4B)** and the eastern half is zoned **Mainstreet Zone 1 (MS1[2683] S429)**. Through the proposed Zoning By-law Amendment (ZBLA), the entirety of the subject property is proposed to be rezoned to **Mainstreet Zone 1**, with a revised urban exception and zoning schedule (**MS1[2683] S429**).

Mainstreet Zone 1 (MS1), with a revised site-specific urban exception and zoning schedule (**MS1[2683] S429**), is proposed for the entirety of the site because it is the most appropriate zone for the proposed high-rise development, as it is intended to facilitate compact development along Mainstreet Corridors and is consistent with the site's **Mainstreet Corridor** designation under the Official Plan (2022, as amended). The eastern half of the site is already zoned MS1, and the majority of the lands fronting Bronson Avenue in the surrounding area are similarly zoned MS1. Extending the MS1 zoning across the entire site would therefore provide a consistent zoning framework for the proposed development and reflect the existing zoning and planned function of the Bronson Avenue corridor.

A. Project Information			
Review Date	September 16, 2026	Official Plan Designation	Mainstreet Corridor
Scope of Work	Official Plan Amendment / Zoning By-Law Amendment / Site Plan Control		
Zone Code	MS1 [2683] S429	By-law Number	2026-50
Schedule A3 Area	Area A	Other Applicable City-Wide Schedules	Schedule A4 – within 600 metres of Rapid Transit Station Area B – Schedule A12 High-Rise

B. Zoning Review			
For Zoning By-law Amendments, please use the proposed zone and subzone requirements, if different than existing.			
Zoning Mechanism	Requirement MS1	Provided	Compliance
Permitted Uses <i>Section 904</i>	Dwelling unit	Dwelling unit	Y
Minimum ground floor height	4 m	4 m	Y

Zoning Mechanism	Requirement MS1		Provided	Compliance
<i>Section 904</i>				
Active entrances <i>Section 904</i>	Minimum one active entrance		3 active entrances	Y
Ground floor glazing <i>Section 904</i>	40% of the ground floor facing the street		35% glazing	N
Front/exterior side yard features <i>Section 904</i>	Front/exterior that is 1 m or greater in depth, must contain either: commercial patio, bicycle parking, soft landscaping, benches, street furniture		Soft landscaping	Y
Outdoor storage <i>Section 904</i>	Outdoor storage is not permitted		None proposed	Y
Private approach <i>Section 904</i>	Maximum 1 private approach for a property having a lot frontage of 45 m or less		One private approach	Y
Minimum lot area <i>Table 904, Section 207</i>	No minimum		2850.9 m ²	Y
Minimum lot area <i>Section 207</i>	1,150 m ²		2850.9 m ²	Y
Minimum lot width <i>Table 904</i>	No minimum		40 m	Y
Minimum front / exterior yard setback <i>Table 904</i>	Part of building ≤15m or less above grade	No minimum	Front: 4.07 m Exterior: 2 m	Y
	Part of building > 15m	1.5 m	Front: 23.53 m Exterior: 2 m	
Minimum Interior Side Yard Setback	N/A only applied when abutting a Neighbourhood Zone		N/A	N/A
Maximum Interior Side Yard Setback <i>Table 904</i>	3 m for the first 15 m from front lot line		10.27 m – legal non-conforming	Y Legal non-conforming
	No maximum beyond 15 m from front lot line		Varies	
Minimum Rear Yard Setback <i>Table 904, Section 209</i>	7.5 m; but may be reduced by a distance equal to the distance that the heritage building exceeds the applicable front yard setback requirement (4 m), but may not be reduced beyond 6 m		12.86 m	Y
Minimum Building Height <i>Table 904</i>	6 m		87.7 m	Y
Maximum building height <i>Section 904</i>	30 m		87.7 m	N

Zoning Mechanism	Requirement MS1	Provided	Compliance
Parking Provisions <i>Part 6</i>			
Maximum Parking <i>Section 602</i>	1 per dwelling unit ** under appeal	71 spaces (0.218 per dwelling unit)	Y
Minimum Visitor Parking <i>Area A on Schedule A3</i> <i>Section 603</i>	No visitor parking is required	31 Spaces (0.095 per dwelling unit)	Y
Minimum Parking Space Dimensions <i>Section 605</i>	Length: 5.2 m Width: 2.6 m Up to 50% of required parking spaces may be 4.6 m by 2.4 m	Length: 5.2 m Width: 2.6 m 9 small spaces (12%)	Y
Aisle and Driveway Provisions <i>Section 608</i>	Driveway: Minimum – 6 m	6 – 6.7 m	Y
	Aisle: Minimum – 6 m	6 – 6.2 m	
EV Parking Space Provisions <i>Section 611</i>	25% of provided spaces must be designed as electric vehicle parking spaces capable of supporting level 2 charging ** under appeal ** Bill 98, amendments to the Planning Act prohibit municipalities from requiring or maintaining electric vehicle supply equipment	None proposed	Y
Bicycle Parking Section 613			
Minimum Bicycle Space Requirements <i>Section 613(24)</i> <i>Table 613B</i> <i>Building with 13 or more dwelling units located in Area A</i>	Short-term: minimum 2 spaces with an additional 1 space per 20 dwelling units where a building contains more than 21 dwelling units ** under appeal 2 + 17 = 19 spaces	19 spaces	Y
	Long-term: 1 per unit 326 units	326 spaces	Y
Location of Long Term Bicycle Parking Spaces <i>Section 613(10), (11), (12)</i>	Must be located in a secure enclosure with a locking door with a minimum width of 0.85 m. Long term bicycle parking spaces must be located inside a building or structure.	Located inside, within the underground parking garage	Y
General Provisions <i>Part 2</i>			

Zoning Mechanism	Requirement MS1	Provided	Compliance
Permitted Projections Above the Height Limit <i>Section 203(4)</i>	The following may permit above the height limit (among other features): elevator, mechanical and service equipment, or a stairway; indoor amenity area;	Mechanical penthouse	Y
Projections into Yards <i>Section 204 (9)</i>	Balcony: when projecting into a yard with a depth of 3 m or less it must be located above the adjacent ground. (i) Minimum setback from a lot line is 1 m; and (ii) Maximum projection is 2 m	2 m, no closer than 1 m from any lot line	Y
Large Dwelling Units <i>Section 708</i>	5 % of units at least three bedrooms, 80 square metres	37 (11%)	Y
Minimum interior side and rear yard setback for a tower <i>Section 207</i>	10 m ** under appeal	Rear: 12.86 m Interior Side: 2.8 m	N
Amenity Area <i>Section 208</i>	6 m ² ; 50% communal amenity area, at least one area 54 m ² Total: 1,956 m ² Communal: 978m ²	Total: 2,014.2 m ² Communal: 992.17 m ²	Y
Provisions for underground structures <i>Section 210</i>	Underground structure does not project into rear yard	N/A	N/A
Minimum Size of Waste Storage Area <i>Table 217</i>	10 m ² ; must be located inside building or fully-enclosed structure	73.8 m ²	Y
Planned Unit Developments <i>Section 703</i>	Buildings must be separated at least 1.2 m Min. 25% of lot area must be soft landscaped, this includes walkways ** under appeal	4.55 m separation 970.3 m ² (34%)	Y

Annex 2 – Draft List of Requested Relief from Zoning

Section	By-law Requirement	Requirement	Proposed
Section 904	Maximum Building Height	30 m	87.7 m
Section 207	Minimum interior side and rear yard setback for a tower	10 m ** under appeal	Interior Side: 2.8 m

Section	By-law Requirement	Requirement	Proposed
Section 904	Ground Floor Glazing	40% of the ground floor facing the street	35% glazing

Rationale for Requested Relief

The requested relief is appropriate for the proposed development in the following ways:

- / **Height Increase:** The zoning by-law amendment to permit high-rise development on the subject site is appropriate as it will accommodate a broad range of housing options and foster and promote a compact urban built form, pedestrian-oriented development while ensuring that the scale and character of the area is maintained. The proposed building height and tower design are appropriate given the subject sites unique context along the escarpment between LeBreton Flats and Centretown West; an area already characterized by high-rise development. Moreover, the subject site represents a significant opportunity for residential intensification within proximity to private and public amenities and services in support of the City's overall growth management strategy. Further, the building has been designed as a slender high-rise tower building advancing several of the City's Urban Design Guidelines for High-rise buildings. The orientation of the tower elements with articulated window location and vertical materiality elements creates a visually interesting and attractive built form that will positively contribute to the skyline. It is our opinion that the proposed high-rise tower at 28-storeys in height represents an appropriate height and use for these lands.
- / **Reduced Tower Setback:** The proposed reduced tower setback applies only to the northwestern lot line, with all other tower setbacks complying with the applicable zoning provisions. Along the northwestern property line, the site directly abuts the escarpment, which is characterized by a significant change in elevation, mature vegetation, and associated protections under the Official Plan. These existing physical conditions provide substantial separation between the proposed tower and any future development to the northwest. Should redevelopment occur within the former Slater ROW, the escarpment would continue to provide a significant physical separation between buildings and mitigate potential concerns related to building proximity. An architectural diagram submitted with this most recent application demonstrates that the lands to the northwest are comfortably developable for at least one, and potentially two, high-rise buildings, even with the proposed reduced tower setback on the subject site. As such, the reduced setback would not preclude or unduly constrain the future development potential of the abutting lands.
- / **Reduced Ground Floor Glazing:** The ground floor glazing requirement is intended to support pedestrian-oriented, mixed-use development along Mainstreets by providing transparency and visual connection between active ground floor uses and the public realm. While MS1 zoning is proposed for the site, the development is residential and does not include active commercial uses at grade. The requirement is therefore less applicable in this context and could have unintended consequences for the ground floor residential units facing the street. Requiring extensive glazing in these locations could compromise the privacy of future residents without providing the intended pedestrian benefits.

The Zoning By-law Amendment Application is appropriate as it promotes the ongoing transformation of the area to a more vibrant urban character and provides an appropriately scaled, high-rise building that is compatible with its surroundings, while achieving a high standard of urban design. The amendments facilitate a re-development that promotes a positive interface with the public realm along its street frontages.

The proposed rezoning from N4B to MS1 is appropriate and desirable as it brings the entire site into a consistent zoning framework that aligns with its Mainstreet Corridor designation and the planned function of Bronson Avenue. The MS1 zone is intended to support compact, intensified development along Mainstreet Corridors and is therefore well suited to the proposed high-rise residential development and the site's location within an established urban area characterized by higher-density development. Extending the existing MS1 zoning across the full site also provides a logical and cohesive zoning boundary that supports residential intensification in proximity to established amenities and services.

Conclusion

We trust that this information is satisfactory.

Sincerely,

A handwritten signature in black ink that reads "G Henderson". The signature is written in a cursive style with a large, stylized "G" and a trailing flourish.

Gillian Henderson, M.USP
Planner

A handwritten signature in black ink that reads "Tim Beed". The signature is written in a cursive style with a large, stylized "T" and a trailing flourish.

Tim Beed, MCIP RPP
Associate