

To: Amanda Davidson, City of Ottawa

From: Theresa O'Neill, Dillon Consulting
Rory Baksh, RPP, MCIP, Dillon Consulting

cc: Michal Kubasiewicz, RPP MCIP, Ironclad Developments Inc.
Jacqueline East, DDes, RPP MCIP, Ironclad Developments Inc.

Date: September 23, 2026

Subject: 475 Terry Fox Drive, Ottawa – Revised 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 Revised Addendum to provide an updated ZBA request to facilitate the proposed development under the City of Ottawa Zoning By-law 2026-50 and portion of Zoning By-law 2008-250 still in force. 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.

Status of Zoning By-law 2026-50 and City Comments

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, portions of Zoning By-law 2008-250 remained technically applicable to the subject property. On July 2, 2026, the Ontario Land Tribunal made an oral decision ordering that the parts of Zoning By-law 2026-50 not included in the appeals were to come into force. This decision is retroactive to March 11, 2026, the date of enactment of Zoning By-law 2026-50. The majority of Zoning By-law 2026-50 is now in force. 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 second application submission on August 21, 2026 and subsequently re-issued specifically to clarify zoning matters on August 27, 2026. This Revised

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

Addendum and below zoning compliance charts are based on the revised Elevation Drawings dated September 4, 2026, which addresses staff's comments.

In addition, this Revised Addendum adds Appendix D – Details of Recommended Zoning By-law Amendment for Zoning By-law 2026-50, which outlines the proposed changes to the City of Ottawa Zoning By-law 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.

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, repealing both Exception 1706 and H (11) and introducing a new exception with site-specific standards for the following zoning provisions of By-law 2026-50²³.

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

The repeal of both Exception 1706 and H (11) is appropriate as the currently proposed development is for a residential use. Exception 1706 was introduced to serve a specific purpose as a site-specific commercial zoning to support a previously contemplated development of this nature (e.g., fast-food restaurant and take-out restaurant). As such, Exception 1706 and H (11) are recommended for repeal since it is not relevant to the currently proposed residential use. In order to facilitate the proposed residential use, a new exception with site-specific standards is requested/recommended.

² It is our understanding, following a meeting with City staff on August 27, 2026, that the standards for Active Entrances (Section 907.3) are achieved for the proposed development, given the residential use of the proposal. We understand the City's interpretation of Section 907.3 is that it applies to mixed use or commercial developments. As discussed with the City, it is anticipated that Section 907.3 will not pose an issue at the time of zoning examination and building permitting for the development as proposed.

³ Further, it is our understanding, following a phone call with City staff on September 3, 2026, that the standards for Electric Vehicle (EV) Parking Space Provisions (Section 611) are nullified by current *Planning Act, R.S.O. 1990* legislation (Sections 34(1.1.1) and 41(9.2)). As such, this provision is considered unenforceable by the City.

Justification for Increased Building Height

The proposed development and ZBA request a permitted building height of 20.5m, whereas the CM2 zone permits a maximum height of 15m (for properties in Area E on Schedule A1). There is an existing Height Suffix (H (11)) established for a now defunct commercial proposal from a few years ago. The proposed ZBA requests the repeal of H (11) as it was introduced in conjunction with a previous ZBA seeking to develop the subject site for a commercial use. H (11) is no longer appropriate given the proposed residential use. The proposed Building A (20.04m), Building B (20.00m) and Building C (19.18m) 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 underlying 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.

Justification for Reduced Bicycle Parking

The proposed development is compliant with By-law 2008-250 (portions still in force) but is not compliant with the minimum long-term bicycle parking space requirements of By-law 2026-50 (subject to appeal). 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.

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.

Required Zoning Amendments

Based on the current status of Zoning By-law 2026-50, and the latest revisions to the Site Plan and Elevation Drawings, the following zoning amendments will be required:

Amendments to Zoning By-law 2026-50

- Maximum Building Height (Section 907.9(h)(2) – Area E):
 - Increased standard to permit a maximum building height of 20.5 m.
- 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.
- Minimum Bicycle Parking Rates (Section 613) - Minimum Number of Inclusive Spaces (Section 613 (23)):
 - Reduced rate to permit a minimum inclusive bicycle parking space total of 2 inclusive bicycle parking spaces.

- Parking Lot Provisions – Landscape Buffer to Lot Line (Section 607.7(c)):
 - Reduced standard to permit a landscape buffer of 3.5 m between the perimeter of a parking lot and a lot line.

Draft Zoning By-law Amendment Details

The details for the draft Zoning By-law Amendments to Zoning By-law 2026-50 are provided in Appendix D – Details of Recommended Zoning By-law Amendment for Zoning By-law 2026-50.

Closure

We trust that the information provided in this 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

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Rory Baksh, RPP, MCIP
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Appendix 1

Updated Appendix B from the
Planning Justification Report
(Zoning Confirmation Checklist)



ZONING CONFIRMATION CHECKLIST – BY-LAW 2026-50

A. PROJECT INFORMATION

Review Date:	September 4, 2026
Municipal Address:	475 Terry Fox Drive
Scope of Work:	Rezoning of the subject property is proposed from the current 'CM2 [1706] H (11)' zone to a 'CM2' zone with a new exception number 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:	CM2 [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
Min. Lot Width	N/A	22.5 m (varies)	-
Min. Lot Area	N/A	12,278 m²	-
Min. Building Height	6 m	19.8 m	Y
Max. Building Height	15 m	20.5 m	N
Floor Space Index (FSI)	N/A	1.42	-

Accessory Building	N/A	-	-
Min. Front Yard Setback	2 m	3.02 m	Y
Min. Corner Side Yard Setback	3 m	3.05 m	Y
Min. Rear Yard Setback	7.5 m	7.5 m	Y
Min. Interior Side Yard Setback	2 m	12.81 m	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: 2.6 mx5.2 m Maximum 50% small car	Typ. Spaces 2.6 mx5.2 m 15% (32 small car spaces provided)	Y
Aisle Width (Section 607)	Minimum 6 m	6.72 m provided	Y
Driveway Width (Section 607)	Minimum 6 m	6.72 m 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	48.15 m 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.	N/A for Planned Unit Development: 3 Mid-Rise Apartment Dwellings	Y
	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 3.7 m 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: 6m ² 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 1,092 m² of amenity area is required.	1,099.7 m ² of amenity area is provided. 1,099.7 m ² (100%) of the proposed amenity area is communal. In addition, each dwelling unit is proposed to have a private balcony area.	Y

Appendix 2

Updated Details of
Recommended Amendment to
Zoning By-law 2026-50



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]

- 1) Repeal Exception 1706 in its entirety.
- 2) Rezone the lands as shown in Document [B: Zoning Key Plan for By-law 2026-AAA].
- 3) Add a new exception XXXX to Part 15 – Exceptions in accordance with the following:
 - a) In Column I, Exception Number, add the text “XXXX”;
 - b) In Column II, Applicable Zones, add the text “CM2 [XXXX]”; and
 - c) In Column III, Exception Provisions - Additional Land Uses Permitted, add the text:
 - N/A.
 - d) In Column IV, Exception Provisions - Land Uses Prohibited, add the text:
 - N/A.
 - e) In Column V, Exception Provisions - Provisions, add the text:
 - Maximum height of 20.5 metres;
 - Minimum of 98 required for long-term bicycle parking spaces;
 - Minimum of 2 required for inclusive bicycle parking spaces; and
 - Minimum of 3.5 metres 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.