



**2006, 2020, 2026 Scott Street and
314, 318 Athlone Avenue**

Planning Rationale Addendum
Zoning By-law Amendment
July 20, 2026



Prepared for Morely Hoppner + Colonnade Bridgeport

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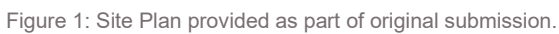
Introduction

Fotenn Planning + Design (“Fotenn”) has prepared this Planning Rationale Addendum in support of the ongoing Zoning By-law Amendment application for the property municipally known as 2006, 2020, 2026 Scott Street and 314, 318 Athlone Avenue (“the subject property”) in the City of Ottawa.

This Addendum is intended to be read in conjunction with the Planning Rationale dated February 6, 2026, originally submitted with the Zoning By-law Amendment application. The Planning Rationale Addendum describes the alterations to the proposed development and confirms conformance to all relevant planning documents referenced in the original Planning Rationale.

1.1 Previously Proposed Development

The development, as proposed as part of the initial submission, consisted of consisting of three high-rise buildings and a pedestrian plaza and thoroughfare, as described in the Site Plan below.



The purpose of the Minor Zoning By-law Amendment was to formally establish a zoning framework to facilitate the development of the proposed residential development on the subject property, 2006, 2020, 2026 Scott Street and 314, 318 Athlone Avenue, as described on the Site Plan provided on the previous page.

The provisions to be included in the Urban Exception include the following:

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- / Permit a maximum of three towers on the subject property
- / Maximum Gross Floor area of 73,000 square metres.
- / The tower portion of the building, being any portion above 6-storeys, must be setback a minimum of 4.0-metres from the corner lot line.
- / The tower portion of the building, being any portion above 6-storeys, must be setback a minimum of 5.5-metres from the rear lot line, abutting a non-residential zone.
- / Maximum permitted parking rate per unit is 0.6 spaces per unit.

The following proposed Zoning Schedule reflected the requested maximum built heights and general setbacks:

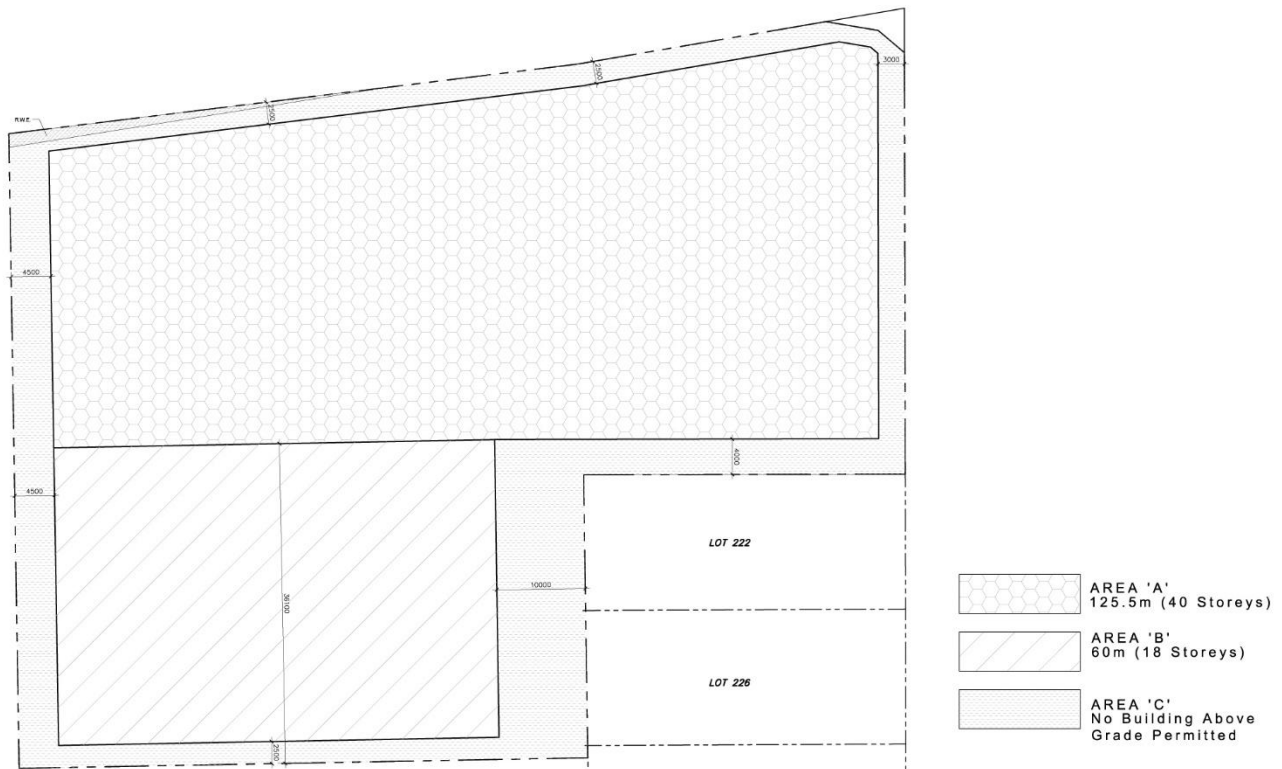


Figure 2: Proposed Zoning Schedule to identify maximum building heights and minimum setbacks for the proposed development.

2.0 Revised Proposal

2.1 Revised Site Plan

The revised proposal, as described on the Site Plan below, continues to contemplate three towers on the subject property, as well as the same maximum gross floor area of 73,000 square metres. Following reception of technical circulation comments from City staff it was established that greater tower separation from abutting low-rise properties on Athlone Avenue was appropriate.

Consequently, the tower separation between Building 1 and 322 Athlone Avenue has increased from 4 metres to 20 metres. As well, the tower separation between Building 3 and the rear property line of 322 and 326 Athlone Avenue has increased from 10 metres to 20 metres.

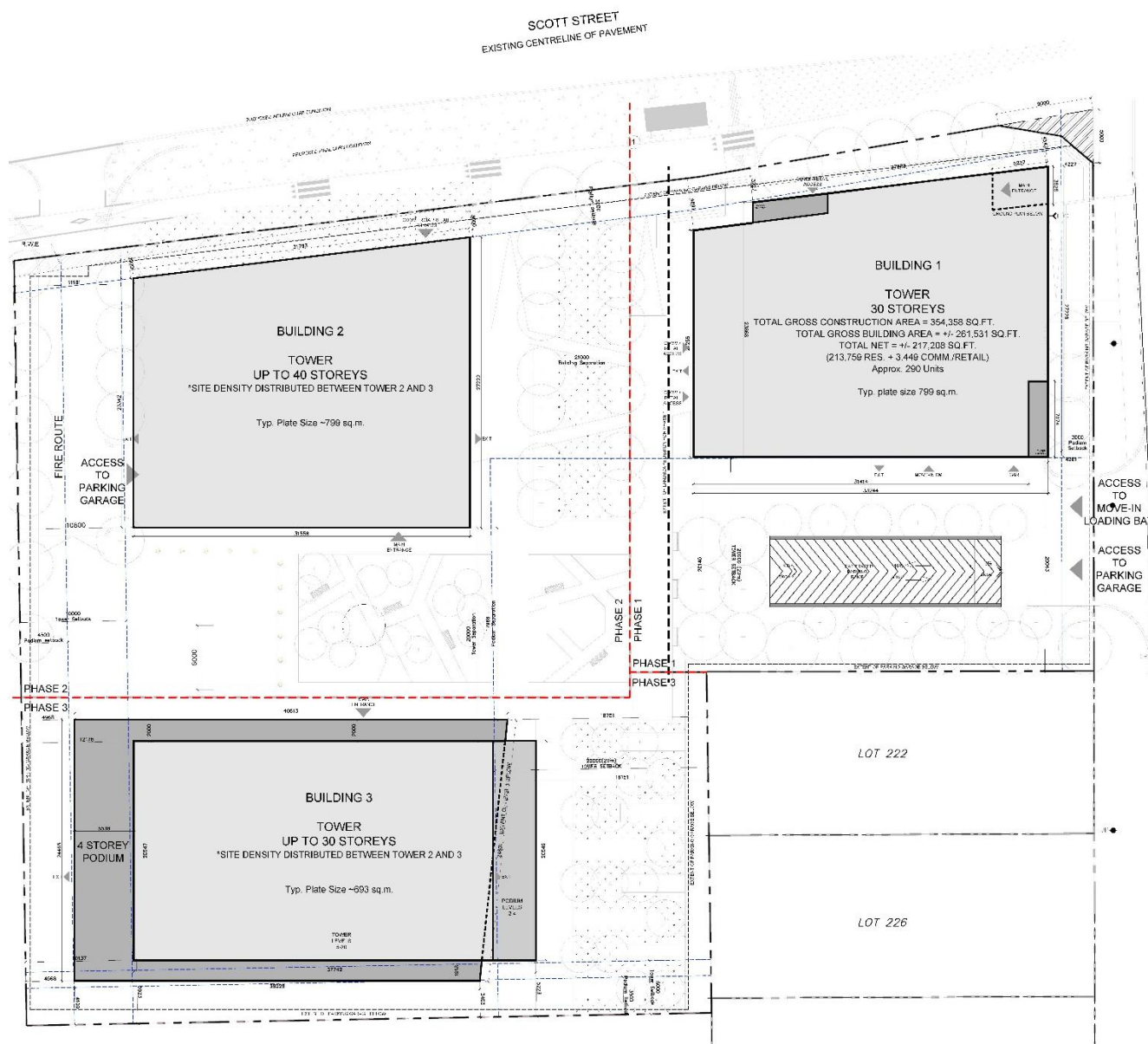


Figure 3: Updated Site Plan.

In addition to the increased tower separation, proposed building heights have been amended. While the accompanying updated Zoning Schedule continues to contemplate building heights up to 40-storeys along the Scott Street frontage, Building 1 will now be contemplate 30-storeys in building height, as part of a future Site Plan Control application. Similarly, Building 3 was initially proposed to have a maximum building height of 18-storeys. As part of the revised proposal, Building 3 will now contemplate heights up to 30-storeys.

Both Building 1 and Building 3 have increased heights relative to the original proposal as a method to recapture gross floor area and dwelling units which would have otherwise been lost as a result of the additional tower separation. However, as part of the revised proposal no increase to the original maximum gross floor area (of 73,000 square metres) is contemplated, ensuring no greater level of intensification will be developed on the site.

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2.2 Revised Zoning By-law Amendment

2.2.1 Proposed Zone and Urban Exception

The revised Zoning By-law Amendment would continue to amend the existing zoning by-law, Traditional Mainstreet, Urban Exception 2829, Schedule 465, with an associated Holding Provision – **TM[2829] S465-h**, to Traditional Mainstreet, Urban Exception XXXX, Schedule YYY – **TM[XXXX] SYYY**.

The revised requested relief to the existing Zoning By-law primarily reflects revisions to the Zoning Schedule, with respect to tower setbacks. The only additionally requested provision seeks to include the provision that the lot be considered one lot for zoning purposes, as land division through a Consent application may be sought at a future date.

The revised requested zoning provisions are as follows:

- / Amend Schedule 465 to reflect the requested setbacks and maximum building heights, as identified on the accompanying Zoning Schedule.
- / Permit a maximum of three towers on the subject property
- / Maximum Gross Floor area of 73,000 square metres.
- / The tower portion of the building, being any portion above 6-storeys, must be setback as described on Schedule YYY from the rear lot line abutting a residential use.
- / The tower portion of the building, being any portion above 6-storeys, must be setback as described on Schedule YYY, abutting a non-residential zone.
- / Maximum permitted parking rate per unit is 0.6 spaces per unit.
- / Lands where exception [XXXX] applies are considered one lot for zoning purposes.

2.2.2 Revised Zoning Schedule

The revised Zoning Schedule establishes the maximum building heights and setbacks as described in the accompanying Site Plan and Urban Exception provisions.

3.0 Policy and Regulatory Review

3.1 Provincial Planning Statement

The revised proposal remains compliant with the policies noted in the originally submitted Planning Rationale. The revised proposal continues to be located in a built-up settlement area with sufficient servicing and infrastructure. The subject property has access to existing and improving higher order public transit, active transportation options, and a variety of nearby amenities. The proposed development will provide intensification on an underutilized lot located within 100 metres of a Rapid Transit Station, while providing for a greater diversity of housing options within a settlement area.

3.2 City of Ottawa Official Plan

3.2.1 Transect Policy Area

As identified on Schedule A of the City of Ottawa Official Plan, 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. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.



Figure 4: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

The revised proposal continues to meet the general intent of the Inner Urban Transect policies, which looks to develop the transect area as a mixed-use environment which provides the amenities and services desired in 15-minute communities.

The revised proposal continues to provide appropriate levels of density in a mixed-use building typology located within 100 metres of a Rapid Transit Station. Further, the provided level of intensification will support future development of amenities, services, and non-automobile methods of transportation in the broader area.

3.2.2 Urban Designation

As identified on Schedule B2 of the City of Ottawa Official Plan, the subject property is designated **Mainstreet Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Further, the Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.



Figure 5: B2 - Inner Urban Transect, City of Ottawa Official Plan.

The revised proposal continues to broadly meet the intent of the Mainstreet Corridor designation. The proposed development contemplates appropriate levels of intensification in an area within 100 metres of a Rapid Transit Station and on a street that is already characterized by similarly high-rise buildings. The revised proposal has improved separation from existing low-rise buildings and relocated that density abutting existing parklands. Stepbacks have been eliminated from the buildings fronting Scott Street, however, articulation in building design will be provided through material choices to delineate between the perceived tower and podium components.

3.2.3 Urban Design

For review of the revised proposal with respect to Urban Design criteria, the accompanying Design Brief / Urban Design Review Panel document provides a fulsome review of the proposal.

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3.3 Richmond / Westboro Secondary Plan

The Richmond Road/Westboro Secondary Plan is a guide to its long-term design and development, taking into consideration land use, urban design, zoning, transportation, existing streetscape conditions, compatibility of new development, and other issues of concern to the local communities. The Secondary Plan provides a framework for the overlying objectives and principles through the policy context for the specific sectoral strategies that focus on land use and building scale, as well as a greenspace network strategy. The Secondary Plan provides detailed background information on existing conditions and community issues as well as land use policy and zoning recommendations.

The revised proposal continues to meet intent of the Secondary Plan, primarily with respect to building heights, and improves the condition with regards to tower separation and transition to low-rise abutting properties. The newly proposed building heights, (up to) 40, 40, and 30 respectively, continue to be consistent with the existing and proposed building heights for recent development in the surrounding area. Additionally, the increased tower separation also provides for greater porosity through the site, which is located in a strategic area abutting a public park.

3.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

3.4.1 Zoning Provisions Compliance

The following table summarizes the updated built form provisions relative to the existing Schedule 465 provisions and TM zone provisions not captured as part of the Schedule.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Lot Area <i>Table 197(a)</i>	No minimum	6,686 m ²	✓
Minimum Lot Width <i>Table 197(b)</i>	No minimum	101.4 m	✓
Maximum GFA <i>Schedule 465</i>	73,000 square metres	73,000 square metres	✓
Front Yard Setback <i>Schedule 465</i>	2.7-7.5 metres <i>As per Schedule 465</i>	3.0 metres	X
Interior Side Yard Setback <i>Schedule 465</i>	3.8-5.6 metres <i>As per Schedule 465</i>	4.5 metres	X
Rear Yard Setback <i>Schedule 465</i>	5.5-17 metres <i>As per Schedule 465</i>	20 metres (abutting a residential zone)	✓
		3.4 metres (All other cases)	X
Minimum Tower Separation <i>Exception 2829</i>	25 metres	20 metres	X
Maximum Building Height <i>Schedule 465</i>	As per Schedule 465 (Maximum 40-storeys)	As per Updated Schedule (Maximum 40-storeys)	X
Minimum Setback above 9th floor along western property line <i>Exception 2829</i>	12 metres	11.5 metres	X

Maximum Vehicle Parking Rate <i>Schedule 465</i>	0.6 spaces per dwelling	0.6 spaces per dwelling	✓
Amenity Space <i>Table 137(4)</i>	857 x 6 m ² (total) 857 x 3 m ² (communal)	1,710 square metres 855 square metres	✓ ✓
Minimum Driveway Width <i>107(1)(a)(ii)</i>	Parking lot: 6.0 metres	6.0 metres	✓
	Parking garage: 6.0 metres	6.0 metres	✓
Minimum Aisle Width <i>107(1)(c)(ii)</i>	Parking lot: 6.0 metres	6.0 metres	✓
	Parking garage: 6.0 metres	6.0metres	✓
Minimum Parking Space Dimensions <i>106(1)(a)(c)</i>	Length: 5.2 metres Width: 2.6 metres	5.2 metres 2.6 metres	✓ ✓
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m	<40%	✓
Minimum Required Bicycle Parking Spaces <i>Table 111A(b)</i>	0.5 per dwelling unit (429)	442	✓
Minimum Bicycle Parking Space Dimensions <i>Table 111B(a)(b)</i>	1.8 metres x 0.6 metres	1.8 meres x 0.6 metres	✓
Minimum Bicycle Parking Space Aisle Width <i>Section 111(9)</i>	1.5 metres	1.5 metres	✓
Maximum Provision of Vertical Bicycle Parking Spaces <i>Section 111(11)</i>	50%	<50%	✓
Minimum width of landscaped area around a parking lot <i>Section 111(11)</i>	None	None	✓
Minimum Required Landscaped Area within a Parking Lot <i>Table 110(b)</i>	None	None	✓

3.4.2 Requested Relief from Existing Zoning Provisions

The revised requested zoning provisions are as follows:

- / Amend Schedule 465 to reflect the requested setbacks and maximum building heights, as identified on the accompanying Zoning Schedule.
- / Permit a maximum of three towers on the subject property
- / Maximum Gross Floor area of 73,000 square metres.
- / The tower portion of the building, being any portion above 6-storeys, must be setback as described on Schedule YYY from the rear lot line abutting a residential use.

- / The tower portion of the building, being any portion above 6-storeys, must be setback as described on Schedule YYY, abutting a non-residential zone.
- / Maximum permitted parking rate per unit is 0.6 spaces per unit.
- / Lands where exception [XXXX] applies are considered one lot for zoning purposes.

3.4.3 Zoning Schedule
XXXX

Conclusions

It is our professional planning opinion that the revised proposal and application for a Zoning By-law Amendment is appropriate, represents good planning, and is in the public interest.

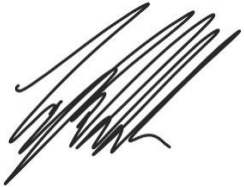
The proposed development is consistent with the Provincial Planning Statement by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area that contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area. The proposed development responds to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 3 – Growth Management Framework and 4.6 – Urban Design of the Official Plan. Further, the proposed development is in conformity with respect to the subject property's Designation and Transect. In particular, the subject property is appropriate for the proposed high-rise built form, due to its proximity to transit and location along a Mainstreet Corridor within the Inner Urban Transect.

The proposed development conforms broadly to the intent, policies, and guidelines in the Richmond / Westboro Secondary Plan. Specifically, with regard to policy 4.2, which mitigates the need to seek an Official Plan Amendment.

The proposed Zoning By-law Amendment would apply a modified Traditional Mainstreet – TM zoning to the subject property, which ensures efficient development patterns of a suitable scale and density which are in keeping with policies regarding close proximity to Rapid Transit Stations and the planned neighbourhood context.

For your consideration,



Tyler Yakichuk, MCIP RPP
Senior Planner