



287, 299 Loretta Avenue South and 153, 157 Hickory Street

Planning Rationale
Official Plan Amendment & Zoning By-law Amendment
May 12, 2026



Prepared for CCOC, via Cahdco

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

May 2026

© Fotenn

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	2
1.1	Project Context and History	2
2.0	Subject Property & Surrounding Context	3
2.1	Subject Property	3
2.2	Surrounding Context	3
2.3	Transit	4
3.0	Proposed Development	6
4.0	Policy & Regulatory Review	8
4.1	Provincial Planning Statement (2024)	8
4.2	City of Ottawa Official Plan (2022)	9
4.3	Urban Design Guidelines for High-Rise Buildings	17
4.4	Comprehensive Zoning By-law (2008-250)	19
4.5	Comprehensive Zoning By-law 2026-50	21
5.0	Official Plan and Zoning By-law Amendments	24
5.1	Official Plan Amendment	24
5.2	Zoning By-law Amendment	24
5.3	By-law 2026-50	25
6.0	Conclusion	26

1.0 Introduction

CCOC, through Cahdco, (“the client”) is seeking to develop a 12-storey building with approximately 124 units on the property municipally known as 287, 289, 291, 293 and 299 Loretta Avenue South and 157 and 153 Hickory Street (‘subject property’) in the City of Ottawa. An Official Plan Amendment and Zoning By-law Amendment will be required to permit this development, in addition to Site Plan Control approval.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and confirm that development is appropriate for the site and compatible with adjacent development and the surrounding community.

1.1 Project Context and History

CCOC currently owns two low-rise townhouse buildings with affordable units on the property known as 287, 289, 291, 293 Loretta Avenue South. In 2024 the client pre-consulted with the City on six- and nine- storey versions of a building on this site alone. Through further assessment of development feasibility, the client determined that additional density would be likely be required to support a feasible project.

Subsequently, the client retained Fotenn to review the potential for greater density on this smaller site. Following careful review of the policy and regulatory framework, Fotenn concluded that high-rise building heights on this original site would likely not be supportable from a planning perspective. Our review did find that if CCOC’s property could be consolidated with the three lots facing Hickory Street, a modest high-rise built form would be highly desirable and supportable. Drawing on Fotenn’s review of the planning policy and regulatory framework, Cahdco and Hobin Architecture developed a concept for a 12-storey building on the larger consolidated lot.

A pre-application consultation was held with DRAW staff in April 2025, where Cahdco presented a nine-storey building and a 12-storey building for the subject property. Following the meeting, City staff indicated a preference for the 12-storey concept, subject to required Official Plan Amendment and Zoning By-law Amendments.

On April 24, 2026, Prime Minister Mark Carney announced that development of the subject property was approved under Build Canada Homes. This funding is intended to accelerate construction of residential units to improve housing affordability as soon as possible. Therefore, Fotenn, on behalf of the client, is requesting accelerated review of the Official Plan Amendment and Zoning By-law Amendment applications.

2.0 Subject Property & Surrounding Context

2.1 Subject Property

The proposed development will occupy the parcels municipally known as 287, 289, 291, 293 and 299 Loretta Avenue and 157 and 153 Hickory Street ('subject property'). The subject property is a generally rectangular parcel of land with approximately 56.77 metres of frontage on Loretta Avenue and a frontage of 36.1 metres on Hickory Street. The total area is approximately 2,015.3 square metres. There is an additional city-owned laneway remnant parcel at the rear of 287 Loretta Avenue with an area of 33.5 square metres which may be added to the property to create a regular rectangular parcel.

The subject property is currently occupied by multiple buildings. 287 Loretta Avenue is a two-storey multi-unit residential building on the north side of the lot and the townhouse building to the south is addressed as 289, 291 and 293 Loretta Avenue. A drive aisle between the buildings leads to a surface parking lot in the rear yard, and one parking space is provided in the front yard. 299 Loretta Avenue, 157 Hickory Street, and 153 Hickory Street are each occupied by a detached dwelling.

The subject property and surrounding area slope down towards the east. As a result, the existing detached dwellings facing the subject property on the west side of Loretta Avenue are several metres above street level.

2.2 Surrounding Context

The subject property is located in a block with three high-rise buildings and one low-rise apartment building. The following land uses are adjacent to the subject property:

- / **North:** The Dowsview, a 14-storey apartment building which is surrounded by a surface parking lot on three sides of the building. Further northeast at 90 Champagne, the Lennox has a floorplate of over 1,000 square metres, and a height of 15 storeys.
- / **East:** A development with a 12-storey, 1,000 m² floorplate tower fronting Champagne Street (100 Champagne), and a four storey apartment building with townhouse-style units facing Hickory Street. The high-rise portion of the building has a 5.5 metre setback from the interior side lot line, and the low-rise building is set back 2.2 metres from the interior side lot line, and approximately 2 metres from the front lot line. East of Champlain Avenue South, existing and planned building heights range from 20-25 storeys.
- / **South:** The Dow's Lake Court Conference Centre faces the subject property on the south side of Hickory Street.
- / **West:** Four detached dwellings with large front yard setbacks are located immediately west of the subject property, on the other side of Loretta Avenue. Due to the topography of the area, these dwellings are at a higher elevation than the subject property.

Located in the Civic Hospital neighbourhood in the City of Ottawa, the subject property is close to transit, commercial businesses and services, community services and outdoor recreation. The following services and amenities, critical for a 15-minute community, are accessible to the subject property:

- / The Dow's Lake LRT station, on the Trillium Line, is a 260-metre walk from the front door of the proposed development;
- / Preston Street is a vibrant shopping and entertainment mainstreet, 300 metres walk east from the proposed development. further east with a range of commercial businesses and services;
- / Ev Tremblay Park is a 250-metre walk northeast from the subject property;

- / The existing Civic Hospital campus is a 950-metre walk west of the subject property, and the new campus is 250 metres south, providing services and major employment to future residents;
- / The Experimental Farm and Dow's Lake – providing access to nature and passive recreation – are south of Carling Avenue, within a 550 metre walk of the subject property;
- / Immediate access to a safe, extensive cycling/active transportation network is available through the Hickory Street Bridge to the Trillium Pathway;
- / Loretta Avenue provides access to Carling Avenue, and Highway 417 on-ramps are in close proximity, providing good vehicular access.

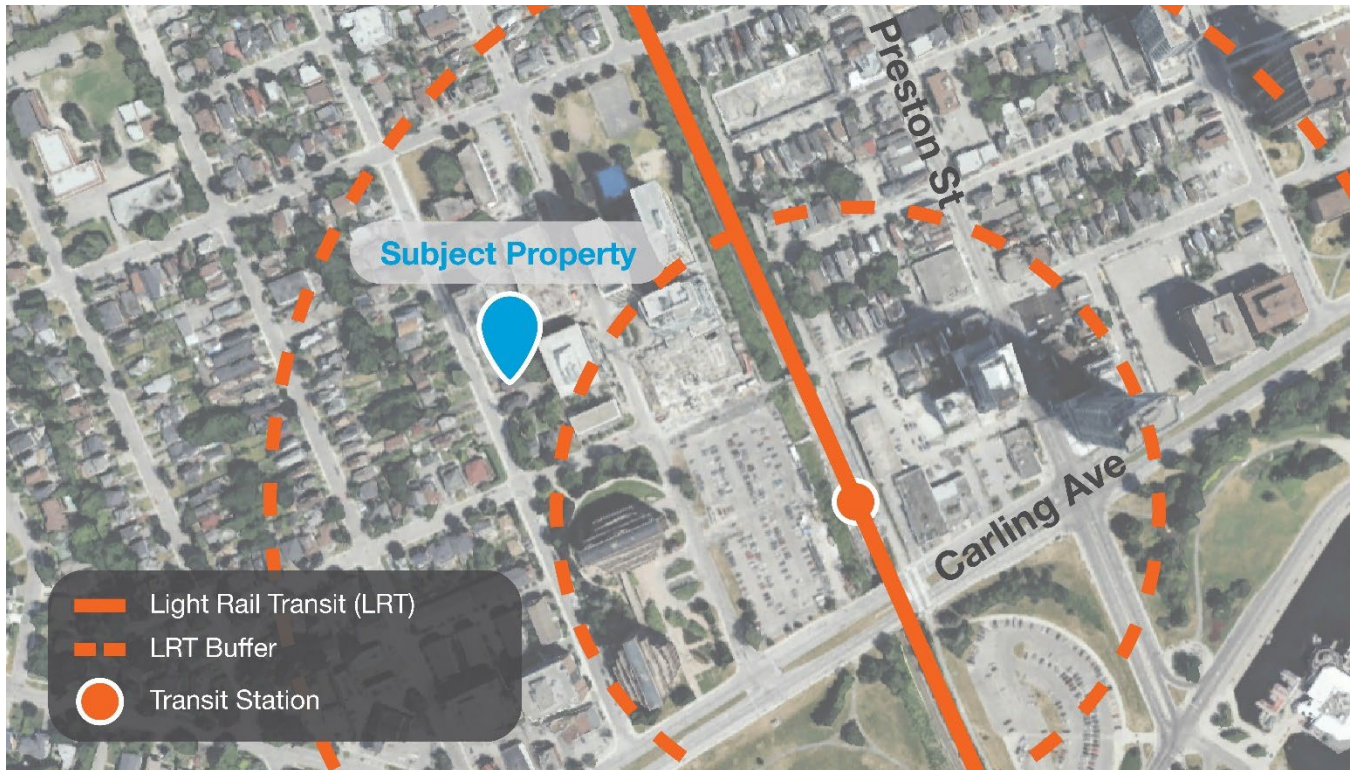


Figure 1: Subject property and surrounding context. The innermost buffer around the Carling O-Train Station is 200 metres and the outermost is 400 metres.

2.3 Transit

The subject property is located within the Dow's Lake Protected Major Transit Station Areas (PMTSA), per Schedule C1 of the Official Plan, which is also a Major Transit Station Area per OPA 46 – Provincial Planning Statement Consistency (see Figure 2 below). This area is extremely well served by transit, being within 400 metres of the Carling Station on O-Train Line 2, (Trillium Line). A future O-Train line is planned for Carling Avenue. Carling Station is a transfer station. There are transit priority corridors further from the subject property on Bronson Avenue and Gladstone Avenue.

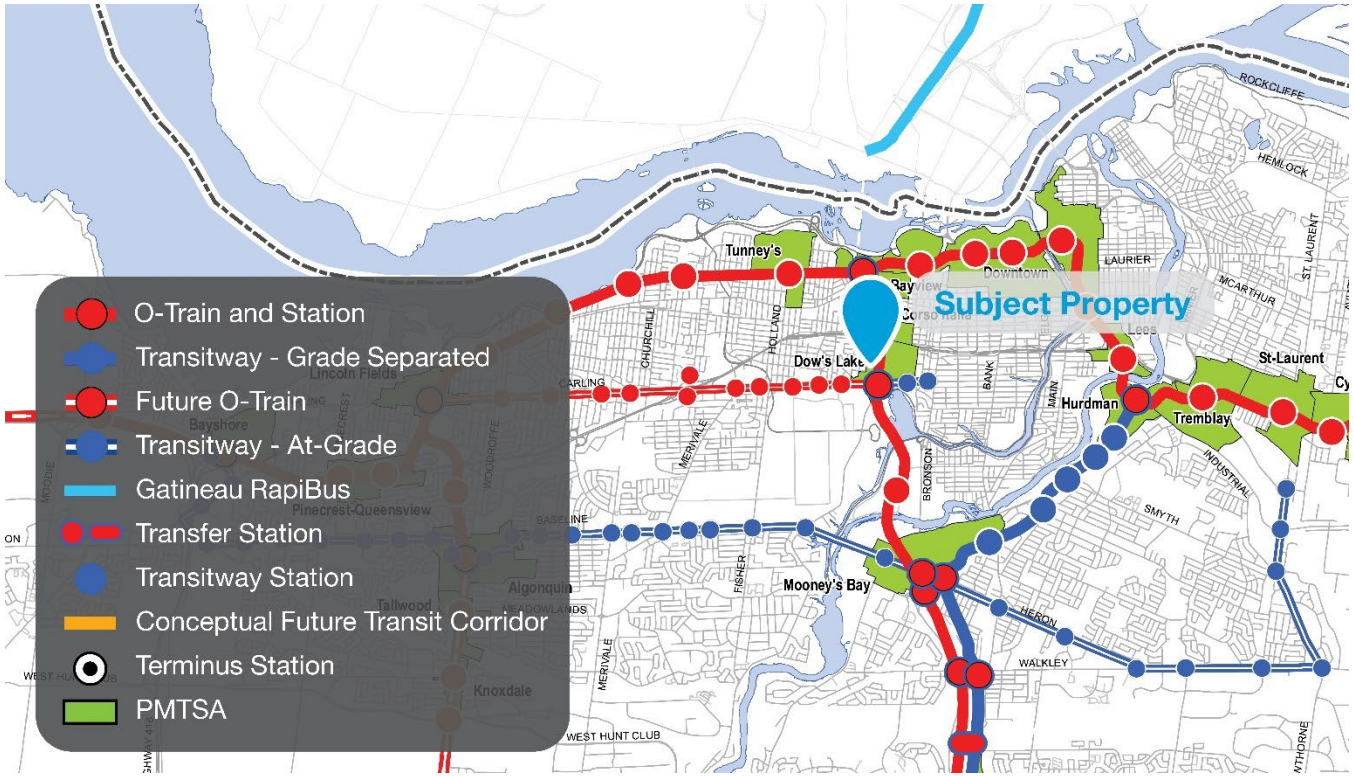


Figure 2: Schedule C1 - Protected Major Transit Station Areas (PMTSA) of the City of Ottawa Official Plan.

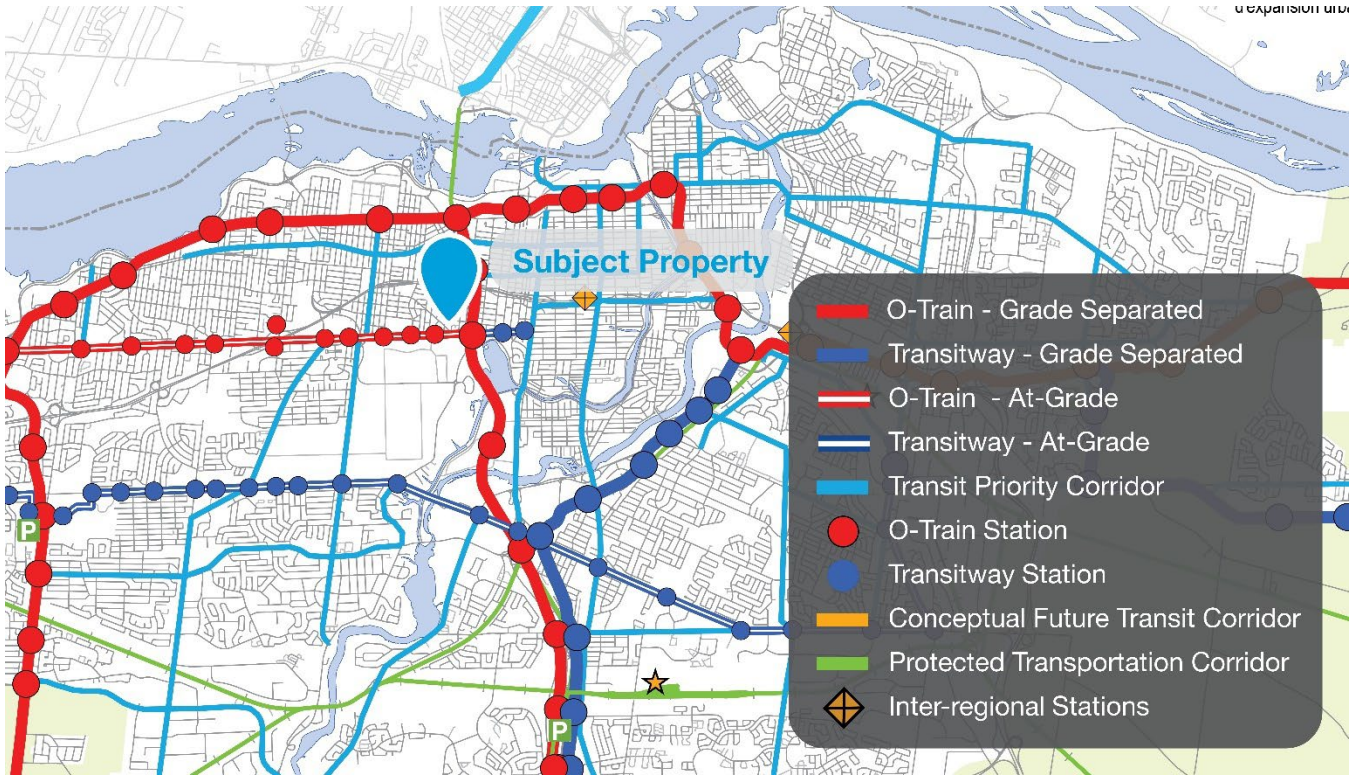


Figure 3: Schedule C2 - Transit Network of the City of Ottawa Official Plan.

Proposed Development

The proposed development is a 12-story, mixed market rental apartment building consisting of a 4-story podium and a tower. The development will create mixed affordability rental housing owned and operated by CCOC, and would replace the existing townhomes and single-family homes on the site.



Figure 4: View of proposed development from the southwest

The apartment building on the subject property has the following attributes:

- / The building has a height of twelve (12) storeys and 37.5 metres.
- / Approximately 124 residential units, approximately 15% of which are large units greater than 80 square metres in size. Adjustments to the unit mix may occur through the Site Plan process, which could result in up to 128 units and changes to the percentage of large dwelling units. More than 5% of units will be provided as large-household units.
- / The building uses a podium and tower typology, with a smaller tower floorplate of approximately 660 square metres, to minimize the impact of the tower on adjacent public realm and development.
- / The tower has been carefully located at the corner to fit will with existing adjacent high-rise and low-rise development, maximizing light access and views, and minimizing shadowing and overlook.
- / The site layout locates the “rear yard” setbacks along the west interior side yard setback;

- / The building is set close to the street, with sufficient room for a narrow transition from public to private realm.
- / The interface between the building and the public realm at the ground floor level is animated by at-grade residential units with direct access to street-level terraces.
- / A large outdoor terrace on the roof of the podium provides the majority of the communal amenity area. The functionality of this space will be supported by access from an interior amenity room with an accessible toilet.
- / The lobby will also be designed to serve as a “front porch” to the building, providing communal amenity in a high-traffic area of the building with a direct connection to the street. In total, approximately 370 square metres of communal amenity space will be provided.
- / Private amenity area is provided in the form of balconies and ground-floor terraces.
- / Minimal parking is provided to serve primarily visitor and functional uses, with three spaces located at-grade, and approximately 10 spaces located in a below-grade parking garage.
- / Bicycle parking for residents is provided at a rate of 1 space per every 2 units, in a secure indoor room; over time, there is the ability to increase the number of spaces to a rate of 1/unit through addition of a stacking system.

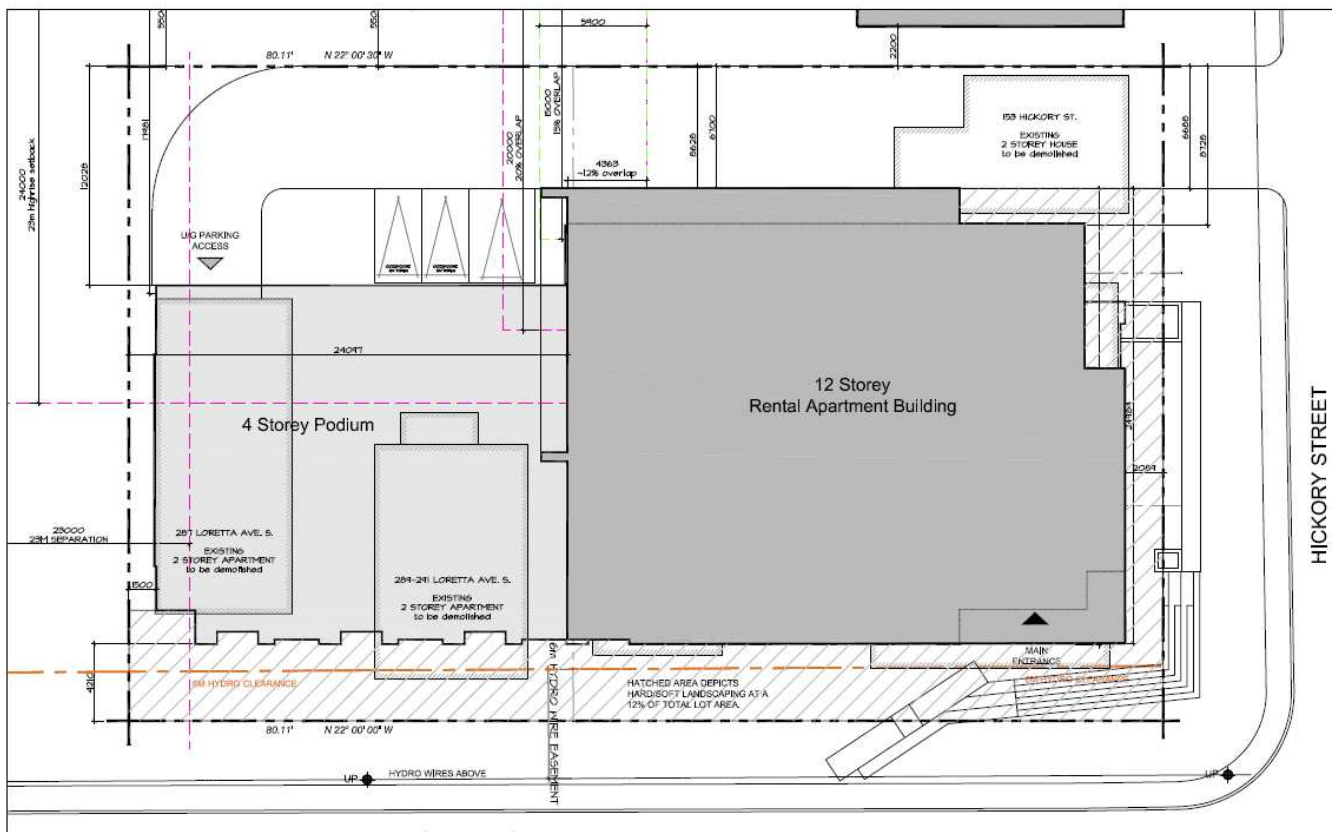


Figure 5: Extract from Site Plan

4.0 Policy & Regulatory Review

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) 2024 is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. The document came into effect October 20, 2024. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS 2024 aims to increase the supply and mix of housing in Ontario and to “support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity.”

Relevant policies addressing intensification, housing affordability, transit-supportive development and efficient land use patterns include:

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:
 - a) establishing and implementing minimum targets for the provision of housing that is *affordable to low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
 - b) permitting and facilitating:
 1. all *housing options* required to meet the social, health, economic and wellbeing requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
 2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and *redevelopment*, which results in a net increase in residential units in accordance with policy 2.3.1.3;
 - c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*; and
 - d) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1 General Policies for Settlement Areas

2. Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.

2.4.2 Major Transit Station Areas

2. Within *major transit station areas* on *higher order transit* corridors, planning authorities shall plan for a minimum density target of: [...] b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.
3. Planning authorities are encouraged to promote *development* and *intensification* within *major transit station areas*, where appropriate, by [...] a) planning for land uses and built form that supports the achievement of minimum density targets[.]

The proposed development is consistent with the Provincial Planning Statement (2024). The proposal responds to policies that direct development to provide a range and mix of housing options and densities, by introducing a higher-density residential typology that will diversify the housing options available in the Kitchissippi ward of Ottawa. The proposal responds to policies for complete communities, introducing affordable housing that is supported by transit and located close to areas for recreation and commercial activity. The proposed development contributes to the

residential density targets set out by the City of Ottawa for neighbourhoods within the existing settlement area. Development of this property at a higher residential density offers an efficient use of existing infrastructure and public service facilities. Located in the Dow's Lake Major Transit Station Area, the proposed development is supported by existing and planned Light Rail Transit and cycling infrastructure and is in close proximity to important amenities. The proposal contributes to provincial density targets within the major transit station areas served by light rail.

4.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan was approved by the Ministry of Municipal Affairs and Housing (MMAH) on 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 the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas.

4.2.1 Strategic Directions

Section 2.1 of the Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- 1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**
- 2) **By 2046, the majority of trips in the city will be made by sustainable transportation.**
- 3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
- 4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

4.2.2 Growth Management Framework

The City of Ottawa Official Plan contains a growth management framework, which contains policies to direct growth within designated areas which increase the efficient use of sustainable transportation and existing infrastructure. The policies aim to support intensification, meet employment needs, and design new neighbourhoods to be 15-minute neighbourhoods.

The City establishes targets for density, residential intensification, and large households for Hubs and Mainstreet Corridors in Table 3a of the Official Plan. The Dow's Lake PMTSA has a minimum area-wide density target of **160 people and jobs per gross hectare**, and a minimum residential density requirement for intensification of **250 dwellings per net hectare**. Development within hubs should provide at least 5% of dwellings as large-household dwellings, with a target of 10%.

The Official Plan and Zoning By-law Amendment applications will permit a development with a density of approximately 615 dwellings per net hectare. The development is intended to exceed the 5% threshold for large

dwellings. The high residential densities that can be achieved on this site help to implement the Official Plan’s overall growth management objectives.

4.2.3 Affordable Housing Policies

Section 4.2 of the Official Plan includes housing affordability policies that apply across the City. The following policies are relevant to the requested Official Plan and Zoning By-law Amendments:

Policy 4.2.2.4) In accordance with the City’s 10-Year Housing and Homelessness Plan, the City shall set a target that 20 per cent of all new residential units be affordable. Of all affordable units, 70 per cent are to be targeted to households whose needs fall within the definition of core affordability, and the remaining 30 per cent are to be targeted to households whose needs fall within the definition of market-affordability.

Policy 4.2.3.3) The City may assist non-profit housing providers by including site-specific zoning amendments for such providers’ lands as part of periodic omnibus or anomaly zoning amendments.

CCOC as a housing provider creates and maintains affordable housing for Ottawa residents. Through the proposed increase in height, the Official Plan and Zoning By-law Amendments will allow for more units of affordable housing to be created, contributing to the objectives of Section 4.2 of the Official Plan.

4.2.4 Urban Design Policies

Section 4.6 of the Official Plan addresses urban design. The subject property is in a Tier 2 – National and Regional – Design Priority Area. These areas are recognized as having national and regional importance to defining Ottawa’s image. Several policies in this section speak to building massing and transition, which are critical considerations for the proposed height increase.

Policy 4.6.6.1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is the target for intensification, specifically:
 - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 4.6.6.2) Transitions between [...] 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, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The proposed 12-storey building represents a transition in height and massing from the taller, larger buildings nearer the Trillium Line, towards the low-rise residential Neighbourhood, as required by Policies 4.6.6.1 and 4.6.6.2. The buildings within the same block as the subject property have taller heights, and/or larger floorplates, resulting in a greater visual impact. The proposed development uses a four-storey podium and point-tower layout to provide a transition in scale.

The Zoning By-law 2026-50, which has been approved by Council but is not yet in force, includes height transition provisions for Hub properties which are adjacent to neighbourhood zones: for any part of a hub-zoned property within 25 metres of a lot line abutting an N1-N4 zone, no part of a building may project above a 45-degree angular plane

measured from 15 metres above that lot line. The western edge of the tower is approximately 24 metres from the front lot line of the Neighbourhood properties on the west side of Loretta Avenue. Therefore, the application of the angular plane would permit a 39-metre height for the tower; the proposed building is 37.5 metres in height.

Further discussion of built form transition is addressed in the discussion of the Urban Design Guidelines for High-Rise Buildings, below.

Policy 4.6.6.4 states that “[a]menity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential a) Provide protection from heat, wind, extreme weather, noise and air pollution; and b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The majority of the communal amenity area is provided as rooftop terrace, but an attached interior amenity room will extend useability into later seasons/hotter weather, and provides an accessible washroom, which increases utility for many (e.g. young children, wheelchair users). A second indoor communal amenity area co-located with the lobby will act as a “front porch” for the building. The indoor amenity spaces are co-located with the outdoor patio and front doors to encourage ease and frequency of use, as CCOC’s experience is that stand-alone amenity rooms are frequently underutilized.

With 124 units, the proposed 370 square metre communal amenity space essentially meets the Zoning By-law requirement of 372 square metres. However, refinements to the interior building design may result in the addition of several units, which would render the communal amenity area non-compliant. Therefore, zoning relief is requested to set the requirement for communal amenity area at 370 square metres, reflects the size and shape of building. This approach to indoor and outdoor communal amenity spaces meets the intent of policy 4.6.6.4.

4.2.5 Transect and Designation

Per Schedule A and Schedule B1 the subject property is located in the Downtown Core Transect, and per Schedule B1, the subject property falls within the Hub designation. Figure 6 below identify the property's location in the transect.

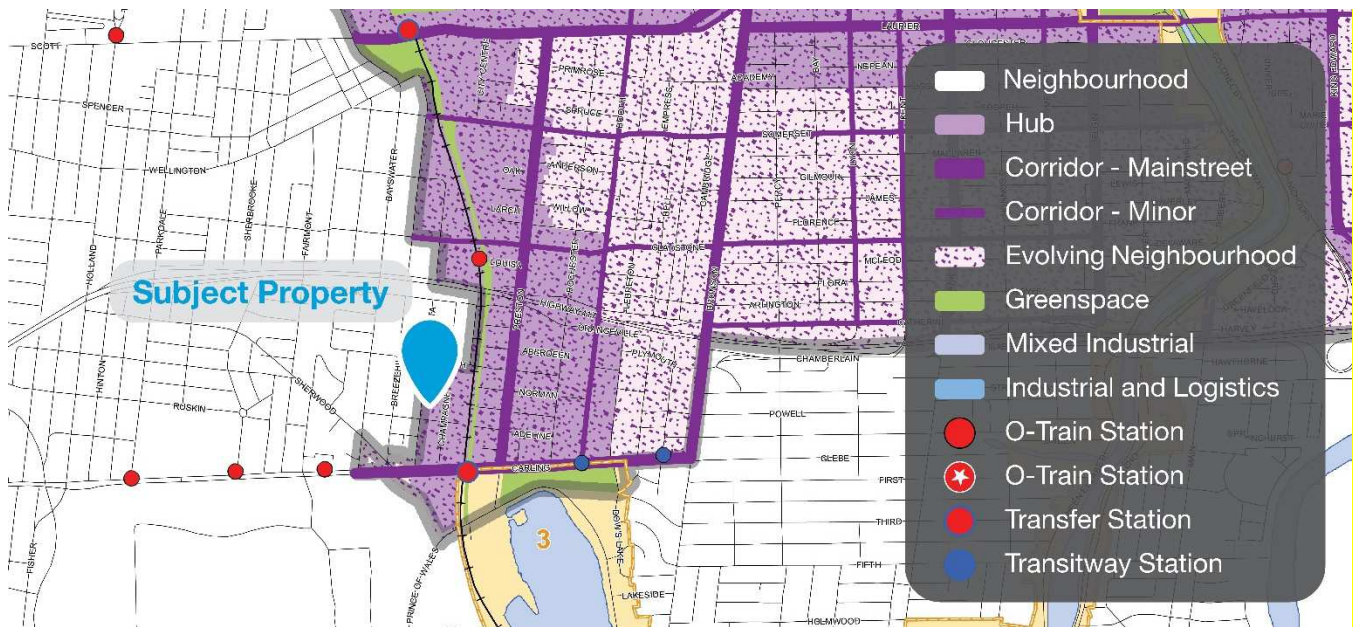


Figure 6: Excerpt of Schedule B1 from the City of Ottawa Official Plan.

Per Section 5.1 of the Official Plan, the Downtown Core Transect is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. Official Plan policies for this transect aim to maintain and enhance the urban pattern, prioritize active and public transportation and locate the greatest densities and tallest buildings in the transect. Transect policies which relate to the proposed development are as follows:

- / High-rise buildings may be permitted in Downtown Core Hubs, subject to protected views, secondary plan policies, and resolution of constraints in servicing capacity (Policy 5.1.3.2);
- / A minimum height of four (4) storeys is required for Hubs within a 400-metre walking distance of an O-Train Station (Policy 5.1.4.1.a);
- / Development is encouraged to minimize and reduce private approaches, by reducing parking and consolidating parking access (Policy 5.1.1.6).
- / Motor vehicle parking shall not be required for new development, other than visitor parking for large-scale residential development (Policy 5.1.2.3).

The proposed Official Plan Amendments conform with and will help to implement these transect and designation-specific policies, by permitting an appropriate high-rise built form, allowing existing 2-storey buildings within the Hub to be replaced by buildings which meet the minimum height requirements and removing net 3 private approaches.

Per Figure 6 above, the subject property is in a Hub designated area. Hubs are areas within a short walking distance of identified rapid transit stations and major street transit stops. The designation is based on urban function rather than land use, and their strategic purpose is to:

- / Focus major residential and non-residential origins and destinations near transit;
- / Establish a network of residential and other uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;

- / Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- / Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods through the approaches above (summary of Policy 6.1.1.2)

Policies which relate to the proposed development are as follows:

- / New buildings within a Hub shall:
 - Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
 - Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
 - Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm (Policy 6.1.1.3.f)
- / Parking minima in the Zoning By-law shall be reduced or eliminated (Policy 6.1.1.3.g).
- / Hubs will generally permit residential uses, and will permit such non-residential uses that are not likely to cause nuisance due to emissions, noise, light or heavy truck traffic (Policy 6.1.1.4). PMTSAs have similar use permissions (Policy 6.1.2.3)

The proposed Official Plan and Zoning By-law Amendments support the strategic purposes of hubs, by increasing the residential density, and housing options for those with lower incomes, to live in proximity to transit stations and other daily needs. The proposed building defines and addresses the public realm, with narrow street setbacks and doors which face the street. Parking is minimized and vehicular access and service functions are consolidated in the interior side yard.

The proposed development is a permitted use and conforms with all policies contained in Volume 1 of the Official Plan.

4.2.6 West Downtown Core Secondary Plan

The subject property is located in the Dow's Lake Station District of the West Downtown Core Secondary Plan. The District is primarily a hub, design priority area, and targeted for intensification. The District is to become the south western edge and gateway to Ottawa's downtown. Schedule D, *Character Areas*, of the Secondary Plan, shown below in Figure 7, identifies the subject property as a Hub within the Dow's Lake Station District.

Per Schedule E (Figure 8), development on the subject property is limited to 6 storeys.

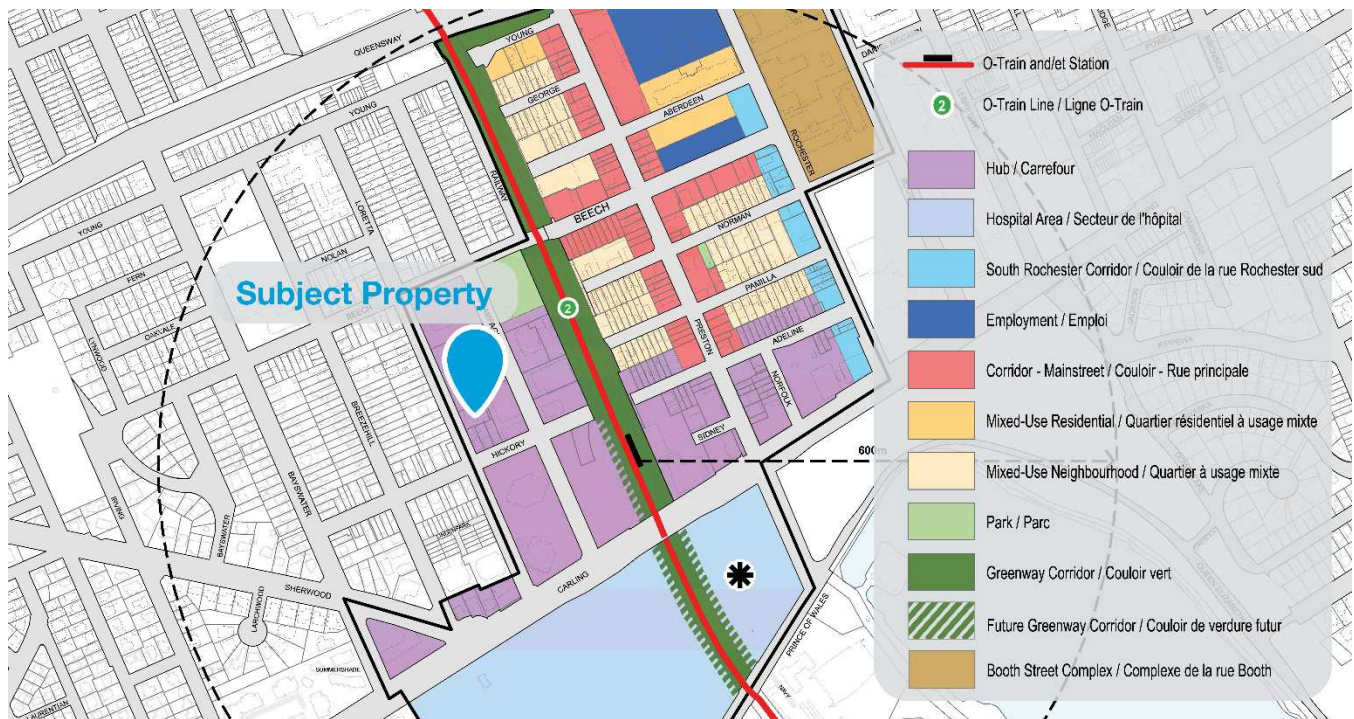


Figure 7: Schedule D - Character Areas from the West Downtown Core Secondary Plan.

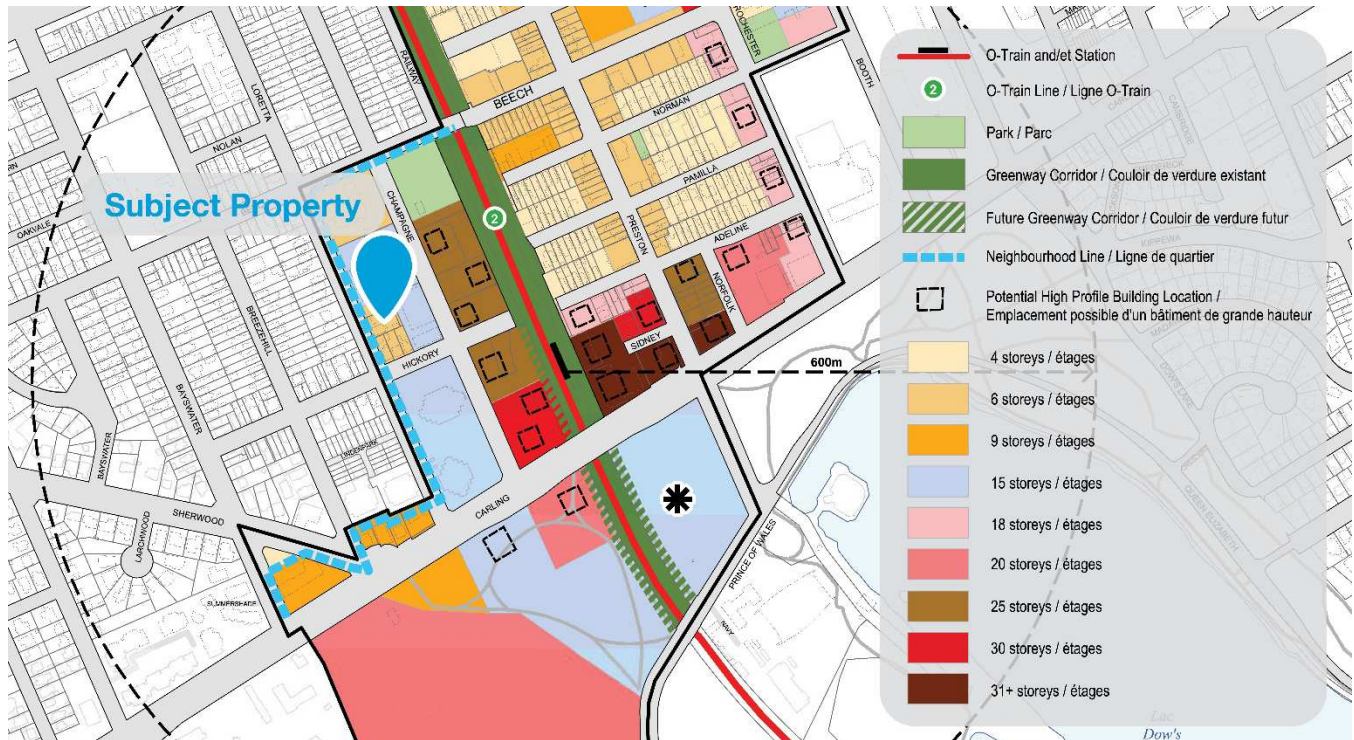


Figure 8: Schedule E- Maximum Building Height and Tower Location from the West Downtown Core Secondary Plan.

In addition to Schedule E (Figure 8: Schedule E- Maximum Building Height and Tower Location from the West Downtown Core Secondary Plan. **Policy 4.1.1.8** specifies that a “[m]id-rise neighbourhood development up to a height of six storeys, with a built form sympathetic to the surrounding low-profile neighbourhood buildings, may be permitted at the north east corner of Loretta Avenue and Hickory Street.”

Per Policy 4.1.1.6 and Schedule E, high-rise development up to 15 storeys is permitted to the north, east and south of the subject property.

Policy 4.2.5.5 requires that “New development at the northeast corner of Hickory Street and Loretta Avenue shall incorporate a podium along Hickory Street with a maximum height of four storeys in order to maintain a low-rise building profile along the north side of Hickory Street between Loretta Avenue and Champagne Avenue[.]”

Policy 4.2.5.6 makes the subject property’s east interior side lot line the “rear lot line” for the purpose of development, to ensure adequate provisions for privacy, sunlight and cross ventilation.

An Official Plan Amendment is required to amend Schedule E and Policy 4.1.1.8 of the West Downtown Secondary Plan to permit a 12-storey building on the subject property. This height is consistent with the existing surrounding development to the north, east and south, and slightly lower than the 15-storey height permissions for those abutting properties. The existing 6-storey permissions for the subject property are anomalous, and reflect the previous smaller lot fabric, which will be consolidated through this development.

Meeting the intent of Policy 4.2.5.5, the building incorporates a four-storey podium, although the podium is oriented along Loretta Avenue, with the height concentrated at the corner. This allows for better tower placement, and locates the height closest to the Dow’s Lake Conference Centre, and further from the neighbourhood. The site has been designed with the “rear yard” setback along the east interior side lot line.

The proposed increase in building height will allow for more affordable housing units in one of the areas of the City best served by transit, employment access and 15-minute neighbourhood features. The impacts of increased height on both the adjacent low-rise neighbourhood and abutting high-rise developments are mitigated by the site conditions and building design, as further discussed below.

Section 4.2 addresses built form. High-rise buildings, which have a height of between 10 and 40 storeys, are subject to the following relevant criteria, set out in Section 4.2.1:

	Policy	Rationale
1	A development site that will accommodate a high-rise building shall have frontage on public lands along three sides which could comprise of a combination of street and/or parks (i.e. frontage on three streets or frontage on two streets with one frontage on publicly-owned open space).	The subject property is a corner property with frontage on two streets. Strict application of this policy would prohibit high-rise heights where height permissions and “Potential High Profile Building Locations” on Schedule E indicate high-rise is permitted, so we assume this policy is intended as guidance. Guideline 1.3 (2) of the Urban Design Guidelines for High-rise Buildings state that high-rise lots should abut the public realm [...] on at least two sides.
2	The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and greenspaces.	The proposed development incorporates a four-storey podium and at-grade units have street-facing entrances and terraces.

3	Point tower design shall be provided for high-rise buildings.	A point-tower design is used.
4	Small floor plates will be encouraged with the typical floor area of a residential tower being generally no greater than 750 square meters[.]	The proposed floorplate of the tower portion of the building is approximately 650 square metres.
5	Tower portions of high-rise buildings, as defined as between 10 and 40 storeys in height, will have a minimum separation distance of 20 metres.	Approximately 12% of the tower overlaps with the adjacent tower at 100 Champagne, with a separation distance of 15 metres. This slightly reduced separation distance is supportable, as discussed further below under the Urban Design Guidelines for High-Rise Buildings.
6	The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule E: Dow's Lake Station District Heights and Tower Location Plan and measures being introduced through the development review process to ensure orderly development of the block.	The location of the tower was coordinated to minimize overlap and maximize light access and views through the block, in conformity with these policies.
7	Coordination of tower locations shall be pursued to optimize views from towers to the city skyline and other public amenities	
8	Shadow and wind studies will be required for all high-rise developments in accordance with the City's Terms of References.	Shadow and wind studies are no longer required as part of complete applications, as per the updated Terms of Reference.



Figure 9: West (Loretta) Elevation

Conformity with the requirements and intent of the following applicable design policies have been considered with respect to the Official Plan Amendment and proposed building design:

Policy 4.2.4.3) All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections and walkways.

Policy 4.2.4.4) All development projects will be required to animate the public spaces they face through incorporating pedestrian-oriented uses and architecture features and details that will enhance pedestrian safety and provide visual interest to enrich pedestrian experience.

Policy 4.2.5.3) New developments within the district along the Neighbourhood Line [along Loretta Street, as shown in Schedule E] shall be sympathetic to the height, massing, scale and architectural rhythm of the adjacent low-rise neighbourhood buildings.

Policy 4.2.5.4) New developments along the Neighbourhood Line shall explore design techniques such as a strong expression of a two or three-storey base with ground-oriented units and setbacks at the upper floors to reduce the visual and micro climate impacts, where the building is facing the street. [...]

The proposed development is oriented towards local streets, which it animates through at-grade terraces and residential entrances. Through a four-storey podium, the development is sympathetic to the low-rise residential development on the other side of the Neighbourhood Line. The site's grade change and the narrow width of the tower facing Loretta also mitigates impact on the Neighbourhood.

Policy 7.1) The City shall include the provision of affordable housing units and the conservation and replacement of affordable rental housing under community benefits as per Volume 1 of the Official Plan, Section 11..

Policy 7.2) In recognition of the affordability problem encountered by many individuals and families in securing adequate housing, the City shall encourage and shall determine specific means to provide for, a percentage of publicly assisted housing for persons and families of low to moderate income in major new neighbourhood developments in the Dow's Lake Station District. The City may also purchase existing housing or assemble land for housing construction, as circumstances demand, in order to further the objectives of this secondary plan.

The proposed Official Plan Amendment will enable a development that provides not-for-profit affordable housing.

4.3 Urban Design Guidelines for High-Rise Buildings

Through project development, careful reference was made to the Urban Design Guidelines for High-rise Buildings, and the proposed development responds strongly, as follows:

- / As discussed in Section 4.2.4, above, the proposed building height relates to the surrounding high-rise buildings, in line with Guideline 1.2 (2), while stepping down towards the edge of the growth area, per Guideline 1.2 (1).
- / The base of the building is four storeys, less than the abutting ROW width of 20 metres, as per Guideline 2.3 (3). The base relates to the adjacent low-rise neighbourhood and the four-storey building directly to the east (Guideline 1.2(3)), contributing to an evolving street wall condition (Guideline 2.3 (1)).
- / The podium animates the street frontage by incorporating ground-oriented units with useable street-facing entrances and front amenity streets, as called for by Guideline 3.2 (2), and the main pedestrian entrance is located at the corner, directly facing the street (Guideline 3.1 (4)).
- / Between 6.5 metres (Hickory frontage) and 9 metres (Loretta frontage) of space is provided between the curb and the building face. Residential patios provide for public-private transition (Guideline 3.1 (1)).
- / As per Guideline 3.2 (8) parking is located underground with three surface spaces at the rear of the building.

The tower fits well on the subject property, with its size, placement and design all informed by the following guidelines:

- / The lot is of a sufficient size at 2,015 m², well over the suggested minimum in Guideline 1.2 (2) of 1,350 m² for a corner site, which allows for sufficient tower separations, setbacks and step-backs.
- / As discussed above, an angular plane projected from the Neighbourhood Line was used to provide a reference for transition in scale, aligned with Guideline 1.2 (4).
- / The tower floorplate, at approximately 660 m², is smaller than the recommended maximum of 750m² (Guideline 2.4 (2)), minimizing shadow, wind and skyview impacts, and allowing for natural light to interior spaces, per Guideline 2.4 (1).

Ensuring appropriate separation distance between towers is a central concern of Section 2.4 of the Guidelines:

- / The recommended minimum separation distance is 23 metres (Guideline 2.4 (5)), to be shared between two properties by providing a minimum 11.5 metre tower setback from side and rear property lines when abutting properties with another high-rise building (Guideline 2.4 (7)).

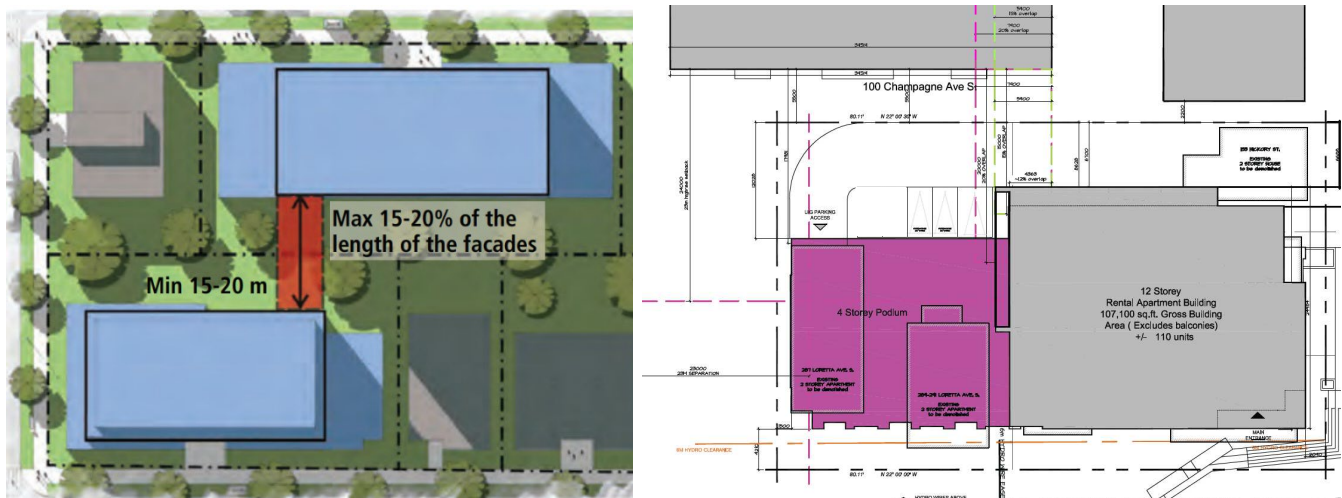


Figure 10: Extract from Guidelines illustrating appropriate reduced separation (left) and extract from Site Plan showing implementation (right)

- / The Guidelines recognizes that in Downtown where lot fabric is tight, a reduced separation to a minimum of 15 to 20m can be appropriate where the towers are staggered and do not overlap by more than 15 to 20% of the length of the facing facades, as shown in Figure 10.
- / The existing high-rise building at 100 Champagne is a recent development with a larger floorplate than is currently supported by the policy and regulatory framework, and the remainder of the lot currently developed with a four-storey residential building is not sufficient to accommodate high-rise development.
- / Given the tight lot fabric and the need to maximize separation with the tower at 100 Champagne, tower step-backs are not feasible, as recommended in Guideline 2.4 (12). However, the proposed building design uses an inset at the 5th floor to visually delineate the tower and the podium.

The proposed development was strongly informed by, and responds to, the Urban Design Guidelines for High-rise Buildings.

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

The subject property is split-zoned under the City of Ottawa Comprehensive Zoning By-law 2008-250, as shown in Figure 11:

- / Residential Fifth Density, subzone B, Height 18 metres in the City of Ottawa Comprehensive Zoning By-law (2008-250).
- / Residential Second Density, subzone R.

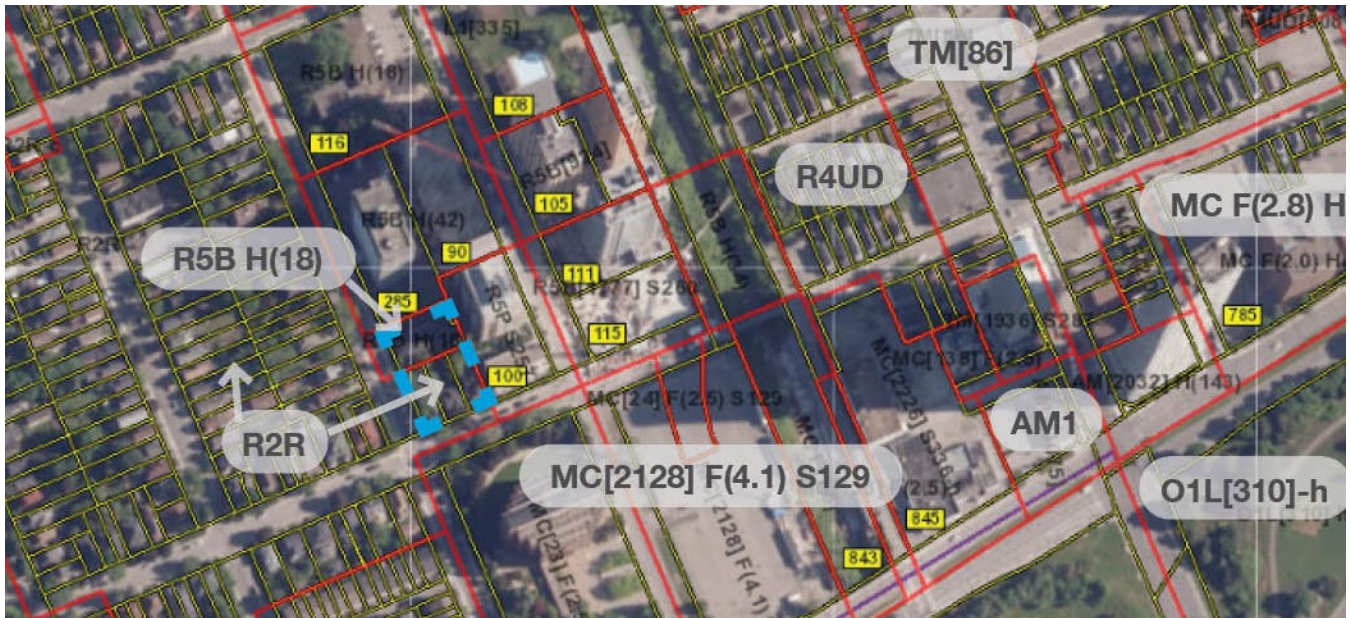


Figure 11: Zoning map of the subject property and surrounding area. Subject property identified by a dashed blue line.

The R2R zone is intended to restrict the building form to a maximum of two principle dwelling units, and does not conform with the intent of the Official Plan (2022, as amended). The R5B zone is the appropriate zone, under By-law 2008-250, to implement the Official Plan policies and permit the proposed development. The height suffix must also be amended to increase the maximum permitted height.

The following table outlines how the proposed development would comply with the provisions of the parent R5B zone.

Table 1: Zoning provisions and proposed development compliance.

Provision	R5B H(18) Requirement	Provided	Compliance
Permitted uses	Incl. Apartment dwelling- high-rise	Apartment dwelling, high rise	Y
Minimum Lot Width Table 164A	22.5 m	36 m	Y
Minimum Lot Area Table 164A	675 m ²	2,015.3 m ²	Y
Front Yard Setback Table 164A	Minimum 3 m	2 m (Hickory Street)	N

Provision	R5B H(18) Requirement	Provided	Compliance
Corner Side Yard Setback Table 164A	Minimum 3 m	4.2 m (Loretta Avenue)	Y
Rear Yard Setback Table 164B(4)	Minimum: 25% of the lot depth, capped at 7.5m	1.5 m	N
Minimum Interior Yard Setback Table 164B	Not abutting R1-R4: minimum: 1.5m within 21m of the front lot line 6m after if further than 21m	6.6 m	Y
Maximum Building Height	18m (per suffix)	37.5 m	N
Permitted Projections Above the Height Limit	Mechanical and service equipment penthouse; Elevator and Stairway penthouses	Mechanical penthouse	Y
Minimum landscaped area S. 163(9)	30% lot area	12%	N
Amenity Area Table 137 (4)	6 m ² /unit, 50% must be communal = 744 m ² total, 372 m ² communal	Private: 412 m ² Communal: 371 m ² Total: 784 m ²	N
Vehicle Parking Area Z on Schedule 1A S. 101(2), Table 103 (a)	Minimum: None required. Maximum: 1.5/unit	0 spaces	Y
Visitor Parking Table 102	0.1/unit = 12 spaces	12 spaces	Y
Maximum Parking Spaces Near Rapid Transit Stations Area B on Schedule 1 S. 103	1.75 per dwelling unit (combined total of resident and visitor parking)	15 spaces	Y
Aisle and Driveway Provisions Section 107	Maximum width for a double traffic lane leading to <20 parking spaces: 3.6 m Minimum width for an access aisle: 6 m	6.7 m	N
Parking Space Dimensions S. 106	Minimum: 2.6m wide x 5.2m long Up to 40% may be reduced to 2.4m wide and 4.6m long	Typical spaces comply	Y
Walkway Width S. 109 (3) (b)	Maximum 1.8 m	>1.8 m	N
Bicycle Parking Space Rates S. 111	Apartment building - 0.50 per dwelling unit = 62 spaces	62 spaces	Y

Provision	R5B H(18) Requirement	Provided	Compliance
Bicycle Parking Space Dimensions S. 111	Horizontal: 0.6m wide x 1.8m long Vertical: 0.6m wide x 1.5m long In a stacked system, width may be reduced to 0.37 m Minimum 50% horizontal at-grade Minimum 25% interior spaces Minimum Aisle Width: 1.5m	Bicycle parking room accommodates 62 horizontal spaces meeting the minimum dimensions; however, future bicycle parking systems may not meet minimum space dimensions.	N

While the proposed development meets the majority of the provisions of the R5B zone, zoning amendments will be required to apply the R5B zone to the entirety of the lot, and address site- and project-specific conditions.

4.5 Comprehensive Zoning By-law 2026-50

Under Comprehensive Zoning By-law 2026-50, which has been approved by Council but is subject to appeal and therefore has not yet come into effect, the entirety of the subject property is zoned Hub 2, with a height suffix limiting building height to 20 metres.

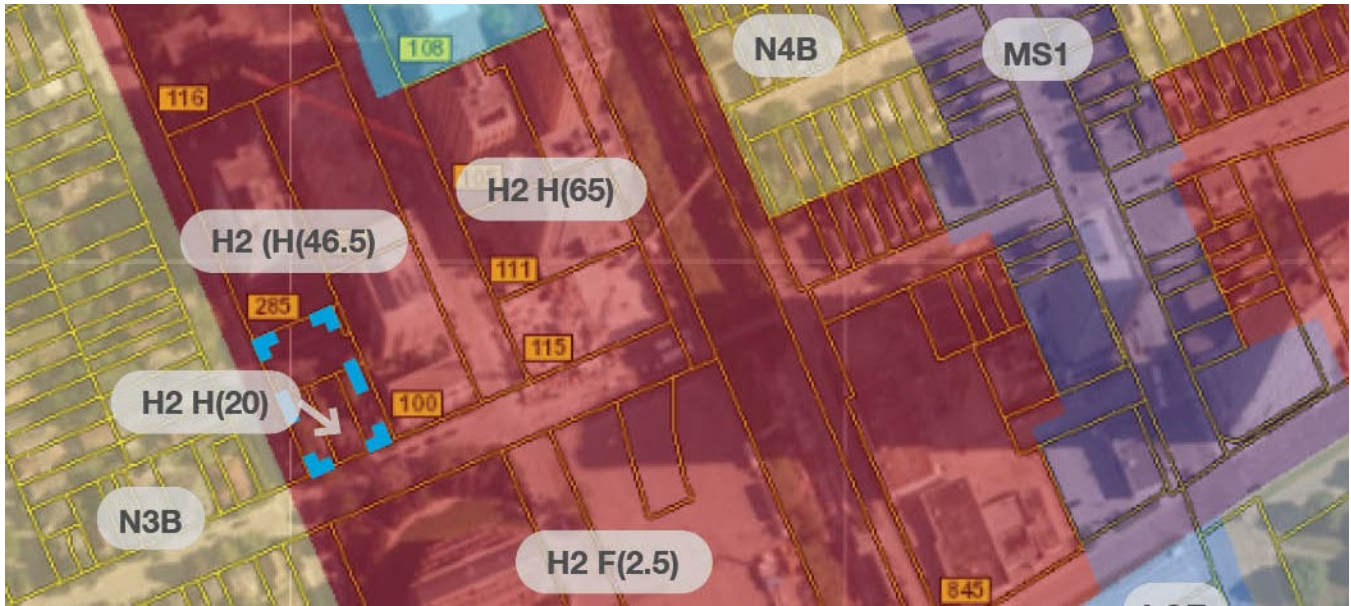


Figure 12: Excerpt from Comprehensive Zoning By-law 2026-50 mapping

Since By-law 2026-50 is not in effect, it is our professional opinion that it is not possible to amend it through a privately-initiated Zoning By-law amendment. Nevertheless, we recommend that staff bring forward an update to By-law 2026-50, so that the appropriate provisions can be enacted at the same time the overall by-law is enacted.

To assist with this, we have provided the following zoning compliance table.

Table 2: 2026-50 Zoning Compliance Table

Provision	H2(20) Required	Provided	Compliance
Permitted uses	Dwelling unit	Dwelling unit	Y

Provision	H2(20) Required	Provided	Compliance
Minimum Lot Width Table 902 (b)	No minimum	36 m	Y
Minimum Lot Area Table 902 (a)	No minimum	2,015.3 m ²	Y
Minimum Front and Exterior Side Yard Setback Table 902 (c)	At grade: 0 m > 15 m above grade: 1.5 m >30 m above grade: 3 m	Front (Hickory) at grade: 2 m Front (Hickory) at 30+ m: 2 m Exterior Side (Loretta): 4 m	N
Corner Sight Triangle Section 216	6 x 6 m, unless otherwise determined through Site Plan Control	<i>To be determined through Site Plan Control. Local x local is typically 3x3 m.</i>	Y
Rear Yard Setback Table 902 (a)	No minimum	1.5 m	Y
Minimum Interior Yard Setback Table 902 (d)	No minimum	6.7 m	Y
Active Ground Floors Section 902 (2)	Minimum ground floors: 4 m Exterior building walls within 4.5 m of front and exterior lot lines must have at least one active entrance	Ground floor height: 4 m Active entrances: lobby entrance located at corner, at-grade units have entrances.	Y
Ground Floor Glazing Section 902 (2)	Minimum transparent glazing: 40%, to a height of 4 m	Unknown at this time	N
Maximum Building Height	20 m (per suffix)	37.5 m	N
Permitted Projections Above the Height Limit Section 203	Indoor amenity area on a building 5 storeys or higher: up to 50% of the area of the roof, to a maximum of 300 square metres, up to 5 metres above the height limit, must be setback 2 metres.	Not confirmed	Y
High Rise Provisions Section 207, Area B	Minimum corner lot area; 1,150 m ² Minimum interior side and rear yard setback for a tower (portion of a building over 20 m): 10 m	Lot area: 2,015 m ² Interior side yard setback for tower: 8.6 m Rear yard tower setback: 24 m	N
Underground Structures Section 210	Where a below-grade portion of a building projects into a rear yard, at least 30 m ² contiguous soft landscaping required.	Not provided	N
Minimum landscaped area Section 902 (4)	Front yard landscaping must include bicycle parking and/or soft landscaping and/or street furniture	Provided	Y

Provision	H2(20) Required	Provided	Compliance
Large Dwelling Units Requirements Section 708	5% of units must have 3+ bedrooms or be $\geq 80 \text{ m}^2$	>5% of units will be greater than 80 m^2	Y
Amenity Area	$6 \text{ m}^2 * 124 \text{ units} = 744 \text{ m}^2$, Minimum 50% communal = 372 m^2 communal A least one communal amenity area must be $\geq 54 \text{ m}^2$	Private: 412 m^2 Communal: 371 m^2 (75% rooftop amenity, 25% ground floor) Total: 784 m^2	N
Waste Management Section 217	10 m^2 are required for garbage, organics and recyclables Must be located inside a building or fully enclosed structure	> 10 m^2	Y
Vehicle Parking	None required	0-15 spaces provided	Y
Visitor Parking Area A, Section 603	None required	0-15 spaces provided	Y
Maximum Parking Spaces Table 602	Maximum 1/dwelling unit = 124 spaces	15 spaces provided	Y
Electric Vehicle Charging Section 611	25% of spaces must be capable of supporting Level 2 charging, not including provided visitor spaces.	Will be provided	Y
Aisle and Driveway Provisions Section 607	Minimum driveway width: 6 m (double traffic lane) Minimum access aisle width: 6 m	Varies/min 6 m	Y
Parking Space Dimensions Section 605	Minimum $2.6 \times 5.2 \text{ m}$ 50% may be reduced to minimum $4.6 \times 2.4 \text{ m}$ (not including visitor spaces, and not abutting wall/column)	Typical dimensions: $5.2 \times 2.4 \text{ m}$	Y
Bicycle Parking Space Rates Section 613	Short term spaces: $2 + 1 \text{ spaces}/20 \text{ units} = 9 \text{ spaces}$ Long-term spaces: $1/\text{unit} = 124 \text{ spaces}$ Inclusive spaces: 5% of required spaces = 7 spaces	62 spaces horizontal long-term spaces + several outdoor visitor spaces to be provided at initial construction. Design of bicycle room to allow for spaces to be added through tandem/stacked systems, up to a maximum of 124 long-term spaces, as demand requires.	N
Bicycle Parking Space Minimum Dimensions Table 613A	Horizontal: $0.6 \times 0.8 \text{ m}$ Vertical: $0.6 * 1.5 \text{ m}$ Stacked: $0.67 * 1.8 \text{ m}$ Inclusive: $1 * 2.75 \text{ m}$	Future bicycle parking systems may not meet minimum space dimensions.	N

5.0

Official Plan and Zoning By-law Amendments

5.1 Official Plan Amendment

An amendment to the West Downtown Core Secondary Plan is required as follows:

- / Amend Schedule E to show a permitted height of 12 storeys on the subject property (or 15 storeys, to align with the abutting properties and existing legend);
- / Remove or amend Policy 4.1.1.8, which limits the height of the subject property to 6 storeys in text.

The increase in permitted height is supportable and conforms with the policy intent of the Official Plan, including the West Downtown Secondary Plan, as outlined above.

5.2 Zoning By-law Amendment

The following zoning amendments to Comprehensive Zoning By-law 2008-250 are required to permit the proposed development:

- / Rezone the entirety of the subject property to R5B;
- / Change the height suffix to H(40)
An additional 2.5 metres beyond the current design is requested, to enable flexibility as building design progresses.
- / Introduce a site-specific provision which:
 - Permits a minimum front yard setback of 2 m;
Supports an urban, activated front yard condition
 - Permits a rear yard setback of 1.5 m;
Reflects the fact that the interior side yard is to be treated as the rear yard, per the Secondary Plan
 - Permits a reduced landscape area of 10% of lot area;
Reflects the small, urban site, and is appropriate given the proximity to green space
 - Permit a communal amenity area of 370 square metres;
Reflecting the useable area of the rooftop, a functional party room, and co-location of an amenity area in the part of the lobby not used for circulation. Setting the maximum area requirement for communal amenity area based on building dimensions will allow for future adjustment to the unit mix, potentially adding affordable units.
 - Permits a driveway accessing <20 residential spaces to have a minimum width of 6.7 m;
Two full-width traffic lanes are required for safe access
 - Notwithstanding Section 109 (3) (b) of the Zoning By-law, do not limit walkway width; and
Allows the building entrance to be designed as a plaza/terrace
 - Removes minimum bicycle parking space width requirements, provided the spaces are provided by a bicycle parking system.
Allows for future flexibility to add bicycle parking through commercially available stacking or offset systems.

The required zoning amendments law meet the overall objectives of the Zoning By-law (2008-250) and will enable and facilitate a development that helps to achieve the planning objectives of the City of Ottawa.

5.3 By-law 2026-50 - recommended site-specific exception

Although By-law 2026-50 is not in force and effect, and therefore the enclosed Zoning By-law Amendment does not seek to amend this by-law specifically, it is recommended that the following changes are implemented into By-law 2026-50, for consistency:

- / Adjust the height suffix to permit a height of 40 m
- / Update the site-specific exception with the following provisions:
 - Front yard setback for the portion of the building more than 30 m in height: 2 metres.
 - Minimum separation distance between a tower and the interior side lot line: 8.5 metres.
 - No minimum transparent glazing requirement for the ground floor street-facing façade.
 - A maximum requirement for communal amenity area at 370 square meters.
 - Notwithstanding Section 210, a parking garage is permitted to project below-grade into the provided rear yard.
 - No minimum size for long-term , non-inclusive bicycle parking spaces, where provided by a bicycle parking system.

6.0 Conclusion

In consideration of the proposed development, site context and policy and regulatory framework, it is our professional opinion that the proposed amendments to the Official Plan are appropriate and desirable for the development of the land.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to be 'Bria Aird', with a long horizontal flourish extending to the right.

Bria Aird, RPP MCIP
Senior Planner