

July 21, 2026

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Tracey Scaramozzino – Planner II, Development Review South

**Reference: Minor Zoning By-law Amendment Application
700 to 745 Bannermount Avenue & 1320 Avenue K – Planning Rationale
Our File No.: 119240**

Novatech is pleased to submit the enclosed Planning Rationale on behalf of 25 Pickering Holding Inc. and Bannermount Holding Inc. in support of a Minor Zoning By-law Amendment application for the lands municipally known as 700 to 745 Bannermount Avenue inclusive and 1320 Avenue K ("the Subject Site"). These lands were previously referred to as 1330 Avenue K and 25 Pickering Place.

The Subject Site is designated Hub within the Outer Urban Transect of the City of Ottawa Official Plan (2022) and is located within the Inner East Lines 1 and 3 Stations Secondary Plan area.

City of Ottawa Zoning By-law 2008-250 zones the Subject Site as TD2 [2836] S468 and TD3 [2836] S468 - Transit Oriented Development Subzones 2 and 3, with Urban Exception 2836 and Schedule 468. The site-specific exception and schedule were created by a Zoning By-law Amendment application enacted by the City on November 9, 2022 (By-law 2022-375, City File No. D02-02-22-0048) to implement the corresponding Plan of Subdivision application draft approved by the City on August 11, 2022 and subsequently registered in November 2025 (City File No. D07-16-20-0009).

Through the Site Plan Approval process and design of the building at 700 and 720 Bannermount Avenue (City File No. D07-12-24-0077), it has been determined that the built form of 20 and 30 storeys envisioned for the site is not achievable based on the maximum heights in metres shown on Schedule 468 of the Zoning By-law. The purpose of this application is to revise the maximum heights in metres and introduce site-specific provisions related to permitted projections above the height limit for enclosed amenity space to better reflect the intended built form. The TD subzone standards related to permitted uses or maximum heights were not revised through the 2022 Zoning Amendment application.

The new City of Ottawa Zoning By-law 2026-50 zones the Subject Site H2H [2836] H(91.5) S468 and H2G [2836] H(61.5) S468 – Hub 2 Subzones G and H, subject to maximum height suffixes of 61.5 metres and 91.5 metres, carrying forward Urban Exception 2836 and Schedule 468. The height suffixes are intended to implement the Inner East Lines 1 and 3 Stations Secondary Plan permissions, however the suffixes are superseded by the text of Exception 2836 and the maximum heights are stated on Schedule 468.

This Planning Rationale should be read together with the Planning Rationale prepared for the previous Zoning By-law Amendment for the Subject Site. This Planning Rationale describes the location and context of the Subject Site, provides a description of the proposed zoning, sets out the planning policy and regulatory framework of the Subject Site, and makes a recommendation on the Minor Zoning By-law Amendment and proposed development.

Site Location and Description

The subject site is located immediately to the northeast of the Ottawa VIA Railway Station between Pickering Place, Tremblay Road and Avenue L. It is irregularly shaped with an area of 19,829m² (1.98 ha). The site was previously occupied by Dustbane Enterprises, a manufacturer of cleaning products, from at least 1965 to 2022. The previous buildings have since been demolished and construction of Bannermount Road and excavation for the first phase of development is ongoing.

The Subject Site includes Blocks 1, 2, 3, 4, 5, and 7 on Plan of Subdivision 4M-1769 as shown in Figure 1. All these blocks have received Plan of Subdivision approval on the basis of future high-rise development, and are expected to proceed through Site Plan Control individually.

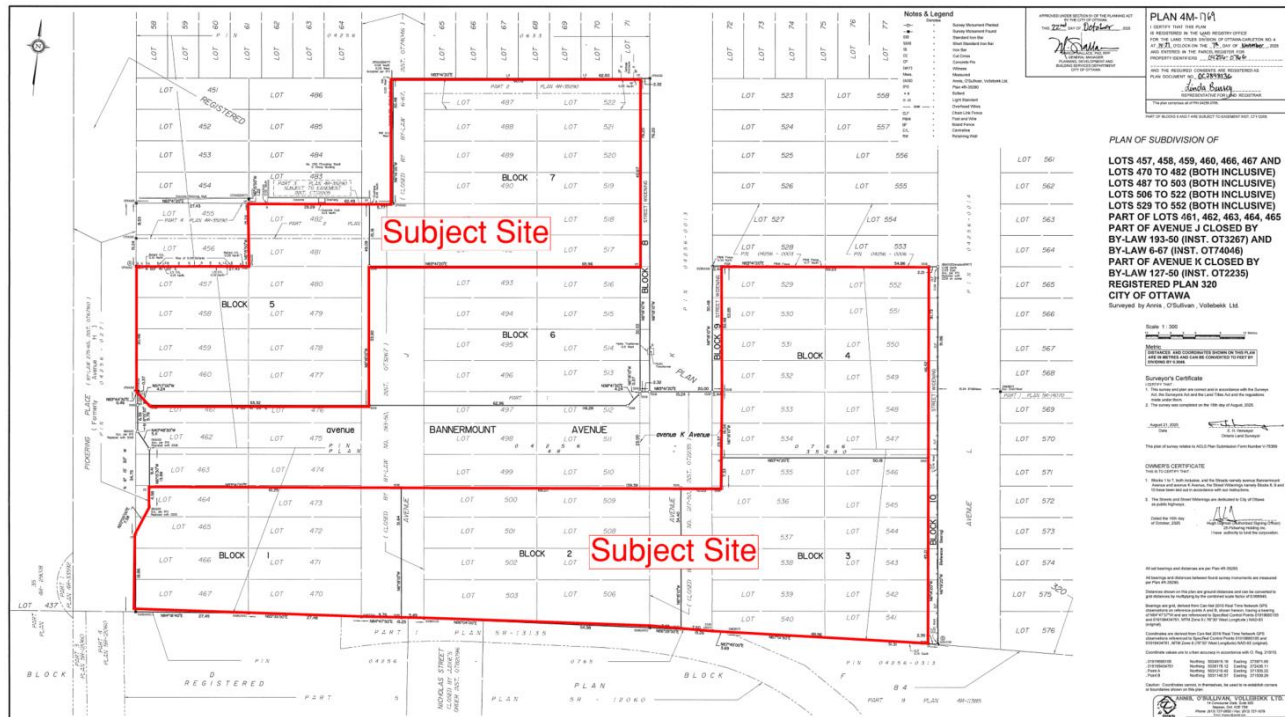


Figure 1 : Plan 4M-1769 with markup by Novatech of Blocks 1 to 5 inclusive and 7

The following describes the surrounding land uses:

North: A six storey office building is located immediately to the northwest of the subject site at 250 Tremblay Road, with associated surface parking. It was constructed in the late 1960s to early 1970s and was renovated in approximately 2006. It is primarily occupied by The Professional Institute of the Public Service of Canada (PIPSC). To the northeast is a surface parking lot under the same ownership as 250 Tremblay Road, spread across 1319 Avenue K, 280 Tremblay Road, 1320 and 1324 Avenue L and 550 Belfast Road. Further north is Tremblay Road, a separated pathway, the LRT line and Highway 417.

East: To the east across Avenue L are a range of single storey commercial uses including a tire depot, auto centre and a roofing company, along with a vacant lot. Across Belfast Road is Eastway Gardens, a residential area developed in the 1950s with single dwellings, with townhouses added in the 1990s.

South and West: Ottawa VIA Rail Station abuts the subject site to the south and west. More specifically, to the south is a parking lot and a service yard associated with the station, separated from the site by a row of trees. Further south are the platforms and railways lines. To the west is the station building itself and the entry driveway loop.

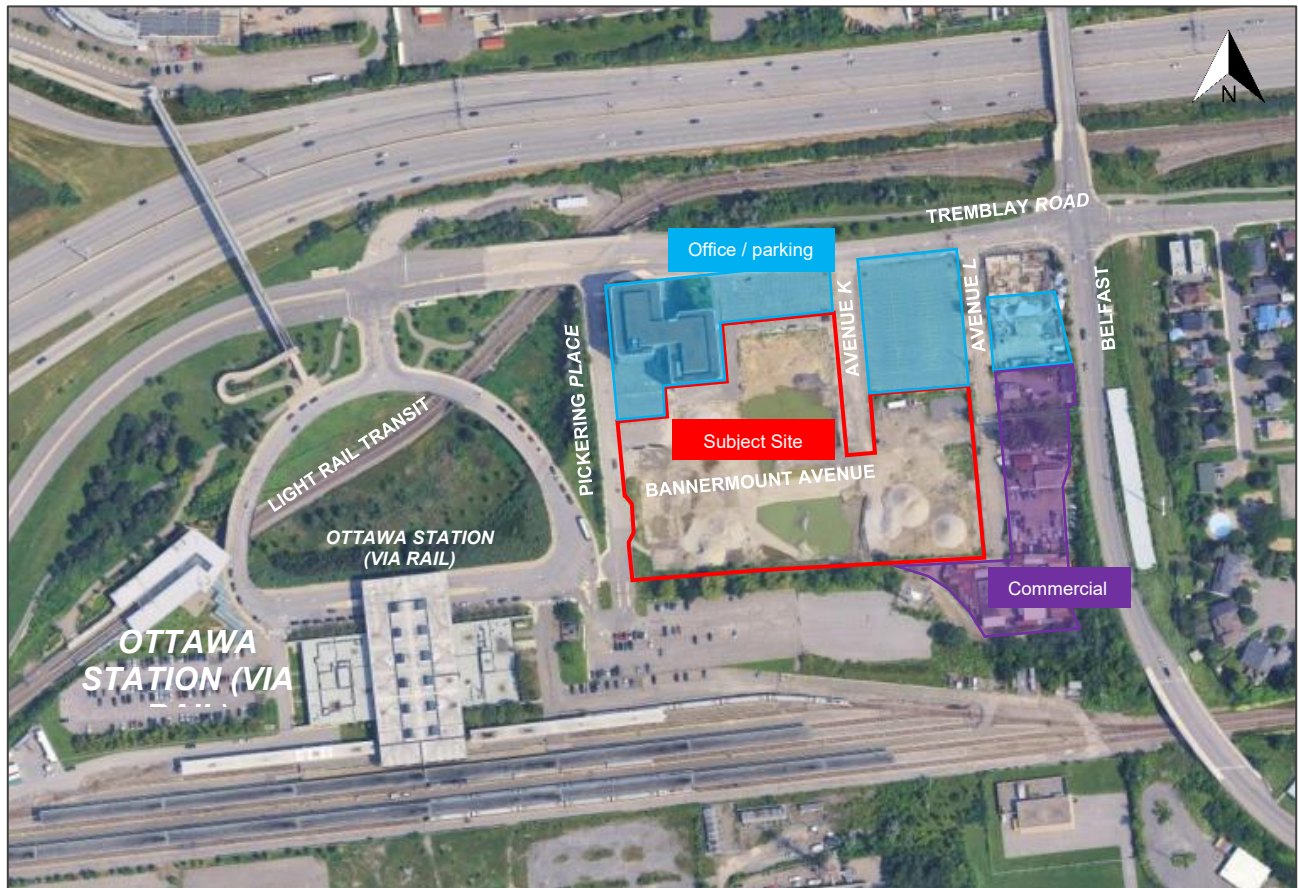


Figure 2 : Subject Site and Surrounding Uses (Google Earth 2026)

Previous Consultations, Applications and Approvals

A Plan of Subdivision application to create blocks for future high-rise mixed-use development was draft approved by the City on August 11, 2022 and subsequently registered in November 2025 as Plan 4M-1769 (City File No. D07-16-20-0009). Each block on the Plan of Subdivision will be required to apply for Site Plan approval and will be reviewed by the City.

The Transit-Oriented Development - TD zoning for the Subject Site was implemented in November 2012 through the Council approval of the Transit Oriented Development Plans for Train, St. Laurent and Cyrville areas, which envisioned the development of a high-rise mixed use area in proximity to a future LRT station. A Zoning By-law Amendment application enacted by the City on November 9, 2022 (By-law 2022-375, City File No. D02-02-22-0048) created the site-specific exception and schedule that are the subject of this application to revise performance standards. The TD subzone standards related to permitted uses or maximum heights were not revised through the 2022 Zoning Amendment application.

700 and 720 Bannermount Avenue are the first blocks in the Subdivision to proceed through the Site Plan Control process. Site Plan Approval was received on December 11, 2025 (City File No. D07-12-24-0077). As part of the Building Permit review, it was determined that the roof height of the indoor amenity area on the top storey of the building would require relief from the Zoning By-law. Initial consultations with Development Review staff regarding the Minor Rezoning application occurred on June 18, 2026.

Details of Proposed Zoning By-law Amendment

The purpose of this Minor Zoning By-law Amendment application is to revise the maximum heights in metres shown on Schedule 468 and introduce site-specific provisions related to permitted projections above the height limit for indoor amenity space to better reflect the intended built form as approved in the previous Subdivision.

The City of Ottawa's new Zoning By-law 2026-50 is in effect as of March 11, 2026, except for the portions of the by-law subject to OLT appeals. The Subject Site is located within 300 metres of the VIA Rail Station located at 200 Tremblay Road, and as such the zoning permissions for sensitive land uses in Zoning By-law 2026-50 are not in effect. Reference must be made to Zoning By-law 2008-250 for any zoning permissions for sensitive land uses on the Subject Site.

City of Ottawa Zoning By-law 2008-250 zones the Subject Site as TD2 [2836] S468 and TD3 [2836] S468 - Transit Oriented Development Subzones 2 and 3, with Urban Exception 2836 and Schedule 468. The site-specific exception and schedule were created by a Zoning By-law Amendment application enacted by the City on November 9, 2022 (By-law 2022-375, City File No. D02-02-22-0048) to implement the corresponding Plan of Subdivision application draft approved by the City on August 11, 2022 and subsequently registered in November 2025 (City File No. D07-16-20-0009).

Through the Site Plan Approval process and design of the building at 700 and 720 Bannermount Avenue (City File No. D07-12-24-0077), it has been determined that the built form of 20 and 30 storeys envisioned for the site is not achievable based on the maximum heights of 60 and 90 metres (respectively) shown on Schedule 468 of the Zoning By-law. This is due in part to the maximum heights and setbacks for the 6-storey podiums (described as Area B on Schedule 468): the larger podium heights accommodate greater floor to ceiling heights associated with the ground floor non-residential uses permitted by the TD zoning. Figure 3 provides an elevation view of how the permitted heights in Schedule 468 translate into a built form for a typical high-rise building. It is proposed to revise the maximum heights for Areas C and D on Schedule 468 to be 95 m and 65 m, respectively.

The new City of Ottawa Zoning By-law 2026-50 zones the Subject Site H2H [2836] H(91.5) S468 and H2G [2836] H(61.5) S468 – Hub 2 Subzones G and H, subject to maximum height suffixes of 61.5 metres and 91.5 metres, carrying forward Urban Exception 2836 and Schedule 468. The height suffixes appear to implement the Inner East Lines 1 and 3 Stations Secondary Plan permissions, however the suffixes are superseded by the text of Exception 2836, which refers to the maximum heights stated on Schedule 468. Through this Minor Zoning Amendment, it is proposed to remove the Height Suffixes from the zone codes applicable to the Subject Site for greater clarity. It is expected that this amendment would be implemented at a later date, following resolution of the OLT appeal.

New provisions are proposed for Exception 2836 to permit indoor amenity area to project above the height limit. Section 203(4)(j) of the Zoning By-law 2026-50 contemplates projections above the maximum height limit for indoor amenity area subject to certain limitations, however it is understood that this provision is still under appeal to the OLT. The comparable section in Zoning By-law 2008-250 (Section 64) does not contemplate indoor amenity area as a permitted projection. The approved Site Plan for 700 and 720 Bannermount Avenue includes indoor amenity area at the same level as the rooftop mechanical rooms. To ensure that the current and future phases of the Subject Site can be developed with a similar built form, it is proposed to add a provision to Exception 2836 permitting indoor amenity area as a projection above the maximum height limit, subject to a maximum projection of 5.0 m, and a maximum size of 375 square metres (being 50% of the 750 square metre desired tower floorplates). It is proposed to include that there are no additional setbacks required for the indoor amenity area from exterior walls to ensure there are no conflicts with Section 203(j)(4) in Zoning By-law 2026-50 once the appeal is resolved.

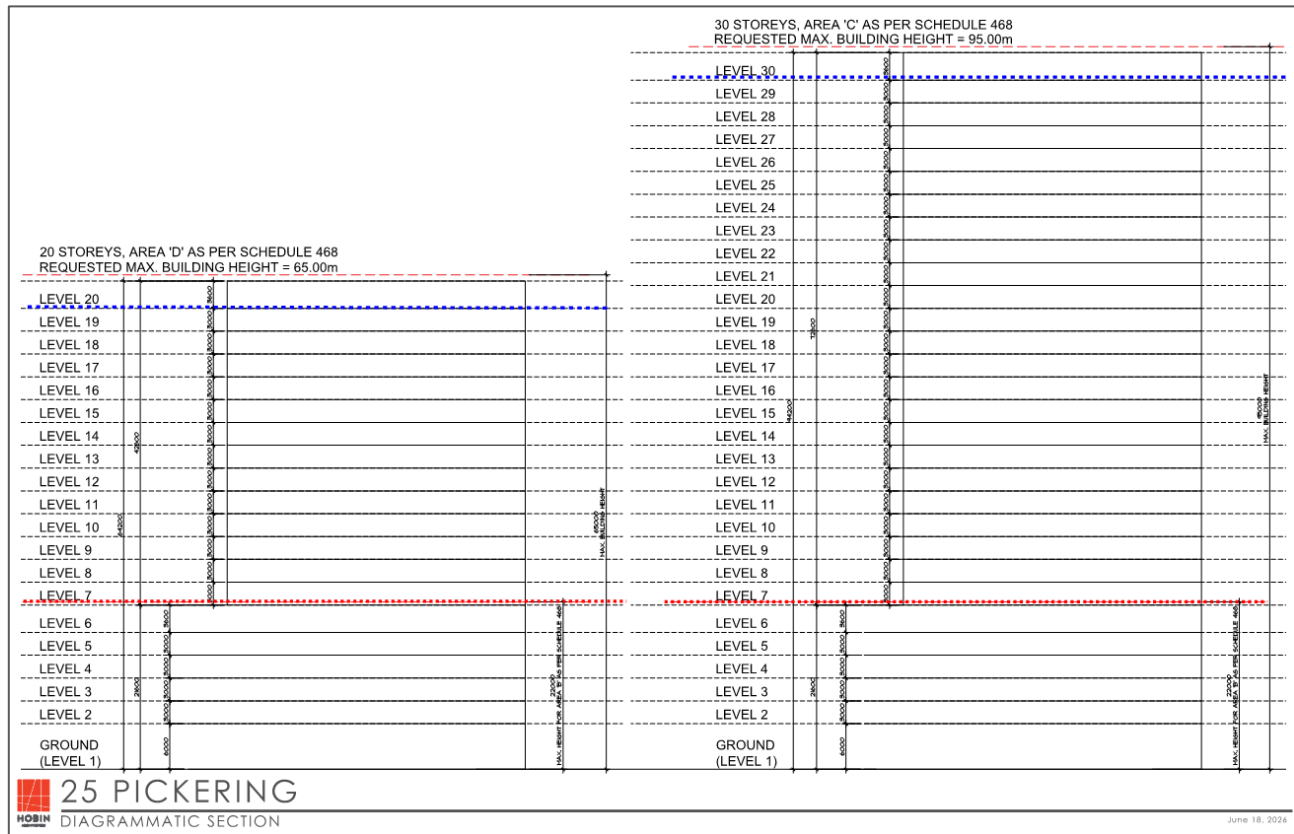


Figure 3: Diagrammatic Section of typical high-rise buildings in subdivision at 25 Pickering prepared by Hobin Architecture showing maximum heights of 20 and 30 storeys based on podium heights per Area B of Schedule 468 and standard storey heights of 3.0 m. Markup by Novatech of the maximum heights in metres for Areas C and D shown in Blue.

It is proposed to revise Exception 2836 as shown in [blue](#) below:

- For the purpose of this exception, a tower is that portion of a building over 6 storeys
- Maximum heights and minimum setbacks for towers are as per S468.
- [Indoor amenity area located on the top storey of a tower is permitted to project above the height limit subject to the following:](#)
 - [the indoor amenity area does not project more than 5.0 m above the maximum height limit.](#)
 - [the indoor amenity area on the top storey shall not exceed 375 sqm of gross floor area.](#)
 - [Setbacks from exterior walls are not required for indoor amenity area.](#)

Planning Policy Justification

Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. Per Section 3 of the Planning Act, all decisions affecting planning matters must be consistent with the policies of the PPS.

The PPS has been reviewed below with regard to the purpose of this Minor Zoning By-law amendment application: to revise site-specific performance standards as necessary to allow the Subject Site to develop as envisioned in the previous approvals and to permit a temporary surface parking lot as interim use on the last block of the Subdivision to be developed.

- Regarding *Chapter 2 - Building Homes, Sustaining Strong and Competitive Communities*, the proposed Minor Zoning Amendment will permit a high-rise built form that supports intensification within a major transit station area as envisioned by the Official Plan and Inner East Lines 1 and 3 Secondary Plan, and in line with the intent of the previous Subdivision, Zoning and Site Plan approvals received for the Subject Site. [2.1.6, 2.2.1, 2.3.1.1, 2.3.1.2, 2.4.2.3, 2.4.2.6, 2.9.1]
- Regarding *Chapter 3 – Infrastructure and Facilities*, the high-rise and mixed-use development of the Subject Site has been assessed through the previous Subdivision, Zoning and Site Plan approvals, which considered land use compatibility in proximity to the Via Rail Station, the provision of a park block, and the servicing and transportation infrastructure requirements. The proposed revisions to maximum height, permitted projections above the height limit will not generate additional demands on servicing or transportation infrastructure, nor create land use compatibility concerns or affect access to public spaces for recreation.
- Regarding *Chapter 4 – Wise Use and Management of Resources*, natural heritage features, watercourses, agricultural resource areas, or mineral resource areas have not been identified on or adjacent to the Subject Site. The VIA Rail Train Station at 200 Tremblay Road is a federally designated cultural heritage resource adjacent to the Subject Site. The proposed revisions to the site-specific exception will permit the development of the Subject Site with a built form consistent with the previous approvals.
- Regarding *Chapter 5 – Protecting Public Health and Safety*, the Official Plan does not identify natural hazards on or adjacent to the Subject Site. A Phase I and II environmental Site Assessment (ESA) and Record of Site Condition and on-site remediation have been completed as part of the previous Subdivision, Zoning and Site Plan approvals.

New City of Ottawa Official Plan

The City of Ottawa Official Plan (OP) was approved by Ministry of Municipal Affairs and Housing on November 4, 2022 and provides guidance to development within the City until the year 2046.

The OP has been reviewed below in the context of the Minor Zoning By-law amendment application to revise site-specific performance standards as necessary to allow the Subject Site to develop as envisioned in the previous approvals. Only the policies most applicable to the proposed changes are reviewed below.

The Subject Site is located in the Inner Urban Transect. As shown on Schedule B2 – Inner Urban Transect, the Subject Site is designated Hub (purple).

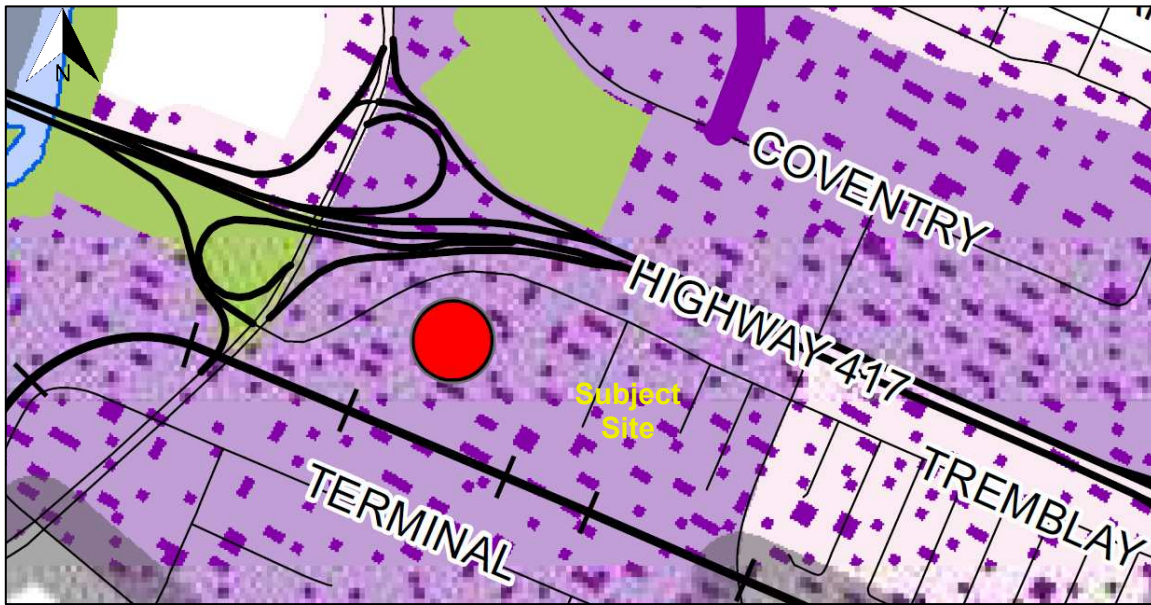


Figure 4: Official Plan Schedule B2

As shown on Schedule C1 - Protected Major Transit Station Areas (PMTSA) Transit Network Ultimate, the Subject Site is in a PMTSA (green).



Figure 5: Official Plan Schedule C1

Section 5.2 of the Official Plan provides direction to development in the Inner Urban Transect. Policy 3 of Section 5.2.1 states (emphasis added):

- 3) *The Inner Urban Transect is generally planned for mid- to high-density development, subject to:*
 - a) *Proximity and access to frequent street transit or rapid transit;*
 - b) *Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and*
 - c) *Resolution of any constraints in water, sewer and stormwater capacity.*

Previous approvals for Plan of Subdivision, Zoning By-law Amendment and Site Plan Control have approved development of the Subject Site for 20- and 30-storey mixed-use buildings based on direction from the Inner East Lines 1 and 3 Secondary Plan, and guided by the Design Guidelines for High-Rise Buildings. The 2022 Zoning By-law Amendment established appropriate tower setbacks and stepbacks (massing) through the creation of Schedule 468. The purpose of this Minor Zoning Amendment is to revise the maximum height in metres on Schedule 468 to better reflect the intent of the previous approvals.

Section 6.1 of the Official Plan provides direction to development in Hubs: *“Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.”* Policies in Section 6.1.1 and 6.1.2 primarily relate to permitted and prohibited uses, and elements of site design such as private approaches and connectivity to the public realm and broader transportation network. These elements have all been assessed and approved through the Plan of Subdivision and 2022 Zoning By-law Amendment approvals. Policies related to maximum building height defer to the Inner East Lines 1 and 3 Stations Secondary Plan for direction, which is reviewed in the next section of this Planning Rationale.

Section 4 of the OP sets out City Wide Policies. Section 4.6 relates to Urban Design. Subsection 4.6.1 provides policies to “promote design excellence in Design Priority Areas.” The Subject Site is in a Design Priority Area. Policy 1) b) provides that:

The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.

The framework referred to has not been adopted. The Subject Site is in the lowest tier in Table 5. It is anticipated that the individual future Site Plan applications will be referred to UDRP. The design of 700 and 720 Bannermount were reviewed by UDRP and approved through Site Plan applications. This zoning amendment is related to an inconsistency found at the Building Permit review stage related to maximum heights and indoor amenity area as permitted projections above the maximum heights permitted throughout the subdivision.

4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability

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;*
 - I. Within a designation that is the target for intensification, specifically: 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.*

The applicable design guidelines referred to in 1) are the Urban Design Guidelines for High-Rise Buildings that were approved by City Council in 2018. An assessment against these is made in this rationale, with particular attention to maximum height and built form guidelines. Appropriate transitions to the low-rise residential areas 120m to the east were created through the previous Zoning By-law Amendment and are in effect as Schedule 468. No changes are proposed to the required setbacks or stepbacks shown on Schedule 468. The proposed revisions to the maximum heights in metres are intended to better reflect the maximum heights in storeys included on Schedule 468.

4) Amenity 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 proposed Minor Zoning By-law Amendment will permit indoor amenity area to be located on the top floor of the high-rise buildings being developed on the Subject Site. Permitting indoor amenity area to project above the maximum height consistent with the existing permissions for mechanical and service rooms and equipment will create a more efficient and consistent built form for the Subject Site. Other amenity areas have been approved on the ground floor of 700 and 720 Bannermount Avenue through the Site Plan Control process. All other aspects of the amenity areas have been designed to comply with the Zoning By-law.

8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The first phase of development (700 and 720 Bannermount Avenue) was reviewed by UDRP and received Site Plan approval for high-rise buildings with a well-defined base, middle and top. The proposed Minor Zoning Amendment will enable the remaining blocks on the Subject Site to be developed with a similar built form.

Inner East Lines 1 and 3 Stations Secondary Plan

This Secondary Plan forms part of the Volume 2 of the Official Plan, and was approved by Council in 2012 as the “Tremblay, St. Laurent and Cyrville Secondary Plan”. The Secondary Plan’s sole purpose is to provide direction on maximum building heights and minimum densities for the planning areas around the three O-Train stations noted above, via a Schedule. The proposed revision to the maximum height permitted in metres will permit the development of high-rise buildings up to 20 and 30 storeys on the Subject Site, by better reflecting the desired built form for high-rise buildings including a distinct base (podium) and middle (tower).

The proposed zoning amendment is consistent with the Secondary Plan policies related to maximum height.

City of Ottawa Zoning By-law 2008-250

City of Ottawa Zoning By-law 2008-250 zones the Subject Site as TD2 [2836] S468 and TD3 [2836] S468 - Transit Oriented Development Subzones 2 and 3, with Urban Exception 2836 and Schedule 468.

The purpose of the TD – Transit Oriented Development Zone is to:

1. Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas;
2. Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities;
3. Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,
4. Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment.

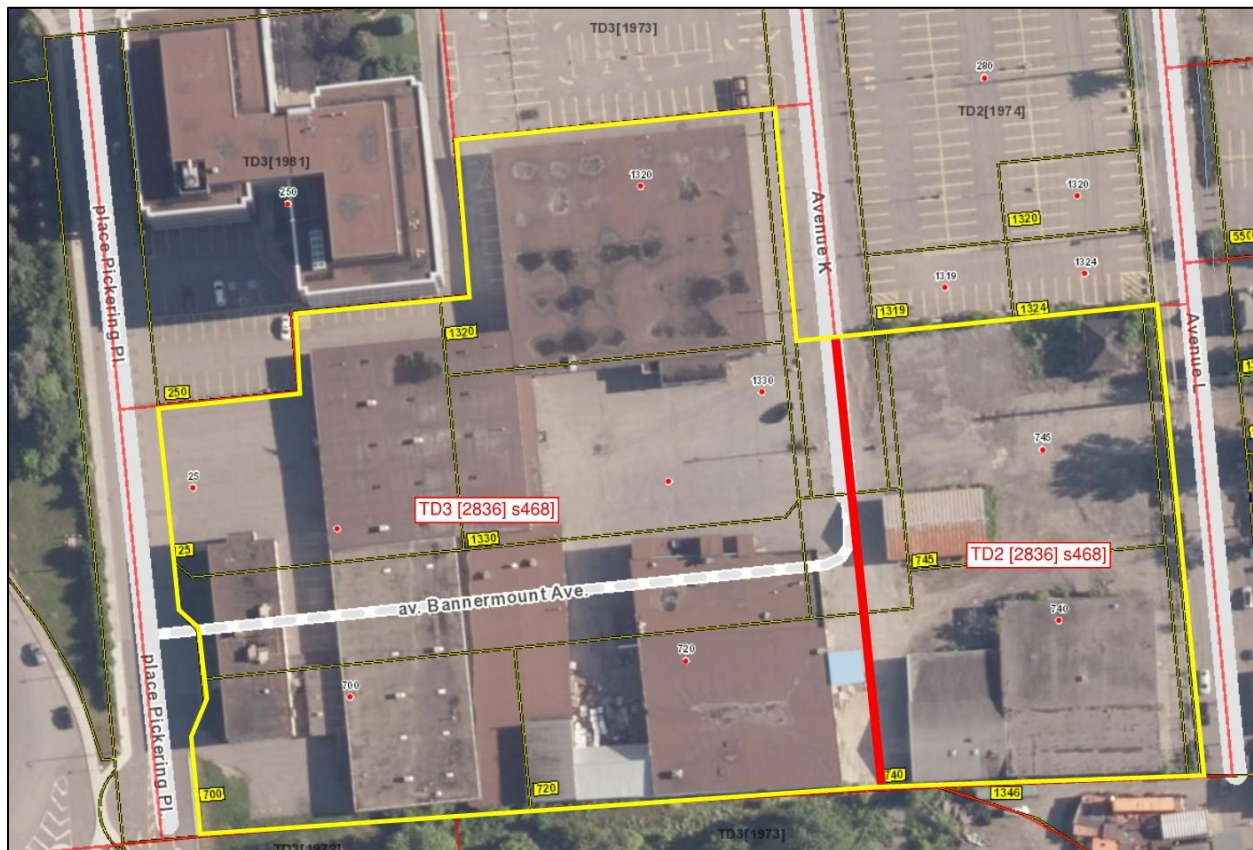


Figure 4: Current Zoning per Zoning By-law 2008-250 (GeoOttawa 2022)

The TD2 subzone permits a maximum height of 60m (s. 195(2)(e)) and the TD3 subzone permits a maximum height of 90m (s. 195(3)(e)). These maximum heights were based on the maximum heights in storeys permitted on Schedule A of the Inner East Lines 1 and 3 Stations Secondary Plan, being 20 storeys and 30 storeys respectively. This corresponds to an average storey height of 3.0 m.

The 2022 Zoning Amendment for the Subject Site created tower setbacks and stepbacks as shown on Schedule 468 based on approximate tower locations based on the Draft Plan of Subdivision. Schedule 468 also created “Area B” with permissions for podium heights to be up to 6 storeys or 20 m which results in an average storey height of 3.33 m for the first 6 storeys. However, the overall maximum height was not adjusted to match the new podium heights. This Minor Zoning Amendment proposes to revise the maximum heights in metres shown on Schedule 468 to better match the intended built form as previously approved for the Subject Site.

Section 64 of the Zoning By-law provides for permitted projections above the height limit.

Except in the case of buildings or structures located within the area shown on Schedules 11 to 88 (Central Area Height Schedules), the maximum height limits do not apply to the structures listed below or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely:

*barn, silo, or other farm-related buildings or structures
bridge
chimney or smokestack
clock tower, church spire, steeple or belfry
construction equipment during the construction process
mechanical and service equipment
penthouse, elevator or stairway
penthouses
flag pole*

*communication transmission and distribution towers forming part or all of a utility installation
landscaped areas, roof-top gardens and terraces and associated safety guards and access
structures; pursuant to Table 55, Row (8)
ornamental dome, skylight, cupola or parapet
solar panels
utility poles
water tower*

While Section 55 – Accessory Uses states provisions for rooftop landscaped areas, gardens and terraces, including roof-top access, these provisions only relate to (portions of) buildings that are 4 storeys or less. This Minor Zoning Amendment proposes to add provisions to site-specific Exception 2836 to permit indoor amenity area to project above the height limit where located on the same storey as mechanical and service equipment rooms to better match the intended and previously approved built form for the Subject Site.

The proposed Minor Zoning Amendment maintains the overall intent and purpose of the Transit Oriented Development zone and the permitted projections provisions, while enabling the development of a desirable high-rise built form on the Subject Site.

Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The most applicable sections of the guidelines to the proposed Minor Zoning Amendment are reviewed below:

- 2.35 *The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.*

The first phase of development (700 and 720 Bannermount Avenue) was reviewed by UDRP and received Site Plan approval for buildings with a well-defined base and continuous middle portion. The proposed Minor Zoning Amendment will enable the remaining blocks on the Subject Site to be developed with a similar built form.

2.36 *Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.*

The proposed changes to the site-specific exception will enable indoor amenity area to be integrated into the top floor of high-rise buildings along with mechanical and service rooms. Some mechanical and service infrastructure may continue to project above the maximum height limit as permitted by Section 55 of Zoning By-law 2008-250.

The proposed Minor Zoning Amendment supports the vision for high-rise built form and permitted projections above the height limit as outlined in the applicable Design Guidelines for High-rise Buildings.

Conclusion

It is our assessment that the proposed Minor Zoning By-law Amendment is consistent with the Provincial Planning Statement, conforms to the City of Ottawa's Official Plan and Inner East Lines 1 and 3 Stations Secondary Plan. The proposed revisions respect the Urban Design Guidelines for High-rise Buildings. The proposed amendment to the Zoning By-Law 2008-250 to revise the maximum heights in metres and permit indoor amenity area to project above the height limit better reflects the intended built form of 20 and 30 storeys intended by the Secondary Plan, and in line with the applicable Design Guidelines for High-Rise Buildings.

The proposed Minor Zoning Amendment is compatible in scale and functions well within the surrounding context. The proposed revised site-specific zoning is appropriate and desirable for the development of high-rise buildings in proximity to transit and represents good planning.

Yours truly,

NOVATECH



Miranda Virginillo, MCIP, RPP, CAHP-Intern
Project Planner | Planning & Development