



## 1600 James Naismith Drive

Planning Rationale + Design Brief  
Site Plan Control (Phase I)  
May 18, 2022



Prepared for 1600 James Naismith Holding Ltd.

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 1600 James Naismith Holding Ltd. to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the first phase of the redevelopment of the property municipally known as 1600 James Naismith Drive (the “subject site”) in the City of Ottawa.

The proposed development of the Phase I lands at the subject site consists of the conversion of an existing 8-storey commercial office building to a residential use. A total of 218 dwelling units are proposed within the converted mid-rise building. A total of 236 vehicle parking spaces are proposed, where 215 are provided for residential use and 21 are provided as visitor parking spaces. Of these, 128 spaces are to be permanent, while 108 spaces are provided temporarily to the north within the Phase III lands. The majority of the subject site consists of surface parking, however the Phase I application proposes to reconfigure the parking area to accommodate the new residential use and release the remainder of the subject site for potential future development. A total of 161 bicycle parking spaces are proposed to be located throughout the site, where 128 are proposed internally and 33 are proposed at the exterior of the building. The proposed development consists of a range and mix of unit sizes, including ground oriented units in the southwestern portion of the building, studios through to three-bedroom units, all contributing diverse dwelling types within 200 metres of the Blair Light Rail Transit (LRT) Station. Amenity spaces will be provided internally via communal areas and private balconies for select units, however much of the Phase I portion of the subject site will maintain the landscaped areas throughout the site as communal outdoor amenity area. The remainder of the subject site should not be considered as part of the Phase I development, any references have been done for context. It is understood that the future development of later phases will be subject to their own separate planning applications, as required.

## 1.1 Required Applications

To facilitate the proposed development, a Site Plan Control Application has been submitted related to the Phase I lands of the phased development for the entire subject site. This Site Plan Control application provides details relating to the conversion of the existing commercial office building to a residential building (Phase I), and addresses site-specific design considerations such as landscaping, servicing locations, and building materiality. Details related to the future phases will be considered through subsequent planning applications.

## 1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
  - o A Pre-Application Consultation Meeting was held with City Staff on December 14, 2021, between City Staff and the applicant team.
- / Notification of Ward Councillor, Councillor Tim Tierney
  - o The Ward Councillor was notified of the proposed development for the subject site prior to the Site Plan application being submitted.
  - o A meeting to discuss the proposed development can be accommodated following application submission.
- / Community “Heads Up” to local registered Community Associations
  - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.

/ Community Information Session

- If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development as soon as deemed desirable after submitting the applications.
- It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
- Due to ongoing COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.

## Subject Site and Surrounding Context

The subject site, located in Beacon Hill-Cyrville Ward (Ward 11), is a generally square shaped lot with a total area of approximately 35,400 square metres with frontage along James Naismith Drive at the eastern edge, connected to Telesat Court to the south (Figure 1). The subject site currently contains an eight-storey non-residential building containing office spaces for TD Bank, with an accessory building located to the southwest behind the structure. Outdoor amenity areas, including terraces, walkways, and landscaped spaces are located to the west (rear) of the existing mid-rise office building. The mid-rise office building is accessed via drive aisle which loops to a primary entrance to the east, with surface parking provided close to the primary entrance. Landscaped areas surround the building to the north and south, while James Naismith Drive provides vehicle access to surface parking within the north and western portions of the site. Pedestrian pathways connect through the site into the surrounding area, while a pedestrian bridge provides access to the Blair Light Rail Transit (LRT) Station to the north of the property across the Queensway (Highway 174).



Figure 1: 1600 James Naismith Aerial Context Photo, area of Phase I lands highlighted

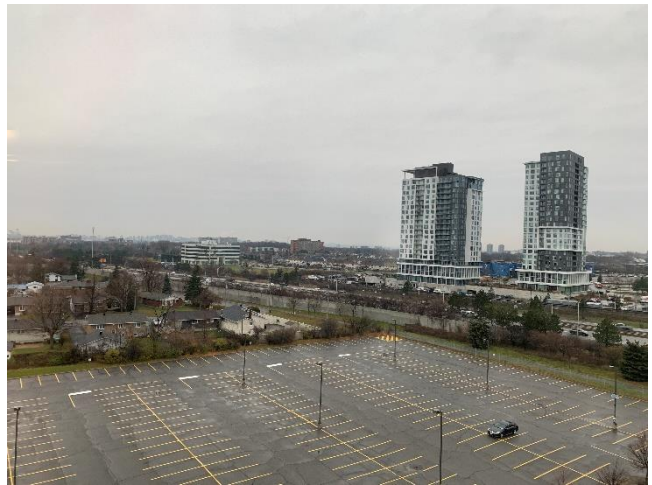
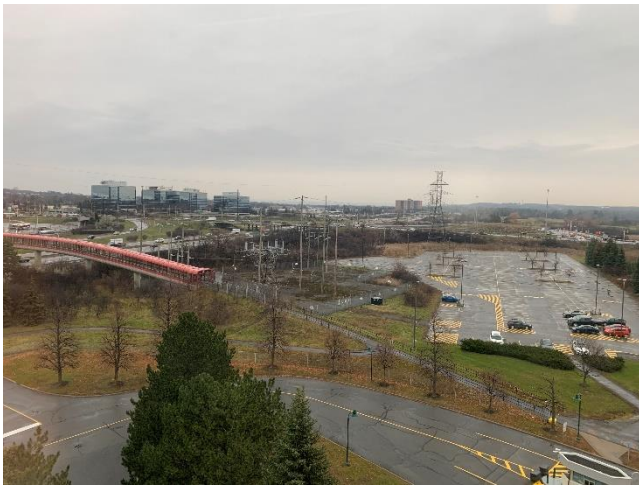


Figure 2: Top Left, looking south to front of the existing building; Top Right, looking west to the rear of the existing building; Middle Left, looking south to the rear corner of the existing building; Middle Right, looking northeast to the existing parking lot; Bottom Left, looking west from the existing building to the LRT pedestrian bridge connection; Bottom Right, looking northwest to the parking and high-rise context north of the Queensway.

## 2.1 Surrounding Context

**North:** Immediately north of the subject site is the Queensway (Highway 174), separated from the subject site via a landscaped buffer and hydro corridor which runs in an east-west direction. A covered pedestrian bridge provides access from the subject site across the Queensway, connecting directly to the Blair LRT Station. The Line 1 LRT Corridor runs in an east-west direction just north of the Queensway, which currently provides rapid transit connections to Downtown Ottawa to the west. To the east, the Confederation Line East Extension project includes the construction of a 12 kilometre LRT line consisting of five new stations through to the Trim LRT Station, located at Trim Road and the Queensway. Further north of the Blair LRT Station is the Gloucester Centre shopping complex. This area is characterized by proposed and under construction high-rise development, including a mix of low-rise commercial and five, high-rise towers between 16 and 23-storeys along City Park Drive, and a 30-storey tower at 1980 Ogilvie Road. This condition continues through to Ogilvie Road, across which are federal lands containing offices for the Canadian Security Intelligence Service.

**East:** Immediately east of the subject site across Telesat Court is a commercial building containing offices used by TD Bank, with surface parking surrounding the property. Large office complexes are located along the eastern edge of Telesat Court through to Blair Road, along which the future Meadowbrook Bus Rapid Transit (BRT) Station is proposed to be located. Further east across Blair Road is the Pine View Golf Course, which occupies a large area of land south of the Queensway and north of Innes Road, through to Green's Creek. This area forms the City of Ottawa's Greenbelt and continues through to Blackburn Hamlet.

**South:** Immediately south of the subject site is the Queensway Park, which contains a playground, baseball diamond, and multi-use pathways which connect into the residential neighbourhood to the west. Further south are low-rise townhouse and apartment dwellings along both the north and south sides of Meadowbrook Road, south of which is generally characterized by a low-rise residential neighbourhood containing schools, parks, and other greenspaces. A hydro corridor runs directly south from the subject site through to Innes Road, containing a multi-use pathway which connects through these neighbourhoods.

**West:** Immediately west of the subject site are low-rise residential dwellings along Aurele Street. This area is generally characterized as a low-rise residential neighbourhood, a condition which continues through to Highway 417. This neighbourhood contains schools, parks, and other greenspaces similar to that south of the subject site.

## 2.2 Road Network

The subject site is well-served by the City of Ottawa's urban road network, as described in Schedule E of the Official Plan (Figure 3). The subject site is located abutting the Queensway (Highway 174), which is classified as a City Freeway, accessed within 300 metres of the subject site from Blair Road to the east. Further, the subject site benefits from access to Meadowbrook Road, designated a Major Collector, and Blair Road, designated an Arterial Road. These roadways provide vehicle connections to surrounding Arterial Roads, including Innes Road, Cyrville Road, and Ogilvie Road, all of which are in close proximity to the subject site.





Figure 3: Schedule E, *Urban Road Network*, subject site indicated

As a City Freeway, the Queensway is intended to function as a through travel roadway between points and longer distances. Arterial Roads are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roads are generally best suited for increased activity stimulated by residential and commercial intensification. Finally, Major Collector Roads serve travel between Collector and Arterial Roads, providing access to neighbourhoods and adjacent lands.

### 2.3 Alternative Transportation Network

The subject site is well served by the City's transit, cycling, and the pedestrian network. Most notably, the subject site is located within 200 metres of the existing Line 1 Blair LRT Station and 600 metres of the future Meadowbrook BRT Station (Figure 4). An OCATranspo Park and Ride is provided for Blair Station south of the subject site adjacent to the Queensway Park. Both the LRT and BRT lines offer rapid transit connections through the greater Ottawa transportation network. To the east of the Blair LRT Station, the Confederation Line East Extension project includes the construction of a 12-kilometre LRT line consisting of five new stations through to the Trim LRT Station, located at Trim Road and the Queensway, expected to be completed by 2025.

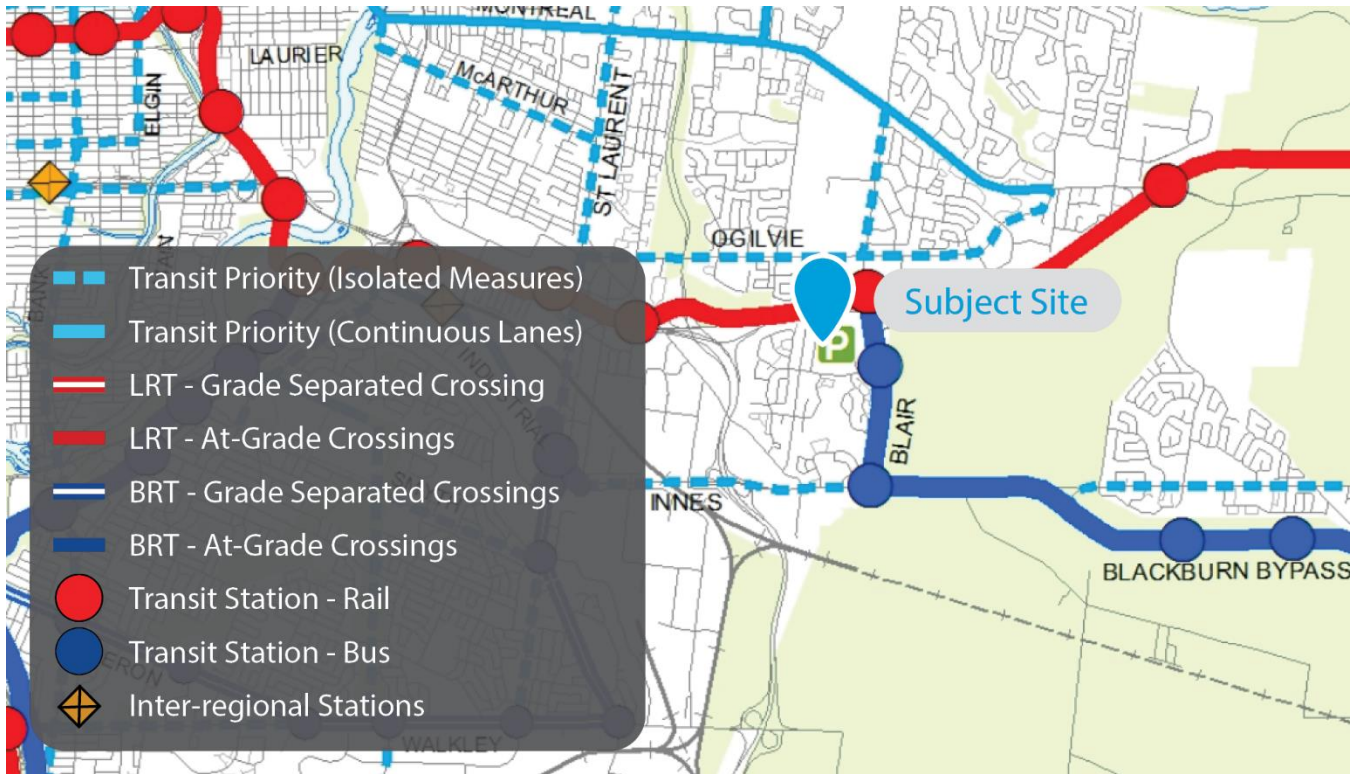


Figure 4: Schedule D, *Rapid Transit and Transit Priority Network*, subject site indicated

The OTranspo bus network currently serves the site with frequent service Routes 12, 15 and 25, each connecting to the Blair LRT Station north of the subject site (Figure 5). Route 12 provides service in a loop between the Blair LRT Station and St. Laurent LRT Station, mainly along Montreal Road. Route 15 provides connections through to Parliament Station in Downtown Ottawa. Finally, Route 25 provides connections east along Innes Road through to the Millennium BRT Station. In addition to the frequent OTranspo routes, Local Routes 24, 26, and 42 provide connections through the local neighbourhoods to the north and south of the subject site.



Figure 5: OCTranspo Network Map, subject site indicated

The subject site is well-served by the City of Ottawa’s urban cycling network (Figure 6). As shown on Schedule C of the Official Plan, a multi-use pathway is located abutting the subject site to the north and the east, providing connections in a generally north-south direction along the existing hydro corridor. This multi-use pathway connects to additional pathways north of the Queensway, as well as to spine routes along Blair Road, Innes Road, Cyrville Road, and Ogilvie Road. Innes Road is designated a Cross-Town Bikeway, and provides connections in an east-west connection along Innes Road and Cyrville Road into Downtown Ottawa. Additional multi-use pathways within the Greenbelt provide connections surrounding the subject site and throughout the City of Ottawa.

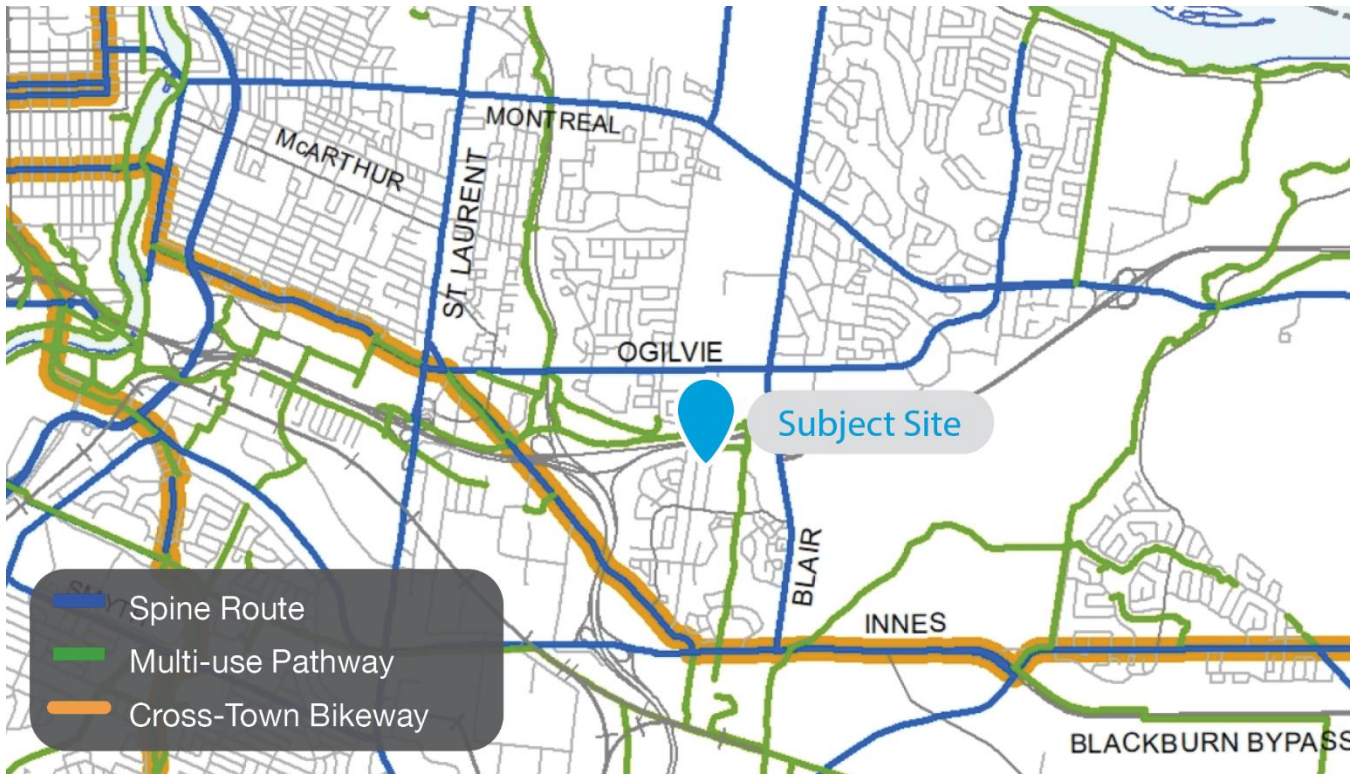


Figure 6: Schedule C, *Primary Urban Cycling Network*, subject site indicated

## 2.4 Neighbourhood Amenities

The subject site enjoys close proximity to many nearby amenities including a broad range of commercial spaces such as restaurants, retail, offices, and community services. Most notably, the subject site is located within walking distance to the Gloucester Centre Shopping Mall, located directly across the Queensway and accessed via the covered pedestrian bridge north of the site. The commercial uses at the Gloucester Centre Shopping Mall and along Ogilvie Road include grocery stores, retail stores, large scale commercial stores, restaurants, banks, pharmacies, and other neighbourhood services. Similar commercial uses are located along Innes Road and Cyrville Road south of the subject site, with future commercial and retail uses planned within the high-rise development to the north.

Considering its location among established residential neighbourhoods, the subject site benefits from close proximity to schools, parks, and numerous greenspaces within the area. The subject site is located directly abutting the Queensway Park, located to the south of the site and multi-use pathways along the hydro corridor to the east of the site. Other nearby parks and greenspaces in the area include Pineview Park, Cedarcroft Park, Meadowbrook Park, and, although not a public park, the Pine View Golf Course. Schools near to the subject site include the Carson Grove Elementary School, the St. John Paul II School, and École élémentaire catholique des Pins.

# Proposed Development & Design Brief

## 3.1 Project Overview

The subject site is located at 1600 James Naismith Drive, which is situated at the southwest corner of the Blair Road and the Queensway off-ramp. The subject site currently includes an eight storey suburban office building, a generator support building, and a small security guard house. The full development of this site will take place over three phases, where Phase I includes the conversion of the existing office building (circa 1988) into a multi-residential rental apartment building. The generator building and the guard house are proposed to be demolished as part of the Phase I development. The office building is “v-shaped” with two wings that intersect a central core, eight storeys in height with a single basement level and supporting mechanical penthouse.

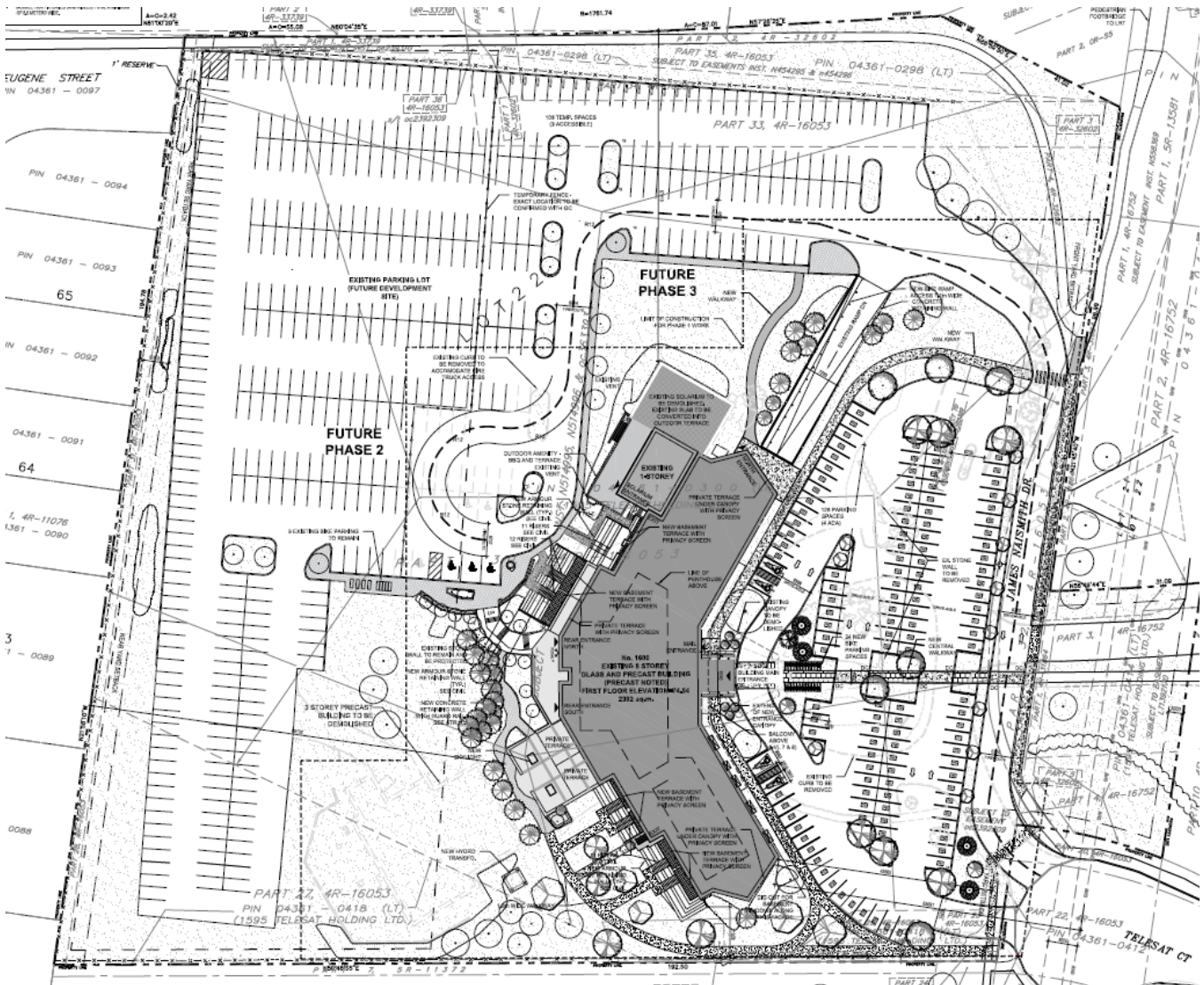


Figure 7: Phase I Site Plan for 1600 James Naismith Drive

The proposed development of the Phase I lands at the subject site consists of the conversion of an existing 8-storey commercial office building to a residential use. A total of 218 dwelling units are proposed within the converted mid-rise

building. A total of 236 vehicle parking spaces are proposed, where 215 are provided for residential use and 21 are provided as visitor parking spaces. Of these, 128 spaces are to be permanent, while 108 spaces are provided temporarily to the north within the Phase III lands. The majority of the subject site consists of surface parking area, however the Phase I application propose to reconfigure the parking area to accommodate the new residential use and therefore releasing the remainder of surface parking on the subject site for future development. This additional parking is proposed to be inaccessible during the Phase I development. A total of 161 bicycle parking spaces are proposed to be located throughout the site, where 128 are proposed internally and 33 are proposed at the exterior of the building. The proposed development consists of a range and mix of unit sizes from 36 square metres to 131 square metres, including ground oriented units and studios through to three-bedroom units, all contributing diverse dwelling types within 200 metres of the Blair Light Rail Transit (LRT) Station. Amenity spaces will be provided internally via communal areas and private balconies for select units, however much of the Phase I portion of the subject site will maintain the mature landscaped areas throughout the site as communal outdoor amenity area. Although the remainder of the subject site is not considered as part of the Phase I development, details related to the future development of later phases were contemplated for context, layout and density purposes. It is understood that these will be refined and finalized through future planning applications, as required.



Figure 8: View looking south towards the Phase I conversion

### 3.2 Massing, Scale, and Building Design

A primary consideration for the Phase I conversion is to transform the existing suburban office building aesthetic into a new visual residential expression. The existing building currently includes suspended precast concrete panels and highly mirrored horizontal strip curtainwall. Further, the design strategy prioritized the inclusion of eight lower level units with direct access to the exterior grounds. Some excavation will be required to provide additional entry and terrace space for these units, as described in supporting engineering and landscaping plans. Individual entrances are proposed to be solid-colored box frames which emphasize the new residential typology and provides a distinct and direct connection with the exterior. These volumes will be completed by large window glazing to allow as much light as possible to enter the living

spaces. Private exterior terraces at grade will also be provided to the lower level units. Per the supporting plans, new landscaping which includes sloped armoured stone retaining walls and steps have been designed to help create private amenity spaces. Communal amenity areas, such as a fitness center, cinema, golf simulator, kids' playground and dog area, are proposed to be provided in the lower level for tenants to enjoy. Many of these spaces will have access to ample sunlight due to the existing large lower level glazing, which forms part of the original building design, as well as additional skylights. Two interior bicycle storage rooms will be accessible via a new ramp from the north to the lower level.



Figure 9: View looking north towards the rear of the Phase I conversion

The new design strategy retains the majority of the existing precast concrete panels. In some areas of the two lower storeys (below grade and the first storey), the existing mirrored curtainwall is proposed to be replaced by clear glazing to facilitate a better connection with the site's surrounding landscape and entrances. Operable windows will be integrated for additional occupant's comfort. On the building upper storeys (the second through to eighth storeys) the project will preserve most of the existing reflective glass curtain wall with some panels being removed to allow the inclusion of new operable window interventions. These new windows will be framed with a black exterior shadow box, where the inside of the shadow box will be clad in an orange copper colour and creating a visual interest to the highly reflective existing facade. This intervention on the facades is a key element to the new residential building identity. This intervention ensures a touch of warmth, human scale, and a contemporary aesthetic to the existing suburban office building style. On the east side of the building, the 7<sup>th</sup>-storey and 8<sup>th</sup>-storey contain an existing cantilevered glazed section which will be replaced with new exterior balconies for those adjoining residential units. This building extension will be enhanced by the addition of a black metal frame to support the residential look of the building's new aesthetic.

### 3.3 Public Realm

The existing front surface parking lot area is proposed to be reshaped and enlarged to accommodate a total of 128 parking spaces. This area will be fully dedicated to Phase I of the overall development, facilitating appropriate parking access to tenants within the southernmost units. An additional 108 parking spaces, including 16 for visitors, are proposed to be

provided to the north and west side of the building. As future phases progress into development, those spaces are proposed to be removed to accommodate future phase site designs.

A new, 2.4 metre wide pedestrian walkway is proposed to cross the front parking area from the main entrance building to access the eastern parts of the site. This walkway will connect a re-aligned James Naismith Drive and sidewalk which will provide direct access to future phases and the existing LRT path and pedestrian bridge. Exterior bike parking spaces, which may accommodate visitor bicycle parking, will also be provided along this new landscaped pathway.



Figure 10: View looking south towards the entrance of the Phase I conversion

This conversion project seeks to replace the suburban office building entrance canopy with a simpler modern residential entry overhang. This new key element will include a charcoal metal reclad gesture planned for the lower floor facades of the building. The adding of this new ground floor design aesthetic creates a more human scale to the exterior design. The canopy soffit will be clad in a warm oak wood look siding in an attempt to humanize the entrance experience. Along this main entrance building facade, bi-level units are proposed to occupy the south wing and one storey units to the north. Private terraces will be provided at both wing ends, and a new pedestrian connection will be added to reach the north parking area. At the north-west building corner, the larger portion of the existing solarium extension (dated 2005) will be maintained and renovated to create a multi-purpose amenity room, complemented with an outdoor terrace and BBQ space. On the same facade, generous private terraces will be provided on the existing building ground floor extensions. All the building exterior spaces, both public and private, will have access to the significant existing vegetation already part of the existing landscape design. Several areas will be enhanced with new greenery and privacy screens for units. The entirety of the walkways on the site will be optimized and will include additional lighting to allow the tenants to enjoy the site at all periods of the day.





Figure 11: Looking east towards the ground oriented units at the rear of the Phase I conversion

### 3.4 Sustainability

Sustainability is a priority for this project. The adaptive re-use through the proposed building conversion has the possibility of producing less greenhouse gasses and ensures the diversion of waste due to the number of new materials and products, resulting in a significantly lower impact than what is required for new construction. An objective for this project is to retain, reuse, and enhance as many the elements as possible that are currently offered by the existing building and site. The proposed development will consider bird safe glazing when the existing glass is to be replaced.

## 4.0 Policy & Regulatory Framework

### 4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act that provides direction on matters of provincial interest related to land use planning, growth, and development. All decisions on planning matters shall be consistent with the PPS. The PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to the current and future needs of municipalities, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject site include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a);
  - Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
  - Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1.e);
  
- / 1.1.3: Identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2).
  
- / 1.1.3.6: Encourages new development taking place in designated growth areas to occur adjacent to the existing built-up area and to have a compact form, mix of uses and densities that allows for the efficient use of land, infrastructure, and public service facilities.
  
- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:
  - Permitting and facilitating:
    - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1); and
    - All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);
  - Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3.c);
  - Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3.d);
  
- / Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services and transportation infrastructure.
  
- / 1.7.1: Long-term economic prosperity should be supported by:

- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).
- / 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- Promote compact form and a structure of nodes and corridors (1.8.1.a);
  - Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
  - Encourage transit-supportive development and intensification to improve the mix of employment and housing uses (1.8.1.e).

**The proposed development is consistent with the Provincial Policy Statement, 2020 and achieves its vision by addressing policies related to efficient development and land use patterns, and accommodating an appropriate range and mix of residential types to meet long-term needs of the City. The conversion of the existing commercial building to a residential use promotes a cost-effective pattern of development which efficiently utilizes existing infrastructure, including public transportation and active transportation options. The new residential housing is directed to a location identified as a Target Area for Intensification and redevelopment by the municipality. The proposed redevelopment of the subject site advances provincial goals of healthy, liveable, and safe communities that efficiently utilizes existing infrastructure and improves the range and mix of housing types in an established neighbourhood.**

## 4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments.

### 4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within the City of Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2 which states "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development" (Policy 1.a through c). This definition also includes "the conversion or expansion of existing commercial buildings for residential use" (Policy 1.d)

The subject site is located within the Mixed Use Centre, which is a target area for intensification (Policy 3). Minimum density targets are applied to these areas, as they have the greatest potential to support the Rapid Transit and Transit Priority Network (Policy 5). Density targets are described in Official Plan policies, however a Secondary Plan may include different density targets and, in the case of phased development, a proponent must demonstrate how the density target will be achieved at build out (Policy 6).

Intensification is encouraged to occur through a variety of built forms, from low-rise to high-rise provided that urban design and compatibility objectives are met, with building heights and densities established through the Official Plan and

implemented by the Zoning By-law (Policy 10). In Target Areas for Intensification, and sites within close proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights are to be located closest to the station or corridor (Policy 11). Although building heights are typically established by the Official Plan, a Secondary Plan may establish greater heights in certain policy areas (Policy 14).

**The proposed conversion meets the Official Plan objectives for directing and managing new residential growth. The subject site is located within a Target Area for Intensification and proposes the conversion of an underutilized mid-rise commercial building for a residential use. Further, the proposed development represents residential intensification through the future redevelopment of a large and highly underutilized lot within Target Area for Intensification. The proposed conversion building provides a high-quality, compatible design and form which better relates to its existing and planned context, and maintains adequate transitions and compatibility relative to the surrounding area. The proposed conversion is in keeping with the policy directions for intensification, its Land Use designation, and policies of the Secondary Plan by proposing a compact, high-quality built form and appropriate densities for the site.**

#### 4.2.2 Land Use Designation

The subject site is designated as Mixed Use Centre, as described on Schedule B of the Official Plan (Figure 12). Mixed Use Centres occupy strategic locations on the Rapid Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit.

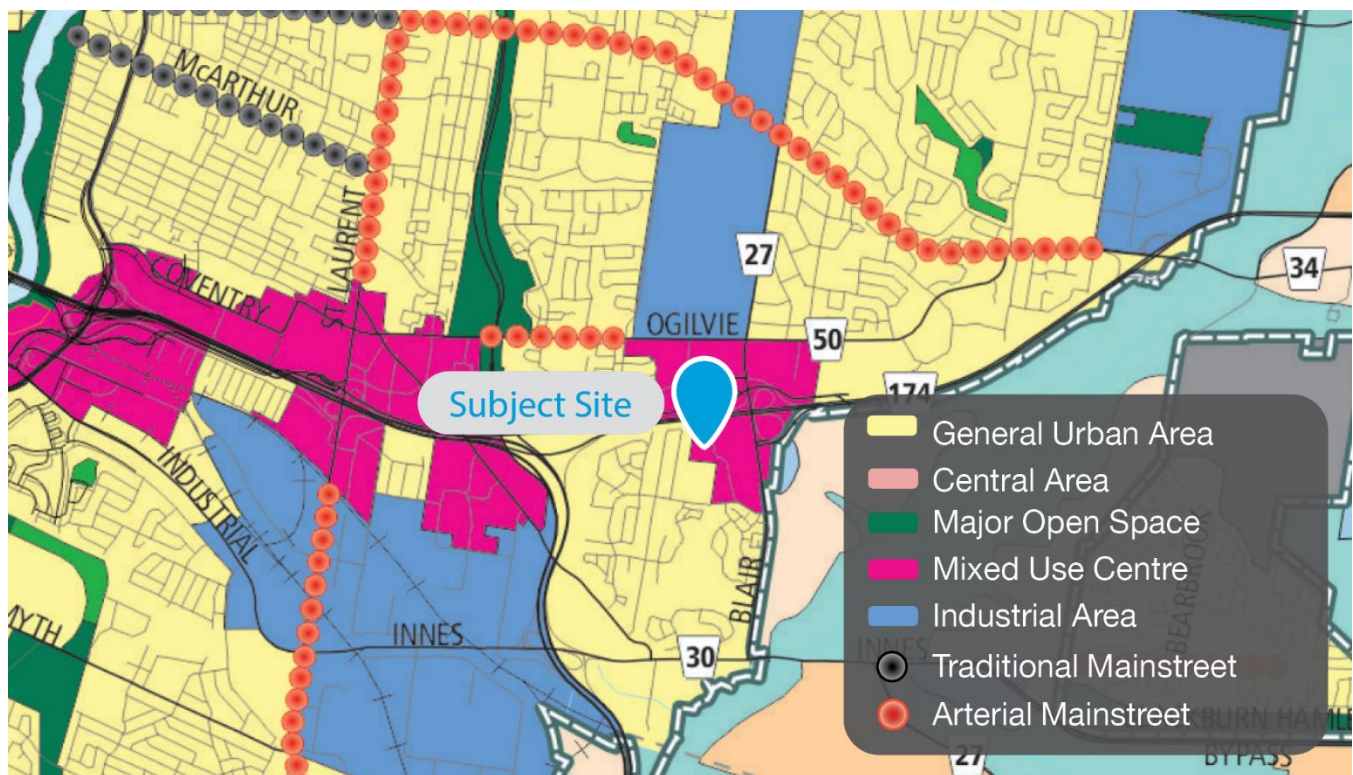


Figure 12: Schedule B, *Urban Policy Plan*, subject site indicated

Mixed Use Centres are strategically located lands along the transportation system and are accessible by walking, cycling and automobile, and are centered near rapid-transit stations with all-day, frequent transit service. Sites within these areas offer substantial opportunities to accommodate new growth, accomplished by new development or redevelopment of these areas.

As Mixed Use Centres are mostly located within 800 metres walking distance of one or more rapid transit stations, opportunity exists to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land (Policy 1). Mixed Use Centres are priority areas for undertaking more detailed Secondary Plans, which may provide for minimum and maximum building heights and apply the target density for the area (Policy 3). A range of building heights and uses, including high and medium density residential uses, are permitted at the periphery of these areas, and appropriate transitions to existing low or mid-rise areas must be provided (Policies 4 and 5). Further, all development in a Mixed Use Centre shall be evaluated against Official Plan urban design policies and criteria, and, where possible, will contribute to a range of housing options in the area (Policy 9). Mixed-Use Centres will optimize the use of land through provisions for compact mixed-use development, where the Zoning By-law may require residential uses in the form of apartments and other multiples at a medium or high density, allow for the redevelopment of surface parking areas, and ensure an appropriate transition in built form between the Mixed-Use Centre and surrounding General Urban Areas (Policy 10).

**The proposed development conforms to and implements the policy directions set out in the Mixed Use Centre designation. The lands are within 200 metres of the Blair LRT station, representing a significant opportunity for redevelopment of an underutilized commercial property near rapid transit options. By providing high-density residential uses and maintaining opportunities for future redevelopment, the proposed conversion will promote the use of public transit, active transportation, and increase housing options in the area. The Phase I lands have been designed in a manner that will further support increased connectivity to and use of rapid transit, pedestrian, and cycling infrastructure in the area.**

#### **4.2.3 Designing Ottawa**

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject site and proposed development:

- / **Enhances the sense of community by creating and maintaining places with their own identity;**
- / **Defines quality public and private spaces through development;**
- / **Creates places that are safe, accessible and are easy to get to, and move through;**
- / **Ensures that new development respects the character of existing areas; and,**
- / **Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.**

Mixed Use Centres are recognized as ‘Design Priority Areas’ (Policy 2), which are required to participate in an enhanced review by the Ottawa Urban Design Panel (Policy 4) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design.

**The proposed development addresses the Design Objectives through a design that enhances an under-utilized site in close proximity to the Blair LRT station, proposing a diverse mix of new residential housing options to the subject site. The proposed conversion will contribute to a high quality, safe, and accessible pedestrian environment via reconfigured and enhanced outdoor landscaped spaces, and will serve to maintain the character to the area. As a development within a Design Priority Area, the Urban Design Review Panel will review and provide comments on the proposed development with respect to urban design, including the public realm. The comments provided by the Panel will be considered as the site plan proceeds through the approval process.**

#### 4.2.4 Urban Design & Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, Section 4.11 describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale and Design Brief satisfies the requirement for a Design Brief component for the proposed development.
<b>Building Design</b>	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> <li>• Setbacks, heights and transition;</li> <li>• Façade and roofline articulation;</li> <li>• Colours and materials;</li> <li>• Architectural elements including windows, doors and projections;</li> <li>• On site grading; and</li> <li>• Elements and details that reference common characteristics of the area.</li> </ul>	The proposed conversion provides an enhanced building design which is highly suitable for the subject site and complements its existing and planned context. The proposed conversion will maintain its existing heights and setbacks, ensuring appropriate transition to the low-rise neighbourhood to the west and planned higher densities surrounding the property. The selection of more contemporary exterior colours and materiality will ensure a distinctive built form more consistent with its new residential use. The proposed window and door pattern provides architectural interest at all facades, while new balconies at the east elevation improve the quality of the primary façade.
6. Orient the principal façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	The proposed conversion maintains a principal entrance and improved primary façade which faces Telesat Court and James Naismith Drive, and ensures enhanced connectivity to the surrounding public realm and nearby rapid transit. Architectural elements, including a new window and door pattern, prominent ground floor entrance, and new balconies ensure the principal façade is accentuated and prominent in relation to secondary facades.
8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.	Servicing, loading areas, utilities, and mechanical equipment will be maintained internal to the site and away from the public realm.

<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building</p>	<p>The rooftop mechanical equipment will be minimized by the design and massing of the building. Amenity spaces will be integrated into the design and massing of the building.</p>
<p><b>Massing and Scale</b></p>	
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>The proposed conversion maintains the existing mid-rise building design and ensures strong integration within its existing and planned context. Existing transitions to surrounding properties and planned high-rise developments are considered, while new architectural elements are provided at all facades which ensure a distinctive and unique built form. At-grade landscaped spaces have been reconfigured and enhanced to facilitate strong connectivity to the surrounding area.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>b) massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>c) Building setbacks and stepbacks.</li> </ul>	<p>The proposed conversion building is limited in its ability to provide additional transitions of height and massing. The proposed conversion maintains its existing building height, scale, and massing, however architectural elements are provided at all facades to enhance all elevations and create a new contemporary new built form vocabulary and rhythm. The proposed exterior enhancements will create a distinctive built form which complements the surrounding area and ensures a strong relationship to its planned high-rise context.</p>
<p><b>Outdoor Amenity Areas</b></p>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building. Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>As the proposed conversion maintains the scale, form, and massing of the existing building, no new undesirable impacts on existing spaces and surrounding land uses are anticipated. At-grade landscaped areas and enhanced outdoor amenity spaces will achieve an appropriate transition between existing uses and the Phase I lands.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.</p>	<p>The proposed conversion will provide high-quality amenity spaces via a combination of private balconies and communal amenity areas. Of note, communal indoor and at-grade outdoor spaces are proposed to ensure a high-quality living experience for new residents.</p>

The proposed building conversion conforms to the policy direction of Section 4.11. The proposed conversion will positively contribute to its existing context by enhancing an underutilized commercial building with new residential uses and a range and mix of new housing options. The Phase 1 lands provide streetscape improvements, and a high-quality, contemporary built form and design. The site has been designed in a manner ensuring no new impacts to surrounding properties through setbacks, stepbacks, articulation, and appropriate transitions at all frontages.

### 4.3 Blair Secondary Plan (2015)

The Blair Secondary Plan provides direction on maximum building heights and minimum densities within the planning area identified in the Blair Transit-Oriented Development Plan. The Blair Secondary Plan provides the legal framework that supports the Blair Transit-Oriented Development Plan, and describes maximum building heights and minimum densities for lands within the plan areas, as shown on Schedule A (Figure 13).

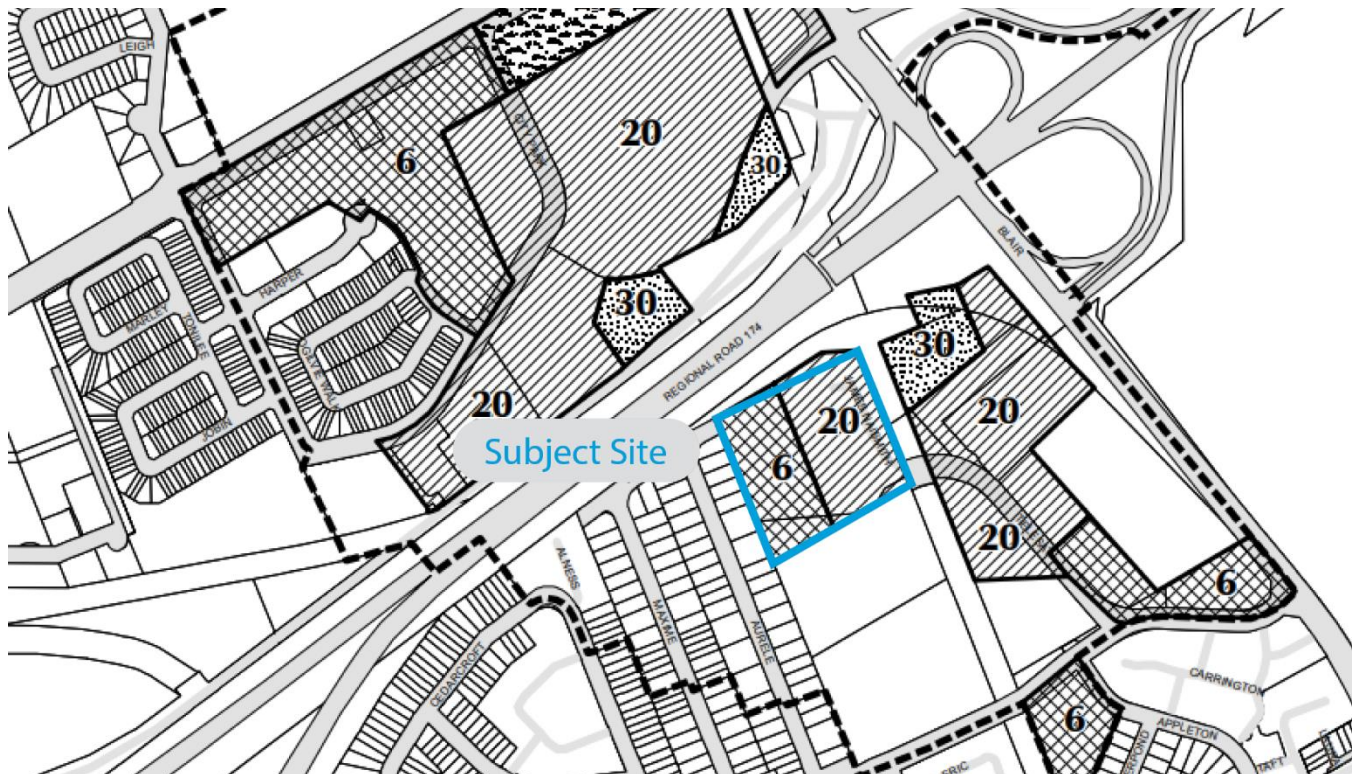


Figure 13: Schedule A of the Blair Secondary Plan, subject site indicated

The subject site is located within both Area B and Area D of the Secondary Plan. Area B is applied to the eastern portion of the subject site and to the area containing the proposed building conversion. For Area B, the maximum permitted building height is 20-storeys, while the minimum residential density is 250 units per net hectare. Area D is applied to the western portion of the subject site and permits a maximum building height of six storeys and minimum residential density of 150 units per net hectare.

The proposed conversion meets the intent of the Blair Secondary Plan. The existing mid-rise building conforms to Secondary Plan policies related to maximum building heights and achieves a greater residential density by providing a diverse mix of new housing options. Due to the existing built form limitations, the conversion proposed for Phase 1 will not achieve the minimum densities described in the Secondary Plan, however when combined with future phases, the minimum density targets will be achieved.



#### 4.4 Blair Transit-Oriented Development (TOD) Plan

The Transit-Oriented Development (TOD) plans set the stage for future transit-supportive or “intensified” land development in priority areas located near Confederation Line stations by establishing a broad growth strategy for achieving transit supportive communities. The TOD plans aim to promote transit usage through effective planning and urban design around the stations. The TOD plan acts as a Community Design Plan for the Blair Transit Station in conjunction with the Secondary Plan. The guiding principles of the TOD plan include:

- / Creating complete, mixed-use communities;
- / Accommodating people and jobs densities in a compact built form;
- / Establishing context-sensitive development that respects existing neighbourhoods;
- / Promoting choices and reprioritizing pedestrians, cyclists and transit users over single occupant automobiles;
- / Creating green spaces and urban places;
- / Creating an attractive, well-designed urban environment; and,
- / Managing parking.

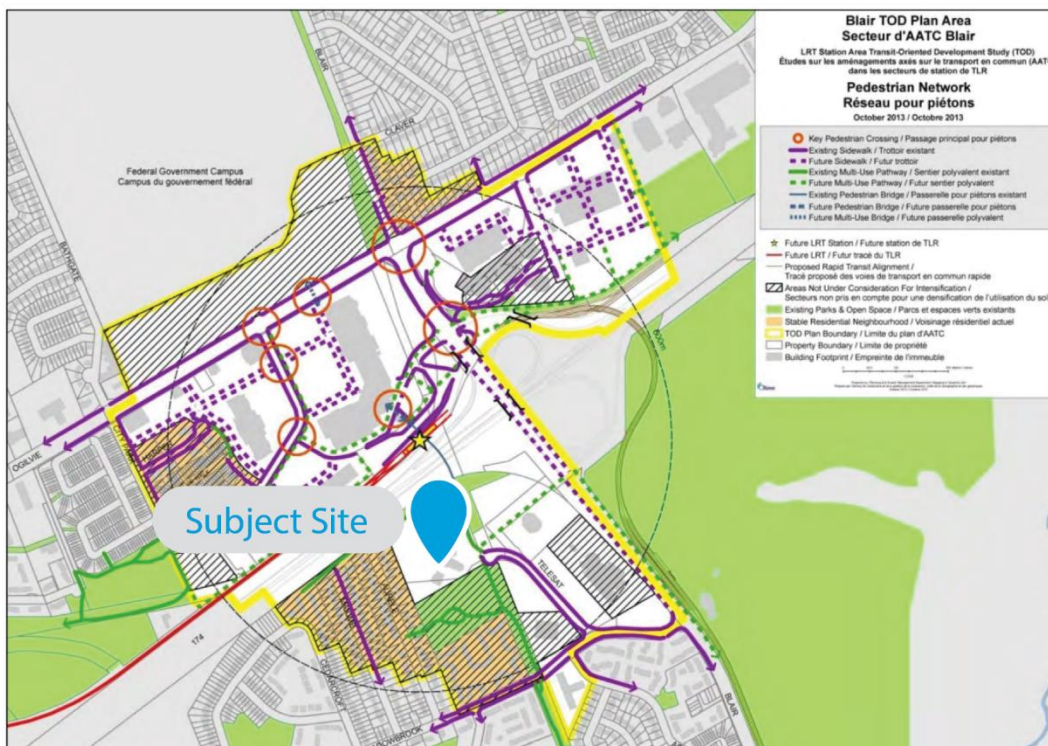


Figure 14: Pedestrian Network of the Blair TOD Plan, subject site indicated

The subject property is located in the south sector of Blair TOD Plan area, south of the Blair LRT Station. The plan recognises that the TOD study area will evolve over time to accommodate new connections, new safe routes for pedestrians and cyclists, and new development that supports transit ridership and a more pleasant public realm. Sections 10.6.2 and 10.6.3 of the TOD plan identifies improvements to the pedestrian network for the plan area, a cycling network for greater access to the transit and cycling network in the city, and future connections in the study area (Figure 14). The plan identifies the key pedestrian crossings across the Queensway via the pedestrian bridge to the Blair LRT Station. The plan further identifies key existing and planned cycling infrastructure, including existing multi-use pathways surrounding the subject site.

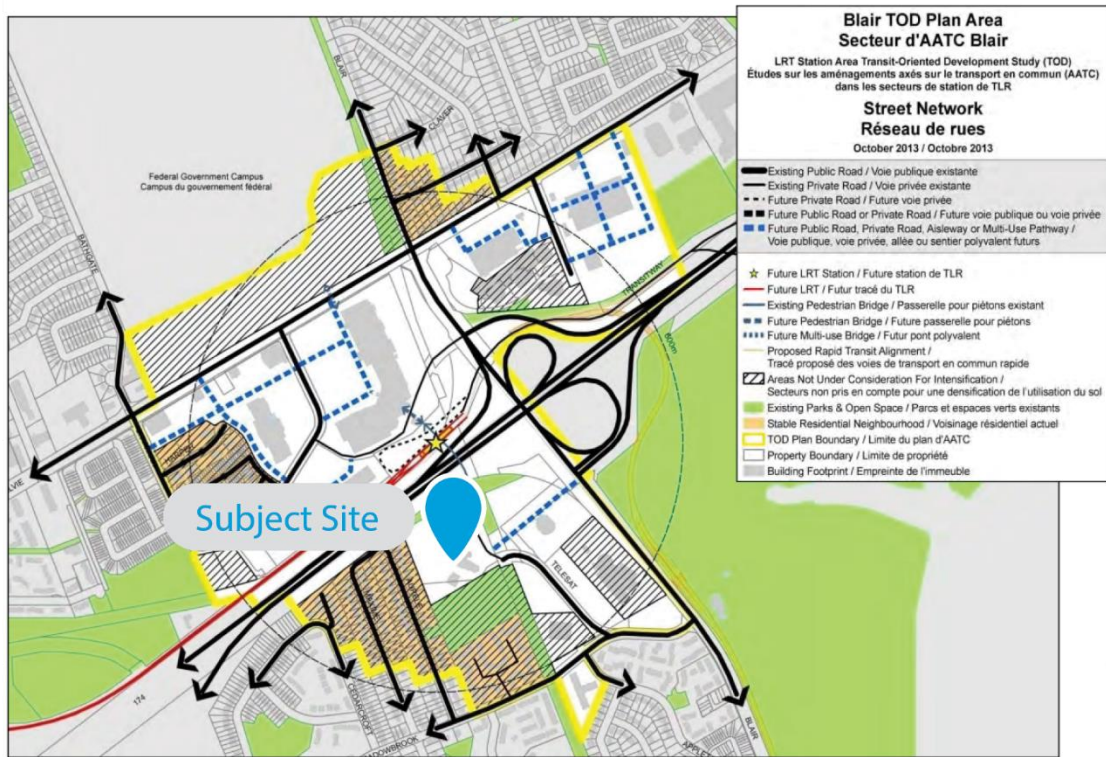


Figure 15: Street Network of the Blair TOD Plan, subject site indicated

The street network is described in Section 10.6.4, whose primary purpose is to provide new and improved connections that will strengthen pedestrian and cycling access to the Blair LRT Station, including via private roads and multi-use pathways. James Naismith Drive is identified on by this Plan as a private roadway (Figure 15).

A Green Plan is discussed in Section 10.6.5 of the Plan, which builds on a strong existing foundation of parks and open spaces that are found in, or adjacent to, the Blair TOD study area (Figure 16). The Green Plan identifies the conceptual locations of future public parks and outdoor private amenity areas, to be more precisely determined through the development review and site plan approval process. At the subject site, future private amenity space is contemplated, while public parkland is conceptualized to the east of the subject site on lands across Telesat Court.

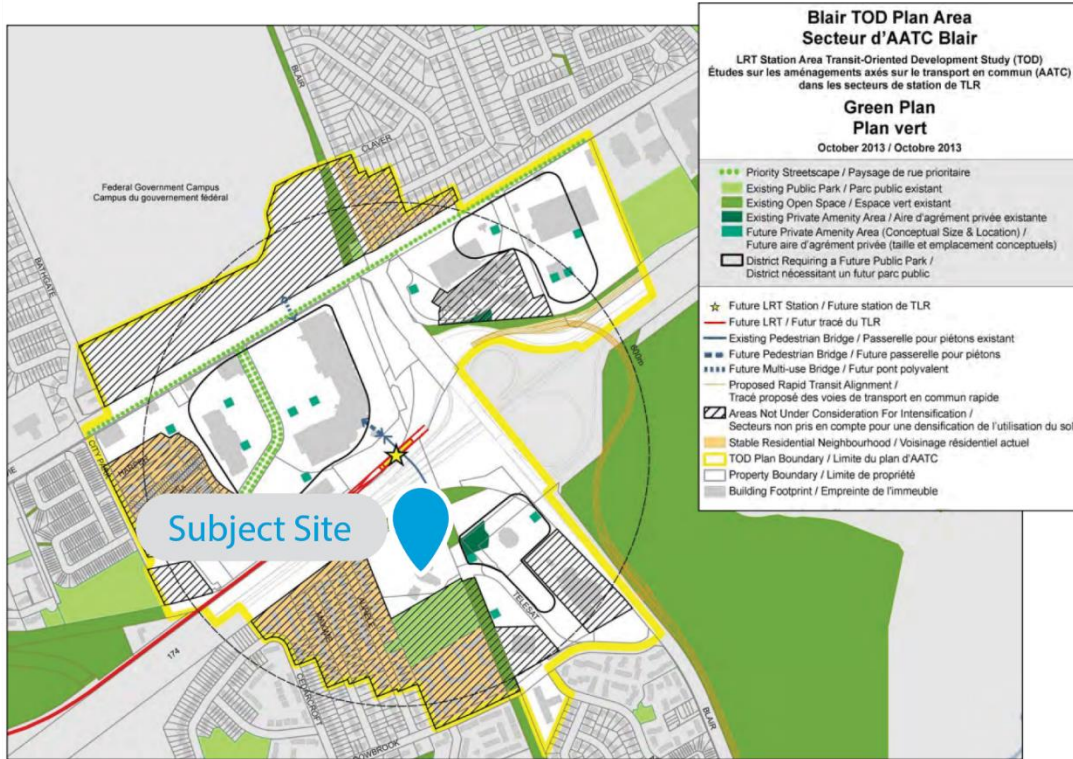


Figure 16: Green Plan of the Blair TOD Plan, subject site indicated

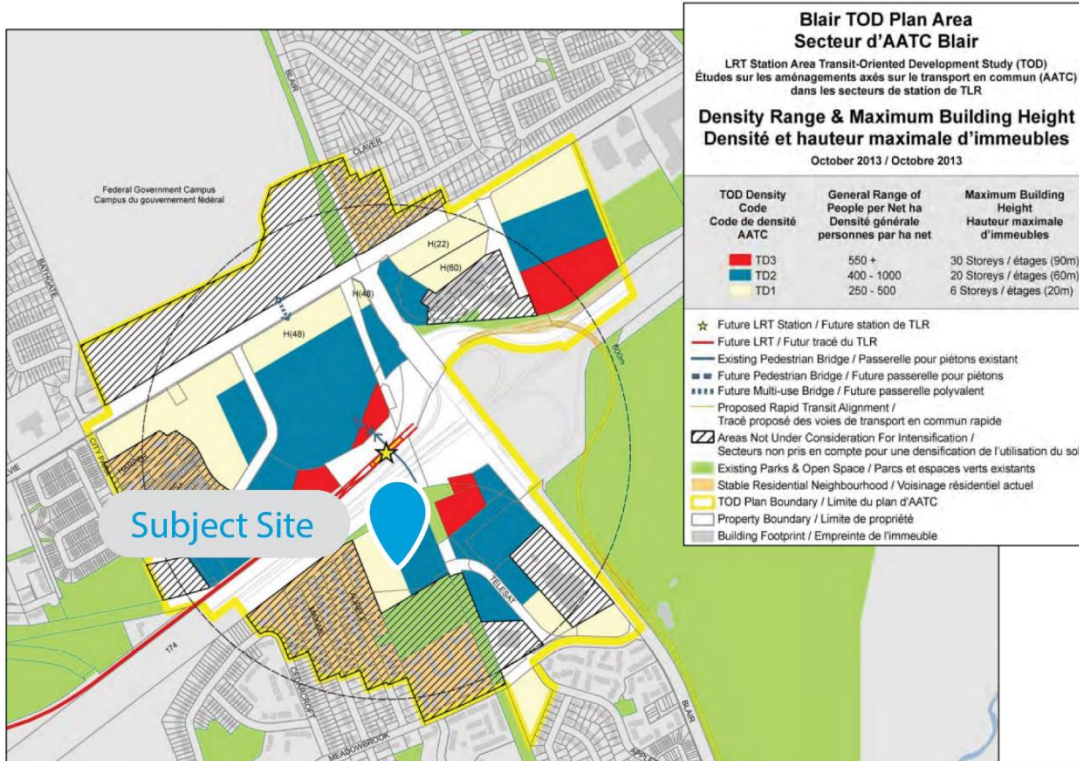


Figure 17: Density Range and Maximum Building Heights of the Blair TOD Plan, subject site indicated

Section 10.6.6 provides the land use framework for the study area, which shows that most of the area (including the subject site) is designated mixed use, capable of hosting a wide range of land uses. Section 10.6.7 provides direction related to building heights and density targets (Figure 17), implemented by the Blair Secondary Plan and Zoning By-law. The subject site is permitted maximum building heights of 20-storeys on the eastern portion of the site designated TD2, and six-storeys on the western portion of the site designated TD1. Densities for the subject site range from 400 – 1000 people per net hectare in the TD2 area, and 250 – 500 people per net hectare in the TD1 area.

**The proposed conversion building meets the intent and objectives of the Blair Transit Oriented Development Plan. The proposed conversion maintains and enhances the surrounding pedestrian and cycling network, and improves connections throughout the subject site to better facilitate access to rapid transit, walking, and cycling. The at-grade outdoor landscaped areas are provided throughout the subject site which meet the Green Plan conceptualization for this location. The proposed conversion is consistent with the land use and built form direction for the subject site by providing a high-density residential development within close proximity to the Blair LRT station and other rapid transit options. Although the proposed conversion and Phase I lands are physically constrained related to meeting the minimum densities described in the Plan, future development phases for the subject site will meet the minimum density requirements described by the Secondary Plan.**

#### 4.5 New City of Ottawa Official Plan (anticipated 2021 – 2046)

The City of Ottawa recently undertook a comprehensive review of their Official Plan, which resulted in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The final new Official Plan was endorsed by City Council on October 27, 2021, with amendments, and adopted by a by-law passed on November 24, 2021. The final new Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval, with or without modifications, which is anticipated in summer 2022. While this Official Plan is not yet in force, the preliminary policy directions approved by City Council have been reviewed as they relate to the subject site.

##### 4.5.1 Growth Management, Supporting Intensification

The new City of Ottawa Official Plan contains policies related to Growth Management, with specific policies providing guidance to support intensification. New development within the built-up portion of the urban area represents 51% of urban area growth through to 2046. Intensification may occur in a variety of built forms and height categories, including low-rise (up to four-storeys), high-rise (10-storeys to 40-storeys), to high-rise 41+ buildings (Policy 3.2.2).

Intensification will support 15-minute neighbourhoods by directing new development to Hubs, Corridors, and lands within the Neighbourhood designations that are adjacent to them. These designations are intended to be diverse concentrations of employment, commercial, community and transportation services, as well as accommodating significant residential opportunities (Policy 3.2.3). Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services, and is specifically encouraged on former industrial and commercial sites (Policies 3.2.4 and 3.2.5). Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices, including small-household dwellings (units up to two-bedrooms, typically within apartment built forms) and large-household dwellings (units with three or more bedrooms, typically within ground-oriented built forms) (Policy 3.2.8).

**The proposed development is supported by the new Official Plan policies related to growth management and intensification. The proposed development provides a compact built form via a new housing type and tenure which responds to City objectives in accommodating new growth in the urban area within the Greenbelt. Through the redevelopment of an underutilized commercial site within the urban area, the proposed development achieves the City's intensification goals and objectives providing for additional housing choices which is highly supported by the new Official Plan's policy direction.**

**4.5.2 Outer Urban Transect and Hubs**

The subject site is proposed to be located within the Outer Urban Transect, designated Hub, with the Evolving Overlay applied as shown in Schedule B3 of the new Official Plan (Figure 18).

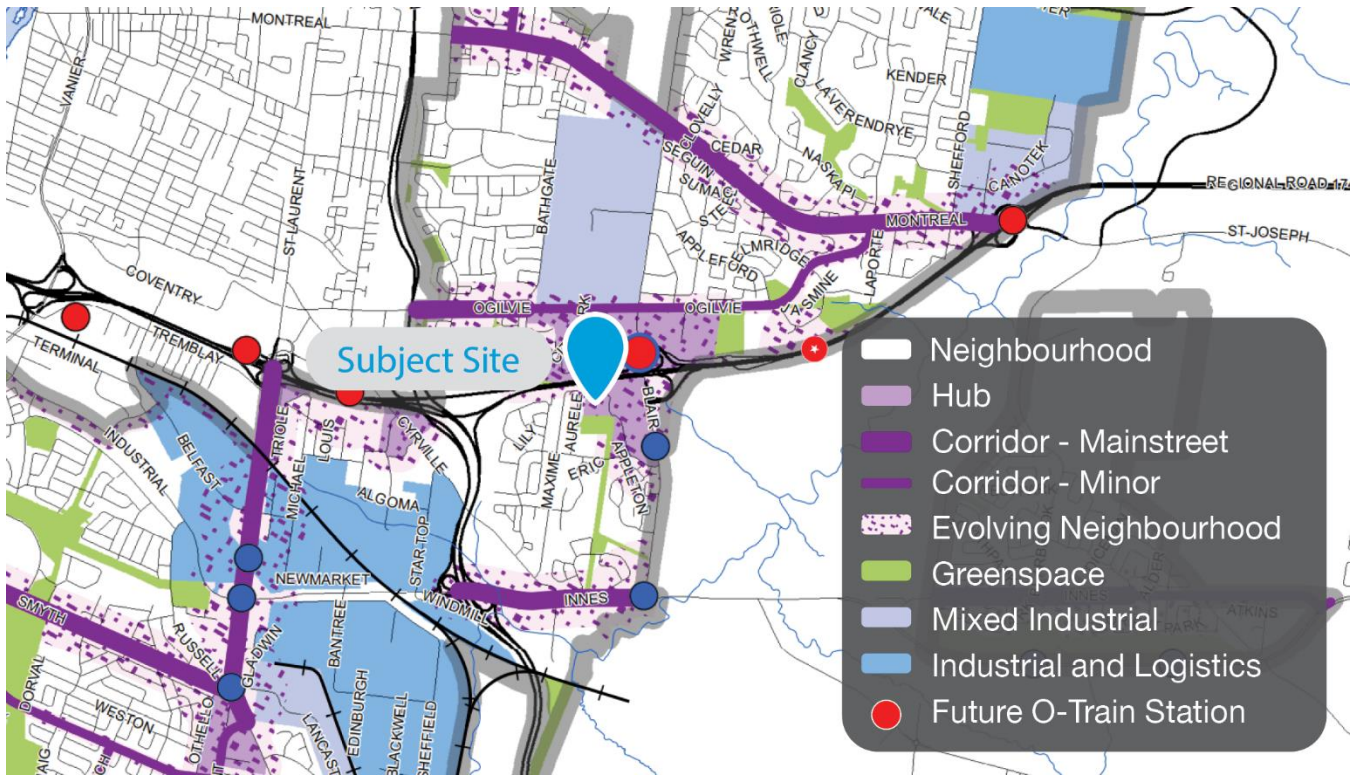


Figure 18: Schedule B3, *Outer Urban Transect*, subject site indicated

The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century, with a pattern of development representative of the classic suburban model, generally characterized by the separation of land uses, standalone buildings, generous setbacks, and low-rise building forms. The existing neighbourhoods are anticipated to evolve gradually, with more substantial changes in strategic locations, including sites located in Hubs or Corridors that are well served by rapid transit. Over the medium- to long-term, this Transect will evolve toward an urban model in support of 15-minute neighbourhoods (Policy 5.3.1.1).

The Outer Urban Transect is generally characterized by low- to mid-density development, with new development being predominantly mid- or high-rise in Hubs (Policy 5.3.1.2). The City shall support the rapid transit system and begin to introduce urban environments by targeting Hubs for mid-density and mixed-use development (Policy 5.3.1.3) The Zoning Bylaw shall provide for a range of dwelling unit sizes, including multi-unit dwellings in Hubs and a range of housing types to accommodate individuals not forming part of a household (Policy 5.3.1.4).

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. Hubs generally include lands up to 600 metre radius from an existing or planned rapid transit station (Policy 6.1.1.1). The strategic purpose of Hubs is to focus major residential uses, among others, within easy walking access of rapid transit station and establish higher densities than surrounding areas which prioritizes transit users, cyclists and pedestrians, as well as excellent urban design (Policy 6.1.1.2). Development within a Hub shall direct the highest density close to the transit station, establish public routes for pedestrians and cyclists between transit stations, and create a high-quality and comfortable public realm

that prioritizes the needs of pedestrians, cyclists and transit users (Policy 6.1.1.3). Hubs will generally permit a mix of uses, including residential uses, while prohibiting automobile-oriented uses (6.1.1.4).

**The proposed development conforms to the intent and direction of the Outer Urban Transect and Hub designation policies of the new Official Plan. The proposed conversion provides a new range and mix of housing types in a compact, urban built form near the Blair LRT Station and existing neighbourhood amenities. The Phase I lands propose a site configuration and building design which is highly suitable for the subject site and achieves the policy objectives of the new Official Plan related to transition, urban design, and the pedestrian realm. The proposed conversion maintains a built form is appropriate considering the site's existing conditions, size, and context, and its relationship to a planned high-rise context surrounding the site.**

#### 4.5.3 Evolving Overlay

The Evolving Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to “allow new built forms and more diverse functions of land”. Intended to provide opportunities to reach the City’s growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character
- / Allowance for new building forms and typologies, like the missing middle
- / Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals.
- / Provide direction to govern the evaluation of development.

The new Zoning By-law shall provide development standards for the built form and buildable envelope within the Evolving Neighbourhood Overlay and will apply minimum density targets. In the Outer Urban Transect area covered by the Evolving Overlay, substantial increases of density are planned and building form and massing is anticipated to change significantly from existing context. Form-based regulation will provide for built form and site development characteristics that are urban, as opposed to suburban.

**The proposed conversion adheres to the direction of the Evolving Overlay by repurposing an urban and compact built form and site design for residential uses. The proposed conversion has been designed in a manner which contemplates the existing character of the area and considers its context within a Hub in the Outer Urban Transect Area and within 200 metres of the Blair LRT station. The proposed conversion provides new housing options at a density and mix supported by new Official Plan policy direction for the Evolving Overlay.**

#### 4.5.4 Inner East Lines 1 and 3 Stations Secondary Plan

Under the new Official Plan, the existing Blair Secondary Plan is proposed to be consolidated with the Hurdman, Tremblay, St. Laurent, and Cyrville Secondary Plans as the Inner East Lines 1 and 3 Stations Secondary Plan. Similar to the existing Blair Secondary Plan, maximum building heights and minimum densities for the planning area are identified in Schedule A (Figure 19). However, the proposed consolidated Secondary Plan contains new policy direction requiring a future public park in each district. This requirement applies to the properties immediately east of the proposed building conversion and does not include the subject site.

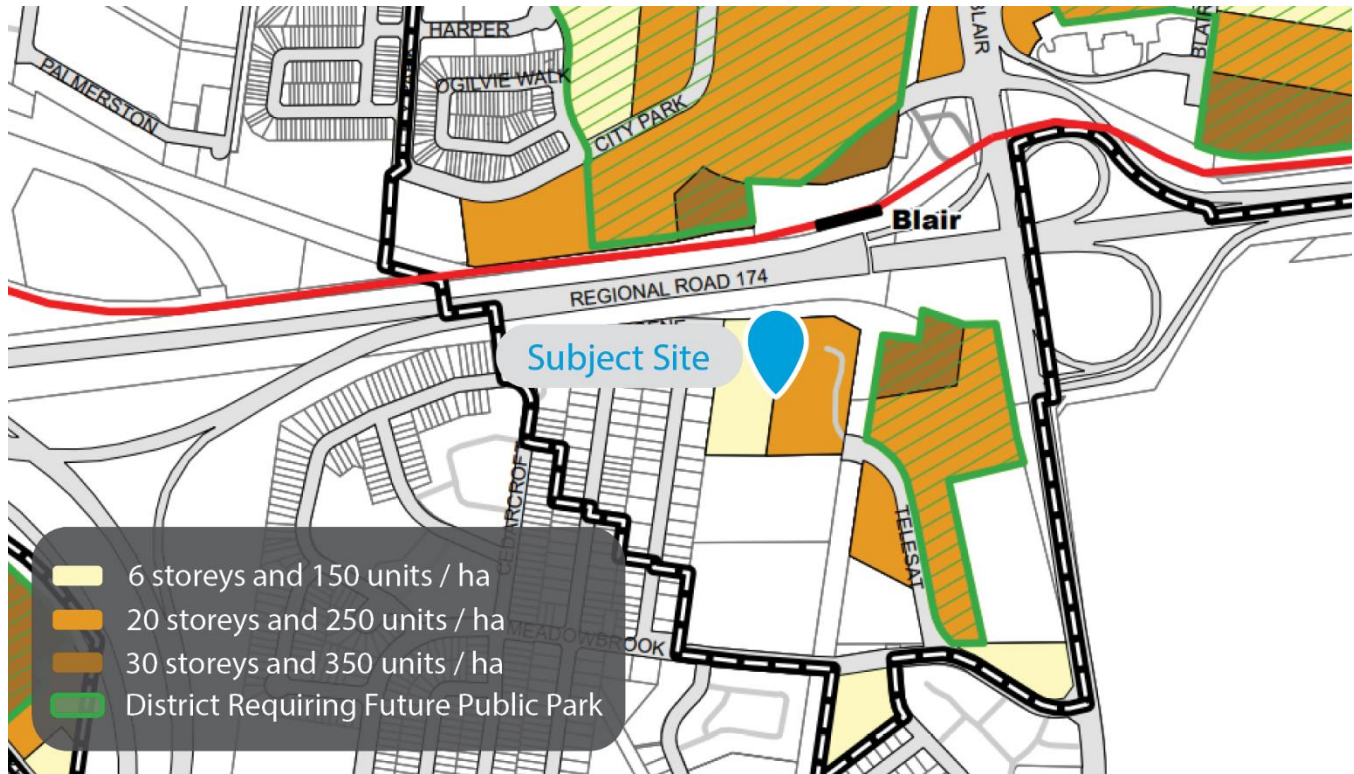


Figure 19: Schedule A, Inner East Lines 1 and 3 Stations Secondary Plan, subject site indicated

The proposed conversion meets the intent of the Inner East Lines 1 and 3 Stations Secondary Plan. The existing mid-rise building conforms to Secondary Plan policies related to maximum building heights, while when combined with future development phases, the full redevelopment will meet the minimum density requirements described by the Secondary Plan. The proposed conversion provides high-quality at-grade outdoor spaces which provide strong connections to the adjacent public park and future conceptual location for parkland in the district.

#### 4.6 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- / Provides a transit-supportive land use within 600 metres walking distance of a rapid transit station (Guideline 1);
- / Creates a multi-purpose destination for both transit users and local residents through providing land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel (Guideline 3);
- / Lays out new pedestrian and cycling connections in a connected network of short block lengths that offer route choice (Guideline 4);
- / Create pedestrian and cycling “short cuts” that lead directly to transit (Guideline 6);

- / Locates the highest-density residential use close to the transit station (Guideline 8);
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities (Guideline 9);
- / Creates a highly visible building through distinctive design features that can be easily identified and located (Guideline 12);
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15);
- / Designs pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit (Guideline 16);
- / Ensures pedestrian walkways are an adequate width to accommodate anticipated pedestrian volumes (Guideline 25);
- / Provides a ground floor that has been designed to be appealing to pedestrians (Guideline 28);
- / Provides convenient bicycle parking that is enclosed and protected from the weather for residents (Guideline 29);
- / Proposes no more than the required number of vehicle parking spaces to encourage transit use (Guideline 32);
- / Designs access driveways to be shared between facilities (Guideline 36); and,
- / Provides loading areas off the street, behind or underneath buildings (Guideline 43).

**The proposed development is consistent with the Transit-Oriented Development Guidelines by providing a high-density residential use building within 200 metres of the Blair LRT station. The new land use enhances the subject site and supports a Mixed-Use area currently planned for transition and intensification. The proposed conversion building is designed in a manner which is consistent to the guidelines, ensuring visual interest at all facades and enhancing the public realm. The Phase I lands employ high-quality urban design to further reinforce the public realm of the area. The existing building will maintain appropriate transitions between the existing established neighbourhood to the west and the planned high-density context of the area closer to the transit station. The at-grade reconfiguration of landscaping and parking ensures a more efficient and high-quality site design while promoting connectivity and use of pedestrian, cycling, and rapid transit infrastructure.**

#### 4.7 City of Ottawa Zoning By-law

The portion of subject site containing the existing building is currently zoned Transit Oriented Development Zone, Subzone 2, with Urban Exception 2087 applied (TD2[2087]), however the western portion of the subject site is zoned TD1[2087] (Figure 20). Both portions are subject to the parking rate provision for Area Z.

The zoning review completed for this application focuses on conformity for the Phase 1 portion of the subject site. It is understood that future phases of the redevelopment will undergo a subsequent comprehensive review of the Zoning By-law to ensure conformity as part of separate planning applications.

The Transit Oriented Development Zone is intended to accommodate a wide range of transit-supportive land uses such as residential and commercial uses in a compact pedestrian-oriented built form via medium to high densities. Minimum density targets have been developed to support nearby Light Rail Transit (LRT) use.



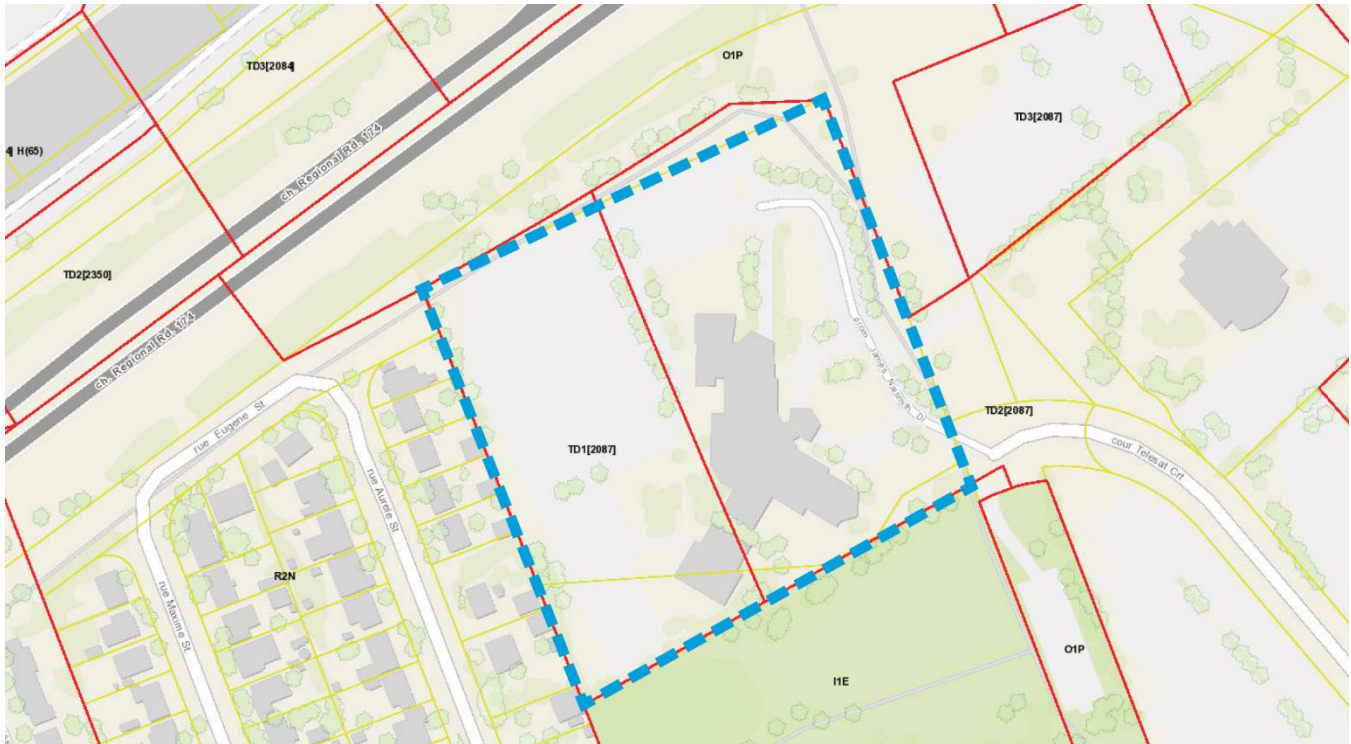


Figure 20: Zoning Map for 1600 James Naismith Drive

Table 1 below describes the permitted residential and non-residential uses in the Transit Oriented Development Zone.

Table 1: Permitted Uses in the Transit Oriented Development Zone

Permitted Uses
<p><b>Residential</b>                      apartment dwelling, low rise, mid-rise and high-rise, dwelling unit, planned unit development, retirement home, rooming house, stacked dwelling, townhouse dwelling</p> <p><b>Non-Residential (Non-Exhaustive)</b>                      animal hospital, artist studio, bank, click and collect facility, community centre, convenience store, day care, diplomatic mission, emergency service, home-based business, home-based day care, hotel, instructional facility, library, medical facility, municipal service centre, office, payday loan establishment, personal brewing facility, personal service business, place of assembly, place of worship, post office, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, storefront industry, technology industry, training centre, urban agriculture</p>

Table 2 provides a summary of the Transit-Oriented Development Zone provisions as detailed in Zoning By-law 2008-250 and how the proposed development complies with the provisions.

Table 2: Zoning Provisions, Requirements, and Compliance for the TD Zone

Provision	Required	Proposed	Compliance
Minimum Lot Width	No minimum	192.6 metres	Yes
Minimum Lot Area	No minimum	38,022m <sup>2</sup>	Yes

<b>Minimum Front Yard Setback (James Naismith)</b>	Residential Use Building: 3.0 metres	43.9 metres	<b>Yes</b>
<b>Minimum Interior Side Yard Setback (North and South Lot Lines)</b>	No Minimum  above that part of a building more than 6 storeys in height: 12.0 metres	<b>North:</b> 67.5 metres <b>South:</b> 11.3 metres  N/A for Phase I (per Urban Exception 2087)	<b>Yes</b>
<b>Minimum Rear Yard Setback (West Lot Line)</b>	Abutting a residential zone: 6.0 metres  above that part of a building more than 6 storeys in height: 12.0 metres	85.1 metres  N/A for Phase I (per Urban Exception 2087)	<b>Yes</b>
<b>Minimum Building Height</b>	6.7 metres, or two storeys	N/A for Phase I (per Urban Exception 2087)	<b>Yes</b>
<b>Maximum Building Height</b>	TD1: 20 metres TD2: 60 metres	28.5 metres, however N/A for Phase I (per Urban Exception 2087)	<b>Yes</b>
<b>Building Setbacks</b>	where two buildings on the same lot are both more than 6 storeys in height that part of the buildings greater than 6 storeys tall must be a minimum of 24 metres away from each other	33.0 metres from Phase I conversion building to anticipated podium of Phase III building	<b>Yes</b>
<b>TD1 &amp; TD2 Required Densities</b>	<b>TD1:</b> 150 units/hectare 1.645ha @ 150 units/ha = 247 units  <b>TD2:</b> 250 units/hectare 2.155ha @ 250 units/ha = 539 units  <b>Total:</b> 786 units required for full site to meet minimum density requirements	<b>Phase II (TD1)</b> 152 units = 92 units / hectare  <b>Phases I &amp; III (TD2)</b> 634 units = 294 units/ hectare  <b>Total Density for Entire Site</b> Total: 786 units / 3.8 ha = 246 units / hectare	<b>Yes</b>
<b>Urban Exception 2087</b>	The following provisions apply to:  c. any new use within a building existing as of January 22, 2014;  e. development that does not exceed either of a 48 metre maximum building height or a maximum floor space index of 2.0  195(3)(a), 195(4)(c)(iii), 195(4)(d)(iii), 195(4)(d)(iv), 195(4)(e)(iii), 195(4)(e)(iv),	For Phase I, as the conversion building existed prior to January 22, 2014, and does not exceed a height of 48 metres or FSI of 2.0, Urban Exception 2087 applies. A review of the applicable provisions has been incorporated within this table and summarized in Section 4.7.1 of this report.	<b>Yes</b>

	195(4)(f), 195(4)(g)(ii), 195(6), 195(7), 195(8), 195(9), 195(10), 195(13) and 196 do not apply  In any other case the full provisions of the TD zone and appropriate TD subzone apply and the provisions of this exception do not apply		
<b>Amenity Area</b>	6.0m <sup>2</sup> / dwelling unit, where 50% is required as communal  218 units x 6.0m <sup>2</sup> = 1,308m <sup>2</sup> , where 654m <sup>2</sup> required as communal  <b>TD Zone:</b> for lots greater in area than 1250 m <sup>2</sup> , 2% of the total lot area must be provided as outdoor communal space  38,022m <sup>2</sup> x 2% = 760m <sup>2</sup>	<b>Amenity Space Provided</b> Total: 1,488m <sup>2</sup> Communal: 1,001m <sup>2</sup> Private: 487m <sup>2</sup>  <b>Phases I through III</b> 6,536m <sup>2</sup> for entire site  N/A for Phase I (per Urban Exception 2087)	<b>Yes</b>       <b>Yes</b>

Table 3 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Vehicle and Bicycle Parking Requirements and Compliance

Provision	Required	Provided	Compliance
<b>Required Vehicle Parking Spaces (Area Z)</b>	No off-street motor vehicle parking is required to be provided  Maximum Limit Near Rapid Transit Stations: 1.75 spaces / dwelling unit (combined total of resident and visitor parking)  <b>Phase 1: 218 units x 1.75 spaces = maximum 382 spaces</b>	128 spaces + 108 temporary spaces Total: 236 vehicle parking spaces (residential and visitor combined)	<b>Yes</b>
<b>Visitor Parking</b>	0.1 / dwelling unit, less the first 12 units up to a maximum of 30 spaces per building  <b>Phase 1: 218 units – 12 units x 0.1 = 21 visitor spaces required</b>	21 visitor spaces provided	<b>Yes</b>
<b>Parking Space Provisions</b>	Minimum Size: 2.6 m x 5.2 m	2.6 m x 5.2 m	<b>Yes</b>
<b>Minimum Drive Aisle Width</b>	3.0 metres for single lane traffic 6.0 metres for double lane traffic	6.0 for double lane traffic	<b>Yes</b>

<b>Minimum Width of Landscape Buffer</b>	For a parking lot containing 100 or more spaces: 3.0 metres	3.1 metres	<b>Yes</b>
<b>Bicycle Parking</b>	Residential: 0.5 spaces / dwelling unit  218 units x 0.5 = 109 bicycle spaces required	<b>Phase I</b> Interior: 88 spaces Exterior: 24 spaces Stacked: 40 spaces Existing: 9 spaces  <b>Total Phase I:</b> 161 bicycle spaces provided	<b>Yes</b>
<b>Bicycle Space Provisions</b>	Horizontal: 0.6m x 1.8m Vertical: 0.5m x 1.5m  In the case of stacked bicycle parking, the minimum width is 0.37m  A minimum 50% of the bicycle parking spaces required must be horizontal spaces at ground level	0.6 m x 1.8 m 0.37 m wide stacked bicycle parking	<b>Yes</b>

#### 4.7.1 Urban Exception 2087

For Phase I, as the new residential use is proposed in a building which existed prior to January 22, 2014, and does not exceed a height of 48 metres or FSI of 2.0, Urban Exception 2087 applies, therefore the following provisions for the Transit Oriented Development Zone in Sections 195 and 196 of the Zoning By-law do not apply.

#### 195(3)(a)

- / 3. The following non-residential use is permitted subject to:
  - o a) being in the same building or on the same lot as a use or uses listed in 195 (1) or; (2) parking garage

#### 195(4)(c)(iii)

- / (c) Minimum front yard and corner side yard setback
  - o (iii) parking garage that is not incorporated into another building – 10 metres

#### 195(4)(d)(iii), (iv)

- / (d) Minimum interior side yard setback
  - o (iii) all other cases - No minimum
  - o (iv) despite (i), (ii) and (iii) above that part of a building more than 6 storeys in height – 12 metres

#### 195(4)(e)(iii), (iv)

- / (e) Minimum rear yard setback
  - o (iii) all other cases - No minimum
  - o (iv) despite (i), (ii) and (iii) above that part of a building more than 6 storeys in height – 12 metres

**195(4)(f)**

- / (f) Minimum building height – 6.7 metres and 2 storeys

**195(4)(g)(ii)**

- / (g) Maximum building height
- / ii) in all other cases - as shown by the suffix “H” on a zoning map, or specified in a subzone or exception where applicable

**195(6)**

- / Where the wall of the 1st storey of a building is within 10 metres of a lot line abutting a public street and where the building is more than 6 storeys in height the wall facing the street must be stepped back at either the 2nd, 3rd, 4th, 5th, 6th or 7th storey at least a further 2.5 metres from the wall of the storey below. (OMB Order File #PL140185, issued March 9, 2015) (By-law 2014-22)

**195(7)**

- / Where two buildings on the same lot are both more than 6 storeys in height that part of the buildings greater than 6 storeys tall must be a minimum of 24 metres away from each other.

**195(8)**

- / For lots greater in area than 1250 m<sup>2</sup>, 2% of the total lot area must be provided as outdoor communal space located at grade anywhere on the lot and such area can also be used towards complying with any amenity area requirements.

**195(9)**

- / Column III of Table 103 - Maximum Number of Parking Spaces Permitted in Section 103 applies to all land zoned TD despite the location of the land on Schedules 1, 2A and 2B. (By-law 2016-336)

**195(10)**

- / Despite clauses 100(1)(a) and (c), in the TD Zone parking spaces required or provided under this by-law may be available for use by any other land use located either on or off site, but these spaces are not intended to serve as the required parking for these other land uses.

**195(13)**

- / Despite the list of permitted residential uses, where the zoning on a lot is accompanied by an H suffix, schedule or exception that restricts building height to less than 30m or to fewer than ten storeys on the entire lot, the use Apartment Dwelling, High Rise is a prohibited use on that lot. (By-law 2015-192)
- / (b) Despite the list of permitted residential uses, where the zoning on a lot is accompanied by an H suffix, schedule or exception that restricts building height to less than 15m or to fewer than five storeys on the entire lot, the use Apartment Dwelling, Mid Rise is a prohibited use on that lot. (By-law 2014-292)

**196**

- / All TD Subzone Provisions

## 5.0 Supporting Studies

The following plans and reports have been prepared in support of the Site Plan Control application for the Phase I lands, summarized as follows.

### 5.1 Roadway Traffic Noise Assessment

A Roadway Traffic Noise Assessment was prepared for the subject site by Gradient Wind Engineers and Scientists, dated April 29, 2022. The report summarizes the methodology, results, and recommendations related to the assessment of exterior and interior noise levels generated by local roadway traffic. The report determines that noise levels will range between 66 and 71 dBA during the daytime period and between 58 and 64 dBA during the nighttime period, with the highest noise level occurring at the north façade, which is nearest and most exposed to the Queensway. As such, the report recommends building components with a higher Sound Transmission Class (STC) rating to be required where exterior noise levels exceed 65 dBA. The report further recommends the building be equipped with central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. Finally, noise levels impacting outdoor amenity spaces have been reviewed with mitigation measures recommended, however notes that future phases will provide additional blockage from roadway noise once construction begins, further reducing noise levels at the terraces and building facades.

### 5.2 Environmental Site Assessment

A Phase I Environmental Site Assessment was prepared for the subject site by Pinchin Ltd., dated February 2, 2022. The purpose of the Phase I ESA is to assess the potential presence of environmental impacts on the Phase One development of the subject site due to activities on or near the site. The assessment includes an evaluation of the historic development of the subject site, noting that the first building developed on the property was the existing mid-rise commercial building, constructed in approximately 1988, with the accessory building constructed in approximately 1999. Prior to this, it is assumed that the lands were used for agricultural purposes. The assessment further identifies ten (10) potentially contaminating activities (PCAs) at the Phase One property and two (2) PCAs within the Phase One study area. Of these, the ten on site PCAs are considered to be areas of potential environmental concern (APECs) which may cause soil or groundwater contamination. As a result, a Phase II ESA is recommended prior to the submission of a Record of Site Condition.

### 5.3 Stormwater Management Report and Servicing Brief

A Stormwater Management Report and Servicing Brief was prepared for the subject site by LRL Engineering, dated May 16, 2022. The report provides a detailed overview of the proposed development, conceptual future phases, and existing site servicing and drainage descriptions. Based on the proposed development, the report further provides a detailed analysis of servicing requirements and recommendations related to water supply servicing design, sanitary sewer servicing design, proposed stormwater controls, and erosion and sediment control. Related to water service, the report notes that the proposed apartment building will be serviced with dual 200mm water service connections to the existing 305mm watermain within James Naismith Drive. Regarding sanitary service, the proposed development will discharge to the existing 1200mm diameter sanitary service trunk within James Naismith Drive via the existing 200mm diameter sanitary service lateral, and that the increase in wastewater flow represents approximately 11% of the maximum capacity of the 200mm diameter sanitary service lateral. Finally, the stormwater release rate from the proposed development will meet calculated weighted allowable release rates and quality control objectives will be met through the introduction of oil and grit separating systems.

## 5.4 Tree Conservation Report

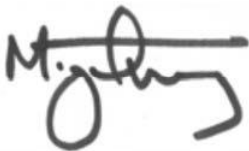
A Tree Conservation Report was prepared for the subject site by Stantec Consulting Ltd., dated May 10, 2022. The Tree Conservation Report provides a review of the site redevelopment and anticipated impacts to existing trees on property related to the Phase I development. The report describes a total of 119 trees at the subject site, where 53 trees are proposed to be removed to accommodate the Phase I and future phases of development. Of these, more than 65% of the trees to be removed have a DBH of 29 cm or less with many trees indicated to be in varying health. The remaining 66 trees are proposed to be retained. To ensure survival of the trees to be retained, protection measures have been recommended, including limiting the footprint of the work area and visually delineating the protected zones from the construction zones and installing a tree protection fencing. The Landscape Plan, prepared by Stantec Consulting Ltd adheres to recommendations to plant new trees, shrubs, and perennials in all proposed softscape areas to provide additional greenery to the subject site.

## 6.0 Conclusion

It is our professional opinion that the proposed Site Plan Control application to permit development of Phase 1 at 1600 James Naismith Drive constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed **conversion is consistent with the Provincial Policy Statement** and achieves its vision through efficient development and land use patterns, the accommodation of an appropriate range and mix of residential types to meet long-term needs of the municipality. The proposed conversion advances the provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, and supports multi-modal transportation use, including active transportation.
- / The proposed conversion **conforms to the policy directions for the Mixed Use Area designation in the Official Plan**. By introducing a new residential use in a Target Area for Intensification, the proposed conversion will promote the increase housing options and types in support of the City's intensification objectives. The proposed conversion provides a design which defines the subject site, while enhancing the surrounding public realm and pedestrian environment.
- / The proposed development is **designed in a manner which is consistent with the design and compatibility policy direction of Section 2.5.1 and 4.11 of the Official Plan** and provides building types which are consistent and complementary to the surrounding area and land uses. The proposed development is considerate of its existing and planned context through its proposed land uses, building heights, and unit types.
- / The proposed conversion **conforms to the direction and intent of the Blair Secondary Plan** by maintaining a building height consistent with the planned function for the area, while future phases will accommodate minimum density requirements for the property relative to the Blair LRT Station.
- / The proposed **conversion conforms to the direction of new Official Plan policies for the Outer Urban Transect, Hub designation, and Evolving Overlay**. The proposed conversion provides a new range and mix of new housing types in a compact, urban built form near the Blair LRT Station. The proposed conversion will maintain a high-quality urban built form which is appropriate considering the surrounding existing and planned context.
- / The proposed **conversion and future phased development will achieve the policy direction of the Inner and East Lines 1 and 3 Stations Secondary Plan** related to heights, densities, and relationship to an adjacent district park.
- / The proposed **conversion is considerate of the Transit Oriented Development Guidelines** and has been designed in a manner which effectively applies the overarching built form principles of these guidelines. The proposed conversion will provide a high-quality, contemporary building form which is distinctive, yet complementary to the neighbourhood while to maintaining and enhancing the pedestrian realm and connectivity through the site, particularly to the Blair LRT Station.
- / The proposed **conversion meets the applicable requirements in the Comprehensive Zoning By-law 2008-250**.
- / The proposed **conversion is supported by technical studies, plans, and reports** submitted as part of this application.

Sincerely,



Miguel Tremblay, MCIP RPP  
Partner



Nathan Petryshyn, M.PI  
Planner