FOTENN

1440 Blair Towers Place

Planning Rationale
Official Plan Amendment + Zoning By-law Amendment
December 23, 2024

FOTENN

Prepared for CR5 Blair Towers Inc.

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

December 2024

1.0 Introduction

Fotenn Planning + Design has been retained by CR5 Blair Towers Inc. to prepare this Planning Rationale in support of Official Plan Amendment and Zoning By-law Amendment applications for the lands known municipally as 1440 Blair Towers Place in the Beacon Hill – Cardinal Heights community of the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and as of right development and determine whether it is appropriate for the subject property and compatible with existing adjacent developments and the surrounding community.

The CR5 Blair Towers Inc. applicant team intends to introduce a vibrant, modern, transit-supported retirement home in a high-rise built form in the Beacon Hill – Cardinal Heights neighbourhood.

In August 2023, the development team held a Phase 1 pre-consultation with City Staff regarding Zoning By-law Amendment and Site Plan Control applications. The team presented a concept plan showing two towers of 20 storeys each.

The development team presented the proposed project at the Urban Design Review Panel (UDRP) in October 2024.

At the Phase 2 pre-consultation meeting with City Staff in December 2023, the development team presented City Staff with an updated development concept that proposed 18-storey and 22-storey towers, providing greater visual interest while maintaining the same density as the previous concept.

Development Applications

As confirmed through the pre-application consultation, the proposed development shall require an Official Plan Amendment to the Inner East Lines 1 and 3 Secondary Plan, Zoning By-law Amendment, and Site Plan Control.

An amendment to Schedule A - Maximum Building Heights and Minimum Densities of the Inner East Lines 1 and 3 Stations Secondary Plan is required to permit a maximum building height of 22 storeys, whereas 20 storeys are permitted within the subject property's current Area B designation. Additionally, an amendment is sought to Section 6.1.2 of the Official Plan to permit a reduced minimum lot coverage, whereas 70% minimum lot coverage is required within Protected Major Transit Station Areas (PMTSAs). However, the upcoming Omnibus proposes to eliminate the prescriptive lot coverage. As a result, this amendment may not be required in subsequent submissions of the OPA application.

An application for a Zoning The proposed Zoning By-law Amendment would replace the existing exception of 2085 to permit up to 22 storeys and permit all bicycle parking spaces within secure underground parking. The Transit Oriented Development Zone, Subzone 2 (TD2), is proposed to remain.

Following the OPA and ZBLA applications, an application for Site Plan Control shall be submitted.

2.0
Site Context and Surrounding Area

2.1 Subject Property

The subject property is located in Ward 11 (Beacon Hill – Cyrville) in the Beacon Hill – Cardinal Heights community of the City of Ottawa. The subject property has municipal frontage on multiple public rights-of-way, including Blair Towers Place (southeast), Blair Road (west), Ogilvie Road and the multi-use pathway (MUP)(north).

Figure 1: Aerial image of the subject property. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

The subject property is primarily a landscaped open space developed with a looping right-of-way that provides egress from Blair Road to Blair Towers Place. No buildings are present on the site. Along the Ogilvie Road and Blair Road intersection, the area features a billboard and hydro poles with guy wires.

2.2 Surrounding Area and Community Amenities

The following generally describes the land uses surrounding the subject property:

- **North** of the subject property is a MUP and Ogilvie Road. The northern side of Ogilvie Road is developed with one-and-two-storey detached dwellings.

- **East** of the subject property is a series of low-rise commercial, service, office, and retail buildings. Canadian Tire abuts the subject site along Ogilvie Road; it is understood this site is under analysis to be redeveloped with a mixed-use medium-to-high-rise building. To the southeast, four (4) mid-rise office buildings are oriented along Blair Towers Place with a two (2) storey parking garage abutting the site at the southeast lot line.

- **South** of the subject property is the westbound Regional Road 174 offramp connecting the highway to northbound Blair Road and the Gloucester Shopping Centre.

- **West** of the subject property is the Gloucester Shopping Centre, separated from the subject site by Blair Road. The one-storey shopping centre features a variety of commercial businesses, including two grocery stores, banks, and restaurants. Blair Station is located to the south of the shopping centre.

Figure 2: Site and Surrounding Context Photos. (Source: Google Earth, annotated by Fotenn Planning + Design)

Figure 3: Surrounding Amenities. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

2.3 Transportation

Blair Road and Ogilvie Road are identified as arterial roads on Schedule C4—Urban Road Network. Blair Towers Place is identified as a local road. To the south of the subject site is the off-ramp of the city freeway.

Figure 4: Schedule C4 - Urban Road Network, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

The subject property is approximately 270 metres or 550 walking distance from Blair Station. Blair Station is the eastern terminus of the O-Train's Line 1, but the east expansion of the line is scheduled to open in 2026. The station is further serviced by BRT and local bus lines, providing transit connectivity across the city. Oligive Road and Blair Road are identified as Transit Priority Corridors on Schedule C2 – Transit Network – Ultimate of the Official Plan. These corridors provide a higher level of bus service than conventional local routes.

Figure 5: Schedule C2 – Transit Network – Ultimate, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

On-road bicycle lanes are featured along Ogilvie Road east of the subject site. Beginning at the intersection of Blair Road and Ogilvie Road, a MUP runs east along the south side of Ogilvie Road. North of the site, on-road bicycle lanes are featured on Blair Road.

Blair Station features a secure bicycle parking shelter through OC Transpo to link active transportation and transit use.

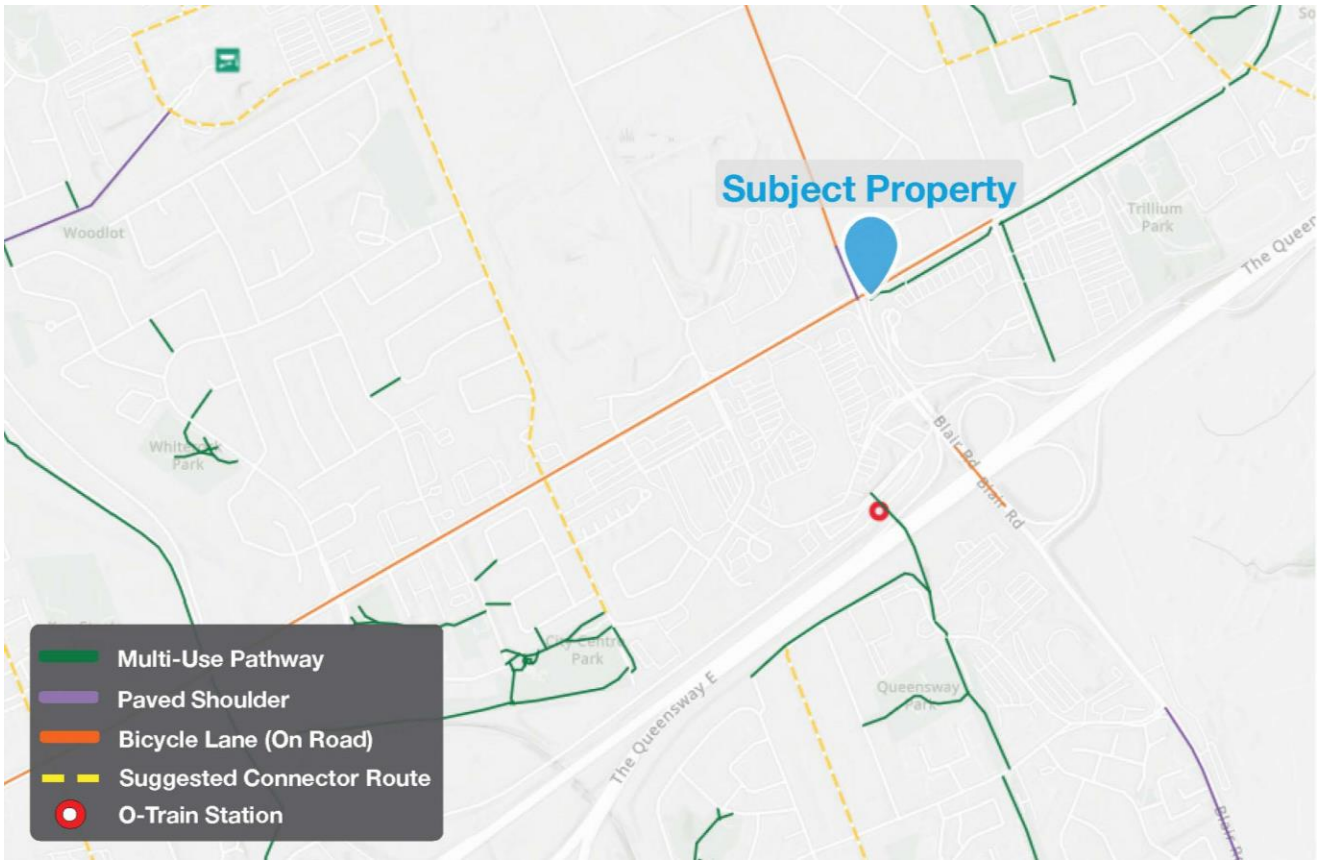

Figure 6: Official Cycling Map for Ottawa – Gatineau and the Outaouais Region, National Capital Commission (Source: National Capital Commission, annotated by Fotenn Planning + Design)

3.0
Proposed Development

Site Statistics

The applicant seeks to develop two (2) residential towers of 22 and 18 storeys connected by a six (6) storey podium. The proposed development aims to provide a socially and environmentally sustainable place for seniors to age in place in a modern retirement home.

The applicant is committed to creating an environmentally sustainable development by providing residential intensification within walking distance of rapid transit and exploring design and construction methods to conserve energy, reduce greenhouse gas emissions, and provide an accessible, safe, and inviting environment for residents and the surrounding community.

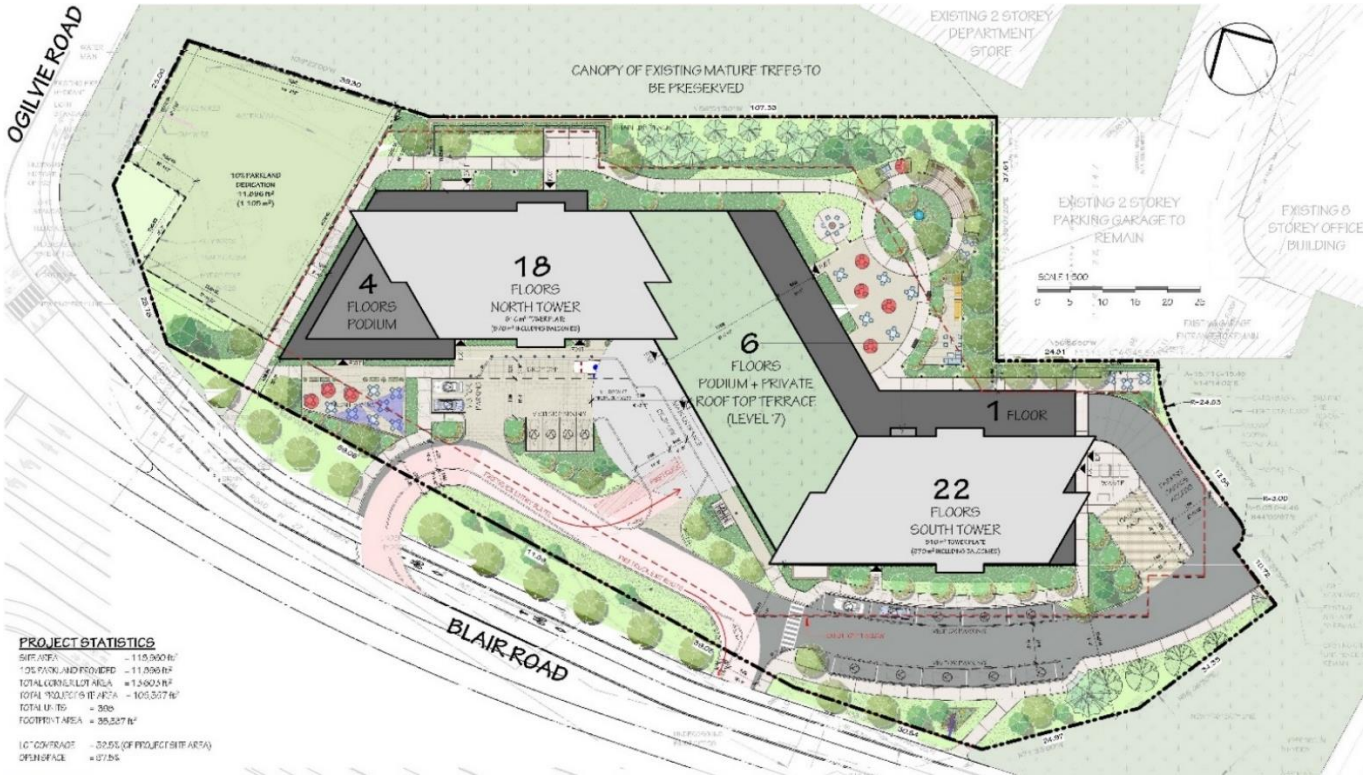

Figure 7: Site Plan. (Source: Hobin Architecture)

The towers offer 30 metres of separation. The six (6) storey podium extends between the towers at a unique angle, creating a visually interesting building design. This building shape permits the south 22-storey tower to be placed west of the existing office parking garage. In contrast, responding to the unique lot fabric, the north 18-storey tower may be shifted further east, thus maintaining similar setbacks from Blair Road and the interior side yard for both towers.

Table 1: Site Statistics

Site Statistics	Proposed
Site Coverage	32.5%
Building Footprint	3306.1 m^2

Landscaped Open Space	2,830.76 m^2 (43.9%)
Parkland	1105.2 m^2 (10%)

The subject property has a total lot area of approximately 11,1051.75 square metres and 32.5% lot coverage after parkland dedication. The remaining areas contain hard and soft landscaping elements and driving surfaces excluded from the landscaping calculations. Hard landscaping elements include a pathway connecting the interior side yard courtyard around the north side of the building, leading to the drop-off area and outdoor patio area. Soft landscaping includes all the outdoor garden spaces, open lawns and treed areas. This design provides outdoor amenity space for residents and a connection for residents to the new park.

Building Design

The massing is sensitively designed with respect to the surrounding residential and non-residential uses. As low-rise, low-density residential dwellings are located on the north side of Ogilvie Road, the towers are oriented toward the south of the site, with the taller tower oriented furthest from Ogilvie Road.

Figure 8: Massing concept. (Source: Hobin Architecture)

The proposed tower heights of 22 storeys (64.5 metres) and 18 storeys (54 metres) provide greater visual interest than the previous design of two (2) towers, each of 20 -storeys. The 22-storey tower was determined to be more appropriately placed away from Ogilvie Road, increasing the angular plan to the low-rise residential uses on the north side of the right-of-way, which assures minimal or no impacts on the adjacent properties to the north. Further, the increase in building height has been evaluated through a Sun Shadow Analysis, assessing the as-of-right shadow outline, which determined that the additional height shall not create an undue adverse impact on the surrounding area per the municipal terms of reference.

Figure 9: Level 1 Floor Plan (Source: Hobin Architecture)

Amenity space is distributed around the development in a variety of interior and exterior spaces. The ground floor will not have any units; rather, it will focus on a mixture of uses for residents and staff, including a large dining room, activities room, art room, wading pool, staff offices, and a hair salon. On the seventh floor, a cinema room shall be adjacent to the rooftop garden terrace area connecting the towers. Inset and cantilevered balconies and terraces are proposed for the majority of units, providing additional private amenity space.

Table 2: Amenity Spaces

Building Location	Amenity Spaces	Proposed
Level 1	Interior	2,827 m^2
Level 1	Exterior, Rear Courtyard	1,251 m^2
Level 1	Exterior, Front Terrace	310 m^2
Level 7 – South Tower	Interior, Cinema	145 m^2
Level 7	Exterior, Rooftop Terrace	854 m^2
Level 18 – North Tower	Interior, Salon Panoramique	151 m^2
Total Amenity Area	5,537 m^2	

The eastern interior side yard proposes private outdoor amenity space, providing a paved courtyard and landscaped open space. This space shall act as an extension of the interior amenity space on the ground floor of the building. A pathway shall connect this courtyard around the northern edge of the building and the public park, creating a linkage between the private and public spaces for the residents.

Figure 10: Proposed development, view from west side of Blair Road. (Source: Hobin Architecture)

The buildings utilize mixed materiality and neutral colourways, providing visual textual interest while disguising areas of the building. Each tower will feature glass corners to soften the scale of massing from the pedestrian scale while providing ample natural light into the building. It is currently contemplated to use a mixture of aluminum panels, brick masonry, stone masonry, metal siding, and glass to complete the modern aesthetic of the building. Viens of grey metal siding in vertical lines, glass balcony railing, and large glass windows throughout the buildings unite the design of the structures. Materiality will be finalized during Site Plan Control.

Table 3: Building Statistics

Building Statistics	**Proposed**
Total GFA	39,744.6 m^2
North Tower Floorplate	810 m^2
South Tower Floorplate	810 m^2
North Tower Height	18 storeys (54 m)
South Tower Height	22 storeys (64.5 m)
Building Lot Coverage	32.5%

398 total units shall be within the building, ranging from bachelor units to three (3) bedroom units. Reflective of the proposed retirement home use, the primary (56%) unit type within the building shall be one (1) bedroom units. Two (2) bedroom units will be the second most common unit typology, with 31.7% of all units. 5% of all units are considered large dwelling units, providing flexibility for future resident's living choices. The unit breakdown and general project statistics are summarized in Table 4 below.

Table 4: Unit Breakdown

Unit Type	Proposed
Bachelor	15 (3.8%)
1 Bedroom	223 (56%)
1 Bedroom + Den	14 (3.5%)
2 Bedrooms	126 (31.7%)
2 Bedrooms + Den	12 (3%)
3 Bedrooms	8 (2%)
Total Units	398 (100%)

Figure 11: Aerial view of the public realm. (Source: Hobin Architecture)

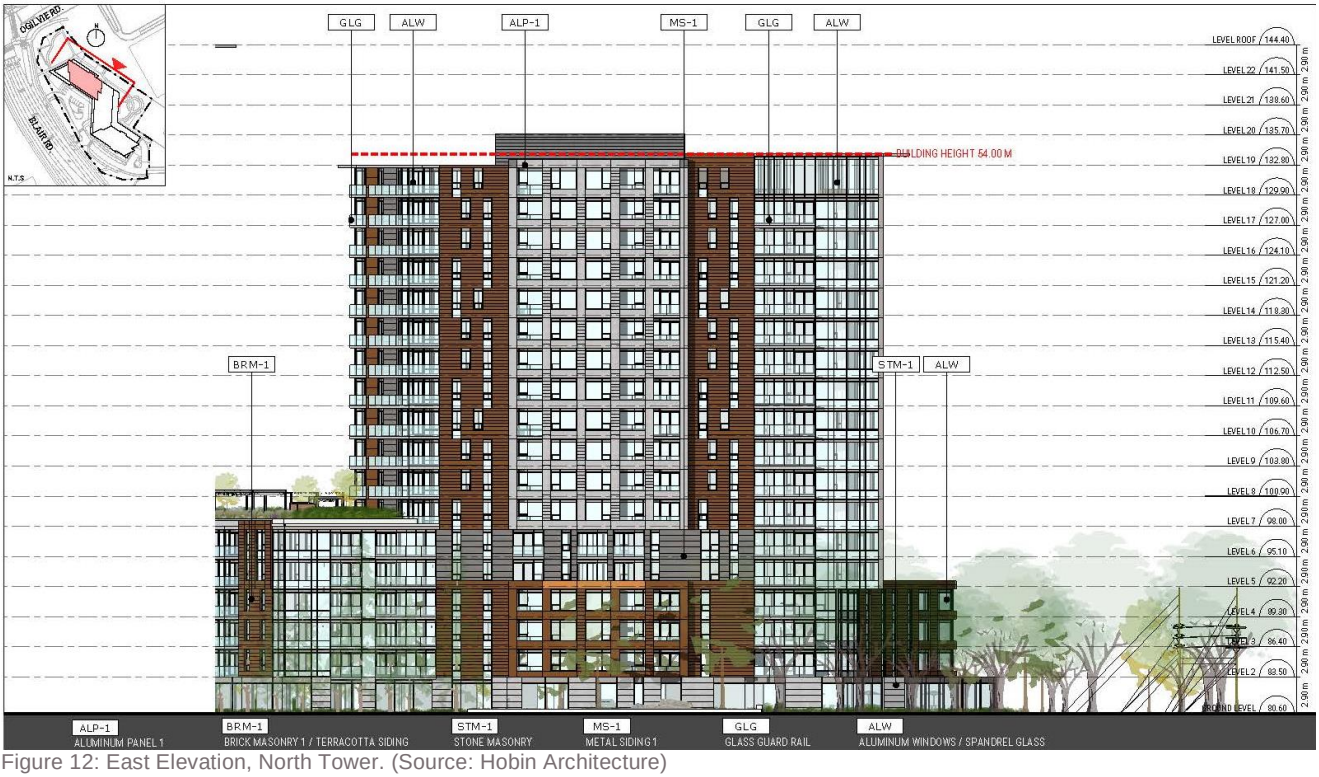

Figure 12: East Elevation, North Tower. (Source: Hobin Architecture)

Figure 13: North Elevation. (Source: Hobin Architecture)

Figure 14: East Elevation, South Tower. (Source: Hobin Architecture)

Figure 15: West Elevation, North Tower. (Source: Hobin Architecture)

Figure 16: West Elevation, South Tower. (Source: Hobin Architecture)

Figure 17: South Elevation. (Source: Hobin Architecture)

Parking and Vehicular Access

The primary vehicular access to the site shall be via the Blair Road egress with convenient access to the drop-off loop at the main entrance. The site is also accessible from Blair Towers Place. The drop-off loop shall provide dedicated space for vehicles to load and unload passengers at the main entrance, promoting universal design by reducing grade changes and walking distances for passengers between vehicles and entering the building. Six (6) visitor spaces will be incorporated into the drop-off loop in addition to ten parallel visitor spaces south of the drop-off area. This area shall incorporate new landscaped areas and improved sidewalks to animate the frontage at the pedestrian scale. The glazing of the main floor of the building will allow pedestrians and residents to connect to the enhanced streetscape visually. A painted crosswalk south of the site egress to Blair Road offers improved pedestrian safety by incorporating sidewalk curb extensions to calm traffic and improve pedestrian visibility to drivers.

The Transportation Impact Study assessed the site ingress and egress to accommodate the movements of a firetruck through the Blair Road entrance and exit and to provide garbage service at the loading spaces.

Figure 18: Aerial view of the public realm. (Source: Hobin Architecture)

The underground parking is accessed by a 6-metre ramp at the southernmost point of the site from Blair Towers Place which is proposed to be graded and delineated to maintain sightlines between the adjacent access of the office parking structure and adjacent loading access. Two (2) loading spaces will occupy the area abutting the ramp, permitting waste collection. The two (2) levels of underground parking shall contain 277 parking spaces. Elevator lobbies with three (3) elevators, each at the core of each tower, will access underground parking. Both elevator lobbies will additionally contain a washroom, pet washing station, and direct access to the garbage and recycling rooms for the convenience of the residents. Bicycle storage rooms on each parking level will feature secure storage to promote active transportation use. The underground parking footprint shall extend beyond the above-grade structure while respecting the existing trees planted along the interior side yard. These trees are proposed to be retained and incorporated into the landscape plan of the resident courtyard.

Figure 19: Aerial view of vistor parking and entrance to underground parking. (Source: Hobin Architecture)

Figure 20: Parking Level 1. (Source: Hobin Architecture)

Figure 21: Parking Level 2. (Source: Hobin Architecture)

Table 5: Underground Parking

Parking	Proposed
Resident Parking	277
Visitor Parking	16
Total Parking	293
Bicycle Parking	74
Loading Spaces	2

Parkland

Through consultation with Parks and Facility Planning, the corner of Ogilvie Road and Blair Road was identified as the location for the 1,105.2 square metre public park. The 10% parkland dedication area does not include the area encumbered by the hydro pole guy wires; however, this land shall still be conveyed to the City and act as a portion of the park. Locating the park at the corner of Blair Road and Ogilvie Road presents an opportunity to continue expanding the public open space when the site to the immediate east along Ogilvie Road is redeveloped in the future. Additionally, the parkland will interact with the MUP along Ogilvie Road, creating a more desirable active transportation network and creating a natural resting place for bicyclists using the MUP. The public space shall be conveyed to the City of Ottawa. Park programming and design shall be refined by Park and Facility Planning through the Site Plan Control application.

The park shall improve sightlines into the subject site, ensuring a large sight triangle at the intersection of two arterial roads. A pedestrian pathway is proposed along the southern edge of the park on the site's property, allowing a natural connection for future residents into the public space.

4.0
Supporting Studies

Pedestrian Level Wind Study

GradientWind prepared a Pedestrian-Level Wind Study dated August 23, 2024, in support of the proposed OPA and ZBLA. The study investigated pedestrian wind conditions within and surrounding the subject site and identified areas where conditions may interfere with certain pedestrian activities so that mitigation measures may be considered where required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are as follows:

- Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, neighbouring existing surface parking lots, the proposed drive aisle, drop-off areas, surface parking, walkways, fitness lawn, fitness patio, and private rear courtyard, and in the vicinity of building access points, are considered acceptable.
    - Regarding the park to the north of the subject site and the employee terrace at the southeast corner of the South Tower, conditions during the typical use period (that is, May to October, inclusive) are predicted to be suitable for mostly standing, while conditions during the same period over the seating area at the northwest corner of the North Tower are predicted to be mixed between sitting and standing.
        - To improve comfort levels where conditions are predicted to be suitable for standing, targeted landscaping elements may be implemented such as tall wind screens and coniferous trees in dense arrangements, in combination with strategically placed seating with high-back benches and other local wind mitigation that are targeted adjacent to designated seating areas.
        - The extent of mitigation measures is dependent on the programming of the noted spaces. If required by programming, appropriate mitigation strategy will be developed in collaboration with the building and landscape architects as the design of the proposed development progresses.
- During the typical use period, conditions over the common amenity terrace serving the proposed development at Level 7 are predicted to be suitable for mostly standing.
    - To improve comfort levels, mitigation inboard of the terrace perimeters and targeted around sensitive areas is recommended, in combination with taller perimeter wind screens, rising to at least 1.8 m above the local walking surface along the full perimeter of the terrace. Inboard mitigation could take the form of targeted wind barriers located adjacent to designated seating areas. Canopies may also be required above sensitive areas.
    - The extent of mitigation measures is dependent on the programming of the terrace. An appropriate mitigation strategy will be developed in collaboration with the building and landscape architects as the design of the proposed development progresses.
- The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

The findings of the study conclude that the street level pedestrian and terrace amenity space wind levels were appropriate. The programming of the park and amenity spaces shall determine future wind mitigation measures to increase pedestrian comfort during Site Plan Control.

Sun Shadow Analysis

Hobin Architecture prepared a top-view shadow analysis assessing the new net shadow proposed by the building. The analysis found neither Blair Road or Ogilvie Road would be impacted by the criteria of the new net shadow in anu one spot for more than three (3) consecutive hourly test times of the sidewalk on the opposite side of the street, being cast in shadow during the September test date.

No new net shadow within the no-impact zone of any residential private outdoor amenity space is being cast in shadow for more than two (2) consecutive hourly test times during the June and September test dates. In summary, the proposed building projects less rear yard shadow compared to the as-of-right massing.

Assessment of Adequacy of Public Services Report

Le Groupe Maurice retained Novatech to prepare a report to assess the adequacy of the existing public services related to the proposed redevelopment of the 1440 Blair Towers Place site. The purpose of the report is to demonstrate that the proposed development can be serviced by the municipal infrastructure adjacent to the subject site.

Private services (i.e., watermain and sanitary and storm sewers) are located within the private roadway. Sanitary and storm service stubs were previously installed to accommodate the future development originally envisioned for this undeveloped parcel of land. Joint Use and Maintenance Agreements (JUMA) will be required for shared services (i.e., sanitary, storm and water) and shared site access. Neither the current owner nor the City of Ottawa has a record of a Master Servicing Study/Stormwater Management Report for the existing Blair Towers Place commercial office towers development.

Stormwater flows will continue to be directed to the existing private storm sewer system, which outlets the municipal storm sewer system east of the existing commercial tower at 1400 Blair Towers Place.

Based on our analysis of the information available, the existing private and municipal sewers will have adequate capacity to service the proposed development. The existing private water main network will require an additional connection to the municipal feeder main in Blair Road to provide sufficient water supply for the proposed development in the event of a single supply scenario from either Ogilvie or Blair Roads.

Environmental Site Assessment

Paterson Group conducted Phase 1 and 2 Environmental Site Assessments. Following Phase 2, a Record of Site Condition shall be undertaken and supplied at the Site Plan Control stage. The purpose of the Phase I ESA is to research the past and current use of the Phase I Property, as well as the neighbouring properties within a 250 m radius, to identify any Potentially Contaminating Activities (PCAs) that would result in Areas of Potential Environmental Concern (APECs) on the Phase I Property. According to historical research, the site has never been formally developed and has historically consisted of vacant/agricultural land. An asphaltic concrete road was constructed on the Phase I property circa 1991. Phase 1 concluded that Phase 2 would be required.

The Phase 2 investigations included subsurface investigations in conjunction with the works completed for the geotechnical report. Soil and water samples were analyzed by digging boreholes. All samples were found to comply with MECP Table 3 standards. No further environmental investigations were recommended following the Phase 2 analysis.

Geotechnical Study

Le Groupe Maurice retained Paterson Group to conduct a geotechnical investigation to determine the subsurface and groundwater conditions employing boreholes and existing soils information and to provide geotechnical recommendations for the proposed development's design. The field investigations determined the underground and surface conditions of the site suitable for development with the towers and two levels of underground parking.

Bedrock removal may be required during the construction of the underground parking; however, the report provided recommendations to mitigate the impacts of this process. The report offers further recommendations detailing future review works and services to be completed during detailed design stages.

Noise Control Study

Gradient Wind conducted an environmental noise assessment to analyze the sound pressure levels in the area of interest and propose the necessary mitigation measures to ensure proper acoustic insulation. The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) NPC-300 and City of Ottawa Environmental Noise Control Guidelines (ENCG) guidelines; (ii) future vehicular traffic volumes corresponding to roadway classification obtained from the City of Ottawa.

The results of the traffic noise analysis indicate that noise levels will range between 55 and 67 dBA during the daytime period (07:00-23:00) and between 49 and 59 dBA during the nighttime period (23:00-07:00). The highest noise level (67 dBA). As a result, upgraded building components and central air conditioning will be required, as noise levels predicted due to roadway traffic exceeding the criteria of 65 dBA during the daytime, as listed in ENCG. Windows with a rating of STC 30 are required along all façades to reduce indoor noise levels at or below the ENCG indoor sound criteria for noise-sensitive spaces. All units will require air conditioning. In addition, a Type D Warning Clause will also be required to be placed on all Lease, Purchase and Sale Agreements for all units.

The results also indicate that outdoor noise levels at the terrace are expected to be between 52 dBA and 60 dBA. Noise barriers are not required but should be considered where noise levels exceed 55 dBA. As discussed in Section 5.1, noise mitigation at the OLAs is recommended where technically and administratively feasible. Detailed mitigation measures would be explored during the site plan approval stage.

Transportation Impact Assessment

A Transportation Impact Assessment has been prepared by GCH. The report makes specific recommendations regarding transportation of all modes in the surrounding community and concludes that traffic generated by the proposed development is not anticipated to have a significant impact on intersection operations within the study area. A total of 35 morning and 48 afternoon new peak hour two-way vehicle trips are projected as a result of the proposed development. The development concept proposes the relocation of an existing inbound access northward on Blair Road, and the provision of a new outbound access between the inbound access and Blair Road at the OR 174 westbound offramp, each accessing the internal drive aisle connecting through Blair Towers Place. Emergency services are anticipated to access the site via the two public road frontages and the main internal drive aisle including a fire lane which is designated between the two one-way access with a spur onto the drop-off loop that services the main entrance, and the drop-off loop permits ambulance access. The site has been designed to permit the intended operations with a 6.7-metre-wide drive aisle and a 6.0-metre-wide drop-off loop. Concrete aprons are provided where required to facilitate truck movements. All study area intersections are anticipated to continue to operate with a LOS D or better during weekday hours.

5.0
Policy and Regulatory Context

Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning "be consistent with the" such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land use, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS:

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6 Planning authorities should support the achievement of complete communities by:

- accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed development is consistent with Policy 2.1 of the PPS, as it is an intensification of the subject site, located in a built-up area of the city where services are readily available and with convenient access to rapid transit and nearby amenities and employment opportunities. The development seeks to create new housing opportunities for seniors in a barrier-free environment.

2.2.1 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by permitting and facilitating:

- all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
- all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use,

development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.4.1 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- to accommodate significant population and employment growth;
- as focal areas for education, commercial, recreational, and cultural uses;
- to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,
- to support affordable, accessible, and equitable housing.

2.4.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit

Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- connections to local and regional transit services to support transit service integration;
- infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
- commuter pick-up/drop-off areas.

The subject site is in a built-up settlement area with sufficient servicing and infrastructure. The subject site is in an ideal location with convenient access to existing and improving public transit and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health. The MUP to the north of the site provides convenient access to an active transportation network. The proposed development will occur in an existing community and add infill development to an existing neighbourhood.

The proposed development directs new housing development in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject site and support nearby public transit routes.

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- support the achievement of compact, transit-supportive, and complete communities;

- incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- support energy conservation and efficiency;
- promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed development intensifies the subject site with a compact, dense, and transit-supportive built form. Residents have modal choice to promote sustainable travel patterns in all weather conditions.

3.6.1 Planning for sewage and water services shall:

- accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- ensure that these services are provided in a manner that:
  - can be sustained by the water resources upon which such services rely;
  - is feasible and financially viable over their life cycle;
  - protects human health and safety, and the natural environment, including the quality and quantity of water; and
  - aligns with comprehensive municipal planning for these services, where applicable.
- promote water and energy conservation and efficiency;
- integrate servicing and land use considerations at all stages of the planning process;
- consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

3.6.8 Planning for stormwater management shall:

- be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- minimize erosion and changes in water balance including through the use of green infrastructure;
- mitigate risks to human health, safety, property and the environment;
- maximize the extent and function of vegetative and pervious surfaces;
- promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

The subject site is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject site will help optimize the existing infrastructure, public service facilities, and rapid transit.

1.7.1 Long-term economic prosperity should be supported by:

- encourage residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- optimizing long-term availability and use of land, resources, infrastructure, and public service facilities;
- encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; and
- promoting the redevelopment of brownfield sites.

The proposed will intensify lands in a built-up area and thus optimize the long-term availability and use of land and resources. The proposed development also contributes to the diversity of housing options in the surrounding area.

City of Ottawa Official Plan

The Official Plan for the City of Ottawa provides a framework for how the city will develop until 2046 when its population is expected to surpass 1.4 million. The Plan directs how the city will accommodate this growth over time and sets out the policies to guide its development and growth.

5.1.1 Transect, Designation, and Overlay

The subject site is within the “Outer Urban Core” Transect, designated as “Hub, Minor Corridor” and subject to an Evolving Neighbourhood Overlay per Schedule B3 – Outer Urban Transect.

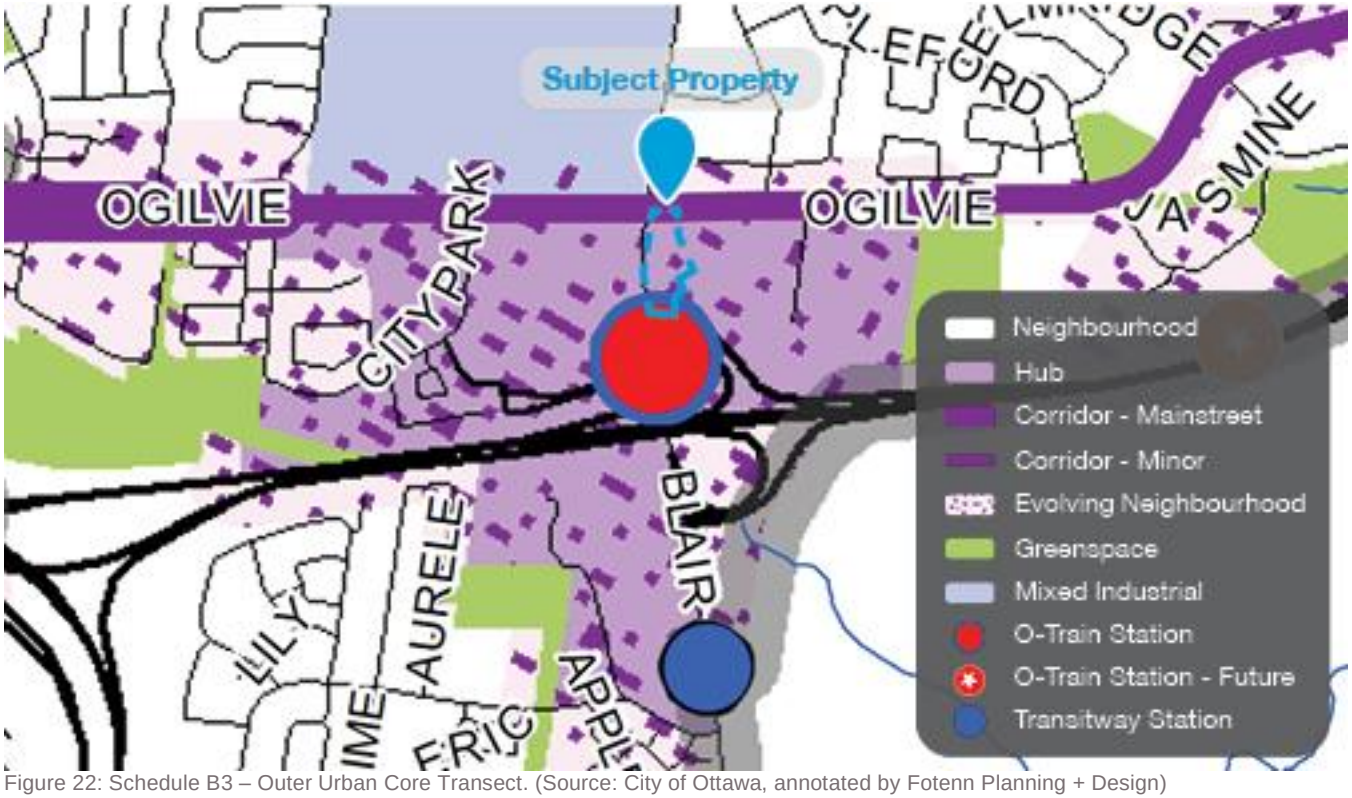

Figure 22: Schedule B3 – Outer Urban Core Transect. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

5.1.2 Outer Urban Core Transect

The Outer Urban Core Transect is the area between the Inner Urban Transect and the Greenbelt. The neighbourhoods within the Transect are established communities reflecting suburban characteristics. The Official Plan seeks to prioritize active and public transit linkages to and through the Outer Urban Transect and provide additional direction to Hub designations.

Per policy 5.3.1, the city seeks to enhance or establish an urban pattern of built form, site design and mix of uses:

- The Outer Urban Transect is generally characterized by low- to mid-density development. Mid or high-rise developments are intended to be located within Outer Urban Transect Hubs.
- In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:
  - Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and,
  - Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.
- The Zoning By-law shall provide for a range of dwelling unit sizes in:
  - Multi-unit dwellings in Hubs and on Corridors; and,
  - In Hubs, a range of housing types to accommodate individuals not forming part of a household.

The proposed development contributes to the existing urban context by introducing high-rise development on an underutilized parcel in a Hub. The residential use is within walking distance of rapid transit and commercial uses,

supporting the development of 15-minute neighbourhoods by contributing to residential development that is not car-reliant.

Hubs support the retirement home on the parcel as it provides a unique residential opportunity for seniors to live collectively without forming households. The majority of units shall be one (1) bedroom, but alternative unit configurations, including 5% larger-sized units, are offered to allow for resident choice.

The proposed additional height sought has been carefully contemplated through shadow and wind studies to assess the appropriateness of a site-specific height increase. The sun shadow analysis determined that the increased height would not impact the surrounding public spaces or residential uses.

Section 5.3.2. discusses the prioritization of walking, cycling, and transit within, as well as to and from, the Outer Urban Transect.

- The transportation network for the Outer Urban Transect shall:
  - Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes; and,
  - Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer Urban trip ends by:
    - Establishing park-and-ride facilities at strategic locations near rapid transit stations; and
    - Maximizing direct pedestrian access from residential areas to street transit stops.
- In the Outer Urban Transect areas, all streets within Hubs and within an Evolving Neighborhood Overlay shall be identified as access streets.

All resident parking shall be provided within the two (2) levels of the underground parking. The proposed parking rate of 0.7 spaces per unit meets the provisions of the Zoning By-law. The proximity to the LRT and MUP promotes modal flexibility and choice for the site's residents and visitors.

5.1.3 Hub and Minor Corridor Designation

Section 5.3.3 directs the Hubs and Corridors located within the Outer Urban Transect.

- Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:
  - Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least three (3) storeys and up to High-rise; and
  - Outside the area described by forementioned policy, up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.
- Parking in Outer Urban Hubs shall be managed as follows:
  - Minimum parking requirements may be reduced or eliminated; and
  - Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be located in the interior of the block, behind or beside the building and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site.

- Along Minor Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than two (2) storeys and up to six (6) storeys except where a secondary plan or area-specific policy specifies different heights.

The greatest height of the building is focused on the south side of the site, providing a balanced approach to height distribution and separation distances from the existing, surrounding low-rise residential. The north side of the subject site separates the development from the low-rise residential area by placing the new public park along Ogilvie Road, with clear sightlines into the park from the public realm.

5.1.4 Growth Management Framework

Ottawa's population is projected to grow by 40 percent between 2018 and 2046, with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in various built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- Low-rise: up to and including four (4) storeys;
- Mid-rise: between five (5) and nine (9) full storeys;
- High-rise: between ten (10) and 40 full storeys; and,
- High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (s. 3.2.8). The Official Plan defines two broad dwelling size categories:

- Small-household dwellings are units with up to two (2) bedrooms and are typically within apartment-built forms; and,
- Large-household dwellings are units with three (3) or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Section 3.2.3 prescribes that the majority of intensification within the City shall occur on parcels within Hubs and Corridors such as the subject site. This focus on Hubs and Corridors supports the shift toward developing 15-minute neighbourhoods.

The above section and Tables 2 and 3b in the Official Plan mention density and dwelling targets.

Table 6: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Table 3b in the Official Plan)

Applicable Area	**Target Residential Density Range for Intensification, Dwellings per Net Hectare**	**Minimum Proportion of Large-household Dwellings within Intensification**
Outer Urban Transect	40 to 60	Within the Neighbourhood designation: Existing lots with a frontage generally 15 metres or wider: • target of 50 percent for Low-rise buildings; • target of 5 percent for Midrise or taller buildings; Minor Corridors: No minimum

The proposed development supports the goal of achieving residential intensification within the city's built-up areas by providing for high-rise intensification in the Hub designation. The proposed unit count includes a variety of typologies to accommodate various tenants, with 3.8% of bachelor studios, 59.5% of one (1) bedroom and one (1)-bedroom-plus-den and 31.7% of 2 (2)-bedroom units, and 5% of units considered large dwelling units in the form of two (2)-bedroom-plus-den and three (3) bedroom units.

5.1.5 Housing

Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city because of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens.

A diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

The proposed development provides for a diverse range of flexible and context-sensitive housing options by providing a dense residential high-rise building that includes a diversity of unit sizes approach to the retirement home use of the building.

Section 6.1.1.1 defines Hubs as lands up to 600-metre radius or 800-metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop.

Section 6.1.1.2 defines the strategic purpose of Hubs is to:

- Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;

- Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

The subject site is within the 600-metre radius of Blair Station, the walk from the main entrance of the building to Blair Station is approximately 550 metres. Residents shall have access to a variety of commercial and personal services in the immediate area without requiring a personal vehicle for travel. Gloucester Shopping Centre provides residents with access to groceries, restaurants, and other commercial ventures. The co-location of higher-density residential developments and household necessities contributes to the ideals of a 15-minute neighbourhood as the Outer Urban Transect transitions away from vehicle-reliant development.

Section 6.1.1.3 describes development within a Hub:

- Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
- Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
- Shall establish buildings that:
    - Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
    - Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
    - Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:
    - Reduction or elimination of on-site minimum parking requirements;
    - Maximum limits on parking supply;
    - Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;
    - Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;
    - Visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and
- Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development meets the intention of Hub development as described by the Official Plan by introducing high-density development on a vacant parcel within walking distance of Blair Station. The site plan contemplates improving the pedestrian realm by increasing landscaping, adding pathways, and connecting the private open space to the new public park area. The glazing of the ground floor promotes eyes on the street principles, improving

pedestrian safety along Blair Road and into the park. Pedestrians are prioritized on the site by locating all resident parking underground with surface visitor parking available to prevent on-street parking.

Section 6.1.2 provides policy for areas located within Protected Major Transit Station Areas (PMTSAs).

- Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.
- Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.
- Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.
- The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:
    - Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and
    - Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.

As seen in Figure 23, the limit of the Blair Station PMTSA extends to Ogilvie Road, capturing the entirety of the subject site. The proposed use is permitted on-site as retirement home use is captured within residential uses. The PMTSA policy requires the subject site to have a minimum lot coverage of 70%. The proposed development proposes 32.5% lot coverage. An Official Plan Amendment is required to seek a reduced lot coverage.

It is understood that this policy shall be removed from the existing Official Plan through an upcoming Omnibus. Given the unique lot fabric, achieving 70% lot coverage on the subject site was not a desirable built form. The proposed development achieves a compact built form responding to the lot shape while providing landscaped open space and generous yard setbacks.

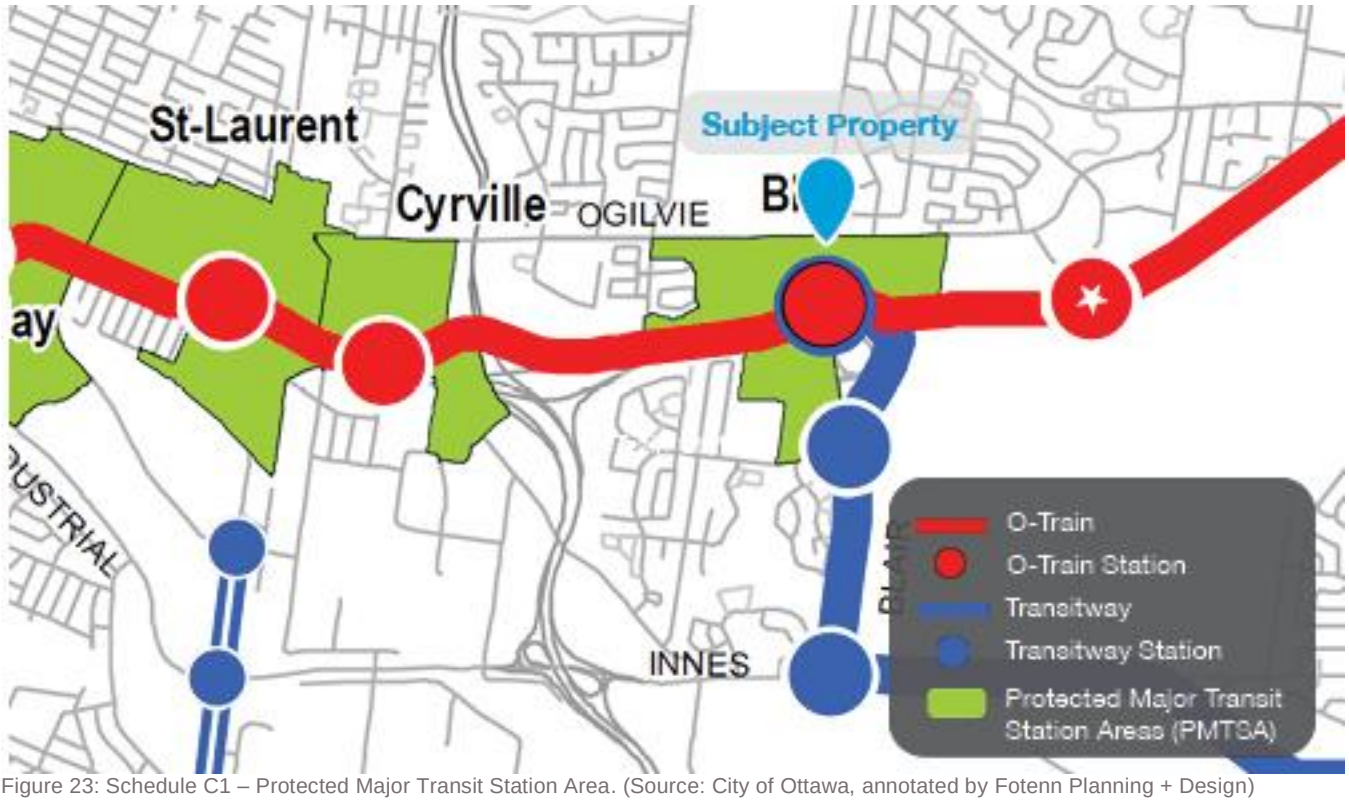

Figure 23: Schedule C1 – Protected Major Transit Station Area. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

5.1.6 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6.1 provides policy for areas within Design Priority Areas.

- Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm.

- Design excellence within the DPA's public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces.

- Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

    - The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;

- Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

Schedule C7A – Design Priority Areas – Urban designates the subject site within a Design Priority Area. As a result, the applicant team attended the Urban Design Review Panel (UDRP) on October 4, 2024. This review refined the design and functionality of the building and site prior to this submission. Consideration was given to refining the public realm, improving upon the existing conditions of pedestrians and cyclists along the arterial roads. The unique shape of the building shall provide a visual impact on the developing PMTSA, adding a visually distinct structure visible within the neighbourhood and from the city highway. Further refinements to the detailed design of the building and site shall be contemplated through the site plan control process.

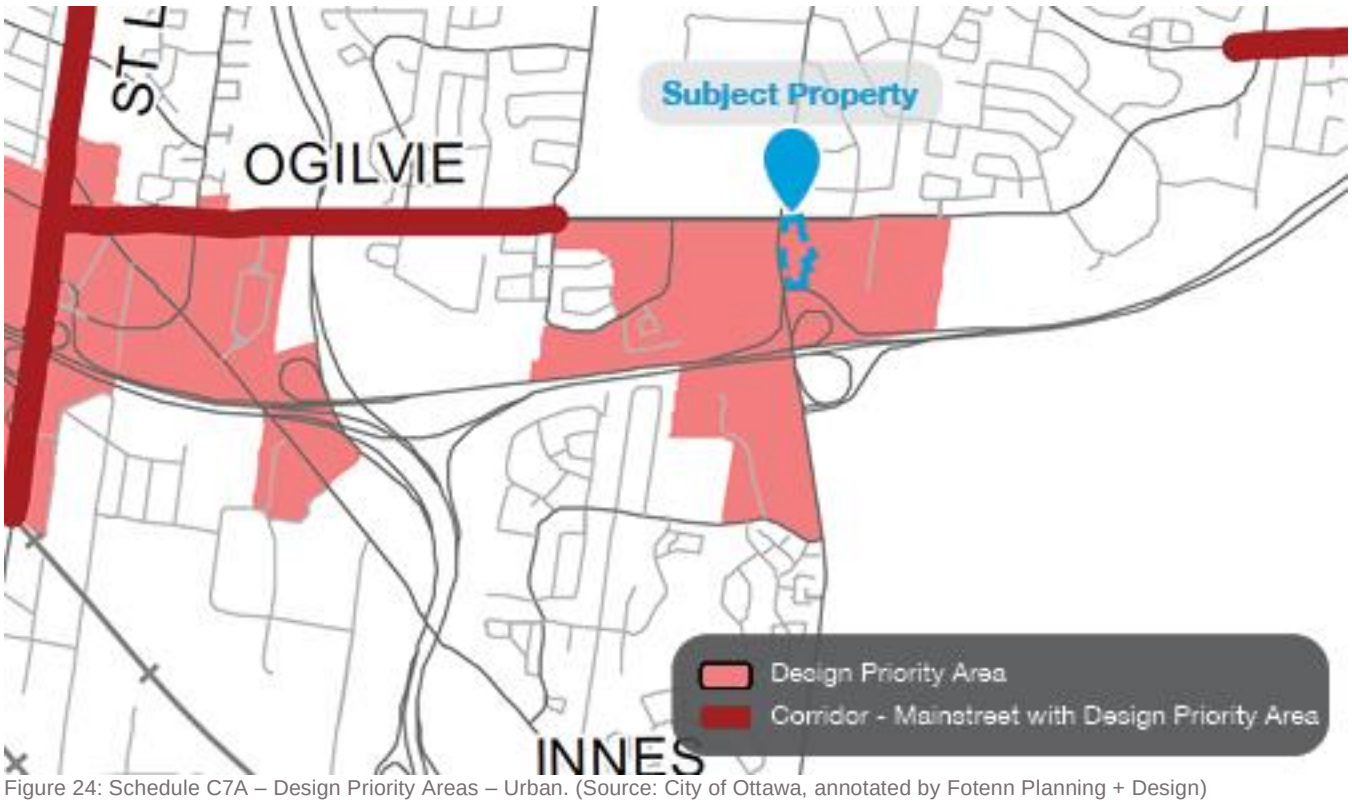

Figure 24: Schedule C7A – Design Priority Areas – Urban. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

Section 4.6.3 encourages capital investments in the City's streets, sidewalks, and other public spaces to support healthy lifestyles through development projects.

- Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

The site's redevelopment shall improve the public realm by improving the sidewalks and adjacent landscaped spaces along Blair Road and introducing a public park along Ogilvie Road. The improvements encourage safe, orderly access from the subject site to Blair Station and the shopping centre.

Section 4.6.6 focuses on enabling the sensitive integration of new developments in low-rise, mid-rise, and high-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Policy 1 indicates that, 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:

- Between existing buildings of different heights;
- Where the planned context anticipates the adjacency of buildings of different heights;
- 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
- Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 2 states that transitions between Mid-rise and High-rise buildings and adjacent properties designated as Neighbourhood on the B-series of schedules will be achieved by providing a gradual change in height and massing through the stepping down of buildings and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development provides transition in height between the high-rise form and the low-rise neighbourhood to the north. The greatest height sought is placed furthest from the low-rise residential and additionally buffered by the new public park and MUP.

Policy 4 directs that 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:

- Provide protection from heat, wind, extreme weather, noise and air pollution; and
- 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.

Amenity space is proposed indoors and outdoors, at the ground levels and podium rooftop. Balconies provide additional private amenity space. The mix of indoor and outdoor, as well as private and communal amenity spaces, offers a range of options for future residents. Indoor amenity space provides protection from weather, noise, and air pollution.

Per Policy 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,
- Space at-grade should be provided for soft landscaping and trees.

The proposed development seeks to maintain the intent of the zoning and secondary plan policies, maintaining similar floorplates and permitted heights. Both towers are proposed to have floorplates of 810 square metres, generally in keeping with the intent of the guideline for smaller tower floorplates to reduce shadowing and other impacts of large massings. The site plan proposes a combination of soft landscaping and pathways surrounding the building plus a private garden terrace above the podium to offer varied outdoor environments to residents. The existing trees in the interior side yard are to be retained and incorporated into the future landscape plan.

Inner East Lines 1 and 3 Stations Secondary Plan

The Inner East Lines 1 and 3 Stations Secondary Plan is a guide to the long-term design and development of the areas surrounding five O-Train stations, and provides direction on land use, built form and height, and density.
This secondary plan is informed by the "Transit-Oriented Development (TOD) Plans: Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, January 2014". The unifying vision of the Secondary Plan is the achievement of transit-supportive development densities over the long term. The intent of requiring minimum densities is to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market pressure for density exists.

The subject site is in Area B, which permits a maximum height of 20 storeys and minimum density of 250 units per net hectare.

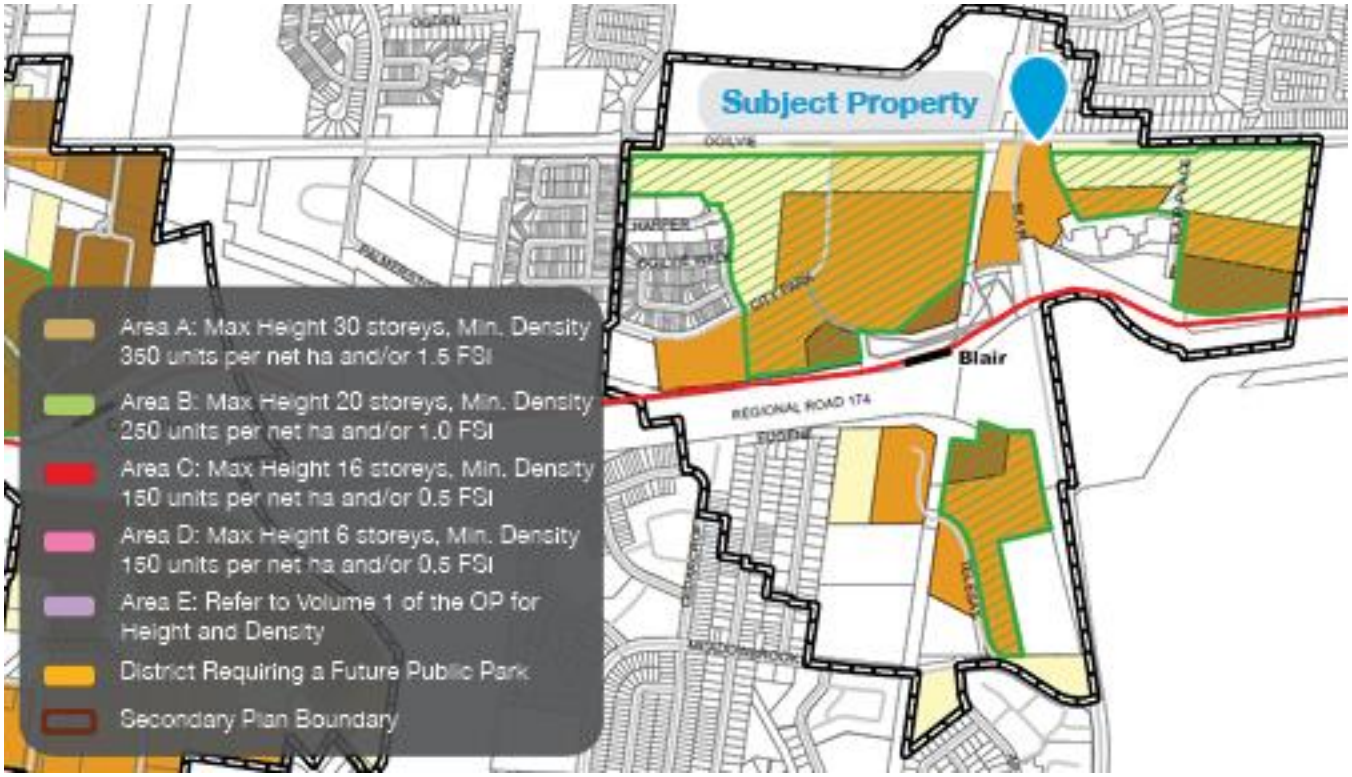

Figure 25: Schedule A – Maximum Building Heights and Minimum Densities, Inner East 1 and 3 Stations Secondary Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

The design proposed a shifting of the permitted density and massing from two (2) 20-storey towers to one 18-storey and one 22-storey, provides a transition in building heights from the existing low-rise residential neighbourhood just north of the site along Ogilvie Road while differentiating the buildings for visual interest. The subject site represents a prime development opportunity for Blair Station on an underutilized site along two arterial roads, and the minor increase in height is strategically located on the south building, closer to Highway 417.

An amendment to the Secondary Plan is required for this project to permit the building height of 22 storeys (64.5 metres), exceeding the maximum permitted height of 20 storeys, as per Schedule A of the Plan. The proposed two (2) tower design maintains a transit-supportive density at Blair Station while reducing the total lot coverage required, permitting space to convey 10% of the lot area for parkland dedication. The additional height of two (2) storeys will be minimally observed from the pedestrian scale while adding visual interest and distinction between the north and south towers.

The proposed development meets the general intent of the intensification policies of the Inner East Lines 1 and 3 Stations Secondary Plan.

Transit Oriented Development Plan – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair Area

The Transit-Oriented Development (TOD) plans set the stage for future transit-supportive or intensified land development in priority areas near Confederation Line stations. The plans establish a broad growth strategy for achieving transit-supportive communities. A primary goal of the TOD Plans is to promote public transit usage by employing effective urban design techniques in the planning and design of the communities surrounding the stations. The TOD Plans guide the creation of future high-quality living environments that include increased residential and employment densities in the study areas.

The Blair Station TOD study area is 119 hectares in size and includes properties within an 800-metre walk from the station platform. The plan identifies the subject site as a future mixed-use development appropriate for the current zoning code of Transit Oriented Development Zone, Subzone 2, with 400-1000 people per net hectare density range and 20-storey maximum guideline.

The proposed development meets the general intent of the TOD Plan by providing a high-density use within 800 meters of Blair Station. The plan contemplates permitted heights up to 30 storeys closest to the city highway, the proposed 22-storey tower follows that development pattern by locating this additional height nearest to the city highway.

Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600 metre walking distance of a rapid transition station or stop.

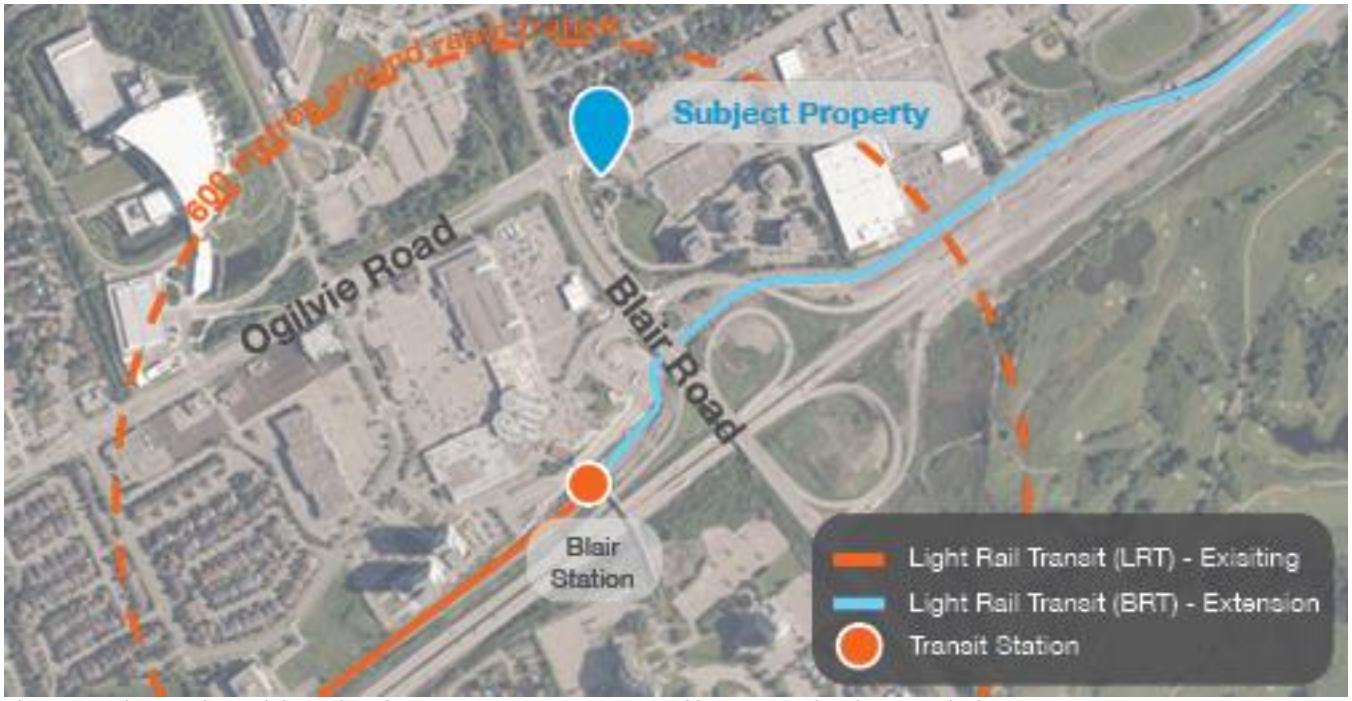

Figure 26: Distance from Blair Station. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

As the proposed development is within 600 metres of Blair Station, these guidelines apply. The following is a summary of how the proposed development meets some of the various guidelines for transit-oriented development.

- The proposed development provides residential intensification on an underdeveloped lot in close proximity to a major rapid transit station (Guideline 1);
- The proposed development includes only transit-supportive land uses. With the exception of limited visitor parking spaces near the park, all resident parking is located underground. The portion of the property abutting the multi-use pathway is sensitively designed to support the pedestrian environment, for both residents and the public park (Guideline 2);
- The subject property is located within 550 metres of walking distance to Blair Station, and proposes high-density residential development in close proximity to a LRT station (Guideline 8);
- The proposed development is sensitively designed to create transition to the adjacent low-rise communities to the north. The towers are located to the south of the site, furthest from the other sensitive uses. The north side of the proposed development includes a public park and landscaping to provide separation and transition to the low-rise community to the north. (Guideline 9);
- The proposed development fronts on multiple roads but also fronts on a multi-use pathway to the north. The building is designed to be oriented on multiple frontages to ensure residents and pedestrians are both connected to the transit station (Guideline 10);
- The proposed development includes a podium/tower design to reduce shadow and wind impacts on adjacent streetscapes (Guideline 11);
- The proposed development will introduce distinctive buildings at a major transit station (Guideline 12);
- The development improves the pedestrian environment leading to a LRT station (Guideline 16).

The proposed development responds to the Transit-Oriented Development Guidelines by providing a building that intensifies an existing vacant site, contributes to a range of housing choices within the community, integrates with the existing streetscape and larger community, and is located in close proximity to an existing major transit station.

Urban Design Guidelines for High-rise Buildings

City Council approved the new Urban Design Guidelines for High-Rise Buildings in 2018, replacing the previous version from 2009. The Official Plan defines a high-rise building as one that is ten (10) storeys or more in height. The objectives of the guidelines are to:

- Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- Promote development that responds to the physical environment and microclimate through design.

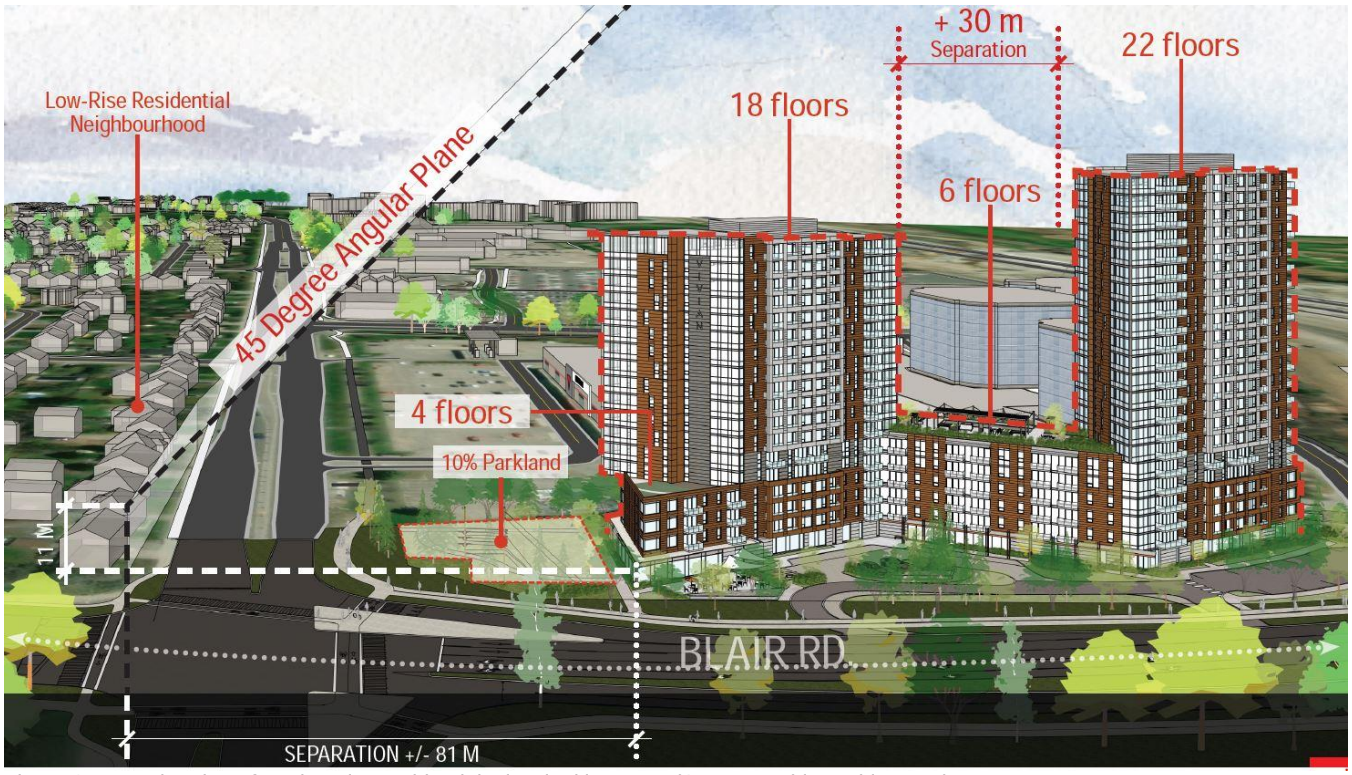

Figure 27: Angular plane from low-rise residential, view looking east. (Source: Hobin Architecture)

The Official Plan provides direction to evaluate the appropriateness of individual sites and to inform many aspects of high-rise design, and the Zoning By-law provides a preliminary framework that addresses issues related to context, massing, shadowing and public space. The Official plan directs high-rise buildings to areas where intensification is expected and encouraged due to proximity to major transit stations.

The most relevant guidelines to the proposed development are discussed below:

- The proposed development acts as a landmark that identifies Blair Station within the existing community and provides pedestrian access across the site to connect the surrounding neighbourhood with the transit station (Guideline 1.1, 1.3, 1.4);
- The towers feature a podium/tower design and respects the 45 degree angular plane. The Sun Shadow Analysis did not identify undue shadowing impacts with this design(Guidelines 1.12, 1.13 and 1.17);
- The proposed development abuts and provides linkages to multiple streets and a multi-use pathway (Guideline 1.15);
- The proposed development includes a base/middle/top design and the base is designed to interface with the existing multi-use pathway to the north (Guidelines 2.3 and 2.13);
- The ground floor of the proposed development offers extensive glazing into the common and amenity space offering connectivity between the indoor and outdoor spaces (Guideline 2.23);
- The proposed towers are sufficiently separated from themselves and other potential adjacent sites where a tower may exist in the future (Guideline 2.25);
- Parking is primarily located underground with 16 surface parking spaces located near the main entrance and is reserved for visitors, couriers and other short-term parking. Servicing, loading and other utilities are incorporated into the design of loading spaces near the entrance to the underground parking or within the drop-off loop, shielding these areas for the streetscape (Guidelines 3.14, 3.15, 3.16 and 3.17); and,

- The shadow analysis shows that there are minimal shadowing impacts on the existing low-rise communities to the north (Guideline 3.27).

The proposed development meets the City of Ottawa's Urban Design Guidelines for High-Rise Buildings. The building is sensitively designed to provide a transition to the surrounding, existing low-rise neighbourhood to the north. The project's overall design meets the intent of the 45-degree angular plane. The new park along the multi-use pathway is designed as a front façade to interact with the multi-use pathway and features active uses of the building on the south side of the park and a high degree of glazing for safety and "eyes on the street." Overall, the project is aligned with the design guidelines above.

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

The subject site is zoned "Transit Oriented Development Zone, Subzone 2, Exception 2085 (TD2[2085])".

Figure 28: Current zoning. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

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

- Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas;
- 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;
- Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,

- 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.

Exception 2085 contains several site-specific provisions including:

- A use that legally existed as of January 22, 2014, or
- any expansion of the building and any new building for that use in 1 above or a use listed in column III (Additional Land Uses Permitted), or
- any new use within a building existing as of January 22, 2014, or
- any developments for which site plan approval has been granted prior to January 22, 2014,
- development that does not exceed either of:
  1. a 48-metre maximum building height;
  2. a maximum floor space index of 1.8; and,
  3. 195(3)(a), 195(4)(c)(iii),195(4)(d)(iii), 195(4)(d)(iv),195(4)(e)(iii), 195(4)(e)(iv), 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.

The retirement home use does not trigger the provisions of Exception 2085, therefore the provisions of the TD and TD2 shall apply.

5.1.7 Zoning Table

Table 7 below provides a summary of the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 7: Existing and Proposed Zoning

TD2[2085] Provisions	Required	Provided	Compliance?
Permitted Use Section 195(1,2)	/ amusement centre / animal care establishment / animal hospital / artist studio / bank / bank machine / bar / broadcasting studio / cinema / click and collect facility / community centre / community health and resource centre	Retirement home	✓

TD2[2085] Provisions	Required	Provided	Compliance?
	/ convenience store / court house / day care / diplomatic mission / drive-through facility / emergency service group home / home-based business / home-based day care / hospital / hotel / instructional facility / library / medical facility / municipal service centre / museum / nightclub / office / park / payday loan establishment / personal brewing facility / personal service business / place of assembly / place of worship / post office / post-secondary educational institution / production studio / recreational or athletic facility / research and development centre / residential care facility / restaurant / retail food store / retail store / school / service and repair shop / shelter / sports arena storefront industry / technology industry / theatre		

TD2[2085] Provisions	Required	Provided	Compliance?
	/ training centre / urban agriculture / apartment dwelling, low rise / apartment dwelling, mid rise / apartment dwelling, high rise / dwelling unit / planned unit development / retirement home / retirement home, converted / rooming house / stacked dwelling / townhouse dwelling		
Min. Lot Area Section 195, Table 195(a)	No minimum	11,051.75 m^2	✓
Min. Lot Width Section 195, Table 195(b)	No minimum	~ 43.8 m	✓
Min. Front Yard Setback Section 195, Table 195(c)	3 m	12.7 m	✓
Min. Corner Side Yard Setback Section 195, Table 195(c)	Abutting the rapid transit corridor: 2 m	1 m	✗
Min. Interior Side Yard Setback Section 195, Table 195(d)	Abutting a rapid transit corridor: 2 m Part of the building more than 6 storeys in height : 12 m	Level 1: 4.6 m South Tower: 11.5 m	✗
Min. Height Section 195, Table 195(f)	6.7m and 2 storeys	Podium: 6-storeys	✓
Max. Height Section 196(e)	60 metres	North: 18-storeys (54 m) South: 22-storeys (64.5m)	✗
Min. Units Section 196(2a)	250 units per net hectare	360 units per net hectare	✓
Min. Width of Landscaped Area	No minimum, except that where a yard is provided and not used for required	Complies	✓

TD2[2085] Provisions	Required	Provided	Compliance?
Section 195, Table 195(g)	driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped		
Amenity Area Section 137	6 m^2 per dwelling unit. A minimum of 50% of the required total amenity area must be communal, and aggregated into areas up to 54m^2, and when more than one aggregated area is provided, at least one must be 54m^2. Total required: 398 units x 6 m^2. = 2,388 m^2 Total communal amenity area required: 2,046 x 50% = 1,194 m^2	Total communal: 5,537 m^2	✓
Min. Landscaped Area Section 163(9)	30%	38%	✓
Min. Vehicle Parking Schedule 1A, Section 101(2), Table 101A	Area Z: Near Major Transit No minimum.	277 spaces (0.70 spaces per unit)	✓
Max. Parking Permitted Section 103(1), Table 103	1.75 per dwelling unit = 700 spaces maximum	293 spaces	✓
Min. Visitor Parking Section 102(2), Table 102	No visitor parking required for retirement homes	16 spaces	✓
Min. Parking Space Dimensions S106(1)	5.2 m x 2.6 m	5.5 m x 2.75 m (262) 5.5 m x 2.4 (6) 5.5 m x 2.6 (9)	✓
Min. Bicycle Parking Section 111 Table 111A	0.25 spaces per unit = 100 spaces	100 spaces	✓
Bicycle Parking Location Section 111(11)	Bicycle parking spaces must be located in order to provide convenient access to main entrances or well-used areas.	100% of bicycle parking provided in underground parking garage bike rooms	✓
Max. Driveway Width	To parking garage: 6 m	7 m	✓

TD2[2085] Provisions	Required	Provided	Compliance?
Section 107 (1a)			
Min. Drive Aisle Width Section 107(1c), Table 107	6 m	6 m	✓
Min. Parking Lot Landscaped Buffer Section 110 Table 110	Parking lot containing 10 or fewer spaces, not abutting a street: 0 m	Complies	✓
Min. Loading Spaces Section 113 Table 113A	0 spaces	2 spaces	✓
Permitted Projections Above the Height Limit Section 64	The maximum height limits do not apply to mechanical and service equipment penthouse, elevator or stairway penthouses	Complies	✓
High-rise Min. Lot Area Section 77(3a)	Corner Lot: 1,150 m^2	11,051.75 m^2	✓
Min. Separation Distance between Towers on the same Lot Section 77(3d)	20 m	30 m	✓

5.1.8 Proposed Zoning

A Zoning By-law Amendment is required to permit the development as proposed to increase the permitted maximum height and reduce the visitor parking spaces. A new exception zone is proposed for the subject site to capture the site-specific standards.

Bike Parking Location

All 100 bicycle parking spaces are proposed within the secure bike rooms located in the underground parking levels, whereas the zoning by-law seeks 50% of spaces to be located on the ground floor. The zoning provisions further require bicycle parking spaces to be in areas with convenient access to main entrances or well-used areas. The bicycle parking rooms shall be accessible via the six elevator shafts, requiring low physical effort to bring bicycles into or out of the designated parking. By placing all bicycle spaces in the underground parking area, residents shall have a secure bicycle space, promoting residents to replace or supplement private vehicle use in favour of active transportation. The colocation of bicycle space parking and vehicular parking represent similar levels of convenience, effort, and security.

Interior Yard Setback

A minor reduction of the interior yard setback from 12 metres to 11.5 metres is proposed to accommodate the south tower in the proposed location. The 0.5-metre reduction is anticipated to have minor impacts on the functionality of the area, as this setback is to the existing office building parking garage. The amendment does not impact an adjacent

sensitive use and maintains the functionality of the interior side yard by continuing to incorporate a resident pathway and landscaped buffer.

Corner Yard Setback

An amendment is requested to reduce the minimum corner yard setback from 2 metres to 1 metre for the Ogilive Road frontage. Approximately 2.5 square metres of the pointed corner of the north tower does not meet the minimum 2 metre setback to a rapid transit corridor. This setback is calculated after the parkland dedication is conveyed to the City, whereas functionally, a 34.5 metre setback exists between the north tower and Ogilive Road. This amendment provides flexibility to accommodate the unique architectural detail of the pointed north tower. No negative impacts are anticipated as a result of this amendment.

Building Height

A maximum building height of 22 storeys (64.5 metres) is proposed, whereas 60 metres is presently permitted. The updated design concept of the 18-storey and 22-storey towers shifts the density of two (2) floors of units away from the existing neighbourhood to the north, exceeding the requirements of the 45-degree angular plane, creating a more desirable transition between the built forms. The modest increase of 4.5 metres shall be indistinguishable from the pedestrian scale. The proposal meets the density targets of the Secondary Plan, providing high-density residential development within walking distance to Blair Sation.

Given the subject site is designated as a Hub and PMTSA and exceeds the minimum lot size for a high-rise building, a 64.5 metre or 22-storey tower is an appropriate height and scale of development.

The proposed height increase from 60 metres to 64.5 metres maintains minimal or no undue adverse impacts on the adjacent properties to the north. Further, the Sun Shadow Analysis assessed the as-of-right shadow outline versus the proposed increased shadow to have minor impacts upon the surrounding public spaces and thus continued to meet the municipal terms of reference.

6.0
Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment and Official Plan Amendment Applications represents good planning and is in the public interest for the following reasons:

- The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of an undeveloped property within the built-up area where existing infrastructure and public service facilities are available, with strong connections to rapid transit;
- The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies for the Hub, Minor Corridor designation;
- The proposed development generally conforms to the Inner East Lines 1 and 3 Secondary Plan regarding built form, the Blair O-Train Station planning area, site development;
- The proposed development conforms to urban design objectives and compatibility criteria established in section 4.6 of the Official Plan;
- The City of Ottawa's Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines objectives are met by proposing high density development adjacent to Blair Station; and,
- The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Sincerely,

Gabi Amos, MPl
Planner

Jacob Bolduc, MCIP, RPP
Associate