

**Subject: Official Plan Amendment and Zoning By-law Amendment – 1440 Blair
Towers Place**

File Number: ACS2025-PDB-PSX-0060

Report to Planning and Housing Committee on 5 November 2025

and Council 12 November 2025

**Submitted on October 30, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: Steve Belan, Planner 2, Development Review, East

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Ward: Beacon Hill-Cyrville (11)

**Objet : Modification du Plan officiel et du Règlement de zonage – 1440, place
Blair Towers**

Dossier : ACS2025-PDB-PSX-0060

Rapport au Comité de la planification et du logement

le 5 novembre 2025

et au Conseil le 12 novembre 2025

**Soumis le 30 octobre 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Steve Belan, Urbaniste II, Examen des demandes
d'aménagement est**

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Quartier : Beacon Hill-Cyrville (11)

REPORT RECOMMENDATIONS

1. That the Planning and Housing Committee recommend Council approve:
 - a. An amendment to the Official Plan, Volume 2A, 8 – Inner East Lines 1 and 3 Stations Secondary Plan, to permit a high-rise building at a maximum height of 22-storeys for the property municipally known as 1440 Blair Towers Place, as detailed in Document 2.
 - b. An amendment to the Zoning By-law 2008-250 for 1440 Blair Towers Place from TD2[2085] to TD2[2085]H(64.5), as shown in Document 1. The amendment will replace the existing exception [2085] as detailed in Document 3 to permit a 22-storey building, make site-specific exceptions, and permit a retirement home with no rooming units on the subject property.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of November 12, 2025,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver ce qui suit :
 - a. Une modification du volume 2A, 8, Plan secondaire des Lignes 1 et 3 des stations du secteur urbain intérieur est, du Plan officiel, afin de permettre la construction d’une tour d’une hauteur maximale de 22 étages au 1440, place Blair Towers, comme l’expose en détail le document 2.
 - b. Une modification du *Règlement de zonage 2008-250* visant le 1440, place Blair Towers, afin de faire passer la désignation de ce bien-fonds de TD2[2085] à TD2[2085]H(64.5), comme l’expose en détail le document 1. Cette modification viendra remplacer l’exception actuelle [2085], décrite en détail dans le document 3, afin de permettre la construction

d'une tour de 22 étages, d'appliquer des exceptions propres à l'emplacement et de permettre la présence d'une maison de retraite sans chambre sur le bien-fonds visé.

- 2. Que le Comité de la planification et du logement approuve l'intégration de la section du présent rapport consacrée aux détails de la consultation dans la « brève explication » du résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la *Loi sur l'aménagement du territoire*, lors de la réunion du Conseil municipal prévue le 12 novembre 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

EXECUTIVE SUMMARY

Staff Recommendation

Planning Staff recommend approval of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) for 1440 Blair Towers Place to permit the construction of a retirement home, consisting of two high-rise towers of 18 and 22 storeys.

The OPA will add a site-specific policy to the Inner East Lines 1 and 3 Stations Secondary Plan with provisions to permit the proposed heights, along with an associated Schedule update to reflect these changes.

The existing Transit Oriented Development, Subzone 2, Urban Exception 2085 (TD2[2085]) was implemented in 2014 and allows for 20-storey high-rise buildings on the site. The proposed ZBLA, will increase the permitted height to 22-stories (64.5 metres) and make amendments to the site-specific exception, which include: the location of indoor bicycle parking, the building setbacks, the permitted projections into the interior side yards, and the removal of the requirement for rooming units in this retirement home.

Applicable Policy

The following policies support these applications:

- High-rise buildings and intensification are supported in Hubs and Corridors, as set out in Section 3.2 of the Official Plan.

- The proposal incorporates key elements of urban design (OP Section 4.6 and the Urban Design Guidelines for High-rise Buildings) to achieve compatibility through height transitions and strategic massing, which includes appropriate setbacks and stepbacks.
- Section 5.3.1 of the OP encourages development in the Outer Urban Transect where it supports the rapid transit system and begins to introduce urban environments where appropriate.
- High-rise buildings and the highest densities should be located within a 300-metre radius or 400-metre walking distance of an existing or planned rapid transit station, as stated in OP Section 5.3.3.

Staff support the proposed Official Plan and Zoning By-law amendments to permit a retirement home as it demonstrates good planning and meets the intent of City policies.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver les demandes de modification du Plan officiel (MPO) et de modification du Règlement de zonage (MRZ) visant le 1440, place Blair Towers, afin de permettre la construction maison de retraite constituée de deux tours de 18 et 22 étages.

La MPO viendra ajouter une politique propre à l'emplacement au Plan secondaire des Lignes 1 et 3 des stations du secteur urbain intérieur est, dont les dispositions permettront les hauteurs proposées, ainsi qu'une mise à jour à l'annexe destinée à refléter ces changements.

La désignation actuelle de Zone d'aménagement axé sur le transport en commun, sous-zone 2, exception urbaine 2085 (TD2[2085]) a été appliquée en 2014 et permet la présence à cet endroit de tours de 20 étages. La MRZ proposée augmentera la limite de hauteur à 22 étages (64.5 mètres) et modifiera l'exception propre à l'emplacement qui touche notamment l'emplacement de l'aire intérieure de stationnement pour vélos, les retraits de bâtiment, les saillies autorisées dans les cours latérales intérieures et la suppression de l'exigence de présence de chambres dans la maison de retraite.

Politiques applicables

Les politiques suivantes sont favorables à ces demandes :

- Les tours et la densification des biens-fonds sont encouragées dans les carrefours et les couloirs, comme l'indique la section 3.2 du Plan officiel.
- Le projet intègre des éléments clés de design urbain (section 4.6 du PO et Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur) permettant d'assurer la compatibilité grâce à des transitions de hauteur et à une volumétrie stratégique, qui comprend des marges de recul et des retraits appropriés.
- La section 5.3.1 du PO est favorable aux aménagements dans le transect du secteur urbain extérieur, où ils soutiennent le réseau de transport en commun rapide et commence à introduire des environnements urbains là où ils sont appropriés.
- Les tours et les aménagements de densités les plus élevées doivent être situés dans un rayon d'au plus 300 mètres, ou 400 mètres à pied, d'une station de transport en commun rapide existante ou planifiée, comme le stipule la section 5.3.3. du PO.

Le personnel soutien les propositions de modification du Plan officiel et de modification du Règlement de zonage, qui permettront la construction d'une maison de retraite, car ce projet témoigne d'une bonne planification et respecte l'intention des politiques de la Ville.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1440 Blair Towers Place

Owner

SEC Vivian

Applicant

Fotenn Planning + Design

Description of site and surroundings

The subject property is located on the east side of Blair Road, south of Ogilvie Road and west of Blair Towers Place. The surrounding properties contain a mix of uses including office buildings and large format commercial buildings to the east. To the south is the LRT and Highway 174 rights-of-way. On the west side of Blair is the Gloucester Centre and to the north of Ogilvie Road is the Cardinal Heights residential subdivision, consisting of single-detached homes. The site is also approximately 350 metres north of the Blair Light Rail Station.

The subject property is primarily a landscaped open space with a looping right-of-way that provides egress from Blair Road to Blair Towers Place. The site has no structures other than a billboard and hydro poles, with guy wires located near the Ogilvie Road and Blair Road intersection.

Summary of proposed development

The proposal is to construct a retirement residence consisting of two towers, 22- and 18-storeys, connected by a six-storey podium. The ground floor will comprise of a mix of amenities, administration and services areas, with a total of 398 units located on the upper floors. Outdoor amenity areas, visitor parking, and drop-off areas are located around the building.

Summary of requested Official Plan Amendment

The requested Official Plan Amendment is to amend the Inner East Lines 1 and 3 Stations Secondary Plan to permit a maximum height of 22 storeys on the subject site.

Summary of requested Zoning By-law amendment

The Zoning By-law Amendment seeks to rezone the property from TD2[2085] (Transit Oriented Development, Subzone 2, Urban Exception 2085) to TD2[2085] H(64.5)(Transit Oriented Development, Subzone 2, Urban Exception 2085, Height 64.5 metres), where exception 2085 is being amended with provisions described below. Further details are provided in Document 3.

Summary of the recommended rezoning:

- Amend Urban Exception 8025 to identify site-specific zoning provisions including, but not limited to the following:
 - Amend Active Street Frontage requirements;

- Establish building setbacks from the internal side yards; and,
- Allow for a retirement home without rooming units as a permitted use.

DISCUSSION

Public Consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law amendments.

Only two comments were received, and no negative comments were raised regarding this proposal.

Official Plan designation(s) and policies

Per Schedule A and B3 of the Official Plan (OP), the subject property is designated as a Hub and Ogilvie Road is a Minor Corridor within the Outer Urban Transect. The site is also subject to the Evolving Neighbourhood Overlay. The Blair LRT Station, located on the south side of the Gloucester Centre, is identified as a Transfer Station and is within 350 metres of the site to the south.

Section 2.2.1: Intensification and Diversifying Housing Options

Residential growth in Ottawa should be focused on existing urban areas to support 15-minute neighbourhoods. Intensification efforts should target hubs, corridors, and surrounding neighbourhoods to enhance access to services and amenities.

Section 2.2.4: Healthy and Inclusive Communities

Encourage the development of 15-minute neighbourhoods that offer a variety of housing options, services, and amenities. These neighbourhoods will differ based on context but should include a mix of housing types, densities supporting local shops and services, public spaces such as community centers and libraries, neighbourhood commercial uses, access to healthy food, and supportive housing. Developments shall incorporate high-quality urban design with a human scale that fosters a sense of place.

Section 3.2: Support Intensification

Intensification should account for 51 per cent of the targeted residential growth in urban areas and can take various forms and heights, including high-rise developments. Focus

intensification efforts on hubs and corridors to support 15-minute neighbourhoods, especially on former commercial sites.

Section 4.1: Mobility

Growth management and economic development should recognize the connection between land use and transportation. This section underscores Council's commitment to equitable, safe, and healthy communities and climate action. The City will prioritize space and cost-efficient transportation modes to accommodate growth, deliberately reducing space for automobiles in favor of public transit and active transportation. The policy advocates for a Safe Systems Approach to reduce collisions and aims to create neighbourhoods where living car-light or car-free is feasible, supported by the Transportation Master Plan.

Section 4.6: Urban Design

Development proposals are required to demonstrate the intent of applicable Council approved plans and design guidelines. New high-rise developments should achieve compatibility through height transitions with strategic massing which include appropriate setbacks and stepbacks. High-rise buildings should be designed with a well-defined base, middle, and top, with tower floorplates generally limited to 750 square metres. Site planning on Corridors should frame the street with active entrances oriented to the street.

Section 5.3 Outer Urban Transect

Development in the Outer Urban Transect shall support the rapid transit system and begin to introduce urban environments in appropriate areas, while evolving as a 15-minute neighbourhood to improve the convenience and level of service for walking, cycling and public transit modes. High-rise buildings and highest densities should be located within 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station. Greater heights may be allowed through a Secondary Plan, provided appropriate height transitions and step backs are included.

Section 5.6.1: Evolving Neighbourhoods

Areas in close proximity to Hubs and Corridors are intended to evolve over time, transitioning from a suburban to an urban typology that supports intensification.

Section 6.2.2: Corridors

Generally, this designation applies to lands along specific streets that are planned for higher density, mixed-use developments, that are supportive of transit and active transportation networks.

Other applicable policies and guidelines

Inner East Lines 1 and 3 Stations Secondary Plan (Secondary Plan)

This Secondary Plan is informed by the “Transit-Oriented Development (TOD) Plans January 2014”, which is a Council approved policy document, similar in status to a community design plan. The minimum densities set out in the Inner East Lines 1 and 3 Stations Secondary Plan will result in transit-supportive development.

The intent of these policies is to permit increased densities in context-sensitive locations as market pressure develops. The associated zoning will provide flexibility by permitting existing development to be expanded and rebuilt at densities below the minimum densities in this secondary plan.

TRANSIT-ORIENTED DEVELOPMENT (TOD) Plans: Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair

The intent is to set the stage for future transit-supportive or “intensified” land development in priority areas located near future Confederation Line stations. The TOD Plans establish a broad growth strategy for achieving transit-supportive communities in priority areas located near future Confederation Line stations. 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 an increase in residential and employment densities in the study areas.

The TOD Plans also identify future green space and public access corridors across the site. Most of the areas around the LRT Station are to be Mixed-Use areas with building heights of 20 storeys on the subject site and a target of 250 units per net hectare.

Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Buildings were reviewed for consistency. This Council-approved guidelines provide a framework with which to review high-rise development. They are intended to guide review with respect to addresses the compatibility of existing and planned contexts, the creation of human-scaled streets and

public spaces, and the coordination of development with transit and site services, such as parking and utilities, among others.

Zoning By-law 2008-250

In 2014, the site and other areas within the TOD Plan area was rezoned (By-law 2014-016) to establish a Development Zone of Influence for the light rail transit system and to require a Proximity Study for development applications within the Development Zone of Influence. The site was zoned to TD2 to permit up to 20 storeys. A site-specific exception was placed on the site to permit existing permitted uses.

Schedule 316 identifies Ogilvie Road as an Active Frontage Street which would generally require that buildings be constructed directly adjacent to the street with transparent glazing and customer entrances on the ground floor level facing the street.

Urban Design Review Panel

The site is within a Design Priority Area as defined on Schedule C7A; therefore, the application was subject to the Urban Design Review Panel (UDRP) process. A formal meeting was held on October 4, 2024. A summary of the Panel's recommendations can be found in Document 6. The UDRP was successful in aiding in the implementation of the following:

- Providing guidance on improving the vehicular arrival/drop-off area;
- Refining the landscaping to help balance privacy and visibility to and from the public park and Blair Road;
- Improving the relationship between the loading area and the suite above by reorientating and providing room for trees; and,
- Enhancing the building design through materiality choices.

Planning rationale

Official Plan

The proposed amendments generally align with the policies of the Official Plan. As an underutilized site on a Corridor within the Hub designation of the Outer Urban Transect, this location is ideal for intensification and meets residential growth targets contained within Section 3.2.

Regarding urban design (OP Section 4.6 and the Urban Design Guidelines for High-Rise Buildings), the proposal incorporates key elements of a well-defined base, middle, and top. The 18-metre podium adheres to policies recommending a maximum podium height equal to or less than the width of the right-of-way (ROW), intended to provide enclosure without overwhelming the street. The tower floor plates are 810 square metres, which is slightly above the 750-square-metre recommendation. There is generous spacing (more than 30 metres) between the towers and a modest increase in height differentiates them. The requested setbacks will allow for 23 metres of separation between the towers and future towers on abutting private lands.

The concept plan effectively demonstrates that the proposed building can be integrated into the existing context. Most of the parking is located underground, with service and loading areas located away from the street and entrance. Setbacks provide sufficient room for tree planting and residential amenities.

Inner East Lines 1 and 3 Stations Secondary Plan (Secondary Plan)

Although an Official Plan Amendment is required, the proposed development is generally consistent with the policies of the Transit-Oriented Development (TOD) Plans.

The TOD Plans would generally allow for two 20 storey buildings on this site. However, the proposal transferred two storeys from the north tower to the south tower to provide a visual distinction between them, while maintaining the density.

Zoning By-law

As detailed in Document 3, the proposed Zoning By-law Amendment has the effect of rezoning the site to amend the site-specific provisions. The following summarizes the amendments and their planning rationale:

- The property is intended to maintain its present TD2[2085] while adding a suffix for the additional height (H(64.5)). Existing site-specific provisions in the exception that do not relate to this development will be removed from Exception 2085, with further provisions added, as detailed below.
- Subsection 195(12) does not apply. This subsection would require that the building be moved to within 3.0 metres of the Ogilvie frontage and have transparent glazing and active entrances facing the street on the ground level. The concept plan for this building has the building fronting from Blair Towers Place and provides a greenspace at the corner of Ogilvie and Blair Road. Staff support the location away from Ogilvie Road as north part of the site is

encumbered by guy wires and other infrastructure that supports surrounding properties.

- Relief from Table 195 (d)(iv) for the south tower. It is designed to be within 11.5 metres of the property to the east. The intention of this zoning requirement is to ensure that half the burden of the separation between towers is on the subject site. Reducing the setback from 12 metres to 11.5 metres will still permit a 23-metre separation distance between the two towers.
- The applicant is not planning to provide rooming units in this facility. The Retirement Home Act does not require these for the owner to obtain a License from the Province. Staff support the requested amendment to permit a retirement home with no rooming units on this subject property. Staff acknowledge the evolving nature of retirement home models and are satisfied that the Applicant has demonstrated the proposed development for all intents and purposes will function as a retirement home – serving residents aged 65 years or older and offering at least two care services.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development applications. Correspondences were received from 2 neighbouring landowners. Both only requested to be notified of when this issue would proceed to Committee.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is aware of the application related to this report.

ADVISORY COMMITTEE(S) COMMENTS

This section contains any comments or recommendations made by one or more Advisory Committees relating to this report. This section is mandatory if applicable.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendations.

ASSET MANAGEMENT IMPLICATIONS

The site requires two service connections to the public watermain, one connection to Ogilvie Road and one to Blair Road, which is a backbone watermain. This connection to the backbone was approved by Water Distribution Operations.

Sanitary Servicing: no concerns

Stormwater Servicing: no concerns

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The development will be required to meet the accessibility criteria as detailed within the Ontario Building Code. The Accessibility for Ontarians with Disabilities Act requirements for site design also apply and will be implemented through the subsequent Site Plan Control application and Building Permit processes.

ENVIRONMENTAL IMPLICATIONS

An Environmental Site Assessment was provided in support of this application, and no impacts are anticipated from the development of this site.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all
- A city that is green and resilient
- A city with a diversified and prosperous economy

APPLICATION PROCESS TIMELINE STATUS

These application (Development Application Number: D01-01-24-0028 and D02-02-24-89) were processed by the "On Time Decision Date" established for the processing of Official Plan amendment applications.

SUPPORTING DOCUMENTATION

Document 1 – Location Map

Document 2 – Details of Recommended Official Plan Amendment

Document 3 – Details of Recommended Zoning

Document 4 – Urban Design Review Panel Recommendations

Document 5 – Renderings

Document 6 – Conceptual Site Plan

DISPOSITION

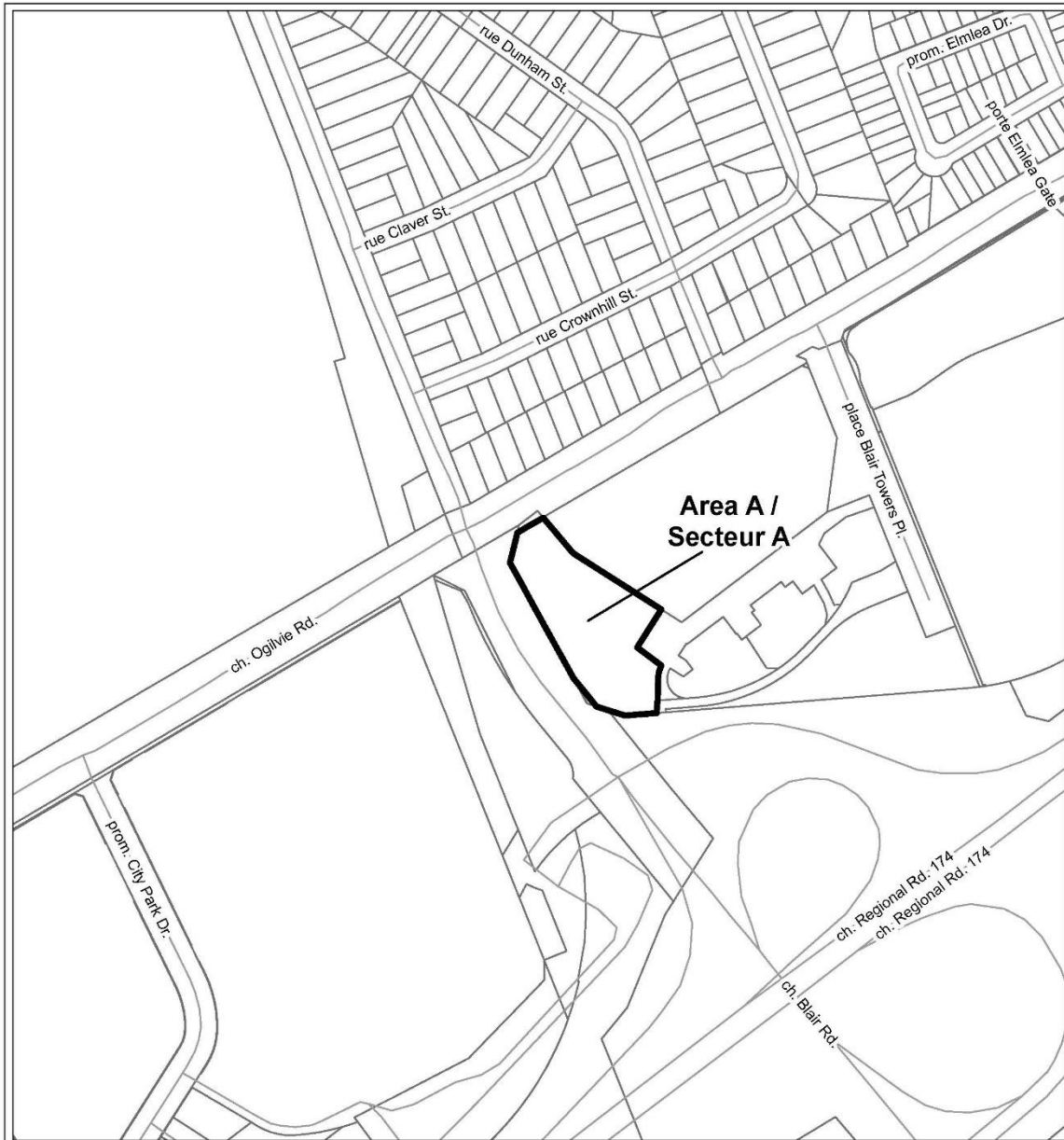
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Planning, Development and Building Services Department will prepare a implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-24-0089	25-1025-X	1440 place Blair Towers Place	
I:\CO\2025\ZKP\Blair_Towers_1440		 Area A to be rezoned from TD2[2085] to TD2[2085] H(64.5) Le zonage du secteur A sera modifié de TD2[2085] à TD2[2085] H(64.5)	
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**Official Plan Amendment
XX to the
Official Plan for the
City of Ottawa**

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SCHEDULE A

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment to the Official Plan, Volume 2A Inner East Lines 1 and 3 Stations Secondary Plan, is to amend site-specific policy in Section 2 and revise Schedule A - Maximum Building Heights and Minimum Densities - to permit a 22-storey retirement home to be constructed at 1440 Blair Towers Place.

2. Location

The lands affected by this Amendment are located on the south side of Ogilvie Road and on the east side of Blair Road, as shown in Document 1.

3. Basis

The Inner East Lines 1 and 3 Stations Secondary Plan establishes the future planning context to approve development which supports the transit infrastructure by permitting intensification of the lands in priority areas near the Confederation Line and its stations. The policies set the maximum building heights and minimum densities within the planning area. The Owner is proposing a retirement home with one of the towers being 22 storeys, exceeding the maximum building height of 20 storeys per the Secondary Plan.

The Blair Station TOD study area is 119 hectares 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 a density of 400-1000 people per net hectare and a 20-storey maximum guideline.

4. Rationale

The proposed Official Plan Amendment to the Inner East Lines 1 and 3 Stations Secondary Plan permits a modest increase in height. In particular, the proposed development consists of two towers: one 18-storey tower and one 22-storey tower for a building with a 6-storey podium. This facilitates an improved urban design, while maintaining the overall density. The taller tower will be located on the south side of the property, adjacent to the 174 off-ramp and away from the low-rise developments north of Ogilvie Road. The proposal is consistent with built form objectives of the Official and Secondary Plans and with the Urban Design Guidelines for High-Rise Buildings. The amendment is considered good land use planning.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule(s) constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

2.1 Volume 2a, Inner East Lines 1 and 3 Stations Secondary Plan is hereby amended by adding a site specific policy to Section 2 (4) “The southeast corner of Ogilvie Road and Blair Road (municipally know as 1440 Blair Towers Place) shall have a maximum building height - 22-storeys”.

2.2 Schedule A - Maximum Building Heights and Minimum Densities shall show that the subject property will have a maximum building height - 22-storeys.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – THE APPENDIX



Prepared by: Planning, Infrastructure and Economic Development Department,
Services de la planification, de Géospatial Analytics, Technology and Solutions

Préparé par: l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions

D01-01-24-0028 2025-1016-A

M:\M\2022 OP\OAs\OFA_1440 Blair - tower Floor East LinesS1

Revision:

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**SCHEDULE A to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

**Inner East Lines 1 and 3 Stations
Secondary Plan
Schedule A - Maximum Building Heights
and Minimum Densities**



LANDS REDESIGNATED FROM "MAXIMUM HEIGHT 20 STOREYS AND MINIMUM DENSITY 250 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 1.0 FLOOR SPACE INDEX (NON-RESIDENTIAL)" TO "MAXIMUM HEIGHT 22 STOREYS AND MINIMUM DENSITY 250 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 1.0 FLOOR SPACE INDEX (NON-RESIDENTIAL)"

TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE << HAUTEUR MAXIMALE 20 ÉTAGES ET DENSITÉ MINIMALE 250 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 1,0 (NON RÉSIDENTIEL)>> À << HAUTEUR MAXIMALE 22 ÉTAGES ET DENSITÉ MINIMALE 250 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 1,0 (NON RÉSIDENTIEL) >>

**ANNEXE A de
L' AMENDEMENT No.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA

**Modification du plan secondaire
Stations des Lignes 1 et 3 du secteur intérieur est
Annexe A - Hauteurs maximales des immeubles
et densité minimale**

Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1440 Blair Towers Place

1. Rezone the lands as shown in Document 1
2. Section 239 – Urban Exceptions of the said Bylaw 2008-250 is amended by replacing exception [2085] as follows:
 - a. In Column II, Applicable Zones, replace the text with the following: “TD[2085] H(64.5)”
 - b. In Column V, Exception Provisions – Provisions, replace the text with the following:
 - Subsection 195(12) does not apply
 - Minimum interior side yard setback for any part of a building more than 6 storeys in height: 11.5 metres.
 - A retirement home at 1440 Blair Towers Place is not required to include rooming units and must provide one or more of the following ancillary services: health services, personal services, or recreational services to serve the residents of the home.

Document 4 – Urban Design Review Panel Recommendations

1440 Blair Towers Place | Informal Pre-consultation | Official Plan Amendment, Zoning By-law Amendment & Site-Plan Control | Hobin Architecture, Fotenn Planning + Design

Panel Members in Attendance: David Leinster | James Parakh | Emmanuelle van Rutten | Nigel Tai | Philip Evans

Key Recommendations

- The Panel acknowledges the project as an important model for aging in place and developing a strong community.
 - o The Panel appreciates the project and its innovative approach.
- The Panel suggests improving the management of vehicles in the arrival/drop-off area while expanding pedestrian areas as much as possible.
 - o The arrival area should have more of a courtyard feel rather than resembling a parking lot.
- The Panel emphasizes the importance of a single curb cut for entry, if feasible, to enhance pedestrian flow and create a more landscaped and inviting arrival point.
- The Panel recommends creating a stronger podium expression around the south tower given that it faces the highway and serves as a gateway to the area. The north side tower should setback from the podium with a similar treatment for consistency.
- The Panel suggests differentiating the linking podium from the towers through distinct architectural expression and materiality in order to emphasize the towers as distinct volumes

Site Design & Public Realm

- The Panel appreciates the overall layout of the buildings and the transition to the dedicated park space. The Panel recommends ensuring a balance between the visibility of the park and the landscape buffer along Blair Road, particularly in relation to the outdoor dining area.
- The Panel advises reducing curb cuts to a single-entry point, to enhance pedestrian flow. Additionally, incorporating a more generous sidewalk area and establishing a

clear hierarchy of pathways throughout the site will create a more pedestrian-friendly environment.

- The Panel suggests reducing the number of parking spaces in the forecourt/drop-off area to prioritize pedestrian spaces and landscape opportunities.
 - o The Panel advises using pavers and landscaping at the drop-off area to create a more pedestrianized forecourt area, with enhanced landscaping along Blair Road, minimizing curb cuts as much as possible.
 - o The Panel encourages the drop-off area to be designed and programmed with the same attention and sensitivity applied to other areas, such as the rear gardens.

Built Form & Architecture

- The Panel recommends further refining the podium design on the south tower to reflect the design and scale of the north side corner.
- The Panel recommends strengthening the podium expression on the south side, as it faces the highway and acts as a gateway to the area.
 - o The middle portion of the podium could act as a linking structure by using a material or architectural treatment different from the two towers.
- The Panel recommends pursuing lighter-coloured materials, particularly for the aluminum panels, to brighten the façade.
- The Panel advises addressing the proximity of exterior loading areas and residential units by articulating the massing to mitigate any unsightly views or functional conflicts

Document 5 – Renderings

