



## **6310 Hazeldean Road**

Planning Rationale Addendum  
Zoning By-law Amendment  
December 22, 2023



Prepared for Devmont

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

December 2023

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

# Contents

1.0 Introduction	2
2.0 Proposed Development	3
3.0 Policy & Regulatory Framework	10
4.0 Proposed Zoning By-law Amendment	22
5.0 Conclusion	24

# 1.0 Introduction

Fotenn Planning + Design ('Fotenn') previously prepared a Planning Rationale dated April 14, 2022, in support of a Zoning By-law Amendment application (D02-02-22-0038) for the lands municipally known as 6310 Hazeldean Road in the Stittsville community of the City of Ottawa (the "subject property").

In support of a revised development proposal on the subject property, Fotenn has prepared this Planning Rationale Addendum as part of a resubmission package. The resubmission proposes revisions to the development concept, including a reconfiguration of built form and density across the subject property.

This Addendum should be read in conjunction with the original April 2022 Planning Rationale. All opinions and findings of the original report remain valid, except as otherwise described below.

## 1.1 Application History and Summary

In April 2022, Fotenn submitted a Zoning By-law Amendment application (File no. D02-02-22-0038), to develop the subject property with three (3) nine-storey buildings, including one residential building and two mixed-use buildings with ground floor commercial and residential units on the upper levels. A total of 317 residential units were proposed, with 2,130 square metres of commercial space.

The application was reviewed by the City's Urban Design Review Panel (UDRP) on October 6, 2022. At the UDRP, the panel generally supported the increased density on the subject property, while providing comments regarding the architectural expression and public realm vision, including a recommendation to re-align and merge the proposed buildings, improve amenity space for residents, and provide better built form transition. The Panel also questioned the viability of retail in the development.

A new design for the subject property was prepared in Fall 2023, which forms the basis for the resubmission. The revised design features a reconfigured built form to concentrate density at the northeast corner of the property and reduce impacts on the low-rise residential properties to the south. A total of 431 units are proposed in residential-only buildings, with communal amenity space proposed above an enclosed parking structure.

## 2.0 Proposed Development

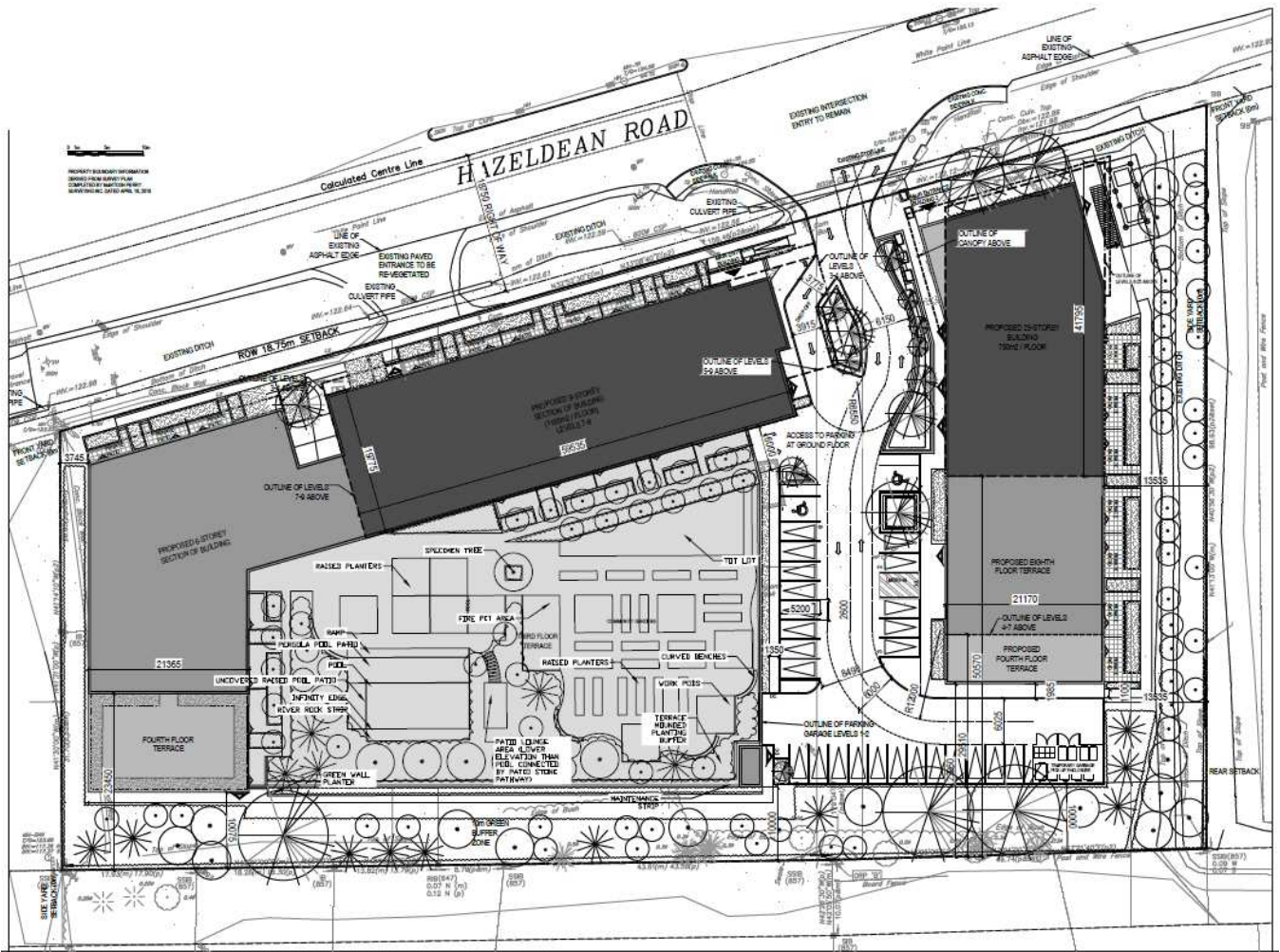


Figure 1: Site Plan for proposed development.

The proposed development has been redesigned to accommodate two (2) multi-storey residential buildings, featuring a total of 431 apartment units. A range of unit profiles are proposed, including one-bedroom, one-bedroom-plus-den, two-bedroom, two-bedroom-plus-den, and three-bedroom units.

The western building is 'L'-shaped, which incorporates a gradual transition from three (3) storeys at the southwest to six (6) storeys in the northwest, with nine (9) storeys in the north-central portion of the development. The eastern residential building features a rectangular podium-and-tower format that transitions from a three (3) storey section in the southeast to a seven (7) storey middle section, culminating in a twenty-five (25) storey tower section in the northeast portion of the subject property along Hazeldean Road (Figure 1).

The proposed development also features a built form transition eastward along Hazeldean Road, with 6-, 9-, and 25-storey portions of the building interfacing with the public right-of-way. As shown on Figure 2, lighter and contrasting building materials contribute to the transition approach.

As shown on Figure 3 and Figure 4, the proposed development is deliberately designed to reduce massing impacts on low-rise residential properties to the south by providing appropriate setbacks and a gradual height transition. Equally, a 10-

metre landscape strip is proposed to allow for generous vegetation along the southern property line to ensure visual screening for abutting properties.



Figure 2: View of proposed development, looking east from Hazeldean Rd.



Figure 3: Birds-eye view of proposed development, looking north



Figure 4: View of the proposed development from rear yard of adjacent property to the south

## 2.1 Comparison with Previous Design

The design proposed in the original application submission featured three mid-rise buildings on the subject property, each at nine (9) storeys in height, with Building A as a residential-only building and Buildings B and C as mixed-use buildings with ground floor commercial and upper-level residential. A total of 317 residential units were proposed, with 2,130 square metres of commercial space. While the driveway access to the signalized intersection at Hazeldean Road is continued from the previous design, the building alignment and massing have changed, with amenity areas added. Figure 5 provides a visual comparison of the original and revised designs.

The previous design was subsequently revised in response to the comments received from City of Ottawa Staff, the UDRP, and other stakeholders. The proposal now features a stronger contemporary architectural expression, with a range of building materials and contrasting colours and shades. The two western buildings have been combined into a single building, with varied setbacks to provide articulation and visual interest.

More prominently, a reconfiguration of massing and density across the property is a principal alteration from the previous plan. Whereas the previous design approach featured three buildings of uniform height, the revised design approach deliberately concentrates the highest densities in the northeastern portion of the property, while reducing massing at the rear. The massing transition includes a gradual increase from 3 storeys to 6 storeys to 9 storeys for the western building, and 3 storeys to 7 storeys to 25 storeys for the eastern building.

The tower floorplate is deliberately limited to create a slender floorplate, reducing massing impacts and allowing any shadows to move quickly. Similarly, lower building heights in the western building contribute to a westward transition, allow for greater sunlight penetration for the amenity space and neighbouring properties, and create architectural articulation and visual interest.

A new amenity space is provided at the third floor above the parking structure, providing communal gathering and leisure space for residents. The amenity space introduces a vital gathering space and outdoor area for residents, which the UDRP identified as a missing element of the original design. A mix of recessed and projecting balconies are proposed for each unit throughout the building. At-grade private patios are proposed on the ground floor to animate the public realm.

Through a combination of setbacks, active entrances, and a reorientation of the building to frame the Hazeldean Road right-of-way, the revised design improves the interaction of the development with the public realm and enhances the street-level experience for pedestrians.

At the rear of the property, a 10-metre landscape buffer is provided, satisfying existing zoning requirements. The landscape buffer will feature dense landscape plantings to provide a visual screen and preserve privacy in rear yard private amenity areas of abutting low-rise dwellings. The plantings will include a range of species, including coniferous trees for year-round screening and deciduous trees for elevated canopies. Careful attention will be paid to the landscape design to ensure rapid growth and long-lasting species to expedite the visual screening treatment and to reduce maintenance and re-planting requirements over time.

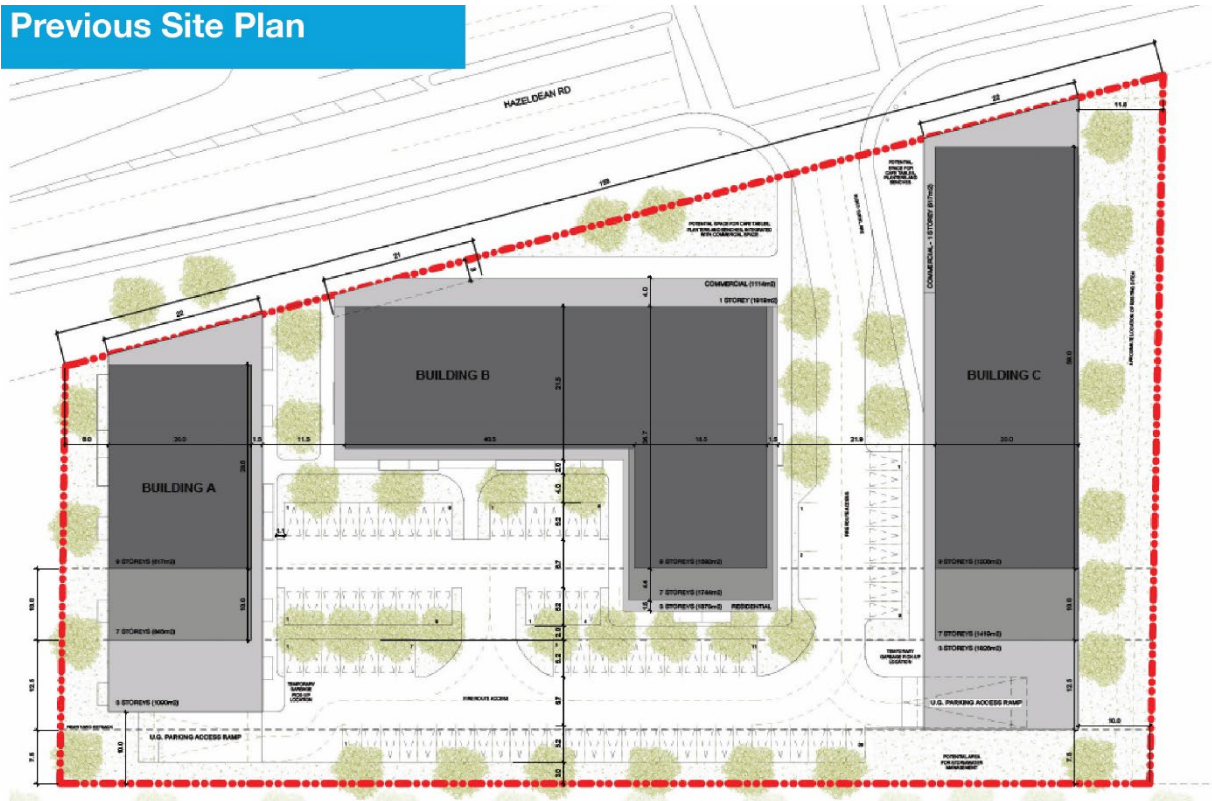
Commercial uses have been removed from the proposal, for several reasons, including significant concerns about viability of commercial spaces on the property, as expressed by the UDRP. Additionally, parking spaces required by commercial spaces would create additional pressure for space on the site, the absence of which enables more land devoted to landscaping and building functions. Ample commercial tenancies are available within walking distance on the north side of Hazeldean Road, offering shops and services to meet daily needs, including a grocery store, fitness club, dry cleaner, physiotherapy clinic, and fast-food outlets.

A drop-off area is co-located with the primary pedestrian entrance to the western building, adjacent to Hazeldean Road. The drop-off area will offer space for short-term deliveries and taxi service for the building.



Parking is provided both at grade and underground, with the entrance to the underground parking garage provided in proximity to Hazeldean Road. The location of the underground parking entrance facilitates access for vehicles, while reducing noise and lighting impacts in the southern portion of the development. In contrast with the previous design, the reduction in surface parking results in an increase in landscaped amenity space, and a corresponding reduction in the heat island effect.

### Previous Site Plan



### Revised Site Plan

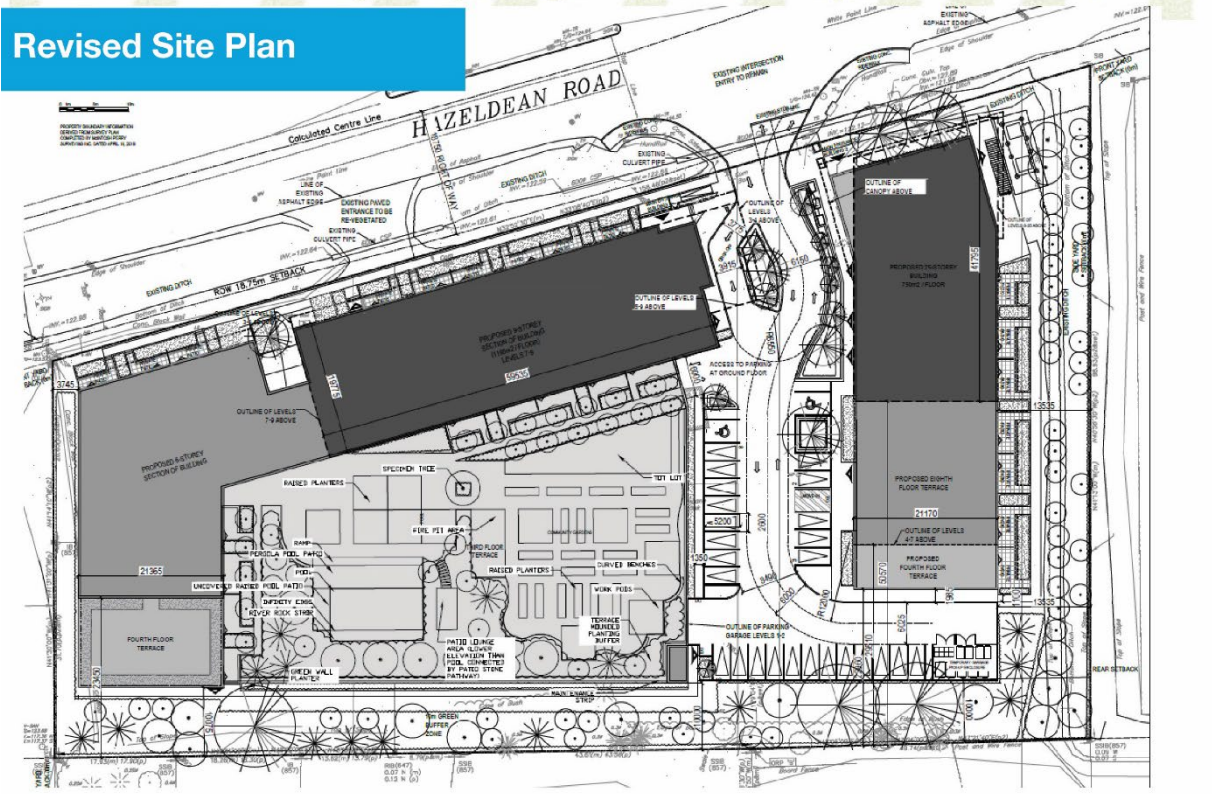


Figure 5: Site plan comparison



Figure 6: Comparison of design and building massing

## 3.0 Policy & Regulatory Framework

### 3.1 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for growth and development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and establishes the policies to guide development and growth.

#### 3.1.1 Strategic Directions

Ottawa is projected to grow by 402,000 people from 2018 to 2046. This growth presents significant challenges for providing choice in housing types and prices, reducing greenhouse gas emissions and designing a transportation system that will move people efficiently and sustainably. It also presents an opportunity to shape Ottawa in a way that promotes healthy, vibrant, and walkable 15-minute neighbourhoods.

Section 2.2.1 of the Official Plan provides strategic directions for intensification and diversifying housing options as follows:

#### **Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods**

The Official Plan establishes the goal that, by 2046, 60 percent of all new dwelling units are constructed in existing neighbourhoods, as opposed to undeveloped greenfield lands. The Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods, with the goal of these areas evolving towards becoming 15-minute neighbourhoods.

#### **Provide housing options for larger households**

The Official Plan is structured to provide opportunities to build dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on existing lots. Policies direct to provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area. Smaller dwelling units with one- and two-bedroom apartments are intended to be located adjacent to transit stations and along corridors with transit stops.

#### **Improve public amenities and services**

To achieve the goal of directing 60 percent of all new development to existing neighbourhoods by 2046, the City will direct residential intensification to Neighbourhoods within a short walking distance of Hubs and Corridors. The new development will help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents.

**The City's goals for intensification and diversification of housing options generally seek to develop new housing in the existing built-up area. The subject property provides an opportunity to introduce new housing options and promotes intensification in a compatible building form to an area that is predominantly defined by single-detached dwellings. Expanding the range of housing forms will provide additional housing options for different household profiles, as well as providing opportunities for residents to remain in Stittsville.**

#### 3.1.2 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices. Growth is intended to be located and designed to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The Official Plan directs that most growth will occur within the urban area, with a majority of residential growth to be located within the built-up area through intensification, increasing over time during the planning horizon. The City

anticipates 93 percent of growth will be within the urban area, and 47 per cent of that growth is to occur within the existing urban area as it existed on July 1, 2018.

The following Growth Management policies apply to the subject property and proposed development.

- / **Policy 3 of Section 3.1** states that the urban area and villages shall be the focus of growth and development.
- / **Policy 1 of Section 3.2** states that the target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area.
- / **Policy 2 of Section 3.2** states that intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.
- / **Policy 3 of Section 3.2** states that the vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- / **Policy 4 of Section 3.2** states that intensification is permitted in all designations where development is permitted, taking into account whether the site has municipal water and sewer services. The Plan supports intensification and the approval of applications for intensification shall be in conformity with Transect and Overlay policies, as applicable.
- / **Policy 5 of Section 3.2** states that intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites, where feasible, in order to collectively achieve intensification and sustainable and resilient design goals and targets.
- / **Policy 8 of Section 3.2** states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
  - a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
  - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

Table 3a of the Official Plan provides density requirements and large-household dwelling targets for Hubs and Mainstreets. Mainstreet Corridors are required to have a minimum residential density for intensification of 120 dwellings per net hectare. In Section 3.2, the Official Plan outlines its goals for intensification, including directing it to Hubs and Corridors, where the majority of services and amenities are located.

**The proposed development meets the density target in the Official Plan and contributes to the achievement of the established residential intensification targets. The proposal includes redevelopment of an underutilized commercial lot with residential uses, contributing to the creation of a 15-minute neighbourhood.**

### 3.1.3 Transect Policy Area

The subject property falls within the Suburban Transect on Schedule A – Transect Policy Areas, of the New Official Plan (Figure 7).



Figure 7. Extract from Schedule A - Transect Area, from the City of Ottawa Official Plan (2022)

The Suburban Transect comprises neighbourhoods within the urban boundary located outside of the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Ottawa is characterized by three major suburbs, which are envisioned to gradually evolve into 15-minute neighbourhoods. The City recognizes that the planning challenge in these areas is to: introduce more viable public transit and active mobility options neighbourhood-wide in each community; solidify Town Centres with more employment and urban-type development; help functional local hubs and corridors to emerge and develop; and encourage more diverse housing forms to meet the changing needs of an evolving demographic.

- / **Policy 2 of Section 5.4.1** states that the Suburban Transect is generally characterized by low- to mid-density development. Development shall be mid-rise along Mainstreet Corridors, subject to the following policy direction:
  - i. Where the lot fabric can provide a suitable transition to abutting low-rise areas, high-rise development may be permitted; and
  - ii. The stepback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the Official Plan objectives for mid-rise and high-rise built form.
- / **Policy 3 of Section 5.4.1** states that in the Suburban Transect, the Official Plan shall support:
  - a) A range of dwelling unit sizes in multi-unit dwellings in Hubs and on Corridors; and
  - b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.
- / **Policy 3 of Section 5.4.3** stipulates that along Mainstreet Corridors, and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights are as follows:
  - a) Generally, not less than 2 storeys and up to 9 storeys, except where a secondary plan or area-specific policy specifies greater heights; however
  - b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7, 8 and 9.

The Suburban Transect is intended to gradually evolve over time into a 15-minute neighbourhood. The proposed development supports this gradual evolution by providing residential intensification, amenities and a range of dwelling unit sizes, in addition to providing an under-represented housing type in the established Stittsville neighbourhood. In accordance with policy 5.4.1(2), the depth of the subject property can accommodate a high-rise development that achieves an appropriate built form transition to adjacent low-rise areas.

### 3.1.4 Urban Designation

The subject property is designated Mainstreet Corridor on Schedule B5 – Suburban (West) Transect, of the New Official Plan (Figure 8).

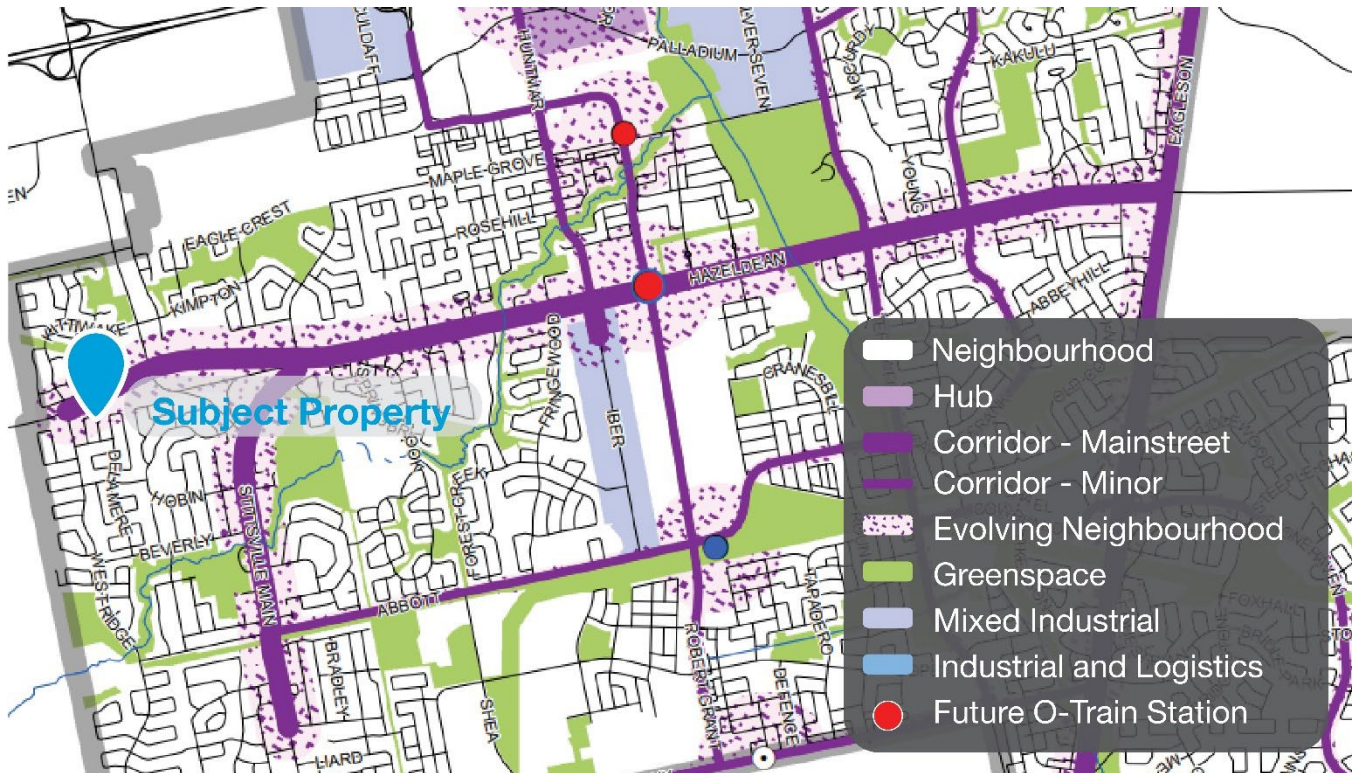


Figure 8. Excerpt of Schedule B5 - Suburban (West) Transect, from the City of Ottawa Official Plan (2022)

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed-uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. The following Mainstreet Corridor policies are applicable to the subject property and proposed development:

- / **Policy 2 of Section 6.2.1** states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
  - a) Shall ensure appropriate transitions in height, use of land, site design and development character throughout the site, to where the Corridor designation meets abutting designations;
  - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
  - c) For sites generally of greater than one hectare in area or 100 metres in depth:

- i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and

/ **Policy 3 of Section 6.2.1** states that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

**The proposed development conforms with the Mainstreet Corridor policies. The development has situated the tallest portion of the building closest to the Mainstreet Corridor at the northeast area of the subject property abutting Hazeldean Road, while providing active frontages and enhancing the pedestrian circulation network along the street. Additionally, the proposed buildings have been designed to transition away from the abutting residential neighbourhood through a variety of building setbacks and gradual building height transitions.**

### 3.1.5 Mobility

The following mobility policies apply to the subject property and the proposed development:

- / **Policy 4 of Section 4.1.1** identifies how streets and roads within each Transect shall generally function. Arterial streets within Suburban Corridors shall function as access and flow streets.
- / **Policy 5 of Section 4.1.2** states that where public pedestrian and cycling routes or facilities intersect with roads, appropriate traffic control devices shall be provided to accommodate pedestrian and cycling movements.
- / **Policy 6 of Section 4.1.2** states that new development will provide direct connections to the existing or planned network of public sidewalk, pathways and cycling facilities.
- / **Policy 9 of Section 4.1.2** states that proponents of development shall provide an adequate number of bicycle parking facilities as follows:
  - a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and
  - b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.
- / **Policy 2 of Section 4.1.4** states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all of the following locations:
  - a) Hubs and Corridors;
  - b) Within a 600-metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
  - c) Within a 300-metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route; and
  - d) Other areas determined by Council.

Schedule C16 protects a right-of-way width of 37.5 metres along this segment of Hazeldean Road. The current right-of-way is approximately 41 metres wide, satisfying the right-of-way protection requirement.

**The proposed development conforms to the mobility policies of the Official Plan. As Hazeldean Road is a cycling spine route, the development limits the number of driveways to a single signalized intersection, reducing potential for conflicts with vehicles. Additionally, pedestrian movements through and around the site are facilitated through the provision of pedestrian infrastructure.**

**A total of 446 bicycle parking spaces are proposed within underground parking, ground floor parking and level 2 parking of the proposed development, providing safe, accessible, and convenient access to the proposed buildings.**



**Vehicular parking is proposed at a rate of 0.9 resident spaces per unit, meeting market demand for private vehicles. Remaining units not assigned a parking space may use existing or enhanced transit service along Hazeldean Road, or alternatively may satisfy daily needs at commercial spaces within walking distance of the site. The reduction in resident parking supports the Official Plan direction to reduce parking in developments in the Corridor designation.**

### 3.1.6 Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is located along a Mainstreet Corridor outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity.

The following urban design policies relate to the subject property and the proposed development:

- / **Policy 5** of section **4.6.1** states that 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:
  - a) 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;
  - b) Lighting that is context-appropriate and in accordance with applicable standards and guidelines; and
  - c) 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.
  
- / **Policy 2** of **Section 4.6.5** states that development in Hubs and along Corridors shall respond to context, Transect area and Overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above-grade utilities should be mitigated.
  
- / **Policy 3** of **Section 4.6.5** states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
  
- / **Policy 1** of **Section 4.6.6** states 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:
  - a) Between existing buildings of different heights;
  - b) Where the planned context anticipates the adjacency of buildings of different heights;
  - c) Within a designation that is the target for intensification, specifically:
    - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
    - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.
  
- / **Policy 2** of **Section 4.6.6** 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.
  
- / **Policy 4** of **Section 4.6.6** states 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:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

/ **Policy 8 of Section 4.6.6** states that high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings, with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

/ **Policy 9 of Section 4.6.6** states that high-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council-approved design guidelines

**The proposed development conforms to the urban design policies established in the Official Plan, particularly with respect to transition to surrounding low-rise Neighbourhoods and appropriate setbacks. Transition and mitigation of massing impacts are achieved through multiple measures, including:**

- / **Stepbacks in building heights, culminating in the densest portions of development concentrated at the northeast corner of the property;**
- / **Generous building setbacks from the southern property line; and**
- / **Dense landscaping in a 10-metre buffer along the southern property line.**

**The proposed tower also conforms with the recommended floorplate size limitation of 750 square metres and the recommended tower separation distance. Additionally, the proposed buildings have been designed to include a stepback at the front of each building to maintain a pedestrian-scale environment along the Mainstreet.**

**The majority of parking will be located underground or in an enclosed two-level parking garage behind a street-fronting building. One (1) driveway is proposed to access the parking garage, with limited driveway accesses connecting to the surface parking spaces. Mechanical equipment and utilities are designed to be incorporated inside the building, away from view from the public realm.**

### 3.2 Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines for Development Along Arterial Mainstreets was approved by City Council on May 24, 2006. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets.

The following guidelines relate to the subject property and the proposed development:

#### Streetscape:

- / Locate new buildings along the public street edge;
- / Use buildings, landscaping and other streetscape elements to create continuous streetscapes; and
- / Set new buildings 0 to 3.0 metres back from the front property line to define the street edge and provide space for pedestrian activities and landscaping.

#### Built Form:

- / Design the built form in relation to the adjacent properties to create coherent streetscapes;

- / Ensure that buildings occupy the majority of the lot frontage;
- / Create a transition in the scale and density of the built form on the site when located next to lower-density neighbourhoods to mitigate any potential impact;
- / Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street;
- / Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street; and
- / Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent.

#### Pedestrians and Cyclists:

- / Provide direct, safe, continuous and clearly-defined pedestrian access from public sidewalks to building entrances; and
- / Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk.

#### Vehicles and Parking:

- / Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law; and
- / Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross.

#### Landscaping and Environment:

- / Use continuous landscaping to reinforce pedestrian walkways within parking areas;
- / Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability;
- / Provide a minimum 3.0-metre-wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.

**The proposed development has considered the Urban Design Guidelines for Arterial Mainstreets in the preparation of the site plan. The proposed development has considered the surrounding uses and located the tallest portions of the buildings along Hazeldean Road, which has a street right-of-way width of approximately 41 metres. The design of the proposed development has considered the low-rise residential neighbourhood to the south of the property and has provided ample setback and appropriate height transitions. The proposed development creates an active frontage along Hazeldean Road.**

### 3.3 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings apply to buildings 10 storeys or more in height. The proposed development meets the following guidelines:

- / Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.
- / An angular plane, typically 45 degrees, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower-scale areas.
- / When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition.

- / Design the lower portion of the building to enhance and create the overall pedestrian experience in the immediate surrounding public spaces.
- / A high-rise building that includes three distinctive and integrated parts – base, middle and top – is generally accepted as a good approach to built form design.
- / The maximum height of the base of a proposed high-rise building should be equal to the width of the right-of-way to provide sufficient enclosure for the street without overwhelming the street.
- / The minimum height of the base should be 2 storeys.
- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer-grain built form context.
- / Use high-quality, durable, and environmentally-sustainable materials, an appropriate variety in texture, and carefully-crafted details to achieve visual interest and longevity for the façade.
- / The ground floor of the base should be animated and highly transparent. Avoid blank walls.
- / Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into the interior spaces. The maximum tower floor plate for a high-rise residential building should be 750 square metres.
- / Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces. The minimum separation distance between towers should be 23 metres.
- / Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing wind impacts and opening skyviews.
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.
- / The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.
- / Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.
- / Animate the streets by incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character.
- / Provide greater floor-to-ceiling height at the ground floor to allow for flexibility in use over time.
- / Locate parking underground or at the rear of the building.
- / Locate drop-off and pick-up areas on private lands.
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base and building.
- / Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.

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

The subject property is zoned Arterial Mainstreet, Subzone 9, Exception 2102 (AM9 [2102]).

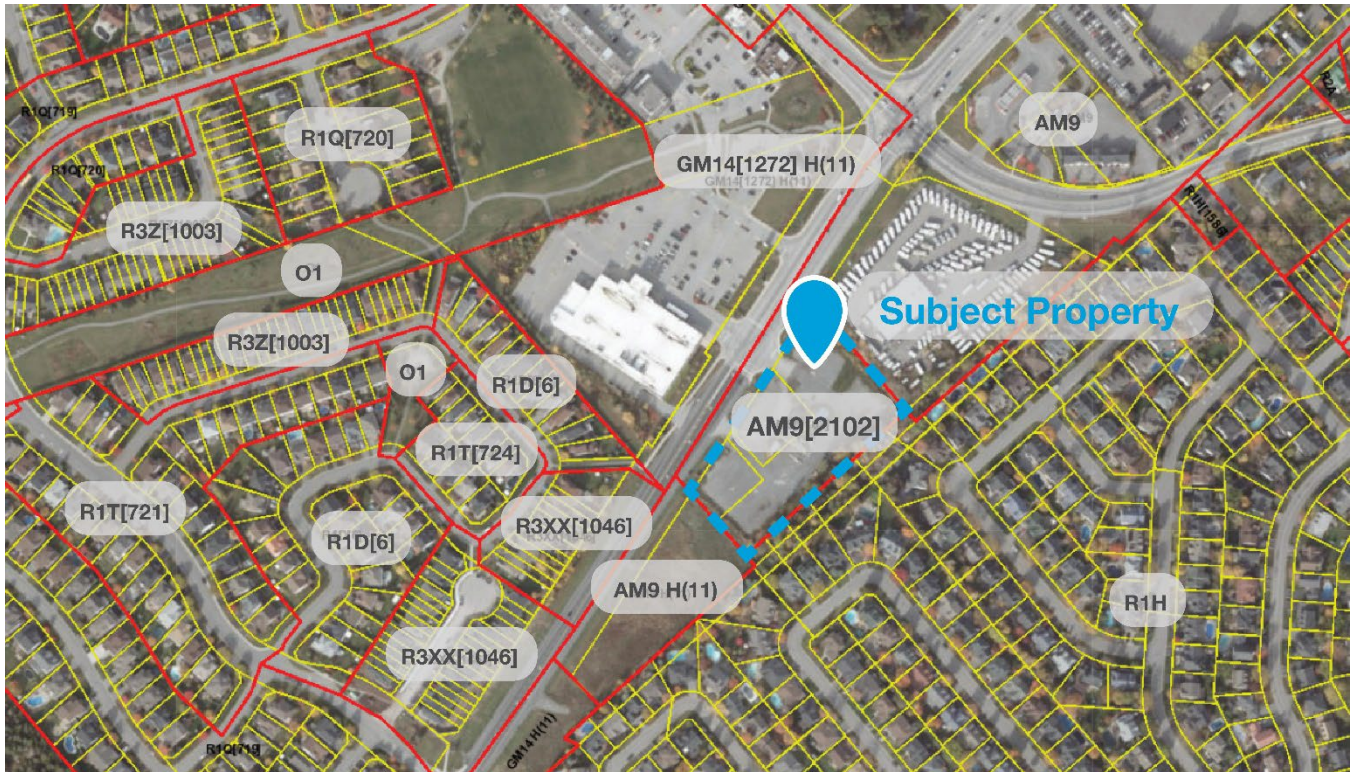


Figure 9. Zoning Map of the subject property and surrounding area

The AM zone permits a variety of non-residential uses and residential uses, ranging from retail, commercial service and institutional uses to apartment dwelling, mid rise and planned unit developments. A Zoning By-law Amendment is required to permit the proposed development.

#### 3.4.1 Zone Provisions and Analysis

Table 1 evaluates the proposed development against the provisions of the AM9 subzone.

Table 1. AM9 Zoning Provisions

Zoning Mechanisms			Required	Proposed	Compliance (Y/N)
Minimum lot area			No minimum	12,019.6 sq.m.	Y
Minimum lot width			No minimum	158 metres	Y
Front yard and corner side yard	Residential use building	Minimum	3 metres	4.76 metres	Y
Minimum interior side yard	All other cases		No minimum	East – 13 metres West – 3.7 metres	Y
Minimum rear yard	Residential use building		7.5 metres	10 metres	Y

Zoning Mechanisms		Required	Proposed	Compliance (Y/N)
<b>Maximum building height</b>	Within 20 metres of a residential zone	11 metres	10 metres (3 Storeys)	Y
	All other cases	15 metres	77 metres (25 Storeys)	N
<b>Building walls along street frontage</b>		30% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is 90 metres in width or wider	73.4%	Y
<b>Amenity Area (Section 137)</b>	Apartment Building, mid-high rise	Total: 6 m <sup>2</sup> / dwelling unit =2,586 m <sup>2</sup>  Communal: A minimum of 50% of the required total amenity area (1,293 m <sup>2</sup> )	Private Balconies: 1,293 m <sup>2</sup>  Communal: 3385 m <sup>2</sup>  Total: 4,678 m <sup>2</sup>	Y
<b>Notes:</b>		<b>Urban Exception 2102:</b>  / Sub-clause 186(9)(c)(ii) and sub-clause 186(9)(h) do not apply to an existing garden centre and existing building supply outlet.		

### 3.4.2 Parking Provisions

Table 2 outlines the required parking provisions for the subject property, which is located in Area C on Schedule 1A of the City of Ottawa Zoning By-law.

Table 2. Parking Provisions

Zoning Mechanism	Provision	Proposed	Compliance
<b>Minimum Vehicle Parking Spaces</b> Area C on Schedule 1A	<b>Dwelling, mid-high rise apartment:</b> 1.2 spaces/dwelling unit (517 spaces)	389 parking spaces	N
<b>Minimum Visitor Parking</b> Area C on Schedule 1A	<b>Apartment dwelling mid-rise:</b> 0.2 spaces/dwelling unit (86 spaces)	86 spaces	Y
<b>Parking Space Dimensions</b>	Min: 2.6m wide / 5.2m long (up to 40% reduced to 2.4m wide and 4.6m long)	2.6m x 5.2m (79% of spaces) 2.4m x 4.6m (21% of spaces)	Y
<b>Bicycle Parking Spaces</b>	0.50 spaces/dwelling unit	474 spaces	Y
<b>Driveway Width</b>	Min: 6.0 metres Max: 6.7 metres	>6 metres <6.7 metres	Y
<b>Aisle Width</b>	Min: 6.0 metres	6.0 metres	Y

<b>Location of Parking</b>	No person may park a motor vehicle: / In a required front yard; / In a required corner side yard; or / In the extension of a required corner side yard into a rear yard.	Parking is located: / Underground; / On ground level and level-2 within the Parking Garage	Y
<b>Landscaping for Parking Lots</b>	A minimum of 15% of the area must be provided as perimeter or interior landscaped area.	>15%	Y
<b>Location of Landscaped Buffer</b> (>10 spaces, but <100 spaces)	Not abutting a street: 1.5 metres	>1.5 metres	Y

**The proposal meets the majority of the provisions of the Arterial Mainstreet zone. However, relief will be required from select zoning provisions, as detailed in the following section.**

## 4.0

# Proposed Zoning By-law Amendment

## 4.1 AM9 [XXXX]

The Zoning By-law Amendment proposes to maintain the Arterial Mainstreet, Subzone 9 (AM9) zoning of the site and introduce new site-specific provisions to address building height and resident parking. Rationales for each area of relief are provided below:

### 4.1.1 Maximum Building Height

As shown on the site plan, the maximum proposed height is 25 storeys, with the remaining buildings at 9 storeys (mid-rise) or lower to achieve appropriate height transitions to the surrounding neighbourhood to the south. The proposed building heights respond to the Official Plan direction that high-rise buildings are permitted along Mainstreet Corridors where the lot fabric can provide a suitable transition to abutting low-rise areas.

The proposed building heights are appropriate for the subject property on the basis of the following rationale:

- / The 25-storey tower is accompanied by a gradual change in height across the site, in accordance with Official Plan policy direction.
- / The floorplate of the 25-storey tower is limited to a floorplate of 750 square metres, in accordance with Official Plan direction and urban design guidelines.
- / The highest portion of the development is located in the northeast corner of the property, corresponding to the deepest part of the property, and adjacent to the public right-of-way.
- / The tower falls almost entirely within a 45-degree angular plane measured from the rear property line, responding to the Official Plan policy direction that heights be generally guided by an angular plane measurement.
- / The setback of the tower from the eastern property line (13+ metres) allows for appropriate tower separation distance, in the event of a high-rise development to the east.
- / The tower portion of the building is set back 50 metres from the rear property line, and additionally achieving a setback of approximately 80 metres from the closest existing dwellings at 35 and 37 Kyle Avenue.
- / The 9-storey and 6-storey mid-rise buildings along the balance of the street frontage are similarly appropriate for a Mainstreet Corridor context.
- / Massing impacts of all buildings are mitigated through extensive landscape features along the southern edge of the property.

### 4.1.2 Parking

A resident parking rate of 0.9 spaces per dwelling unit is proposed for the development. As contemplated by the Official Plan, a reduction in parking requirements is desirable on Mainstreet Corridors, among other contexts.

The reduction in resident parking responds to the anticipated demographics of residents in the proposed building. As the building is proposed to provide rental housing, in the context of a community where smaller housing options are generally limited, a segment of the tenant base is anticipated to align with one or more of the following profiles:

- / Non-drivers, potentially for reason of age or physical condition, particularly among seniors downsizing from larger dwellings in the area;
- / Remote workers, for whom private vehicle ownership is not required on a regular basis;



- / Modest-income residents, for whom a car may be an undesirable or unattainable expense; or
- / Younger tenants, such as recent graduates, who do not own a car at their current life stage.

Regardless of personal vehicle ownership status, all residents in the development will benefit from the ability to meet daily needs within walking distance of the subject property, particularly groceries, fitness facilities, and other services. Additionally, rates of private vehicle ownership are generally anticipated to fall over time for many demographic profiles, due to affordability considerations, personal preferences, and improved transit services. Resident parking spaces provided will be unassigned, offering further flexibility for parking arrangements.

The limited segment of residents without cars may use public transit, ride-hailing services, and/or active modes of transportation to meet their mobility needs. Specifically, a high rate of bicycle parking, more than one space per unit, is proposed to be provided in the building, representing more than double the zoning requirement. The ample bicycle parking will facilitate and encourage use by residents.

## 5.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment application to permit redevelopment of the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development conforms to the Official Plan's vision for managing growth, as well as the Suburban Transect and Corridor policies. The Official Plan seeks to achieve more development by intensification in the urban area than new greenfield development.
- / The proposed development responds to its immediate context by proposing intensification along a Mainstreet Corridor, while proposing transitional building elements in the design to ensure compatibility with the low-rise neighbourhood to the south.
- / The proposed development meets the urban design policies in Section 4.6 of the Official Plan.
- / The proposed development meets numerous guidelines in the Urban Design Guidelines for Development along Arterial Mainstreets and the Urban Design Guidelines for High-Rise Buildings.
- / The proposed development meets the majority of the applicable performance standards in the Comprehensive Zoning By-law 2008-250. The requested amendments to select provisions are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development will allow the redevelopment of a brownfield parcel on a prominent arterial corridor.
- / The proposed development is supported by technical studies submitted as part of the application.



Jaime Posen, MCIP RPP  
Associate