



1174 Carp Road

Planning Rationale
Revision #2
Zoning By-law Amendment
April 2, 2025



Prepared for Le Groupe Maurice

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1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Le Groupe Maurice to prepare a Planning Rationale in support of a Zoning By-law Amendment application for a development proposal located at 1176 Carp Road in Stittsville.

1.1 Purpose

The purpose of this Zoning By-law Amendment application is to facilitate the future development of a fourteen (14) storey retirement home facility in the Stittsville neighbourhood of the City of Ottawa. The subject property is currently zoned Arterial Mainstreet, Subzone 9 (AM9), which is permissive of the proposed retirement home use, but specific relief related to building height and setbacks are being requested through this application. Additionally, this application is seeking site-specific relief related the details related to the “retirement home” use so as to reflect the operation and practical realities of modern retirement home models.

2.0 Site & Surrounding Context

2.1 Site Context

The subject property, municipally known as 1174 Carp Road, is located at the south corner of the intersection of Hazeldean Road and Carp Road in the community of Stittsville (Ward 6). The subject property has frontage of approximately 124.61 metres along Hazeldean Road and a frontage of approximately 123.57 metres along Carp Road, resulting in a total lot area of approximately 18,272m² (1.83ha).



Figure 1. Context graphic depicting the subject property.

The subject property is currently improved with an RV Dealership, which includes a large, paved area utilized for the outdoor storage of the units, as well as a single-storey metal clad sales building interior to the lot. The current lot condition features minimal vegetation with the exception of narrow strips of grass and plantings around the perimeter of the property. The property features a 10-metre vegetated allowance along the edge of the property abutting the residential neighbourhood to the southeast. This portion of the property is currently heavily vegetated and is intended to be maintained as part of the redevelopment of the lands.

The site currently features one (1) full-movement vehicular access from Carp Road, approximately 90 metres from the Hazeldean Road and Carp Road intersection to the northwest. There are currently no sidewalks along either of the subject property's frontages. The City of Ottawa has completed an Environmental Assessment for the stretch of Carp Road between the Highway 416 and Hazeldean Road, though the road widening and improvements proposed through this study do not include the portions of Carp Road abutting the subject property. The City is currently revising this EA to include the full intersection.

2.2 Surrounding Area

The subject property is sited at the corner of Hazeldean Road and Carp Road in the suburban community of Stittsville. Hazeldean Road represents a major east-west arterial road, extending from Eagleson Road in the east to Spruce Ridge Road in the rural area of the City, outside of the urban boundary. The area surrounding the property is characterized by a classical suburban landscape, with commercial uses lining the major roads, while residential uses are generally located within subdivision-style neighbourhoods internal to the blocks. The adjacent land uses can be described as follows:

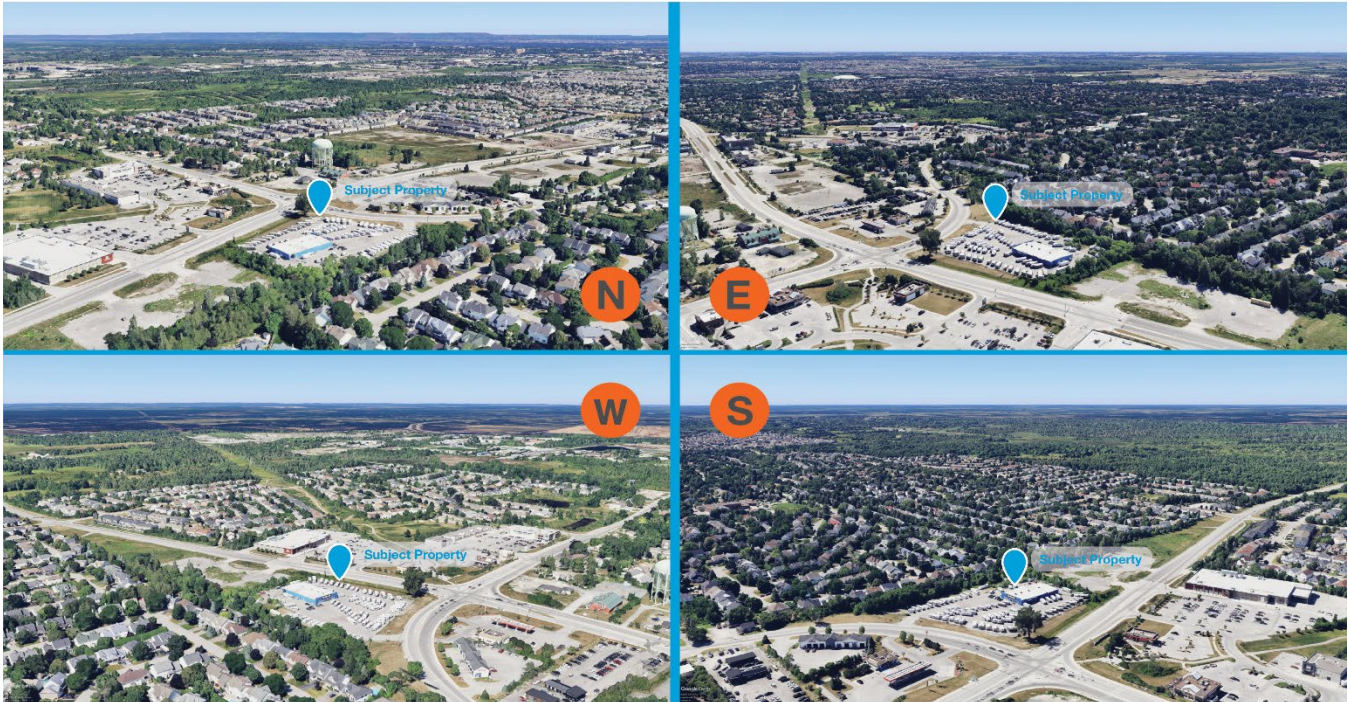


Figure 2: Graphic depicting the context surrounding the subject property.

North: North of the subject property is the intersection of Hazeldean Road and Carp Road, which represents a major commercial intersection in Stittsville. Abutting the intersection are several commercial uses, including, the Stittsville Corners Shopping Plaza, a Petro-Canada gas station, and a dental office. Several lots along Hazeldean Road, east of Carp Road, are currently vacant and represent significant development opportunities, similar to this proposal and the proposal for the neighbouring property at 6310 Hazeldean Road. Further north is an established residential neighbourhood as well as the future Hazeldean Horizons residential subdivision located along Hazeldean Road.

East: Immediately to the east of the subject property is the stretch of Carp Road between Hazeldean Road and Stittsville Main Street. This portion of Carp Road is characterized by low-rise detached dwellings fronting directly onto the street. A primary vehicular access to the Crossing Bridge Estates residential neighbourhood is located approximately 530 metres to the east along Carp Road from the existing access to the subject property. Further east, Carp Road intersects with Stittsville Mainstreet and is flanked on all sides by retail plazas and their associated parking lots.

South: The Crossing Bridge Estates residential neighbourhoods located directly to the southeast of the subject property. The neighbourhood is characterized by a relatively homogenous mixture of low-rise housing types, including single-detached, semi-detached, and townhouse dwellings. Located within this subdivision is A. Lorne Cassidy Elementary School, as well as several public parks of varying sizes. The majority of the properties to the immediate south have been extended through consolidation with a former City corridor, creating lots with depths of approximately 40 metres.

West: West of the subject property across Hazeldean Road is the Stittsville Corners retail plaza which features several small-scale retail stores as well as a Farm Boy grocery store, in addition to the surface parking provided for patrons of the plaza. Further west is Kittiwake Park which borders the Timbermere residential subdivision. The neighbourhood is characterized by a range of low-rise, low-density housing types, including single-detached, semi-detached, and townhouse dwellings. A hydro corridor bisects the neighbourhood from east to west extending westward outside of the urban boundary and eastward through the Stittsville community.

2.3 Road Network

The subject property is located at the intersection of Hazeldean Road and Carp Road. Hazeldean Road represents a primary east-west arterial road in the west end of the City, extending from Highway 7 in the west to Highway 416 in the east; however, the road is referred to as Robertson Road west of Eagleson Road. The road provides vital connectivity through the Stittsville, Kanata, and Bells Corners communities, running parallel to Highway 417 to the north. Schedule C4 of the City of Ottawa Official Plan designates this road as an Existing Arterial Road (Figure 3).

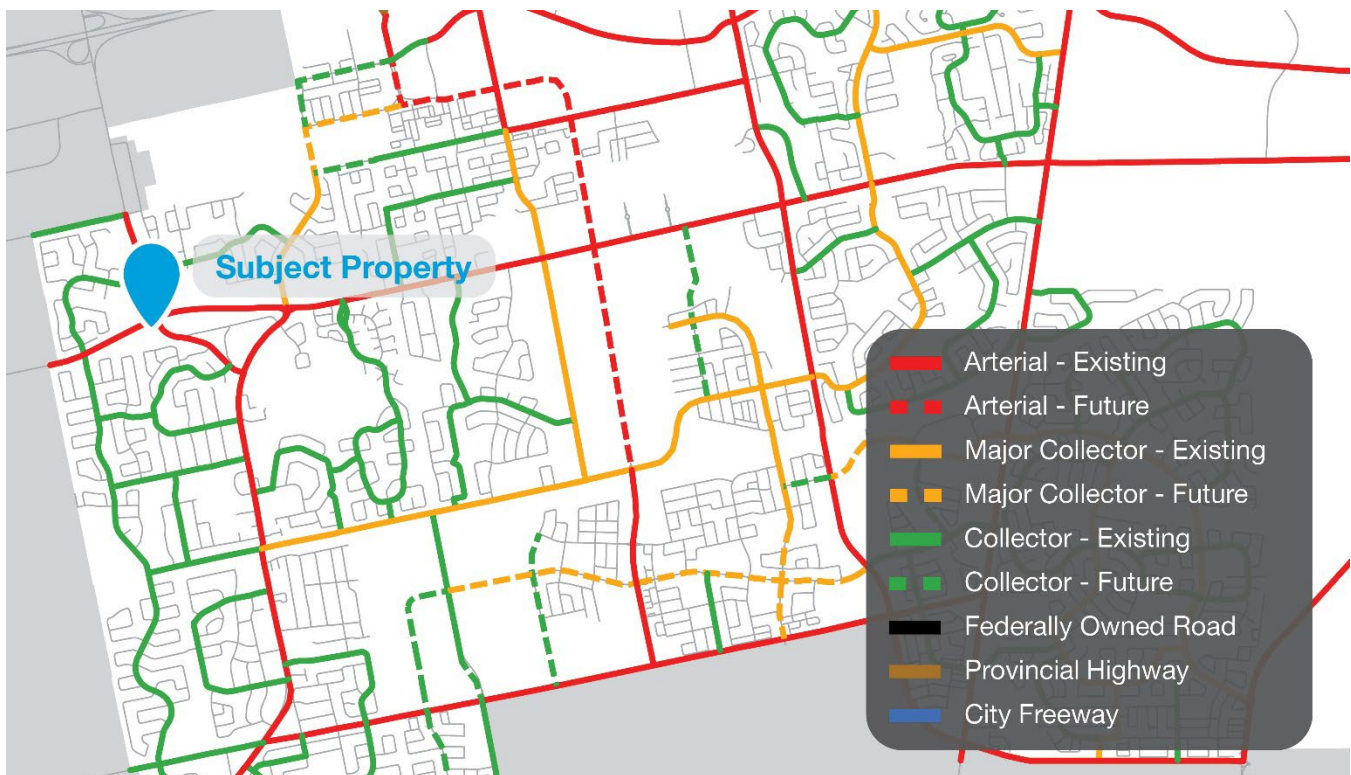


Figure 3: Schedule C4 - Urban Road Network (subject property identified).

Carp Road, also designated as an Existing Arterial on Schedule C4, provides a vital connection between Hazeldean Road and Stittsville Mainstreet to the south, linking the two major commercial corridors in the Stittsville community. The intersection of Hazeldean Road and Carp Road also represents the historic centre of Stittsville, previously known as “Stitts Corner”.

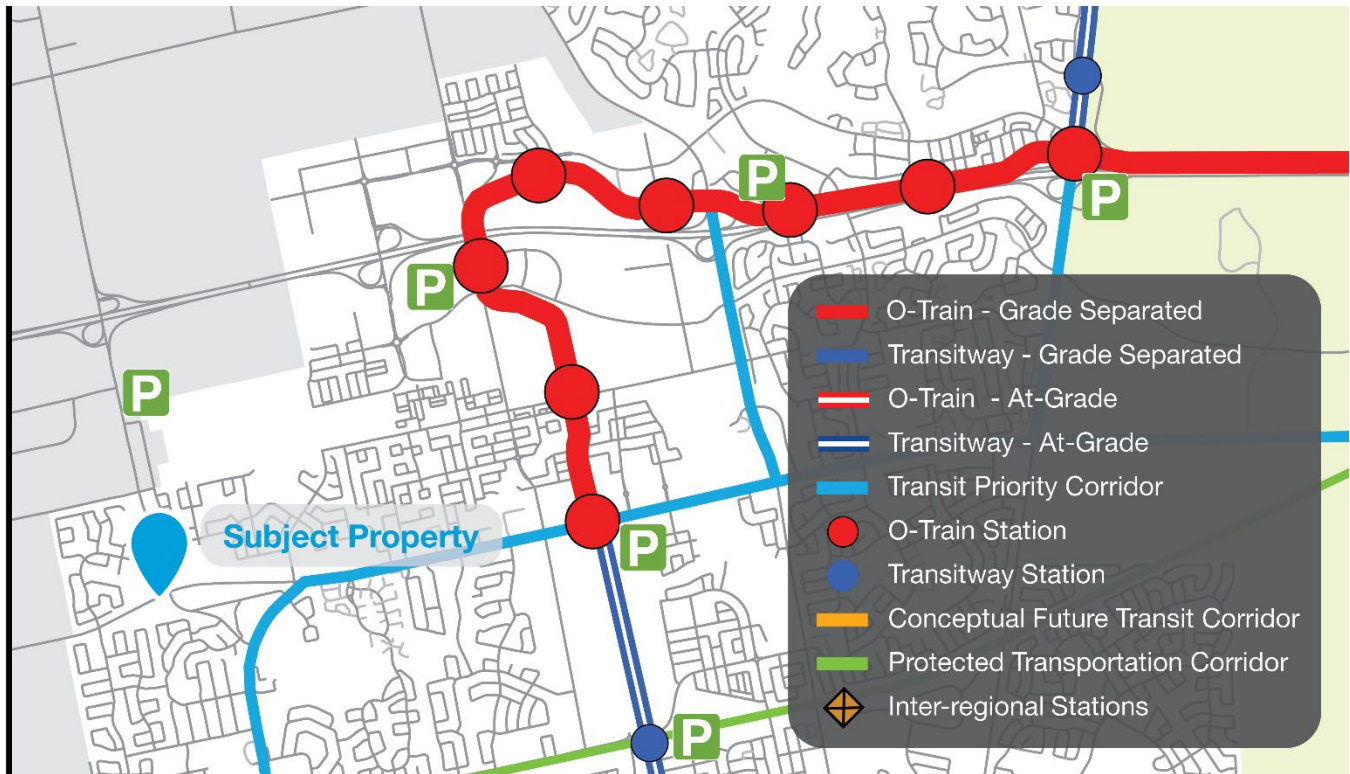


Figure 4: Schedule C2 – Transit Network (Ultimate) (subject property identified).

Hazeldean Road is designated as a Transit-Priority Corridor east of Stittsville Mainstreet, per Schedule C2 of the Official Plan (Figure 4). Although the site is not located along a Transit-Priority Corridor, routes 61 and 162 feature stops at the intersection of Hazeldean Road and Carp Road, providing access to major transit junctions and LRT stations, including Lincoln Fields, Bayshore, and Tunney's Pasture. As depicted on Schedule C2 (Figure 4), a future LRT station is planned along Hazeldean Road, east of Iber Road, located approximately 3 kilometres from the subject property.

3.0 Proposed Development

3.1 Purpose

Through this application, the owner is proposing to redevelop the site with a retirement home facility based on their retirement living model primarily employed across Quebec, providing options for both independent and assisted living within their full portfolio. The proposal is for a Zoning By-law Amendment, seeking relief from specific provisions of the Zoning By-law related to the building height and setbacks. Additionally, this application is seeking site-specific relief related the details related to the definition of “retirement home” use so as to reflect the operation and practical realities of modern retirement home models.



Figure 5: Proposed interior courtyard, serving residents and visitors of the facility.

3.2 Project Description

The proposed development features a U-shaped bar building made up of several block segments surrounding a central courtyard. The building generally features three (3) tiers of building heights: a 14-storey tower, as well as nine (9) and five (5) storey podium segments. The 14-storey portion of the building addresses the Carp Road frontage parallel to the road with the broad faces of the building facing north and south. The tower is set atop a nine (9) storey podium, with sections extending south along the Hazeldean frontage and to the east along the Carp frontage, in addition to a small portion extending to the north of the tower. To the rear of the site is the five (5) storey portion of the building which runs parallel to the rear lot line, abutting the residential neighbourhood to the southeast.

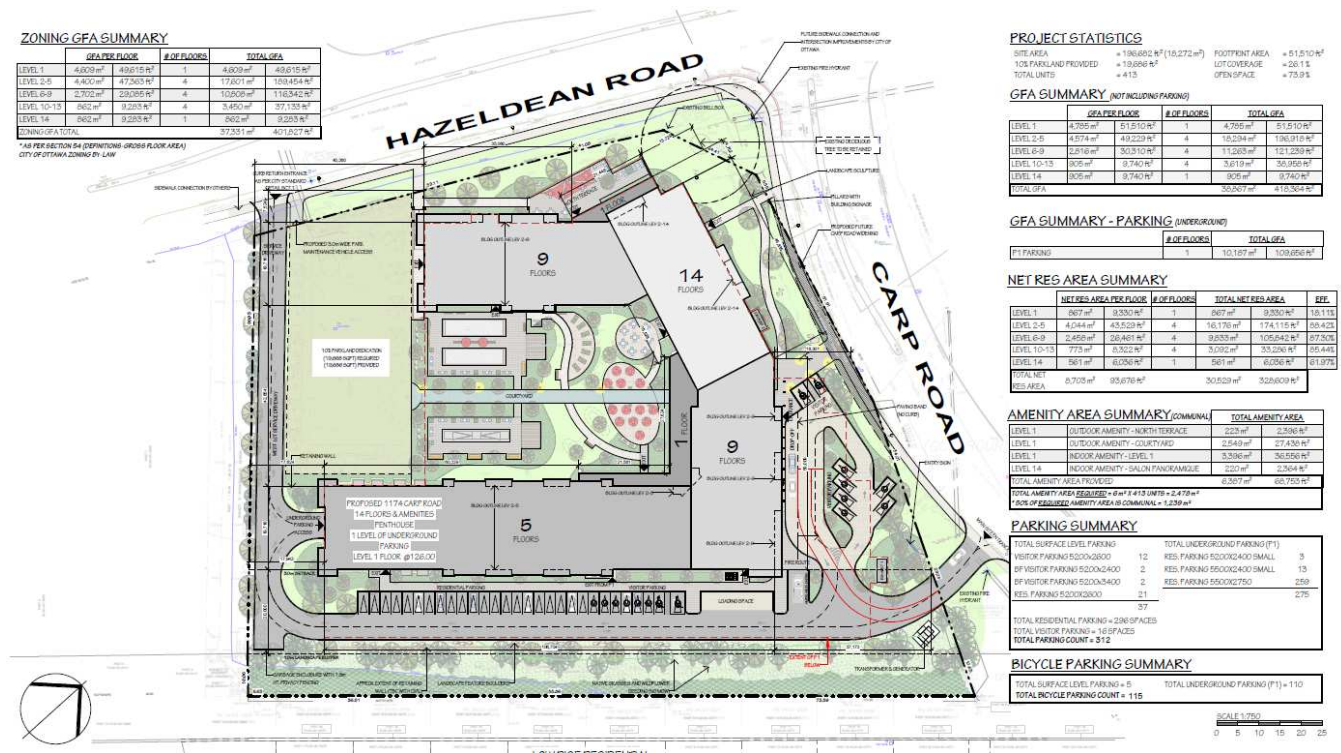


Figure 6: Site plan of the proposed development.

The proposed building heights step down towards the adjacent residential uses to the southeast so as to ensure the undue impacts resulting from the increased building heights are mitigated. Alongside the building orientation, the proposed development seeks to maintain the 10-metre vegetated buffer along the rear property line, providing additional screening and privacy to the residential dwellings directly abutting the development. It is also worth noting that the residential properties abutting the property to the rear feature deep lots with depths of approximately 40 metres in most cases. These properties are thus further separated from the proposed development than would generally be anticipated in a residential subdivision.

The Hazeldean Road frontage is proposed to be improved with a continuation of the sidewalk, running parallel to the frontage, providing access to the nearby sidewalk connections to the north and south along Hazeldean Road. The continuation of the sidewalk is proposed to extend along the Carp Road frontage as well, allowing for direct connections to the primary building entrance along this frontage.



Figure 7: Five (5) storey podium wing of the building, extending along the rear of the property, buffered from the properties to the east by the provided parking area and retained 10-metre vegetated area.

Two (2) vehicular accesses are provided onto the site, with an internal circulation network extending around the perimeter of the site. An additional vehicular turnaround is provided at the main entrance to the building along the Carp Road frontage for the purpose of pickup and drop-offs, as well as emergency vehicle access. A dedicated emergency pick-up location has also been provided in the parking area fronting on Carp Road.



Figure 8: View looking south towards the corner of the proposed development at the intersection of Carp road and Hazeldean Road.

As part of this proposal, the site plan features the required parkland dedication area, located along the Hazeldean Road frontage to the south of the proposed development. The area of the parkland is proposed to be approximately 1,828.9m², or 10% of the lot area. The proposed parkland is generally rectangular in shape and has been sited adjacent to the courtyard provided as part of the proposed development. Although the parkland is to be owned and operated entirely by the City of Ottawa, the adjacency of the park to the courtyard provides for a greater contiguous area of active greenspace on the site and continuity across both the private and public spaces. The proposed building maintains a three (3) metre setback from the parkland dedication area, with balconies extending into this setback approximately 1.5 metres as a permitted projection.

4.0 Policy & Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Province of Ontario enacted a new Provincial Planning Statement (PPS) on October 20th, 2024, which represents the consolidation of the previous PPS (2020) and the *Growth Plan* (2019) into a single comprehensive policy document. Included as part of the consolidation are several updates to the previous sets of policies, with a specific emphasis on growth targets and urban boundary expansion related to the provision of greater opportunities for housing across the province. All municipal development policies, documents and decisions must be consistent with the PPS, read in full, as of the date of enactment.

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

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:

- a) 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,
- b) 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:

- a) 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;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

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:

- b) permitting and facilitating:
 - 1. 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,
 - 2. 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;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation; and,
- d) are transit supportive.

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.4.3.1 Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

2.8.1.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; and,
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

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

- a) support the achievement of compact, transit-supportive, and complete communities; and,
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

3.3.3 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

5.2.4 Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.

The proposed development aligns with the policies and direction provided by the Provincial Planning Statement (2024) as they relate to this Zoning By-law Amendment. This proposal seeks to facilitate the development of a retirement home facility, supporting the provision of housing for seniors along an identified transportation corridor with access to existing municipal services and community resources. The development of the site represents the utilization of existing infrastructure and services, promoting the efficient development of land within the City's urban boundary. This proposal also represents efforts to retain natural vegetation and biodiversity, as well as establish vegetation and greenspace so as to create a built environment which is preparing for the anticipated effects of climate change.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022. The Plan provides a framework for the way that the City will develop 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 set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. The relevant sections are outlined below:

Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

The proposed redevelopment of an underutilized site along an identified Mainstreet Corridor represents the execution of the Official Plan's direction to intensify areas within the urban boundary in support of the provision of housing for a specified group. The subject property is sited along Hazeldean Road in the community of Stittsville, which is well-served by existing infrastructure and services, capable of supporting the proposed intensification.

4.2.2 City-Wide Policies – Parks and Recreation Facilities

Section 4.4 of the Official Plan speaks to the role of parks in providing spaces for active and passive recreational opportunities, as well as representing an important component of the City's overall greenspace network. The policies of this section provide a city-wide approach to planning policy as it relates to parks. Matters including park typology and classification, distribution, and comprehensive neighbourhood design are all considered through these policies as they relate to the planning and placement of park facilities. The relevant policies have been identified below:

- / Policy 2 of Section 4.4.1 – All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
 - a) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
 - i. Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
 - ii. Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
 - iii. Be of a usable shape, topography and size that reflects its intended use;
 - iv. Meet applicable provincial soil regulations; and,
 - v. Meet the minimum standards for drainage, grading and general condition.

The proposed parkland to be dedicated to the City, with an area of 1,829m², represents a dedication area of adequate quality and size, meeting the City's established requirements and standards per the relevant policies and by-laws. The size, shape, and characteristics of the lands to be dedicated for a park represent a

usable and unencumbered space, per the provided supporting plans and studies. Further evaluation of the parkland will follow as part of the Site Plan Control application.

- / Policy 1 of Section 4.4.4 – For areas with a Future Neighbourhood Overlay and in the Outer Urban and Suburban transects, the City has the following preferences:
 - a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred; and,
 - b) In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks; and,
 - c) For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks.

The proposed parkland meets, and slightly exceeds, the required dedication size required through the applicable provisions of the Parkland Dedication By-law. The park is intended to co-exist beside the courtyard servicing the proposed retirement home facility. While the courtyard is to remain under private ownership as part of the retirement home facility, the alignment of these two features represents an efficient co-location of similar assets, contributing to the use value of the proposed parkland.

The proposed development satisfies the parkland dedication requirement mandated through the relevant policies and by-laws, presenting a viable and suitable area to accommodate a future City-owned park. The size, shape, and general land characteristics meet the standards established through the policies of the Official Plan. Further evaluation and fit-up will be required as part of a future Site Plan Control application. Overall, the parkland as proposed, in relation to the layout and design of the remainder of the lands, represents a positive contribution to the City's future parkland holdings, in line with the goals established through this section of the Official Plan.

4.2.3 Suburban Transect

The subject property is located within the Suburban Transect on Schedule A – Transect Policy Areas (Figure 10). The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. These neighbourhoods were originally planned by the former Regional Municipality of Ottawa Carleton as satellite cities that were to feature a complete range of residential, commercial and employment opportunities anchored by a Town Centre that was linked by rapid transit to the Downtown Core.

The applicable policies of Section 5.4 for the proposed development are outlined as follows:

- / Policy 1 of Section 5.4.1 – The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.

Due to the nature of the site and the proposed use, the orientation of the building addresses the frontages in an oblique fashion. The resulting building wall is setback from the lot lines, though, on-site paths and connections to the public sidewalk are provided which seek to create a pedestrian-oriented interface between the proposed building and the public realm. Although existing within a suburban context, the proposed use seeks to integrate urban design elements typically indicative of mainstreets.

- / Policy 3 of Section 5.4.1 – In the Suburban Transect, this Plan shall support:
 - a) A range of dwelling unit sizes in:
 - i. 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.

The proposed development will support the development of housing for seniors requiring varying levels of care in a facility suited to support their needs as well as allowing for their integration into the surrounding community.

- / Policy of Section 5.4.3 – Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights 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 proposed development represents a context-sensitive approach to incorporating greater densities along a Mainstreet Corridor through increased building heights, while respecting the relevant urban design and transition policies outlined in the Official Plan. The proposed maximum building height features adequate transition from adjacent low-rise residential areas through strategic tower siting and buffering to the south – utilizing the existing vegetated area and provided a parking area to the rear represents a 30-metre setback from the property lines to the southeast. This allows for the proposed building to meet the angular plane transition requirements as established through Section 4.6 of the Official Plan as well as the Urban Design Guidelines for High-Rise Buildings.

Additionally, the subject property is sited along Hazeldean Road, which benefits from an approximate right-of-way width of 45 metres. As a result, the proposed tower represents a building wall that is nearly proportionate to the width of the abutting right-of-way, providing adequate transition to those lands to the west of Hazeldean Road.

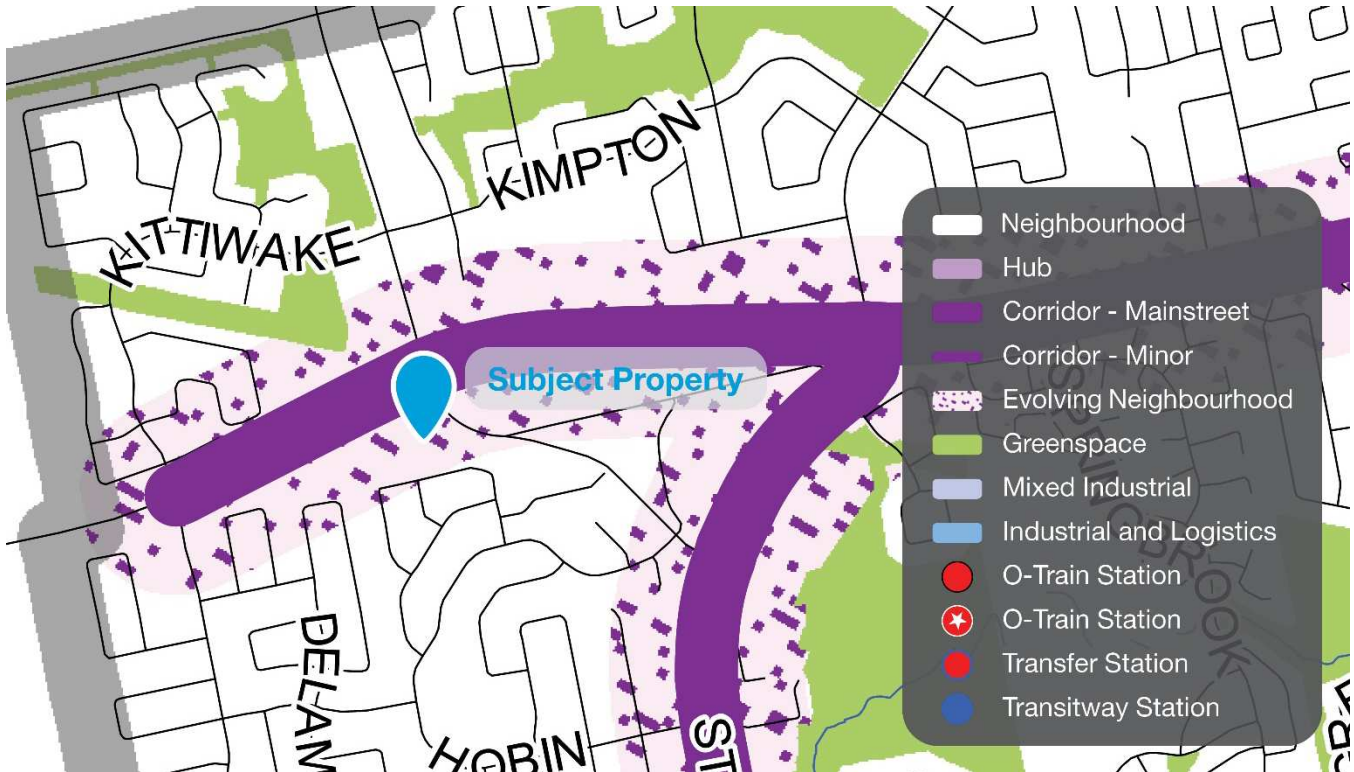


Figure 9: Schedule B2 - Inner Urban Transect (subject property identified).

4.2.4 Mainstreet Corridor

The subject property is designated “Corridor – Mainstreet” on Schedule B4 of the Official Plan. 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 following policies apply to the proposed Zoning By-law Amendment application as follows:

- / Policy 1 of Section 6.2.1 – The Corridor designation applies to any lot abutting the Corridor, subject to:
 - a) Generally, a maximum depth of:
 - i. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;

The subject property exists entirely within 220 metres of the centreline of Hazeldean Road and is therefore designated Mainstreet Corridor.

- / Policy 2 of Section 6.2.1 – 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 stepbacks where appropriate. Further, development: Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
 - c) For site 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,
- d) Shall be prohibited from including functions or 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 features the greatest densities and tower heights adjacent to the Mainstreet Corridor frontage, with the nine (9) storey portion of the building extending along both frontages, while the 14-storey tower is located at the north-west corner of the site. Adequate transitions to the abutting residential neighbourhood to the southeast is achieved through a significant tower and building setback, as well as the strategic siting of the 14-storey portion of the building, so as to emphasize the relationship with the adjacent road intersection, while minimizing impacts on nearby sensitive land uses.

Additionally, pedestrian circulation internal to the site, as well as direct connections to future municipal sidewalks is intended to be proposed through a future Site Plan Control application in coordination with the development of the dedicated parkland located along the southern edge of the site.

- / Policy 3 of Section 6.2.1 – Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
 - a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
 - b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
 - c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development, given that nature of the facility and its purpose, is intended to support the residents of the building through variety of service offerings ranging from a pharmacy, fitness facilities, and cafeteria. The proposed development is not intended to support retail traffic as this would present significant challenges to the safe and efficient operation of the retirement home operation. As a result, the proposed development represents the development of a residential use, with services capable of supporting its residents, presenting a less significant impact on the availability of surrounding services and facilities in the community than would otherwise be anticipated by a proposed residential development.

4.2.5 Evolving Overlay

The City has established overlays which provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that is otherwise not included in the designation section of the Official Plan.

The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The applicable policies of Section 5.6.1 for the proposed development are outlined as follows:

- / Policy 2 of Section 5.6.1 – Where an Evolving Overlay is applied:
 - a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and,

- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.
- / Policy 6 of Section 5.6.1 – Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

The City of Ottawa Zoning By-law is currently being updated to reflect the policy direction of the Evolving Overlay. The proposed development contributes to the intensification of an identified Corridor and the establishment of an urban built form, while respecting the existing context within the suburban community of Stittsville.

The proposed Zoning By-law Amendment on the subject property is shown to align with the direction provided by the Official Plan, and as a result, adheres to the applicable policies of the Suburban Transect, Mainstreet Corridor Designation, and Evolving Overlay.

4.2.6 Urban Design

Urban Design 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 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 in a Hub, 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. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

The subject property is located within a Tier 3 Design Priority Area (DPA) per the policies of the Official Plan. As such, the proposed development seeks to respond to the relevant design policies and embrace the role this project plays in contributing to the evolving built environment of Hazeldean Road, and Stittsville more generally.

- / Policy 1 of Section 4.6.3 – 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.

The proposed development incorporates a variety of elements along both the Hazeldean Road and Carp Road frontages so as to ensure pedestrian connectivity with adjacent uses and services – including the retail plaza to the west – is made safer, accessible, and enjoyable. The site is anticipated to support a MUP extending along both frontages providing access to the interior courtyard, front entrance, and crosswalks along Hazeldean Road. These paths of travel are intended to be improved with features such as landscaping elements, helping to create an interface which interacts with the built environment as opposed to the high-volume arterial roads.

- / Policy 1 of Section 4.6.5 – Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

As discussed in Sections 4.3 and 4.4 of this report, the relevant urban design guidelines related to development along mainstreets, as well as the development of high-rise buildings has been considered.

- / Policy 2 of Section 4.6.5 – 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.

The proposed development has been designed so as to address the multiplicity of environmental and built elements impacting the site. The U-shape seeks to provide for the greatest heights and densities along both street frontages, contributing to the framing of the street in a manner respectful of the mainstreet corridor policies. Additionally, this building shape allows of the establishment of an internal courtyard which lends itself to a greater contextual relationship to the abutting dedicated parkland. Both park and courtyard elements benefit from the complementary framing from the building, while still being provided their own, unencumbered space.

- / Policy 3 of Section 4.6.5 – 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.

The loading and parking facilities have been located to the rear of the site as well as in the underground parking garage, so as to minimize any operational or visual impacts from the public realm.

- / Policy 3 of Section 4.6.5 – Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development and retirement home facility model seeks to promote outdoor activities and interaction within the greater community. As a result, the proposed development features significant efforts to ensure universal accessibility is maintained and provided across the site.

- / Policy 1 of Section 4.6.6 – To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

As discussed in Sections 4.3 and 4.4 of this report, the relevant urban design guidelines related to development along mainstreet, as well as the development of high-rise buildings has been considered.

- / Policy 2 of Section 4.6.6 – 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 By-law or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development features a gradation in building heights ranging from 14-storeys at the northwest corner of the site, down to nine (9) storeys for a large portion of the building along both frontages, and down to five (5) storeys for the portion at the rear of the building abutting the surface parking lot. The low-rise

residential neighbourhood to the east is provided with a significant setback from the proposed building, in addition to the maintained vegetated area which is to provide additional buffering from the development.

- / Policy 3 of Section 4.6.6 – Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The proposed development on the property directly to the southwest features a significantly different context in terms of building heights and built form, which provides for variation in the overall massing from what is proposed on the subject property.

- / Policy 4 of Section 4.6.6 – Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

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

The proposed development features a prominent courtyard internal to the site which is intended to be programmed with age-specific activities as well as those suited for visitors. The nature of the space as a courtyard naturally lends itself to providing adequate protection from inclement weather and intense heat. Additional measures such as shading, plantings, and building accesses are to be provided so as to ensure the space is welcoming and safe to both residents and visitors.

- / Policy 7 of Section 4.6.6 – Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
 - a) Frame the street block and provide mid-block connections to break up large blocks;
 - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
 - c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and,
 - d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and,
 - iii. Minimize microclimate impacts on the public realm and private amenity areas;

The proposed development, aside from the tower portion, is representative of a mid-rise block building, featuring a five (5) storey portion at the rear, and nine (9) storeys elsewhere. The mid-rise building form lends itself well to the street frontages as a way of framing the street frontages, being relatively proportionate to the right-of-way widths. The mid-rise built form also seeks to create a comfortable middle portion which is intended to relate to the planned context along Hazeldean Road, helping to enhance the tower portion and ensure the development remains sensitive to the ground-oriented mainstreet character.

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

The high-rise portion of the building is sensitively located and designed to mitigate for any potential adverse impacts related to its design. The tower footprint is approximately 890 square metres in size, but as it is 14-storey building, there is no long shadow typically associated with a point tower. Further, the shadowing impacts generally fall within the right-of-way, and away from adjacent residential properties. The height and floorplate allow the development to balance the required gross floor area and amenities for a functional project, while protecting for and developing new landscaping opportunities.

- / Policy 9 of Section 4.6.6 – 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.

As the sole high-rise tower on the site, the siting of the tower on the north-west corner of the property provides adequate separation from any adjacent potential towers of abutting lands – the most relevant being the proposed development at 6310 Hazeldean Road. The site plan includes and identifies the proposed building heights on the lot to the southwest, as well as the anticipated setbacks from the proposed development.

- / Policy 10 of Section 4.6.6 – Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

As identified on the site plan, the proposed tower does not interfere with, nor limit the potential for the development of any high-rise or high-rise+ building on any adjacent sites.

4.3 Urban Design Guidelines for High Rise Buildings

The Guidelines for High-Rise Buildings were approved by City Council in 2018. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines. The Guidelines are organized around three elements of design:

Context guidelines encompass views, vistas and landmarks, transition in scale, infill, and heritage:

- / Views and angular planes are to be respected in the development process, and view analysis are required to evaluate the potential impact of proposed development on views and viewplanes. Proposals for high-rise development are to clarify whether the building will be a landmark building or a background building through context analysis, and design should suit the building's intended role (landmark or background) in the city's skyline;
- / Height transitions are to be progressive, with buildings nearer the edge of high-rise areas to be progressively lower in height than those in the centre. High-rises proposed on sites surrounded by other high-rise buildings of consistent should relate to that height and scale, as well as provide variation. The base of a building should relate to the height and type of the existing or planned street wall context.

Built Form guidelines concern the morphology and how it impacts the experience of tall buildings, distinguishing point towers and bar buildings:

- / Point towers (narrow, with small floor plates) are the preferred built form.
- / Bar buildings are appropriate in specific circumstances, where they can be oriented north-south, placed to frame streets and open spaces, and coordinated with point towers to create a “balanced grouping” of high-rise types.

Pedestrian Realm guidelines concern the unique opportunities and challenges in the design of public and private open spaces in concert with high-rise development:

- / The maximum recommended floorplate for a high-rise residential tower is 750 square metres with larger towers where design features have been incorporated to mitigate wind and shadow impacts, maintain sky views, and allow for access to natural light;
- / The minimum separation between towers should generally be 23 metres. This includes separation from towers on adjacent properties (11.5 metres on each side of the shared property line);
- / The middle of the tower should step back 3 metres or more from the base. A minimum setback of 1.5 metres would be acceptable; and
- / Parking should be located underground or at the interior of the site;
- / A minimum of 6 metres of space should be provided between the curb and the building face along the primary frontages of a high-rise building.

As identified in the accompanying Urban Design Brief, the proposed development for a 14-storey retirement home facility meets many of the guidelines as it relates to the tower portion of the building. The tower benefits from a wide right-of-way width along Hazeldean Road as well as a significant setback from both the southern and eastern lot lines, allowing for adequate separation and transition from neighbouring uses. The building is of an appropriate scale, representative of the planned suburban mainstreet context along Hazeldean Road.

Many of the detailed design elements of the tower and development as a whole are to be further refined as part of a future Site Plan Control application.

4.4 Urban Design Guidelines for Development Along Arterials Mainstreets

Urban Design Guidelines for Development along Arterial Mainstreets apply to all development with frontage along an Arterial Mainstreet, as described in the 2003 City of Ottawa Official Plan. Arterial Mainstreets are generally characterised as post-1945 automobile-oriented streets with lower densities, larger buildings, varied setbacks, and single purpose commercial uses. The applicable guidelines include:

Mainstreet as well as features which relate to and interface directly with the street:

- / Locate new buildings along the public street edge;
- / Provide a 2.0 metre wide unobstructed concrete sidewalk along the identified mainstreet and locate the sidewalk to match the approved streetscape design plans for the area. In addition, provide a 2.0 to 4.0 metre wide planted boulevard and a 1.0 to 3.0 metre landscape area in the right-of-way;
- / Plant trees in the boulevard when it is 4.0 metres wide. If the boulevard is less than 4.0 metres wide, plant the trees in the landscape area to ensure healthy tree growth;
- / Use buildings, landscaping, decorative paving, bicycle parking, and other streetscape elements to create continuous streetscapes; and,

- / New building should be set back 0 to 3.0 metres from the front property line.

Built Form guidelines relate directly to the massing and scale of the buildings on the site as they relate to the street:

- / Design street sections with a ratio of building height to road corridor width of between 1:6 (low), 1:3 (medium) and 1:2 (high);
- / Base new developments on an internal circulation pattern that allows logical movement throughout the site. Design the internal circulation pattern with direct connections to the surrounding streets, where possible
- / Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations;
- / Design the built form in relation to the adjacent properties to create coherent streetscapes;
- / Landscape the area in front of building walls and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls;
- / 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 guidelines is concerned with the interactions between the development and active transportation features on and adjacent to the site:

- / Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites;
- / Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances;
- / Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer or resident entrance. Make all other on-site pedestrian walkways at least 1.5 metres wide;
- / Provide weather protection at building entrances, close to transit stops and in places with pedestrian amenities;
- / Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way, across private access driveways. Ensure little or no change in elevation; and,
- / Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas.

Vehicles and Parking guidelines address the orientation and location of vehicles accesses and parking on the site:

- / 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;
- / Locate parking structures that serve multiple properties in the interior of the block as intensification occurs;
- / Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross; and,
- / Provide a consistent width of landscape and pedestrian areas across the front of the site.

Landscape and Environment guidelines provides specific guidance as it relates to the landscaping surrounding and, on the site, as well as recommendations related to tree planting and spacing:

- / 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;
- / Plant trees away from the curb next to private property when the boulevard is narrower than 4.0 metres;
- / Coordinate tree and street-light locations with above and below-grade utilities;
- / Plant trees, shrubs and ground cover on any unbuilt portions of the site that are not required to meet minimum parking requirements. This includes any areas reserved for future phases of development;
- / Use green building technologies such as green roofs, drip irrigation, and other Leadership in Energy and Environmental Design (LEED) approaches;
- / Protect and feature heritage, specimen and mature trees on site by minimizing grade changes and preserving permeable surfaces;
- / Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk;
- / Provide a minimum 2.5 metre wide landscape area along the site's side and rear yards in order to provide screening and enhance environmental benefits; and,
- / Plant street trees between 7.0 and 10.0 metres apart along public streets and internal pedestrian walkways. Plant trees in a 4.0 metre boulevard, a minimum 2.5 metres away from the curb of the public street and 1.5 metres from the public sidewalk. Plant in permeable surfaces with a minimum of 10.0 square metres of soil area per tree.

Signs guidelines speak to the placement, orientation, and general size of signage on the building and the property in relation to the street frontage:

- / Design buildings to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives;
- / Design sign illumination to be task oriented and avoid glare/light spillover toward adjacent land uses;
- / Locate and design ground-mounted and wall-mounted signs to complement the character and scale of the area and promote an active, pedestrian-friendly environment; and,
- / Restrict temporary and portable signs. Prohibit billboards, revolving signs and roof signs on private property.

Servicing and Utilities guidelines are concerned with the siting of servicing elements as well as site lighting:

- / Share service and utility areas between different users, within a single building or between different buildings, to maximize space efficiencies;
- / Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors; and,
- / Design lighting so that there is no glare or light spilling onto surrounding uses.

The proposed development seeks to take advantage of the property's corner lot condition through the framing of both street frontages and enhancing the connectivity of the site in relation to the intersection of Hazeldean Road and Carp Road. The nine (9) storey portions of the building extend along both frontages, providing ranging setbacks from the lot lines, with the building primarily oriented towards the northwest corner of the site. Operational elements, such as the drop-off and ambulance turnaround along the Carp Road frontage prevent the site from implementing a zero-lot line condition as intended for AM9-zoned sites, given the specific functions of the proposed development. As such, relief from the Zoning By-law pertaining to maximum setbacks is being sought through this application.

The proposed development also seeks to recognize the nature of the site as a Mainstreet Corridor through the provision of a MUP along the Hazeldean Road frontage and the locating of parking to the interior and rear of the site, where possible. The proposal seeks to emulate and align with the guidelines for development along mainstreets, while still providing the necessary health, wellness, and safety requirements demanded by the proposed use.

Many of the detailed design elements of the tower and development as a whole are to be further refined as part of a future Site Plan Control application.

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

The subject property is zoned AM9 – Arterial Mainstreet, Subzone 9. The purpose of the Arterial Mainstreet zone is to:

- / accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and,
- / impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The table below lists the permitted uses in the AM zone:

Residential	Non-Residential
apartment dwelling low rise, apartment dwelling, mid rise and high-rise, bed and breakfast, dwelling units, group home, home-based business, home-based day care, PUD retirement home , retirement home, converted, rooming house, stacked dwelling, townhouse dwelling	amusement centre, amusement park, animal care establishment, animal hospital, artist studio, automobile dealership, automobile rental establishment, automobile service station, bank, bank machine, bar, broadcasting studio, car wash, catering establishment, cinema, click and collect facility, community centre, community health and resource centre, convenience store, day care, diplomatic mission, drive-through facility, emergency service, funeral home, gas bar, hotel, instructional facility, library, medical facility, municipal service centre, museum, nightclub, office, park, parking garage, payday loan establishment, personal brewing facility, personal service business, place of assembly, place of worship, post office, production studio, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, school, service and repair shop, sports arena, storefront industry, technology industry, theatre, training center, urban agriculture

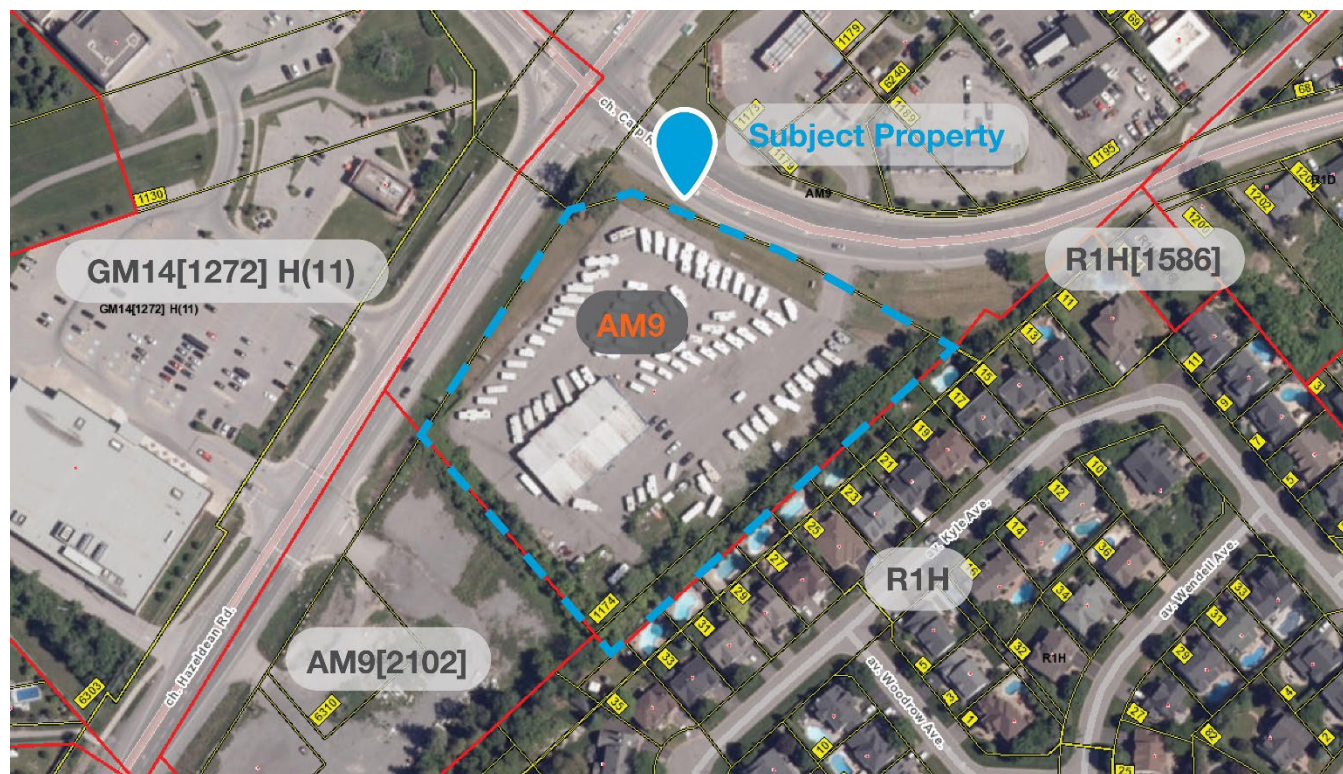


Figure 10: Zoning on the subject property and surrounding area (GeoOttawa).

Zoning Mechanisms			Required	Proposed	Compliance
Minimum lot area			No minimum	18,268.11m ²	✓
Minimum lot width			No minimum	100.2 metres	✓
Front yard and corner side yard	Residential use building	Minimum	3 metres	7.5 metres	✓
Minimum interior side yard	All other cases		No minimum	17.5 metres	✓
Minimum rear yard	All other cases		7.5 metres	30 metres	✓
Maximum building height	In any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone		20 metres	N/A	✓
	More than 30 metres from a property line abutting a R1 – R4 zone		30 metres but in no case greater than nine storeys	45.1 metres	✗

Zoning Mechanisms		Required	Proposed	Compliance
Building walls along street frontage		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	<30%	✗
Landscaped area along lot lines	All other cases	No minimum, except where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.	Yards are landscaped accordingly 10 metre landscape buffer along the rear lot line	✓
Amenity Area (Section 137)	Retirement Home	Total: 6 m ² / dwelling unit, and 10% of the gross floor area of each rooming unit (2,478m ²) Communal: A minimum of 50% of the required total amenity area (1,239m ²)	Total: 6,387 m ² All amenity space is communal	✓

Provision	Required	Provided	Compliance
Minimum Parking Required (Area C of Schedule 1A)	Retirement Home: 0.25 spaces per unit; and, 1 space per 100m ² of GFA used for medical, health, or personal services	312 spaces total resident spaces provided	✓
Bicycle Parking	0.25 spaces / dwelling unit 413 units x 0.25 bicycle spaces = 103 bicycle spaces	115 bicycle spaces provided (0.28 spaces / unit)	✓

5.0 Zoning By-law Amendment

5.1 Proposed Zoning By-law Amendments

The Zoning By-law Amendment proposed through this application seeks to facilitate the development of a retirement home facility on the subject property. The specific relief sought through this application relates to provisions of the By-law pertaining to building height and setbacks. This Zoning By-law Amendment also seeks to address the limiting definition for 'retirement homes' per the current Zoning By-law. Given the unique nature of the use and the operational requirements, the building has been designed so as to meet the intent and purpose of the Official Plan policies related to development along Mainstreet Corridors, while allowing for the efficient intensification of the lands in a manner which respects the requirements demanded by a retirement home facility.

The specific relief requested through this application is as follows:

1. To permit maximum building heights per Schedule XXXX;
2. To permit for less than 30% of the lot width within 3 metres of the lot line to be occupied by building; and,
3. Despite the definition of 'retirement home' in the Zoning By-law, the retirement home facility at 1174 Carp Road is not required to include rooming units.

5.1.2 Maximum Building Height

The AM9 zone provides specific guidance as it relates to the maximum permitted building heights relative to the proximate residential zones. The proposed development is deficient with regards to the following Zoning By-law provisions:

Table 185 – (f) Maximum Building height:

(iv) more than 30 metres from a property line abutting a R1 – R4 zone:

- 30 metres, but in no case greater than nine storeys.

The proposed maximum building height of 45.1 metres (14 storeys) seeks to provide for additional density as supported by the Mainstreet Corridor policies of the Official Plan. The Mainstreet Corridor designation generally permits mid-rise building heights (up to 9 storeys), while remaining consistent with the transition and urban design policies of the Official Plan, though, high-rise development may be permitted where the lot fabric is suitable for adequate transition to low-rise areas. The policies of the Official Plan stipulate that high-rise buildings may be considered along Mainstreet Corridors where adequate transition and road width can be provided.

In the case of the proposed development, the tower portion of the building has been strategically sited at the north-west corner, minimizing conflicts with surrounding properties and uses, as well as creating a landmark feature at a prominent intersection in the community. The tower, standing at 45.1 metres high and setback approximately 10 metres, presents a built form which, in relation to the Hazeldean Road right-of-way, maintains more than a 1:1 ratio, while also stepping down the building heights towards areas of greater sensitivity and adjacent lots. This approach to distributing densities maintains the functionality of the site, while ensuring the built form does not present undue impacts on the adjacent public realm, parkland, and existing residential areas. Within the context of the overall development, the proposed high-rise tower does not represent a significant departure from the building heights as-of-right, while allowing for the implementation of Official Plan height, density, and intensification policies along key corridors such as Hazeldean Road.

In addition to the tower characteristics and siting, the site also lends itself to increased buildings heights due to the size and nature of the lot in relation to the neighboring residential uses to the southeast. The subject property, which features a lot area of 18,268m², represents a large lot relative to the scale of the tower proposed through this application. The large lot allows for greater separation to be achieved between the tower and the residential areas to the east. The lot also features a 10-metre landscape buffer along the south-eastern lot line, which is currently existing and is to be maintained as part of the development. This vegetated area consists of a mixture of mature trees, which are intended to preserve the privacy of the residential dwelling backing onto the site.

The proposed Zoning By-law Amendment represents a context-sensitive approach to providing building heights and densities as anticipated through the applicable and relevant Official Plan policies.

5.1.3 Maximum Front Yard Setbacks

The proposed development features a built form and layout resultant from a desire to prioritize street-facing pedestrianized elements, while attention be paid towards the building as a prominent element of the mainstreet character. Although the Official Plan designates this stretch of Hazeldean Road as a Mainstreet Corridor, there are currently no immediate City-initiated plans to implement sidewalk or pedestrian infrastructure along Hazeldean Road west of Carp Road. As a result, the proposed development has considered the importance this connection and intends to construct the continuation of this network as part of the future Site Plan Control application, starting at the edge of the subject property to the west, extending to the future infrastructure at the Hazeldean Road and Carp Road Infrastructure.

The proposed amendment related to the minimum frontage within 3 metres of the front lot line, presents a challenge to this site given the length of the frontage and proposed massing of the building. The proposed development intends to frame the street in a non-linear fashion, while providing street-oriented infrastructure and activation through sidewalk connections to the proposed municipal parkland, as well as a terrace patio fronting onto Hazeldean Road. Additionally, given the existing stormwater swale located along Hazeldean Road, opportunities for tree planting are limited and further constrained by this provision of the Zoning By-law. This deviation seeks to provide additional room for tree planting along this frontage, contributing public realm and enhancing the pedestrian experience in relation to the proposed development.

The proposed development and front yard condition represents a desirable contribution to the future pedestrian environment, providing additionally flexibility as it relates to at-grade tree planting, landscaping, and pedestrianized elements. The proposal therefore is aligned with the priorities of the Official Plan as it relates to enhancing the pedestrian environment, while still providing the Mainstreet built form character intended by the relevant Urban Design policies.

The proposed building setbacks represent an attempt to enhance the streetscape through a street-framing building massing. The proposal is aligned with the priorities of the Official Plan as it relates to creating a massing which respects adjacent right-of way widths and proportionality, while still providing the Mainstreet built form character intended by the relevant Urban Design policies.

5.1.4 Retirement Home Definition

As part of initial discussions occurring during the Pre-Consultation phase of this application, it was determined that the current definition for retirement homes employed by the Zoning By-law may not fully reflect the various retirement home models in operation in Ontario today, nor the corresponding language found in the *Retirement Home Act*. Currently the Zoning By-law definition for “retirement home” use enlists a requirement for there to be a minimum of one (1) rooming unit in the building. Based on the model employed by Le Groupe Maurice, the inclusion of rooming units does not represent an efficient nor necessary use of space, while still meeting the needs and requirements anticipated from a retirement home.

The definition provided by *Retirement Home Act* is as follows:

“retirement home” means a residential complex or the part of a residential complex,

- (a) that is occupied primarily by persons who are 65 years of age or older,
- (b) that is occupied or intended to be occupied by at least the prescribed number of persons who are not related to the operator of the home, and
- (c) where the operator of the home makes at least two care services available, directly or indirectly, to the residents, but does not include,
- (d) premises or parts of premises that are governed by or funded under.

Under this definition, the use of a retirement home is governed by a different set of criteria from the Zoning By-law and does not require rooming units to meet the definition. Care services under (c) above are defined as follows under the *Act*:

“care service” means,

- (a) a prescribed health care service provided by a member of a College as defined in the Regulated Health Professions Act, 1991,
- (b) administration of a drug, as defined in the Drug and Pharmacies Regulation Act, or another substance,
- (c) assistance with feeding,
- (d) assistance with bathing,
- (e) continence care,
- (f) assistance with dressing,
- (g) assistance with personal hygiene,
- (h) assistance with ambulation,
- (i) provision of a meal, or
- (j) any other service prescribed as a care service,”

Le Groupe Maurice model provides for all of these services for residents on-site on an as-needed basis. Therefore, as the Le Groupe Maurice model is oriented primarily towards unrelated residents who are aged 65+ and provides more than two (2) care services listed above, it meets the definition of a retirement home under the *Retirement Homes Act, 2010*.

It is also worth noting that the City of Ottawa’s Draft Comprehensive Zoning By-law has included an updated definition for the “retirement home” uses as follows:

“Retirement Home means a building or a part of a building composed primarily of dwelling units and/or rooming units designed for the needs of senior citizens who require little to no assistance with daily living; may provide ancillary health, personal service, and recreational services to the residents of the home; may have up to 25 per cent of its gross floor area devoted to providing supervised or supportive inhouse care to those who need assistance with daily living including medical care, nursing care, counselling and social support services; and does not include a residential care facility or dormitory. (maison de retraite)”

As per the above, the revised definition specifies “dwelling units and/or rooming units”, which appears to resolve the issue sought to be addressed through this application.

Through this application, it is requested that site-specific relief be granted so as to allow for the operation of a retirement home without the inclusion of any rooming units, through an amended definition.

5.2 Proposed Zoning By-law Amendment

This property is currently zoned AM9. The following is an inventory of the revised zoning provision.

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions

XXXX (By-law 20XX-XXX)	AM9 [XXXX]	None	None	<ul style="list-style-type: none"> / To permit a maximum building height of 45.1 metres; / To permit for 0% of the lot width within 3 metres of the front lot line to be occupied by building walls; / Despite the definition of 'retirement home' in the Zoning By-law, the retirement home facility at 1174 Carp Road is not required to include rooming units.
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5.3 O1 – Park Rezoning

At the request of City Parks staff, the lands identified as “Parkland Dedication” on the Site Plan are to be rezoned as a separate block to O1 – Parks and Open Space. The purpose of this change is to reflect the future purpose of these lands as a city-owned park asset. The resultant zoning shall reflect this condition without impacting the zoning on the remainder of the subject property. It is understood that the proposed rezoning of these lands is being done at the request of staff, which as a result, does not change the specific qualification of this application as a minor Zoning By-law Amendment.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment application to facilitate the development of a 14-storey retirement home in the City of Ottawa constitutes good planning and is in the public interest for the following reasons:

- a) The proposed development is consistent with the intent of the Provincial Planning Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available;
- b) The proposed development conforms to the policy direction provided by City of Ottawa Official Plan regarding intensification and the land use policies for the Mainstreet Corridor designation;
- c) The proposed development conforms to and is consistent with the urban design objectives and direction established through the policies of Section 4.6 of the Official Plan;
- d) The proposal advances several of the City's Urban Design Guidelines for High-Rise Buildings and for Arterial Mainstreets; and,
- e) The proposed development complies with the general intent of the City of Ottawa Comprehensive Zoning By-law, subject to the specific Zoning By-law Amendments proposed through this application. The proposed Zoning By-law Amendments are supported by the applicable policies of the Official Plan as well as the supporting plans and studies accompanying this application, representing good land use planning through permitting the redevelopment of an underused parcel along a Mainstreet Corridor which is poised to support greater densities and intensification in line with the long-term development of the area.

Please do not hesitate to contact the undersigned should have any questions or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.



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Planner



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