



# 5872, 5880, 5884 Hazeldean Road & 7 Savage Drive Development

February 7th, 2025



5872, 5880, 5884 Hazeldean Road & 7 Savage Drive

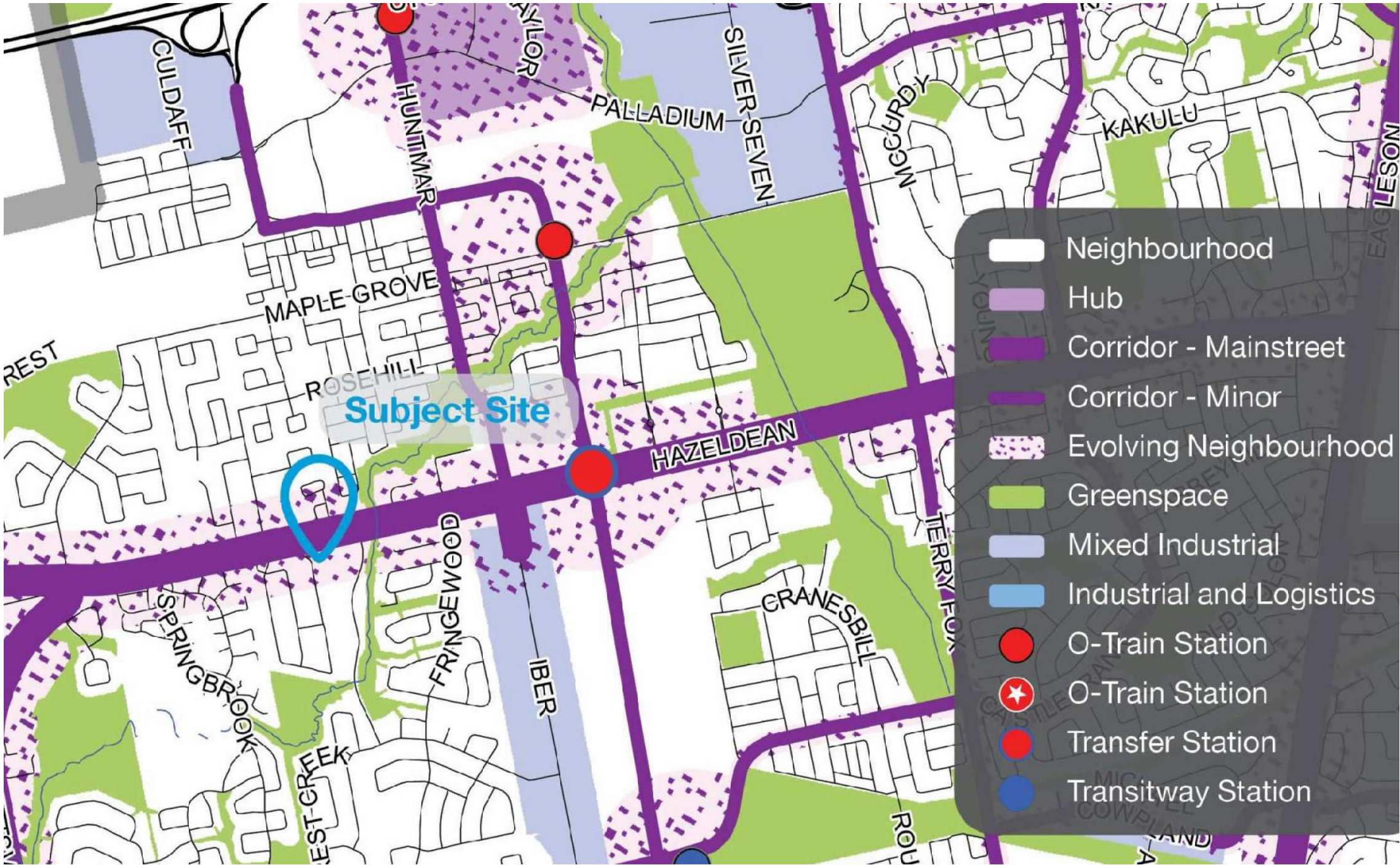
PROPERTY DESCRIPTION											
REZONE DEVELOPMENT PROJECT											
CITY OF OTTAWA PIN NUMBER			04462-0719, 04462-0733, 04462-0481 & 04462-0484								
MUNICIPAL ADDRESS			5872, 5880, 5884 HAZELDEAN ROAD & 7 SAVAGE DRIVE								
SITE INFORMATION											
TOTAL SITE AREA:		5857 m²									
SITE & ZONING		5872, 5880, 5884 HAZELDEAN ROAD	7 SAVAGE DRIVE								
ZONING TABLE		GM14 H(11)	R1D								
CITY OF OTTAWA ZONING BY-LAW No. 2008-250		REQUIRED	REQUIRED	PROPOSED							
MINIMUM LOT AREA		no minimum	600m²	5857 m²							
MINIMUM LOT WIDTH		no minimum	20m	78m							
MINIMUM FRONT YARD AND CORNER SIDE YARD SETBACK		3m	FY = 6m CSY = 4.5m	FY = BLDG A: 4.4m BLDG B: 6.3m CSY = BLDG A: 3m							
HYDRO SETBACK		6m	6m	6m							
ROW WIDENING		37.5m	-	Provided							
MINIMUM INTERIOR SIDE YARD SETBACK		1.2m	1m	BLDG B: 10.3m							
MINIMUM REAR YARD SETBACK		7.5m	9m	RY = BLDG A: 34.6m BLDG B: 40.2m							
MAXIMUM BUILDING HEIGHT		11m	11m (AREA C)	BLDG A: 60m BLDG B: 78m BLDG C: 13.5m							
MAXIMUM LOT COVERAGE		-	40 %	43.7%							
VEHICLE PARKING REQUIREMENTS (AREA C, SCHEDULE 1A)		1.2 PER UNIT = 456 SPOTS	1.2 PER UNIT = 456 SPOTS	239 SPOTS BELOW GRADE 9 SURFACE PARKING = 248 TOTAL							
VISITOR PARKING REQUIREMENTS (AREA C, SCHEDULE 1A)		0.2 PER UNIT = 91.2 SPOTS	-	82 SPOTS BELOW GRADE 9 SURFACE PARKING = 91 TOTAL							
AMENITY AREA REQUIREMENTS		6m² per unit (50% min. must be communal) TOWERS (BLDG A + B): 421 units x 6m² = 2736m² Min. 1263m² Communal	-	COMMUNAL: 1497m² BALCONIES: 2918m² TOTAL = 4415m²							
BICYCLE PARKING SPACES		0.5 PER UNIT = 228 SPACES	-	319 SPACES							
BUILDING INFORMATION											
BUILDING AREA:		BLDG A: 1152.9m²    BLDG B: 1116m²    BLDG C: 672m²									
GROSS AREA (ABOVE GRADE):		BLDG A: 15,899.2m²    BLDG B: 20,742.2m²    BLDG C: 2599.3m²    TOTAL: 39,240.7m²									
PROPOSED USE:		APARTMENT DWELLING, LOW-RISE AND TWO HIGH-RISE									
TOWER FLOOR PLATES:		BLDG A: 766.053m²    BLDG B: 784.336m²									
TOWER STEPBACKS FROM THE PODIUM:		BLDG A: Front = 1.5m Side = 1.85m    BLDG B: Front = 1.5m Side = 1.5m									
UNIT BREAKDOWN:											
BUILDING A: 174 UNITS BUILDING B: 247 UNITS BUILDING C: 35 UNITS		BUILDING A:		BUILDING B:		BUILDING C:					
		TYPE	#	RATIO	TYPE	#	RATIO	TYPE	#	RATIO	
TOTAL :		456 UNITS									
TYPE	#	RATIO			1BD	126	51.01%	1BD	29	82.86%	
1BD	249	54.61%			1BD+D	4	1.62%	1BD+D	3	8.57%	
2BD	144	31.58%			2BD	97	39.27%	2BD	3	8.57%	
2BD+D	18	3.95%			2BD+D	-		2BD+D	-		
STUDIO	20	4.39%			STUDIO	20	8.34%	STUDIO	-		
TOTAL: 456 UNITS					TOTAL: 174 UNITS		TOTAL: 247 UNITS		TOTAL: 35 UNITS		



The subject site is designated **Mainstreet Corridor** within the Urban Transect as outlined on Schedule B5 of the Official Plan.

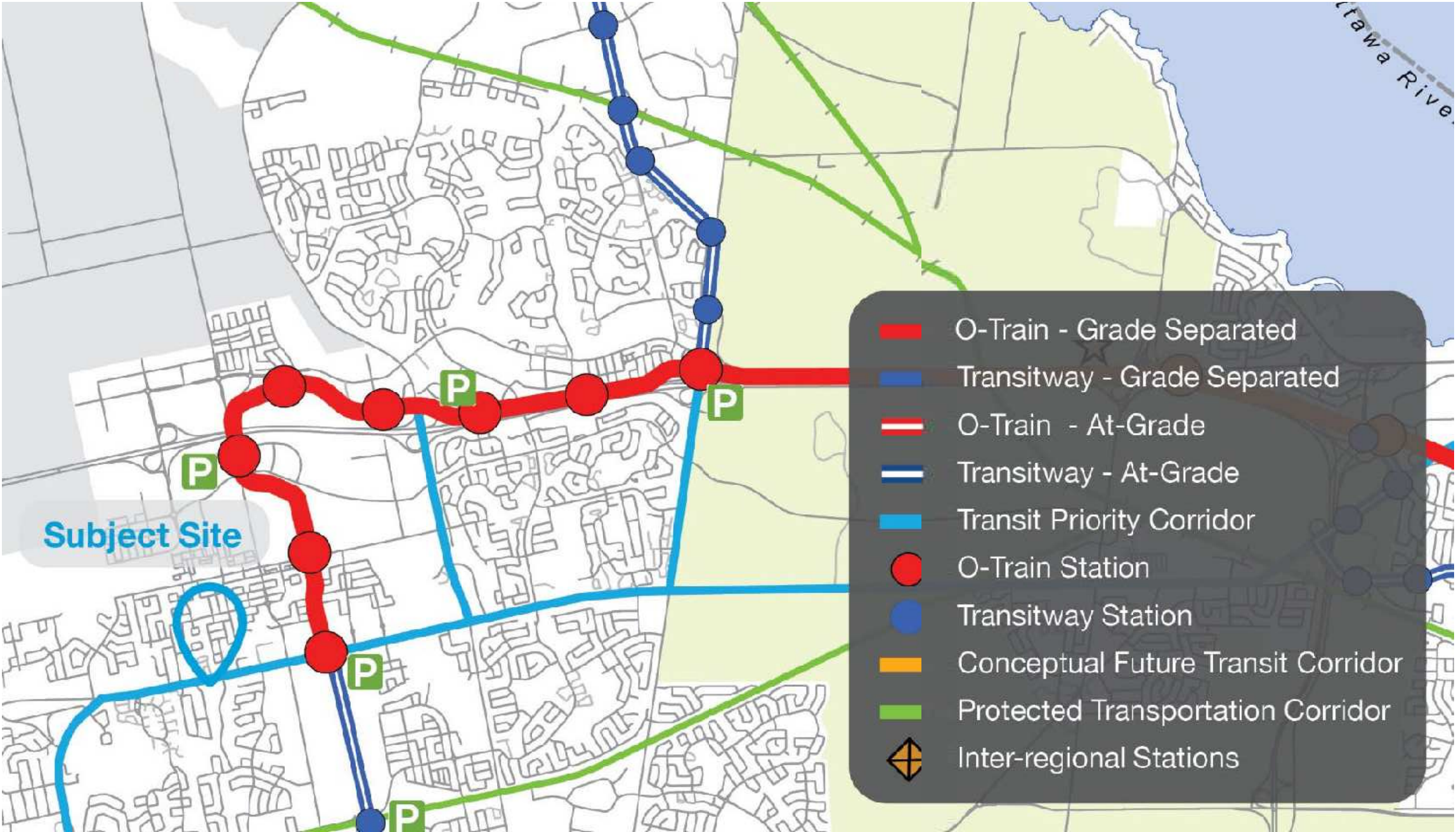
Along Mainstreet Corridors, new development shall provide a **dense, mixed-use environment** and contain active entrances facing the Corridor.

Building heights of **up to 40 storeys** are permitted along Mainstreet Corridors whose right-of-way is 30 metres or greater and where the parcel is of sufficient size to allow for built form transition.



Transit Network

The subject site is well connected to the existing transportation network. Hazeldean Road is identified as a **Transit Priority Corridor** on Schedule C2 of the Official Plan.

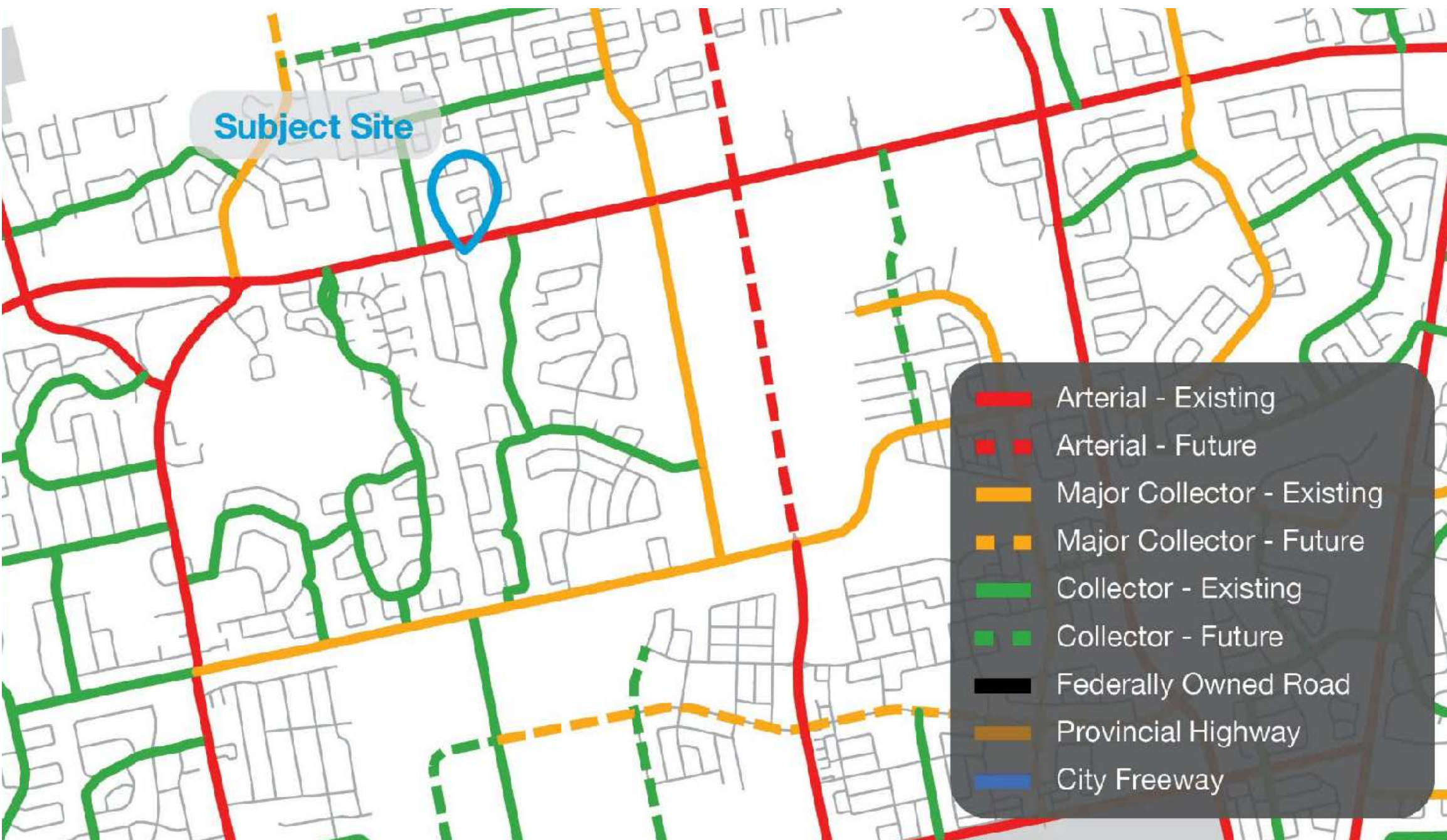


Road Network

Hazeldean Road is identified as an **Arterial Road** on Schedule C4 of the Official Plan.

Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation.

Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.

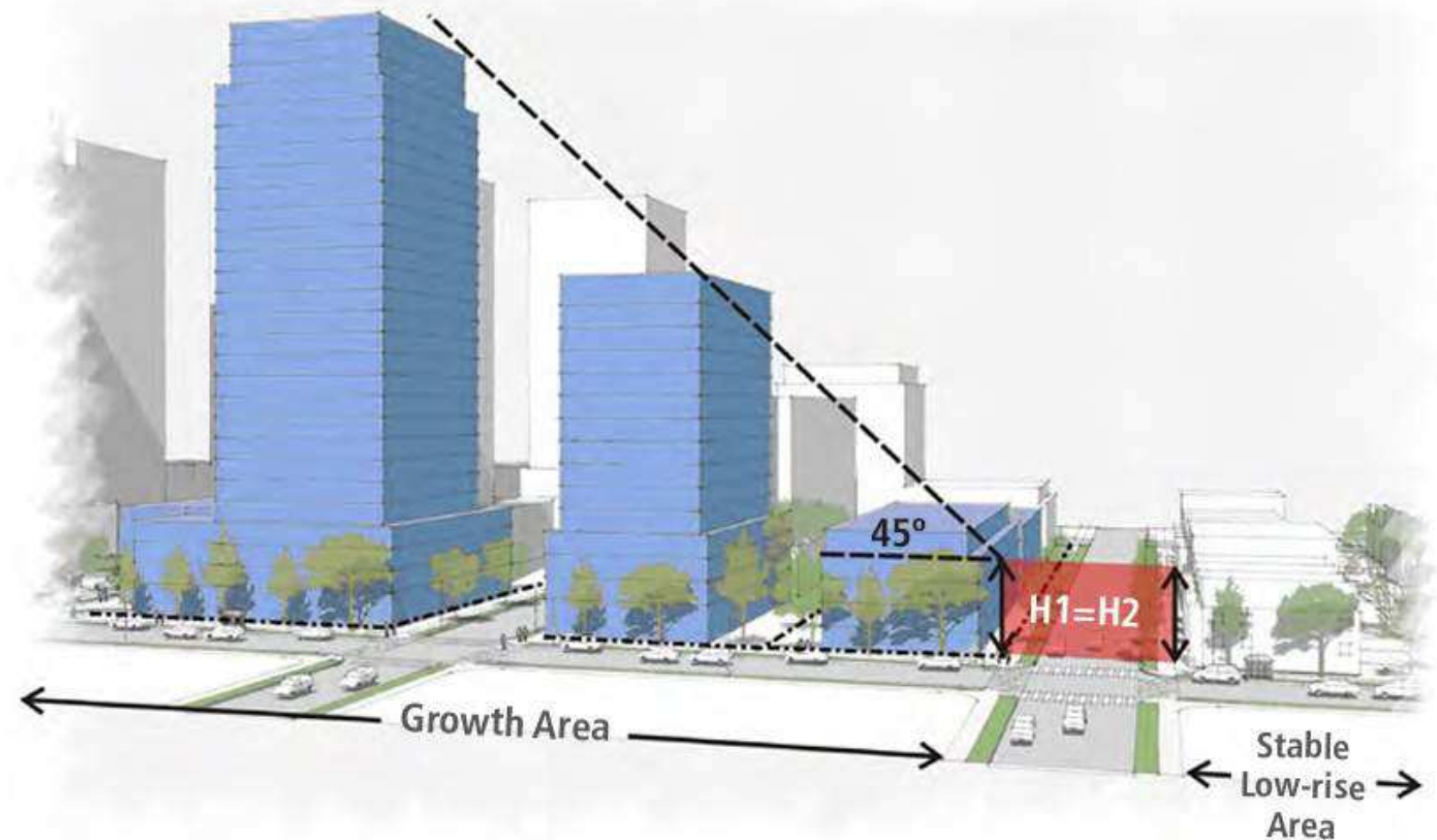


## Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-Rise Buildings provide direction on Urban Design to be used during the review of development proposals.

Key guidelines reviewed include:

- The application of an angular plane, typically 45°, 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.
- Encouragement of small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces; and
- The application of a base-middle-top approach.



Urban Design Guidelines for Transit Oriented Development

These guidelines apply to development within a **600 metre walking distance** of a rapid transit station and provide guidance for the proper development of strategically located properties

The guidelines address six elements of urban design including:

- Land Use - Pedestrians and cyclists
- Layout - Vehicles and parking
- Built Form - Streetscape and environment.

Urban Design Guidelines for Development along Arterial Mainstreets

The City of Ottawa’s Urban Design Guidelines for Development along Arterial Mainstreets provide direction on Urban Design to be used during the review of development proposals.

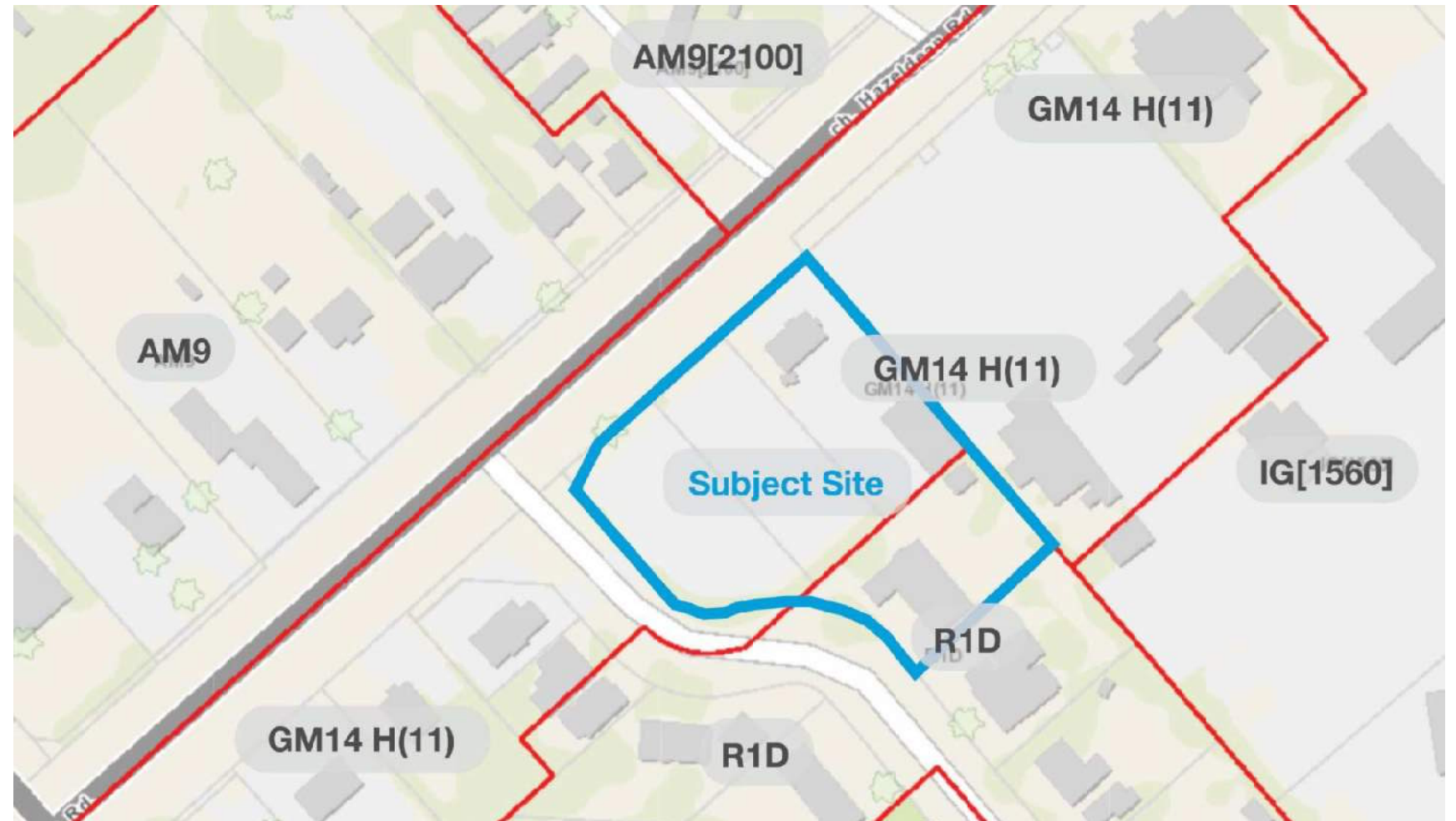
The proposed building is **set close to the property line** to frame the public realm, while allowing sufficient **space for ample plantings including trees and shrubs** (Guidelines 2 & 3).

Provides a **transition in scale and density of built form** to adjacent lower density neighbourhoods (Guideline 14).

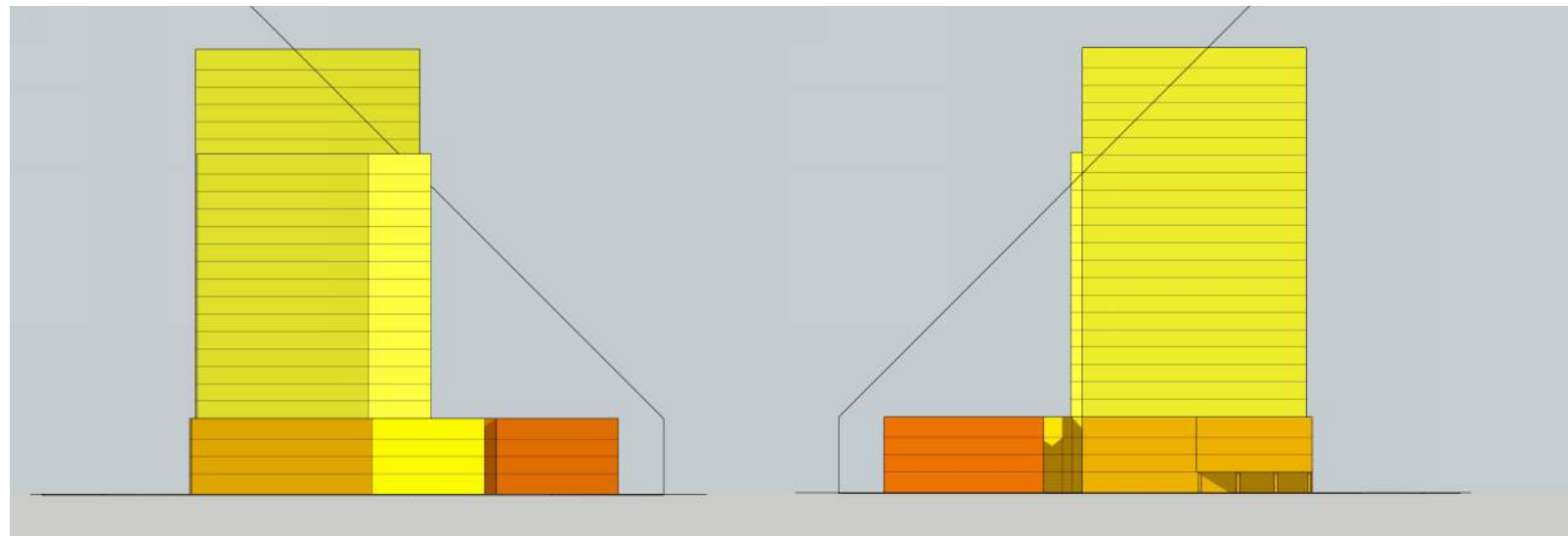
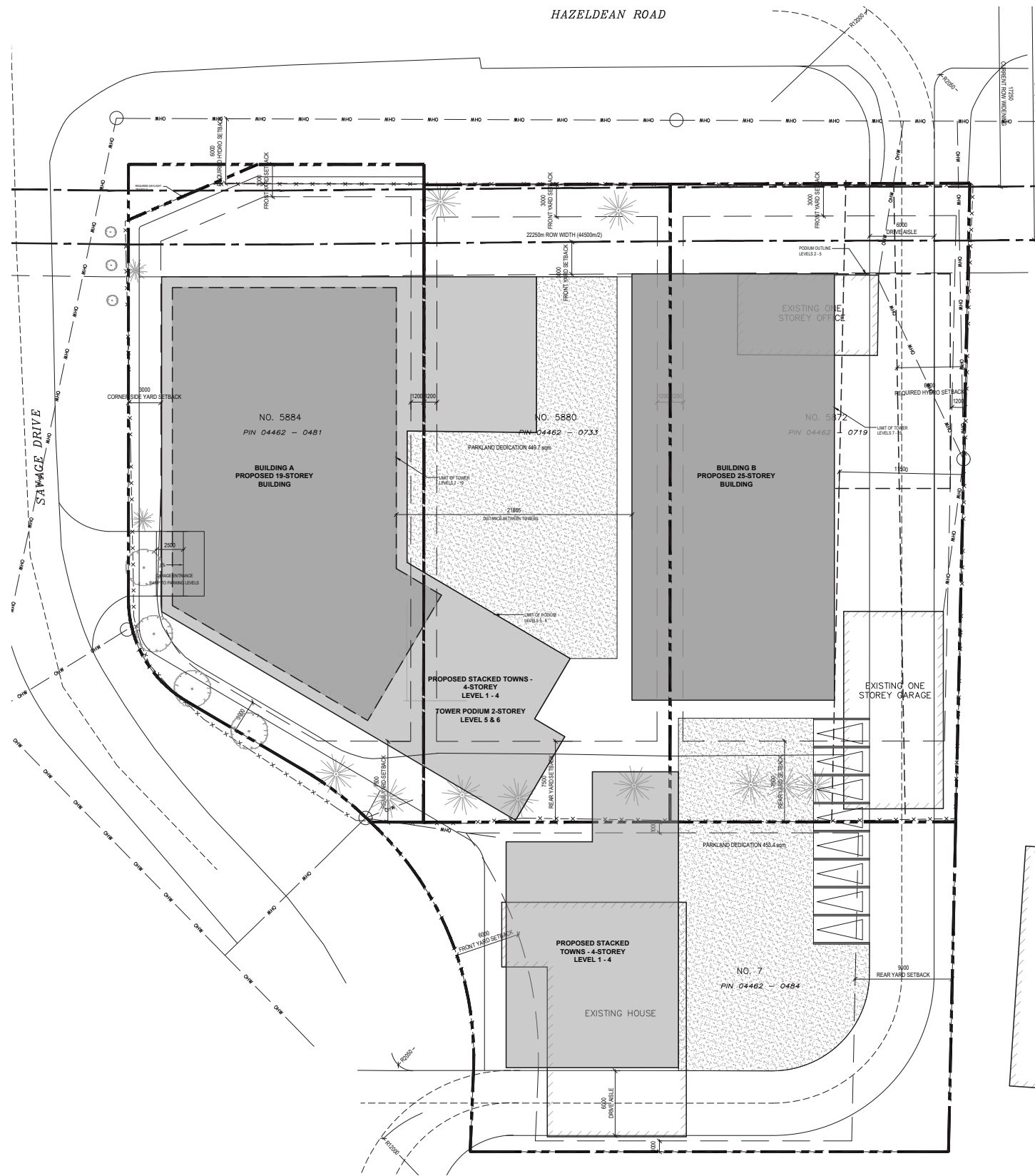
The subject site is split zoned **GM14 H(11) – General Mixed-Use Zone, Subzone 14** and **R1D – Residential First Density Zone Subzone D**.

The purpose of the GM – General Mixed-Use Zone is to:

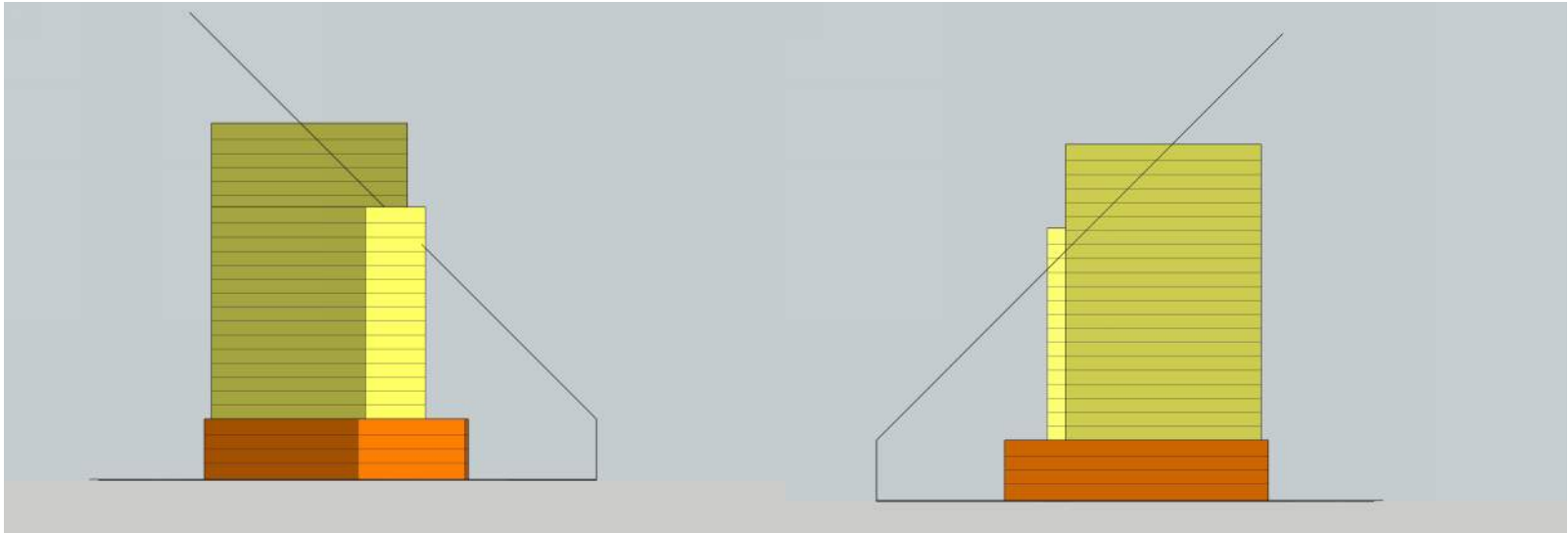
- Allow residential, commercial and institutional uses, or mixed use development in the General Urban Area;
- Limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.



Pre-Consultation - Alternate Site Plan & Massing Studies (Option 1)



Pre-Consultation - Alternate Site Plan & Massing Studies (Option 2)



Podium-Tower Interface

Comment:

Concerns with the proposed massing of Building A along Savage Drive. It appears that there is no podium/stepback for a portion of the high-rise building, which is not supported.

A low-rise product (towns or low-rise apartment) would be best suited for the south portion of the site and should have main entrances or at-grade units facing Savage Drive.

Podium-Tower Interface

Response:

Tower A has been stepped back from the podium level along Savage Drive to provide for built form transition to the adjacent low-rise neighbourhood. Additionally, ground floor units will have direct private access to Savage Drive further providing for a positive streetscape condition.

Two Tower Site

Comment:

Staff do not see the site as a two-tower site, rather a tower –mid-rise –rear low-rise site. Building A or the building furthest west, should better relate to the adjacent low-rise context and serve as a transition via a mid-rise building.

Two Tower Site

Response:

The proposed point tower concept allows for adequate tower separation while maintaining appropriate tower floorplate sizes and tower setbacks. Unlike a stepped or more sprawled design that would require greater massing to achieve similar density, the point towers minimize development bulk near the low-rise residential areas, preserving sky views and reducing shadow impacts.

The site represents a unique context: It possesses a depth of approximately 90 from Hazeldean Road, which is generally 37 metres in width along the property frontage. Savage Drive is generally 20 metres in width, which provides for further separation between the podium and the existing low-rise neighbourhood southwest of the subject site.

Two Tower Site

Comment:

Staff do not see the site as a two-tower site, rather a tower –mid-rise –rear low-rise site. Building A or the building furthest west, should better relate to the adjacent low-rise context and serve as a transition via a mid-rise building.

Two Tower Site

Response:

Furthermore, the development's strategic location to the north and west of residential properties significantly reduces sun shadowing impacts, while the interface with front and side yards minimizes privacy concerns.

Additionally, the presence of industrial lands to the south and east along the Main Street corridor creates an opportunity to introduce height and density through a two-tower design, where privacy and shadowing effects are mitigated.

A very effective transition in building form relying on podiums, street fronting units, tower to podium setbacks and separation to low-rise dwellings with a public street is proposed. In our opinion, the 4-storey podiums provide a gradual transition to the existing 2-storey dwellings and provide a more positive relationship to Savage Drive.

Tower Separation

Comment:

The provided tower separation between the proposed towers does not comply with the Zoning By-law.

The minimum required separation distance between buildings that are 10 storeys or higher in Area B as shown on Schedule 402 is 23m.

Tower Separation

Response:

A tower separation distance of 23 meters has been provided between towers A and B.

Site Access and CPTED Concerns

Comment:

Concerns with the location of the access directly abutting 9 Savage Drive.

Site Access and CPTED Concerns

Response:

The access has been relocated between the proposed tower A and the low-rise residential building at the south end of the site to provide for more separation between the access and 9 Savage Drive. Internal walkways are provided through the site to building entrances.

Internal Courtyard

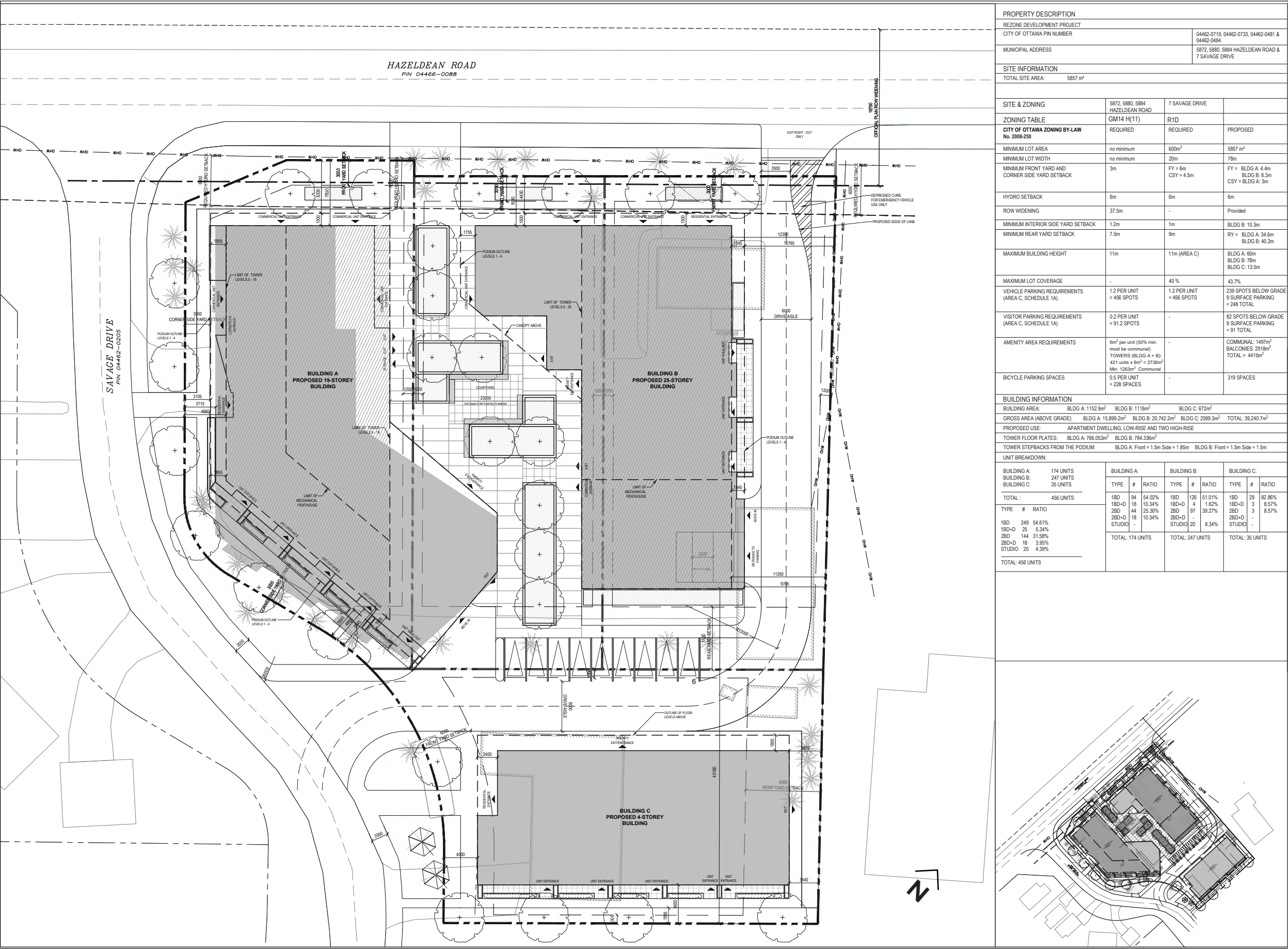
Comment:

Provide further information on how the internal courtyard will function

Internal Courtyard

Response:

Please see conceptual courtyard design as included in this design brief.

























**5872, 5880, 5884  
HAZELDEAN  
ROAD & 7  
SAVAGE DRIVE  
3D Massing**

- LEGEND**
- PROPOSED BUILDINGS
  - PLANNED CONTEXT MASSING

Disclaimer: The potential developments on the abutting lands shown on this 3D massing are based on the current policies and the City of Ottawa New Official plan. It should be understood that not all abutting properties shown will develop in the form depicted in this document and that the building heights and forms and setbacks shown on this 3D massing do not form a planning opinion by Fotenn on individual neighbouring properties.

1	3D MASSING	2025.01.21	DM
No.	REVISION	DATE	BY

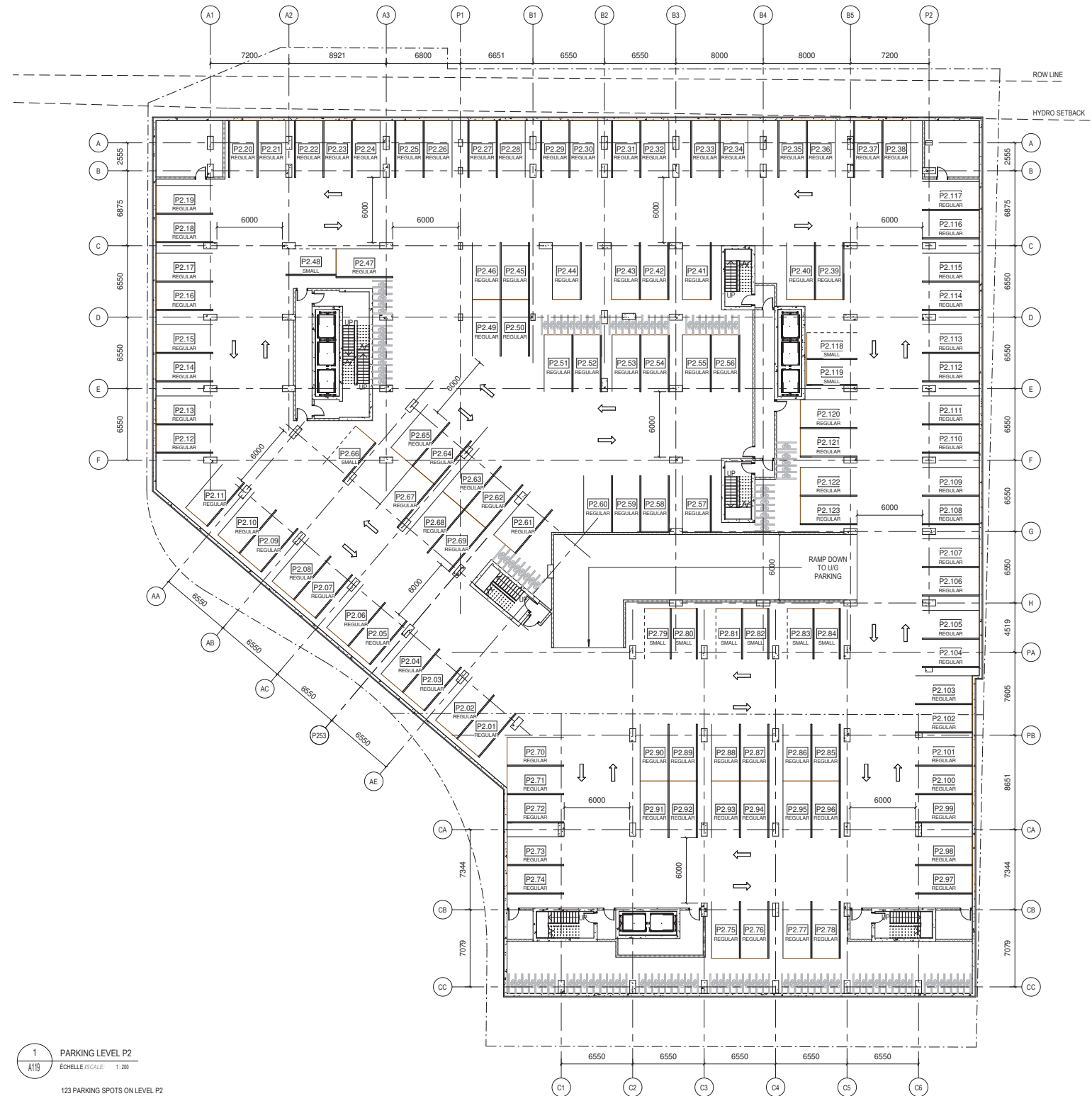
CLIENT  
**SAMRA ELI**

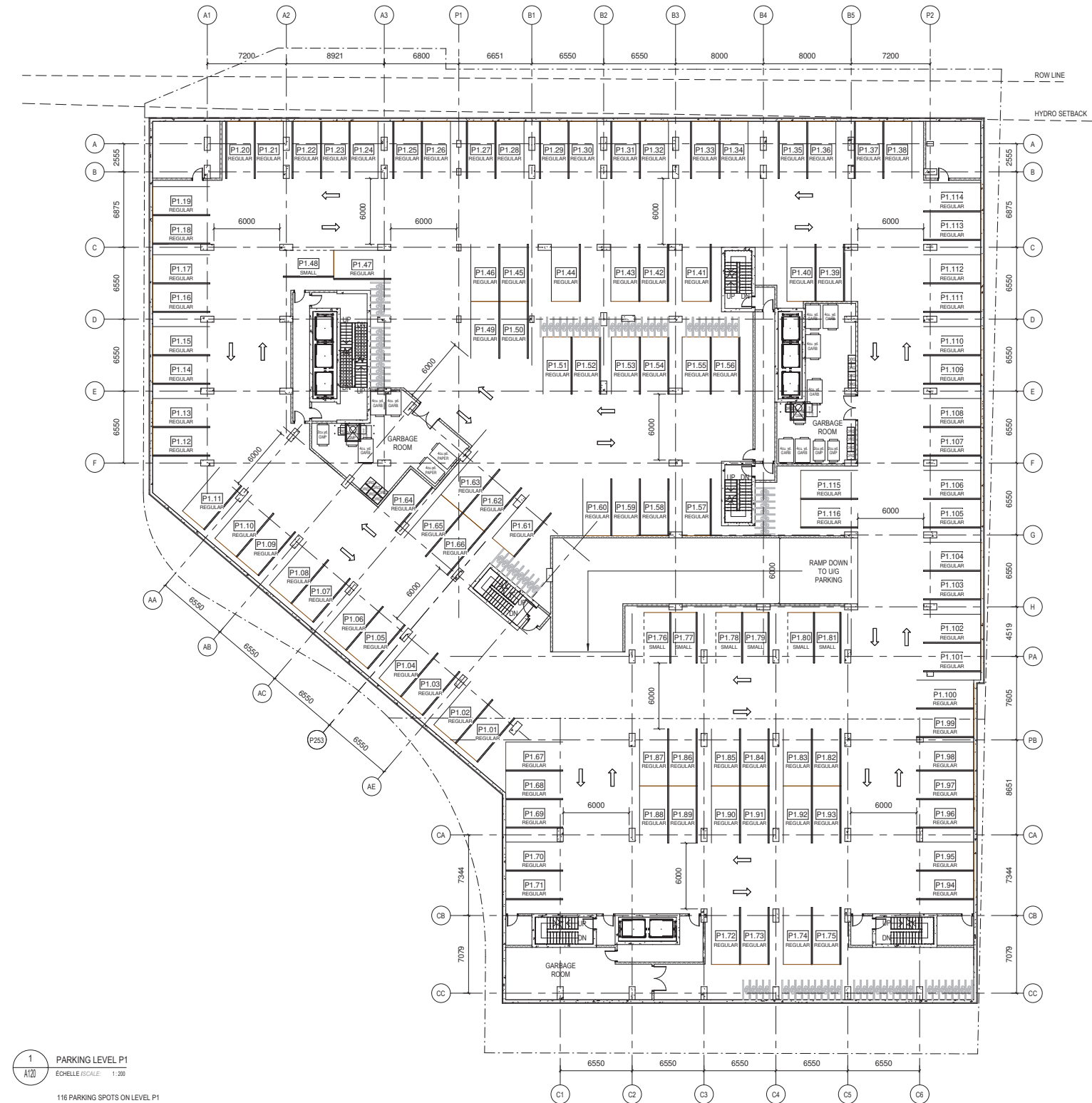
**FOTENN**  
Planning + Design

OTTAWA: 420 O'Connor St, Ottawa ON K2P 1W4 613.730.5709  
KINGSTON: 4 Cataragui St, Suite 315, Kingston ON K7K 1Z7 613.542.5454  
TORONTO: 174 Spadina Ave, Suite 304, Toronto ON M5T 2C2 416.788.4530





DESIGNED	DM
REVIEWED	TS
DATE	2025.01.21

**P1**



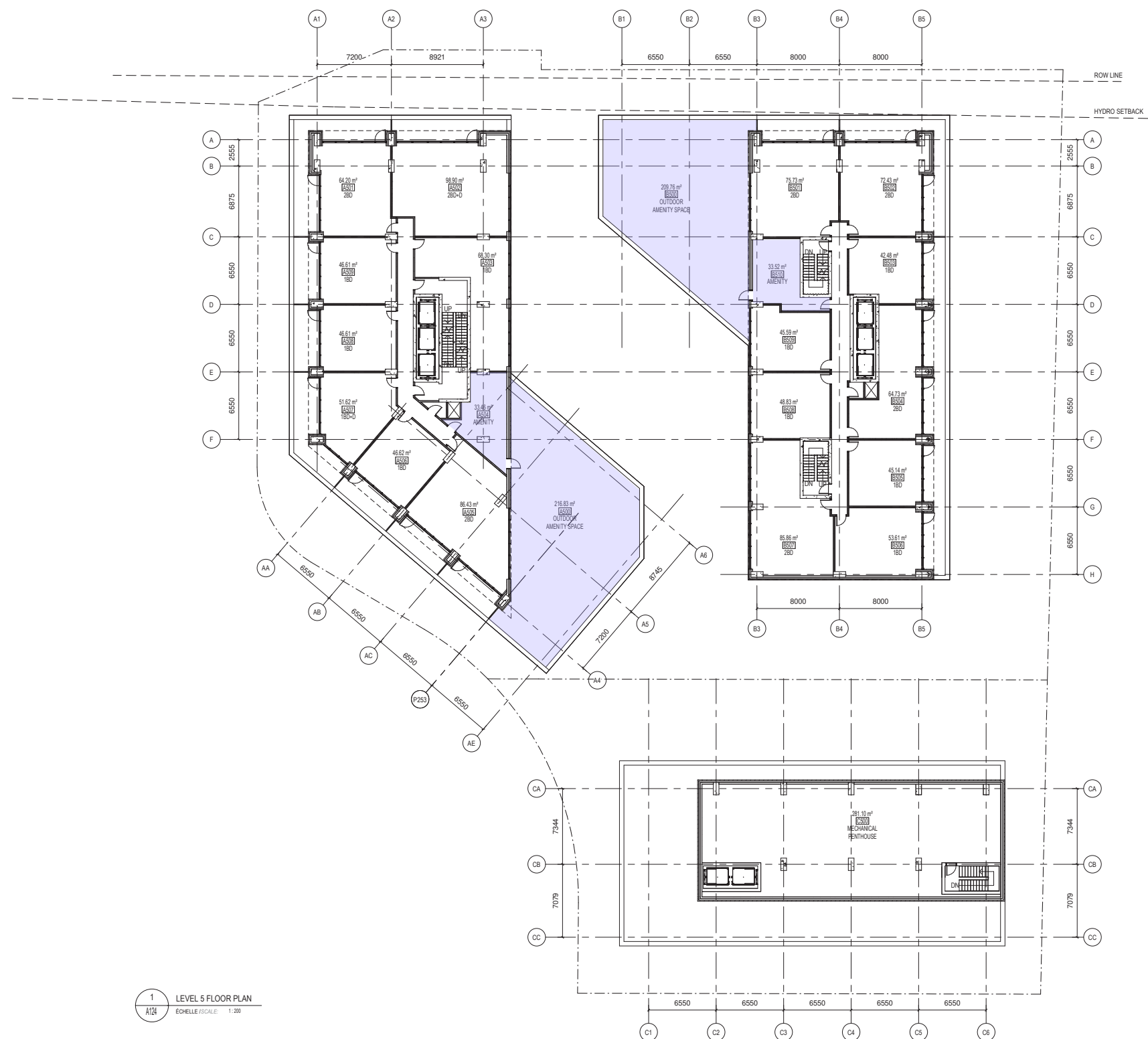


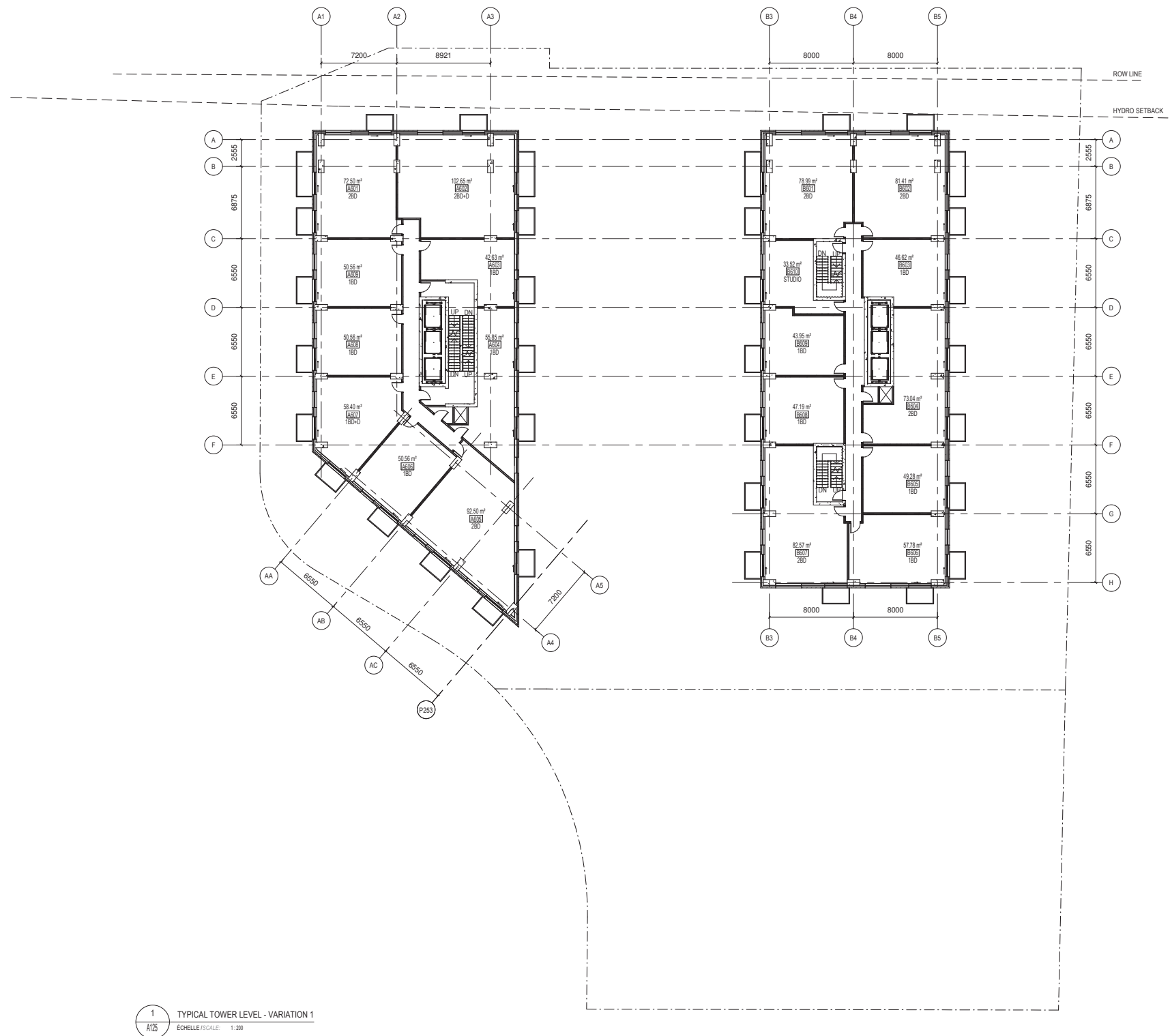


-  Amenity  
 Commercial  
 Outdoor GF  
 Amenity



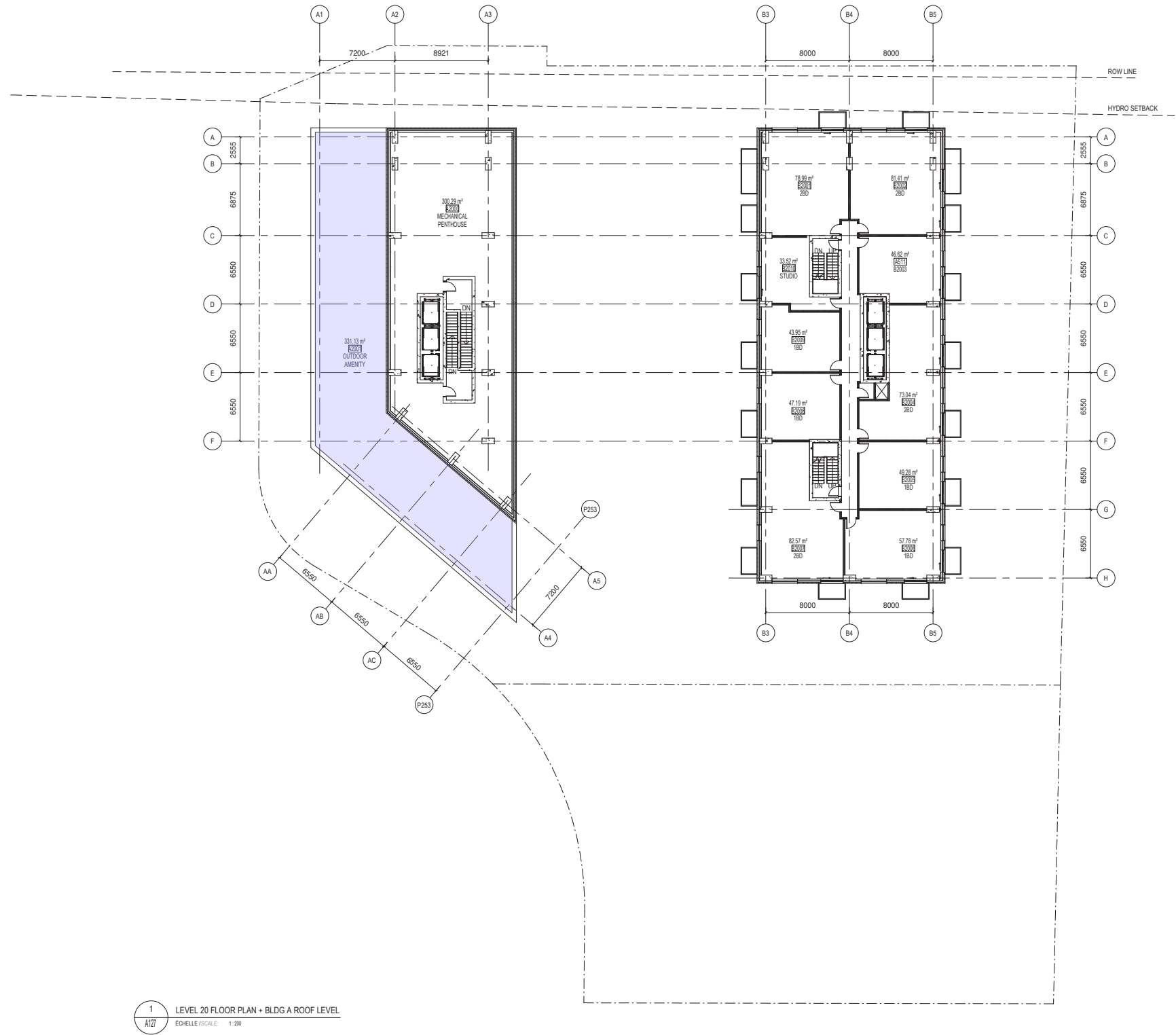


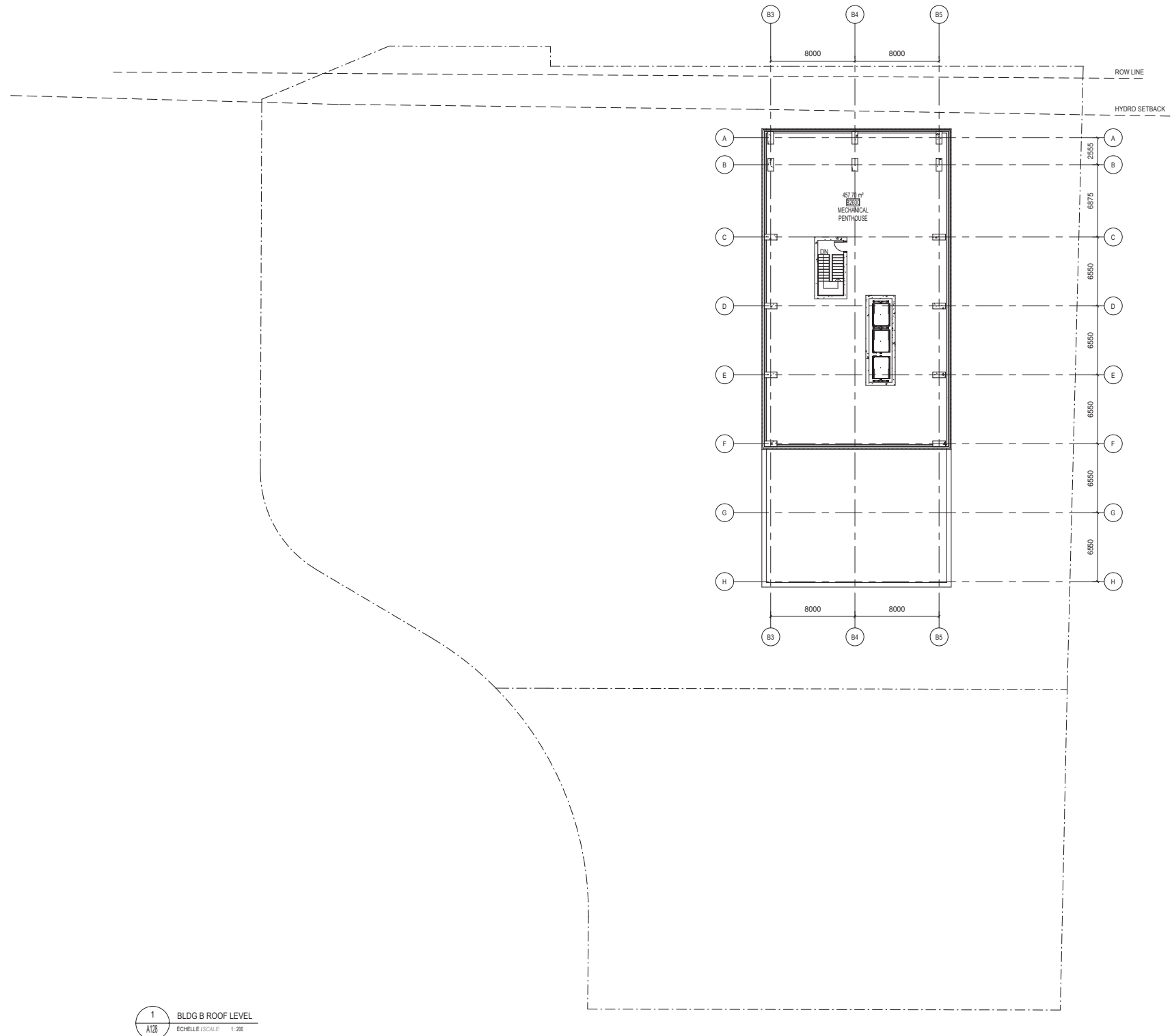






- Amenity
- Commercial

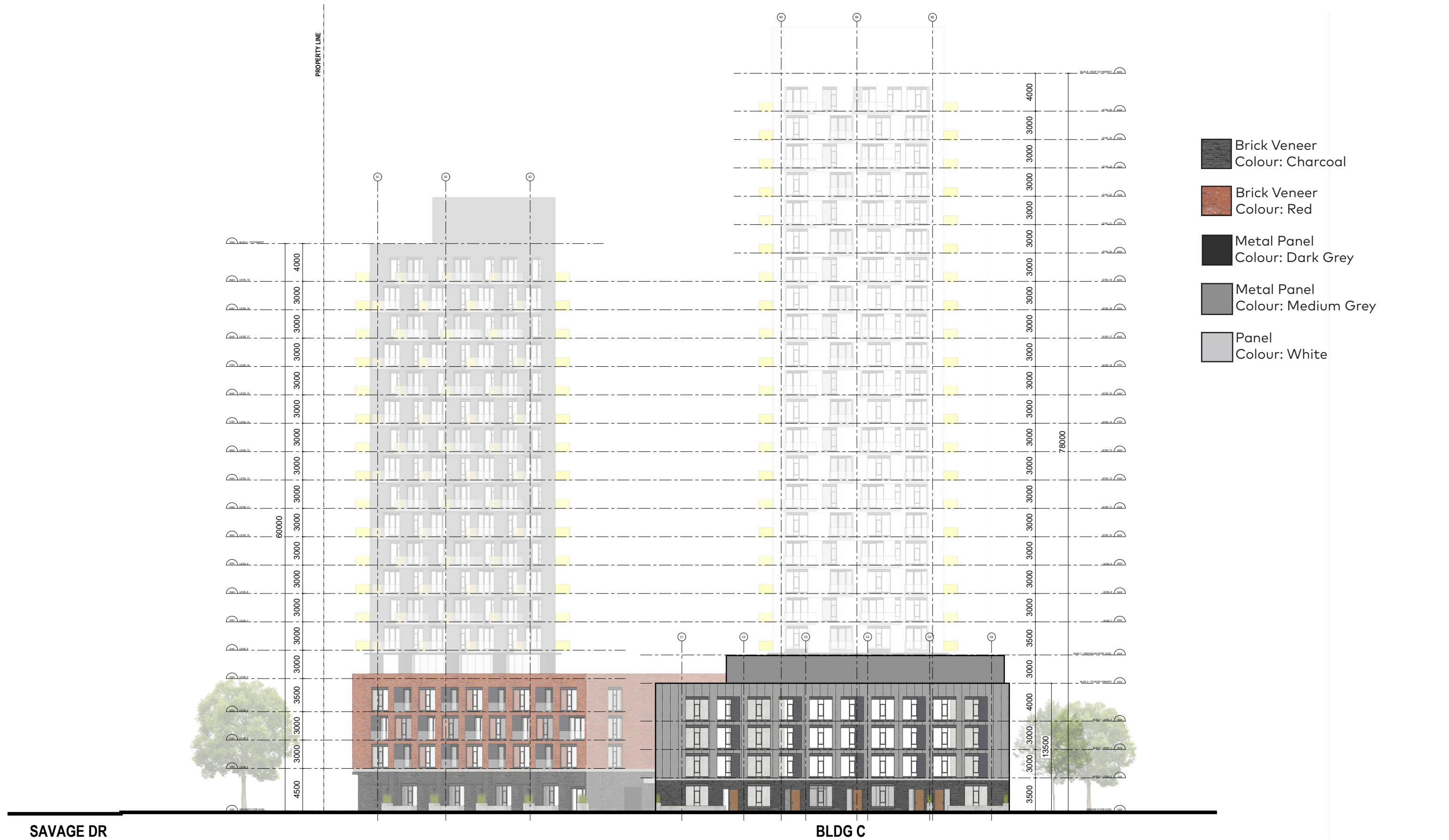




1 BLDG B ROOF LEVEL  
A128 ÉCHELLE / SCALE 1:200

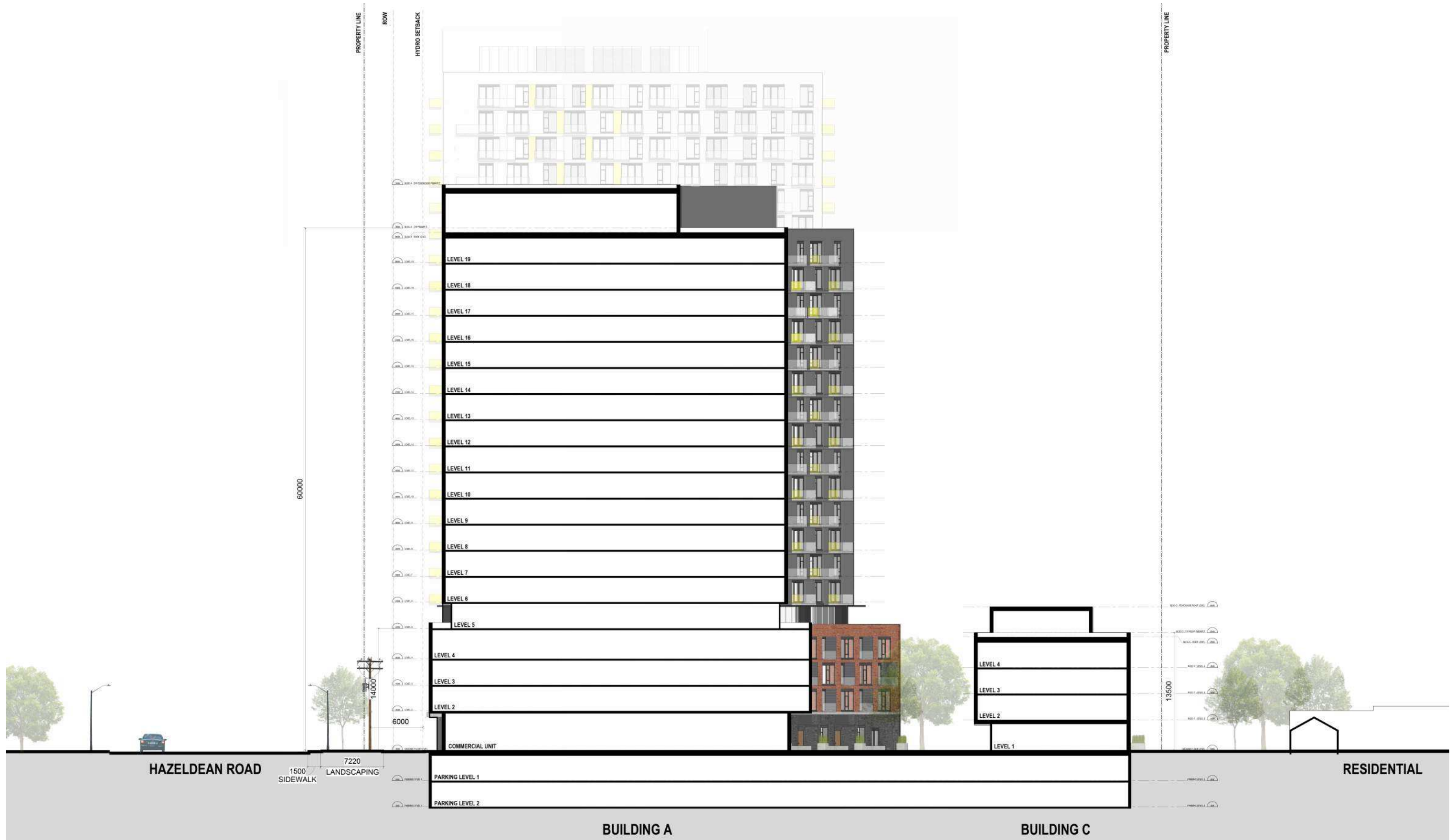




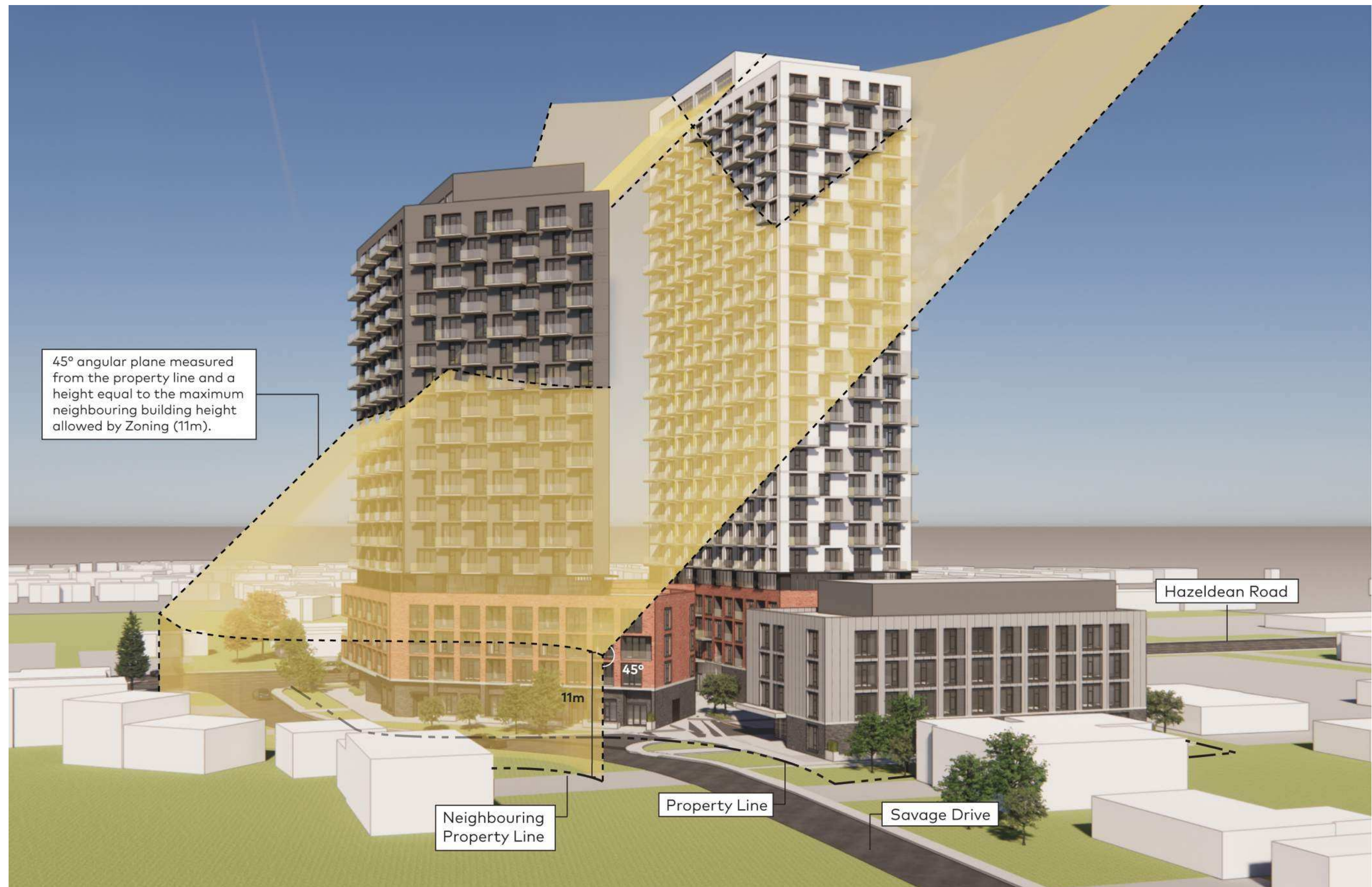


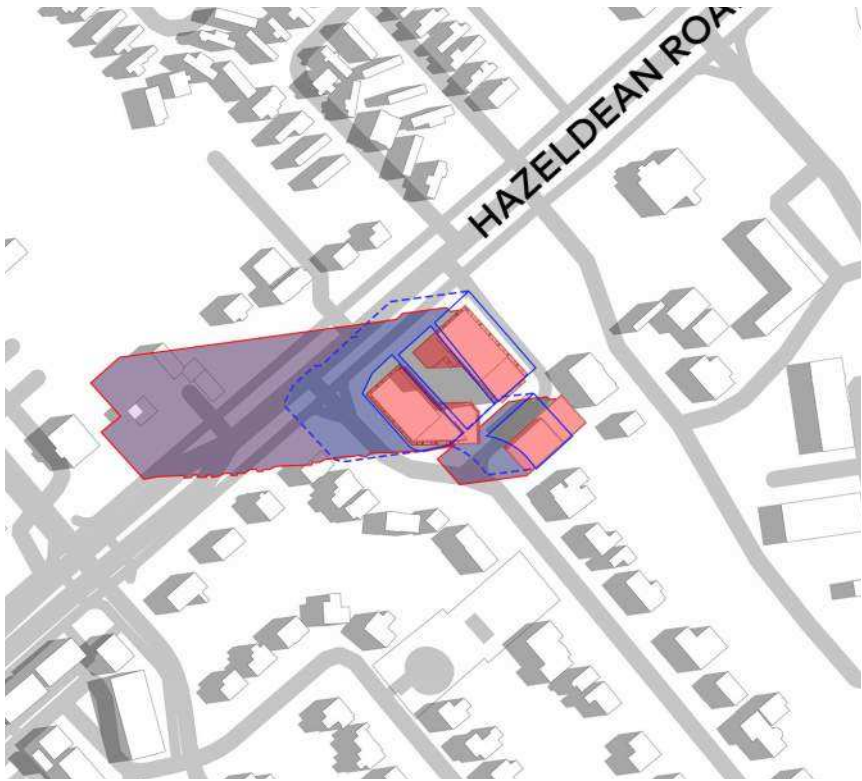




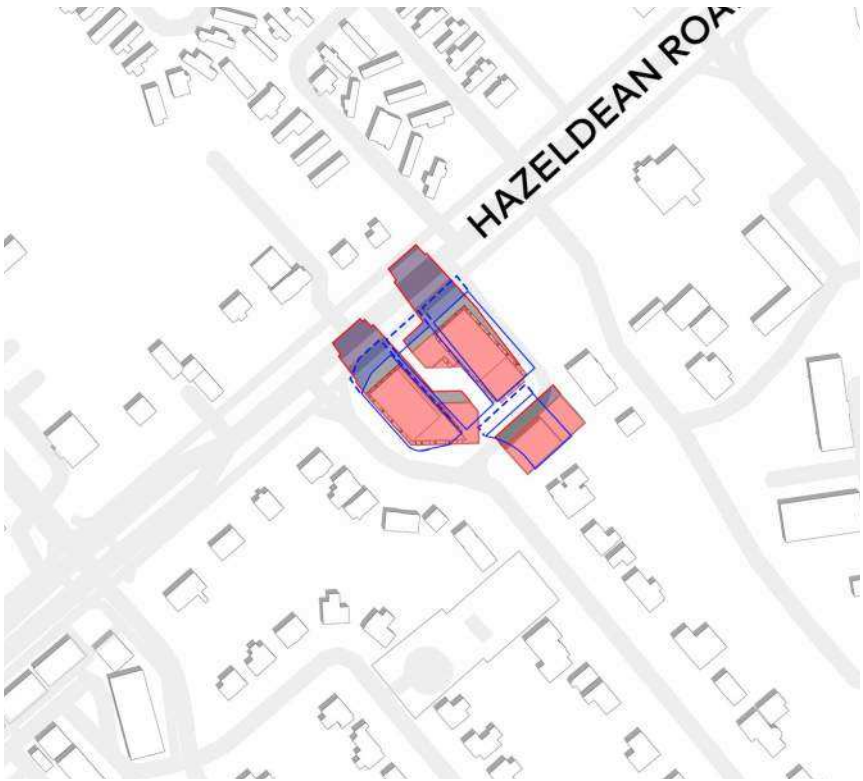








8:00am



12:00pm

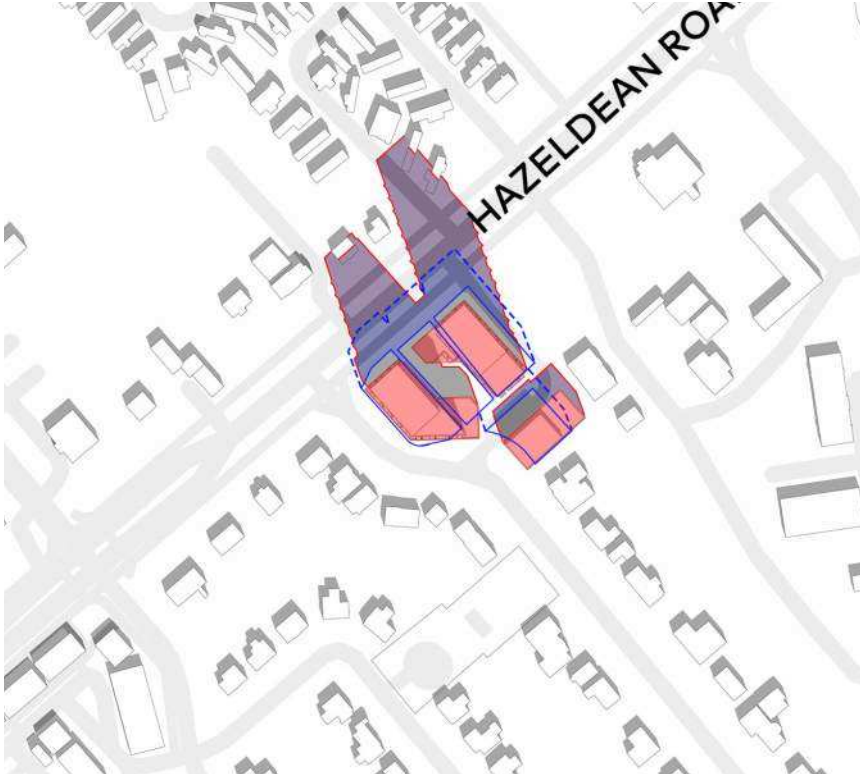


4:00pm

LEGEND	
<span style="color: red;">■</span>	PROPOSED DEVELOPMENT
<span style="color: blue;">—</span>	AS OF RIGHT OUTLINE
<span style="color: blue;">- - -</span>	AS OF RIGHT SHADOW OUTLINE
<span style="color: blue;">■</span>	AS OF RIGHT SHADOW EXTENT
<span style="color: red;">—</span>	PROPOSED SHADOW OUTLINE
<span style="color: purple;">■</span>	NEW NET SHADOW



8:00am



12:00pm



4:00pm

LEGEND	
<span style="color: red;">■</span>	PROPOSED DEVELOPMENT
<span style="color: blue;">—</span>	AS OF RIGHT OUTLINE
<span style="color: blue;">- - -</span>	AS OF RIGHT SHADOW OUTLINE
<span style="color: blue;">■</span>	AS OF RIGHT SHADOW EXTENT
<span style="color: red;">—</span>	PROPOSED SHADOW OUTLINE
<span style="color: purple;">■</span>	NEW NET SHADOW



8:00am



12:00pm



3:00pm

LEGEND	
<span style="color: red;">■</span>	PROPOSED DEVELOPMENT
<span style="color: blue;">—</span>	AS OF RIGHT OUTLINE
<span style="color: blue;">- - -</span>	AS OF RIGHT SHADOW OUTLINE
<span style="color: blue;">■</span>	AS OF RIGHT SHADOW EXTENT
<span style="color: red;">- - -</span>	PROPOSED SHADOW OUTLINE
<span style="color: purple;">■</span>	NEW NET SHADOW

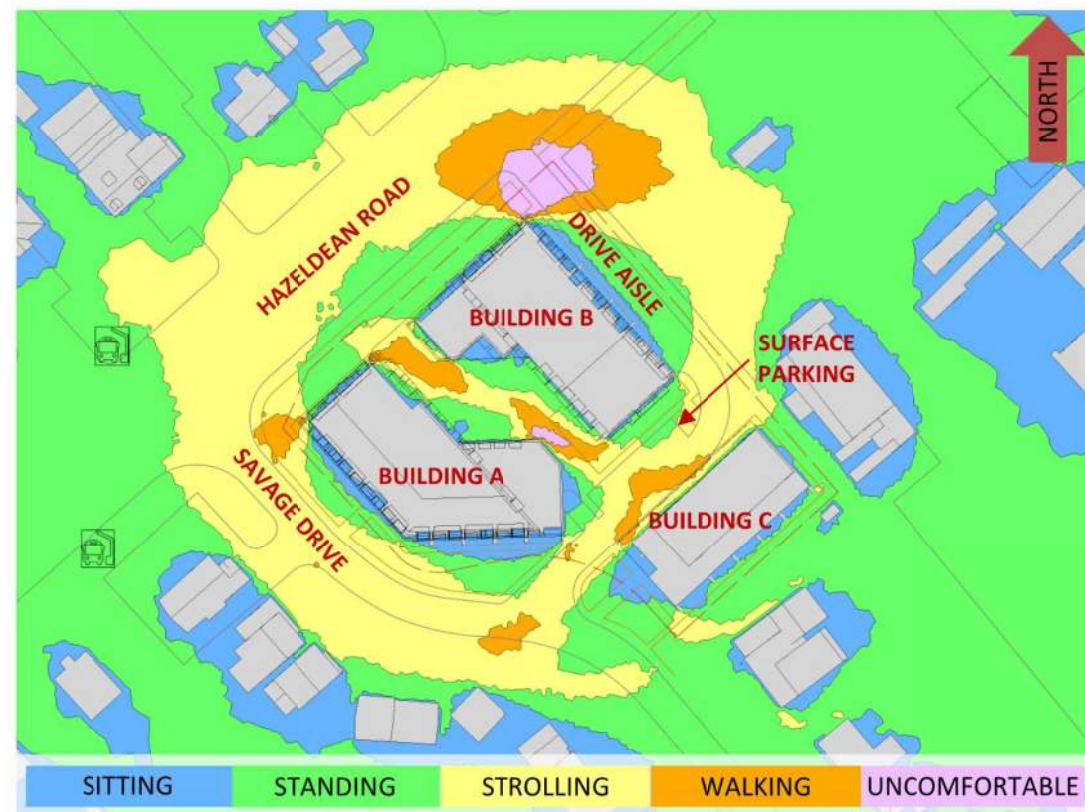


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

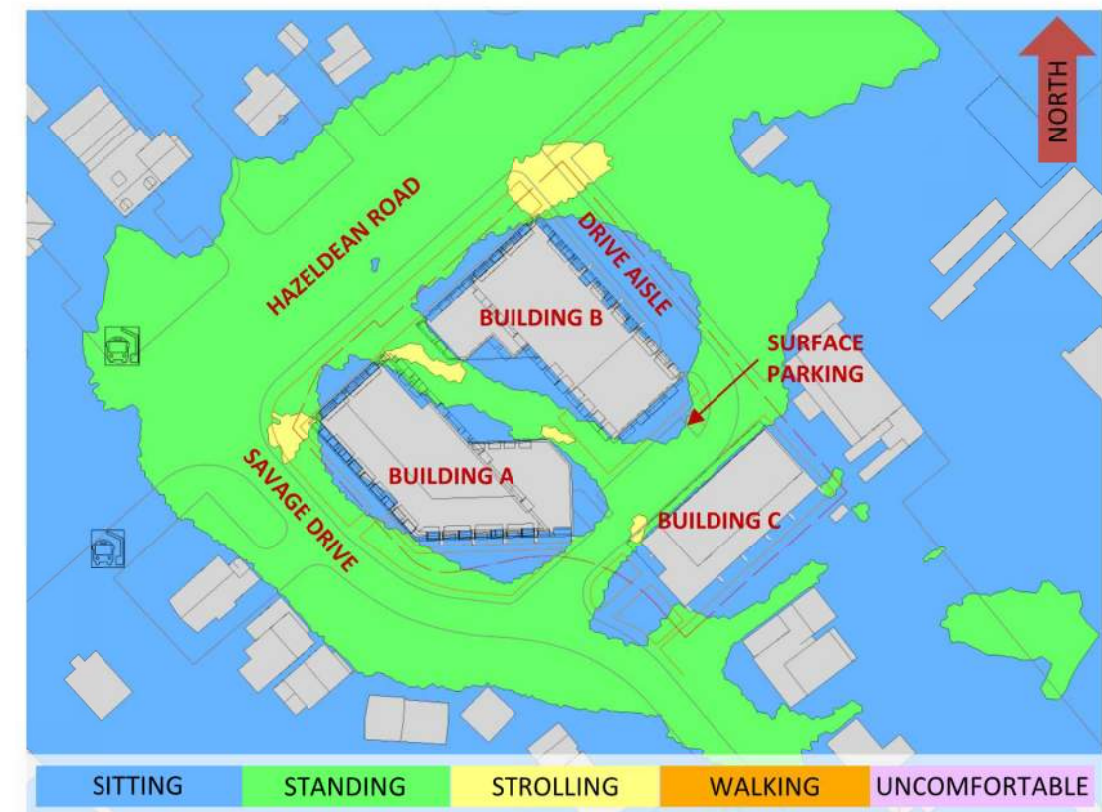


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

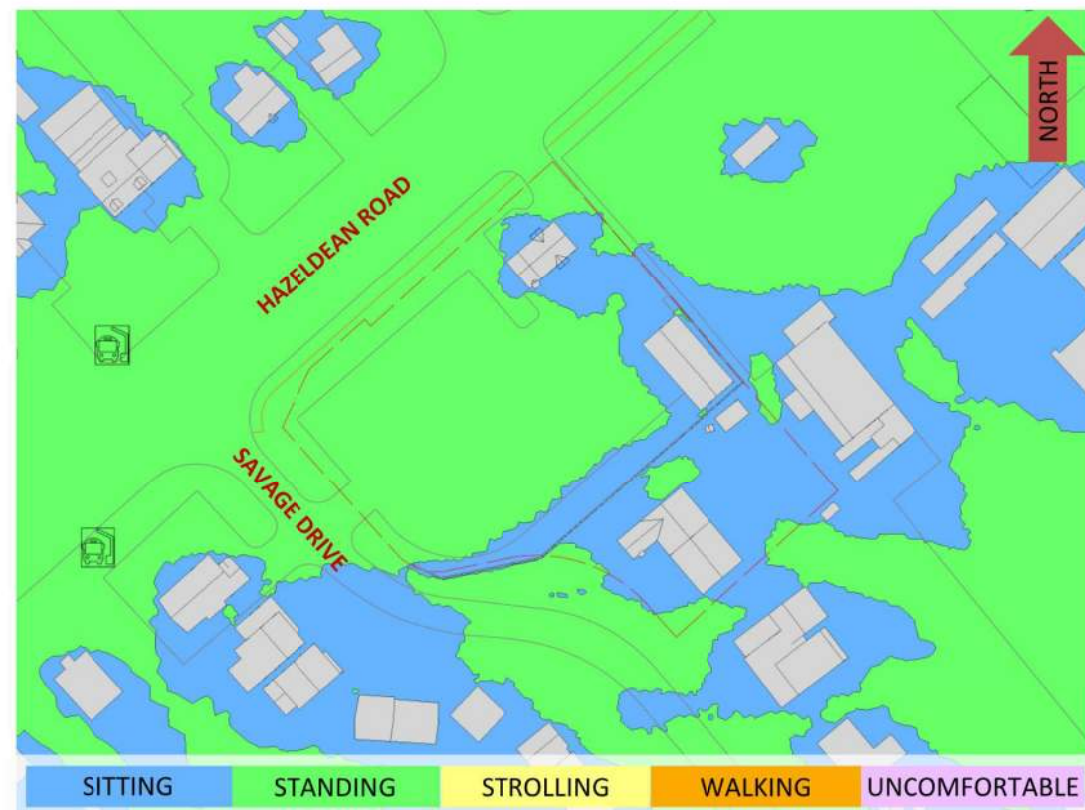


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL- EXISTING MASSING

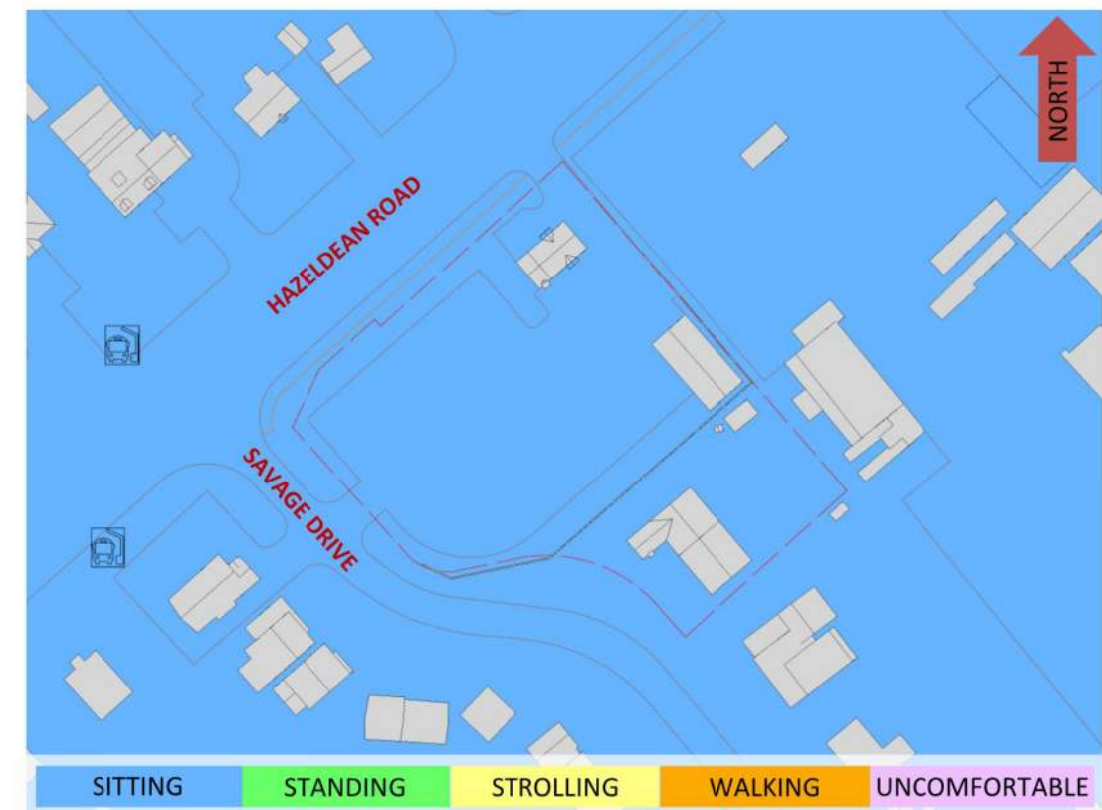


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL- EXISTING MASSING

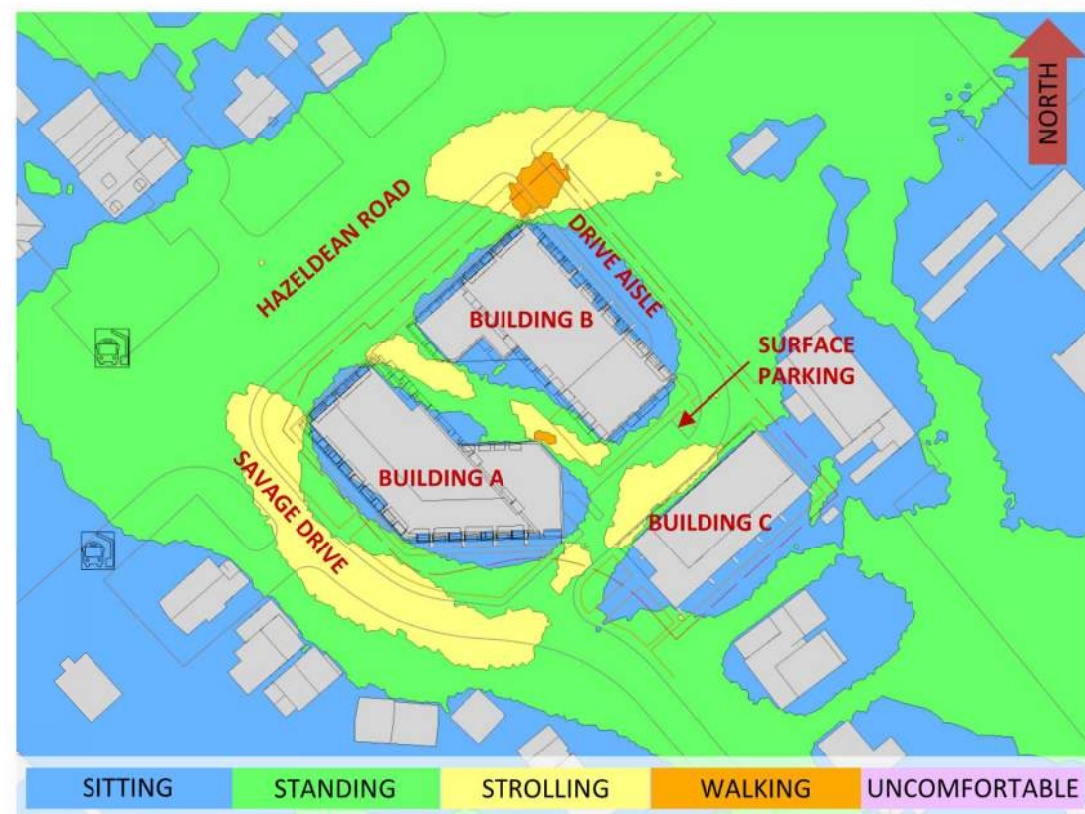


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

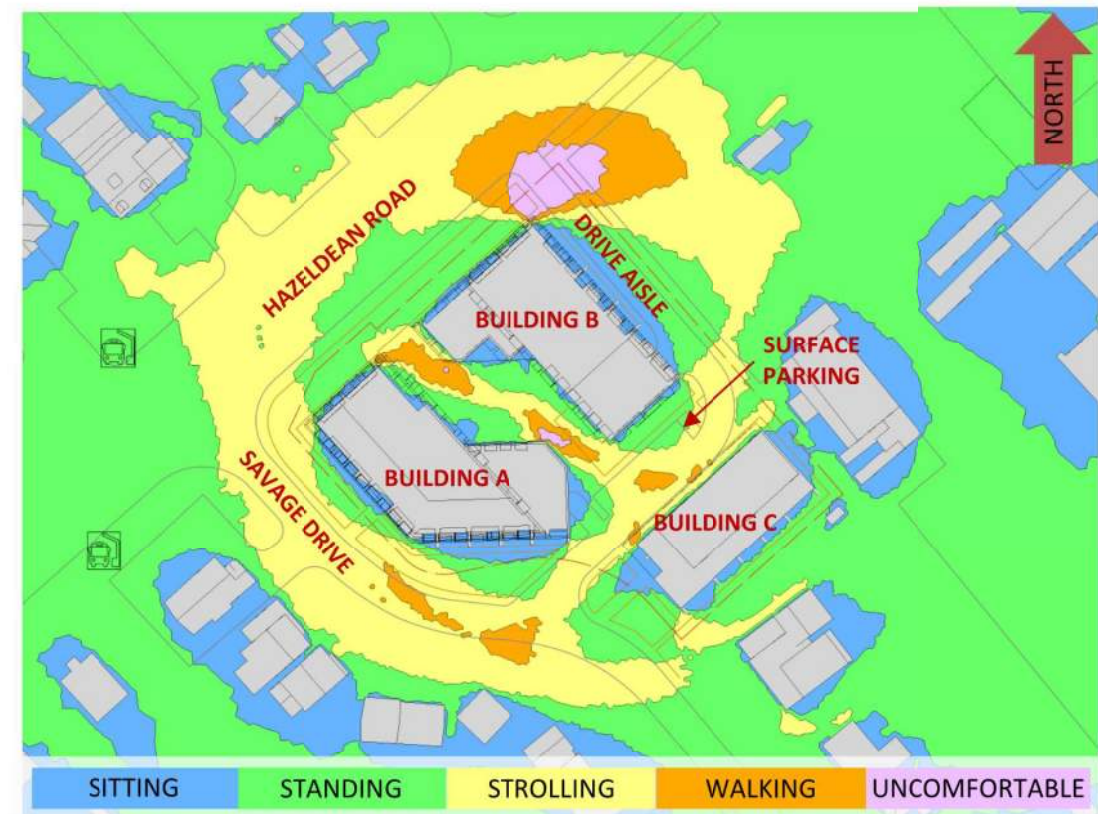


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING



FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL- EXISTING MASSING

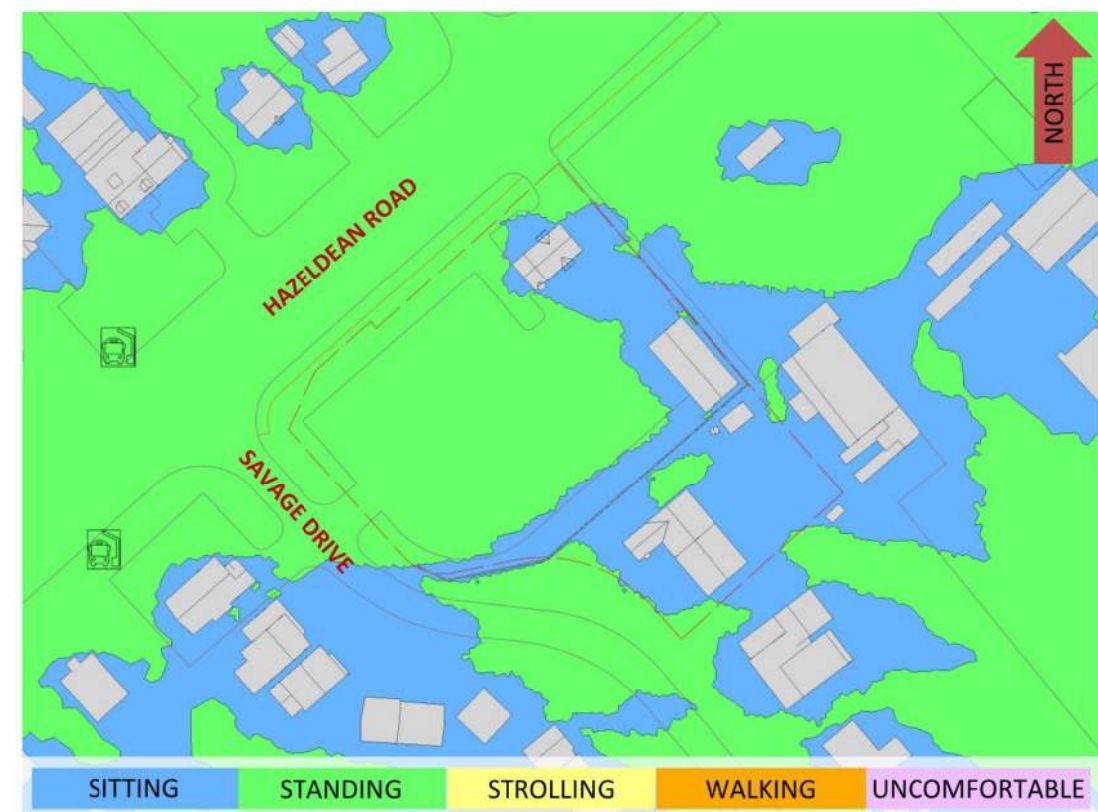
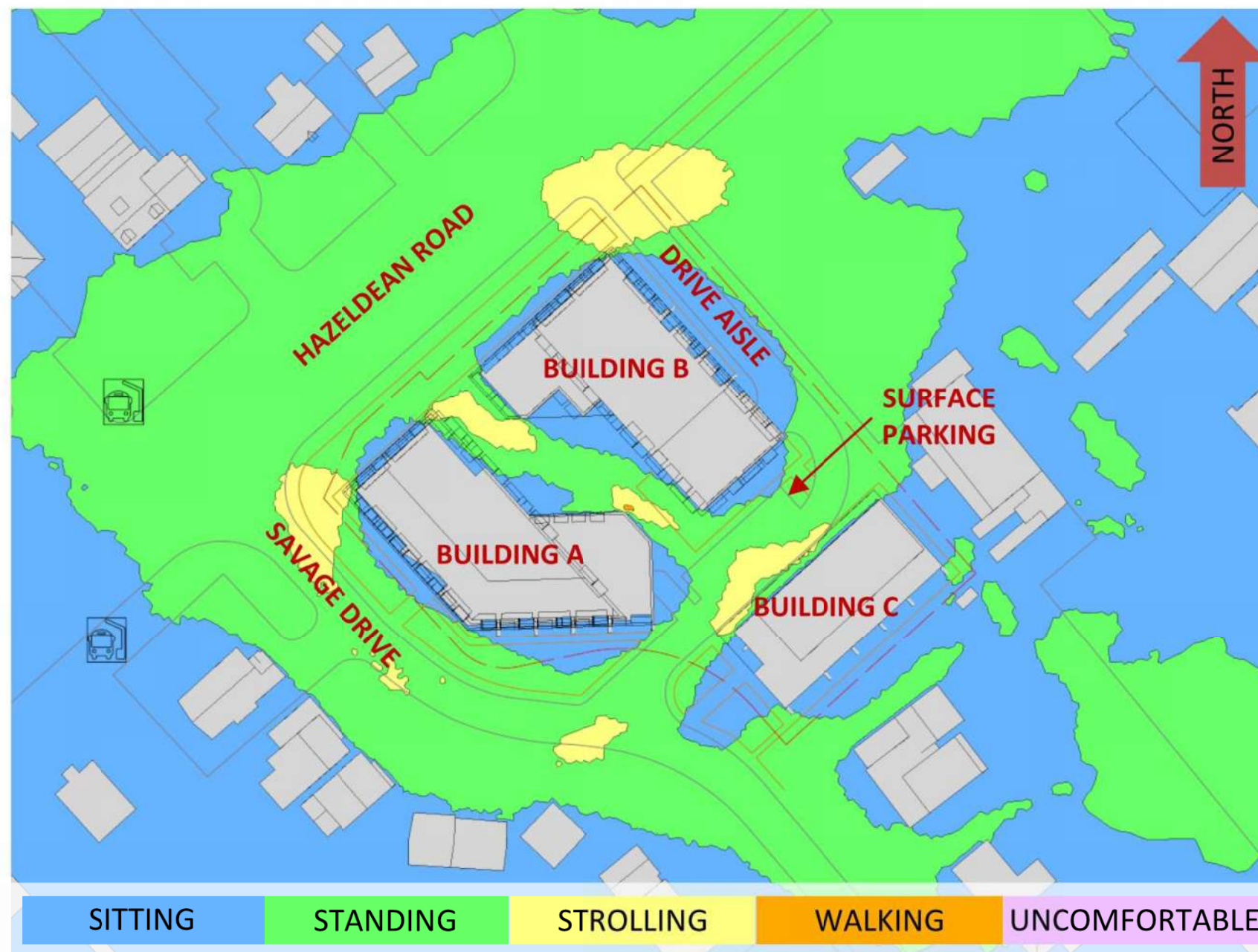


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL- EXISTING MASSING



**FIGURE 7: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**

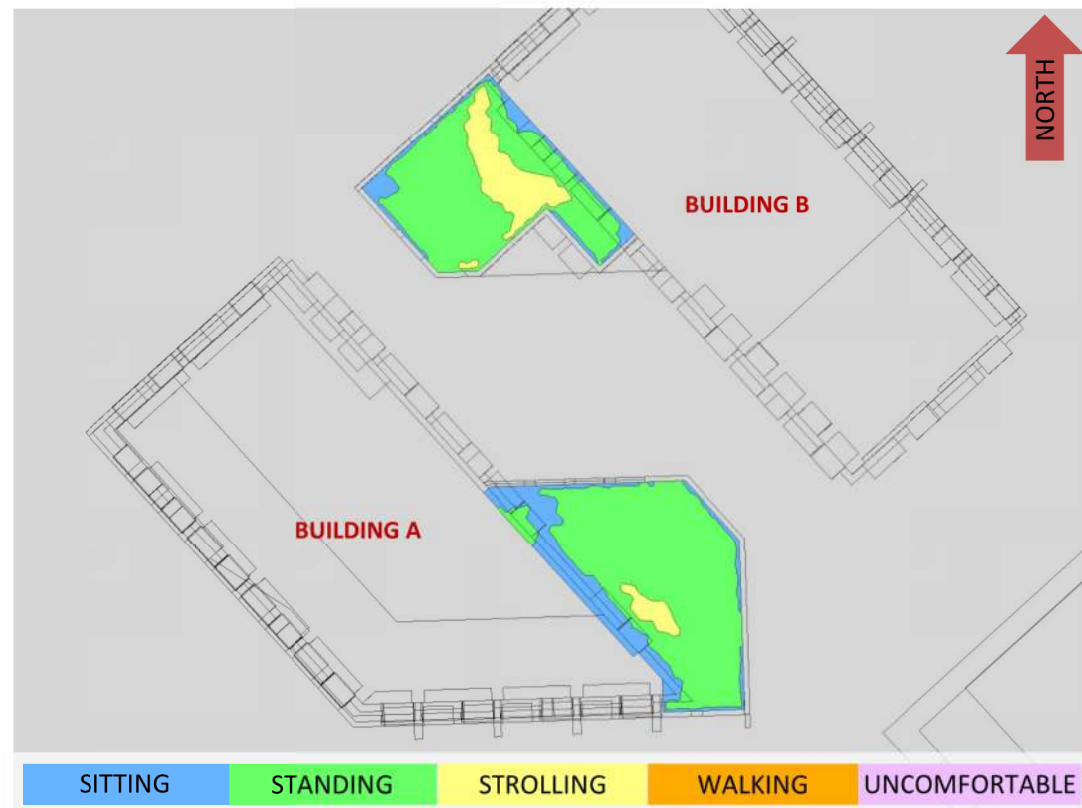


FIGURE 8A: SPRING – WIND COMFORT, LEVEL 5 COMMON AMENITY TERRACES

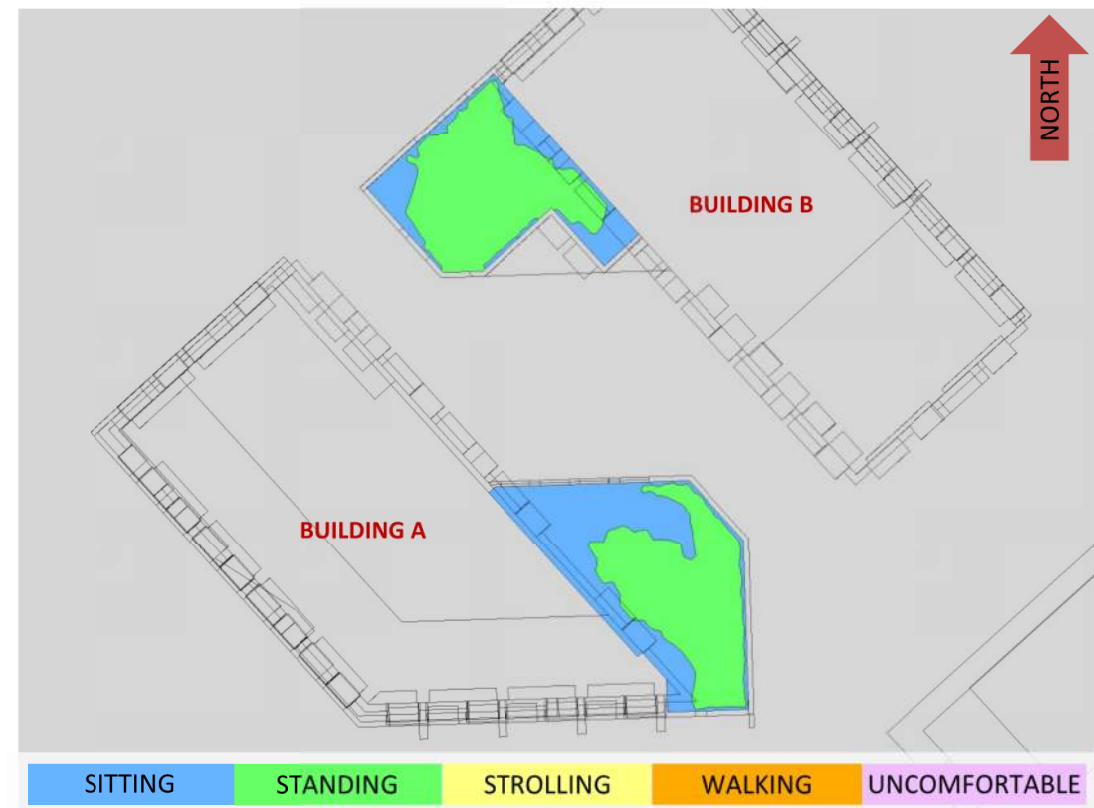


FIGURE 8C: AUTUMN – WIND COMFORT, LEVEL 5 COMMON AMENITY TERRACES

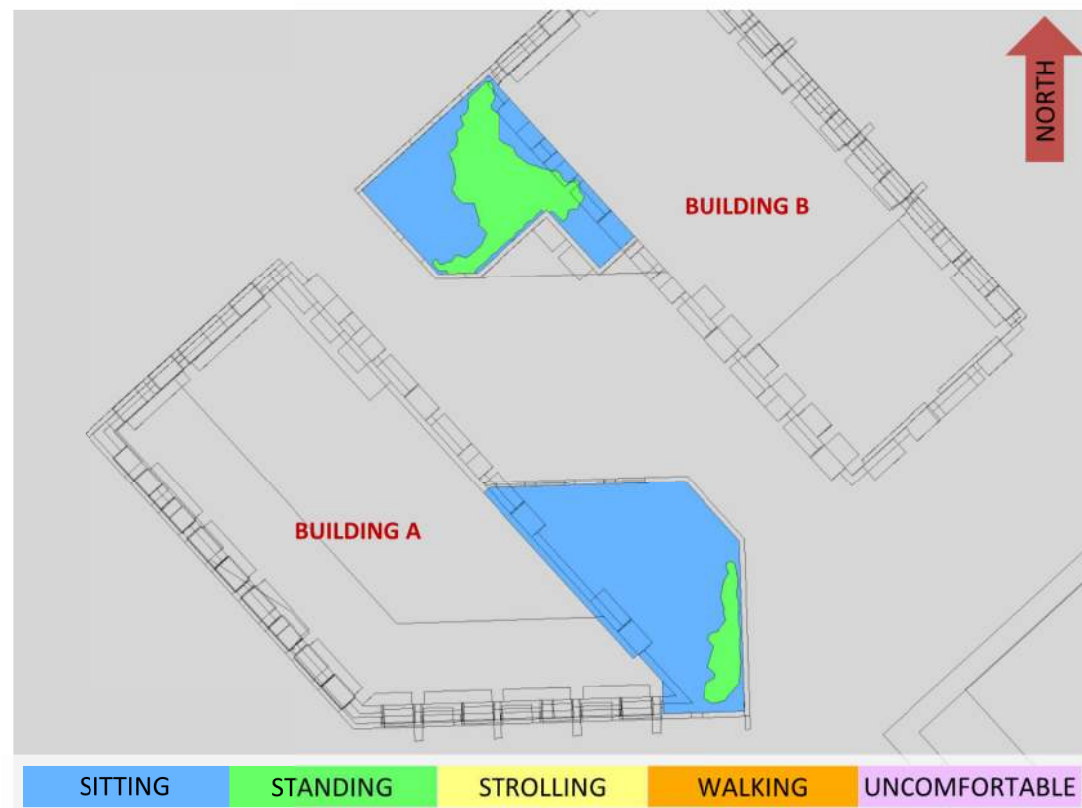


FIGURE 8B: SUMMER – WIND COMFORT, LEVEL 5 COMMON AMENITY TERRACES

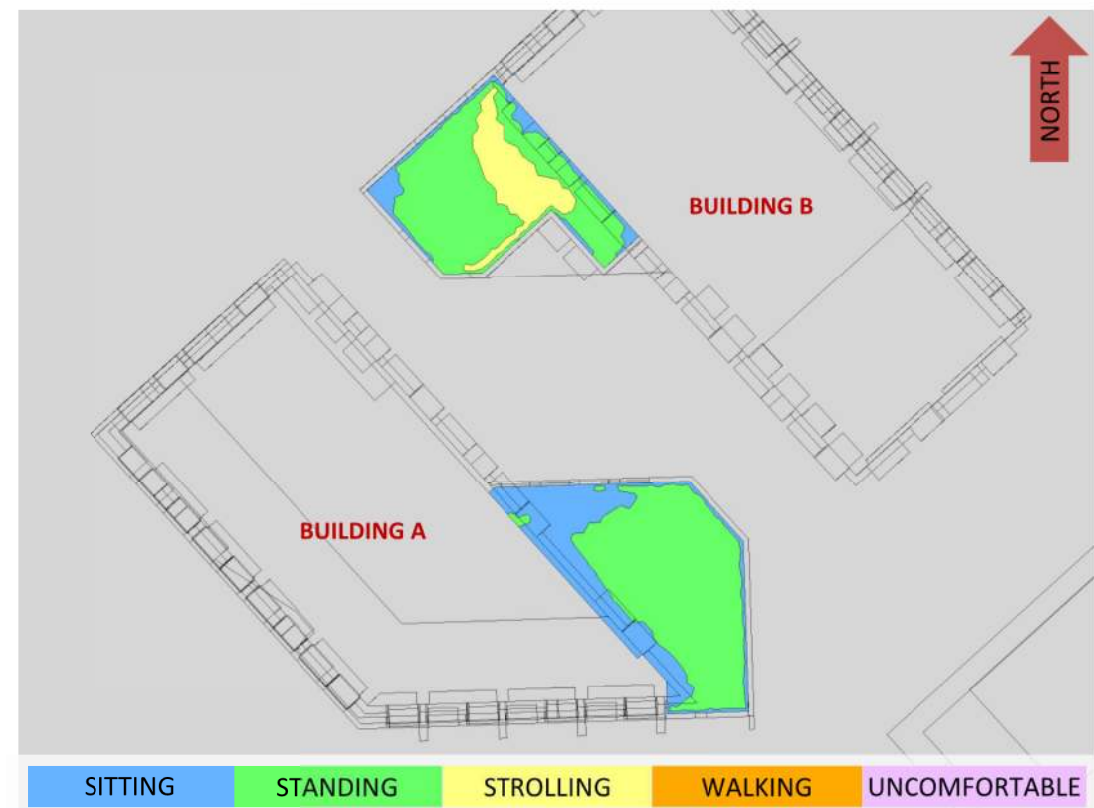
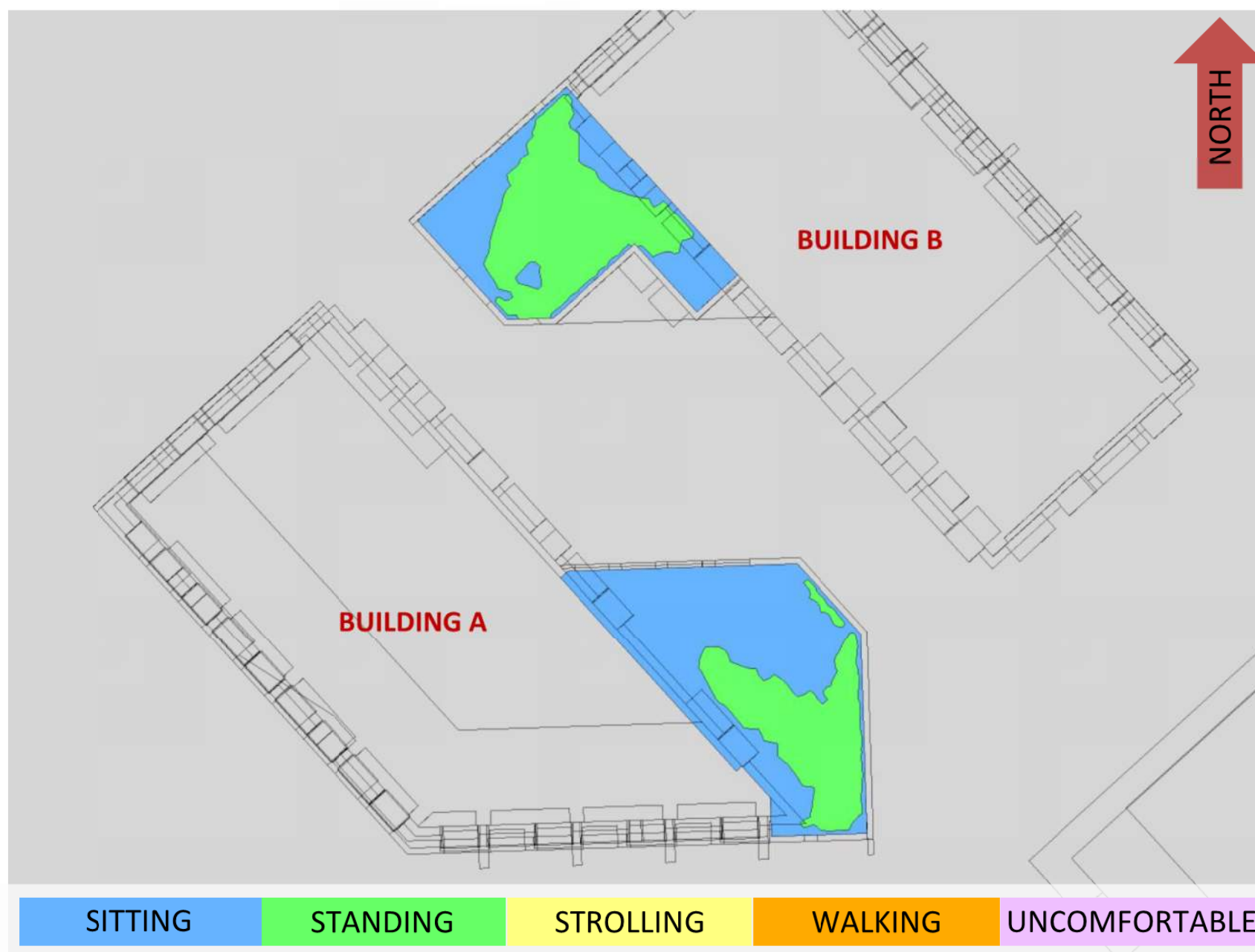


FIGURE 8D: WINTER – WIND COMFORT, LEVEL 5 COMMON AMENITY TERRACES



**FIGURE 9: TYPICAL USE PERIOD – LEVEL 5 COMMON AMENITY TERRACES**

# Design Brief:

The owners of the property at 5872, 5880, 5884 Hazeldean Rd and 7 Savage Dr. are proposing the re-zone of a series of existing properties. The properties fronting Hazeldean comprise of a used car dealership (Westend Automotive), while the property on Savage currently has small 2-storey residential house. The new proposed site plan is to include 3 new buildings. Fronting Hazeldean would include a 19-storey multi-unit residential building at the intersection of Hazeldean and Savage and a 25-storey multi-unit residential building further north-east. Both these buildings would include 4-storey podiums and commercial at grade to establish a consistent urban face. The 3rd building would be a 4-storey low-rise running perpendicular to Savage. This building would only include residential.

As this is a re-zone application to start, final designs (both unit count/mix and design aesthetic) are still preliminary, but it is anticipated to be around 456+/- units.

To support this development, the proposal includes the provision of a street access point to and from Savage, as well as right-turn only exit from the development on to Hazeldean Road. No direct access from Hazeldean will be proposed; eliminating cut through potential. The access point from Savage would allow access to the U/G parking ramp, surface visitor parking and drop-offs to all three buildings.

All high-rise buildings will respect the minimum 11.5m setbacks as indicated in the City of Ottawa Guidelines for Tall Buildings. The currently zoned as General Mixed-Use Zones along for the properties along Hazeldean, and as mentioned, Buildings A and B – fronting Hazeldean - will also provide street facing commercial as encouraged by good urban design principles when revamping streets of this type.

The buildings are all linked through an internal pedestrian park, courtyard and walkways with a series of various areas and uses; including public amenities for the commercial zones, private amenities for individual residential buildings. Through paving, landscape architectural design and green spaces, the buildings are linked to each other and to the greater community. This new internal urban park is clearly visible from Hazeldean and encourages the visibility and use of these spaces.

The new buildings enhance the street by highlighting the goals of revamping streets like Hazeldean as more arterial mainstreet approaches with ground floor commercial that is transparent and highlighted with active entrances. To note, the site does have a required 37.5m road widening easement (18.75m from centerline of road to property) and an overhead Hydro corridor that pushes the front facades back over 3m from the property line. The proposal thus provides a simple yet active pedestrian realm along the front property line in anticipation for a future redesign and re-activation of Hazeldean.

To maintain a connection to the streets, all buildings provide clear and strong active entrances facing the public streets, and clear visibility of the internal green spaces is visible and accessible from all the interstitial spaces between buildings.

As specific tenants are not yet determined, we have applied the typical retail commercial ratio based on the areas of the spaces provided. The project as proposed includes roughly 319 bicycle storage spots. The requirement under the bylaw for roughly this unit density is around 228. Garbage removal will be likely be through private contracts with garbage rooms located in the P1 level of the garage for all buildings. The remainder of the ground floors would include building entry lobbies, mail areas, move-in rooms, some residential units, and elevator lobbies.

Landscape buffers or fence lines will be provided along the various property lines as required by the Zoning Bylaw and with the intent of providing good urban at grade transitions between all properties surrounding the project. Trees and landscaping will be provided along both new proposed streets and along Savage and Hazeldean, however high trees may not be possible in certain areas due to the presence of high voltage hydro lines running along the Hazeldean. Where required, new wood fences will be provided for the full length of the property lines at the sides and rear of the site.

The communal amenity spaces for the buildings are provided mainly through the interior urban park, as well as roof top amenity areas and through a series of individual unit balconies and terraces for each individual building.

We have provided a very preliminary design aesthetic to assist the staff in reviewing the proposal. It must be noted that more detailed proposals for each individual building or combination of buildings will be done as we move into more detail with an SPC application. However, for the purpose of expressing a potential urban experience the buildings have been designed in a contemporary aesthetic that integrates well with the surrounding context. Building cladding will mainly consist of masonry, complete with a panelized cladding system in various colours. Careful detail to the material junctions was developed to provide a clear understanding of the building façade parti, and to accentuate the buildings urban volumetrics. Metal paneling is used to clad the mechanical penthouse roof. Other aspects that will be considered will be bird-safe glazing for any large street facing curtainwall.