



6310 Hazeldean Road

Planning Rationale + Design Brief
Zoning By-law Amendment
April 14, 2022



Prepared for Hazeldean Developments

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1.0 Introduction

Fotenn Planning + Design has been retained by Hazeldean Developments to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment application to facilitate the proposed development on the lands municipally known as 6130 Hazeldean Road in Stittsville, City of Ottawa.

1.1 Application Overview

The proposed development consists of three (3) nine-storey mixed-use buildings with ground floor commercial and residential units on the upper levels. A total number of 317 residential units are proposed, with approximately 1,811 square metres of gross floor area of at-grade commercial. Additionally, 365 parking spaces are provided in one level of underground parking to serve all three buildings, accessed from two locations on the site. Surface parking with a total of 84 spaces will be provided to serve the commercial space at-grade and provide additional visitor parking spaces. The former eastern driveway to the property will serve as the main access to the development and will be upgraded and modified to include an eastbound right-turn lane onto Hazeldean Road. The alignment of the access connects to a signalized intersection, facilitating traffic flow to and from the development.

To permit the proposed development, a Zoning By-law Amendment application is required. The subject property is currently zoned Arterial Mainstreet, Subzone 9, Exception 2102 (AM9[2102]). The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property with site-specific zoning provisions to permit an increase in maximum building height to 32 metres (9 storeys).

A Site Plan Control application for the proposed development will be submitted at a future stage of the project to resolve site-specific design considerations such as landscaping and servicing locations.

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

Site Context and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 6310 Hazeldean Road, is located on the south side of Hazeldean Road between Carp Road and West Ridge Drive in Stittsville (Ward 6). The subject property has frontage of approximately 158.5 metres along Hazeldean Road and a total site area of approximately 12,019.6 square metres (Figure 1).



Figure 1. Subject property

The subject property is currently vacant. It was previously used for a landscaping distribution centre, which has since closed and the site has been left vacant, except for some fencing and a shipping container still present on the site. The subject property is comprised of three (3) individual parcels of land that have been consolidated into one parcel for development purposes.

Two vehicular access points from Hazeldean Road service the property, including a right-in/right-out entrance/egress on the western side of the property and a signalized four-way intersection on the eastern side of the property. There are sidewalks at the corner of the signalized intersection in front of the site, however these sidewalks terminate after approximately 20 metres on each side. Sidewalks that extend the length of Hazeldean Road are located on the north side of the road.

The rear property line is well-vegetated with trees, located both on the subject property and the abutting properties to the south, which act as a natural buffer between the property and the adjacent residential neighbourhood. These trees range in size and are generally identified as being in poor health, as confirmed in the Tree Conservation Report accompanying the application.

2.2 Surrounding Area

The subject property has frontage on Hazeldean Road, in the established community of Stittsville, just inside the urban boundary of the City. Hazeldean Road is a major east-west arterial that extends 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 mix of uses, with commercial uses located to the north and east of the site, while residential uses are located to the south and west of the site. The adjacent land uses can be described as follows:

North: Immediately north of the subject property, across Hazeldean Road is the Stittsville Corners Shopping Plaza, which fronts both Hazeldean Road and Carp Road and includes a variety of fast-food restaurants, retail stores, and a fitness centre. Further north of the shopping centre is Kittiwake Park, which includes a soccer field. Further north of Stittsville Corners, east of Carp Road is a low-rise residential community, primarily consisting of detached dwellings.

East: Immediately east of the subject property is an RV dealership that consists of one single-storey building and a large surface parking area for RVs. Further east of the site at the intersection of Hazeldean Road and Carp Road is a car dealership and automotive services, such as a gas station, auto repair shop and a car wash and oil change service. Immediately east of the southern portion of the subject property is a residential neighbourhood, primarily consisting of detached dwellings. Further east of the site, approximately 780 metres away, is Stittsville Main Street, which features much of the commercial retail within the Stittsville neighbourhood.

South: Immediately south of the subject property is the Crossing Bridge Estates Subdivision, which extends from West Ridge Drive to Stittsville Main Street and is characterized by low-rise, detached 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 56 metres.

West: Immediately west of the subject property across Hazeldean Road is the Timbermere Subdivision, which is primarily characterized by detached dwellings. Abutting the subject property to the west is vacant land featuring shallow vegetation. Further west of the site, south of Hazeldean Road is another residential subdivision that consists of a mix of low-rise housing types, including detached dwellings and townhouses. Immediately west of this subdivision is the urban boundary for the City of Ottawa.



Figure 2. Site photos

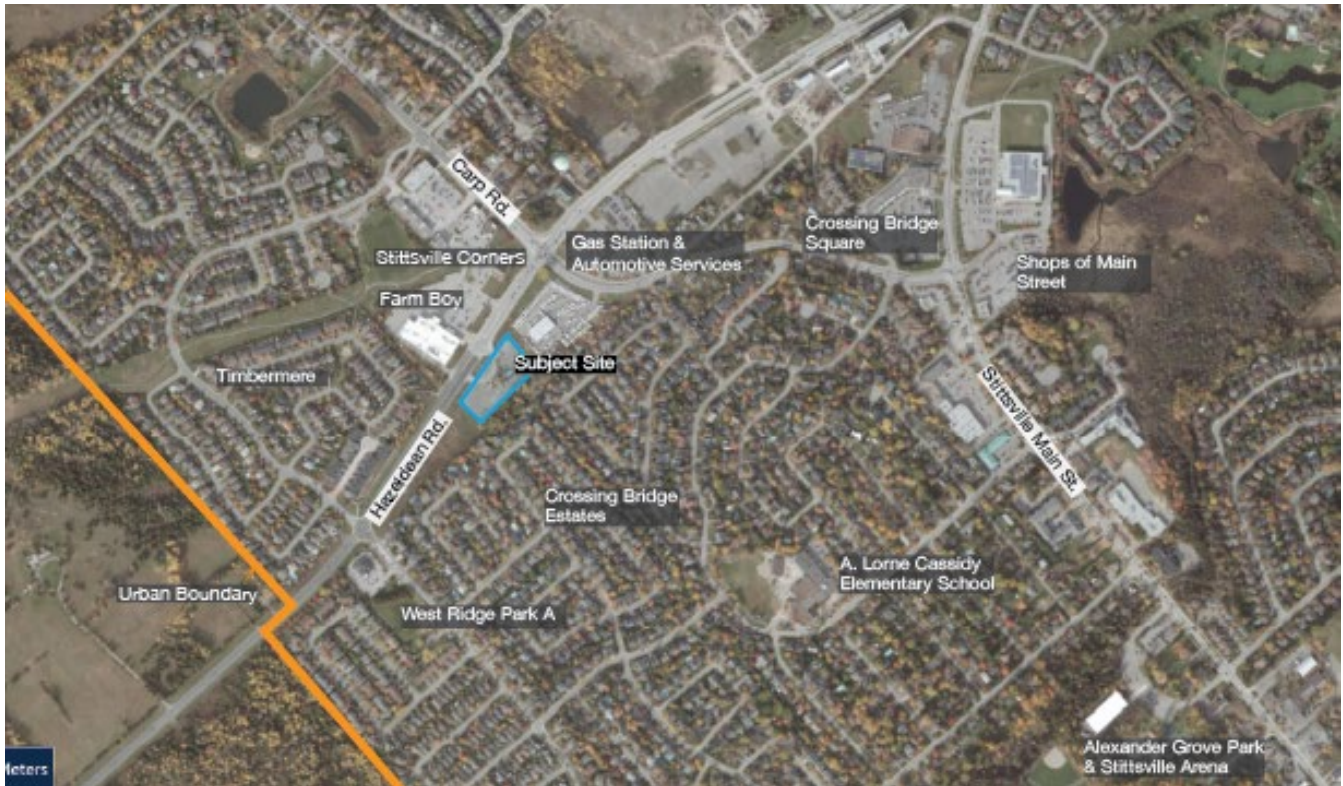


Figure 3. Surrounding area and nearby amenities

2.3 Road Network

The subject property abuts Hazeldean Road to the north, which is designated as an Arterial Road on Schedule C4 – Urban Road Network, of the City of Ottawa’s New Official Plan (Figure 4). Hazeldean Road is a bi-directional road with four lanes of east-west travel. Arterial roads are the major routes of the City’s transportation network and generally carry large volumes of traffic over the longest distances. In addition to vehicular traffic, arterials also function as major public and infrastructure corridors that accommodate public transit, pedestrians and cyclists, and public utilities.

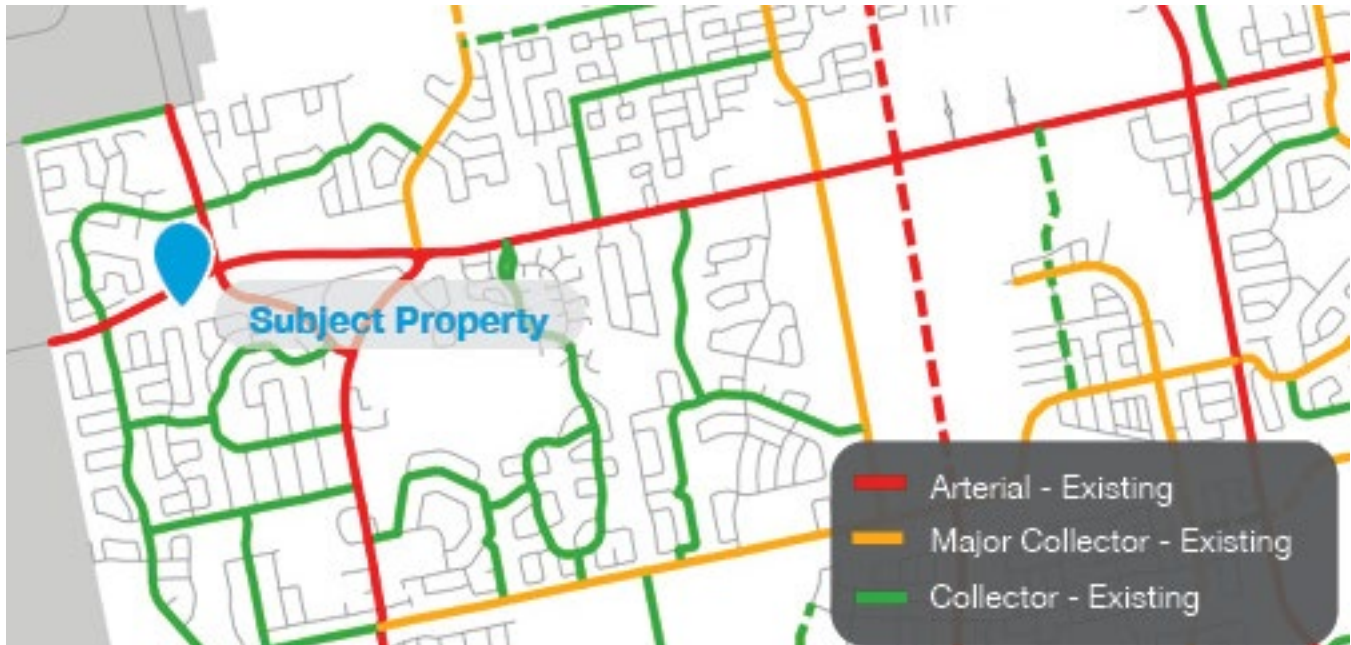


Figure 4. Extract from Schedule C4 - Urban Road Network, of City of Ottawa's New Official Plan

2.4 Transportation Network

The subject property is serviced by local OC Transpo bus service, connecting into the overall rapid transit network. The closest bus stop, which services local bus routes #61 and #162, is located approximately 250 metres away, at the corner of Hazeldean and Carp Road. Route #61 provides an east-west connection between Stittsville and the downtown core, with a stop at Tunney’s Pasture, connecting to the greater rapid transit system. Route #162 provides a north-south connection between Stittsville and Kanata, connecting to the future rapid transit system, which is currently under construction. Figure 5 provides an extract from Schedule C2 – Transit Network Ultimate, from the City of Ottawa’s New Official Plan. Although the subject property is not located directly adjacent to rapid transit, the existing bus routes connect well into the rapid network.

In addition to public transportation, Hazeldean Road has been identified as a Cycling Spine Route on Map 1 of the Transportation Master Plan (Figure 6). Spine routes, as identified by the Transportation Master Plan, provide access along major road corridors, connecting cross-town bikeways and multi-use pathways to neighbourhood bikeways and feeder routes. In general, spine routes will provide on-road cycling space, either as a cycling track or a buffered bike lane, but this depends on any localized constraints.

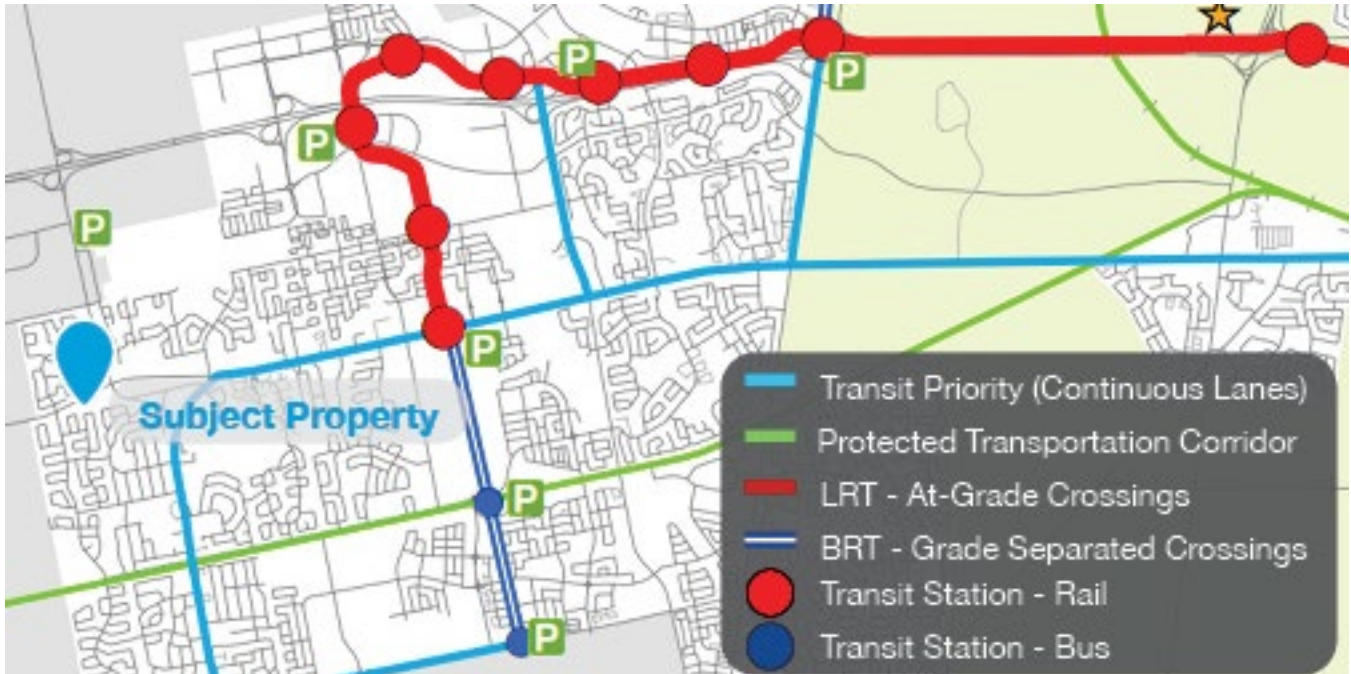


Figure 5. Extract from Schedule C2 - Transit Network Ultimate, of City of Ottawa's New Official Plan



Figure 6. Extract from Map 1 - Cycling Network - Primary Urban, of the Transportation Master Plan

Proposed Development and Design Brief

Hazeldean Developments is proposing to construct three mid-rise buildings on the subject property, each at nine (9) storeys in height. Building A will be a residential-only building and Buildings B and C will be mixed-use buildings with ground floor commercial and upper-level residential. A total of 317 residential units are proposed, with 2,130 square metres of commercial space.

The property is currently accessed at two different locations along Hazeldean Road. As part of the proposal, the western access will be closed and the eastern access at the signalized intersection between Building B and C will serve as the primary access point. The new access will be improved from its previous cross-section through the addition of a right-turn lane from the property onto Hazeldean Road.

A total of 365 underground parking spaces are proposed for residential parking, to be accessed from the south end of both Building A and Building C. A total of 85 surface parking spaces are also proposed, to be located throughout the development.

The proposed development includes a significant amount of landscaping along the edges of the property, as well as between buildings and within the surface parking area. The property also features a ditch along its eastern edge, which will remain vegetated. The ditch will continue to be accessible for maintenance by the City of Ottawa, as required by the prevailing easement in favour of the City.

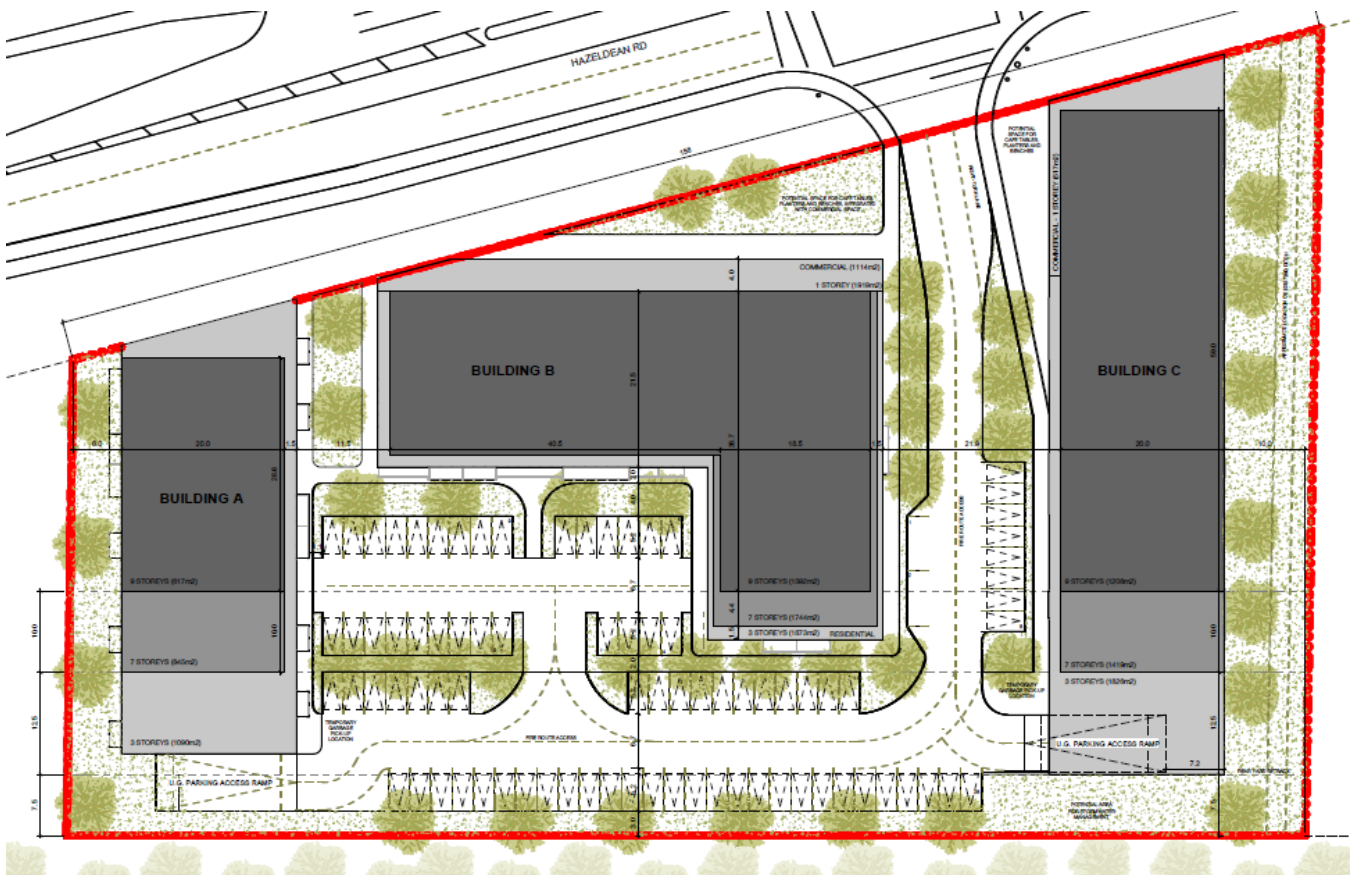


Figure 7. Concept Plan of the proposed development

3.1 Building Design

3.1.1 Building Massing and Scale

The proposed development consists of three buildings, each with a maximum of 9 storeys (32.0 metres) in height. The proposed building heights conform with the policies of the Official Plan, which permits mid-rise buildings along Arterial Mainstreets. Additionally, the Official Plan encourages redevelopment and infill along Arterial Mainstreets to optimize the use of land in a building format that encloses and defines the street edge with active frontages. The proposed development provides a defined street edge containing at-grade commercial uses, in addition to open space areas that are intended to be integrated with the at-grade commercial space (Figure 8).

The orientation of Building B is designed to create a clear relationship with the street, with its longest edge facing northward. While the angle of the northern property line precludes the ability for the north building face to be sited parallel to Hazeldean Road while maintaining efficiency across the development.

As illustrated in the elevation drawings below, all buildings have been designed to locate the tallest heights and greatest densities along the Hazeldean Road frontage, activating the public realm, framing the street, and generating passive surveillance for community safety. Stepbacks are incorporated at the rear of each building at the fourth and eighth floors to create appropriate transitions to the abutting low-rise residential neighbourhood (Figure 9).



Figure 8. Building massing of the proposed development from Hazeldean Road



Figure 9. Building massing of the proposed development from the rear property line

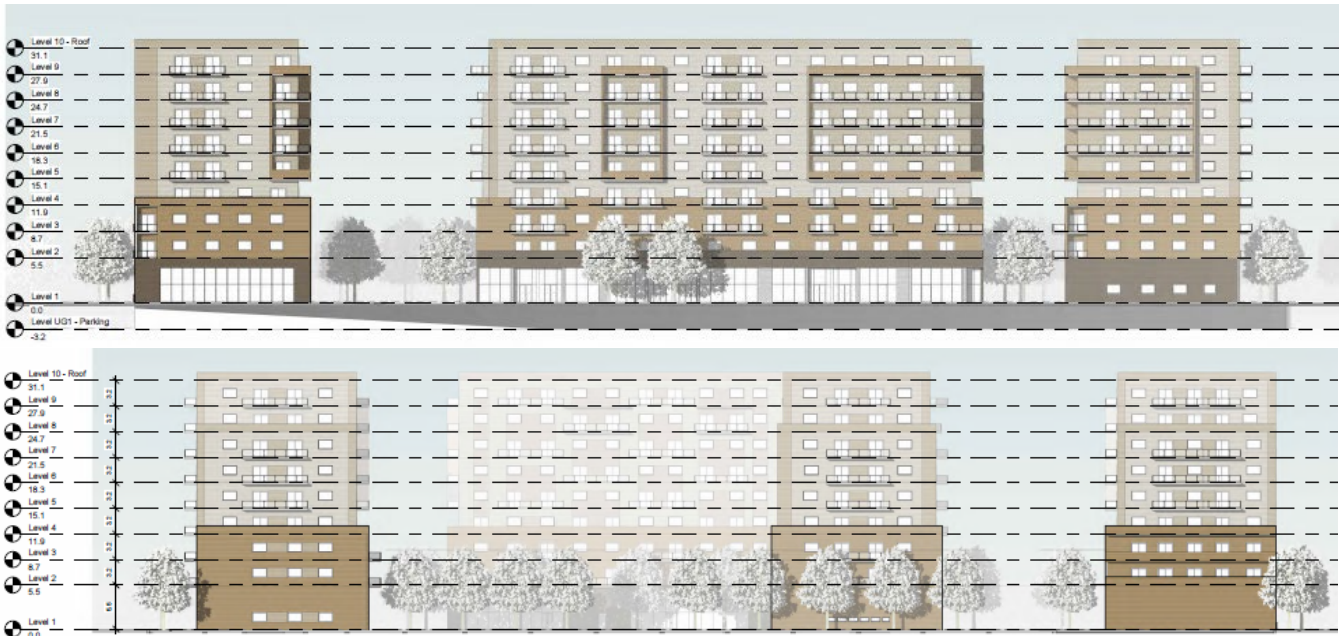


Figure 10. North elevation (top) and South elevation (bottom) of all proposed buildings



Figure 11. West elevation of Building A (top) and Building C (bottom), showing the 45-degree angular plane applied from the rear property line

In addition to the use of strategically-placed stepbacks at the fourth floor and eighth floor, the mass of the buildings is further broken up through the use of differing materiality, fenestration and balconies (Figure 12). The ground floor commercial space is defined by a darker material, complementary to the adjacent grocery store in the Stittsville Corners Shopping Centre. The upper levels of the buildings are defined by progressively lighter materials, with levels 4-9 featuring the lightest shades. The lighter materiality of the upper levels blends the building into the skyline, drawing more attention to the three-storey podium.

In addition to the podium design and stepbacks of each building, a 7.5-metre setback from the rear property line has been provided for Building C, while Building A and B have larger setbacks. The 7.5-metre setback ensures sufficient transition and separation from the neighbouring low-rise dwellings to the south. The residential properties to the south that were elongated as a result of consolidation with a former City corridor have rear yards of approximately 20 metres, resulting from lot depths of approximately 56 metres. Combined with the proposed 7.5 metre setbacks, the adjacent properties would be located a significant distance from the proposed development (approximately 27.5 metres or more).

3.1.2 Views

Views along Hazeldean Road (Figures 12, 13, 14 and 13) show how the building stepbacks and materiality complement the existing context. As previously discussed, the lighter materiality of the upper levels of each building blends into the skyline, drawing attention to the darker three-storey podiums.

In addition to the materiality of the building, the ground floor of each building is heavily fenestrated to create a positive relationship and interface between the buildings and the public realm. The remainder of the buildings have also been heavily fenestrated to increase natural light for its residents.



Figure 12. View of the proposed development (Buildings B and C) looking northeast on Hazeldean Road



Figure 13. View looking southeast at the subject property from the Hazeldean Road intersection



Figure 14. View of Building C looking east from Hazeldean Road



Figure 15. View of Building A looking south from Hazeldean Road

3.1.3 Alternative Layout

An alternative layout for the development was explored in previous conceptual designs of the site (Figure 16). While the alternative layout achieves several of the main objectives of the current design, the principal deficiency is that Building B did not have an appropriate relationship to the Hazeldean Road right-of-way. In addition to a missed opportunity to frame the public realm, the alternative design reduces the extent of ground floor retail exposure onto Hazeldean Road, reducing street-fronting active uses and animation. The alternative layout also proposed fewer opportunities for landscaping within the development, which was improved in the final preferred design.

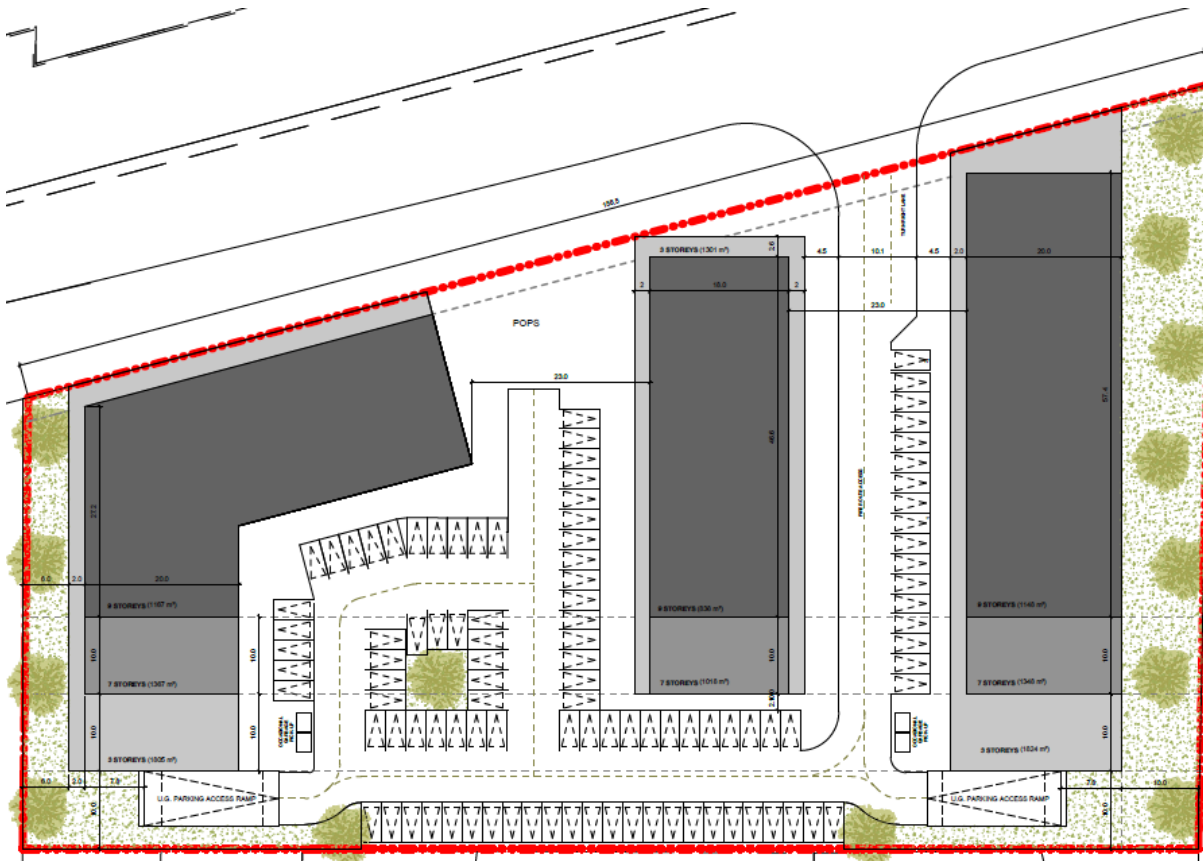


Figure 16. Alternative massing option for the proposed development

3.2 Public Realm

The proposed development will offer landscaping opportunities along the Hazeldean Road frontage in addition to the ground floor commercial spaces in both Buildings B and C. The buildings have been designed to maintain a pedestrian-scale along Hazeldean Road by designing a three-storey podium for all buildings. Building B has been designed to feature an open space between the building and the right-of-way, which will complement the adjacent commercial uses by providing space for seating areas, patios, or outdoor vendors.

While the buildings do not feature private balconies at-grade along Hazeldean Road, balconies are included on upper levels, which will further activate the street. Additionally, all surface parking for the proposed development has been located behind Building B, to maintain a visually interesting streetscape and screen surface parking facilities. Conceptually, landscaping is located within the proposed open space in front of Building B, in addition to some other small pockets of treed areas. Details of the landscaping of the site, and specifically the frontage along Hazeldean Road, will be captured in a future Site Plan Control application.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS supports the provincial goal of enhancing the quality of life for residents of Ontario, including the protection of resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS recognizes that “the long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.” The following PPS policies are applicable to the proposed development.

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b) Accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
 - c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those area which are adjacent or close to settlement areas; and
 - g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) Efficiently use land and resources;
 - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - e) Support active transportation; and
 - f) Are transit-supportive, where transit is planned, exists or may be developed.
- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
- d) Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing 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 well-being requirements and needs arising from demographic changes and employment opportunities; and

2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5.1 Healthy, active communities should be promoted by:

- a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

1.6.6.7 Planning for stormwater management shall:

- a) Be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b) Minimize, or, where possible, prevent increases in contaminant loads;
- c) Minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d) Mitigate risks to human health, safety, property and the environment;
- e) Maximize the extent and function of vegetative and pervious surfaces; and
- f) Promote stormwater management best practices.

1.7.1 Long-term economic prosperity should be supported by:

- b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- d) Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
- e) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) Promote compact form and a structure of nodes and corridors; and
- b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

The proposed development conforms with the policies of the Provincial Policy Statement. The development is located within a settlement area of the City, on an arterial road that provides opportunities for active transportation. The

proposed development contributes to a range and mix of housing options and densities within the settlement area through compact mixed-use development. Additionally, the proposed development will use existing infrastructure to service the site.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides the policy framework for the strategic growth and development of the City to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

4.2.1 Managing Growth

Section 2.2 of the Official Plan addresses how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies.

The policies of Section 2.2.2 deal specifically with the management of intensification within the urban area. Residential intensification is defined as "the development of a property, building or area that results in a net increase in residential units or accommodations." It is recognized that intensification and directing growth to specific areas is generally the most cost-effective pattern of development for the provision of municipal services and infrastructure and for development to support walking, cycling and transit as viable alternatives to the private automobile. Residential intensification can be achieved in the following ways:

- / Redevelopment;
- / The development of vacant or underutilized lots;
- / Infill development;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

The City has established target areas for intensification throughout the City, which includes the Central Area, Mixed Use Centres, Mainstreets and Town Centres, where the majority of intensification will occur.

Policy 10 of Section 2.2.2 recognizes that intensification may occur in a variety of built forms from low-rise to high-rise, provided that urban design and compatibility objectives are met. Denser development, which often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. **Policy 11** further specifies that the distribution of appropriate building heights will be determined by:

- a) The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- b) The Design and Compatibility of the development with the surrounding existing context and planned function, with buildings clustered with other buildings of similar height.

Policy 12 and Figure 2.4 of Section 2.2.2 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys

/ High-Rise 31+: 31 storeys and more

The proposed use for the site conforms with the policies of the Official Plan with respect to managing growth and intensification within the City. The subject property is located within an area characterized by a variety of land uses, with several vacant and underutilized lots along Hazeldean Road presenting opportunities for intensification. The subject property is located along an Arterial Mainstreet (Hazeldean Road), which has been identified as a Target Area for Intensification. Additionally, the development provides a design compatible with adjacent existing development and presents an opportunity to further enhance the Arterial Mainstreet with at-grade commercial.

4.2.2 Land Use Designation

The subject property is designated Arterial Mainstreet on Schedule B – Urban Policy Plan in the City of Ottawa Official Plan (Figure 17).



Figure 17. Extract from Schedule B - Urban Policy Plan, of the City of Ottawa Official Plan

The City has identified Mainstreets as streets that offer significant opportunities for intensification, with the objective of this designation to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Mainstreets are diverse in character and change and renewal will take into account the character of the street and adjacent areas. Arterial Mainstreets are expected to change gradually through redevelopment. Over time, residential and employment uses will be introduced at higher densities, and new development and public infrastructure will be designed to improve walking and cycling as well as access to transit. The following Mainstreet policies apply to the proposed development:

Policy 1 provides a policy direction for the Mainstreet designation, outlining the goals, land uses and planned context of Mainstreets. Arterial Mainstreets are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit-friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally

from the sidewalk. Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.

Policy 5 states that a broad range of uses are permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.

Policy 9 states that on Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11.

Policy 10 states that redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

Policy 12 states that on Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to nine (9) storeys may be permitted as of right. The Zoning By-law may establish as-of-right building heights lower than nine (9) storeys where site conditions, existing character and compatibility with adjacent development dictate that a lower building form is appropriate.

The proposed development of one residential and two mixed-use buildings at 9-storeys in height each is consistent with the Arterial Mainstreet policies and what is envisioned for Arterial Mainstreets within the City. Arterial Mainstreets are intended to evolve over time, with a broad range of uses being permitted. Multiple uses are proposed as part of the development, with active frontages defining the street edge of Hazeldean Road. Space has been provided between the buildings and the road for commercial uses, such as patios, which enhance the public realm and the streetscape, further framing the street edge.

4.2.3 Building Liveable Communities

Section 2.5.1 of the Official Plan – Designing Ottawa, provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, functions without causing undue adverse impact on surrounding properties; it “fits well: within its physical context and “works well” among those functions that surround it.

The following Design Objectives are intended to influence Ottawa's built environment as it grows and are applicable to the subject site and proposed development.

- / Enhances the sense of community by creating and maintaining places with their own distinct identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas;
- / Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

In the review of development applications, proponents of new development or redevelopment are required to demonstrate how the proposal addresses the above Design Objectives.

The proposed development addresses the Design Objectives by providing a design which enhances an underutilized site within the established Stittsville neighbourhood. The proposed development is designed in a manner that activates the street frontage along Hazeldean Road, an Arterial Mainstreet. The proposed development also contributes to new housing options in an area well-served by neighbourhood services, community amenities and

existing municipal infrastructure. The proposed development introduces a more intensive residential form to the site, while still respecting the existing character and context of the nearby low-rise residential community. The impacts to the surrounding community have been evaluated through the studies and reports prepared in support of the current application. The policy direction of the Official Plan has been carefully considered in the design of the development, providing appropriate transitions, massing, setbacks and stepbacks to mitigate potential impacts on the surrounding low-rise community.

4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. While Section 2.5.1 describes broader design objectives and goals, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of an individual property, the consideration for views, design, massing, and amenity space, among others, are key in assessing the relationship between new development and the existing urban fabric. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

| Policy | Proposed Development |
|--|---|
| 1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. | A Design Brief as part of this Planning Rationale satisfies the requirement for a Design Brief for the proposed development. |
| Building Design | |
| 5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents will demonstrate how the design of their development fits with the existing character and planned function of the area in the context of: <ul style="list-style-type: none"> • Setbacks, heights and transition; • Façade and roofline articulation; • Colours and materials; • Architectural elements, including windows, doors and projections; • Pre- and post-construction grades on site; and • Elements and detail of common characteristics in the area. | <p>The proposed development provides a visually interesting street wall condition along Hazeldean Road, with careful attention paid to the massing and materiality. Each building has been proposed to have a three-storey podium that is defined by a darker material, reinforcing the pedestrian-scale of the development along Hazeldean Road.</p> <p>A series of stepbacks have been proposed along the south face of each building at the fourth and eighth floors. These stepbacks provide an appropriate transition between the proposed development and the abutting residential neighbourhood.</p> |
| 6. The City will require that all applications for new development: <ul style="list-style-type: none"> • Orient the principal façade and entrances of main buildings to the street; • Include windows on the building elevations that are adjacent to public spaces; and | <p>The ground floor commercial space facades and building entrances are oriented toward Hazeldean Road, with the residential entrances to all buildings located internal to the development. The at-grade commercial entrances provide an interface with the sidewalks and pathways between the subject property and Hazeldean Road, while the massing of the ground floor of all buildings contributes to a human scale design.</p> |

| | |
|--|---|
| <ul style="list-style-type: none"> • Use architectural elements, massing and landscaping to accentuate main building entrances. | |
| <p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences, etc.) and are to be acoustically dampened where possible. The location and operation of these areas and equipment should be design to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p> | <p>Vehicle parking, drive aisles, and underground parking ramps are located internally to the site, between Building A and B and towards the rear of the property. Mechanical equipment has been located internal to the buildings, primarily within the underground parking garage that services all three buildings.</p> |
| <p>Massing and Scale</p> | |
| <p>10. Where there are no established criteria provided in an approved [Secondary] Plan, the city will assess the appropriateness of the proposal relying upon its Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> / Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street; / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; / The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section. | <p>The height and scale of the proposed development is designed in a manner consistent with the planned function of the site and surrounding area. The proposed development is located on an Arterial Mainstreet, which supports heights up to 9 storeys. The property is also located in an area characterized by vacant and underutilized land that is expected to be developed with buildings of similar height to the proposed development. The proposed development ensures strong transitions between existing low-rise buildings surrounding the property, mitigating potential impacts through architectural and design responses. Additionally, landscaped areas have been designed in a manner consistent with what is currently on the site, acting as a buffer to surrounding properties.</p> |
| <p>11. If required, the Shadow and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p> | <p>The Wind Analysis prepared by Gradient Wind demonstrates that the pedestrian realm will not be negatively impacted by the proposed development.</p> <p>Some mitigation measures for the open space beside Building C will be explored and discussed during the Site Plan Control Process.</p> <p>The submitted Shadow Study confirms that the majority of shadows will be cast on Hazeldean Road throughout the year, and will generally avoid adjacent properties.</p> |

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| <p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or variation in building form has been incorporated into the design.</p> | <p>The proposed development incorporates design elements which ensure appropriate transitions from the site to the nearby low-rise residential neighbourhood, minimizing the impact of the proposed development. Buildings A and C are set back from the east and west property lines, respectively, providing ample space for landscaped buffers. All three buildings have been stepped back above the third floor along Hazeldean Road to ensure a pedestrian-scale development along the Arterial Mainstreet. All buildings have also been stepped back at the fourth and eighth floors along the south face of the buildings to minimize any potential or perceived impacts on the low-rise residential neighbourhood to the south and to the east. The entirety of all buildings are within the 45-degree angular plane, as measured from appropriate lot lines. A large portion of the rear yard will be landscaped to provide an at-grade buffer between the site and the abutting residential neighbourhood.</p> |
| <p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> / Incremental changes in building height (e.g. angular planes or stepping building profile up or down); / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); / Building setbacks and step-backs. | <p>The building height and massing transitions of all buildings have been accomplished by incorporating building placement, orientation, setback and stepback elements which transition to the low-rise properties to the rear of the property.</p> <p>All buildings are set back from the east, west, and south property lines to allow greater separation and buffer between the existing residential neighbourhood to the south and east, and any future development to the northeast and west. Ground floor commercial uses in Buildings B and C are provided along the site's frontage, activating the public realm abutting the property. Building B has been set back slightly from the front lot line to allow for an open space that will be integrated with the building's ground floor commercial space. The setback of Building B attempts to minimize the perceived mass of the development along Hazeldean Road.</p> <p>All buildings have been stepped back from the rear lot line to provide for an appropriate transition between the proposed development and the abutting low-rise residential neighbourhood.</p> |
| <p>Outdoor Amenity Areas</p> | |
| <p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new buildings. Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or</p> | <p>Balconies in the development are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in the form of balconies, indoor amenity spaces and a gym. The communal amenity areas will be located on the ground level of each building.</p> |

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| <p>other design measures that achieve the same objective.</p> | |
| <p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plaza, courtyards, squares, yards).</p> | <p>Amenity space is provided through a combination of private balconies, communal indoor amenity rooms and a gym.</p> |
| <p>Design Priority Areas</p> | |
| <p>22. The portion of the buildings which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:</p> <ul style="list-style-type: none"> / Design the building's first storeys to be taller in height to retain flexibility or opportunity for ground floor uses in the future; / Locate front building facades parallel to the street; however consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas; / Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance; / Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm; / Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and spaces; / Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and / Signage that contributes to the character of the surrounding area and architectural design of the | <p>The ground-floor of the proposed development will have an increased height (5.5 metres) to provide the opportunity for a variety of commercial uses.</p> <p>The northern facades of Buildings A and C have been located generally parallel to Hazeldean Road, providing direct frontage to the street. Building B has been located parallel to the rear lot line to provide for open spaces along the Hazeldean Road frontage that are inviting to pedestrians and can be integrated with the ground floor commercial uses of Buildings B and C. A direct relationship between Hazeldean Road and this open space has been provided through the extension of the sidewalk on Hazeldean Road into the subject property.</p> <p>The ground floor of each building has been heavily fenestrated to enhance natural surveillance of the street in addition to enhancing the interface between the subject property and Hazeldean Road. The three-storey podium level of each building has also been designed to be darker in materiality, with lighter materials used on the upper levels, ensuring a well-designed building that addresses the public realm.</p> |

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| <p>building through appropriate architectural design elements, materials, and colour.</p> | |
| <p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:</p> <ul style="list-style-type: none"> / Weather protection elements (e.g. colonnades, and awnings); / Shade trees, median planting and treatments and other landscaping; / Wider sidewalks and enhanced pedestrian surfaces; / Coordinated furnishings and utilities, transit stops, and decorative lighting; and / Memorials and public art commissioned for the location. | <p>Enhanced public realm improvements along the subject property's frontage will be considered during the Site Plan Approval process for the proposed development.</p> |
| <p>24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).</p> | <p>The massing and scale of the proposed development employs a series of stepbacks to ensure that public and private spaces maintain a pedestrian-scale. The street width-to-height ratio of the proposed development and of all three buildings has been respected. Hazeldean Road has a right-of-way of approximately 41.5 metres and the proposed maximum building height of the development is 32 metres. The development is compatible with the planned function of properties along Hazeldean Road. Landscaping will also be used to provide natural buffers throughout the site between buildings and between abutting properties, mitigating any perceived impacts that may occur as a result of development.</p> |

Annex 1 requires a right-of-way protection of 37.5 metres for Hazeldean Road, in recognition of its arterial road function. As the right-of-way at this segment of Hazeldean Road is approximately 41.5 metres in width, a road widening is not required.

The proposed development conforms to the policy direction of Section 4.11. The proposed development positively contributes to the existing neighbourhood character through streetscape improvements along Hazeldean Road, and ensures high-quality design. The development has been designed in a way that will minimize any actual or perceived impacts to surrounding properties through appropriate transitions.

4.3 City of Ottawa New Official Plan (adopted 2021, awaiting Ministerial Approval)

City of Ottawa Council has adopted a New Official Plan on October 27th, 2021 that will plan for a 25-year time horizon. The New Official Plan is currently undergoing review by the Ministry of Municipal Affairs and Housing (MMAH) and is anticipated to receive final ministerial approval in mid-2022. While the new Official Plan is not yet in full force and effect, the proposed development has been reviewed against the new policy directions adopted by City Council. The version of

the New Official Plan that was reviewed for the purposes of this Report was the version adopted by Council on November 24, 2021 as By-law 2021-386.

The City has the goal of becoming the most liveable mid-size city in North America. By 2046, the population is expected to be 1.4 million people. The City has drafted an Official Plan that is intended to create a flexible, resilient city where people want to live, work and play. The driving force of the Plan is to achieve more growth by intensification than by greenfield development.

4.3.1 Transect Policy Area

The subject property is located within the Suburban Transect on Schedule A – Transect Policy Areas, of the New Official Plan (Figure 18).



Figure 18. Extract from Schedule A - Transect Area, from the City of Ottawa New Official Plan

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

Policy 2 of Section 5.4.1 states that the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- / Low-rise within Neighbourhoods and along Minor Corridors;
- / Mid-rise along Mainstreet Corridors, however the following policy direction applies;

- Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;
- The setback requirements for buildings shall be 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); and
- The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition; ...

Policy 3 states that in the Suburban Transect, the Official Plan shall support:

- / A range of dwelling unit sizes in:
 - Multi-unit dwellings in Hubs and on Corridors; and
 - Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and
- / In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.

Policy 3 of Section 5.4.3 stipulates that along Mainstreet Corridors, and subject to appropriate height transitions, setbacks and angular planes, maximum building heights are as follows:

- / Generally, not less than 2 storeys and up to 9 storeys, except where a secondary plan or area-specific policy specifies greater heights; however
- / 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); and
- / Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and setbacks, permitted building heights are up to 4 storeys.

Policy 3 of Section 5.4.4 states that on lands with all of the following characteristics prior to the date of adoption of the Official Plan, residential development shall strive to achieve a density target of 40 units per hectare, unless there are technical infrastructure impediments, as determined by the City, to achieve this target:

- / Within the urban area;
- / Outside of approved Secondary Plans or Community Design Plans;
- / Have not received draft approval for plan(s) of subdivision;
- / Have not received site plan approval;
- / Do not have a submission of a complete *Planning Act* application for a net increase in existing residential dwellings.

The proposed development of residential and mixed-use buildings at 9 storeys in height conforms with the Suburban Transect policies. The Suburban Transect is intended to gradually evolve over time into a 15-minute neighbourhood. The proposed development supports this gradual evolution by providing a mix of uses and a range of dwelling unit sizes, in addition to providing an under-represented housing type in the established Stittsville neighbourhood. Additionally, the proposed development exceeds the density target of 40 units per hectare, supporting the City's growth framework of more growth by intensification than greenfield development.

In addition to the Suburban Transect Policies, Overlay policies have been applied to certain areas of the City. These overlays 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 Neighbourhood Overlay applies to the subject property, which is applied to areas in close proximity to Hubs and Corridors. The intent of the Overlay is to signal a gradual evolution in character over time 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 following overlay policies apply to the subject property and the proposed development.

Policy 1 of Section 5.6.1.1 states that the Evolving Neighbourhood Overlay will apply to areas that are in a location or at a stage of evolution that creates the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

Policy 2 states that where an Evolving Overlay is applied:

- / 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
- / 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 3 states that in the Evolving Overlay, the City:

- / Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;
- / May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.

The proposed development conforms with the Evolving Overlay policies. The proposed development provides a form and typology of housing that is under-represented within Stittsville and helps to guide the gradual evolution of this neighbourhood towards a more urban built form. The proposed development conforms with the policies in the Official Plan with respect to function and height along Mainstreet Corridors and within the Suburban Transect, and as such, Zoning By-law Amendments that include non-residential uses are supported within the Evolving Overlay.

4.3.2 Urban Designation

The subject property is designated as a Mainstreet Corridor on Schedule B5 – Suburban (West) Transect, of the New Official Plan (Figure 19).

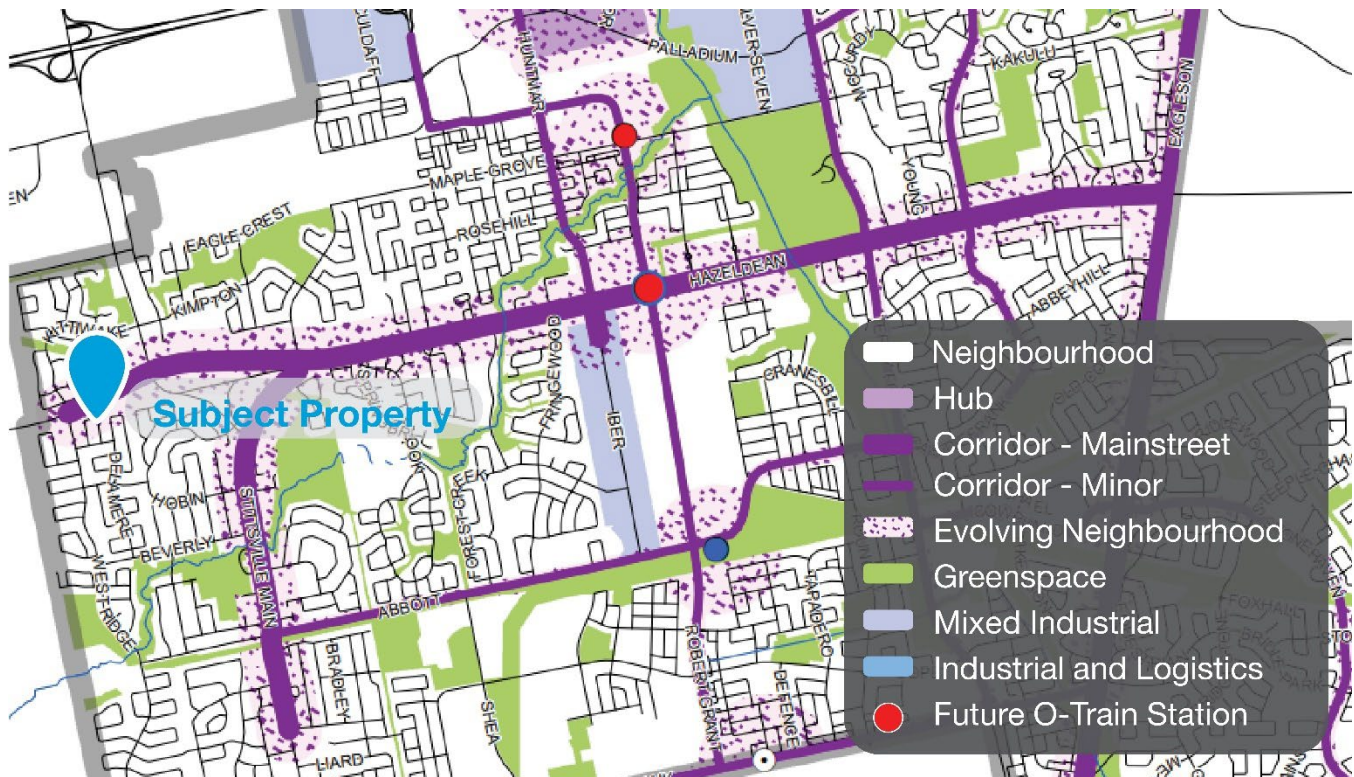


Figure 19. Excerpt of Schedule B5 - Suburban (West) Transect, from the City of Ottawa New Official Plan

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 Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. The following Mainstreet Corridor policies are applicable to the subject property and proposed development.

Policy 2 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- / Shall ensure appropriate transitions in height, use of land, site design and development character throughout the site, to where the Corridor designation meets abutting designations;
- / May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- / For sites generally of greater than one hectare in area or 100 metres in depth:
 - Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and

- 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.

Policy 3 states that 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:

- / 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;
- / Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- / Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

Policy 1 of Section 6.2.2 states that in the Mainstreet Corridor designation, the Official Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed development conforms with the Mainstreet Corridor policies. The development has situated the tallest portion of each building closest to the Mainstreet Corridor, while providing active frontages along Hazeldean Road in the form of at-grade commercial space. The mix of uses contributes to the creation of a 15-minute neighbourhood. Additionally, the proposed buildings have been designed to transition away from the abutting residential neighbourhood, through a variety of building setbacks.

4.3.3 Growth Management Framework

The City of Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. The growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions. Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. The following Growth Management policies apply to the subject property and proposed development.

Policy 3 of Section 3.1 states that the urban area and villages shall be the focus of growth and development.

Policy 1 of Section 3.2 states that the target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area.

Policy 2 states that intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.

Policy 3 states that the vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them, as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

Policy 4 states that intensification is permitted in all designations where development is permitted, taking into account whether the site has municipal water and sewer services. The Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

Policy 5 states that intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites, where feasible, in order to collectively achieve intensification and sustainable and resilient design goals and targets. Former industrial sites do not have the Industrial and Logistics or the Mixed Industrial designations as shown on Schedules B2 through B8, or a corresponding Industrial designation with in a rural secondary plan.

Policy 8 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

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

Table 3a of the Official Plan provides density requirements and large-household dwelling targets for Hubs and Mainstreets. Mainstreet Corridors are required to have a minimum residential density for intensification of 120 dwellings per net hectare.

The proposed development is consistent with the Growth Management policies of the New Official Plan. Additionally, the development has taken an underutilized commercial lot and intensified the space with a mix of uses and heights, contributing to the creation of a 15-minute neighbourhood. The Official Plan is supportive of intensification where development conforms to the respective Transect and Overlay policies. As previously discussed, the proposed development does conform to the Suburban Transect, Mainstreet Corridor and Evolving Neighbourhood Overlay policies, and intensification of the subject property is therefore supported by the Official Plan.

4.3.4 Mobility

Land use and transportation are fundamentally connected. Planning for transportation looks beyond moving people and goods, to also guide city-building objectives such as growth management and economic development. Through the Official Plan and the Transportation Master Plan (TMP) and associated Plans, the City shall manage and improve the transportation network to support healthy, complete neighbourhoods and expand the extend of the city where it is possible to live a car-light and car-free lifestyle. The following mobility policies relate to the subject property and the proposed development.

Policy 4 of Section 4.1.1 identifies how streets and roads within each Transect shall generally function. Arterial streets within Suburban Corridors shall function as access and flow streets.

Policy 4 of Section 4.1.2 states that development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.

Policy 5 states that where public pedestrian and cycling routes or facilities intersect with roads, appropriate traffic control devices shall be provided to accommodate pedestrian and cycling movements.

Policy 6 states that new development will provide direct connections to the existing or planned network of public sidewalk, pathways and cycling facilities.

Policy 9 states that proponents of development shall provide an adequate number of bicycle parking facilities as follows:

- / Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and
- / Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.

Policy 2 of Section 4.1.4 states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:

- / Hubs and Corridors;
- / Within a 600-metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
- / Within a 300-metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route; and
- / Other areas determined by Council.

Schedule C16 protects a right-of-way width of 37.5 metres along this segment of Hazeldean Road. The current right-of-way is approximately 41 metres wide and it is not anticipated that the City will request additional right-of-way as part of the proposed development.

The proposed development conforms to the mobility policies of the Official Plan. The proposed development has taken into consideration that Hazeldean Road is a cycling spine route as per the Transportation Master Plan and as such has limited the number of driveways that access the site to a single signalized intersection, better accommodating the cycling route and limited the amount of vehicle cross over. Additionally, pedestrian movements throughout and around the site have been considered through the extension of the existing sidewalk along Hazeldean Road into the subject property. Finally, bicycle parking has been located on the ground floor of all three proposed buildings, providing safe, accessible, and convenient access to the exterior of the proposed buildings.

4.3.5 Urban Design (Section 4.6)

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

Section 4.6 of the New 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 New Official Plan, as it is located along a Mainstreet Corridor outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

The following urban design policies relate to the subject site and the proposed development.

Policy 4 of section **4.6.1** states that development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- / The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- / Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- / Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

Policy 1 of **Section 4.6.5** states that development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

Policy 2 states that development in Hubs and along Corridors shall respond to context, Transect area and Overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above-grade utilities should be mitigated.

Policy 3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Policy 4 states that 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.

Policy 1 of **Section 4.6.6** states that to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- / Between existing buildings of different heights;
- / Where the planned context anticipates the adjacency of buildings of different heights;
- / Within a designation that is the target for intensification, specifically:
 - Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

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

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

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

Policy 7 states that mid-rise buildings shall be designed to respond to context and Transect area policies, and should:

- / Frame the street block and provide mid-block connections to break up large blocks;
- / Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- / 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
- / Provide sufficient setbacks and step backs to:
 - Provide landscaping and adequate space for tree planting;
 - Avoid a street canyon effect; and
 - Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development conforms to the urban design policies established in the new Official Plan, specifically with respect to transition to surrounding low-rise Neighbourhoods. The proposed development responds to the Suburban Transect, Corridor and Evolving Neighbourhood Overlay policies, as previously discussed. The subject property is proposed to be landscaped along the lot lines, with additional landscaping throughout the surface parking lot. The proposed development has been designed to include commercial at-grade, which provides opportunities for active frontages along the Mainstreet Corridor. Additionally, the proposed buildings have been designed to have a stepback at the front of each building to maintain a pedestrian-scale environment along the Mainstreet, and stepbacks along the rear of each building to provide a transition between the proposed development and the abutting residential neighbourhood.

4.4 Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines for Development Along Arterial Mainstreets was approved by City Council on May 24, 2006. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The guidelines are to be applied throughout the City for all streets identified as an Arterial Mainstreet within the Official Plan. The objectives of these guidelines are:

- / To foster compatible development that will contribute to the recognized or planned character of the streets;
- / To promote a comfortable pedestrian environment and create attractive streetscapes;
- / To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
- / To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- / To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential; and
- / To enhance connections that link development sites to public transit, roads and pedestrian walkways.

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

Streetscape:

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

Built Form:

- / Design street sections with a ratio of building height to road corridor width of between 1:6 (low), 1:3 (medium) and 1:2 (high);
- / Design the built form in relation to the adjacent properties to create coherent streetscapes;
- / Ensure that buildings occupy the majority of the lot frontage;
- / Create a transition in the scale and density of the built form on the site when located next to lower-density neighbourhoods to mitigate any potential impact;
- / Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street;
- / Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street;
- / Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies;

Pedestrians and Cyclists:

- / 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 entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres;
- / Provide site furnishing such as benches, bike racks and shelters, at building entrances and amenity areas;

Vehicles and Parking:

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

Landscaping and Environment:

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

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

Many of the Arterial Mainstreet guidelines include items that will be addressed during the Site Plan Control process.

4.5 Comprehensive Zoning By-law (2008-250)

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

The purpose of the AM 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.

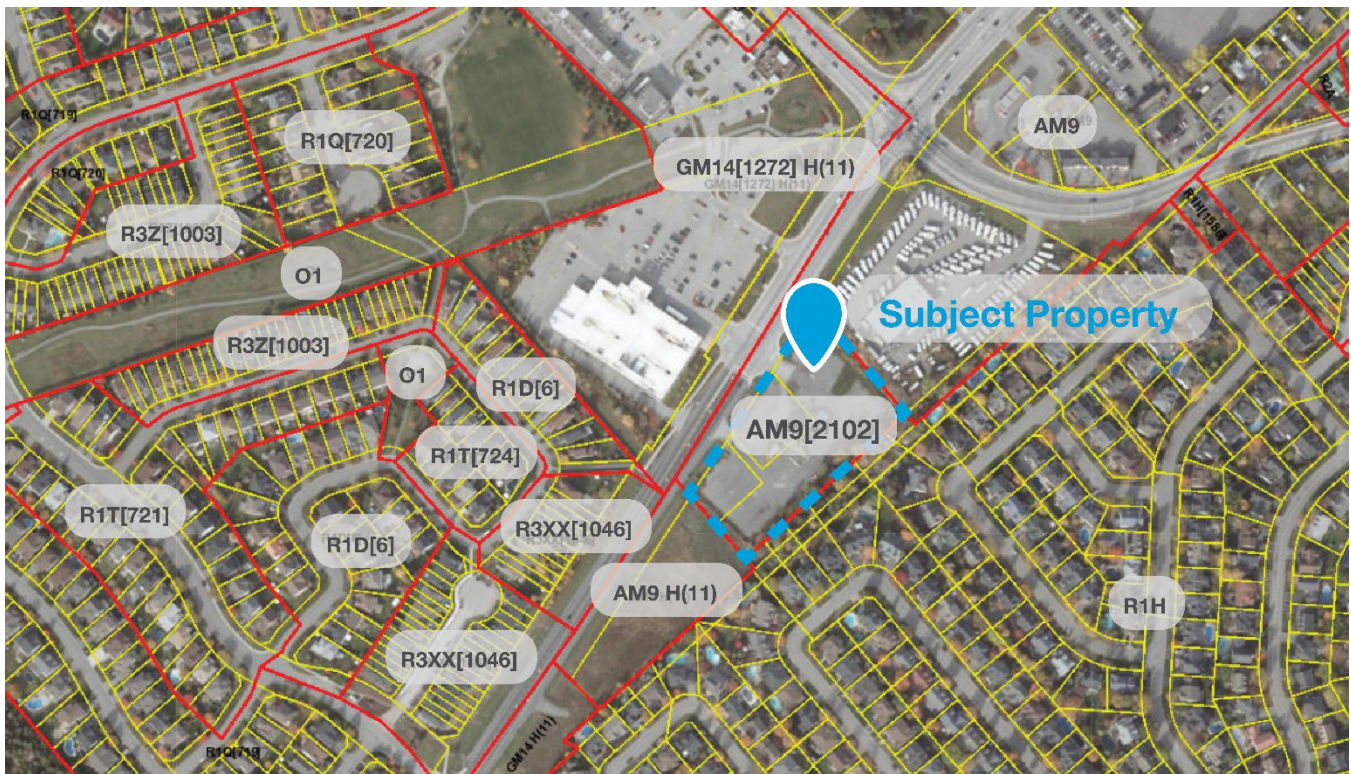


Figure 20. Zoning Map of the subject property and surrounding area

The AM zone permits a variety of non-residential uses and residential uses, ranging from retail, commercial service and institutional uses to apartment dwelling, mid rise and planned unit developments.

The development proposal includes three mid-rise mixed-use buildings, which are permitted uses within the AM zone.

4.5.1 Zone Provisions and Analysis

Table 1 evaluates the proposed development against the provisions of Arterial Mainstreet, Subzone 9.

Table 1. AM9 Zoning Provisions

| Zoning Mechanisms | | | Required | Proposed | Compliance |
|--------------------------------------|--|---------|--|---|------------|
| Minimum lot area | | | No minimum | 12,019.6 sq.m. | ✓ |
| Minimum lot width | | | No minimum | 158 metres | ✓ |
| Front yard and corner side yard | Non-residential or mixed-use buildings | Minimum | No minimum | 0 metres | ✓ |
| | Residential use building | Minimum | 3 metres | 0 metres | ✗ |
| Minimum interior side yard | All other cases | | No minimum | East – 6 metres West – 10 metres | ✓ |
| Minimum rear yard | Non-residential or mixed-use buildings | | 10 metres | Building B & C: 7.5 metres | ✗ |
| | All other cases | | 7.5 metres | Building A: 7.5 metres | ✓ |
| Maximum building height | Within 20 metres of a residential zone | | 11 metres | 11.9 metres | ✗ |
| | All other cases | | 15 metres | 32.0 metres | ✗ |
| 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 | 41.1% | ✓ |
| Landscaped area along lot lines | Where abutting a residential zone | | 10 metres and an opaque screen with a minimum height of 1.5 metres must be provided between the residential zone and landscaped area | 3.0 metres | ✗ |
| | 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. | Interior side yards are both landscaped | ✓ |

| Zoning Mechanisms | | Required | Proposed | Compliance |
|-----------------------------------|---|--|---|------------|
| Amenity Area (Section 137) | Apartment Building, mid-high rise | Total: 6 m ² / dwelling unit, and 10% of the gross floor area of each rooming unit (1,902 m ²) | Private Balconies: 2,270 m ² | ✓ |
| | Mixed-Use Building, with 9 or more dwelling units | | Communal: 1,186 m ² | |
| | | Communal: A minimum of 50% of the required total amenity area (951 m ²) | Total: 3,456 m ² | |
| Notes: | | Urban Exception 2102: / Sub-clause 186(9)(c)(ii) and sub-clause 186(9)(h) do not apply to an existing garden centre and existing building supply outlet. | | |

4.5.2 Parking Provisions

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

Table 2. Parking Provisions

| Zoning Mechanism | Provision | Proposed | Compliance |
|--|---|--|------------|
| Minimum Vehicle Parking Spaces Area C on Schedule 1A | Dwelling, mid-high rise apartment: 1.2 spaces/dwelling unit (91 spaces) Dwelling units in a mixed-use building, all other cases: 1 space/dwelling unit (241 spaces) Retail Store: 3.4 spaces/100 m ² of GFA Total: 55 spaces | Building A: 91 spaces Building B: 124 spaces Building C: 117 spaces Resident: 365 underground Retail: 55 surface | ✓ |
| Minimum Visitor Parking Area C on Schedule 1A | Apartment dwelling mid-rise: 0.2 spaces/dwelling unit Dwelling units in a mixed-use building: 0.2 spaces/dwelling unit Total required: 63 spaces | 63 spaces (30 surface + 33 underground) | ✓ |
| Parking Space Dimensions | Min: 2.6m wide / 5.2m long (up to 40% reduced to 2.4m wide and 4.6m long) | 2.6m x 5.2m (61% of spaces) 2.4m x 4.6m (39% of spaces) | ✓ |

| | | | |
|---|---|--|---|
| Bicycle Parking Spaces | Residential: 0.50 spaces/dwelling unit (159 spaces) Retail: 1 space/250 m ² of GFA (7 spaces) Total: 166 spaces | Residential: 168 spaces Retail: | ✓ |
| Bicycle Parking Dimensions | Horizontal: 0.6m x 1.8m Vertical: 0.5m x 1.5m | Horizontal: 0.6m x 1.8m Vertical: 0.5m x 1.5m | ✓ |
| Access Aisle for Bicycle Parking | Minimum width: 1.5m | >1.5 metres | ✓ |
| Driveway Width | Min: 6.0 metres Max: 6.7 metres | 6.7 metres | ✓ |
| Aisle Width | Min: 6.0 metres | 6.0 metres | ✓ |
| Location of Parking | No person may park a motor vehicle: / In a required front yard; / In a required corner side yard; or / In the extension of a required corner side yard into a rear yard. | Parking is located: / Underground; / In the middle of the site; and / In the rear yard. | ✓ |
| Landscaping for Parking Lots | A minimum of 15% of the area must be provided as perimeter or interior landscaped area. | >15% | ✓ |
| Location of Landscaped Buffer (>10 spaces, but <100 spaces) | Not abutting a street: 1.5 metres | >1,5 metres | ✓ |

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

4.5.3 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to maintain the Arterial Mainstreet, Subzone 9 (AM9) zoning of the site and introduce new site-specific provisions to address building height, building setbacks from the rear lot line and front lot line, landscaping around lot lines. Rationales for each area of relief are provided below:

- / **Maximum Building Height:** As shown on the site plan, the maximum proposed height is 32 metres, with several height transitions incorporated within the building design to provide appropriate stepbacks to the surrounding

neighbourhood. The proposed building height conforms with the policies of the Official Plan, which supports heights up to 9 storeys on Arterial Mainstreets, and is located in an appropriate area for mid-rise development.

- / **Maximum Building Height within 20 metres of a Residential Zone:** As shown on the site plan, the maximum proposed height within 20 metres of the abutting residential zone to the south is 11.9 metres, whereas a maximum height of 11 metres is permitted. The proposed building height has incorporated a taller ground floor as well as taller residential floors, resulting in the taller height, but still maintaining a height of three storeys. The proposed height increase is appropriate, considering the deep rear yards of the abutting residential properties, further separating the residential dwellings from the proposed buildings.

- / **Minimum Rear Yard Setback:** Whereas the zoning requires a minimum 10-metre setback from the rear lot line for non-residential and mixed-use buildings, the proposed development requires relief to decrease the setback to 7.5 metres. The 10-metre requirement for mixed-use buildings contrasts with the 7.5-metre requirement for residential use buildings in the same subzone. While two of the proposed buildings have a mix of uses, the commercial components are located along the northern property line, far away from the abutting residential uses. Additionally, the abutting residential properties feature deep rear yards as a result of recent additions of land to some of the abutting properties. The elongated properties allow an additional 20 metres or more of rear yard for each abutting property, further separating the residential dwellings from the proposed buildings.

- / **Minimum Front Yard Setback:** The zoning requires a minimum 3 metres setback from the front lot line for residential buildings, however the proposed development requires relief to decrease the setback to 0 metres. As the front yard setback for non-residential and mixed-use buildings is 0 metres, the relief would only apply to Building A. Similar to the required relief for the rear yard setback, the reduced front yard setback will provide for a more cohesive development that frames the street edge with active frontages, as per the policies of the Official Plan and provisions of the Zoning By-law.

- / **Landscaping Around Lot Lines:** The zoning requires a minimum width of 10 metres of landscaped area and a 1.5-metre opaque screen abutting a residential zone for a lot containing a mixed-use building. However, the proposed development requires relief to decrease the minimum width of landscaped area to 3.0 metres. With the likely inclusion of a fence along the southern property line (to be confirmed through the Site Plan Control process), visual impacts on the properties to the south will be appropriately mitigated. Additionally, the generous rear yard setbacks of the dwellings to the south to the shared property line will further reduce impacts of the proposed reduction. The reduced distance of the parking lot to the property line is reasonable to accommodate more efficient vehicle circulation, both at grade and underground.

5.0 Supporting Studies

5.1 [Assessment of Adequacy of Public Services Report](#), prepared by LRL Engineering, dated April 1st, 2022

LRL Engineering prepared the Adequacy of Services report to outline the required services, including water, stormwater, and wastewater needed to support the proposed development on the subject property.

The report identifies that that proposed development is anticipated to be serviced by two (2) 150mm services connected to the existing 406mm watermain within Hazeldean Road. Domestic demands from the proposed concept are expected to be in the range of 1.90 L/s for the average daily demand, 4.70 L/s for the maximum daily and 10.30 L/s for the maximum hourly. The anticipated water supply design conforms to all relevant City Guidelines and Policies.

The report also notes that it is anticipated that the contemplated development will connect to the existing 450mm sanitary sewer within the neighbouring easement via a single 150mm diameter sanitary service lateral. The total anticipated post-development total flow was calculated to be 6.68 L/s. Sanitary capacity would need to be reviewed with the City of Ottawa at the detailed design stage to ensure the existing City sanitary sewer has adequate capacity for the proposed sanitary flows (which have been calculated to represent 5.7% of the maximum existing sewer capacity).

Finally, site stormwater runoff will need to be controlled to a pre-development release rate of 173.50 L/s and accommodate 245.84 m³ of stormwater storage during the 100-year stormwater event. The subject site is anticipated to outlet to the ditch within the easement located on the east side of the site.

5.2 [Transportation Impact Assessment](#), prepared by CGH Transportation, dated March 2022

CGH Transportation prepared the Transportation Impact Assessment for the proposed development, which found that the proposed development is forecasted to produce 62 two-way vehicle trips during the AM peak hour and 103 two-way vehicle trips during the PM peak hour. Of the forecasted trips, 30% are anticipated to travel north, 5% to both the south and the west, and 60% to the east.

The report also included a Network Intersection Design, which found that no change to the existing signalized control is recommended for the network intersections. Additionally, the network intersections are anticipated to operate similarly to the future background conditions, except for the eastbound left-turn movement at Hazeldean Road and Carp Road intersection.

Pedestrian and bicycle LOS targets will not be met at the existing or future intersections. The transit LOS targets will need to be improved at the Carp Road at Stittsville Main Street intersection beyond 2031.

5.3 [Pedestrian Level Wind Study](#), prepared by Gradient Wind Engineers & Scientists, dated March 25th, 2022

Gradient Wind Engineers & Scientists (Gradient) prepared a Pedestrian Level Wind Study to evaluate wind conditions within and surrounding the subject property, and to identify areas where wind conditions may interfere with certain pedestrian activities.

The methodological approach evaluates wind conditions for human comfort using five activities as thresholds. Under “sitting” conditions, wind speeds are less than 10 km/hour at least 80% of the time. Standing tolerates slightly higher wind speeds, followed by strolling and walking. If mean wind speeds are projected to exceed 20 km/hour more than 20% of the time, conditions are considered uncomfortable. Different outdoor areas are expected to meet different standards;

for example, transit stops should be comfortable for sitting and standing, whereas public sidewalks are only expected to meet the comfort for strolling.

The study found that all grade level areas within and surrounding the subject site are predicted to be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over surrounding sidewalks, walkways, surface parking, in the vicinity of pedestrian building access points serving Building A, and the potential outdoor amenity area serving Building B are considered acceptable, with two (2) exceptions:

- / The amenity entrance serving Building B on its east elevation and the commercial entrances serving Building C along its west elevation are recommended to be recessed within their elevations by 1.5 metres; and
- / The residential entrances serving Buildings B and C that front onto the laneway are recommended to be flanked by wind barriers extending outward by 1.5 metres from their respective elevations.

The study also found that for the potential outdoor amenity area serving Building C, mitigation will be required to create suitable conditions from late spring to early autumn. Mitigation will be discussed and explored with the design team for a future Site Plan Control application.

5.4 Shadow Analysis, prepared by Fotenn Planning + Design, dated April 2022

A shadow study has been submitted in support of the proposed development. The study shows that the majority of the shadows will fall within the Hazeldean Road right-of-way for most of the year, while the impacts to the adjacent properties will be minimal relative to the existing development permissions on the subject property.

5.5 Phase II Environmental Site Assessment, prepared by Paterson Group Inc., Report PE4484-2, dated February 15th, 2022

Paterson Group completed the Phase II Environmental Site Assessment (ESA) for the subject property to address areas of potential environmental concerns (APECs) identified on the Phase II Property, during the 2018 Phase 1 ESA and 2020 Phase I ESA Update.

The 2018 Phase I ESA identified two (2) on-site potentially contaminating activities (PCAs) and three (3) off-site PCAs. Based on these findings, a Phase II ESA was recommended and subsequently completed.

Based on the results of this Phase II investigation, it is recommended that soil remediation be carried out in the vicinity of BH7 prior to or in conjunction with site redevelopment. Additionally, if the monitoring wells installed on the subject property are not going to be used in the future, or will be destroyed during site redevelopment, they should be abandoned in accordance with Ontario Regulation 903.

5.6 Tree Conservation Report, prepared by IFS Associates, dated March 9th, 2022

IFS Associates prepared a Tree Conservation Report for the proposed development by highlighting the condition of any existing trees on site, the impact of the proposed development and measures recommended to preserve and minimize impact. The report makes several recommendations for the construction of any redevelopment on the lands.

The methodological approach evaluates trees of 10 centimetres in diameter or greater. The report identified that there was a total of 86 identified species, that are generally in poor health. This is due to a combination of site disturbance, in particular a berm which runs most of the length of the southeastern property line, and heavy vine growth into tree crowns. Most elms on the property are dead due to Dutch elm disease and all ash are dead due to the emerald ash borer. Many of the aspens are infected with Hypoxylon canker.

Trees meeting the 10-centimetre threshold were all contained to the southeastern limit of the property where they border a number of private residential backyards. All trees fully within the subject property conflict with the proposed redevelopment and are therefore slated for removal.

Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting
 - A Pre-Application Consultation Meeting was held with City Staff, Fotenn and the owners of the property on November 17th, 2021.

- / Notification of Ward Councillor, Councillor Glen Gower
 - The Ward Councillor was notified of the proposed development for the subject site prior to the Zoning By-law Amendment application being submitted.

- / Community “Heads Up” to local registered Community Associations
 - A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.

- / Community Information Session
 - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
 - It is anticipated that, due to current COVID-19 restrictions, the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.

- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.

- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

Conclusions

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

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing efficient use of existing urban land and infrastructure and providing new housing options in the area.
- / The proposed development conforms to the Official Plan's vision for managing growth in the urban area and is located in a Target Area for Intensification. The proposed development responds to its immediate context by proposing a mid-rise building along an Arterial Mainstreet, while proposing transitional building elements in the design to ensure compatibility with the low-rise neighbourhood to the south.
- / The proposed development conforms to the New Official Plan's vision for managing growth, as well as the Suburban Transect and Corridor policies. The New Official Plan seeks to achieve more development by intensification in the urban area than new greenfield development.
- / The proposed development meets the urban design and compatibility objectives, principles, and policies in Section 2.5.1 and 4.11 of the Official Plan and Section 4.6 of the New Official Plan.
- / The proposed development responds well to the Urban Design Guidelines for Development along Arterial Mainstreets by enhancing the public environment and proposing an activated street frontage along Hazeldean Road.
- / The proposed development meets several of the applicable performance standards in the Comprehensive Zoning By-law 2008-250. The requested amendments to select provisions are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development will allow the redevelopment of a brownfield parcel on a prominent arterial corridor.
- / The proposed development is supported by technical studies submitted as part of this application.



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