

# 6310 Hazeldean Road

Urban Design Review Panel - Formal Review  
October 6th, 2022

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**CONTEXT**

**01**

# Introduction

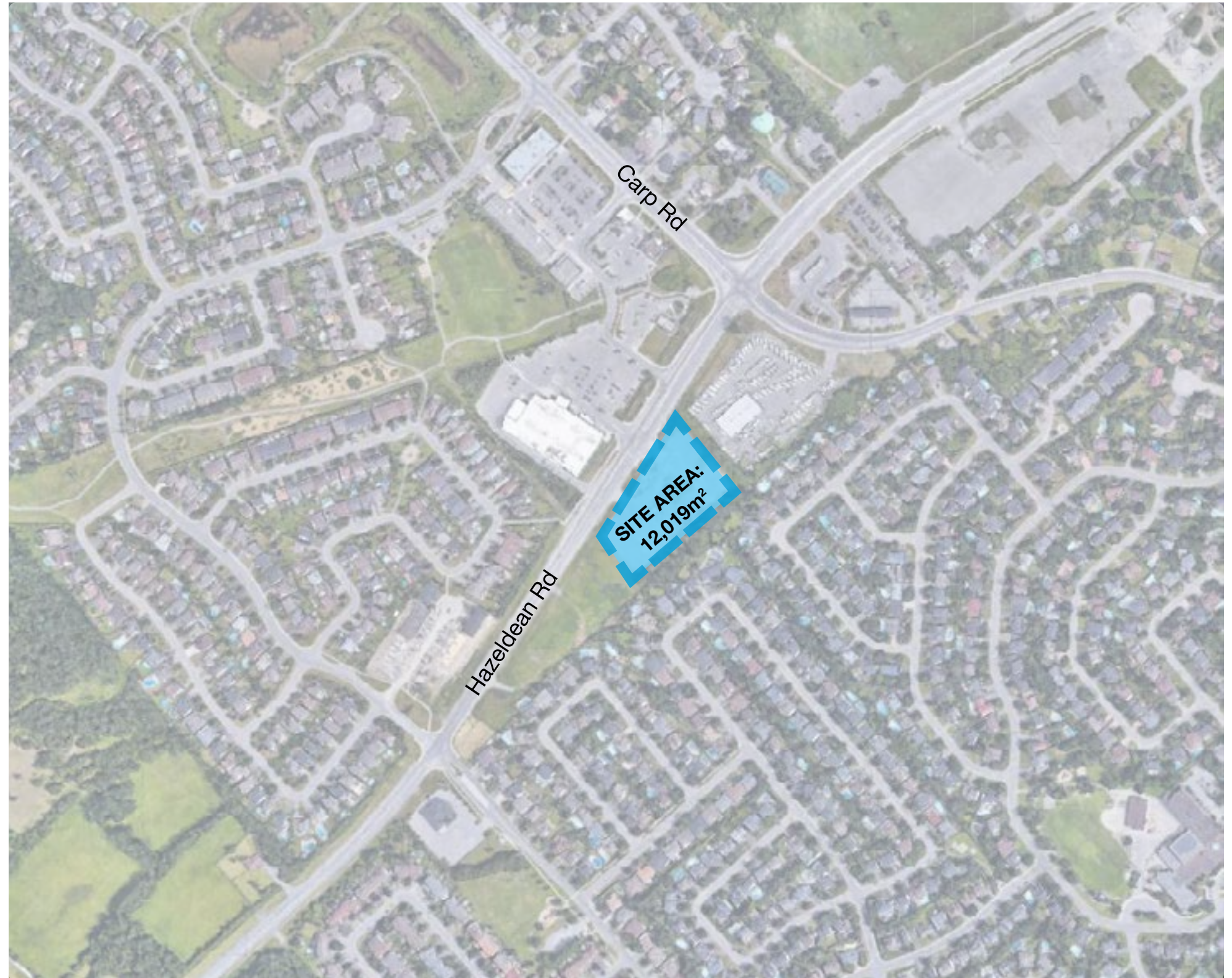
## Site Context

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.

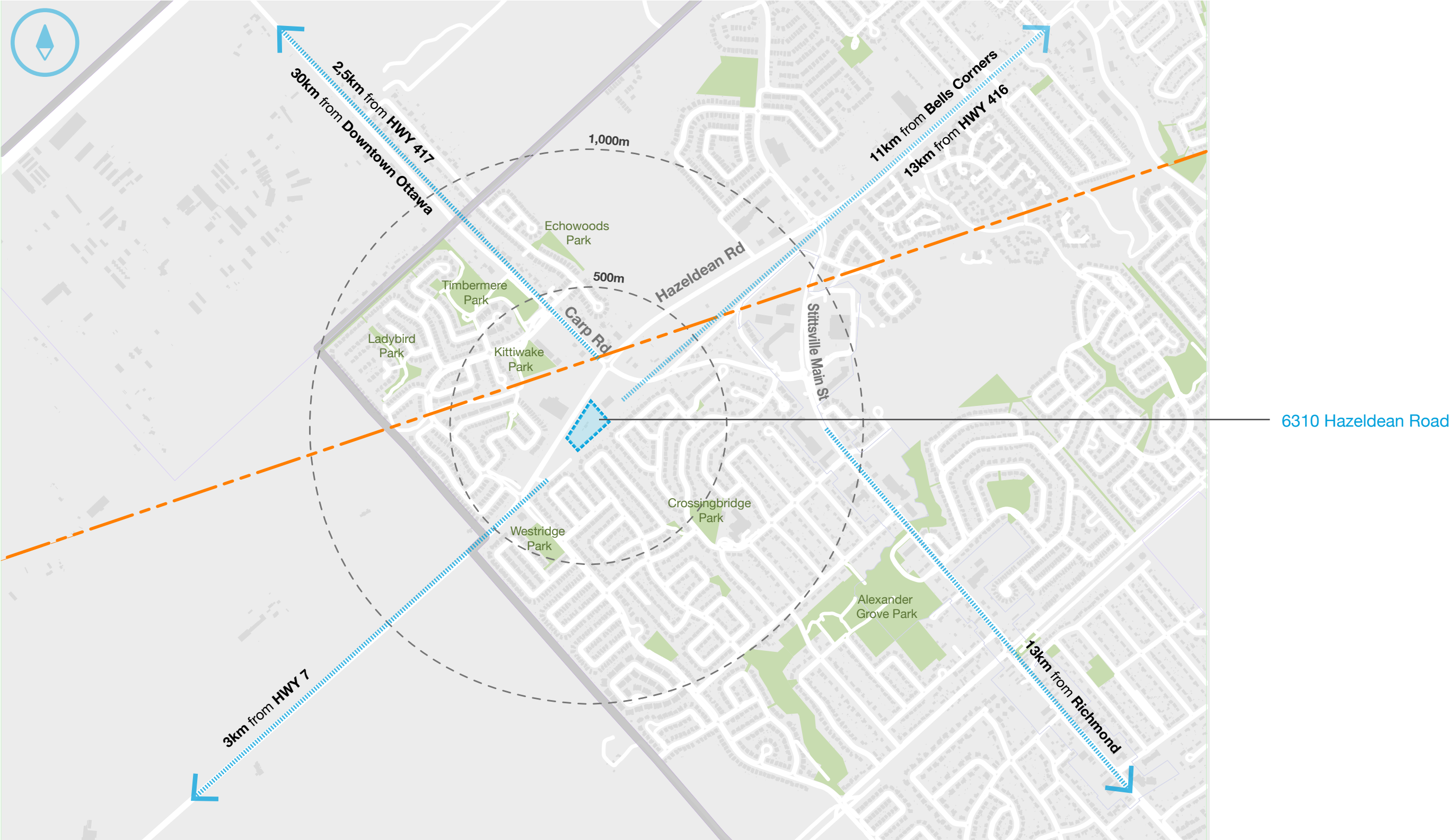
The subject property is currently vacant. It was previously used for a landscaping distribution centre, which has since closed and the site has been left vacant, except for some fencing and a shipping container still present on the site. The subject property is made up of three (3) individual parcels 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.

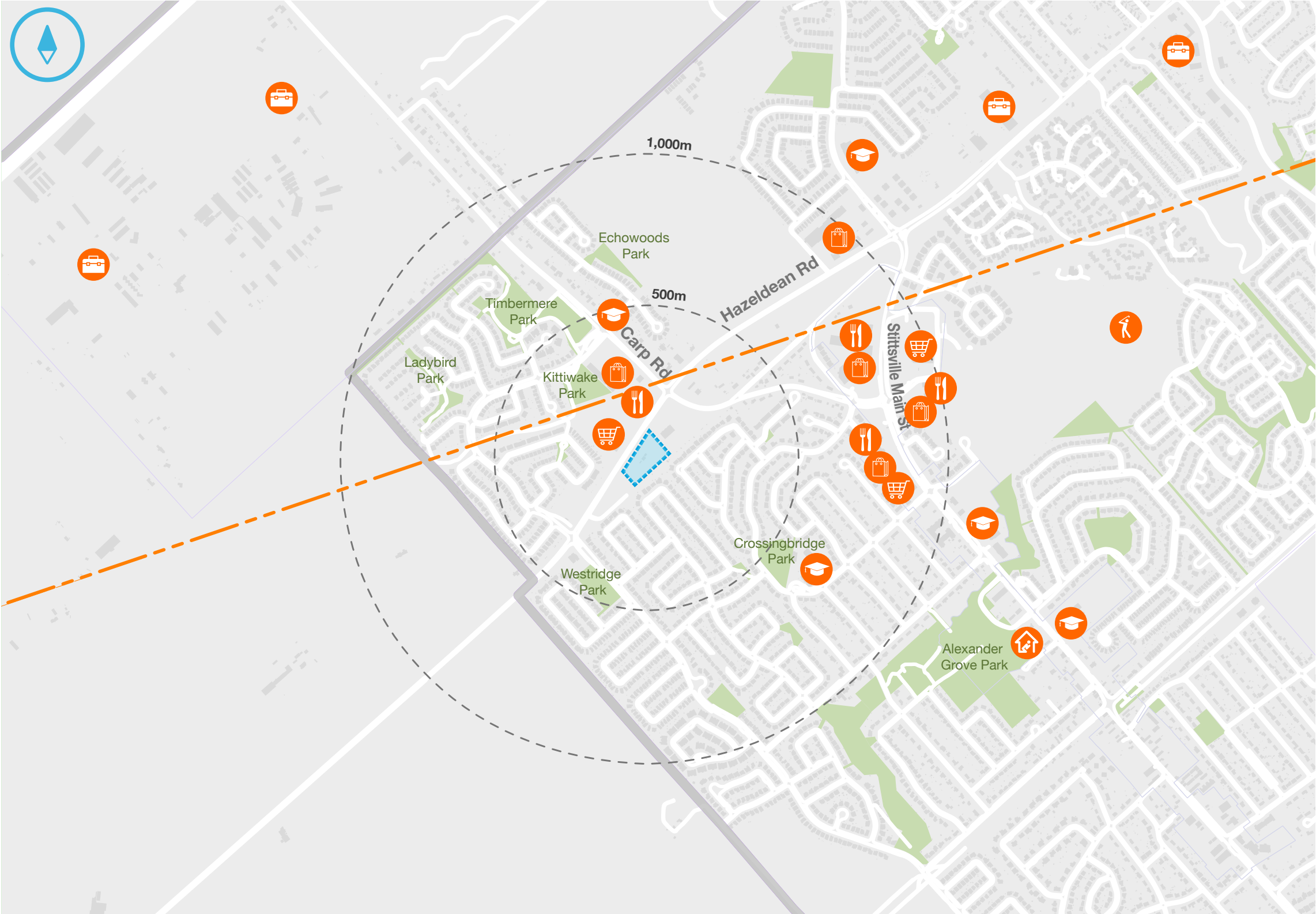
The rear property line is well-vegetated with trees, located both on the subject property and the abutting properties to the south, which act as a natural buffer between the property and the adjacent residential neighbourhood. These trees range in size and are generally identified as being in poor health,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



# Regional Context



# Local Context - Amenities



The subject property has frontage on Hazeldean Road, in the established community of Stittville, 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.

- Subject Property
- School
- Place of Worship
- Grocery
- Commercial
- Restaurant
- Golf Course
- Industrial
- Hydro Corridor
- Urban Boundary

# Subject Property

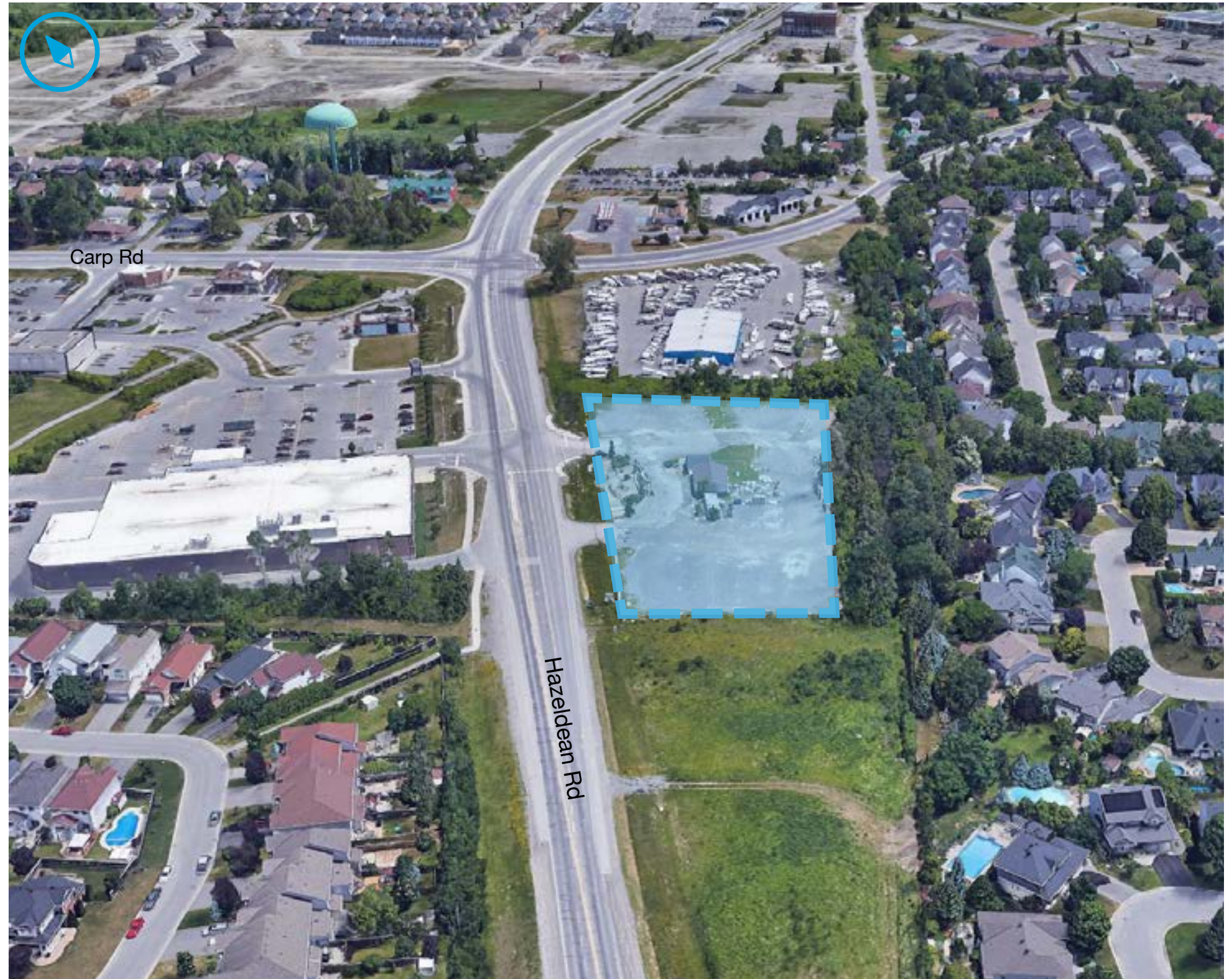
The adjacent land uses can be described as follows:

**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 Kitiwake 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.



# Subject Property



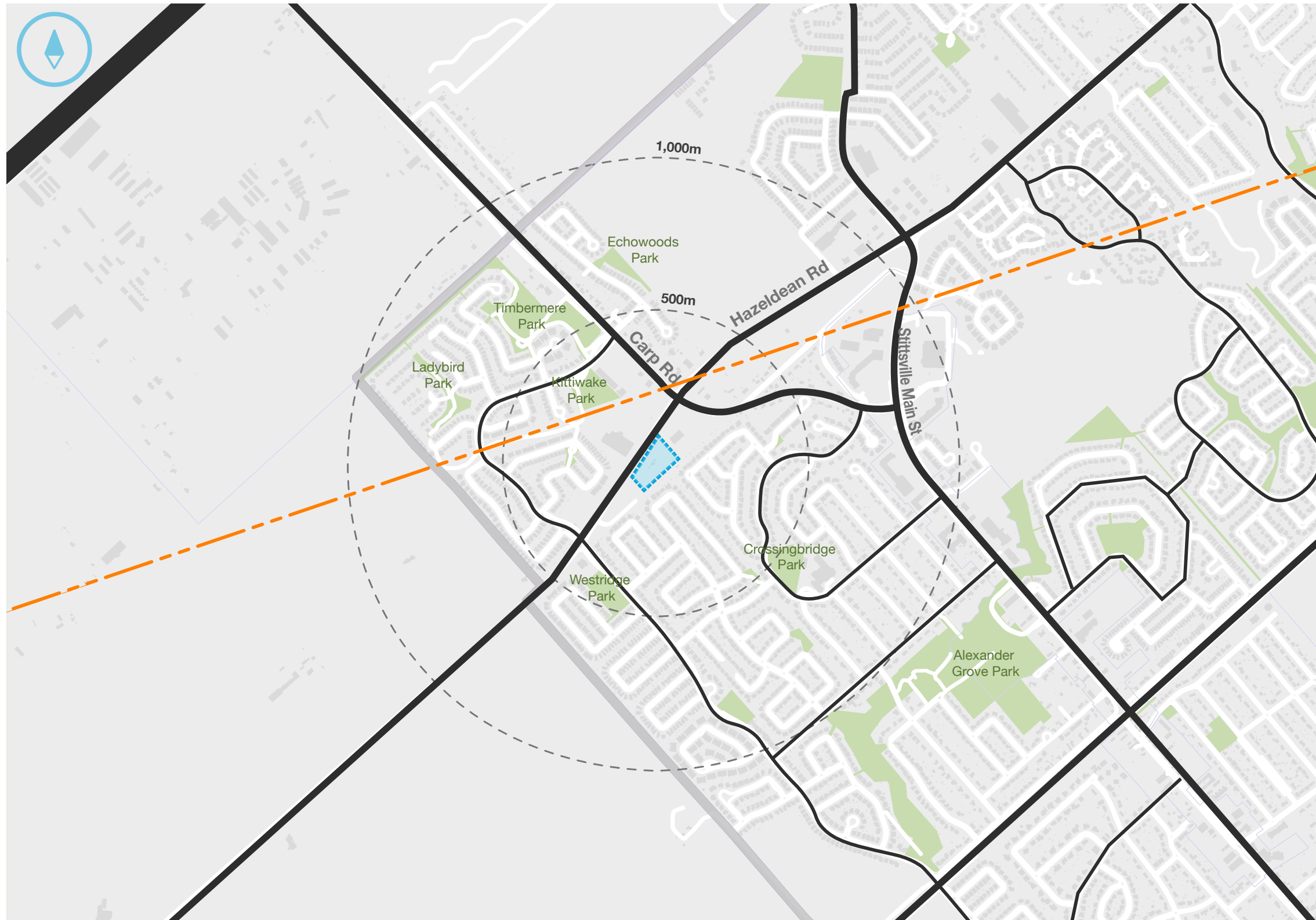


# Site Photos









# SITE ANALYSIS

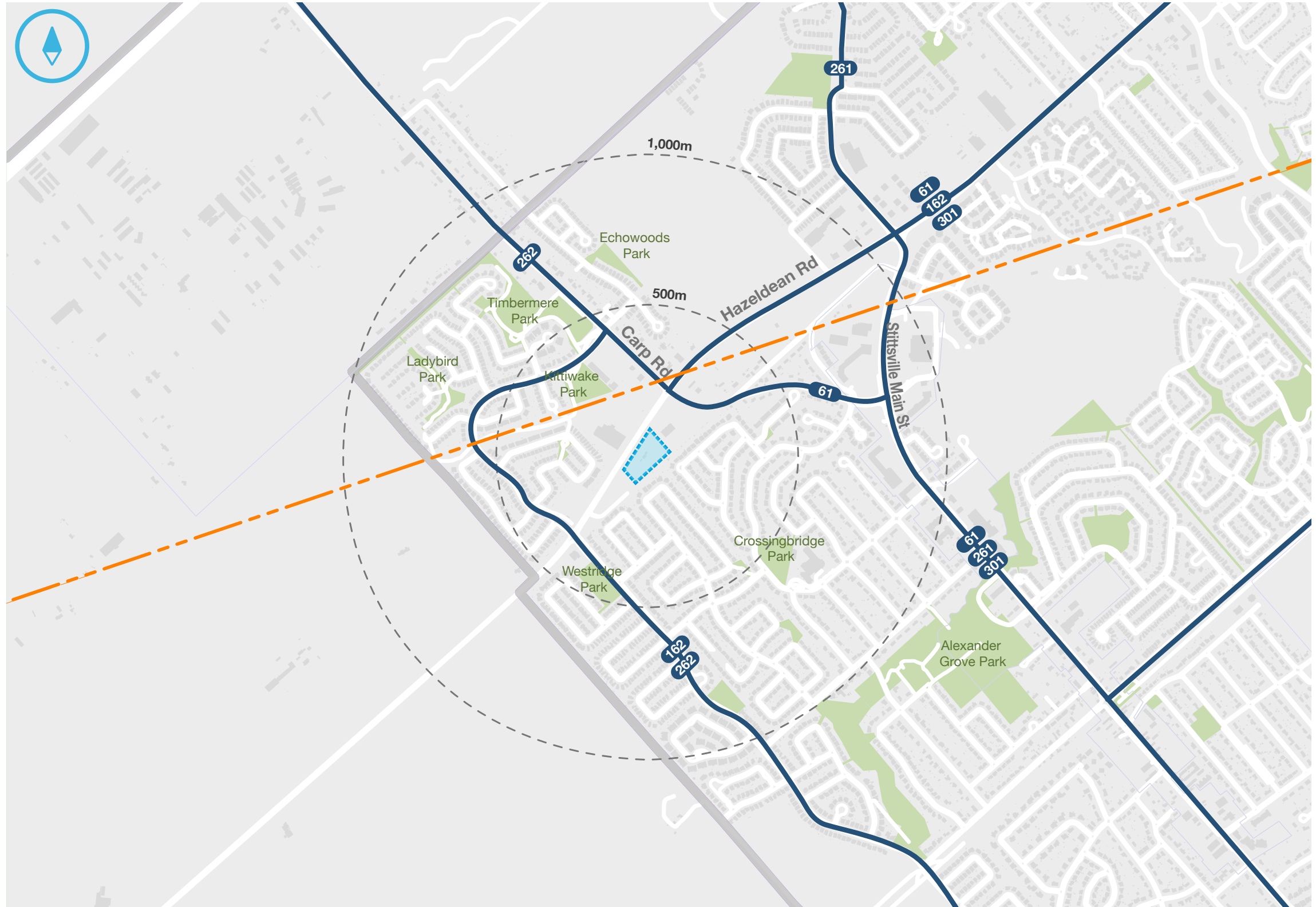
02



## 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. 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.

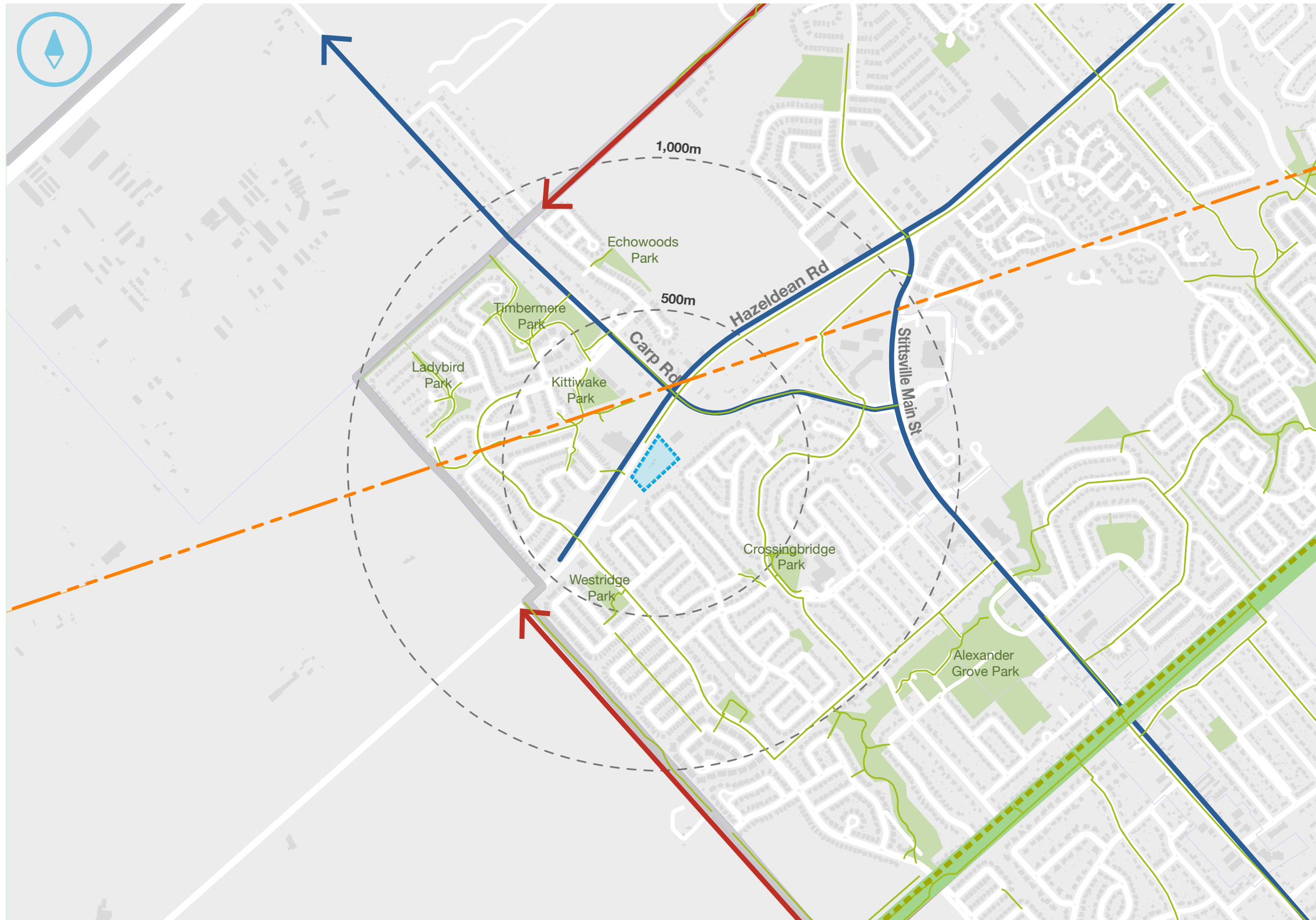
-  Subject Property
-  Highway
-  Arterial Road
-  Collector Road
-  Hydro Corridor
-  Urban Boundary



## Transit 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 bus transit system, which is currently under construction. Although the subject property is not located directly adjacent to rapid transit, the existing bus routes connect well into the rapid network.

- Subject Property
- Local Bus Route
- Bus Line Number
- Hydro Corridor
- Urban Boundary



## Cycling Routes and Parks Space

In addition to public transportation, Hazeldean Road has been identified as a Cycling Spine Route on Map 1 of the Transportation Master Plan. Spine routes, 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. There is already a designated bike lane connecting the subject property to the east portion of the city. It currently ends right in front of the site, with plans to be extended towards west, once Hazeldean Rd gets further developed.

-  Subject Property
-  Spine Route
-  Major Pathway
-  Cross-town Bikeway
-  Trans Canada Trail
-  Multi-use Pathway
-  Hydro Corridor
-  Urban Boundary

# POLICY CONTEXT

03

## Application Submission

The UDRP application applies to the property municipally known as 6310 Hazeldean Road, in the Stittsville community of the City of Ottawa.

On behalf of the applicant, Fotenn has submitted a Zoning By-law Amendment application to permit the development of three nine-storey buildings. Two of the buildings are mixed-use with ground-floor commercial space and residential above, with the third building containing exclusively residential units.

The Zoning By-law Amendment application proposes an increase in height to 32 metres, as well as modest reductions to the front yard and rear yard setbacks, and the required landscaping around the rear lot line. A Site Plan Control application will be submitted at a later date.

## Response to City Documents City of Ottawa Official Plan

- / The subject property is designated Arterial Mainstreet on Schedule B (Urban Policy Plan) of the Official Plan (OP). Mainstreets 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. Arterial Mainstreets are expected to change gradually through redevelopment.
- / Arterial Mainstreets are identified in the OP as target areas for intensification. The proposed development will help achieve the goal for intensification along Arterial Mainstreets by redeveloping a vacant parcel of land, within an area characterized by a variety of uses.
- / The proposed development conforms with the evaluative criteria set out in Sections 2.5.1 and 4.11 of the OP, which address issues of design, access and traffic, lighting, privacy

and amenity space, and other considerations. The proposed development has been designed to ensure adequate building separation from adjacent low-rise residential dwellings, as demonstrated through plans and studies submitted with the Zoning By-law Amendment application.



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

## City of Ottawa Draft New Official Plan

- / Ottawa City Council adopted the New Official Plan on November 24, 2021 and it is currently awaiting Ministerial approval. The New Official Plan is not currently in force.
- / In the draft New Official Plan, the subject property is within the Suburban (West) Transect and the Mainstreet Corridor Designation, with an Evolving Neighbourhood Overlay. The policy framework for the subject property is intended to guide the evolution over time into a 15-minute neighbourhood, directing mid-rise development along Mainstreet Corridors.

The intensification at this location, where it will redevelop a currently vacant property, contributes to a land use pattern that is consistent with a 15-minute neighbourhood, and conforms to the Growth Management policies of the draft New Official Plan.

## Urban Design Guidelines for Development Along Arterial Mainstreets

The purpose of the Urban Design Guidelines for Development Along Arterial Mainstreets is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The following guidelines are achieved through the proposed development:

- / Uses buildings, landscaping and other streetscape elements to create continuous streetscapes [Guideline 4];
- / Sets 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 [Guideline 6];
- / Creates 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 [Guideline 14];
- / Orients the front façade to face the public street and locates front doors to be visible, and directly accessible, from the public street [Guideline 17];
- / Provides direct, safe, continuous and clearly-defined pedestrian access from public sidewalks to building entrances [Guideline 20];
- / Locates surface parking spaces at the side and rear of buildings [Guideline 27]; and
- / Provides a minimum 3.0-metre-wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties [Guideline 35].

# Policy Context

## Comprehensive Zoning By-law

- / The subject property is currently zoned “Arterial Mainstreet, Subzone 9, Urban Exception 2102 (AM9[2102])” in the City’s Comprehensive Zoning By-law.
- / 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.
- / Urban Exception 2102 provides site-specific zoning for the previous uses on the subject property.
- / A Zoning By-law Amendment is required to permit a height of 32 metres (9 storeys), a decrease in the front yard and rear yard setbacks, and a decrease in the landscaping along the rear property line. The site-specific zoning provisions will facilitate the proposed development. The use of setbacks along the rear of each proposed building contributes to the transition of the proposed development to the abutting low-rise residential neighbourhood.

Zoning Mechanisms		Required	Proposed	Compliance
<b>Minimum lot area</b>		No minimum	12,019.6 sq.m.	✓
<b>Minimum lot width</b>		No minimum	158 metres	✓
<b>Front yard and corner side yard</b>	Non-residential or mixed-use buildings	No minimum	0 metres	✓
	Residential use building	3 metres	0 metres	✗
<b>Minimum interior side yard</b>	All other cases	No minimum	East – 6 metres West – 10 metres	✓
<b>Minimum rear yard</b>	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	✓
<b>Maximum building height</b>	Within 20 metres of a residential zone	11 metres	11.9 metres	✗
	All other cases	15 metres	32.0 metres	✗
<b>Building walls along street frontage</b>		30% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is 90 metres in width or wider	41.1%	✓
<b>Landscaped area along lot lines</b>	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	✓
<b>Amenity Area (Section 137)</b>	Apartment Building, mid-high rise	Total: 6 m <sup>2</sup> / dwelling unit, and 10% of the gross floor area of each rooming unit (1,902 m <sup>2</sup> )	Private Balconies: 2,270 m <sup>2</sup>  Communal: 1,186 m <sup>2</sup>	✓
	Mixed-Use Building, with 9 or more dwelling units	Communal: A minimum of 50% of the required total amenity area (951 m <sup>2</sup> )	Total: 3,456 m <sup>2</sup>	
<b>Notes:</b>		<b>Urban Exception 2102:</b> / Sub-clause 186(9)(c)(ii) and sub-clause 186(9)(h) do not apply to an existing garden centre and existing building supply outlet.		



# SUMMARY OF DEVELOPMENT

04

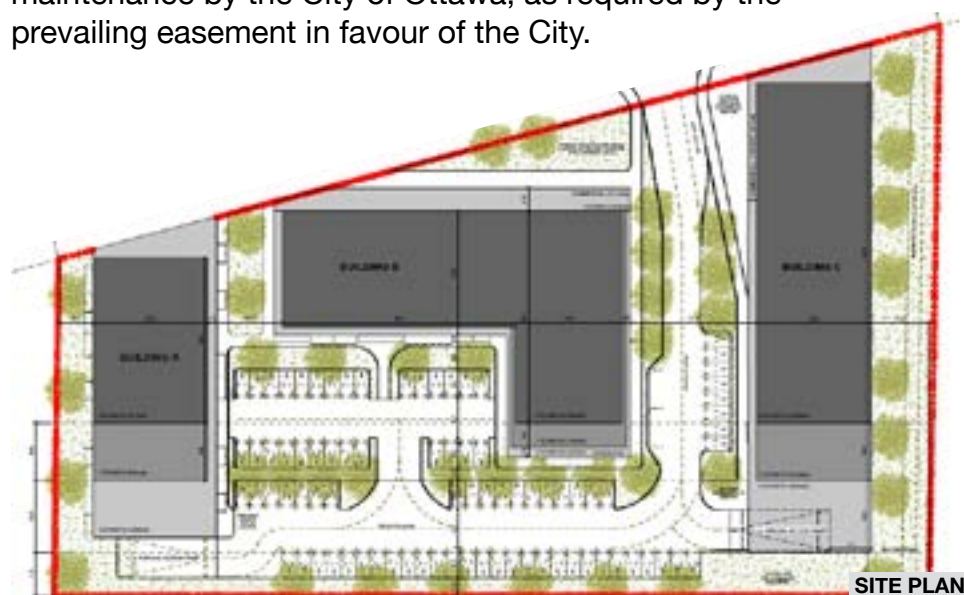
# Summary of Development

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.



## 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.

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, 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.



# Summary of Development

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. 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).

## Views

Views along Hazeldean Road 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.

**\*For more detailed drawings, including Floor Plans, Elevations and Perspectives, see Section 5 - PROPOSED DEVELOPMENT, starting at page 24 of this document.**



FRONT VIEW



REAR VIEW



BUILDINGS B AND C FROM HAZELDEAN RD



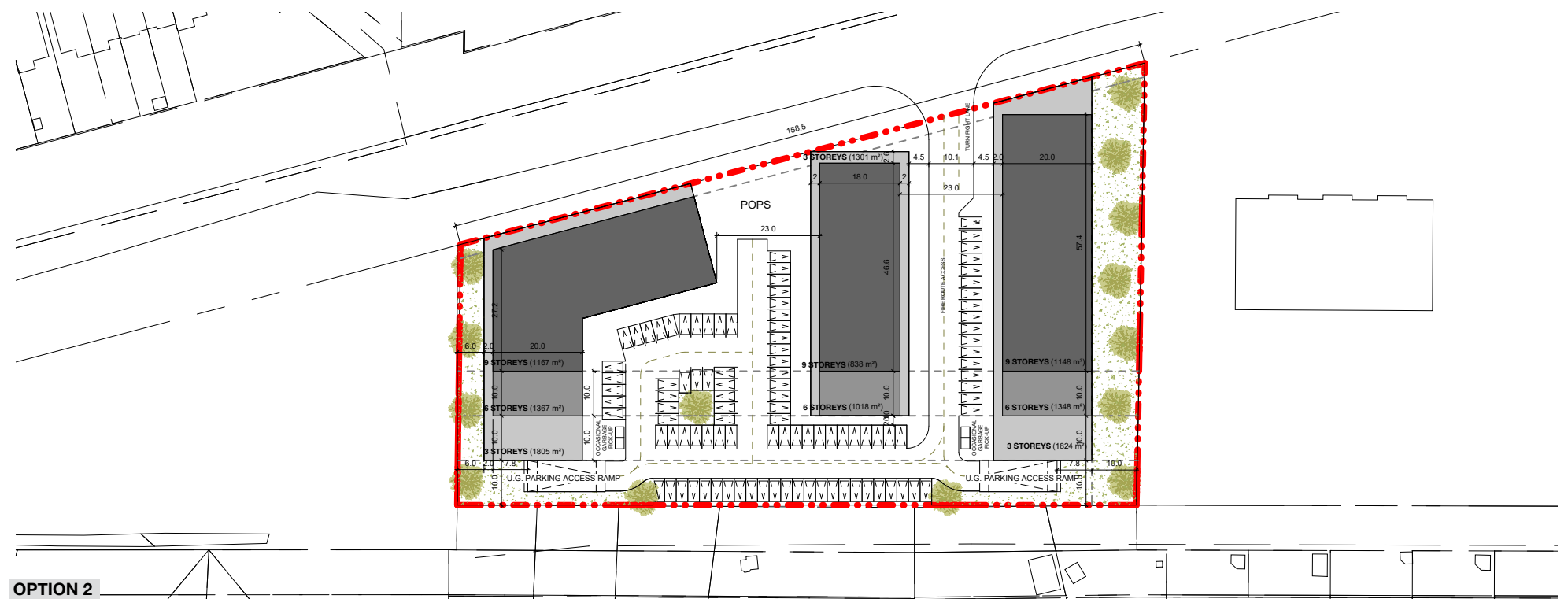
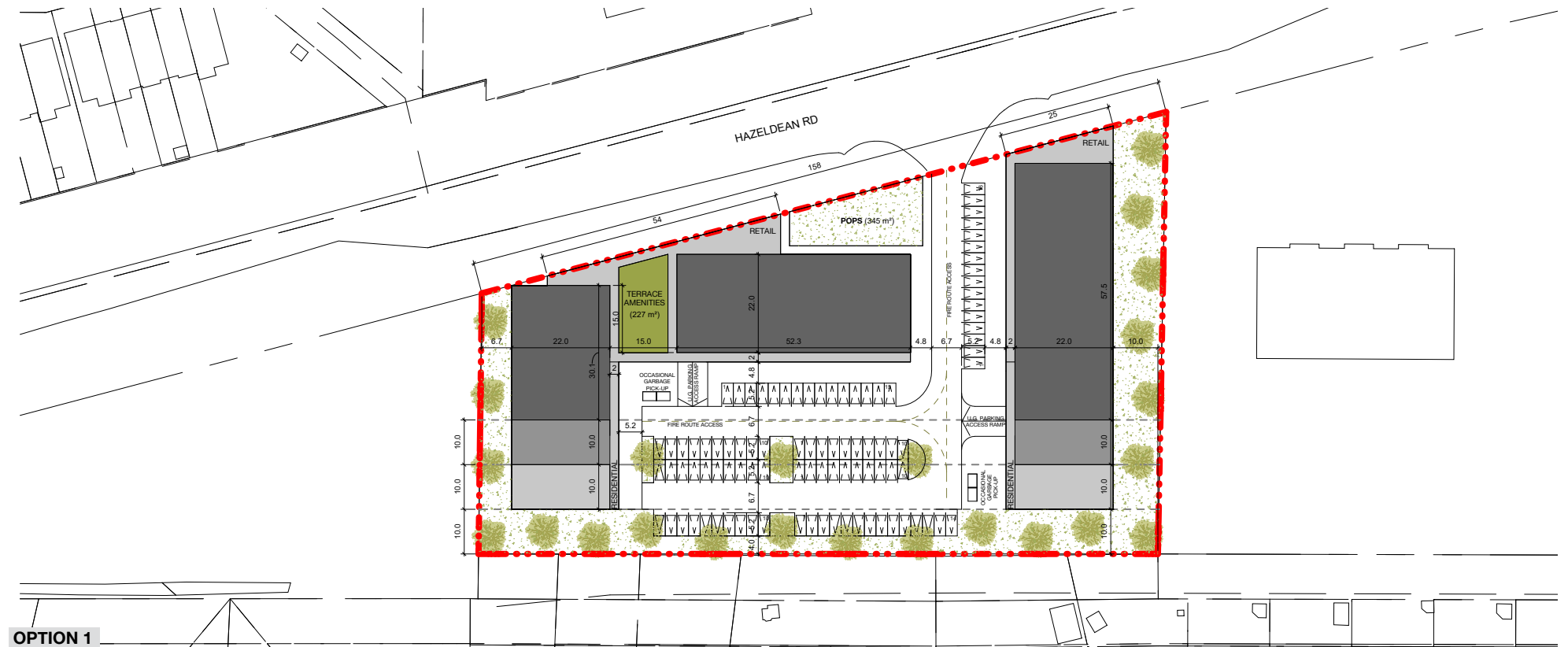
ACCESS BETWEEN BUILDINGS B AND C

# Alternative Layouts

Alternative layouts for the development were explored in previous conceptual designs of the site. All of them considered three midrise buildings going from 3 to 9 storeys, surface parking lot on the inner courtyard and 1 level of Underground Parking. While these options achieve several of the main objectives of the current design, some adjustments showed to be needed.

Option 1 proposed a connection in between buildings A and B through a commercial 1-storey podium, that tried to frame the public realm. One of this option's main deficiencies was the final GFA being much lower than expected and number of units resulted ~13% less than current Design. Pedestrian access was also limited to the access road only.

Option 2 already tried three separate buildings, having B and C parallel to each other. One of main the deficiencies of this option is that Building B did not have an appropriate relationship to the Hazeldean Road right-of-way. It reduced the extent of ground floor retail exposure onto Hazeldean Road, limiting street-fronting active uses and animation. This layout also proposed fewer opportunities for landscaping within the development, which was improved in the final preferred design.



# Future Development Context



This massing study simulates the potential future development of surrounding lands in the vicinity of the subject site. Existing and emerging City policies and regulatory framework provided direction and key principles that helped shape this conceptual massing of the future planned context for this part of the city.

Hazeldean Road is designated as Arterial Mainstreet in the existing OP's Section 3.6.3, thus it is expected to provide a diverse mix of uses and has the potential to evolve, over time, into more compact, pedestrian-oriented and transit-friendly places. Focusing intensification on Mainstreets allows for less disruption and more convenient services for adjacent communities and more efficient use of transit.

Hazeldean Road is also considered a Mainstreet Corridor under the City of Ottawa's New Official Plan, currently pending ministerial approval. Given that it has over 30m of Right-of-way width, and lot sizes that allow for the application of transition policies such as angular plane and articulation, the development along this corridor could potentially accommodate up to 40-storey buildings.

The heights shown in this model were driven from the proximity to major intersections and transit stations, looking for an appropriate transition to lower rise sensitive areas, in addition to adhering to directions from the City of Ottawa's the Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines.

- Development Potential Simulation
- Proposed Development

Aerial view of Hazeldean Road looking northeast. Source: Google Earth/Fotenn

# Future Development Context



Despite the new OP direction about high rise buildings along Mainstreet Corridors (up to 40 storeys), given the suburban context and distance from rapid transit, it seems more realistic to assume compact mid-rise and modest high-rise building development along this section of the corridor.

Taller buildings, shown here with 12 and 15 storeys are located at the intersection of Hazeldean Rd and Carp Rd.

The proposed development sits well within the corridor at 9-storeys and leads to 6 storey buildings in the narrower parcel to the southwest where there is less depth for transition to the residential neighbourhood to the south.

The corridor has potential develop active frontage along this stretch and the break created by the alignment of the middle building provide an interesting streetscape feature. The triangular open space created provides space for gathering aligned with the major pedestrian crossing at the signalized intersection and increases the potential for active commercial frontage.

- Active Frontage
- Pedestrian Crossing at Signalized Intersection
- Development Potential Simulation
- Proposed Development

Aerial view of Hazeldean Road looking south-east. Source: Google Earth/Fotenn



The proposed development building mass and setbacks provide adequate transition to the low rise residential neighbourhood located to the south.

In addition to the podium design and setbacks of each building, a 7.5-metre setback from the rear property line has been provided for Building C (southeast), while 10m setback was provided for Building A (northwest) and 24m to Building B (centre). The minimum 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 original rear yard of adjacent properties would be located a significant distance from the proposed development (approximately 27.5 metres or more).

- Development Potential Simulation
- Proposed Development


Aerial view of Hazeldean Road looking northwest. Source: Google Earth/Fotenn



Pedestrian view of Hazeldean Road looking east. Source: Google Earth/Fotenn



Pedestrian view of Hazeldean Road looking west at the Carp Rd intersection. Source: Google Earth/Fotenn

-  Development Potential Simulation
-  Proposed Development



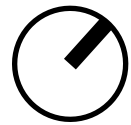
# PROPOSED DEVELOPMENT

05

# Proposed Development - Floor Plans



# Proposed Development - Site Plan



ZONING	AM9[2102]		
<b>SITE AREA</b>			
Total Site Area:	11,978m <sup>2</sup>		
<b>HEIGHT</b>			
Commercial Ground Floor:	1 Storey (5.5m)		
Residential:	8 Storeys (25.6m)		
Total:	9 storeys (31.1m)		
<b>PARKING RATES</b>			
Residential:	Required		
	Building A: 1.2 p/unit		
	Buildings B & C: 1.0 p/unit		
Visitor:	0.2 p/unit		
Retail:	3.4/ 100m <sup>2</sup> of GFA		
Bicycle (Residential):	0.5 p/unit		
Bicycle (Commercial):	1/250m <sup>2</sup> of GFA		
<b>AMENITIES RATE</b>			
Required	6m <sup>2</sup> / p/ unit		
<b>SETBACKS</b>			
	F.Y.	S.Y.	R.Y.
	0m	0m	10m
<b>DEVELOPMENT STATISTICS</b>			
<b>RESIDENTIAL UNITS</b>			
Apartments (Total):	317		
Building A:	76		
Building B:	124		
Building C:	117		
<b>GFA</b>			
	Commercial	Residential	
	-1,630 m <sup>2</sup>	~27,295 m <sup>2</sup>	
		(w/balconies ~29,024m <sup>2</sup> )	
<b>TOTAL AREA</b>			
	Commercial	Residential	
	~2,130 m <sup>2</sup>	~37,426 m <sup>2</sup>	
<b>PARKING</b>			
	Required	Provided	
Retail:	55	55 surface	
<b>Residential</b>			
Building A:	91	91 underground	
Building B:	124	124 underground	
Building C:	117	117 underground	
Visitor:	63	30 surface + 33 u.g.	
Total:	450	85 surface + 365 u.g.	
<b>Bicycle Storage</b>			
Building A:	38	42 ground floor	
Building B:	62	34 g.f. + 31 u.g.	
Building C:	59	61 ground floor	
	159	168	
Commercial	7	TBD (outside)	
<b>AMENITIES</b>			
Total Required	6m <sup>2</sup> / x 317 = 1,902m <sup>2</sup>		
Communal Required (50% min.)	951m <sup>2</sup>		
<b>Communal Amenities Provided</b>			
	1,186m <sup>2</sup>		
<b>Private Amenities Provided (Balconies)</b>			
	2,270m <sup>2</sup>		
Total provided	3,456m <sup>2</sup>		
<b>NOTES:</b>			
1. Assumes typical Residential floor height of 3.2m. Assumes Retail Ground floor height of 5.5m.			
2. For the purpose of this concept, an average of 90m <sup>2</sup> / (968.7sf) unit size is used to calculate approximate total number of units.			
3. *GFA: as defined in City of Ottawa Zoning Bylaw means the total area of each floor whether located above, at or below grade, measured from the interiors of outside walls, but excluding areas dedicated for			

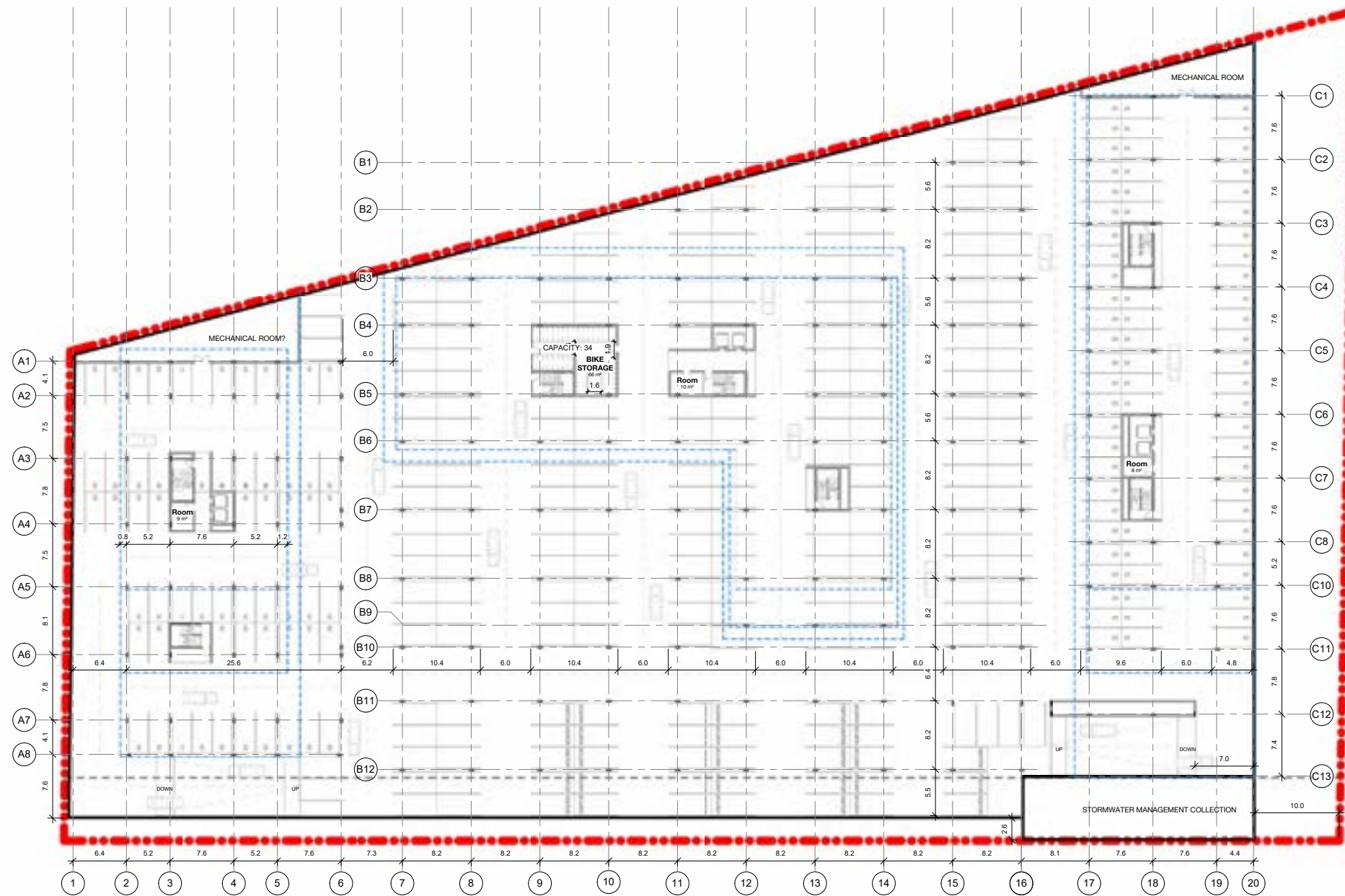
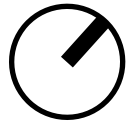
NOT FOR CONSTRUCTION

October 2022

**Disclaimer:** These plans were prepared for the purposes of a Zoning Bylaw Amendment Application only. For Site Plan application, Building Permit and Construction purposes, a registered architect shall be retained to develop the final architectural design and detail drawings.

6310 Hazeldean Road  
Urban Design Review Panel

# Proposed Development - Floor Plans



UNDERGROUND PARKING COUNT:  
 TOTAL: 365  
 VISITORS: 33  
 RESIDENTS: 332  
 \ LARGE: 199 (60%)  
 \ SMALL: 133 (40%)  
 BIKE STORAGE (BLDG B): 46

**LEVEL UG1 - PARKING**

NOT FOR CONSTRUCTION

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# Proposed Development - Floor Plans



SURFACE PARKING COUNT:  
 TOTAL: 85  
 VISITORS: 30  
 COMMERCIAL: 55

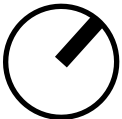
**GROUND FLOOR**

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NOT FOR CONSTRUCTION

# Proposed Development - Floor Plans



TYPICAL FLOOR PLANS FOR LEVELS 2 & 3

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NOT FOR CONSTRUCTION

# Proposed Development - Floor Plans

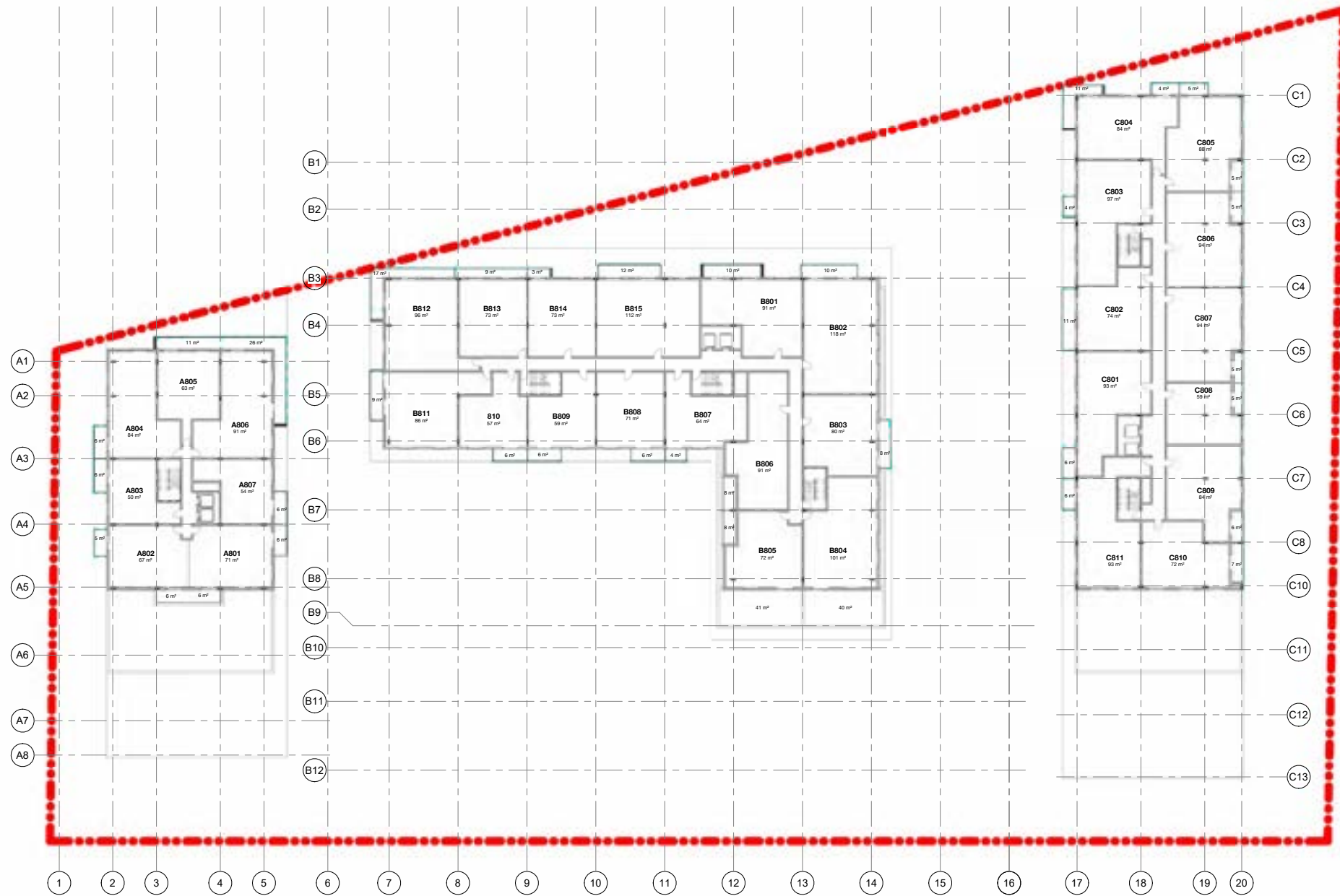
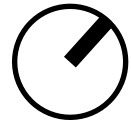


TYPICAL FLOOR PLANS FOR LEVELS 4 - 7

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NOT FOR CONSTRUCTION

# Proposed Development - Floor Plans



TYPICAL FLOOR PLANS FOR LEVELS 8 & 9

NOT FOR CONSTRUCTION

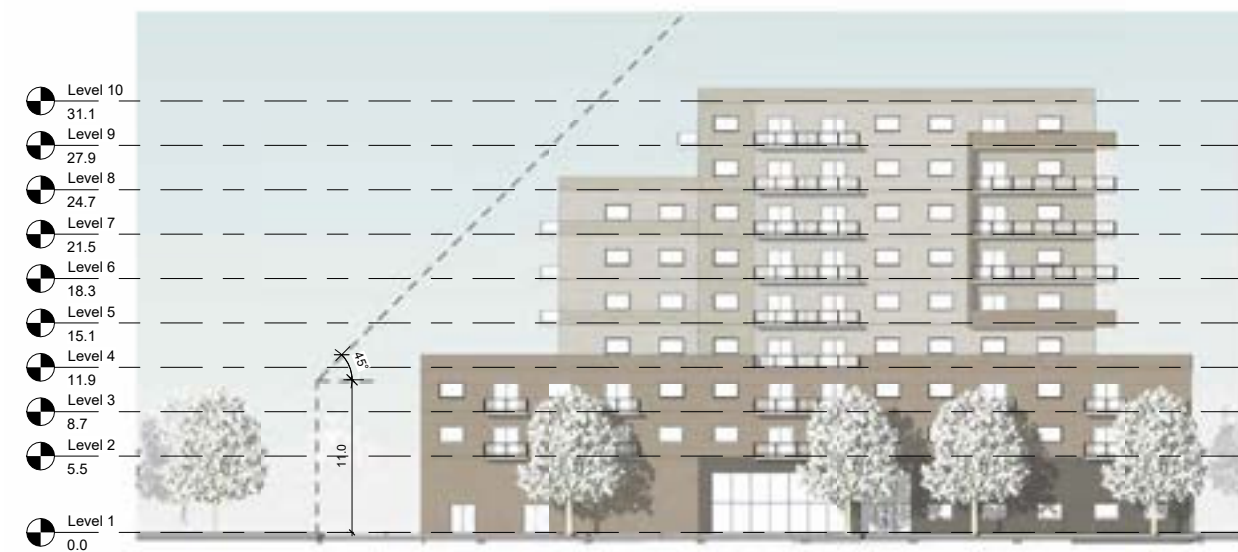
**Disclaimer:** These plans were prepared for the purposes of a Zoning Bylaw Amendment Application only. For Site Plan application, Building Permit and Construction purposes, a registered architect shall be retained to develop the final architectural design and detail drawings.



# Proposed Development - Elevations



**NORTH ELEVATION**



**BUILDING A - EAST ELEVATION**



**BUILDING A - WEST ELEVATION**

NOT FOR CONSTRUCTION

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# Proposed Development - Elevations



**SOUTH ELEVATION**



**BUILDING B - WEST ELEVATION**

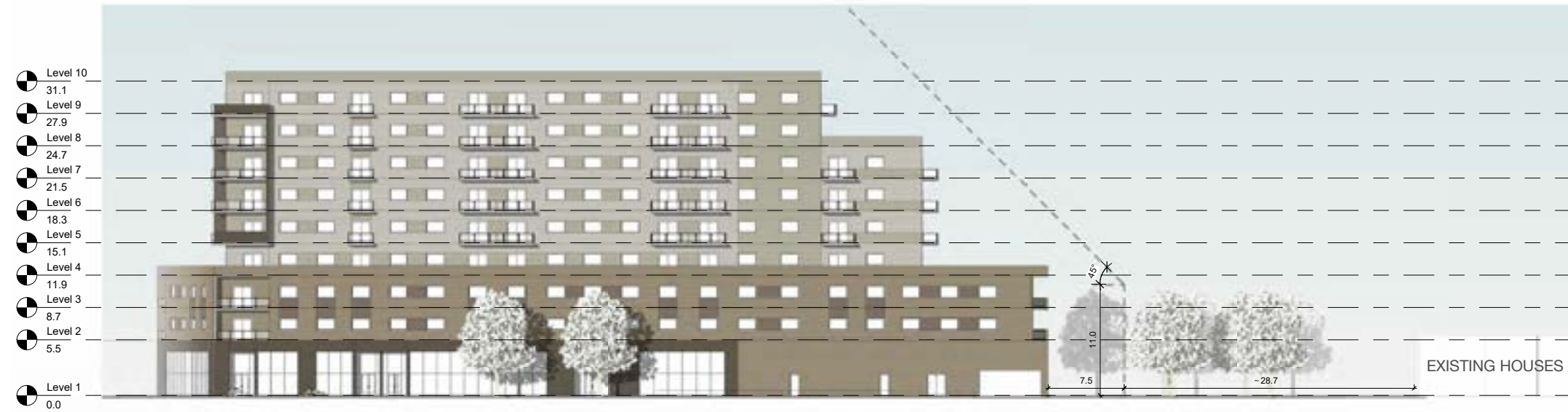


**BUILDING B - EAST ELEVATION**

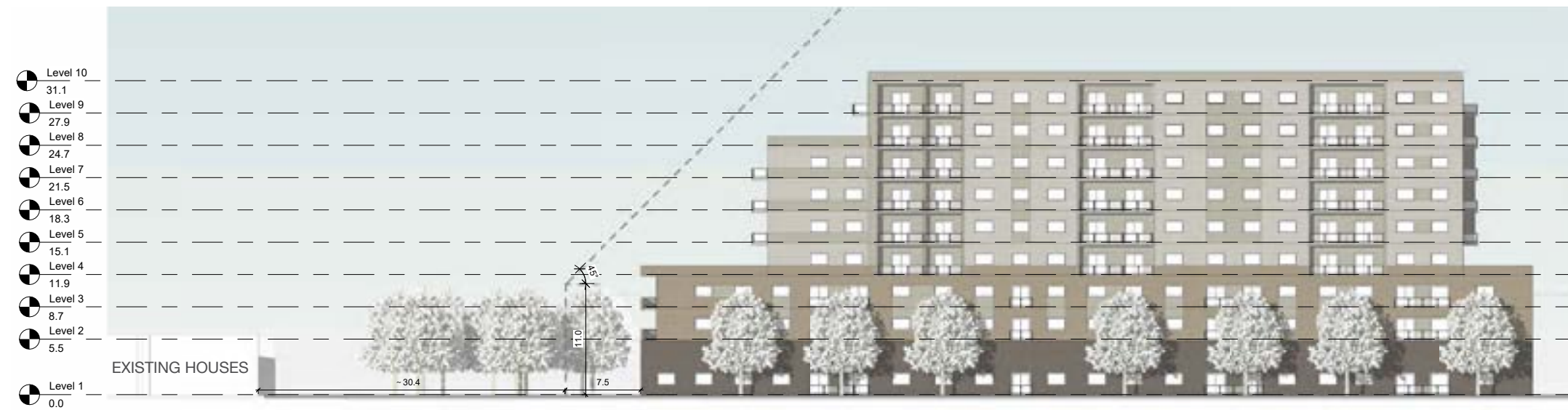
NOT FOR CONSTRUCTION

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# Proposed Development - Elevations



**BUILDING C - WEST ELEVATION**



**BUILDING C - EAST ELEVATION**

NOT FOR CONSTRUCTION

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# Proposed Development - 3d Perspectives



View of Building C looking east from Hazeldean Road



View looking southeast at the subject property from the Hazeldean Road intersection



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



View of Building A looking south from Hazeldean Road

# SHADOW ANALYSIS

06

# Shadow Analysis - As-of-Right

As specified in the City of Ottawa's Terms of Reference for Shadow Analysis, a detailed Shadow Analysis is required for a Zoning Bylaw Amendment application submission.

The City of Ottawa's Terms of Reference for Shadow Analysis requires the following Test Dates and Times:

- / Equinox: March/September 21st, 8am – 6pm (EDT)
- / Summer Solstice: June 21st, 8am – 8pm (EDT)
- / Winter Solstice: December 21st, 9am – 3pm (EST)

This section demonstrates the shadow impacts of the as-of-right development potential during the Spring/Fall Equinox, and the Winter and Summer Solstice.

This shadow study was prepared in SketchUp Pro, one of the most common software used in the industry to prepare such studies. Models prepared in this software are accurately geolocated using Latitude and Longitude coordinates for the site. The study:

- / Considers Ottawa's time zone standard of -5h UTC.
- / Considers Daylight Savings Time during the Summer Solstice and Equinox dates.
- / Considers Latitude: 45.265908N or 45°15'57.3"N  
Longitude: 75.940241W or 75°56'24.9"W

The models included in this section illustrate the shadowing impacts of a development constructed according to the existing AM9 zoning applicable to the site. As shown in the models, most of the shadows are cast northward onto the road right-of-way or the shopping centre (GM14 Zone) to the north.

The low-rise residential areas to the northwest and southeast continue to receive uninterrupted sunlight throughout the year, with some impacts in certain seasons for brief periods shortly after sunrise and shortly before sunset.

The following pages show shadow projections on an hourly basis for each of the 3 dates tested.

## Winter Solstice - December 21 (EST)

On the Winter Solstice, impacts are mainly over arterial mainstreet and mixed-use areas north of Subject Property. The surrounding low-rise residential areas are not impacted by shadows cast by the building during the tested hours.

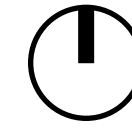
## Spring/ Fall Equinox - March/ September 21 (EDT)

During the Spring or Fall Equinox, shadows partially reach the low-rise residential area north-west until 8am, and the area south-east at 6pm. There are no impacts in these areas for the remainder of the studied times. For most of the day, the shadows produced by the as-of-right building envelope affect only the commercial properties immediately north and east of the site.

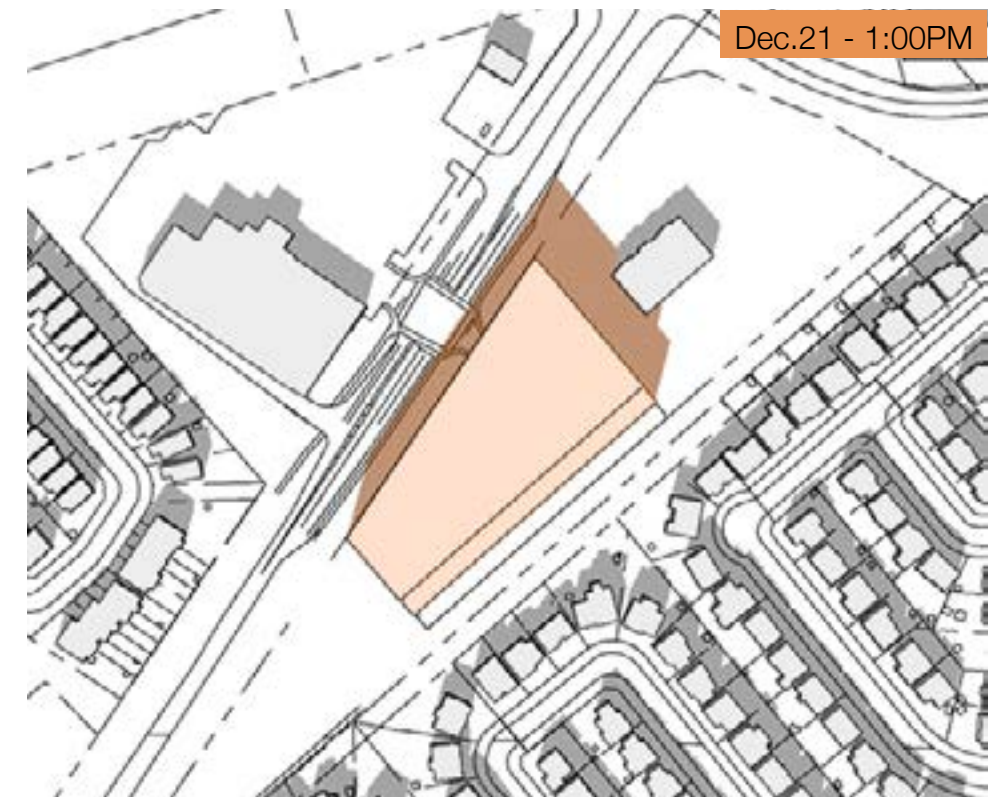
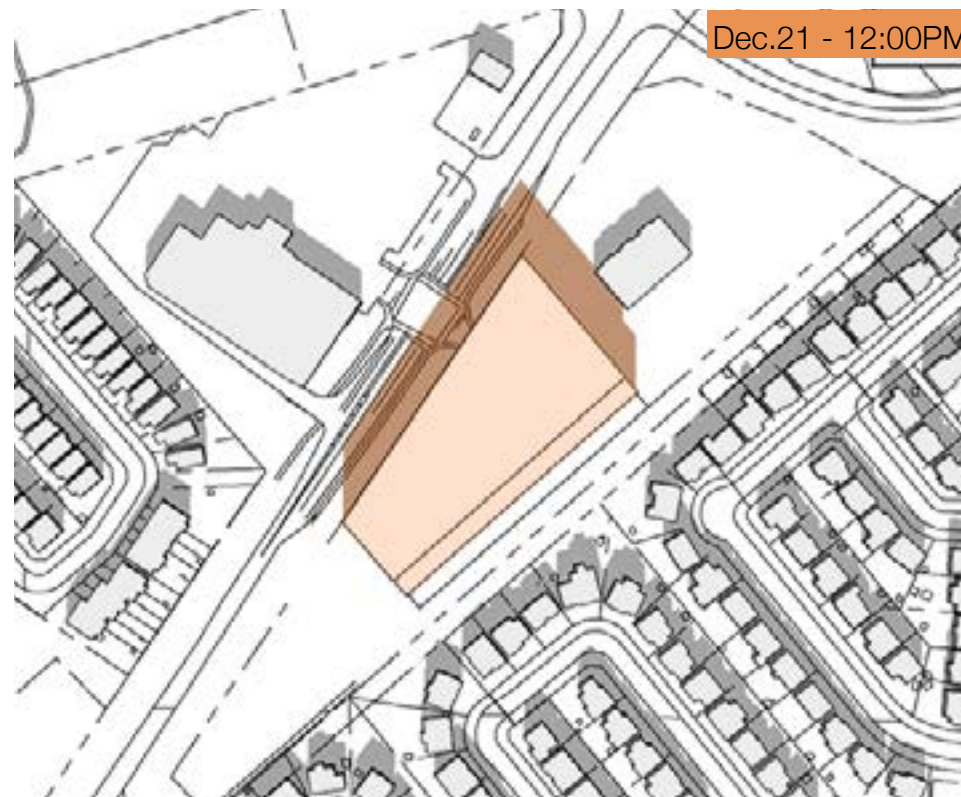
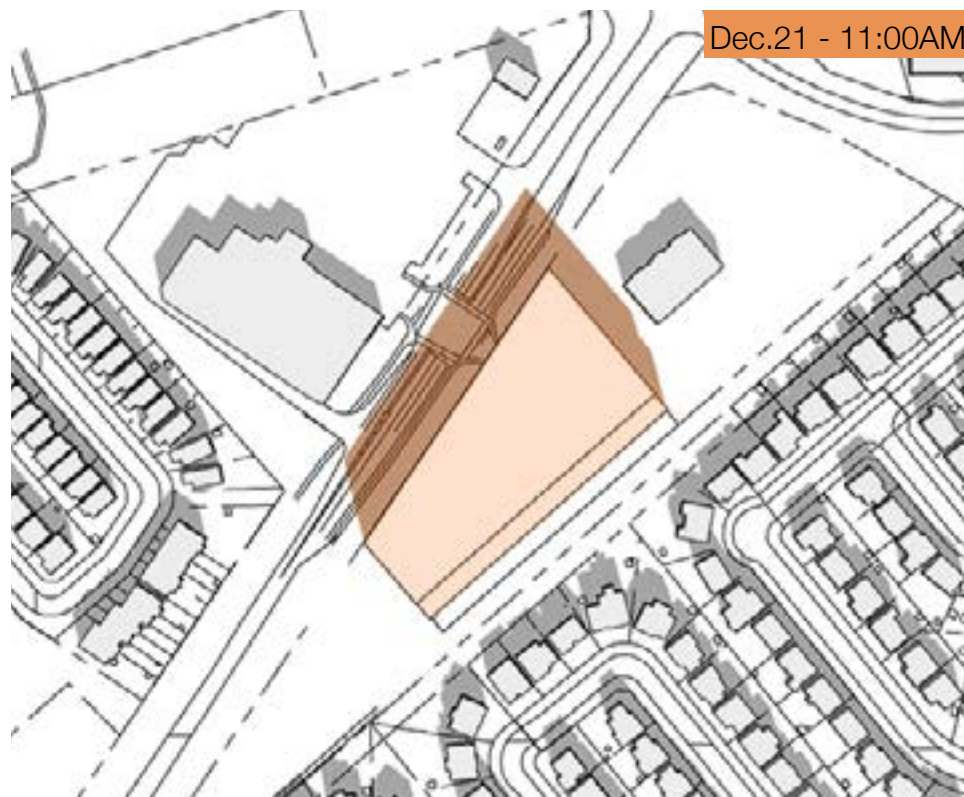
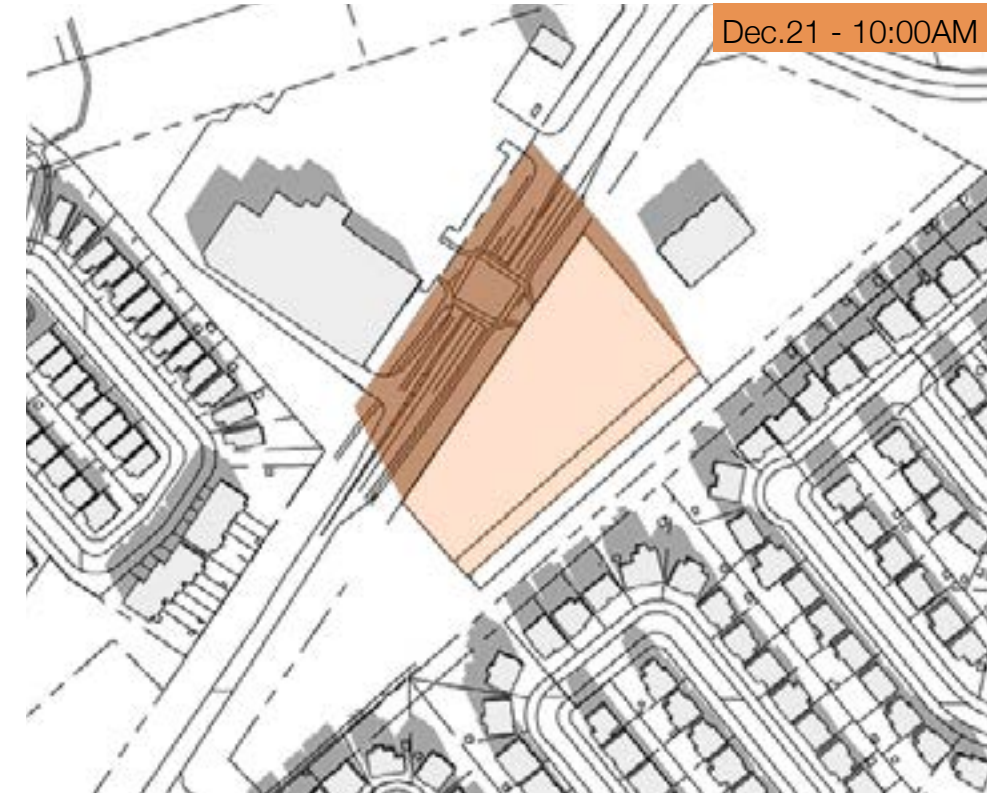
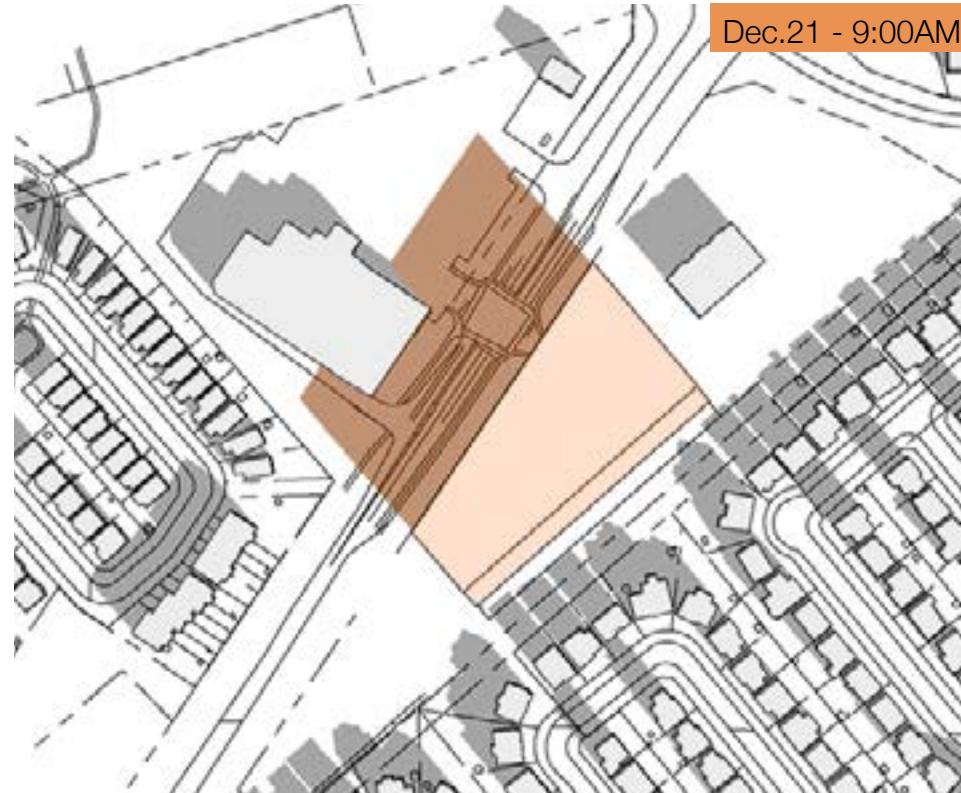
## Summer Solstice - June 21 (EDT)

In Summer months, shadows stay mostly within site boundaries from 8AM until 7PM. Shadows begin to be cast on neighbouring properties to the southeast at 7pm.

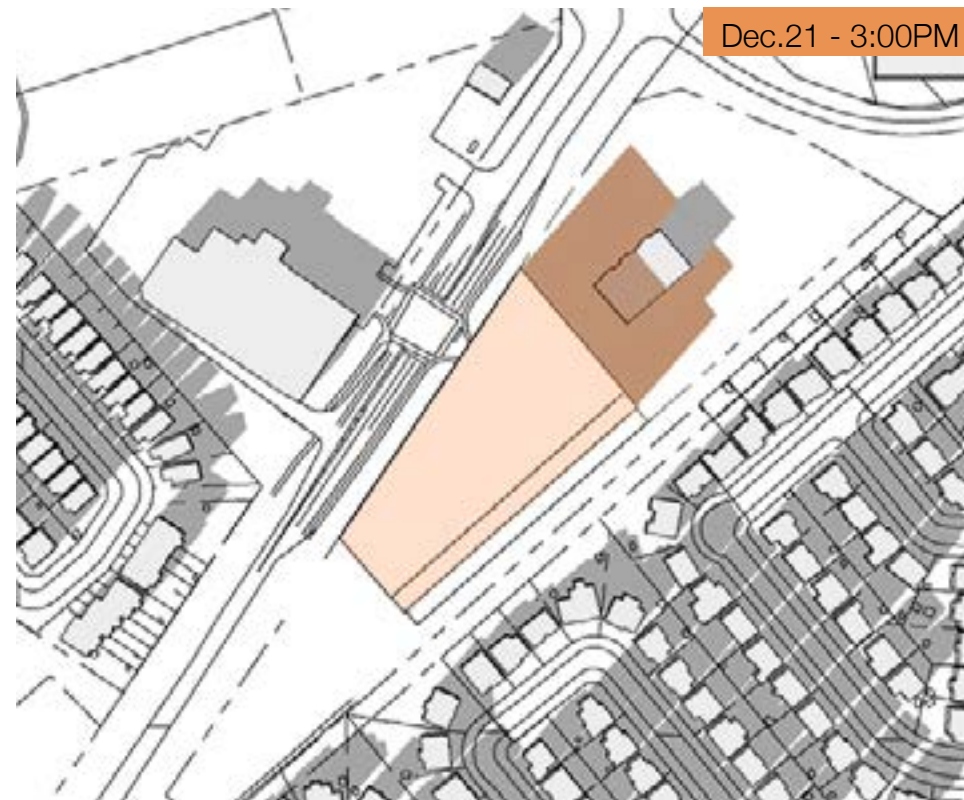
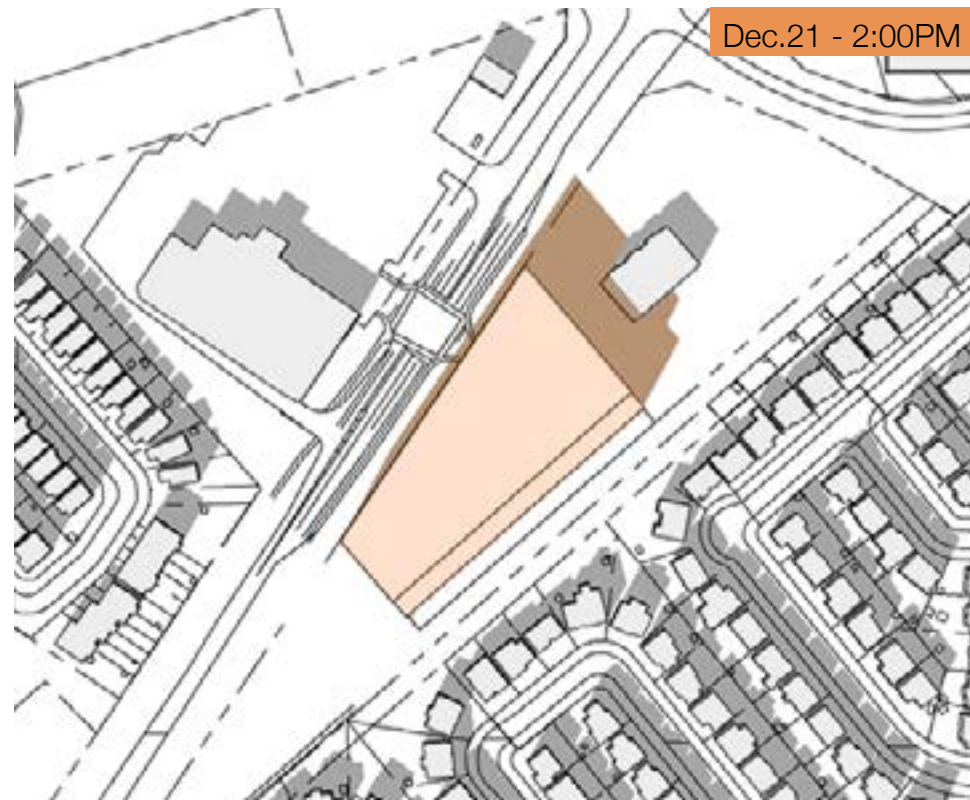
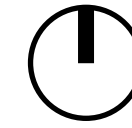
# Shadow Analysis - As-of-Right



WINTER SOLSTICE  
December 21st, 9am – 5pm (EST)

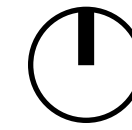


# Shadow Analysis - As-of-Right

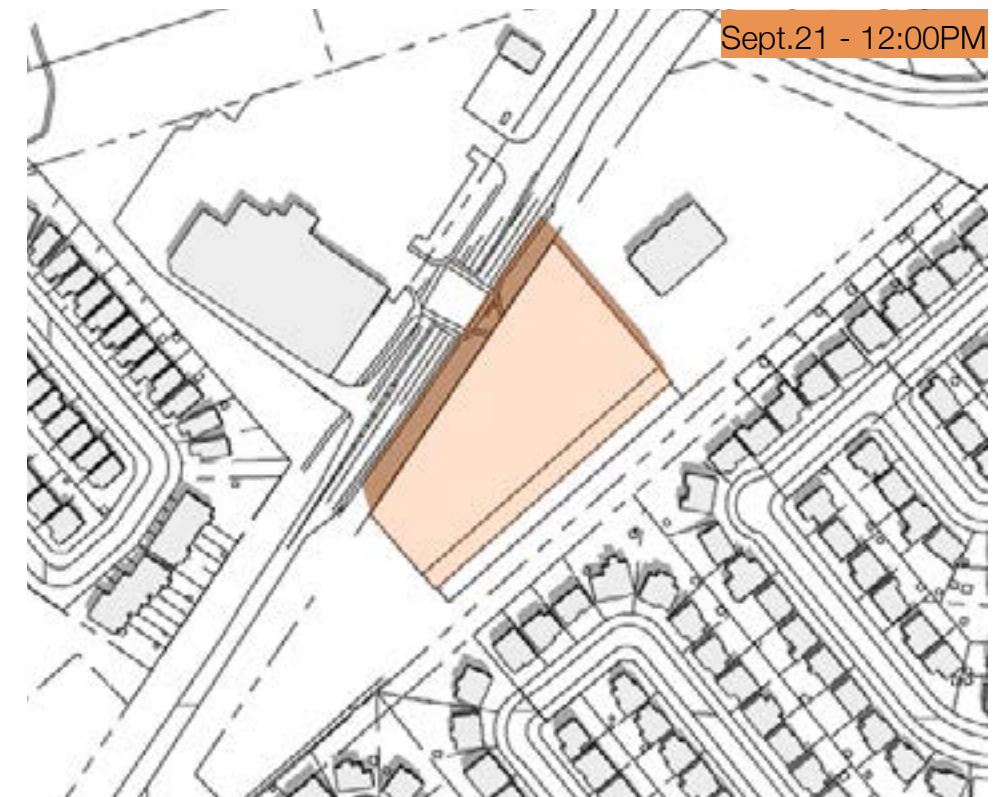
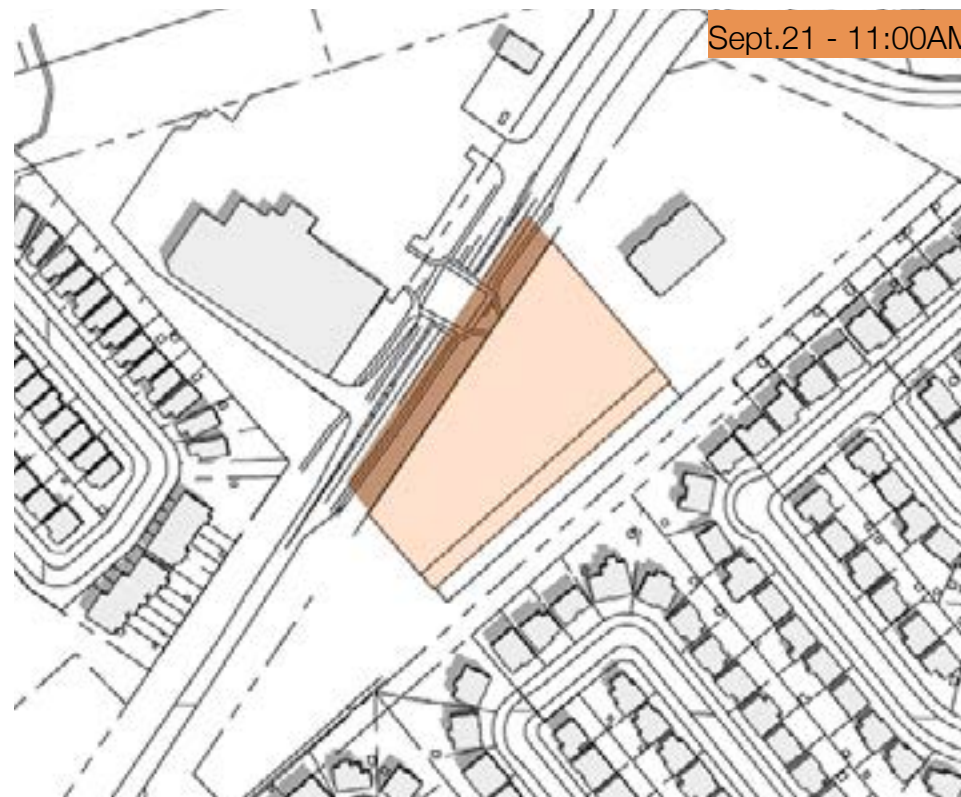
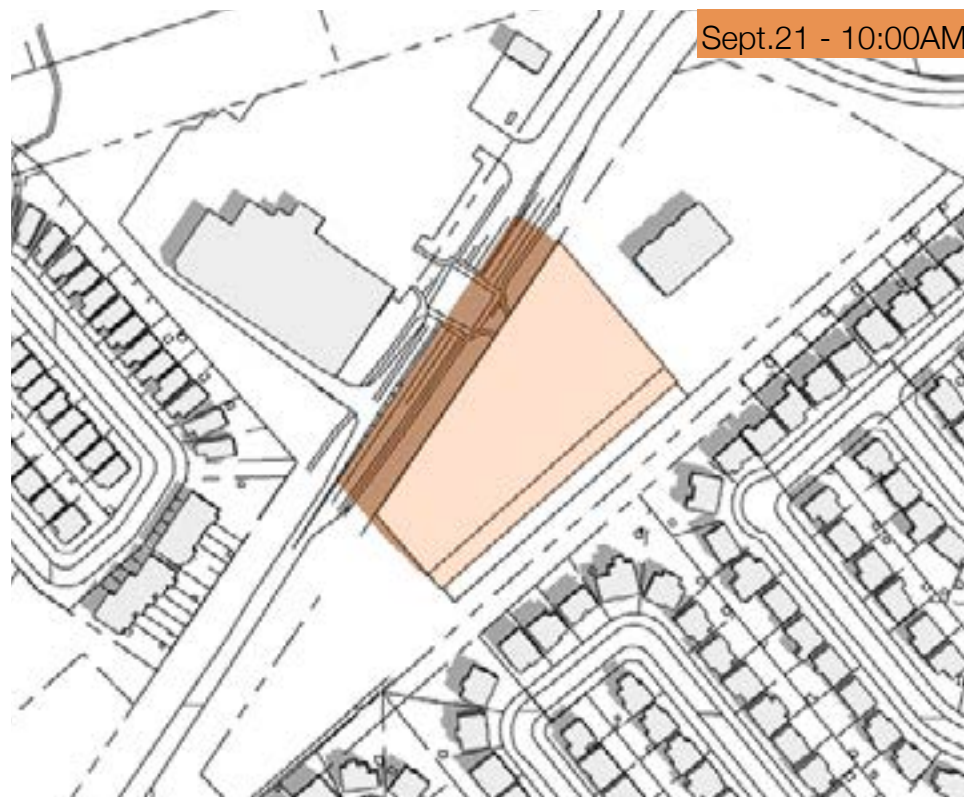
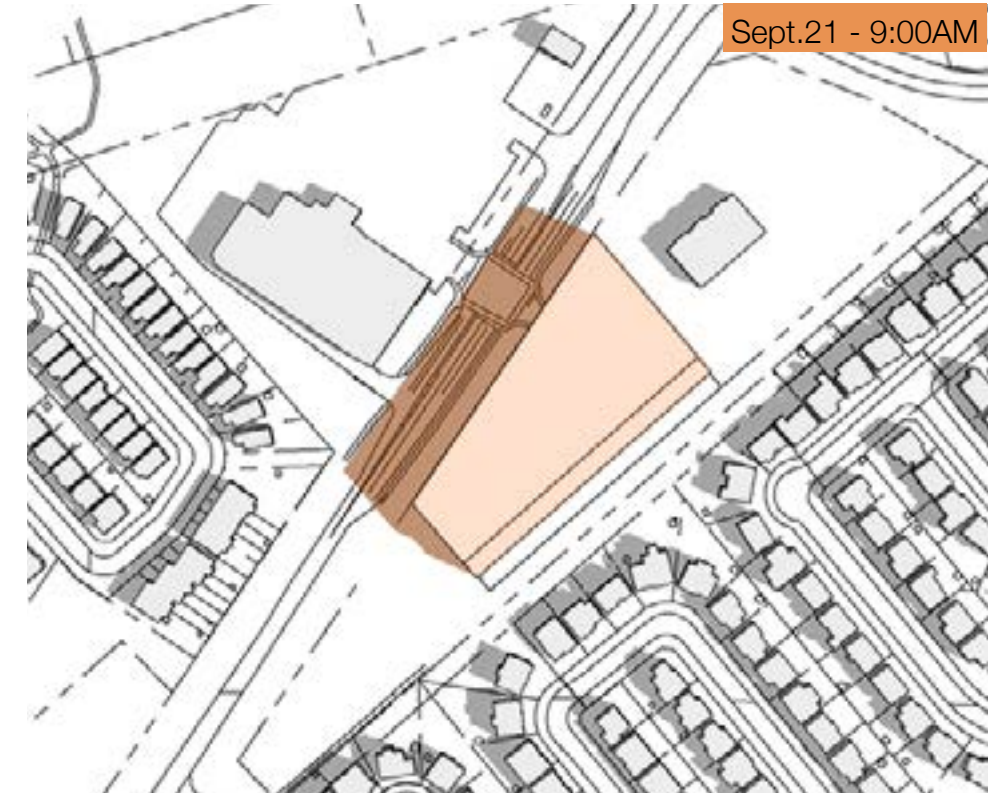
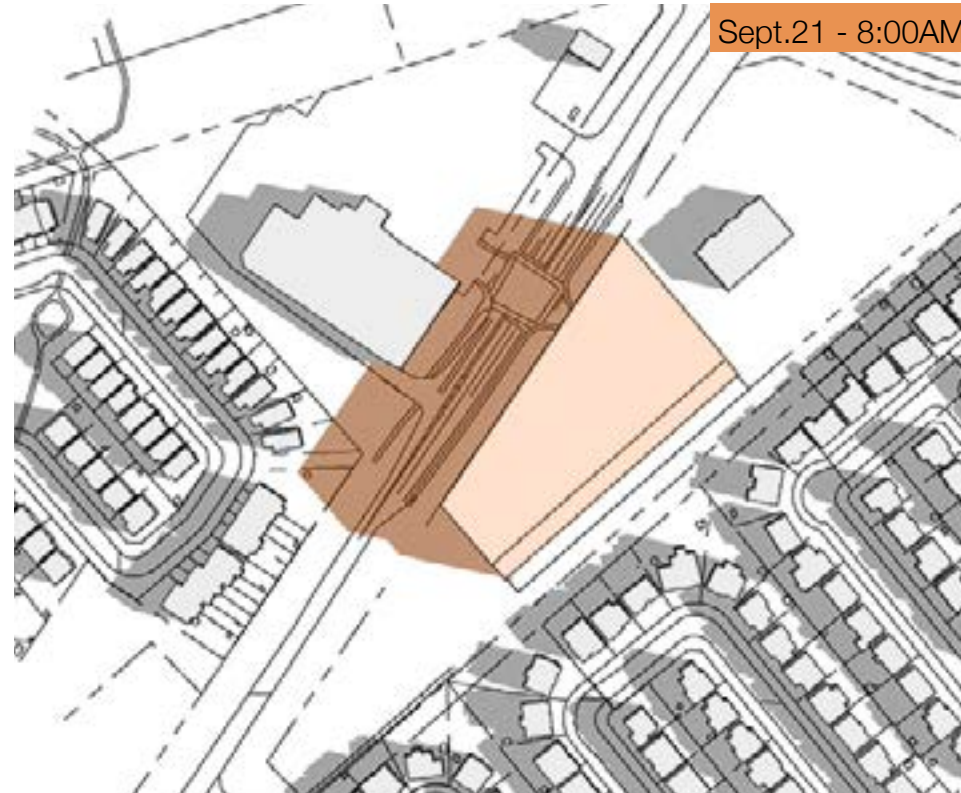




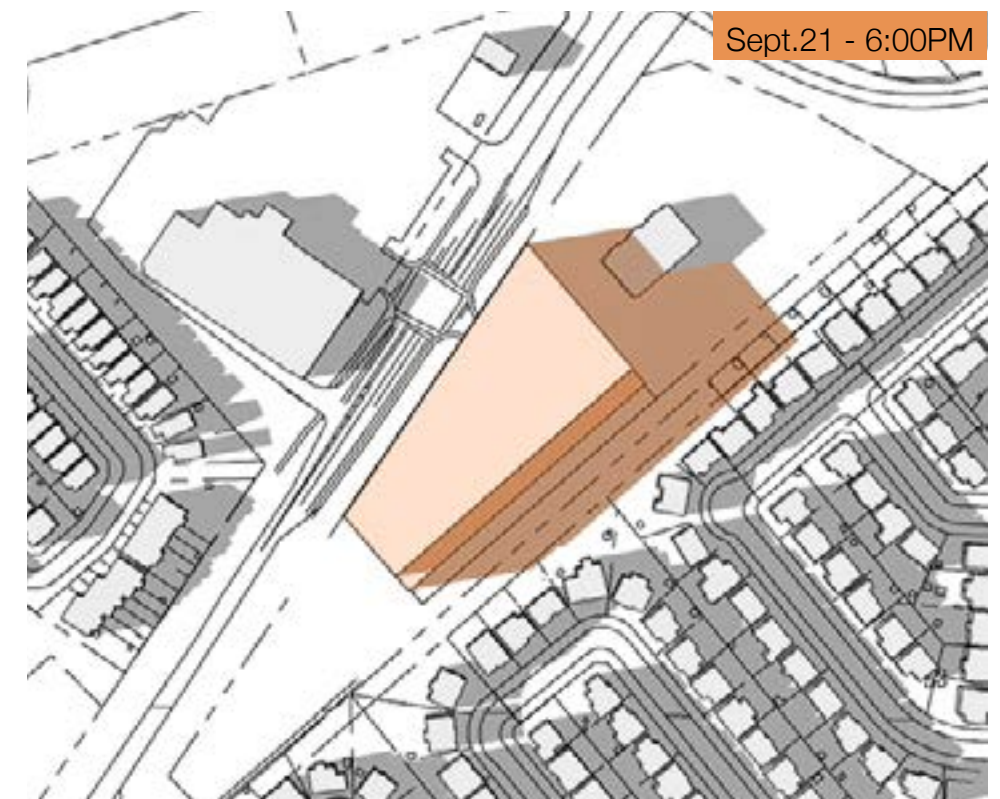
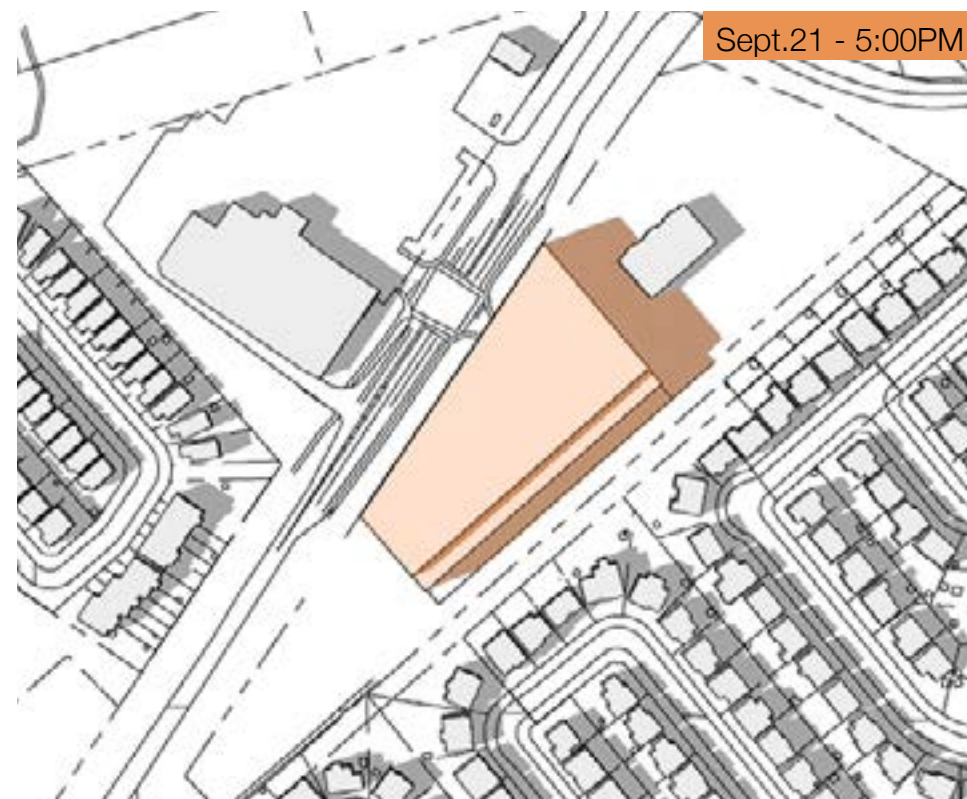
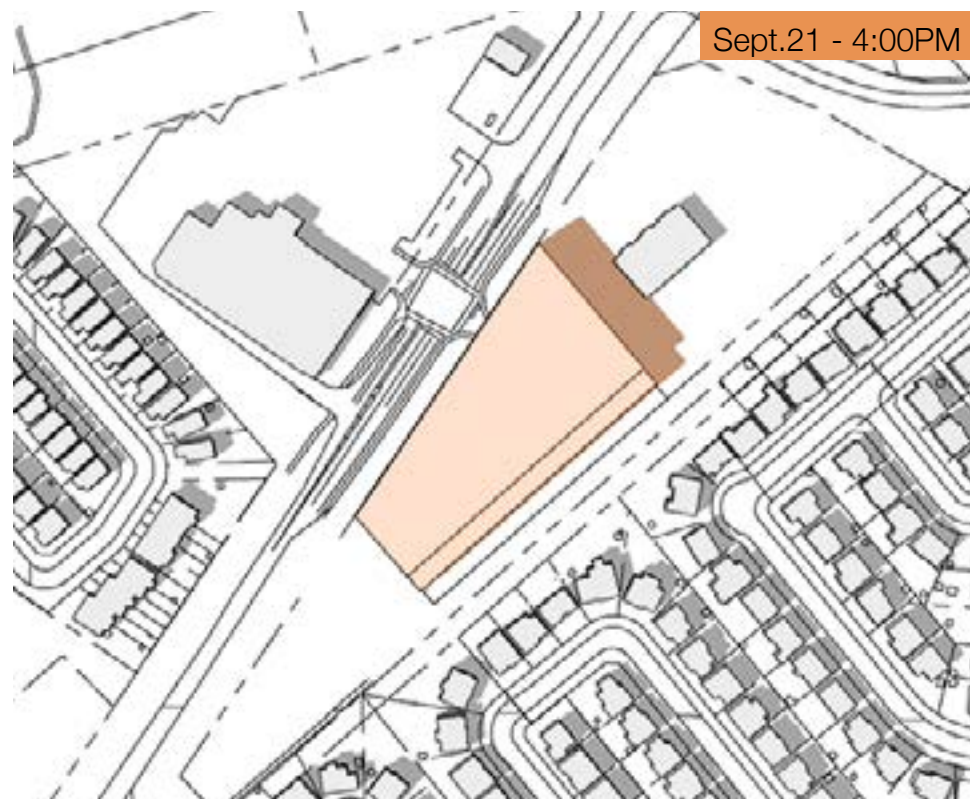
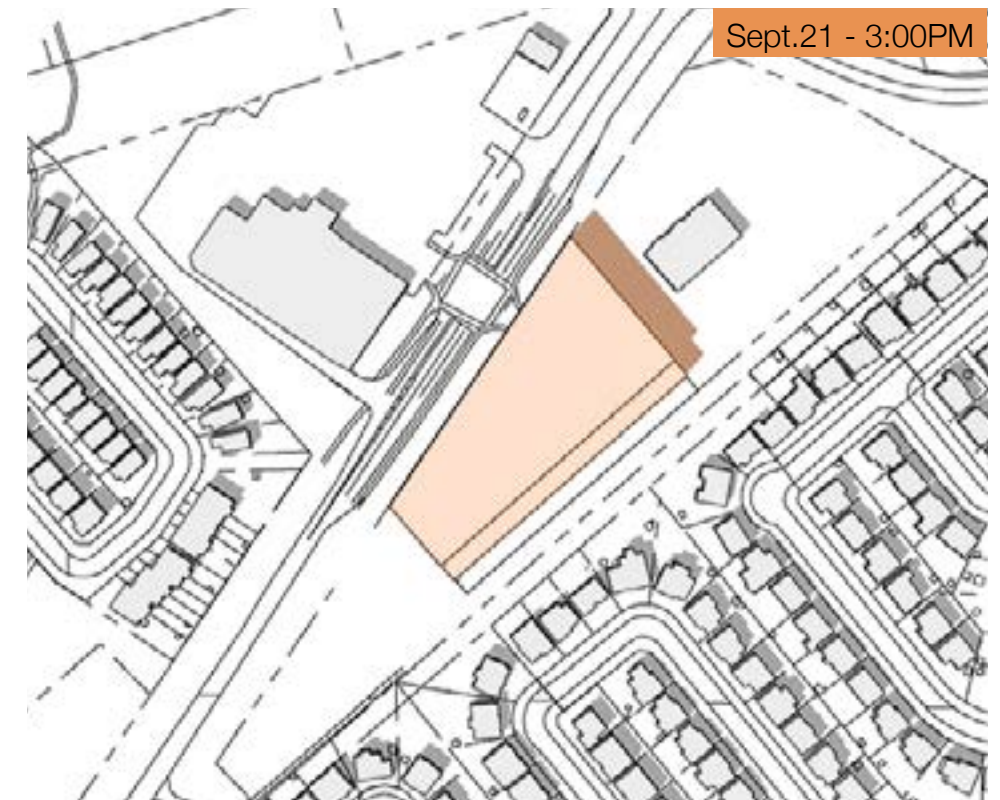
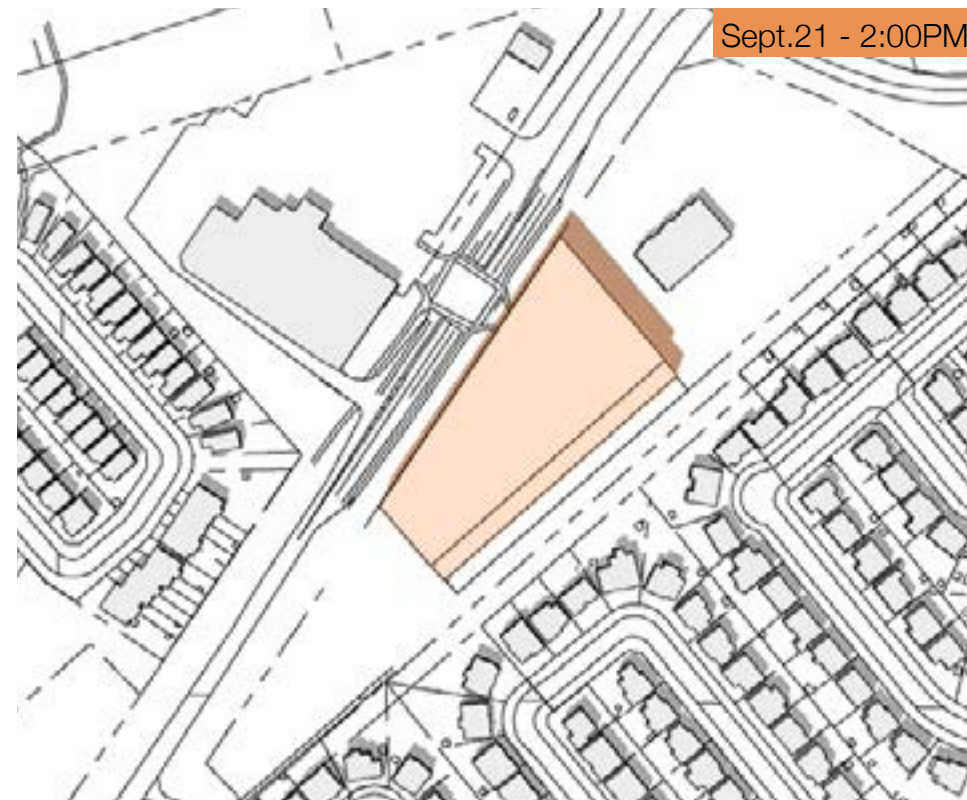
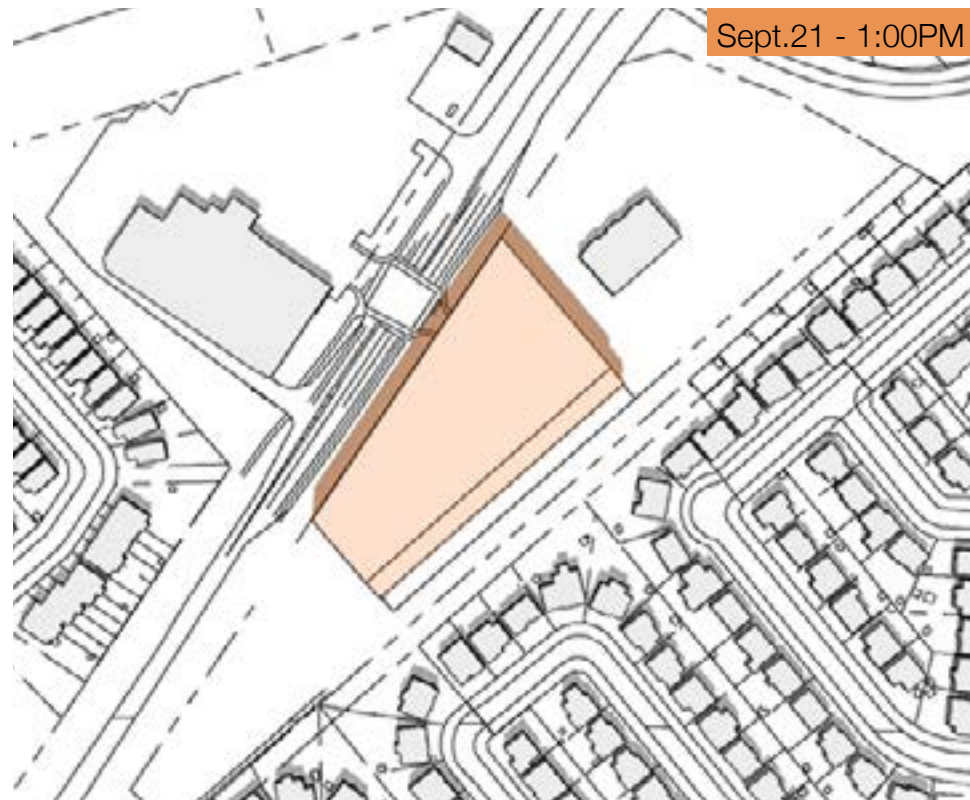
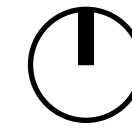
# Shadow Analysis - As-of-Right



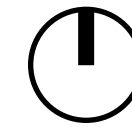
SPRING/ FALL EQUINOX  
March/ September 21st, 8am – 6pm (EDT)



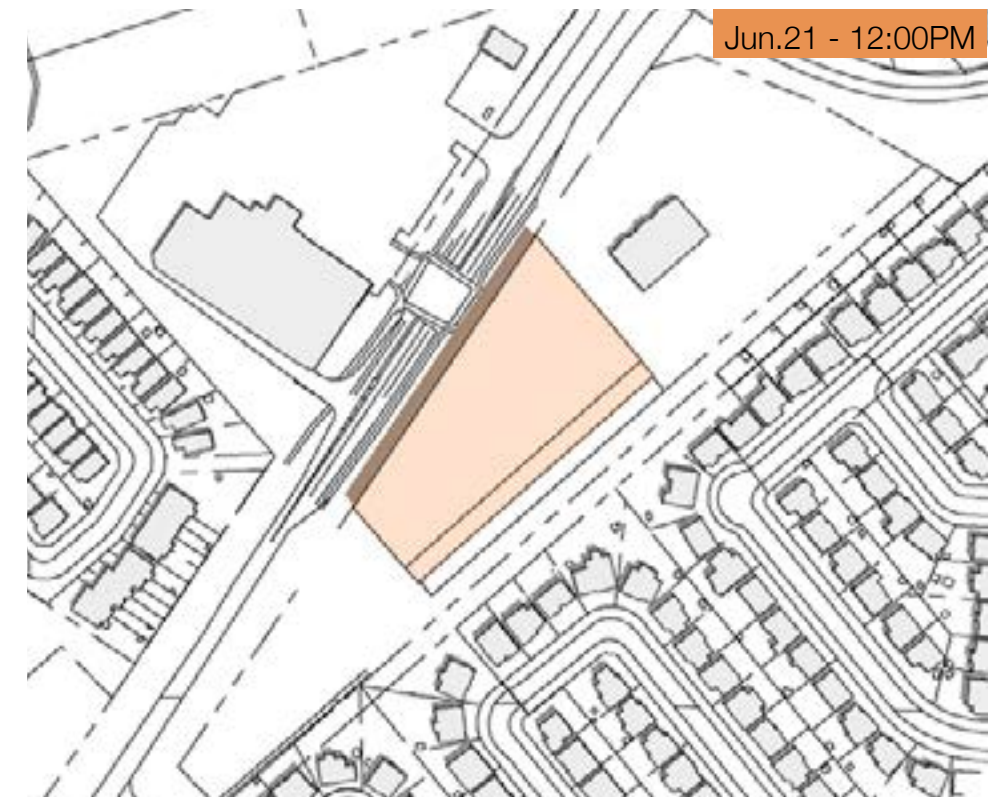
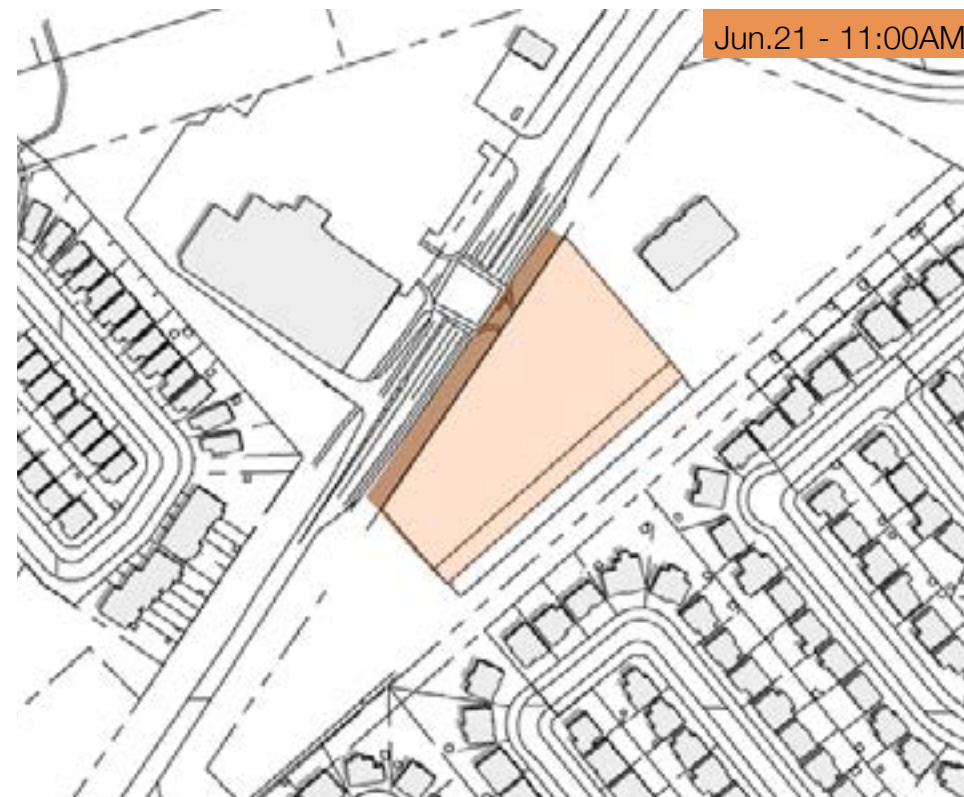
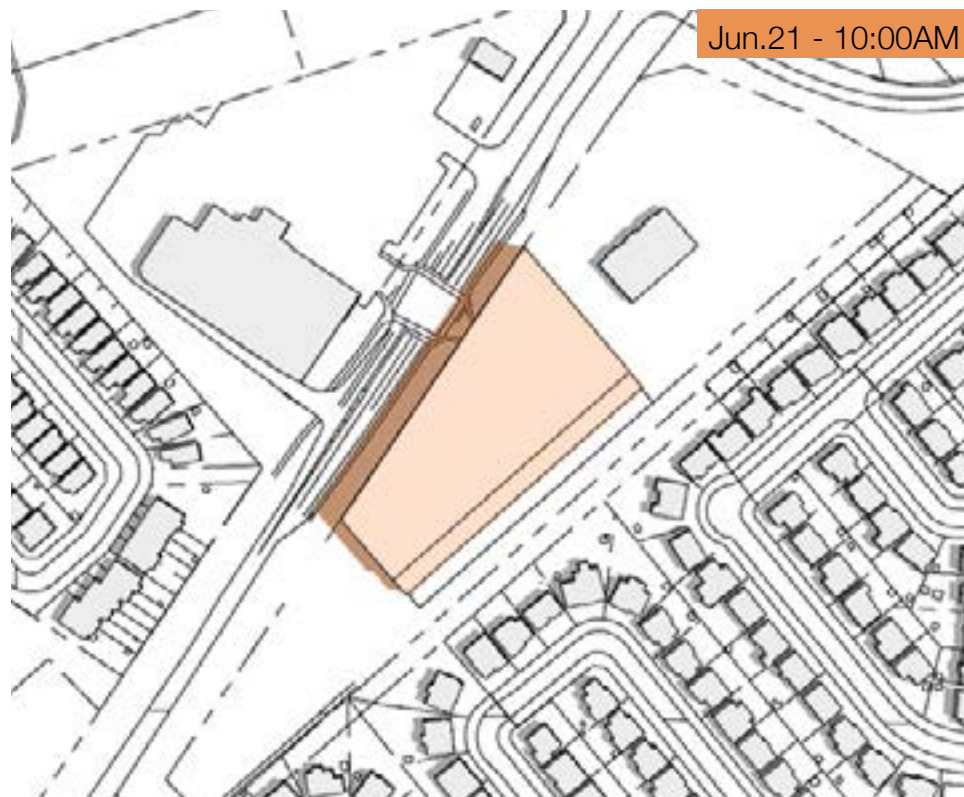
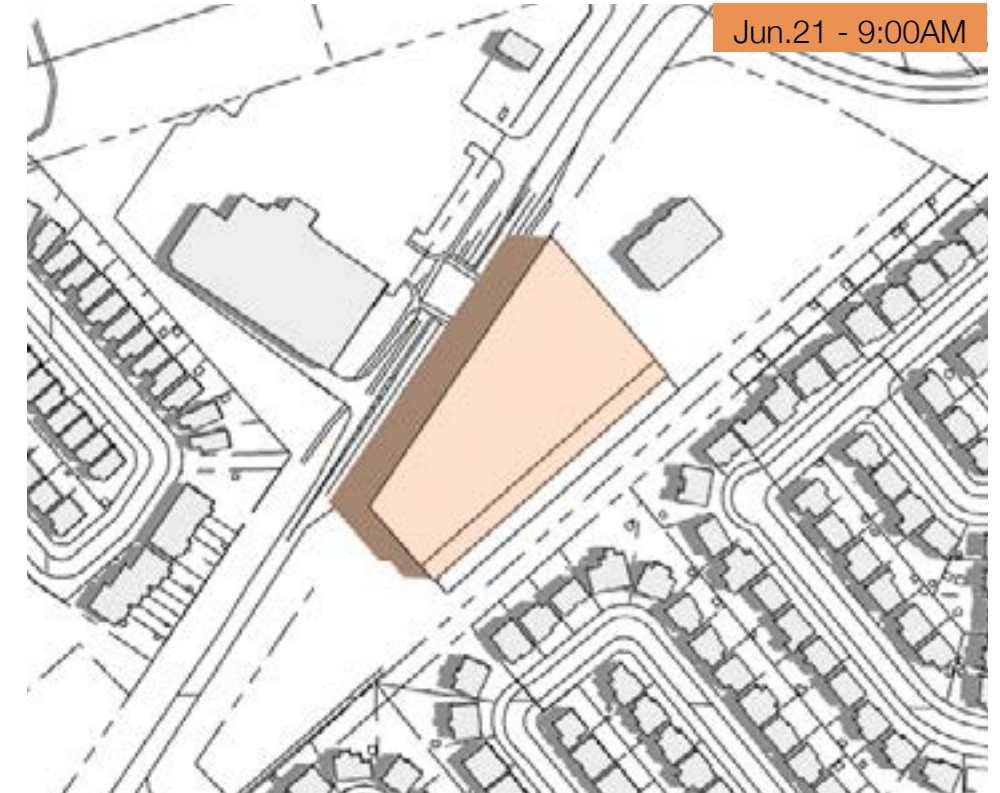
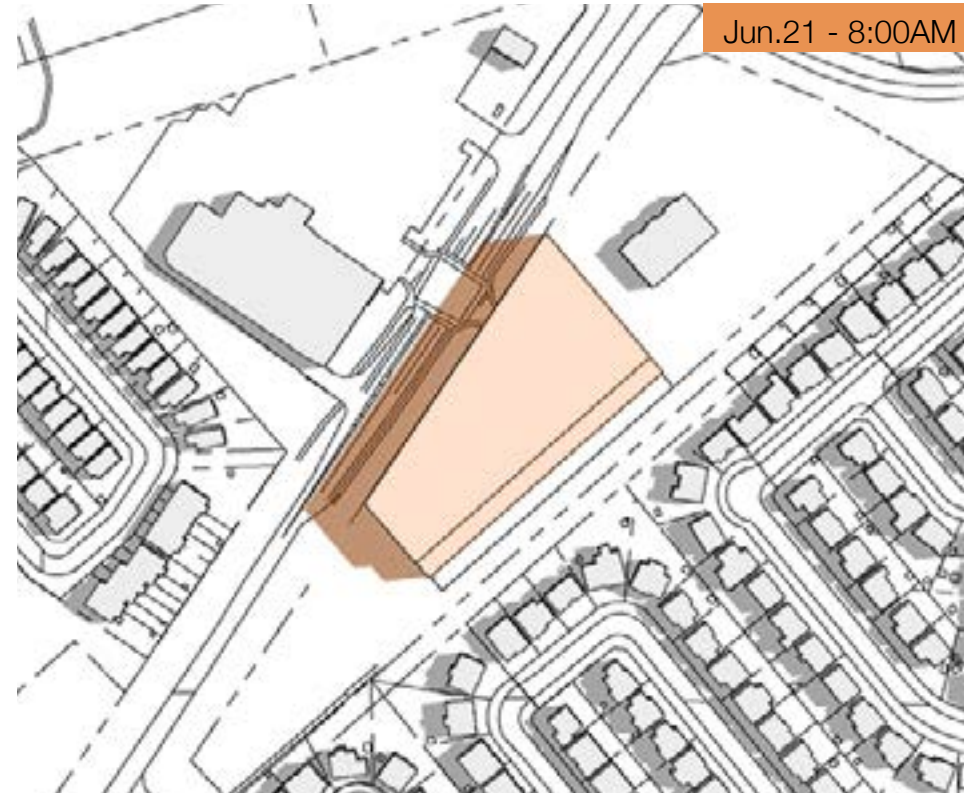
# Shadow Analysis - As-of-Right



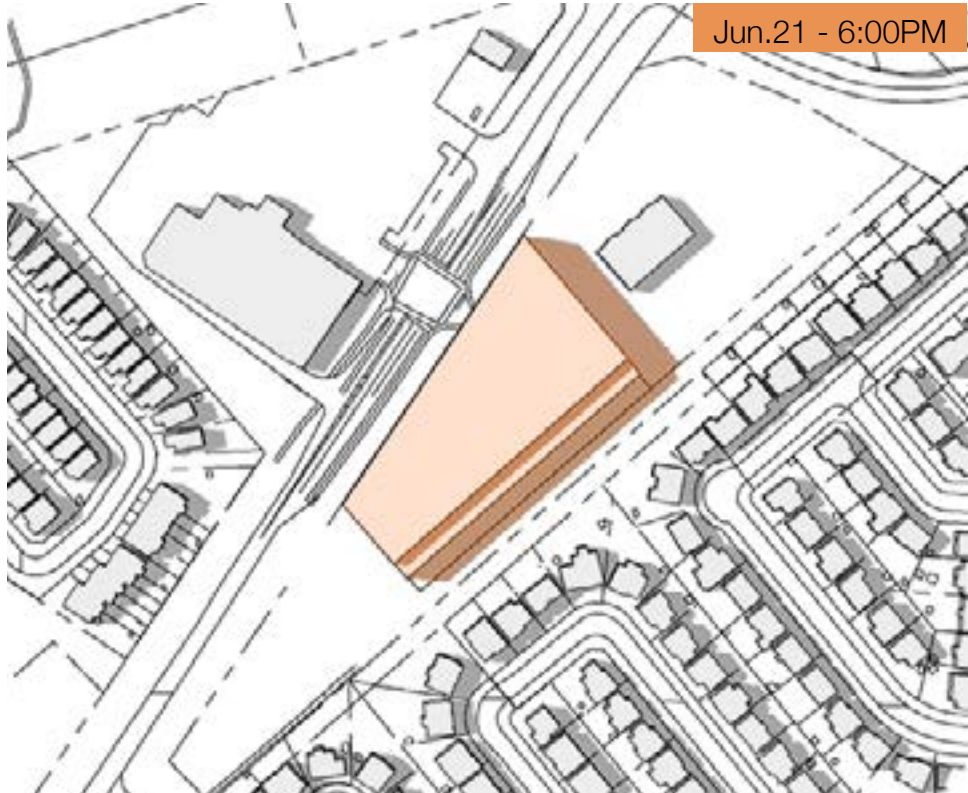
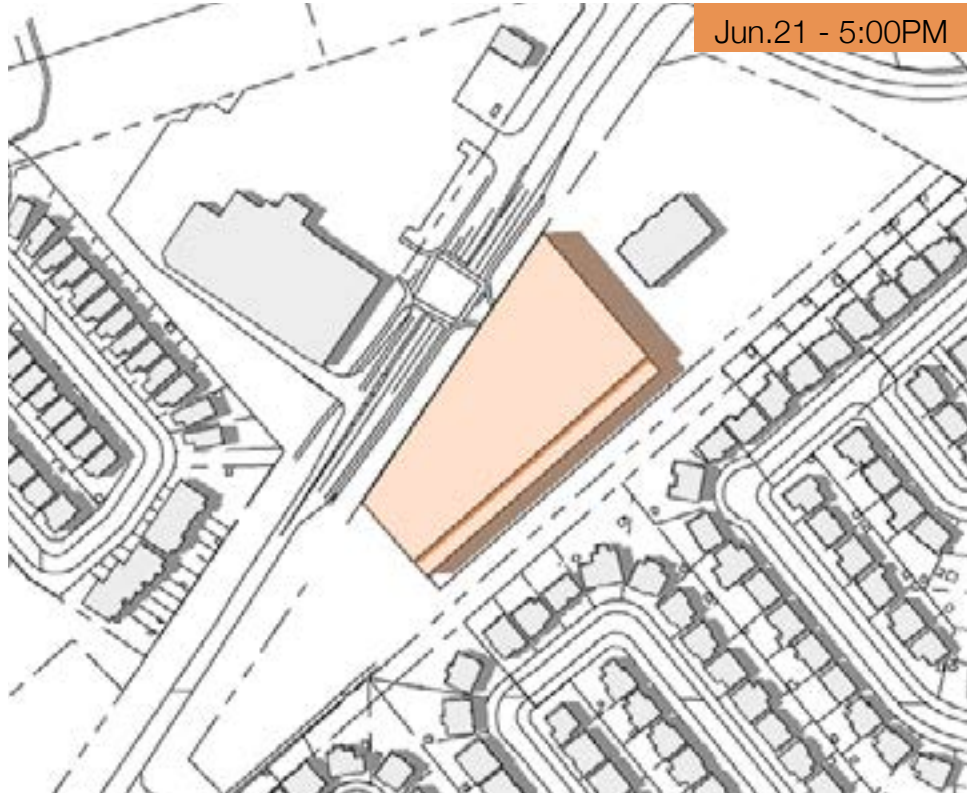
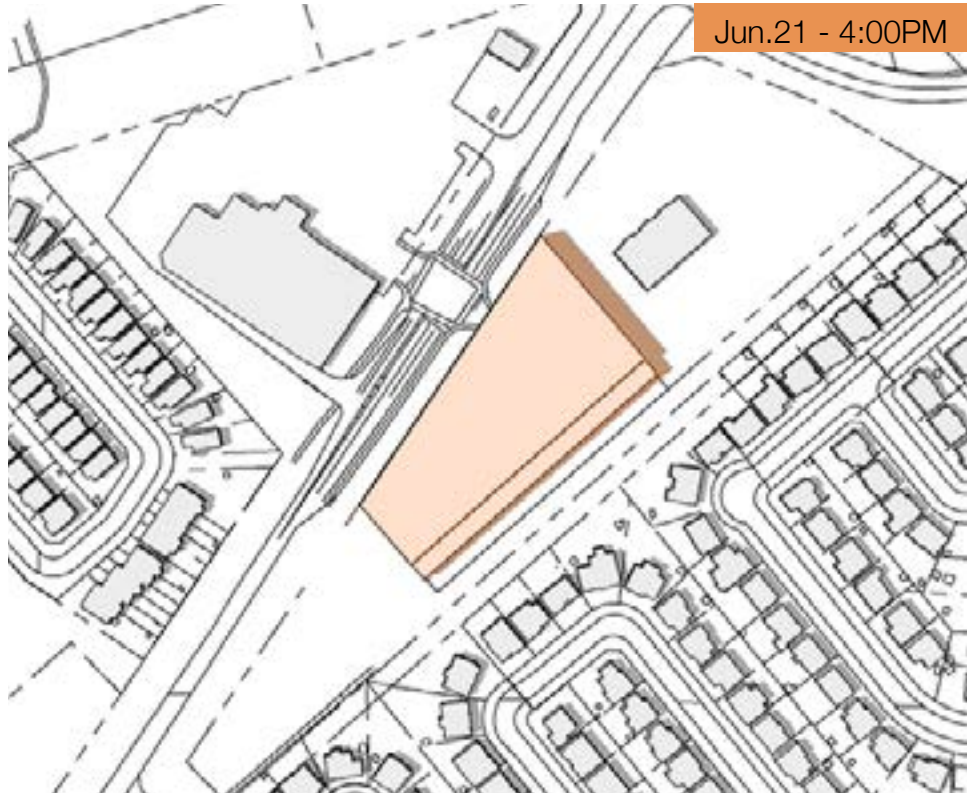
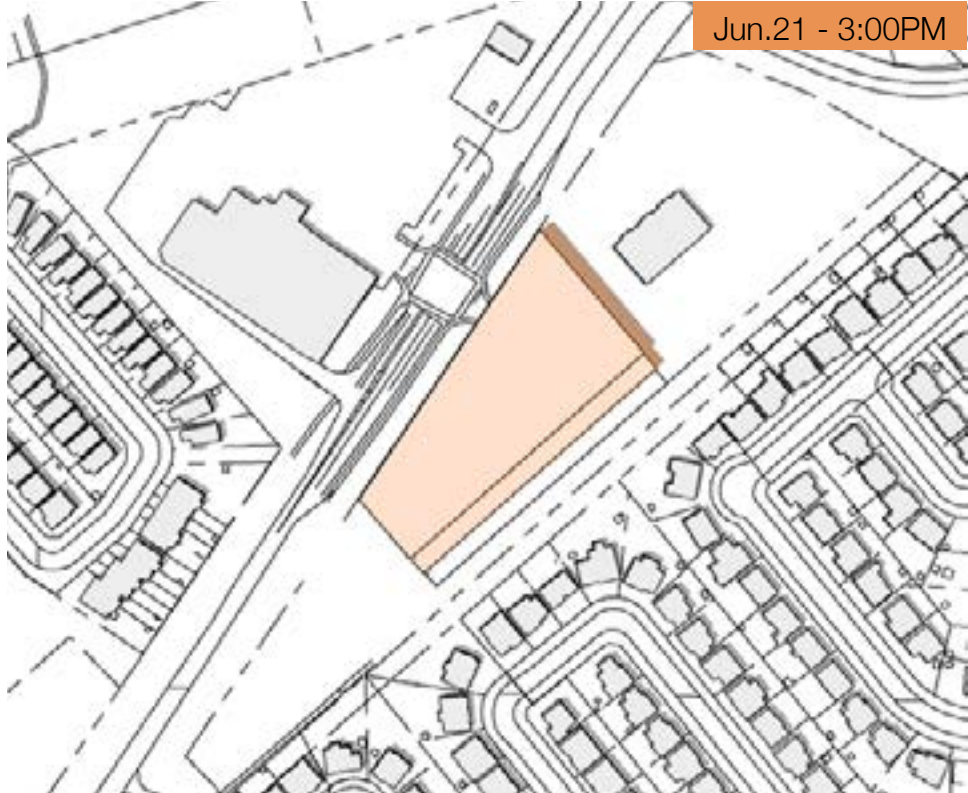
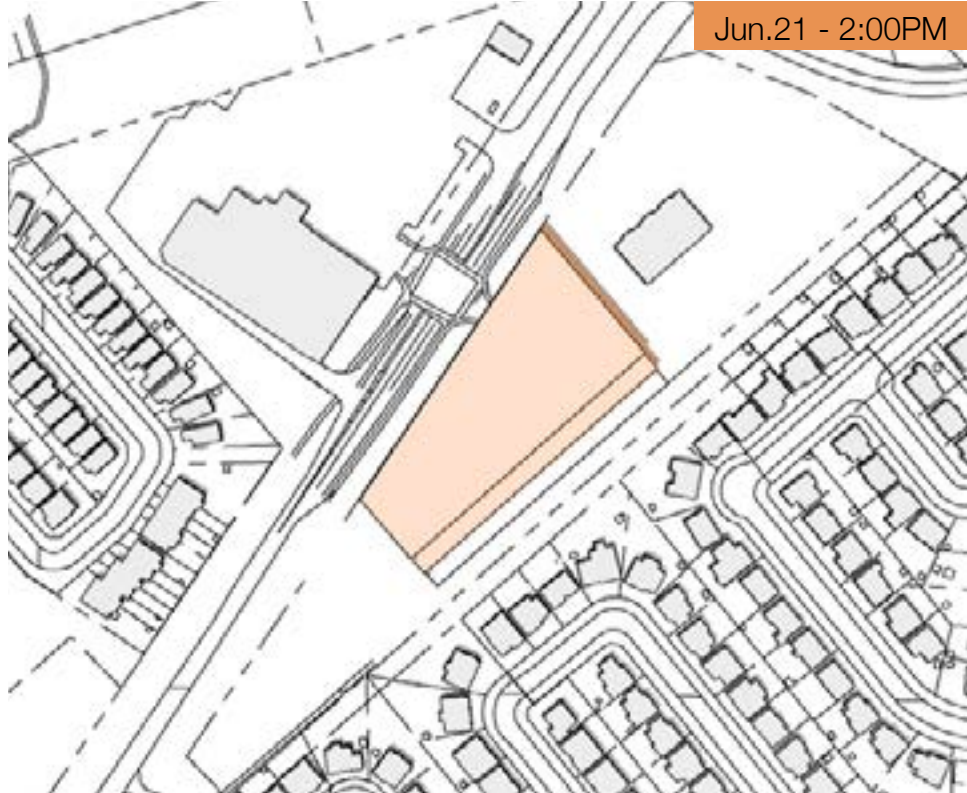
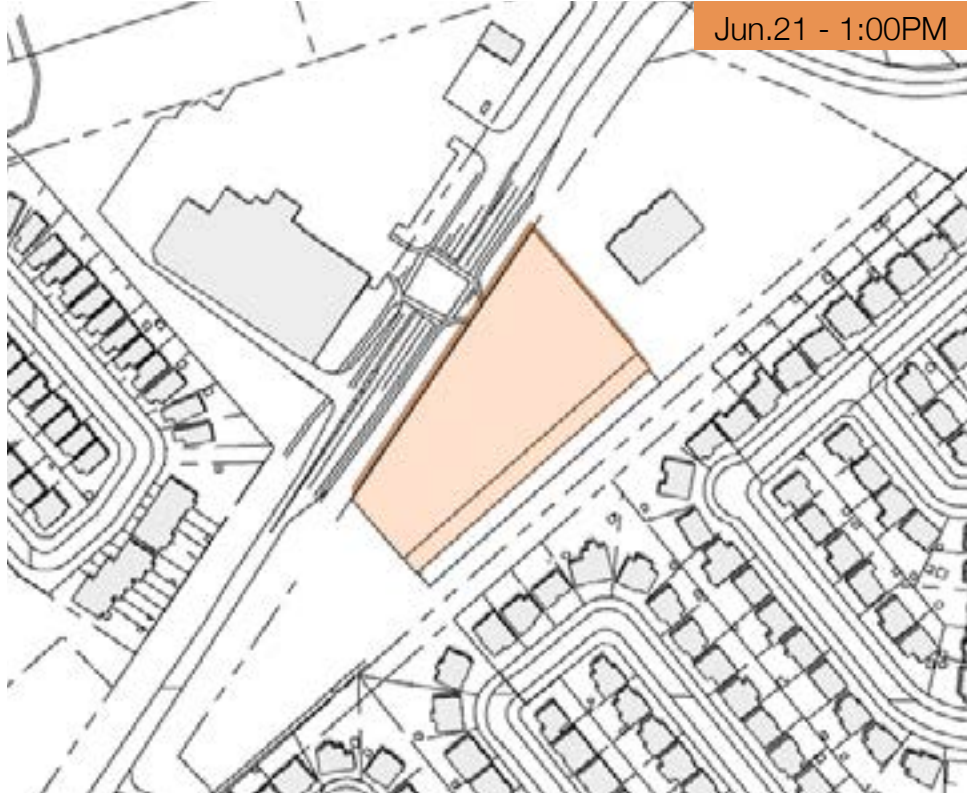
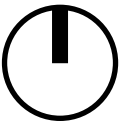
# Shadow Analysis - As-of-Right



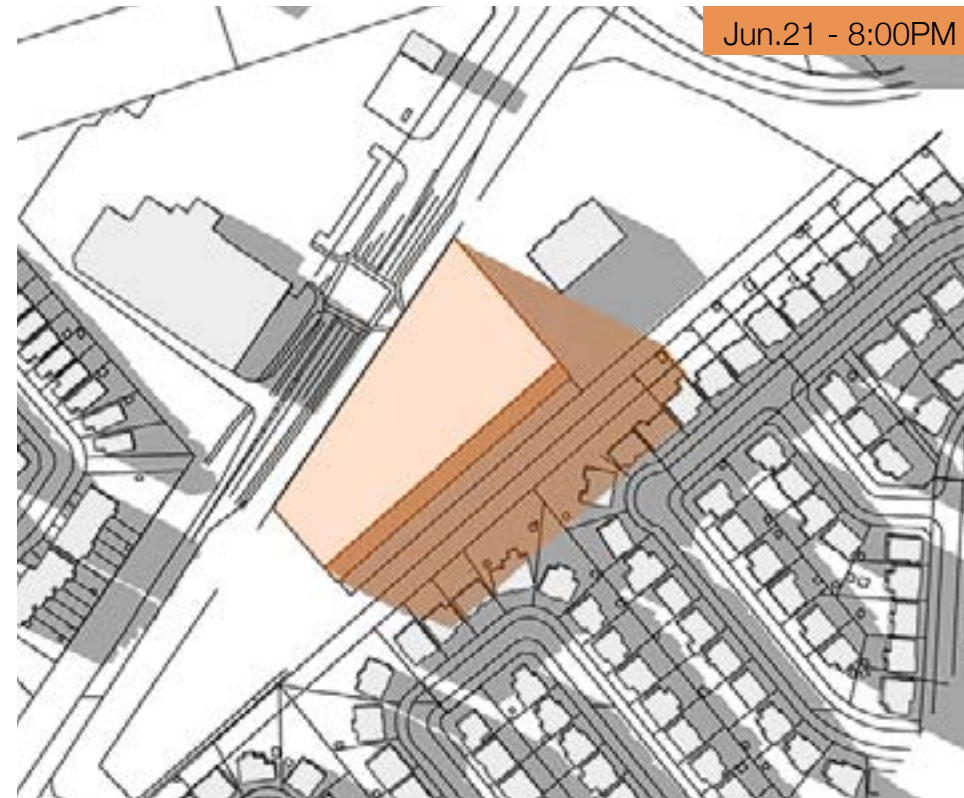
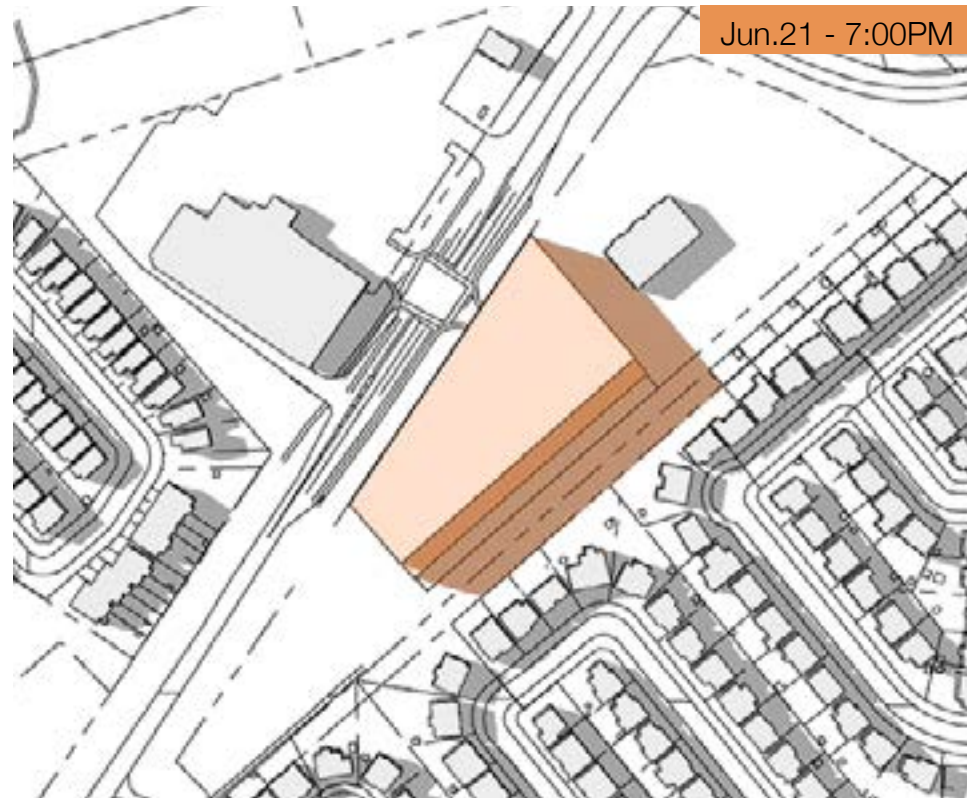
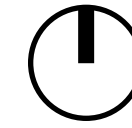
SUMMER SOLSTICE  
June 21st, 8am – 8pm (EDT)



# Shadow Analysis - As-of-Right



# Shadow Analysis - As-of-Right



# Shadow Analysis - Proposed Development

As specified in the City of Ottawa's Terms of Reference for Shadow Analysis, a detailed Shadow Analysis is required for a Zoning Bylaw Amendment application submission.

The City of Ottawa's Terms of Reference for Shadow Analysis requires the following Test Dates and Times:

- / Equinox: March/September 21st, 8am – 6pm (EDT)
- / Summer Solstice: June 21st, 8am – 8pm (EDT)
- / Winter Solstice: December 21st, 9am – 3pm (EST)

This section demonstrates the shadow impacts of the proposed development during the Spring/Fall Equinox, and the Winter and Summer Solstice.

This shadow study was prepared in SketchUp Pro, one of the most common software used in the industry to prepare such studies. Models prepared in this software are accurately geolocated using Latitude and Longitude coordinates for the site. The study:

- / Considers Ottawa's time zone standard of -5h UTC.
- / Considers Daylight Savings Time during the Summer Solstice and Equinox dates.
- / Considers Latitude: 45.265908N or 45°15'57.3"N  
Longitude: 75.940241W or 75°56'24.9"W

The timing and extent of shadowing impacts of the proposed development is largely consistent with the as-of-right model, with modest increases in the early morning or evening during certain seasons.

The models included in this section illustrate the shadowing impacts of the proposed development. As shown in the models, most of the shadows are cast northward onto the road right-of-way or the shopping centre (GM14 Zone) to the north.

The low-rise residential areas to the northwest and southeast continue to receive uninterrupted sunlight throughout the year, with some impacts in certain seasons for brief periods shortly after sunrise and shortly before sunset. Shadowing impacts on properties beyond the as-of-right envelope are generally limited to the early morning and at 8pm, when shadows are similarly being cast by low-rise dwellings.

## Winter Solstice - December 21 (EST)

On the Winter Solstice, impacts are mainly over arterial mainstreet and mixed-use areas north of Subject Property. The low-rise residential area is not impacted during the hours established in the terms of reference and used in this study.

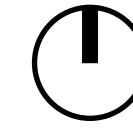
## Spring/ Fall Equinox - March/ September 21 (EDT)

During the Spring or Fall Equinox, shadows partially reach the low-rise residential area north-west until 8am, and the area south-east after 6pm, with only a few metres of extra impact when compared to the as-of-right conditions. There are no impacts in these areas for the remainder of the studied times. For most of the day, the shadows produced by the proposed building envelope affect only the commercial properties immediately north and east of the site.

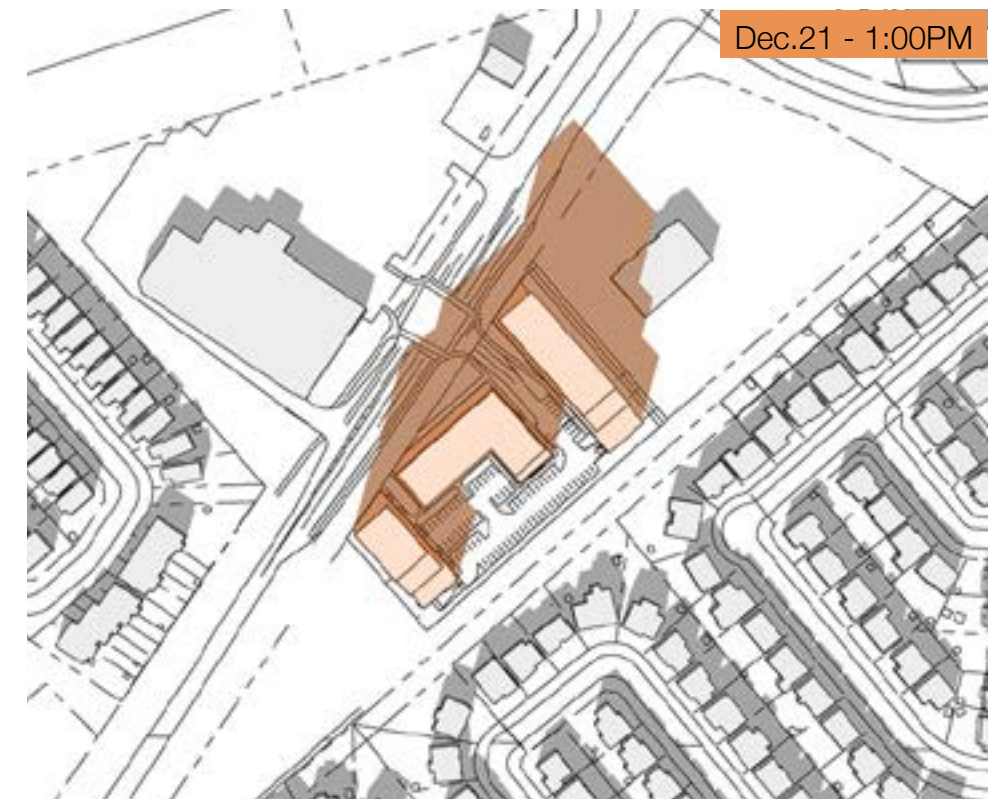
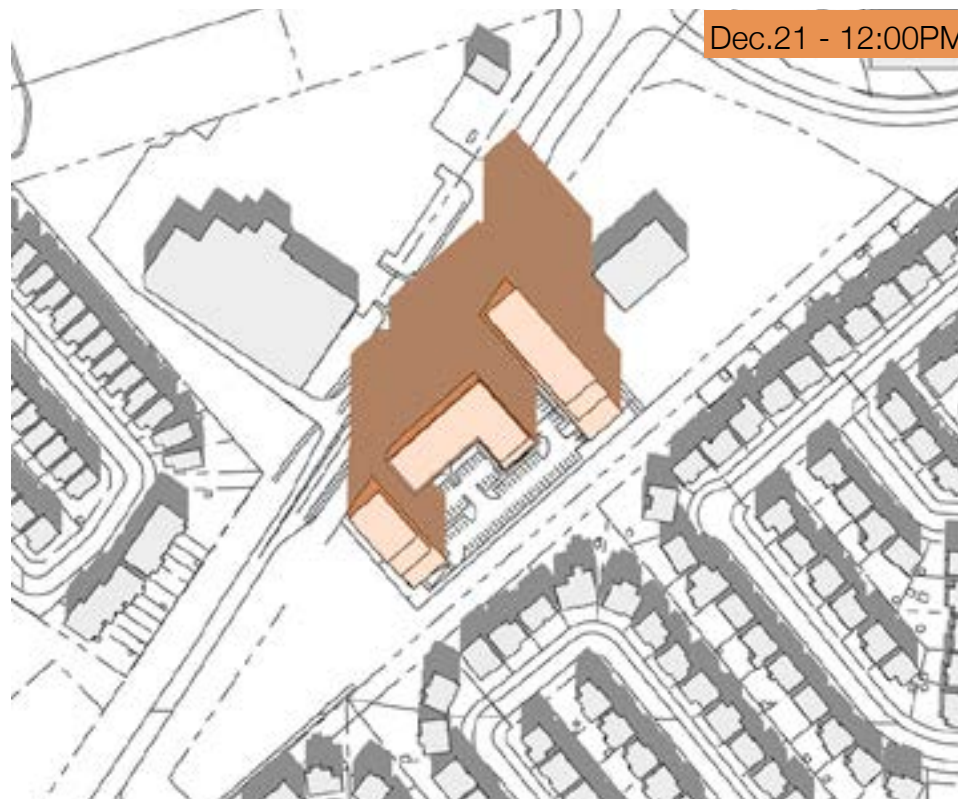
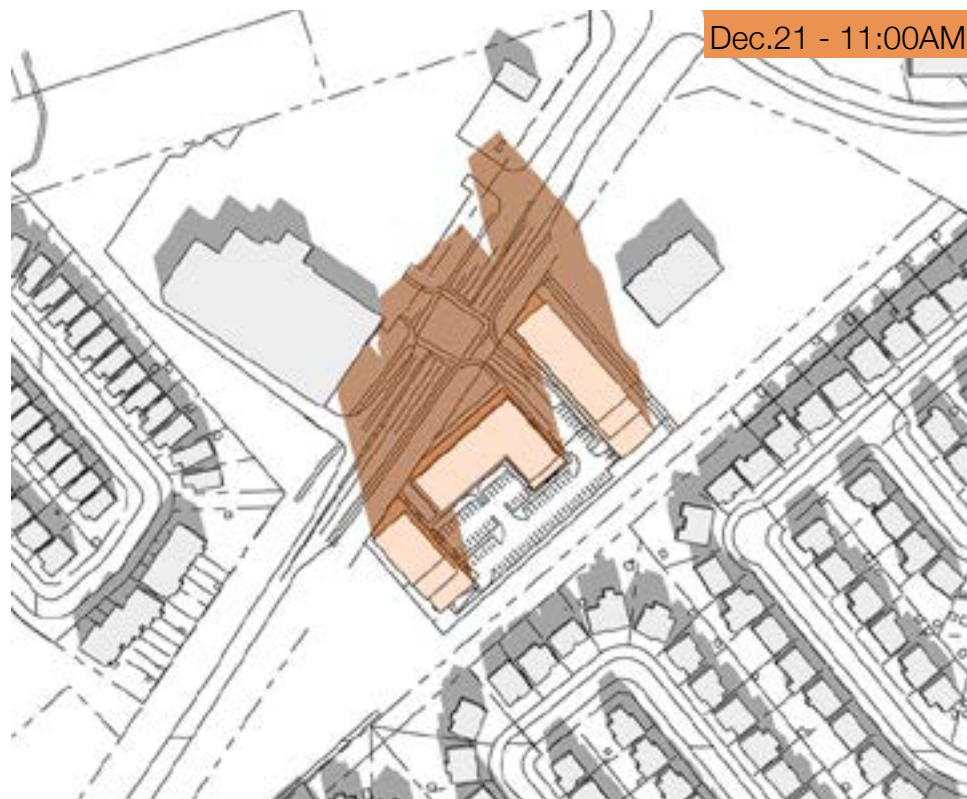
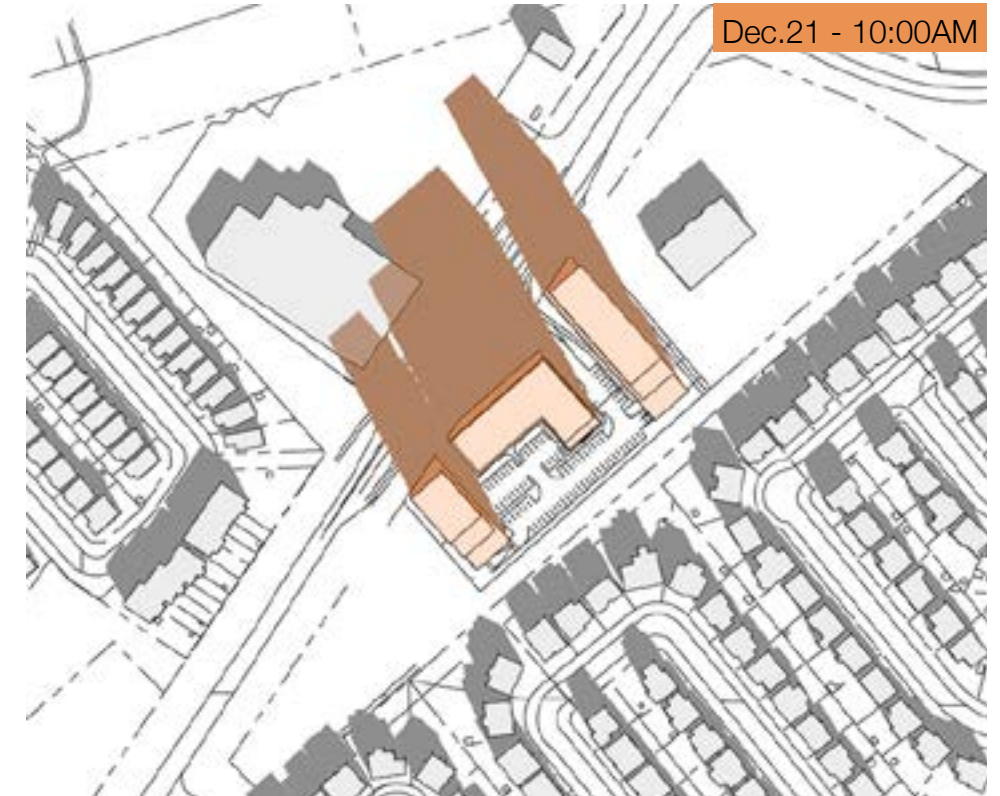
## Summer Solstice - June 21 (EDT)

In the summer months, shadows stay mostly within site boundaries from 9am until 7pm, when shadows are cast to the southeast. At 8pm, shadowing impacts from the development affects some additional properties compared with the as-of-right envelope, but most of these properties are also affected by shadowing from surrounding low-rise dwellings during this time.

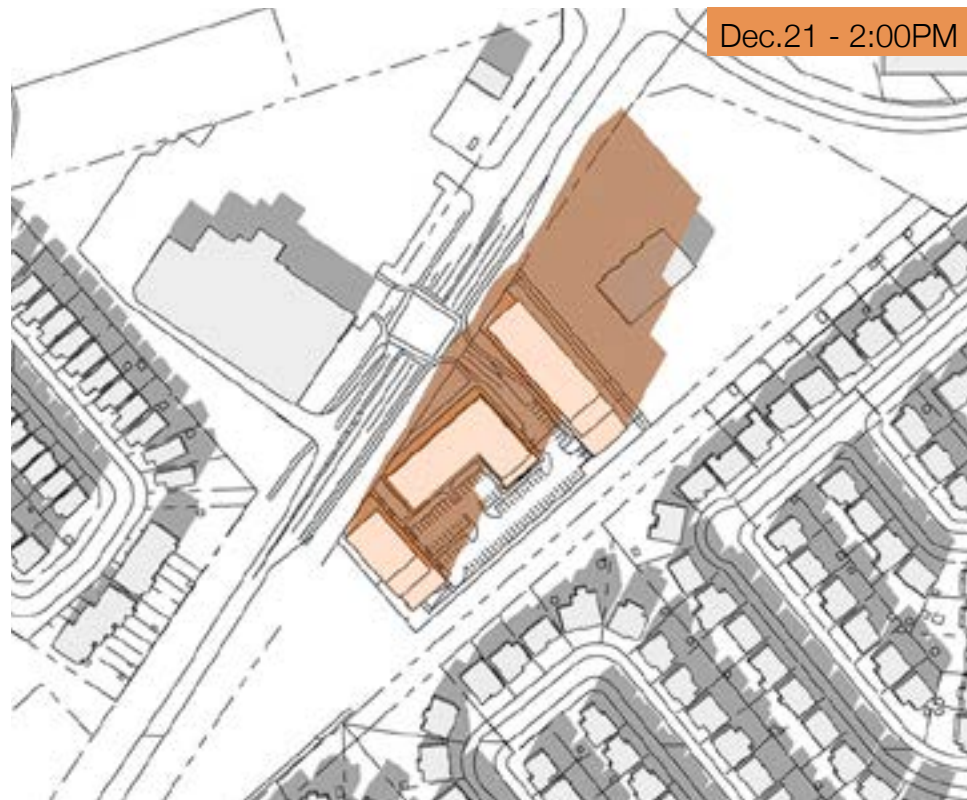
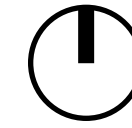
# Shadow Analysis - Proposed Development



WINTER SOLSTICE  
December 21st, 9am – 5pm (EST)

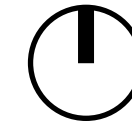


# Shadow Analysis - Proposed Development

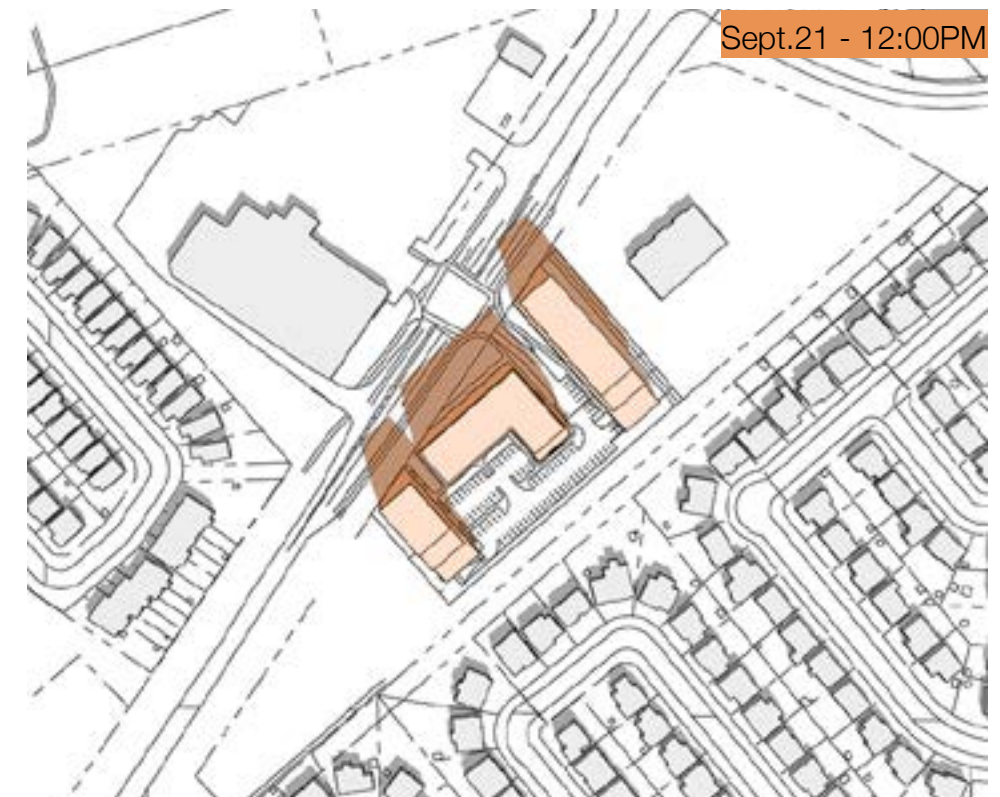
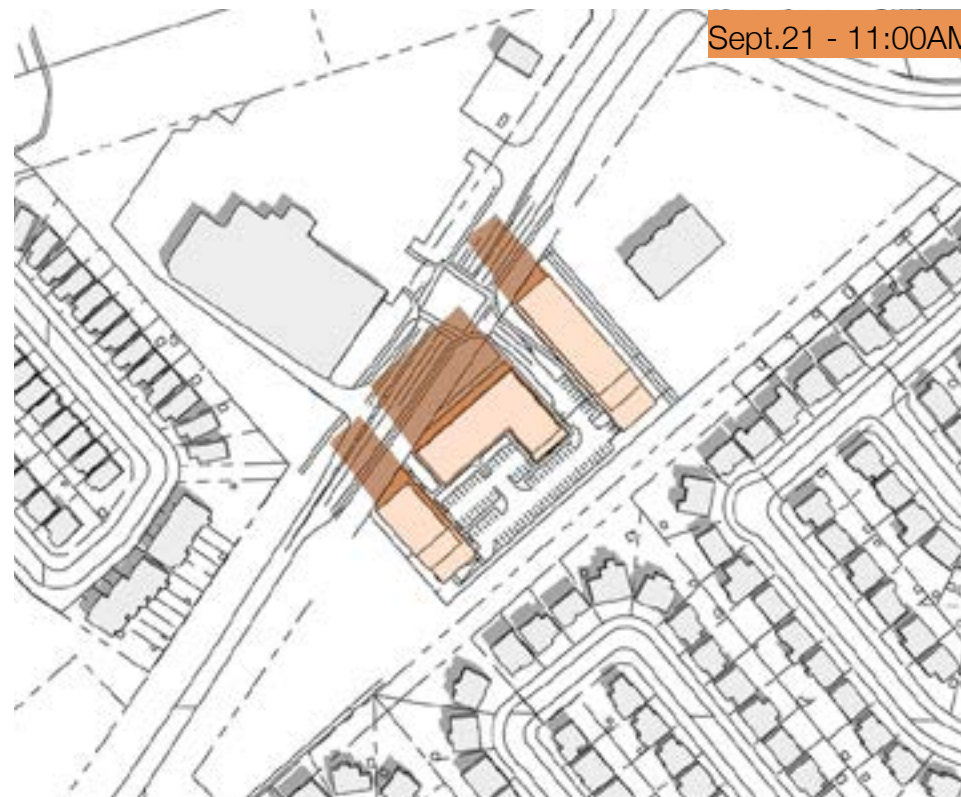
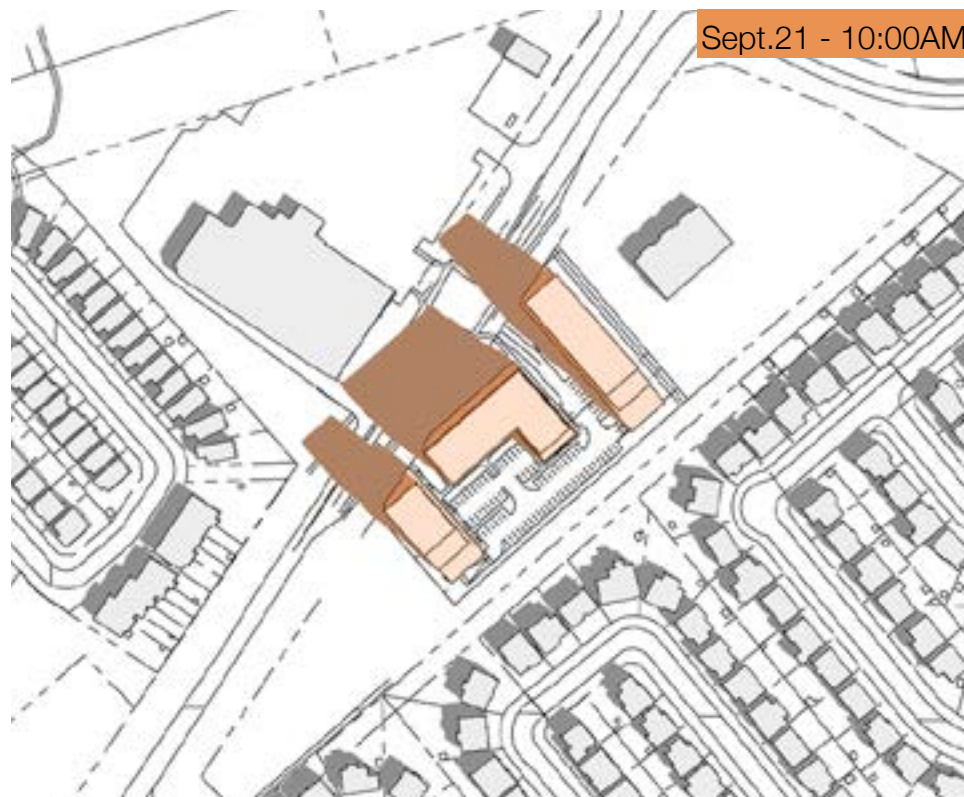
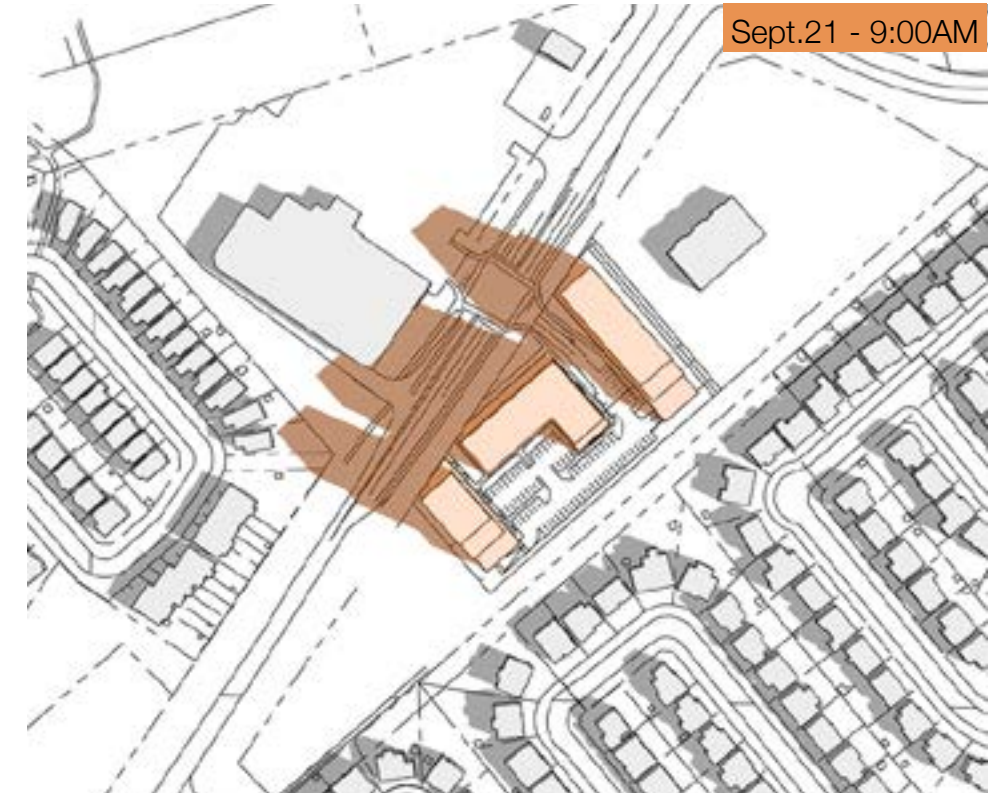
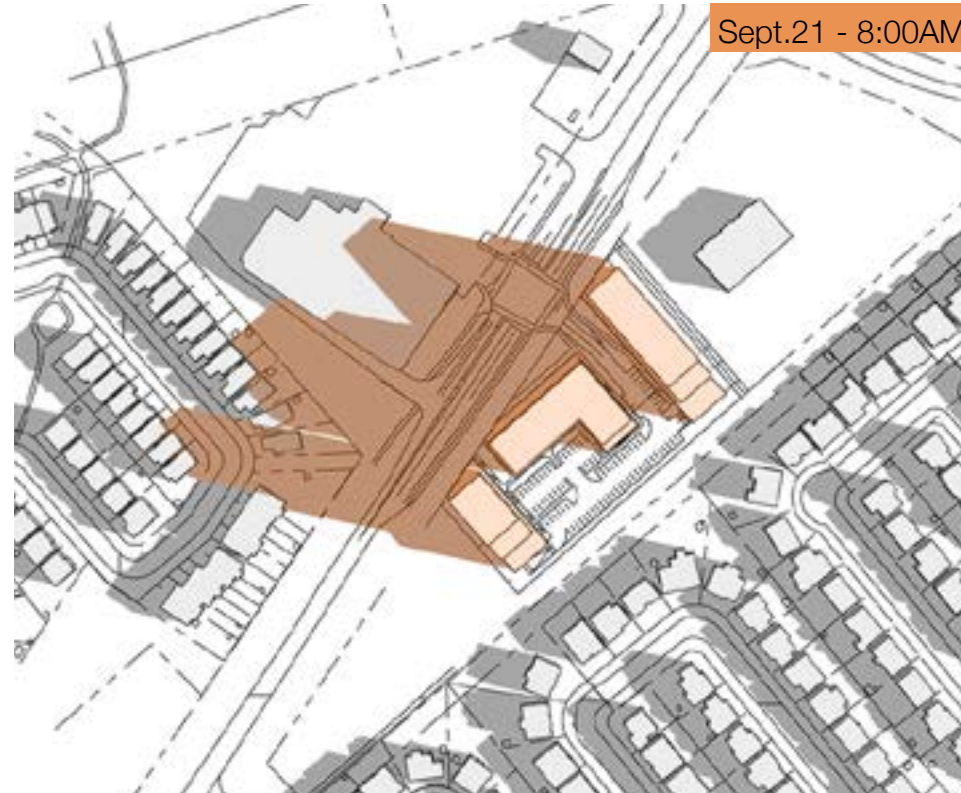




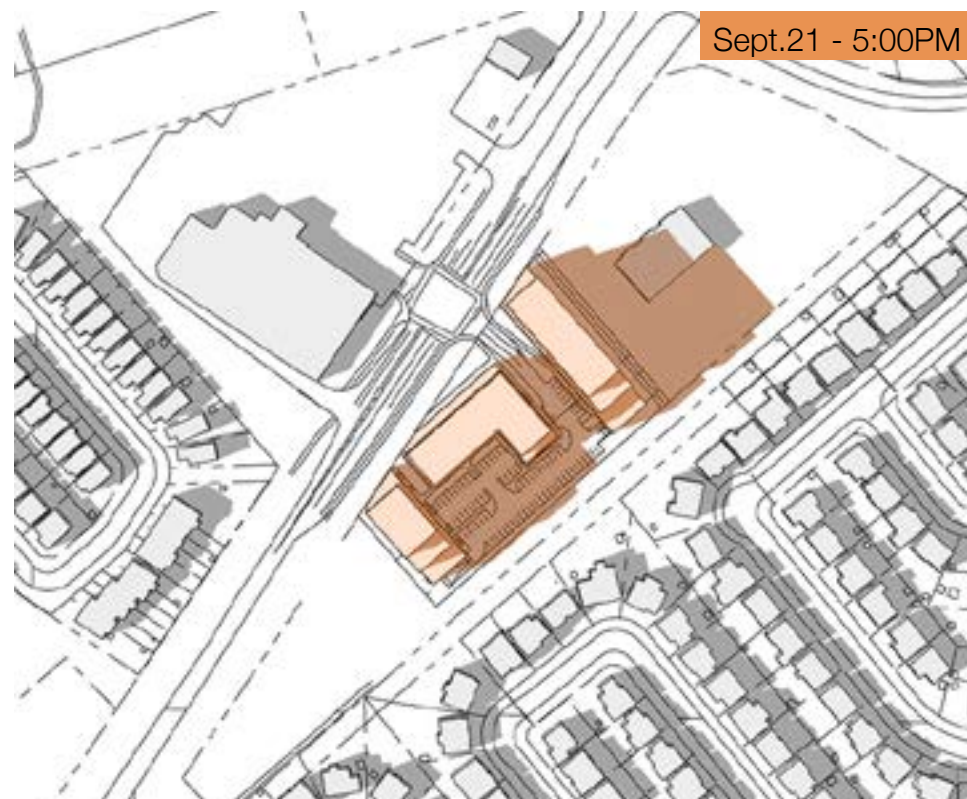
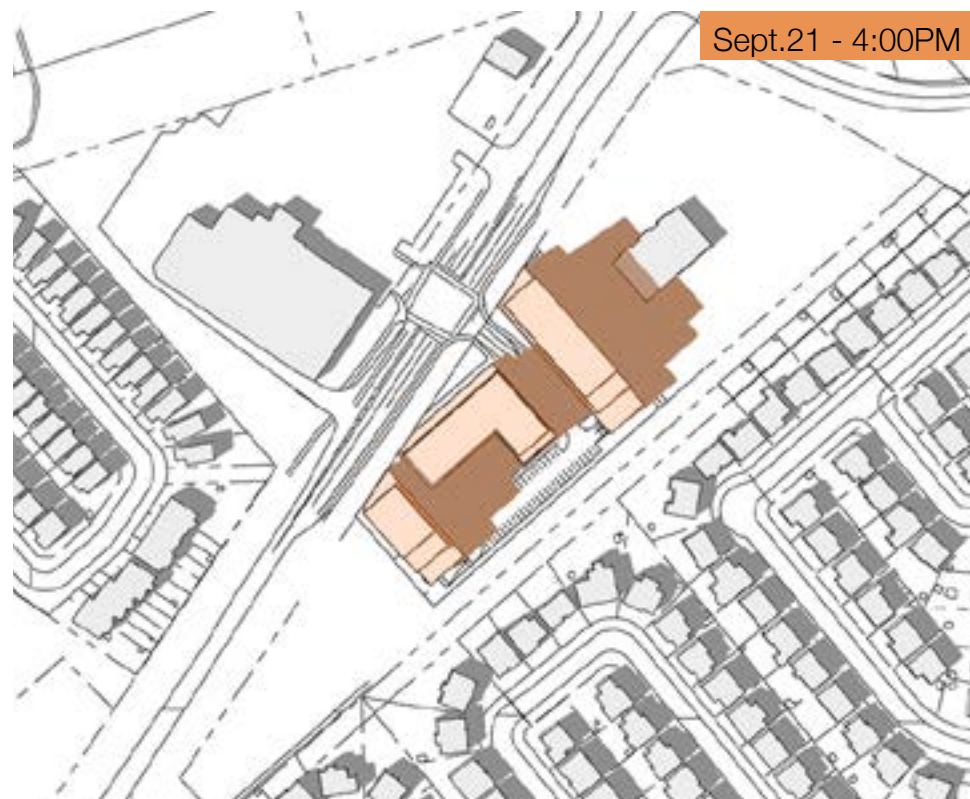
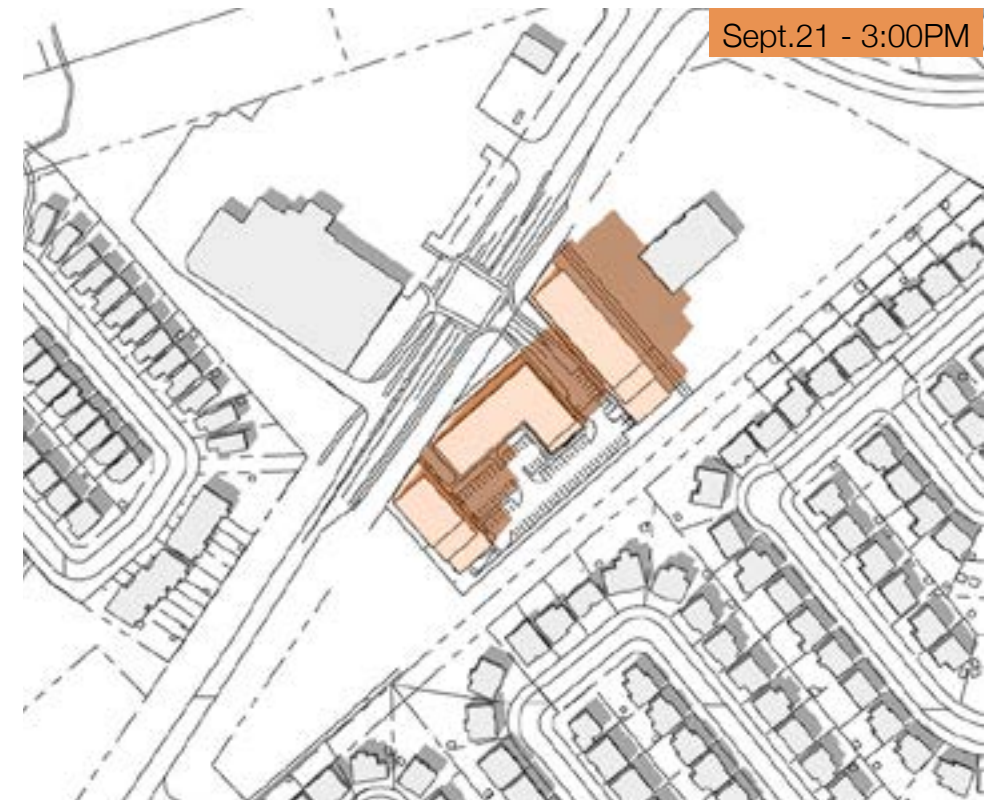
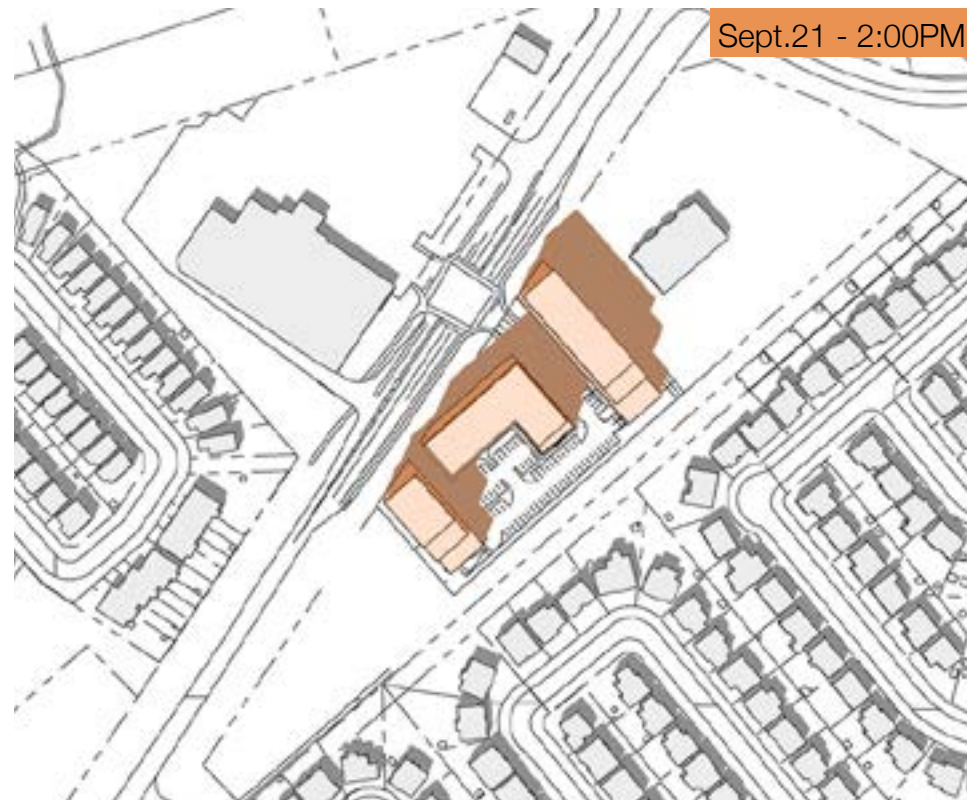
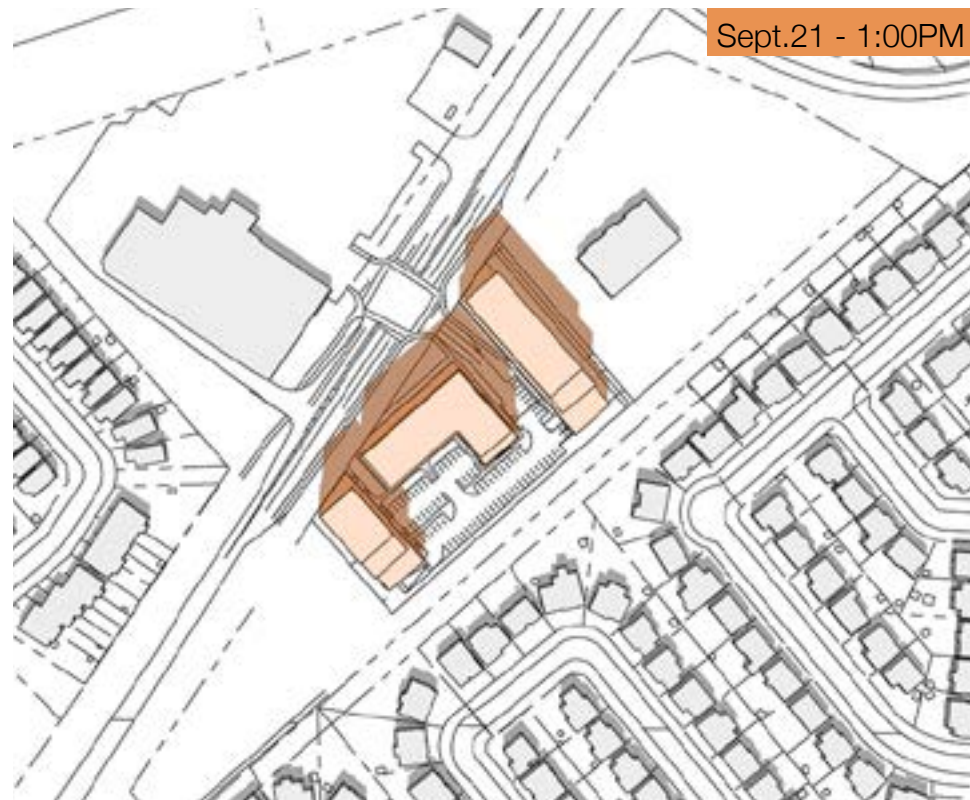
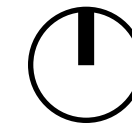
# Shadow Analysis - Proposed Development



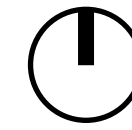
SPRING/ FALL EQUINOX  
March/ September 21st, 8am – 6pm (EDT)



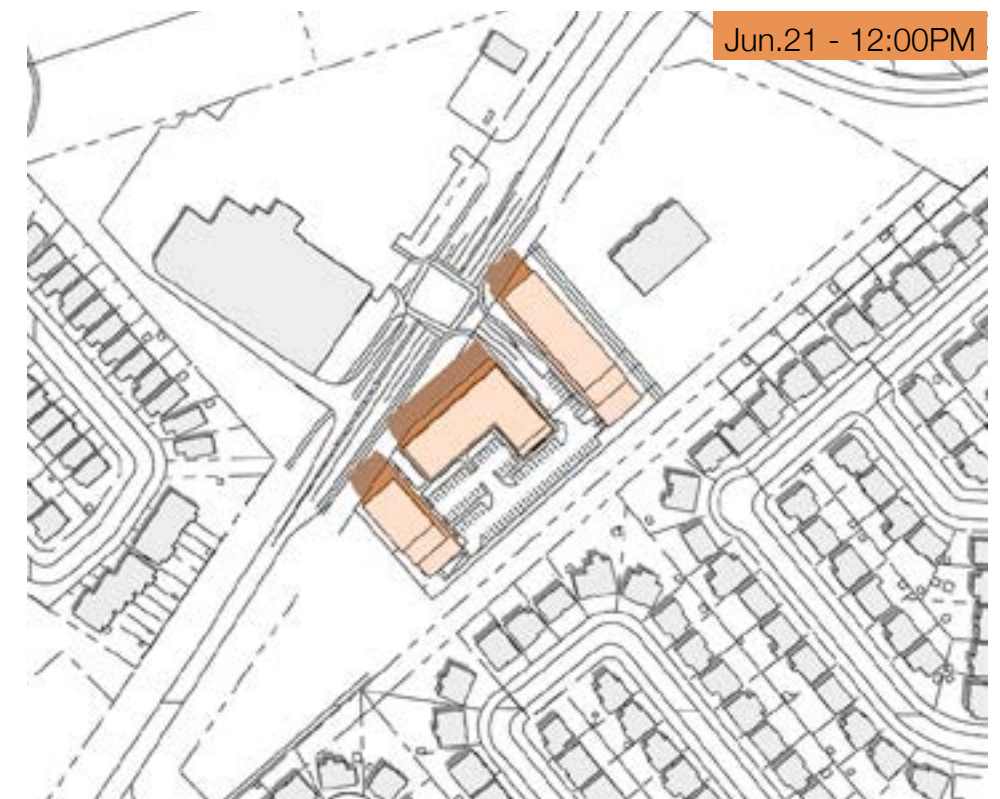
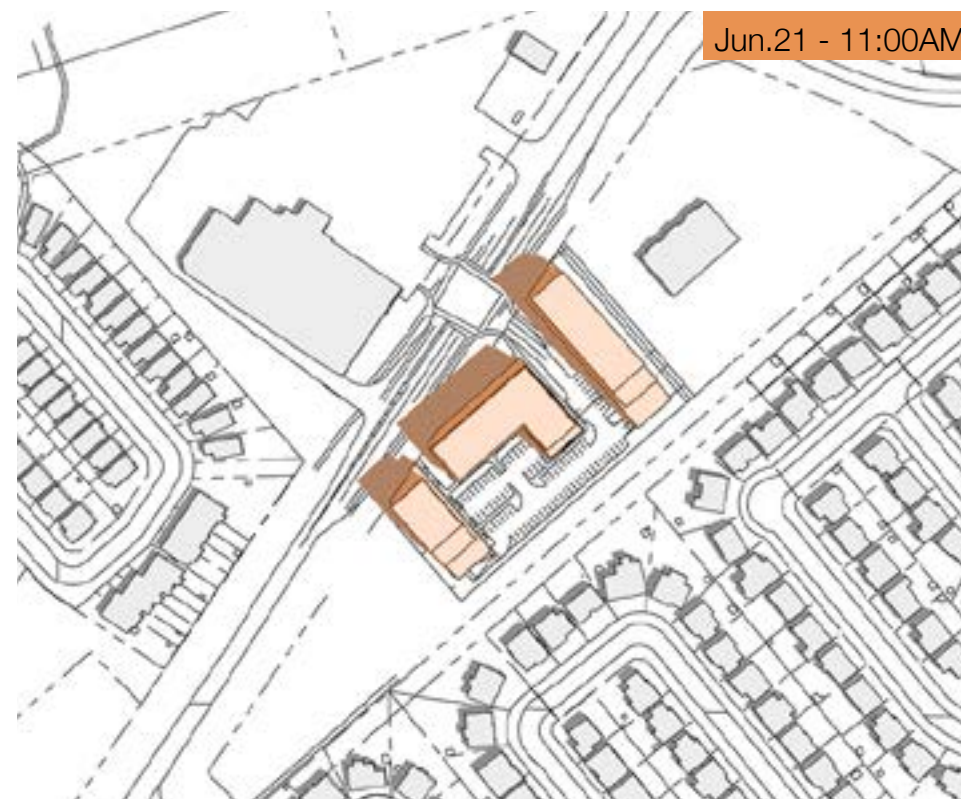
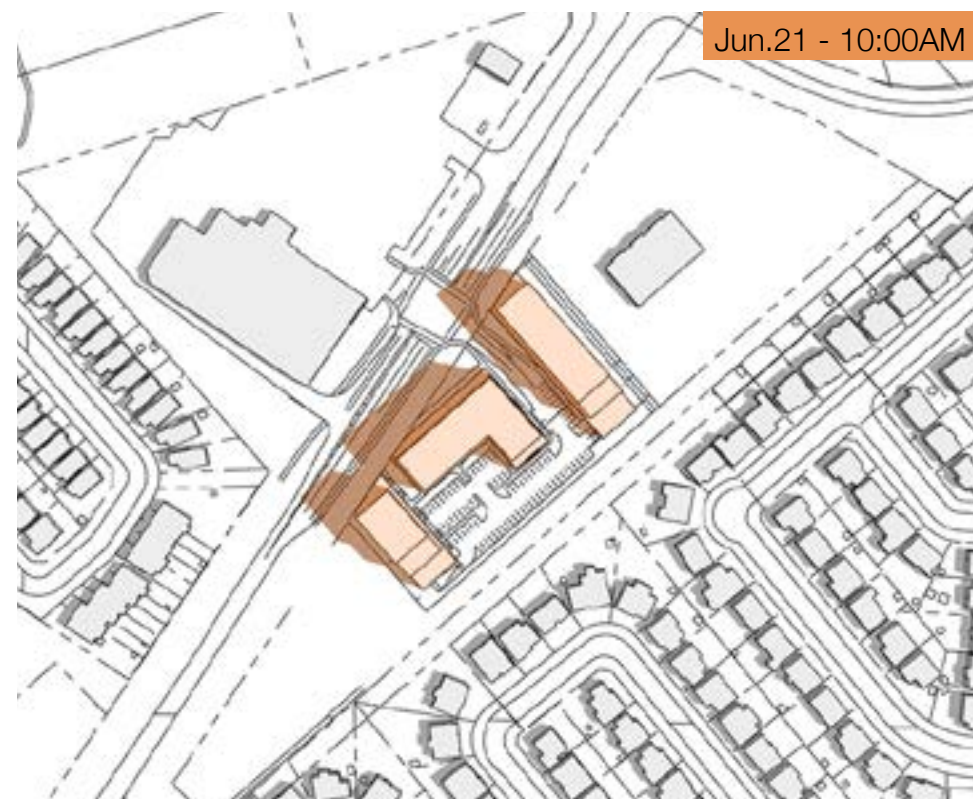
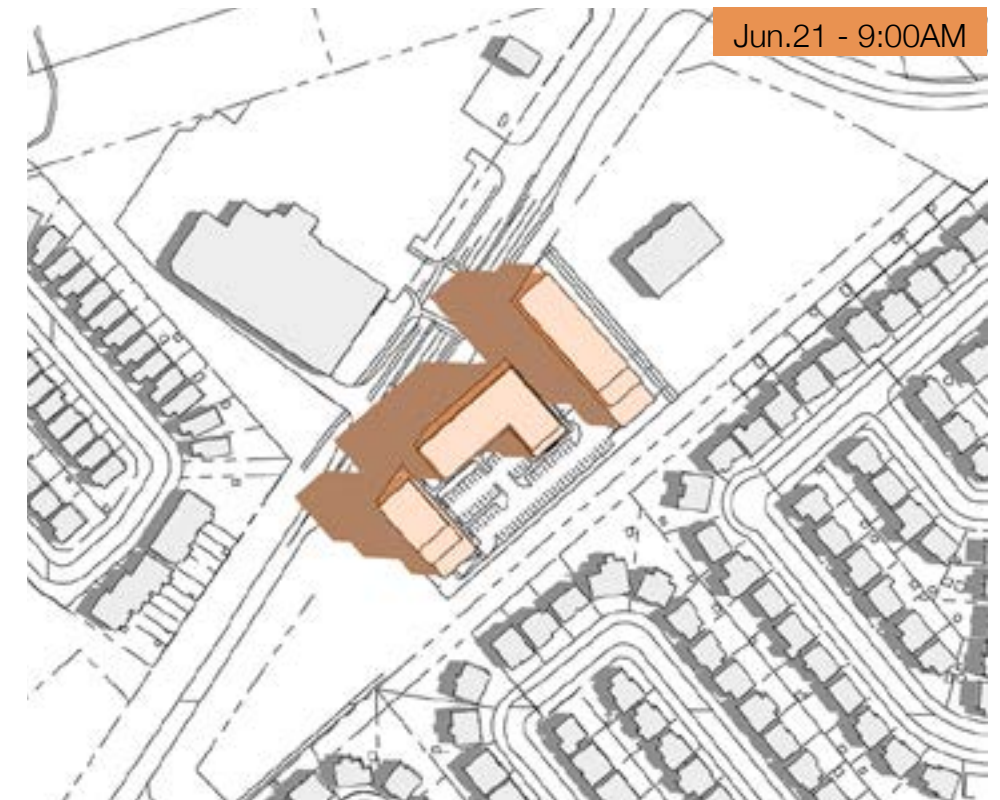
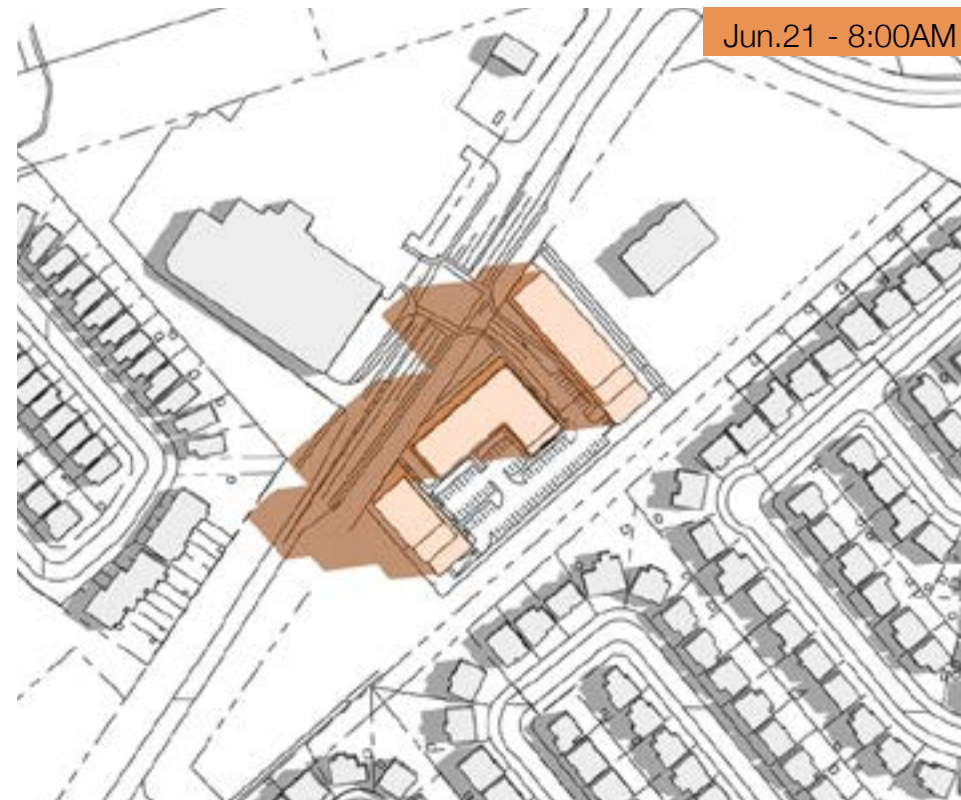
# Shadow Analysis - Proposed Development



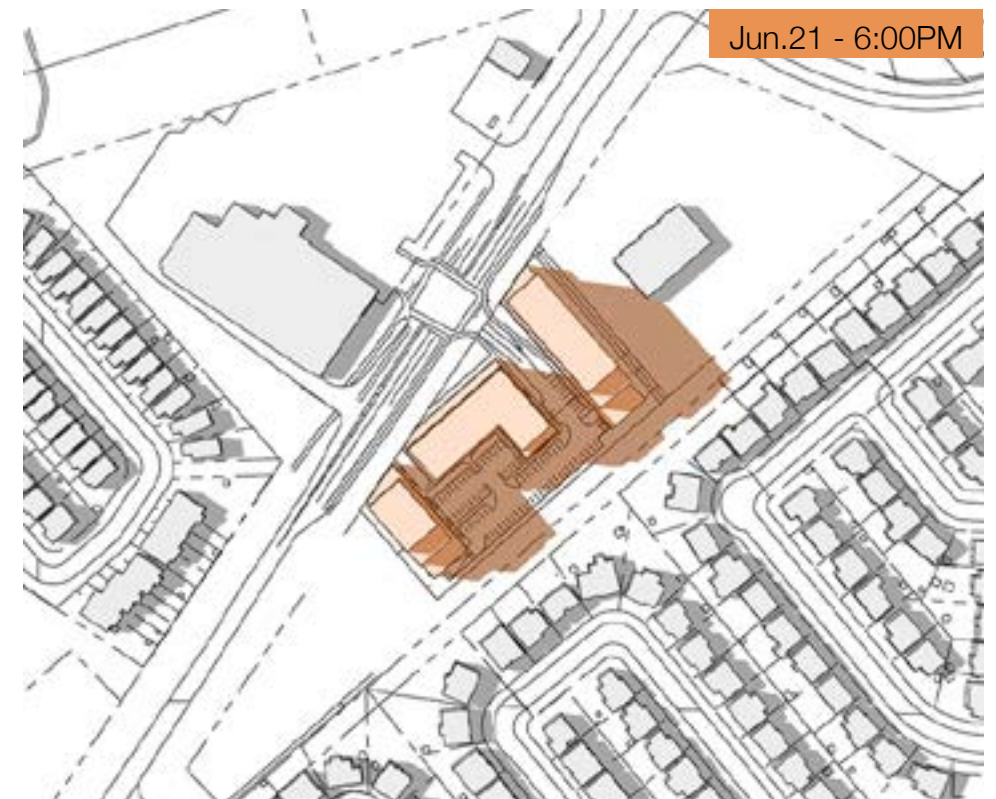
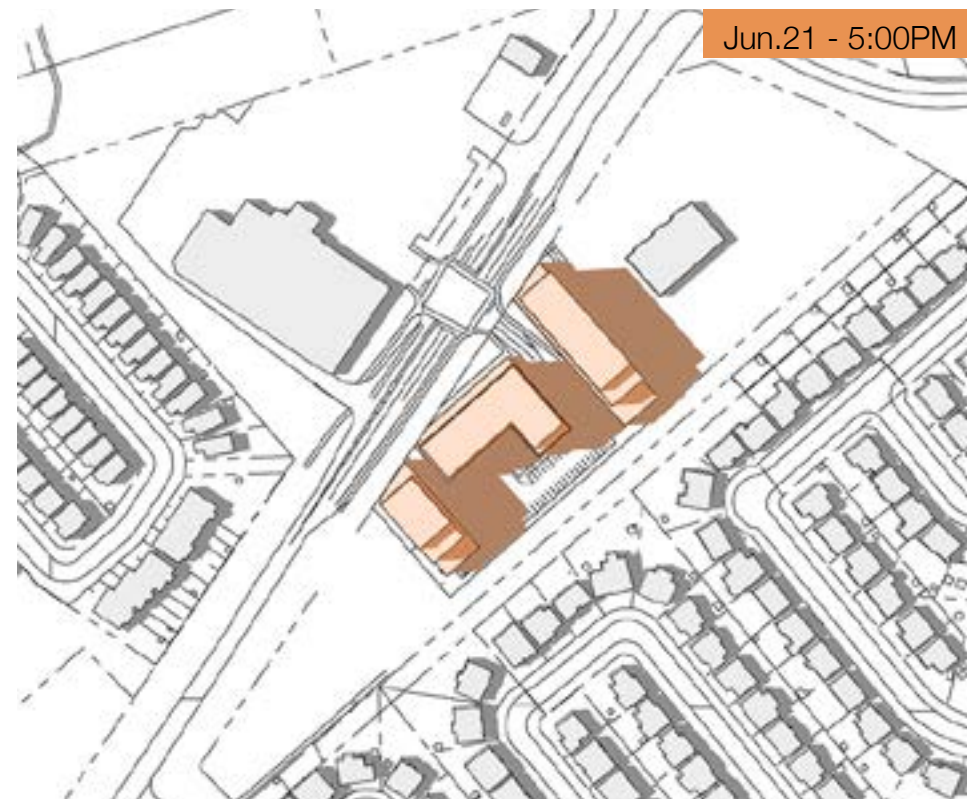
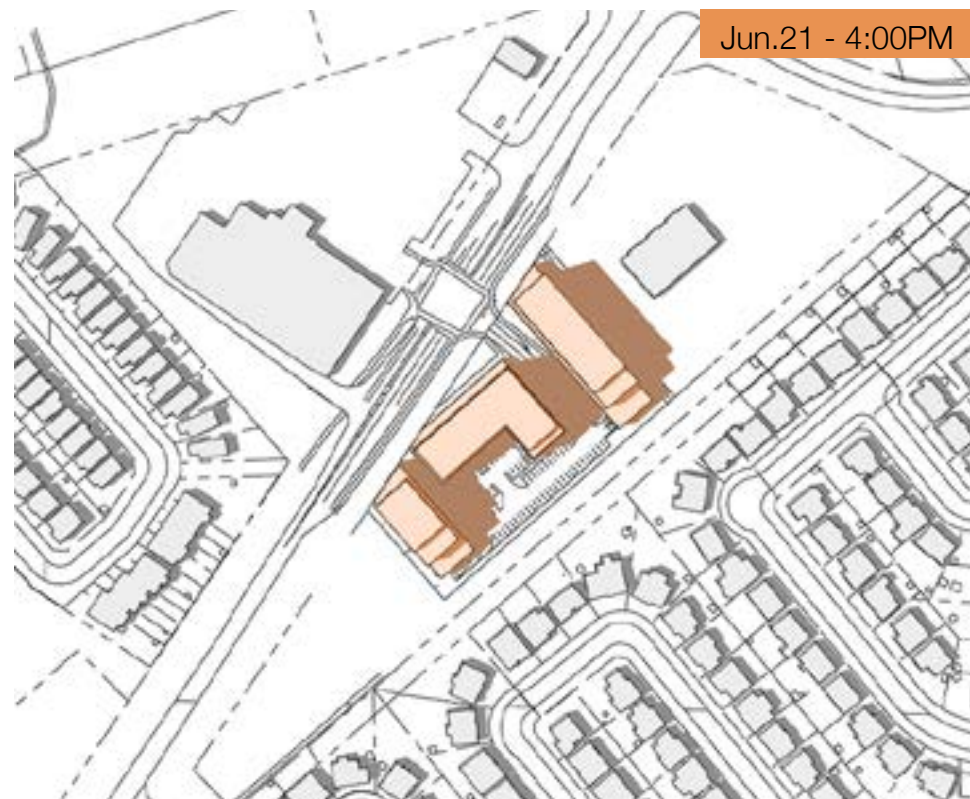
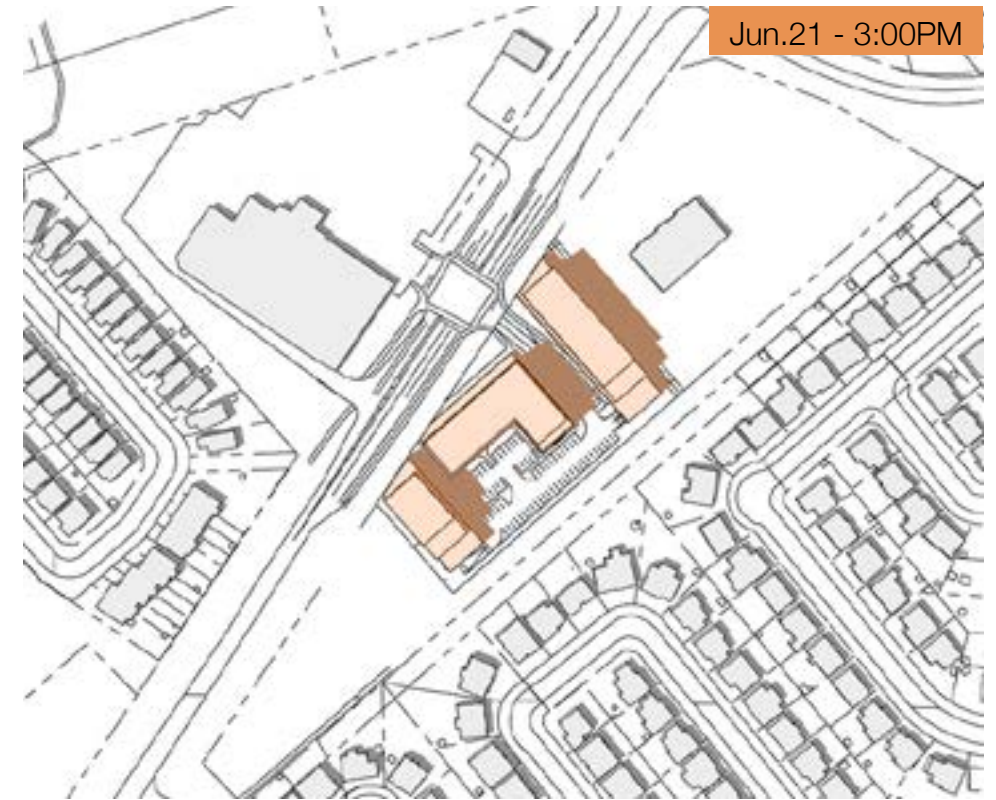
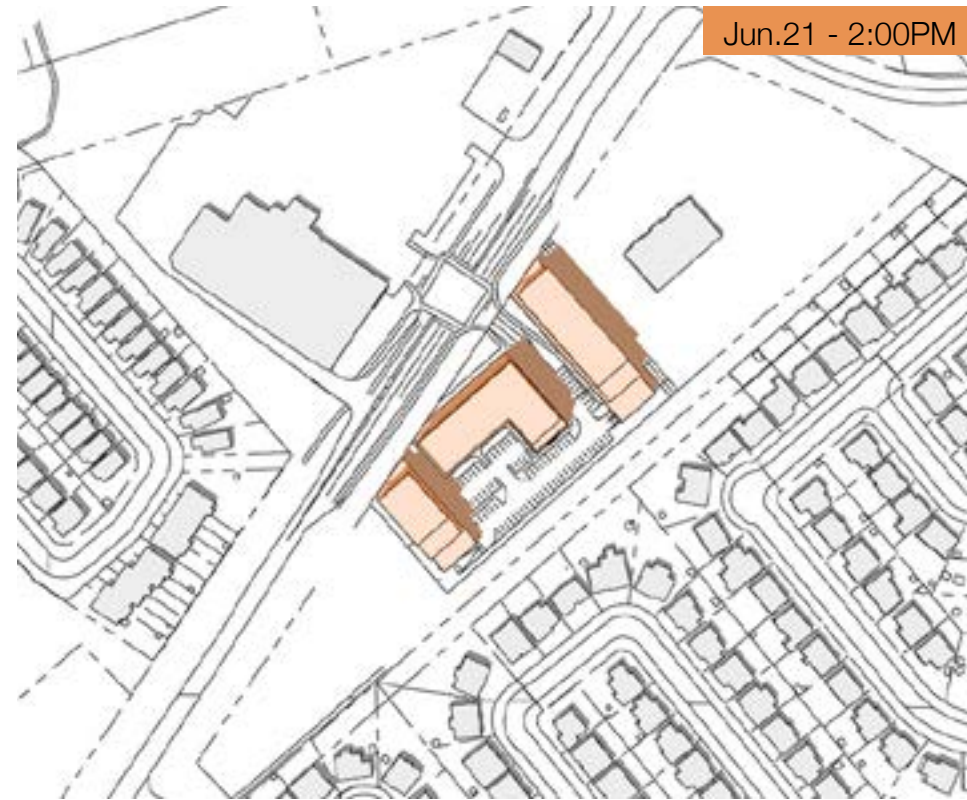
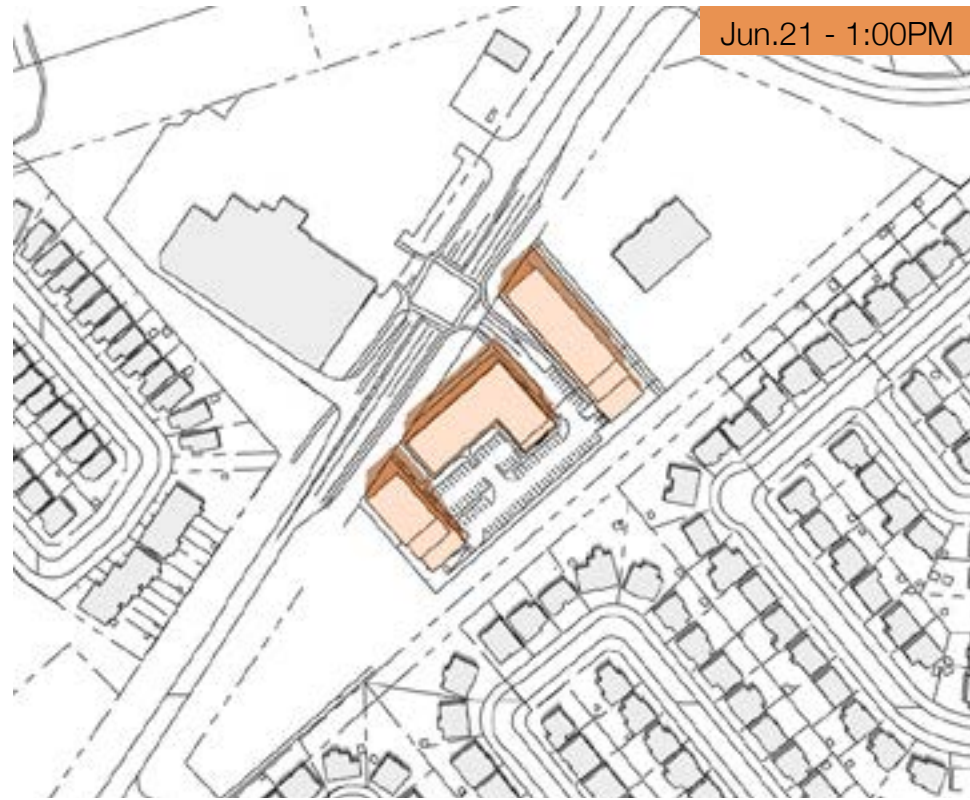
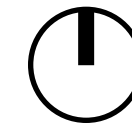
# Shadow Analysis - Proposed Development



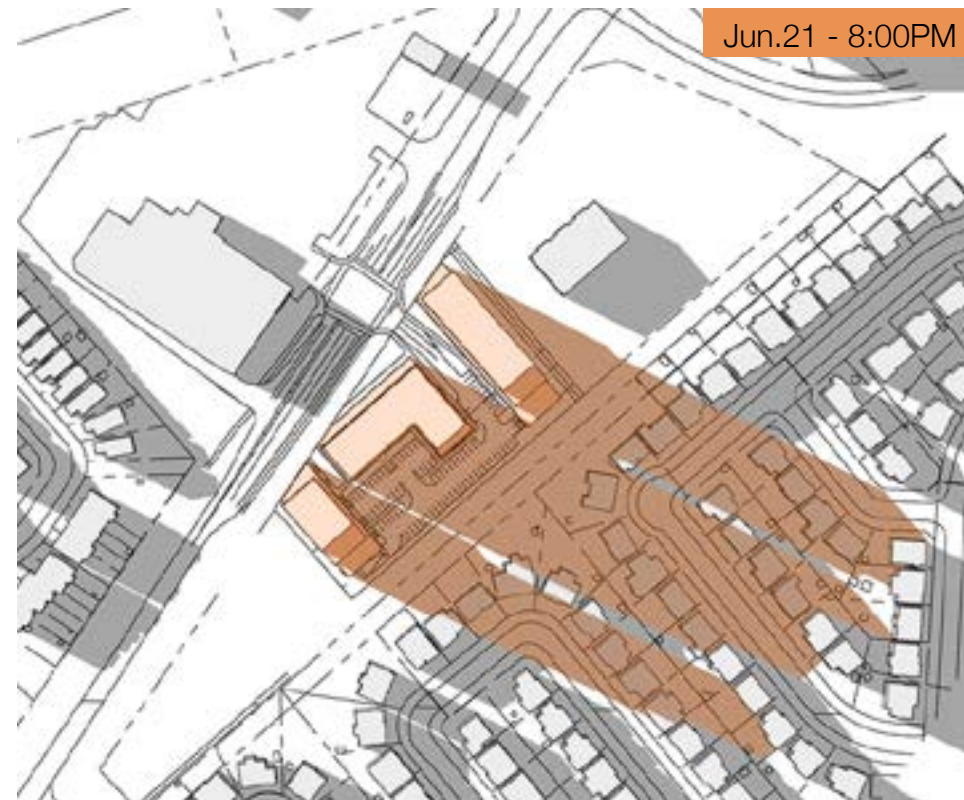
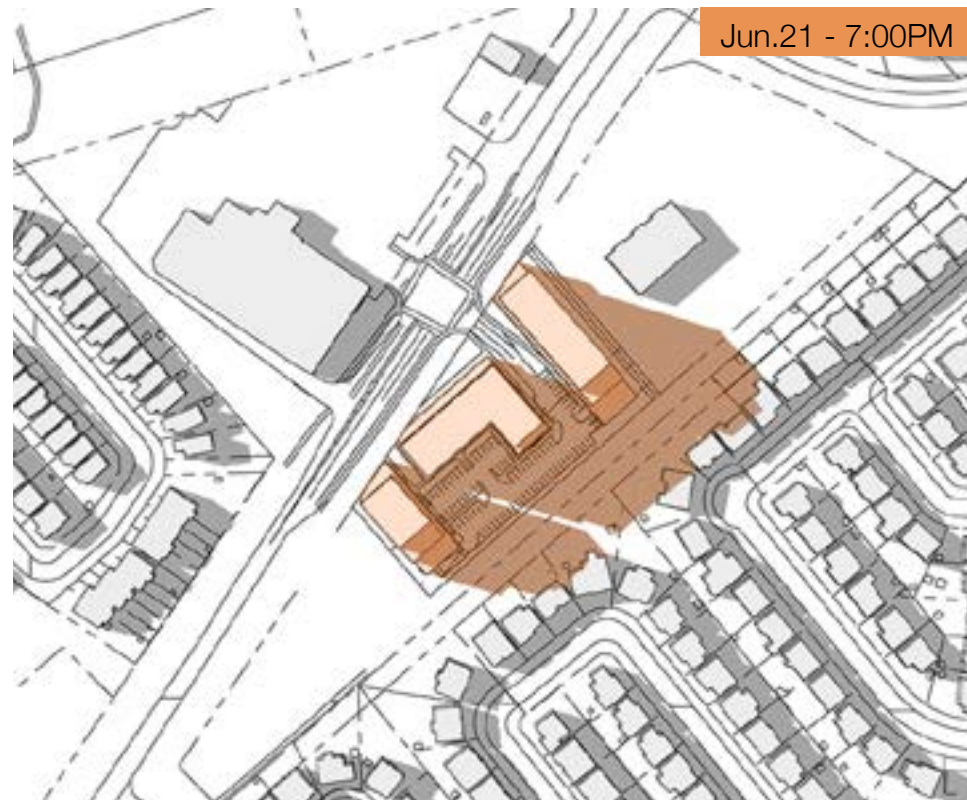
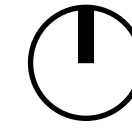
SUMMER SOLSTICE  
June 21st, 8am - 8pm (EDT)



# Shadow Analysis - Proposed Development



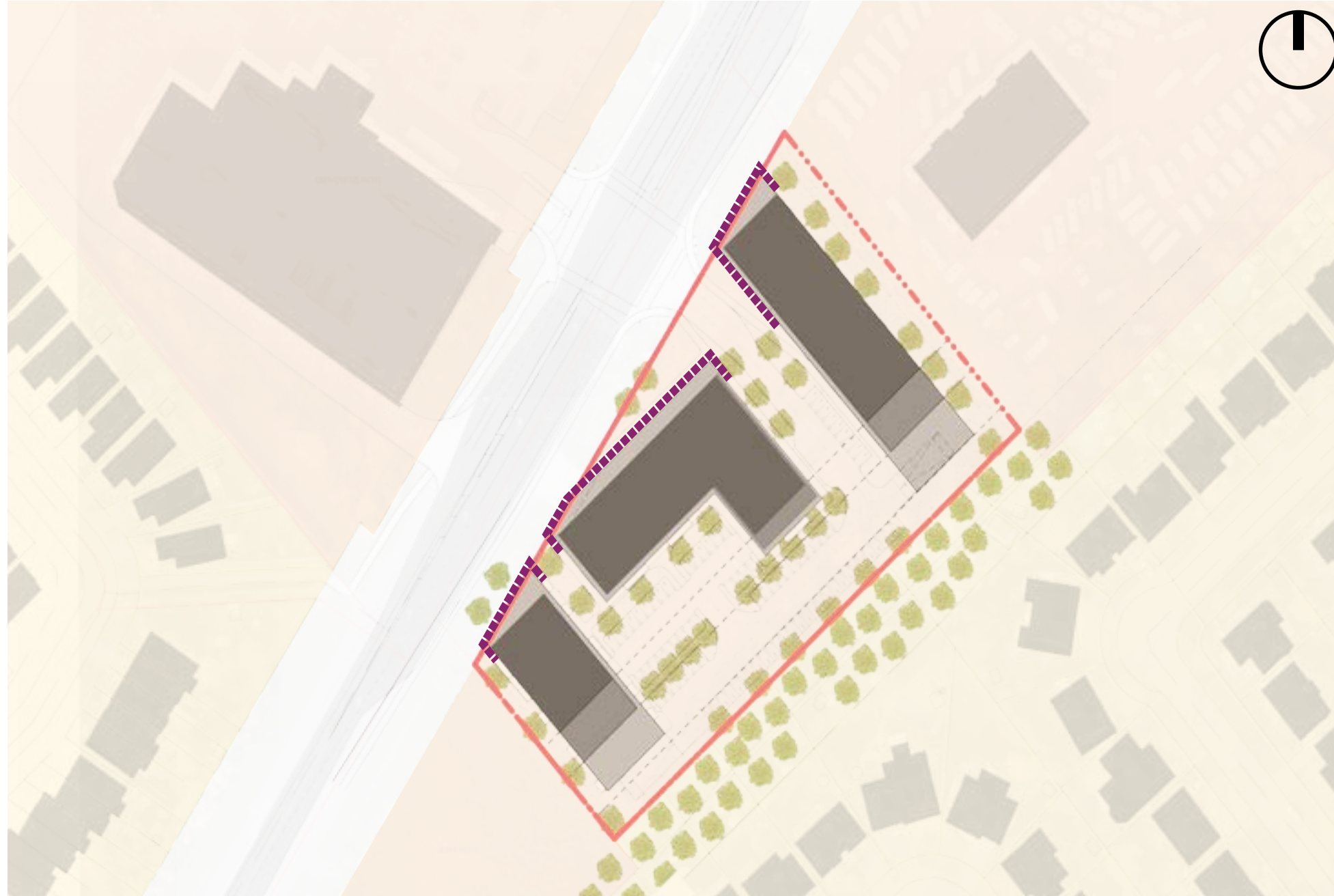
# Shadow Analysis - Proposed Development



# SUSTAINABILITY STATEMENT

**ANNEX A**

# Sustainability Statement



Sustainability has been a key consideration throughout the design of the proposed development. Three key sustainability components have been included as part of the proposed development:

- / Orientation of buildings to maximize sunlight and reduce energy consumption;
- / Location along a corridor identified for intensification; and
- / Pedestrian connections that promote walkability.

The proposed buildings have been designed and oriented to account for sun movement throughout the day. The proposed design of Building B, which features a deeper rear yard setback than Building C, enables sunlight exposure for the rear units in Building C. Similarly, the orientation of Building B enhances western exposure for the front portion of Building C, providing sunlight for both buildings. Maximizing sun exposure is an important consideration of the design and orientation of the proposed buildings and will contribute to a decrease in energy consumption during the winter months.

The proposed development is located in the Arterial Mainstreet designation in the Official Plan, which is identified as a Target Area for Intensification. The proposed development represents a redevelopment of a vacant property, and will contribute to a range of housing options in Stittsville.

Finally, the proposed development has considered the existing site context by ensuring pedestrian connections to the nearby services. As noted previously, a shopping centre is located directly across the street from the proposed development, and as such, sidewalks have been extended into the proposed development to facilitate active transportation and pedestrian access to the shopping centre.

It should be noted that the proposed development is currently subject to a Zoning By-law Amendment only. The sustainability details of the proposed development will be further refined through the Site Plan Control Process, at which time another UDRP meeting will be held.

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