



6310 Hazeldean Road

Planning Rationale Addendum #2
Zoning By-law Amendment
April 15, 2024



Prepared for Devmont

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

April 2024

© Fotenn

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

1.0 Introduction	1
1.1 Application History	1
1.2 Summary of Revisions	1
2.0 Proposed Development	3
2.1 Building Transition	4
2.2 Public Realm	6
3.0 Policy & Regulatory Framework	8
3.1 Provincial Policy Statement (2020)	8
3.2 City of Ottawa Official Plan (2022)	8
3.3 Urban Design Guidelines for Development Along Arterial Mainstreets (2006)	12
3.4 Urban Design Guidelines for High-Rise Buildings (2018)	12
3.5 City of Ottawa Comprehensive Zoning By-law (2008-250)	15
4.0 Proposed Zoning By-law Amendment	18
5.0 Conclusion	20

1.0 Introduction

1.1 Application History

In April 2022, Fotenn Planning + Design (“Fotenn”) submitted a Planning Rationale in support of a Zoning By-law Amendment application (D02-02-22-0038) for the property municipally known as 6310 Hazeldean Road. A subsequent Planning Rationale Addendum was submitted in December 2023, which reflected a total redesign of the proposed development and a review of the new planning framework of the City of Ottawa Official Plan, approved in November 2022 after the submission of the original application and Planning Rationale.

The December 2023 concept included a 25-storey high rise tower that steps down to 8 storeys and 4 storeys to the rear and a 9 storey mid-rise building that steps down to 6 storeys and 4 storeys to the west and the rear, respectively. A total of 431 residential units were proposed, as well as 475 parking spaces (resident + visitor) and 446 bicycle parking spaces. A Zoning By-law Amendment was submitted to facilitate the proposed development, with the Zoning By-law Amendment seeking to amend the following:

- / An increase in maximum building height of 62 metres from 15 metres to 77 metres; and
- / A decrease in minimum vehicle parking space rate of 0.3 spaces/dwelling unit (128 spaces) from 1.2 spaces/dwelling unit (517 spaces) to 0.9 spaces/dwelling unit (389 spaces).

A second round of technical circulation comments were received on February 20, 2024, and a second public meeting, facilitated by the Ward Councillor, was held on February 20, 2024 to discuss the proposed development and revised concept with the community and receive additional feedback.

The intent of this Planning Rationale Addendum is to assess the revised proposal against the applicable policy and regulatory framework, and to provide an analysis of how the proposed revisions to the development achieve good design and is appropriate for the site. This Planning Rationale Addendum should be read in conjunction with the December 2023 and April 2022 Planning Rationale documents, as information that did not require any further clarification or discussion has not been included within this report, but remains applicable for consideration.

1.2 Summary of Revisions

As a result of comments received through the technical circulation period and through discussions with City staff, members of the public and the Ward Councillor, the proposed development and planning application has been amended as detailed below.

The proposed development, as outlined in the December 2023 submission, has been revised to distribute density on the site and to locate the tallest building in the further northeast corner away from existing residential properties. The proposed development has since re-allocated density again on the site, reducing the height of the proposed high-rise tower to 21 storeys while increasing the height of the proposed mid-site building to 12 storeys in the centre portion, and 7 storeys on the westernmost portion of the “L”-shaped building. No additional density has been proposed to be re-allocated to the rear of the property to ensure the transition proposed in the December 2023 concept is maintained.

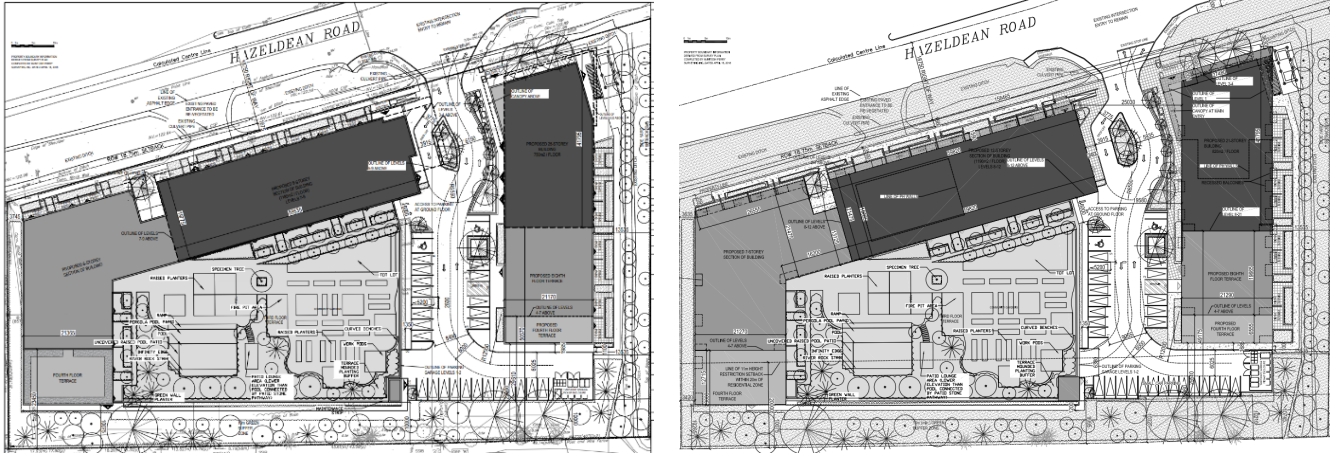


Figure 1. Design evolution of the proposed development. Previous design (December 2023) is shown on the left and the revised design (April 2024) is shown on the right.

The redesign of the building has not resulted in any changes to the overall unit count; however, it has resulted in both of the proposed buildings having generally equal amounts of residential units. A more balanced distribution of units in each building increases building efficiencies and make the construction and marketing approaches more manageable. The redesign will also maintain the same unit mix as proposed in the previous submission.

The revised concept has also setback the 12-storey building from the private way entering into the site, resulting in an increased setback between buildings to between 19.58 metres and 25 metres. The increased setback allows for a larger at-grade open space as you enter into the site, enhancing the pedestrian experience into the site.



Figure 2. Rendering of the December 2023 proposal (left) and the April 2024 proposal (right)

Proposed Development

As a result of comments received through the technical circulation period, the public meeting, and through discussions with City Staff and the local Councillor, the proposed development has been revised from the December 2023 proposal, which deviated significantly from the April 2022 proposal. The revised amendments to the Zoning By-law as a result of the revised design are outlined in a later section of this Report.

As outlined above, the proposed development has been redesignated to re-allocate height to other portions of the site in an effort to keep the point-tower within the 45-degree angular plane. Although the measurement of the angular plane is only intended to guide the transition of buildings and in particular, the lower podium levels, additional consideration of the angular plane was consistent with many public, Councillor and Staff comments. The reduced tower height addresses concerns raised and the design is well-rooted in Official Plan policies and urban design guidelines, and more closely meets Community expectations.

The previous proposal provided 431 units of varying sizes, ranging from studio to the three-bedroom units. The proposed building height was 29.04 metres for Building 1 and 77.04 metres for Building 2. A total of 389 resident parking spaces were proposed, as well as 86 visitor parking spaces and 446 bicycle parking spaces. The retail component of the April 2022 concept was removed as part of the previous proposal.

The revised development still proposes 431 units varying in sizes from studios to three-bedrooms units. The proposed building height has been increased for Building 1 to 39.5 metres and reduced for Building 2 to 66 metres. The number of parking spaces and bicycle parking spaces are not proposed to change. As the proposal includes two residential use buildings, the development is now considered a planned unit development and additional provisions of the Zoning By-law apply. The proposed development now consists of two (2) high-rise buildings, and as a result, tower separation distances apply as per the Official Plan and Section 77 of the Ottawa By-law. In order to maximize the tower separation on the subject property, the east portion of Building 1 was removed. The tower interface is comfortable, given the point-tower approach of the 21-storey building and the short-side building wall of the 12-storey building. The separation between towers provides a more open entrance into the subject property from Hazeldean Road.

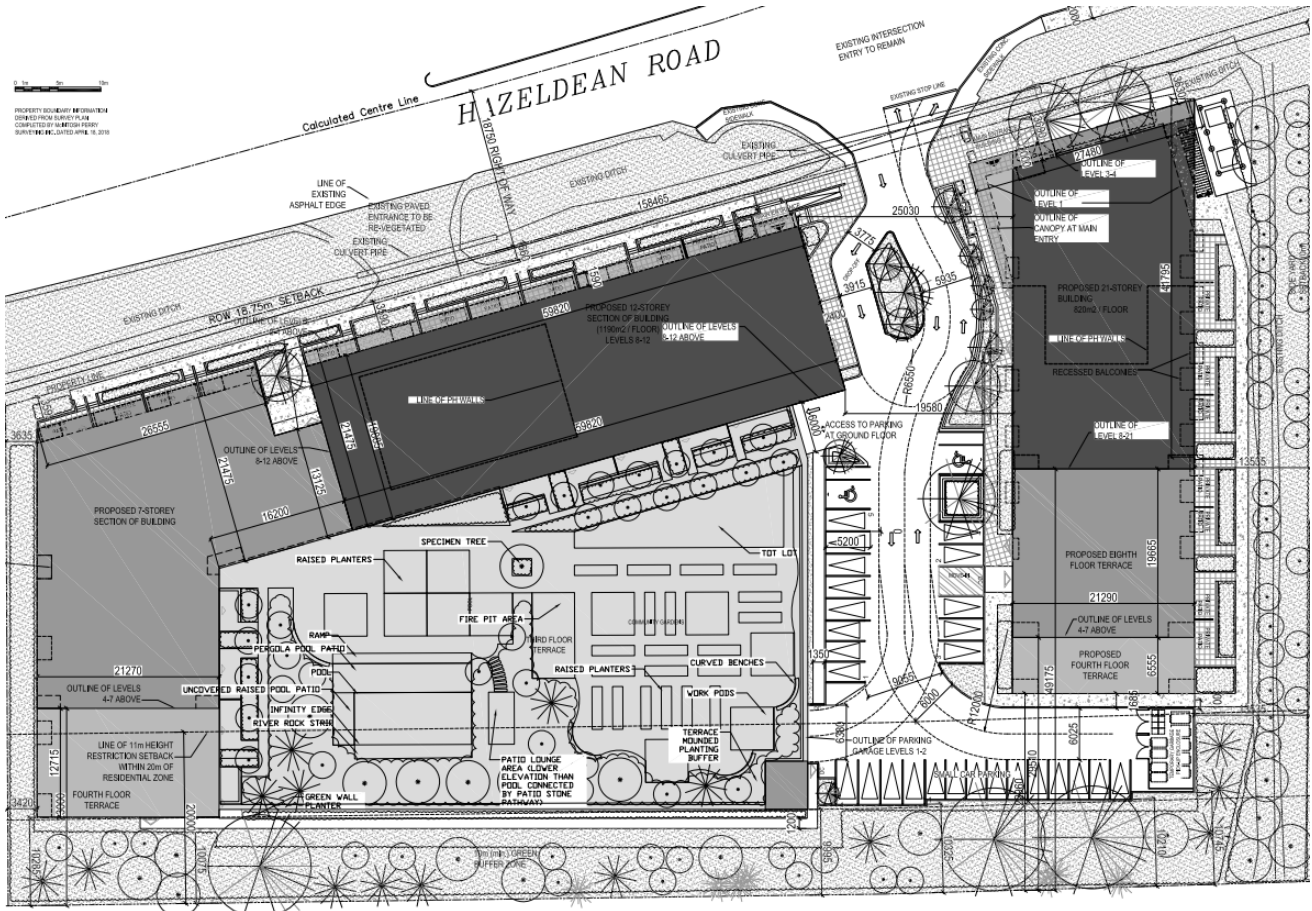


Figure 3. Revised Site Plan (April 2024)

2.1 Building Transition

Despite a re-allocation of height and density on the property, the same effective and appropriate transition in height is still provided to the rear of the property and to the west of the property, as demonstrated in Figure 4 and Figure 5 below. The proposed floorplate of the point tower has increased to 820 square metres; however, the setback to the rear property line from the tower portion of Building 2 is 49.5 metres – more than doubling the required separation distance between towers on the same lot.

In response to some of the comments regarding overlook and privacy concerns, the balconies now proposed on the south elevation of Building 2 are now shown as recessed balconies. Removing the projecting balconies is intended to alleviate concerns of overlook from abutting property owners to the south. Additionally, the balconies are no longer located in the centre of the south face of the building, rather they have been relocated to the corner units (Figure 5).



Figure 4. View of the revised development from Hazeldean Road.



Figure 5. Aerial view of the revised proposal and transition measures to the rear property line



Figure 6. Application of the 45-degree angular plane on the previous submission (top) and the revised submission (bottom)

2.2 Public Realm

The revised proposal has opened up the entrance into the site by removing a portion of Building 1 along the east side. This has also resulted in the loss of the pillars that framed the drop-off/pick-up at the entrance of Building 1 (Figure 8). The removal of these pillars combined with the active building entrances and landscaping result in a welcoming entrance for pedestrians.



Figure 7. View of Building 1 from Hazeldean Road (looking south)



Figure 8. View of entrance lobbies and drop-off/pick-up

3.0 Policy & Regulatory Framework

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) was reviewed in detail in the April 2022 Planning Rationale document. The discussion within the report as it relates to the PPS is unchanged and remains valid in reference to the revised development. The revised development continues to contribute to a range and mix of housing options and densities within the settlement area through a compact design. The proposed development will also continue to use existing infrastructure to service the site.

The April 2022 Planning Rationale should be referred to for a full discussion regarding the PPS. The previous discussion spoke to a mixed-use development being proposed, however, as a result of revisions to the design, retail has been removed from this site. The site is located immediately across Hazeldean Road from large and small-format retail including a food store, recreational and athletic facilities, restaurants, coffee shops and retail and personal service uses. The site is well-served by commercial uses, and a small-tenant space within the project would not be viable or desirable, given the need for surface parking and loading areas. The proposed development does not require at-grade retail to be consistent with the Provincial Policy Statement.

3.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan (2022) was reviewed in detail in the December 2023 Planning Rationale Addendum. The discussion within the report as it relates to the Official Plan remains valid as it relates to the revised development. The revised development continues to propose a mix of high- and mid-rise apartment buildings that will locate density closest to the Mainstreet Corridor in accordance with the Mainstreet Corridor designation and Suburban Transect policies. The proposed development will accommodate parking at a rate of 0.9 spaces per dwelling unit and bicycle parking at a rate of 1 space per dwelling unit, in accordance with mobility policies.

As the proposed development has primarily been revised to reflect re-allocated height and density on the site, the urban policies of Section 4.6 of the Official Plan have been revisited below.

- / **Policy 3 of Section 4.6.3** – Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

The proposed development has been revised to include a sidewalk along Hazeldean Road, west of the signalized intersection that provides access into the subject the property in accordance with the Carp Road / Hazeldean Road modification drawings provided by the City of Ottawa. This new sidewalk will extend to the edge of the subject property, and is anticipated that the abutting property owner, when their site is developed, will extend the sidewalk or a pathway to connect to the intersection at Carp Road / Hazeldean Road. The entrance into the subject property has also been widened by setting the building away from the private way, resulting in an enhanced public realm experience.

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

The proposed development demonstrates the intent of Council-approved plans and design guidelines, as outlined in latter sections of this Planning Rationale Addendum and in the December 2023 Planning Rationale Addendum.

- / **Policy 2 of Section 4.6.5** – Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

The proposed development responds to the policies of the Mainstreet Corridor designation and the Suburban Transect. The context of Hazeldean Road is evolving and the proposed development seeks to contribute to this evolution towards a vibrant Mainstreet Corridor. The proposed development frames Hazeldean Road, and the density has been located along the street, allowing for building transition between the proposed development and the abutting low-rise neighbourhood. The proposed development will be well served by a signalized intersection, which will allow for both vehicular and pedestrian access to the site in a controlled manner.

- / **Policy 3 of Section 4.6.5** – Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development has internalized all servicing, mechanical equipment and utilities into the design of the building. Significant space on the site has been allocated for landscaping and tree planting. It is not anticipated that any future servicing, mechanical equipment or utilities will impact the area proposed for tree planting.

- / **Policy 4 of Section 4.6.5** – Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development currently identifies accessibility parking spaces in accordance with the City of Ottawa Traffic and Parking By-law. Further details regarding the accessibility design of the buildings and interior shared spaces will be provided in a future Site Plan Control application.

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

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

The proposed development provides a significant transition to the rear property line and abutting low-rise neighbourhood and also provides a transition in building heights on the subject property between buildings. Building heights and massing decrease from the arterial road frontage and transit service towards the rear of the site and to the low-rise residential neighbourhood. The proposed development has been designed in

accordance with the application urban design guidelines, including the Urban Design Guidelines for High-Rise Buildings.

- / **Policy 2 of Section 4.6.6** – Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

Both of the proposed buildings provide a transition in building height closer to the rear property line. This is achieved in Building 1 by stepping down the building from 12 storeys to 7 storeys and to 3 storeys for the portion of the building within 20 metres of the rear property line. Transition is achieved with Building 2 by stepping down the building from 21 storeys to 7 seven storeys and to 3 storeys. No portion of Building 2 is proposed to be located within 29.5 metres of the rear property line, and the high-rise portion of the tower is proposed to be located 49.1 metres from the rear property line. In addition to the step back and setbacks of the building, a 10-metre landscaped buffer has been proposed along the rear property line to provide opportunities for tree planting.

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

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

The proposed development includes a large rooftop amenity area above the second storey that is located internal to the subject property. In addition to this rooftop amenity area, indoor amenity areas are provided, as well as private balconies. The variety of amenity areas will serve the needs of all age groups and will allow for spaces to be used at different times throughout the year.

- / **Policy 7 of Section 4.6.6** – Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide a mid-block connection to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.

Although no mid-rise buildings are proposed as a result of the re-allocation of density on the site, the massing of Building 1 is representative of a mid-rise building that is generally proportionate in height to the width of

abutting right of way. Building 1 has been designed to have street-facing units on Hazeldean Road with individual entrances providing street activation along Hazeldean Road. Building 1 also provides space between the building frontage and right of way for landscaping, which will be further refined through a future Site Plan Control application.

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

The proposed development will consist of a 12-storey building and 21-storey building, both of which are high-rise buildings. As discussed above, the 12-storey building more closely resembles a mid-rise building as the building massing is representative of a bar building. The 21-storey building is a point-tower which has a floorplate of 820 square metres. Although this proposed floorplate is greater than the generally accepted 750 square metre size, the proposed development achieves significant transition to the abutting low-rise neighbourhood, which allows for larger floorplate sizes to be considered. Similarly, the proposed 12-storey building has a floorplate size of 1,190 square metres and a similar transition to the abutting low-rise neighbourhood. The proposed 12-storey building was previously conceptualized as a 9-storey building, however, in response to comments from City Staff and the local Councillor regarding the angular plane, height from the previous 25-storey building was re-allocated across the site. In order to ensure that ample transition was still provided to the abutting properties, the 9-storey portion of Building 1 was increased to 12-storeys to ensure no net loss of units. The increase in height and floorplate size is not anticipated to have an undue negative impacts to the surrounding properties, as the proposed building is designed in accordance with the Urban Design Guidelines for High-Rise Buildings, and specifically takes into account the guidelines for bar buildings.

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

The proposed development achieves a separation distance from the interior side yard of 13.5 metres for the high-rise portion of the tower, consistent with the direction of Policy 9. The proposed tower separation between buildings on the subject property ranges from 19.5 to 25 metres, due to the irregular lot configuration of the site. A 19.5 metre separation distance is not anticipated to create undue adverse impacts to future residents of either building. The proposed separation distances are considered adequate and appropriate for the proposed development.

The December 2023 Planning Rationale Addendum should be referred to for a full discussion regarding the Official Plan. The proposed development continues to provide a significant transition to the abutting low-rise neighbourhood by providing large setbacks from the building to the property line, step-backs of the building as height increases, achieving the floorplate requirements of the Official Plan, providing a 10-metre landscaped buffer along the rear property line, and generally adhering to the angular plane. The proposed development continues to conform to the policies of the Official Plan.

3.3 Urban Design Guidelines for Development Along Arterial Mainstreets (2006)

The Urban Design Guidelines for Development Along Arterial Mainstreets were reviewed in detail in the April 2022 and December 2023 Planning Rationale documents. The discussion within the reports as it relates to the Urban Design Guidelines remains valid as they relate to the revised development. The revised development continues to respond to the Urban Design Guidelines for Development Along Arterial Mainstreets.

The December 2023 Planning Rationale Addendum should be referred to for a full discussion regarding the Urban Design Guidelines for Development Along Arterial Mainstreets. Many of the Arterial Mainstreet guidelines will be addressed during a future Site Plan Control application.

3.4 Urban Design Guidelines for High-Rise Buildings (2018)

The Urban Design Guidelines for High-Rise Buildings were reviewed in the December 2023 Planning Rationale Addendum. As the revised development now includes two (2) high-rise buildings, the guidelines have been revisited and a fulsome discussion is provided below.

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The Guidelines for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. The relevant guidelines have been reviewed as they relate to the proposed development.

The proposed development is supportive of the following guidelines:

Context

- / When a high-rise building or group of high-rise buildings are proposed within an identified growth area, design the buildings nearer the edge of the growth area to be progressively lower in height than those in the “centre” [Guideline 1.10];
- / Include base buildings that relate directly to the height and typology of the existing or planned streetwall context [Guideline 1.12];
- / An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas. [Guideline 1.13];
- / When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back:
 - a) 1,350m² for a corner lot;
 - b) 1,800m² for an interior lot or a through lot [Guideline 1.16];
- / When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:
 - b) in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° [Guideline 1.17];

Built Form

- / Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:

- a) a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.
- b) a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment [Guideline 2.3];
- / A high-rise bar building may be appropriate when:
 - a) it is oriented along the north-south direction to provide greater opportunities to minimize shadow impacts and allow for better access to natural light;
 - b) it is placed to effectively frame streets and public open spaces; and
 - c) it is coordinated with point towers to create a balanced grouping of different high-rise types [Guideline 2.4].
- / The maximum height of a bar building should be 12 storeys or 1.5 times of the width of the street it faces (building face to building face distance), whichever is less. A taller building should be designed as a point tower rather than a slab [Guideline 2.6];
- / The maximum height of the middle portion of a bar building should be 9 storeys, or equal to the width of the street it faces (building face to building face distance) [Guideline 2.7];
- / When abutting a low-rise residential area at the rear, an angular plane, typically 45°, measured from appropriate lot lines should apply to determine the heights of various portions of a bar building [Guideline 2.8];
- / The base and middle portions of a bar building should contribute to enhancing the existing or planned street wall condition. [Guideline 2.10];
- / Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
 - a) where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades;
 - b) in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution. [Guideline 2.13];
- / The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street. [Guideline 2.15];
- / Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots. [Guideline 2.16];
- / The minimum height of the base should be 2 storeys. [Guideline 2.17];
- / For sites where the adjacent context is lower-scale and not anticipated to change:
 - a) the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings;
 - b) provide a transition in height on the base through setbacks and architectural articulation [Guideline 2.19];
- / Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces:
 - a) the maximum tower floor plate for a high-rise residential building should be 750m² (Diagram 2-8);
 - b) the maximum tower floor plate for a high-rise office building should 2,000m²; and
 - c) larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural lights. [Guideline 2.24];

- / Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces:
 - a) the minimum separation between towers should be 23m;
 - b) a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building [Guideline 2.25];
- / In suburban locations, cluster towers to avoid random placement of buildings. [Guideline 2.27];
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces. [Guideline 2.31];
- / Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors. [Guideline 2.36];

Pedestrian Realm

- / At locations with lower pedestrian traffic volumes, extra wide pedestrian zones beyond the prevalent streetscape pattern may not be appropriate. The overall width of the street (building face to building face) should be related to the height of the high-rise base in order to maintain an appropriate sense of scale and proportion. [Guideline 3.3];
- / Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk. [Guideline 3.10];
- / Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk. [Guideline 3.11];
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible. [Guideline 3.16];
- / Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:
 - a) how the building is placed and built form is designed to minimize the potential impacts; and
 - b) how measures have been introduced to mitigate any potential wind impacts.[Guideline 3.26];
- / Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms. [Guideline 3.27];
- / Protect pedestrians from wind, rain, snow and intense sun with features such as arcades, canopies, arbours or other elements to moderate the microclimate and facilitate year-round use. [Guideline 3.28];
- / Provide permanent pedestrian weather protection, such as overhangings or canopies, at the building entrances and along commercial and mixed-use street frontage [Guideline 3.29].

The proposed development generally meets the City of Ottawa’s Urban Design Guidelines for High-Rise Buildings. The high-rise buildings that are proposed are designed as a 12-storey bar building and a 21-storey point tower. These towers have been designed to provide a significant transition to the surrounding properties through tower setbacks within the site and property lines and tower step backs as the buildings get closer to the rear property line. The buildings have both been oriented to preserve sunlight for residents and within the proposed rooftop amenity area. Main entrances to the building are located at the intersection providing access/egress to the site, which a seamless pedestrian connection provided at the signalized intersection. The proposed bar-building has been designed to have regard to the building-to-street right of way width ratio encouraged in the urban design guidelines along Hazeldean Road. The proposed point tower has been designed with a setback above the fourth storey to create a distinct base.

Many of the High-Rise design guidelines will be addressed during a future Site Plan Control application.

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

As outlined in the December 2023 Planning Rationale Addendum, the subject property is zoned 'Arterial Mainstreet, Subzone 9, Urban Exception 2102 (AM9 [2102])'.



Figure 9. Zoning Map

Table 1, below, outlines the required zoning provisions for the site and assesses the compliance of the revised development concept.

Zoning Mechanism	AM9 Provisions (PUD)	Proposed	Compliance (Y/N)
Minimum Lot Area Table 185	No minimum	12,014 m ²	Y
Minimum Lot Width Table 185	No minimum	154 m	Y
Minimum Front Yard Setback Table 185 Residential Use Building	3 m	Building 1: 3.59 m Building 2: 3.69 m	Y
Minimum Interior Side Yard Setback Table 185 All other cases (not abutting a residential zone)	No minimum	Building 1: 3.62 m Building 2: 13.5 m	Y

Zoning Mechanism	AM9 Provisions (PUD)	Proposed	Compliance (Y/N)	
Minimum Rear Yard Table 185 Rear lot line abutting a residential zone	7.5 m	10 m	Y	
Maximum Building Height Table 185	Within 20 m of a residential zone	11 m	Building 1: 10.04 m Building 2: n/a	Y
	All other cases	15 m	Building 1: 39.5 m Building 2: 66 m	N
Maximum Floor Space Index Table 185	None	n/a	-	
Minimum Building Walls Along Frontage Section 186(9)(c)	30% of the lot width within 3 metres of the front lot line must be occupied by building wall	71% of the lot has building fronting at their street setbacks	Y	
Minimum Width of Private Way Table 131	6 m	6 m	Y	
Minimum Setback for Any Wall of a Residential Use Building to a Private Way Table 131	1.8 m	Building 1: 2.4 m	Y	
		Building 2: 1.6 m at rear of building	N	
Minimum Separation Area Between Buildings within a Planned Unit Development Table 131 All other cases (height of building is greater than 14.5 m)	3 m	19.58 m	Y	
Amenity Area Section 137 Apartment Building Mid-High Rise	Total: 6 m ² / dwelling unit (2,586 m ²)	Private Balconies: 1,293 m ²	Y	
	Communal: 50% of the required total amenity area (1,293 m ²)	Communal: 3,385 m ² Total: 4,678 m ²		
Minimum Lot Area for High-Rise Buildings Section 77 Area B on Schedule 402	1,800 m ²	12,014 m ²	Y	
Minimum Interior Side and Rear Yard Setback Section 77 Area B on Schedule 402	11.5 m	13.53 m	Y	
Minimum Separation Distance between Towers on the Same Lot Section 77 Area B on Schedule 402	23 m	Varies (19.58 m – 25.03 m)	N	

Zoning Mechanism		AM9 Provisions (PUD)	Proposed	Compliance (Y/N)
Minimum Vehicle Parking Space Rate Section 101 Area C on Schedule 1A Dwelling, Mid-High Rise Apartment		1.2 spaces/dwelling unit (517.2 spaces)	389 spaces (0.9 spaces/dwelling unit)	N
Minimum Visitor Parking Space Rate Section 102 Area C on Schedule 1A Apartment dwelling, mid-high-rise		0.2 spaces /dwelling unit (86.2 spaces)	86 spaces (0.2 spaces/dwelling unit)	Y
Minimum Parking Space Size Section 106		2.6 m wide x 5.2 long 50% of spaces may be reduced to 2.4 m x 4.6 m for compact cars	2.6 m x 5.2 m and 2.4 m x 4.6 m	Y
Minimum Aisle and Driveway Size Section 107	Aisle	6 m	6 m	Y
	Driveway (double traffic, parking garage)	Min: 6 m Max: 6.7 m	6 m	Y
Minimum Landscaping Provisions for Parking Lots Section 110		15% of the area of any parking lot provided as perimeter or interior landscaped area	Complies	Y
		1.5 m landscaped buffer	Complies	Y
Outdoor Refuse Section 110		Located 3 m (minimum) from a lot line Screened from view by an opaque screen with a height of 2 m	13.53 m setback	Y
Minimum Bicycle Parking Space Rates Section 111 Apartment dwelling, high-rise		0.50 spaces/dwelling unit (215.5 spaces)	446 spaces	Y
Location of Bicycle Parking Spaces Section 111		A maximum of 50% of the required bicycle spaces or 15 spaces, whichever is greater, may be located in a landscaped area	No outdoor bike parking spaces are proposed	Y
Minimum Bicycle Parking Space Provisions Section 111		Horizontal: 0.6 m x 1.8 m Vertical: 0.5 m x 1.5 m Stacked: 0.37 m x 1.8 m	Will comply	Y
		Aisle: 1.5 m	1.5 m	Y

Proposed Zoning By-law Amendment

As outlined in the December 2023 Planning Rationale Addendum, the Zoning by-law Amendment proposes to maintain the Arterial Mainstreet, Subzone 9 (AM9) zoning of the site and introduce a new site-specific exception that would address permitted uses on the site, maximum building height, planned unit development provisions, tower separation distances and vehicle parking rates for residents. A rationale for each area of relief is provided below:

Addition of 'Apartment dwelling, high-rise' as a permitted use: The permitted residential uses in the Arterial Mainstreet zone does not currently include 'Apartment dwelling, high-rise', due to the existing maximum building heights that are permitted. The Zoning By-law pre-dates the new Official Plan, and as such, there are several provisions that have not yet caught up to the policy direction of the Official Plan. The addition of a high-rise apartment dwelling in combination with the maximum building heights being proposed will implement the permitted building heights outlined in Suburban Transect and Mainstreet Corridor designation policies of the Official Plan.

Maximum Building Height: As shown on the enclosed site plan and outlined in the table above, the zoning currently limits heights on the subject property to 15 metres. The Official Plan, as outlined in the Suburban Transect and Mainstreet Corridor designation policies permits building heights up to 40 storeys dependent on road width and transition. The proposed development includes a maximum building height of 39.5 metres for Building 1 and 66 metres for Building 2. These buildings heights are located as far from the rear property line and low-rise neighbourhood as possible, achieving a setback to the towers of approximately 49 metres. As such, the increase in maximum permitted building heights is appropriate and is consistent with the direction of the Official Plan.

Minimum Setback for Any Wall of a Residential Use Building to a Private Way: As shown on the enclosed site plan and outlined in the table above, the zoning requires a minimum setback of 1.8 metres between residential buildings and a private way. The south edge of Building 2 is proposed to be setback 1.68 metres from the private way that leads to parking spaces and the temporary garbage pick-up enclosure. In order to meet the required 1.8 metre setback, the proposed building would need to be reduced in length, or the parking spaces south of the building would need to encroach into the landscape buffer that has been established at the rear of the property. Given that the landscape buffer enhances the transition measures that have been employed on the subject property and provides an immediate buffer to the abutting low-rise properties, the reduced setback to the private way is not anticipated to create any undue adverse impacts and is appropriate. It is not reasonable to reduce the length of the building, as this would result in the loss of units and a requirement to reconfigure the proposed buildings even further, potentially resulting in the decrease of some of the provided setbacks to the low-rise neighbourhood.

Minimum Separation Distance between Towers on the Same Lot: As shown on the enclosed site plan and outlined in the table above, the zoning requires a minimum tower separation distance of 23 metres between towers on the same lot. The proposed tower separation currently ranges from 19.5 metres to 25 metres, and as such, it is requested that the tower separation be reduced to 19.5 metres or be reflected on a site-specific schedule as per the site plan. The irregular lot configuration of the site results in a varied tower separation at the mouth of the site. As a result of the revised site plan, the 12-storey building was moved further west on the site to optimize the tower separation as much as possible. The existing drainage ditch on the east side of the property limits Building 2 from being shifted to accommodate the setback, and similarly, Building 1 cannot be shifted to the west, as this may compromise landscaping opportunities. The reduced tower separation is not anticipated to create any undue adverse impacts to residents of either building, and the proposed tower separation is appropriate for this site.

Minimum Vehicle Parking Space Rate: As shown on the enclosed site plan and outlined in the table above, the zoning requires a minimum parking rate of 1.2 spaces/unit for a mid-high-rise apartment dwelling. The proposed development seeks a 0.9 space/unit parking rate, in accordance with policy direction of the Official Plan. The reduction in resident parking responds to the anticipated demographics of future residents in the proposed buildings, and also recognizes the subject property's location in proximity to a shopping plaza with several amenities and the subject property's location in proximity to local transit that provides connectivity to the broader transit network. The reduction has also been offset by

an increase in bicycle parking to over 1 space/unit. Additionally, the proposed development is contemplating car sharing spaces, which would be further considered through a future Site Plan Control application.

5.0 Conclusion

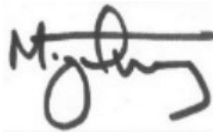
It is our professional opinion that the proposed Zoning By-law Amendment application to permit the redevelopment of the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The revised development concept conforms to the Official Plan's vision for management growth, as well as the Suburban Transect and Mainstreet Corridor policies. The Official Plan seeks to achieve more development by intensification in the urban area than new greenfield development, and this proposed development contributes to that goal.
- / The revised development responds to its immediate context by proposing intensification along a Mainstreet Corridor, while proposing transitional building elements in the design that ensure compatibility with the low-rise neighbourhood to the south.
- / The revised development conforms to the urban design policies in Section 4.6 of the Official Plan.
- / The revised development has been informed by, and achieves, numerous guidelines in the Urban Design Guidelines for Development Along Arterial Mainstreets and the Urban Design Guidelines for High-Rise Buildings.
- / The revised development generally complies with the applicable performance standards in the Comprehensive Zoning By-law. The requested amendments are not anticipated to create any undue negative impacts on the community or surrounding properties.
- / The revised development is supported by technical studies submitted as part of the application.

Sincerely,



Patricia Warren, MCIP RPP
Planner



Miguel Tremblay, MCIP RPP
Partner