



Design Brief - REVISED

6310 Hazeldean Rd. Development

June 2024



Contents

Project Description	2-13
<i>Zoning Information and Project Statistics</i>	
<i>Renderings</i>	
Design Directives	
<i>Refer to accompanying Planning Rationale submitted by Fotenn for detailed Policy and Regulatory Criteria.</i>	
Site, Context and Analysis	14-26
Design Research	27-49
Additional Materials - Appendix	50-56

6310 Hazeldean Rd

This updated design brief is in response to an initial design proposed back in 2022. With Figurr now engaged as the architect, this proposal and its design features reflect the comments that came out of various meetings with the community, the City Councillor and a presentation to the Urban Design Review Panel. Transition to the immediate southern community, the increase of green space, the reduction of surface parking, the provision of distinctive architecture, mindful densification, and the creation of a strong urban wall along Hazeldean Road are the key drivers of this updated proposal.

In response to comments from the UDRP, the two former central and western buildings have been combined into a single building, with varied setbacks and glazing to provide articulation and visual interest. More prominently, the revised design approach deliberately concentrates the highest densities in the northeastern portion of the property, while reducing massing at the rear. The massing transition includes a gradual increase from 3 storeys to 7 storeys to 12 storeys for the western building, and 3 storeys to 7 storeys to 21 storeys for the eastern building.

Achieving an appropriate transition to existing and planned function conditions on adjacent properties is a key driver of the redesign, in recognition of the evolving streetscape, future development potential, and existing low-rise residential development to the south. The tower floorplate is deliberately limited to create a slender floorplate, reducing massing impacts and allowing any shadows to move quickly. Similarly, lower building heights in the western building contribute to a westward transition, while also allowing for greater sunlight penetration for the amenity space and neighbouring properties, and creating architectural articulation and visual interest.

The western building is 'L'-shaped, incorporating a gradual transition from three (3) storeys at the southwest to seven (7) storeys in the northwest, with twelve (12) storeys in the north-central portion of the development. The eastern residential

building features a rectangular podium-and-tower format that transitions from a three (3) storey section in the southeast to a seven (7) storey middle section, culminating in an twenty-one (21) storey tower section in the northeast portion of the subject property along Hazeldean Road. The proposed development also features a built form transition eastward along Hazeldean Road, with 6-, 12-, and 21-storey portions of the building interfacing with the public right-of-way.

The development is deliberately designed to reduce massing impacts on low-rise residential properties to the south by providing appropriate setbacks and a gradual height transition. Additionally, lighter and contrasting building materials contribute to the transition approach by concentrating lighter colours on the higher portions of the tower, while playful contrasts in building materials along Hazeldean Road generate visual interest from the public realm.

Through a combination of setbacks, active entrances, and a reorientation of the building to frame the Hazeldean Road right-of-way, the revised design enhances the street-level experience for pedestrians. As recommended by the UDRP, the parallel orientation of the western building better encloses the public realm, while at-grade private patios are proposed on the ground floor to enhance street-level interaction and animation. A new amenity space is provided at the third floor above the parking structure, providing communal gathering and leisure space for residents. The amenity space introduces a vital gathering space and outdoor area for residents, which the UDRP identified as a missing element of the original design. A mix of recessed and projecting balconies is proposed throughout both buildings.

At the rear of the property, a 10-metre landscape buffer is provided, satisfying existing zoning requirements. The landscape buffer will feature dense landscape plantings to provide a visual screen and preserve privacy in rear yard private amenity areas of abutting low-rise dwellings. The plantings will include a range of species, including coniferous trees for year-

round screening and deciduous trees for elevated canopies. A thoughtful landscape design that will ensure rapid growth and long-lasting species. To provide an additional buffer to the rear residences, the southern face of the two-storey parkade will be clad to include climbing plants along the wall.

Commercial uses have been removed from the proposal, for several reasons, including significant concerns about viability of commercial spaces on the property, as expressed by the UDRP. Additionally, parking spaces required by commercial spaces would create additional pressure for space on the site, the absence of which enables more land devoted to landscaping and building functions. Plenty of commercial spaces are available within walking distance on the north side of Hazeldean Road, offering shops and services to meet daily needs, including a grocery store, fitness club, dry cleaner, physiotherapy clinic, and fast-food outlets.

A drop-off area is co-located with the primary pedestrian entrance to the western building, adjacent to Hazeldean Road. The drop-off area will offer space for short-term deliveries and taxi service for the building.

Parking is provided both at grade and underground, with the entrance to the underground parking garage provided in proximity to Hazeldean Road. The location of the underground parking entrance facilitates access for vehicles, while reducing noise and lighting impacts in the southern portion of the development.

PROPERTY DESCRIPTION		
NINE STOREY AND TWENTY-FIVE STOREY RESIDENTIAL BUILDINGS		
CITY OF OTTAWA PIN NUMBER	04753 0270, 0271, 0272	
MUNICIPAL ADDRESS	6310 HAZELDEAN ROAD	
SITE INFORMATION		
LOT AREA:	12,014m ²	
LOT FRONTAGE:	152m	
LOT DEPTH:	78.5m	
BUILDING INFORMATION		
BUILDING AREA:	BLDG 1 : 5,037m ² BLDG 2: 1,372m ²	
BUILDING FLOOR AREA (Above Grade):	46,351m ²	
PROPOSED USE:	APARTMENT DWELLING, MID-RISE AND HIGH-RISE	
UNIT BREAKDOWN:		
A: BUILDING 01:	225 UNITS	
B: BUILDING 02:	216 UNITS	
Total	431 UNITS	
ZONING TABLE	AM9[2102]	
CITY OF OTTAWA ZONING BY-LAW No. 2008-250	REQUIRED	PROPOSED
MINIMUM LOT AREA	No minimum	12,014m ²
MINIMUM LOT WIDTH	No minimum	154m
FRONT YARD SETBACK	Residential use building: 3m	3.59m - BLDG 1 3.69m - BLDG 2
HYDRO SETBACK	6m	N/A
ROAD WIDENING EASEMENT (ROW)	37.5m	Provided
MINIMUM INTERIOR SIDE YARD SETBACK	No minimum	Building 01: 3.625m Building 02: 13.535m
MINIMUM REAR YARD SETBACK	7.5m	10m
BUILDING WALLS ALONG STREET FRONTAGE	30% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is 90 metres in width or wider	71% of lot width has building fronting at their street setbacks
MAXIMUM BUILDING HEIGHT	Within 20 metres of a residential zone: 11m All other cases: 15m	Building 01: 10.04m Building 02: n/a Building 01: 39.5 m Building 02: 66 m
LANDSCAPED AREA	Where abutting a residential zone: 10 meters and an opaque screen with a minimum height of 1.5m must be provided between the residential zone and landscaped area. 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.	Continuous 10m green buffer zone has been provided at the rear lot line. New opaque fence will be provided.
VEHICLE PARKING REQUIREMENTS (AREA C, SCHEDULE 1A)	1.2 per dwelling unit = 517.2 spaces required	389 spaces
VISITOR PARKING REQUIREMENTS (AREA Y, SCHEDULE 1A)	0.2 per dwelling unit = 86.2 spaces required	86 spaces
AMENITY AREA REQUIREMENTS	6m ² per dwelling unit = 2,586m ² Communal = 1,293m ² (a minimum of 50% of the required total area)	Private balconies = 1,293m ² Communal = 3,385m ² Total = 4,678m ²
BICYCLE PARKING SPACES	0.5 per dwelling unit = 216	436 interior storage spaces (344 floor mounted, 51 stacked) 10 exterior spaces Total = 446 Ratio: 1.03 per dwelling unit

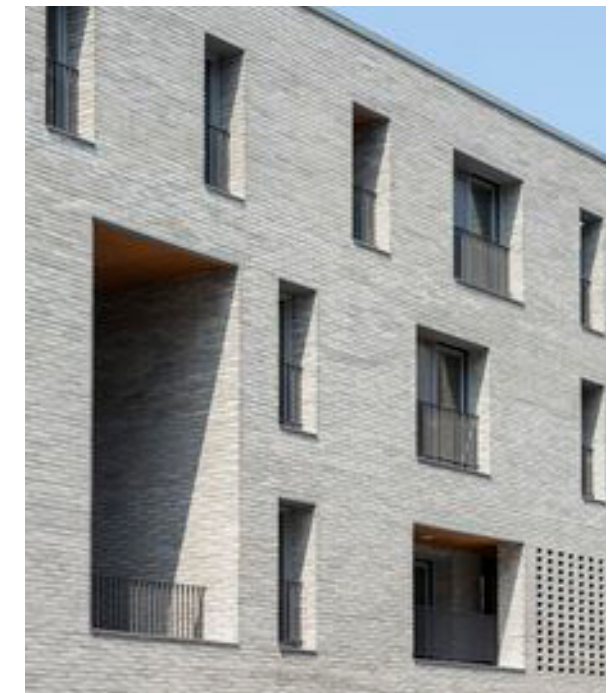
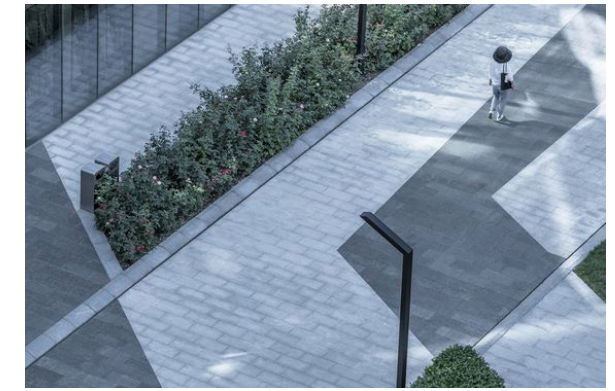
PROJECT SUMMARY

UNIT TYPE	COUNT	RATIO	PARKING TYPE	COUNT	PARKING TO UNIT RATIO
1B	111	25.8%	2.4m X 4.6m SMALL	67	0.90
1B + D	100	23.2%	BARRIER FREE PARKING	4	VISITOR PARKING TO UNIT RATIO 0.20
2B	109	25.3%	BARRIER FREE PARKING - VISITOR	2	
2B + D	56	13.0%	REGULAR PARKING	318	BICYCLE PARKING TO UNIT RATIO: 1.09
3B	52	12.1%	VISITOR PARKING	84	
STUDIO	3	0.7%			
TOTAL UNITS: 431			TOTAL PARKING SPOTS: 475		

UNIT STATS - BLDG_1		UNIT STATS - BLDG_2	
UNIT TYPE	COUNT	UNIT TYPE	COUNT
1B	30	1B	81
1B + D	66	1B + D	34
2B	50	2B	59
2B + D	11	2B + D	45
3B	19	3B	33
STUDIO	3		
TOTAL UNITS: 179		TOTAL UNITS: 252	

PARKING TYPE	COUNT
BIKE PARKING	316
BIKE PARKING - STACKED	79 (x2)
TOTAL BICYCLE PARKING:	474





Buildings are proposed to be clad in combinations of brick, metal panel and curtainwall at ground floor active entrances.

View Looking South From Hazeldean Rd.

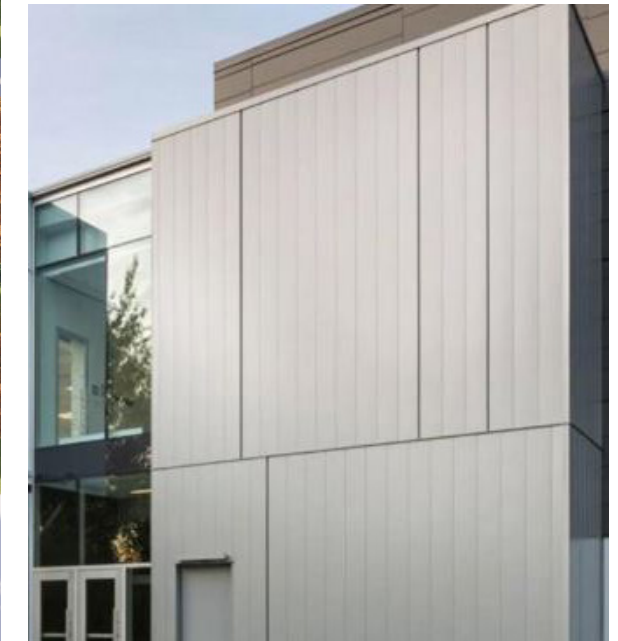


Building 1 will provide street access units facing Hazeldean. These ground floor units have been raised above grade and an additional green buffer zone has been provided to create a natural and contributing transition between the public pedestrian sidewalk area and the private units.





- Sustainable development measures like:
 - Geothermal
 - Target reduction of 30% vs Energy Code
 - Landscaping with indigenous plants to minimize irrigation requirements
 - Heat island reduction with green roofs and reflective roofing materials
 - 10% of parkings with charging station
- Biking facilities (interior storage + workshop)
- Community gardens



The 2 level parkade respects a 10m green buffer zone and is clad in metal panels that supports a series of green wall meshes to provide a natural exposure to rear lot lines



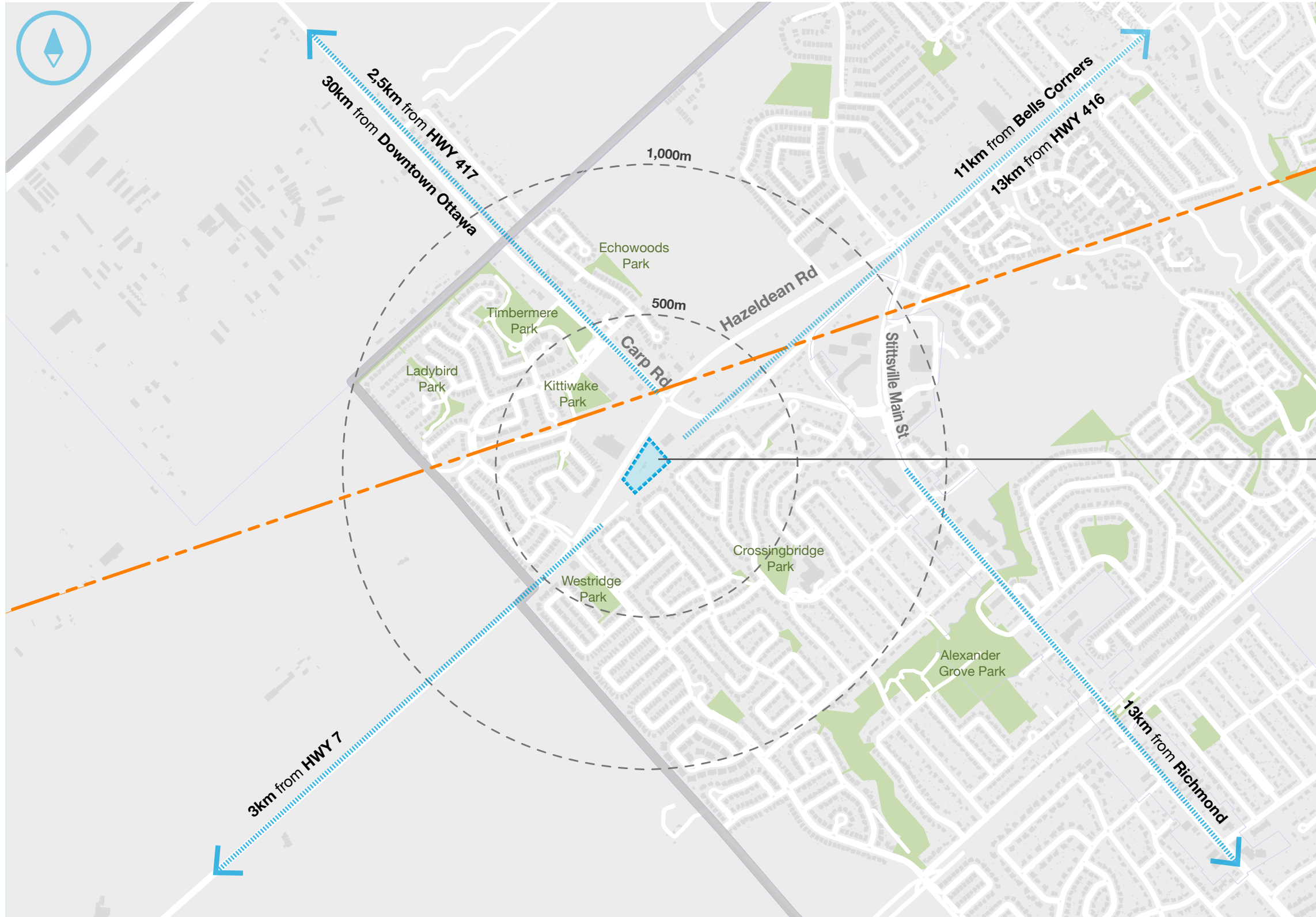




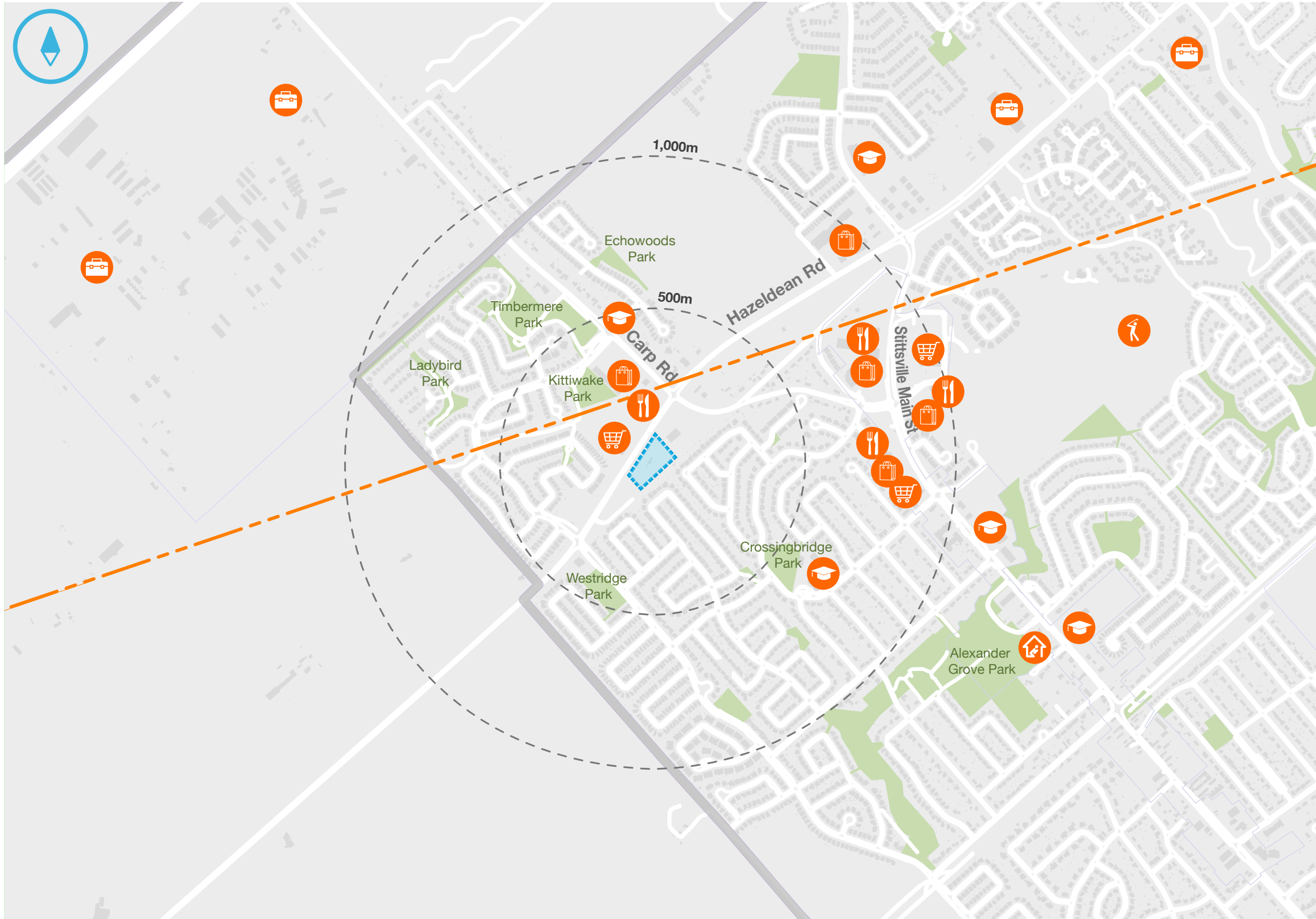


Contents











Project Description	2-13
Site, Context and Analysis	14-26
<i>Site Analysis</i>	
<i>Subject Property</i>	
<i>Survey</i>	
<i>Proposed Site Plan</i>	
<i>Wind Study</i>	
Design Research	27-49
Additional Materials - Appendix	50-56



6310 Hazeldean Road



The subject property has frontage on Hazeldean Road, in the established community of Stittsville, just inside the urban boundary of the City. Hazeldean Road is a major east-west arterial that extends from Eagleson Road in the east to Spruce Ridge Road in the rural area of the City, outside of the urban boundary. The area surrounding the property is characterized by a mix of uses, with commercial uses located to the north and east of the site, while residential uses are located to the south and west of the site.

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

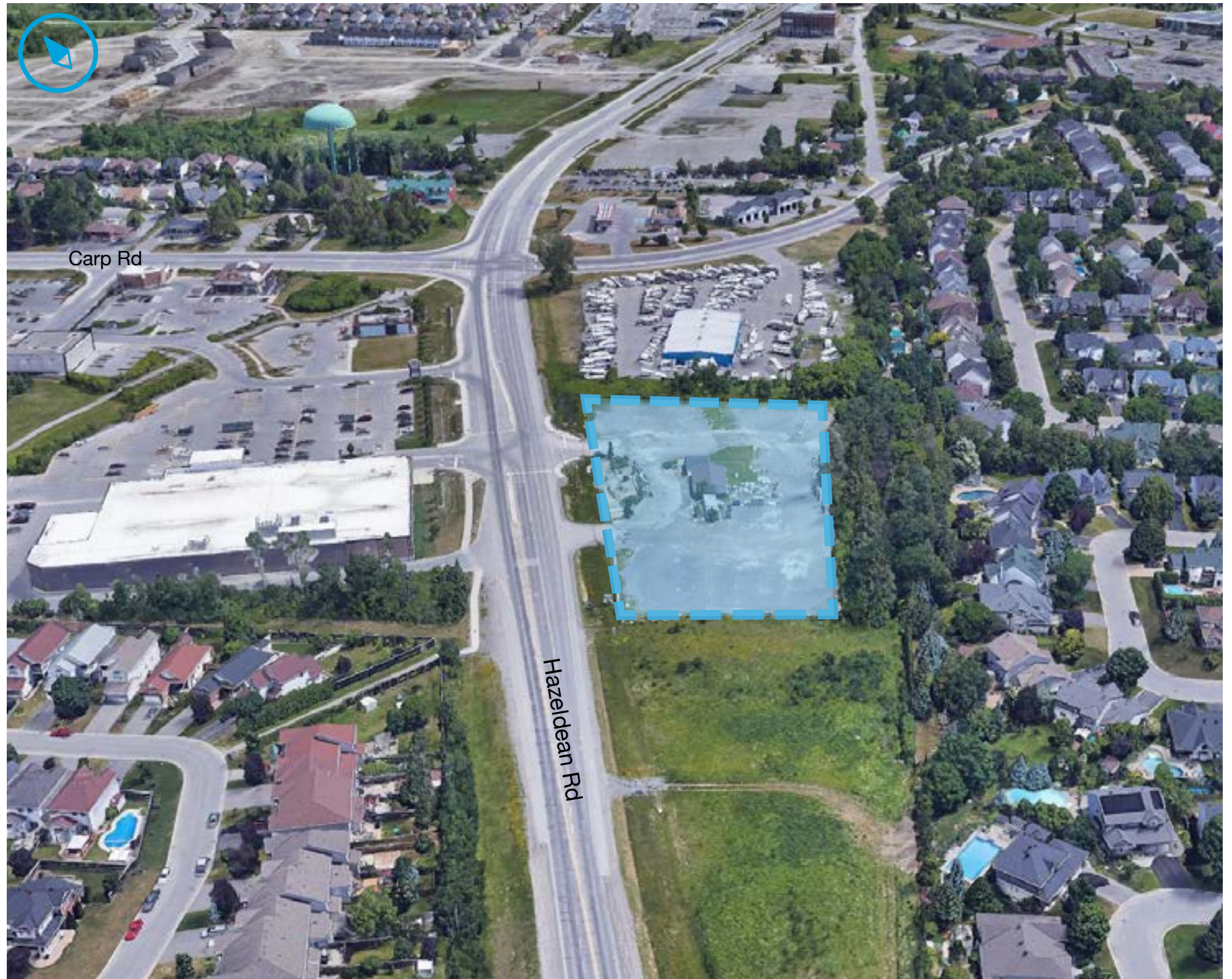
The adjacent land uses can be described as follows:

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

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

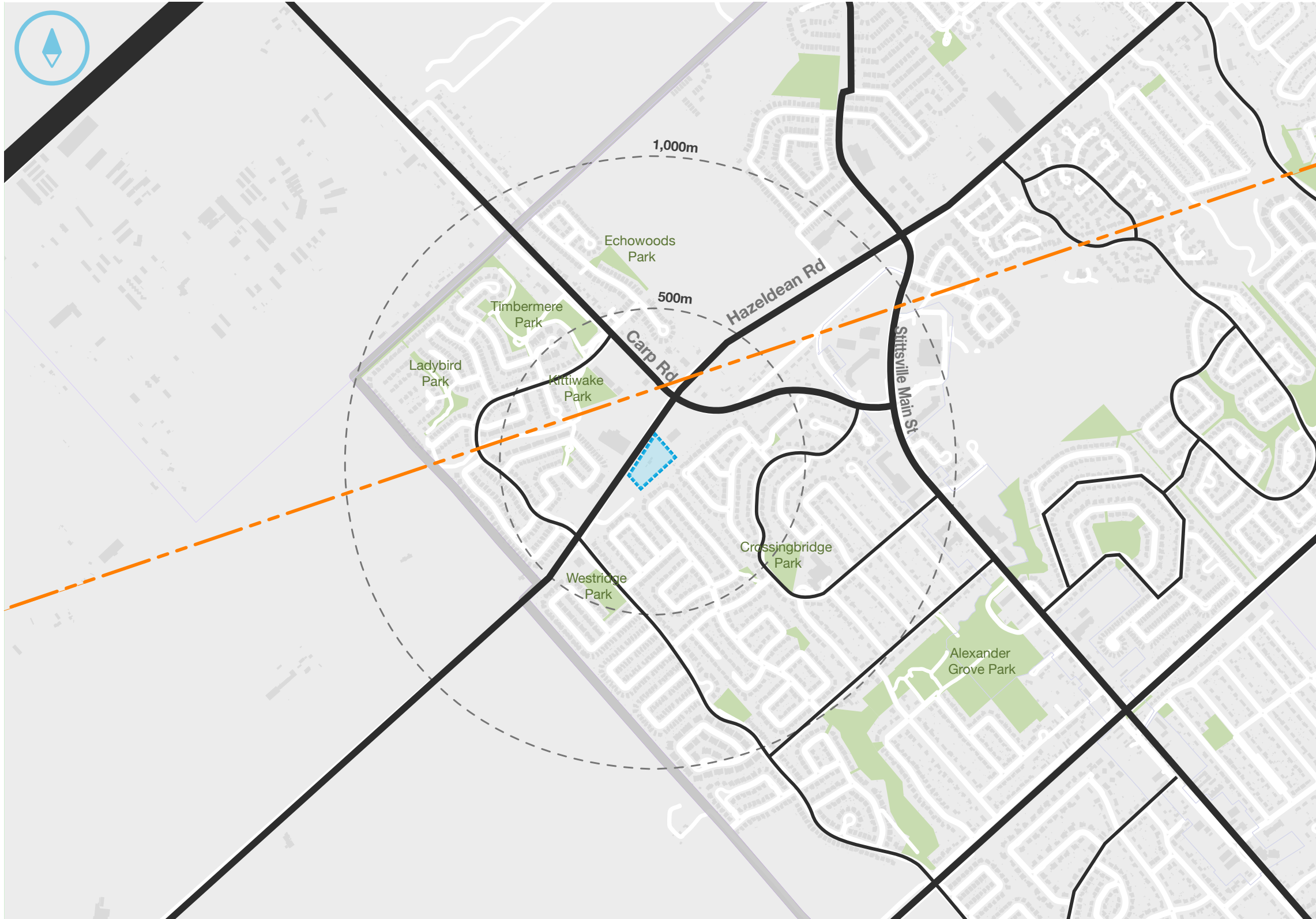
South: Immediately south of the subject property is the Crossing Bridge Estates Subdivision, which extends from West Ridge Drive to Stittsville Main Street and is characterized by low-rise, detached dwellings. Located within this subdivision is A. Lorne Cassidy Elementary School, as well as several public parks of varying sizes. The majority of the properties to the immediate south have been extended through consolidation with a former City corridor, creating lots with depths of approximately 56 metres.

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











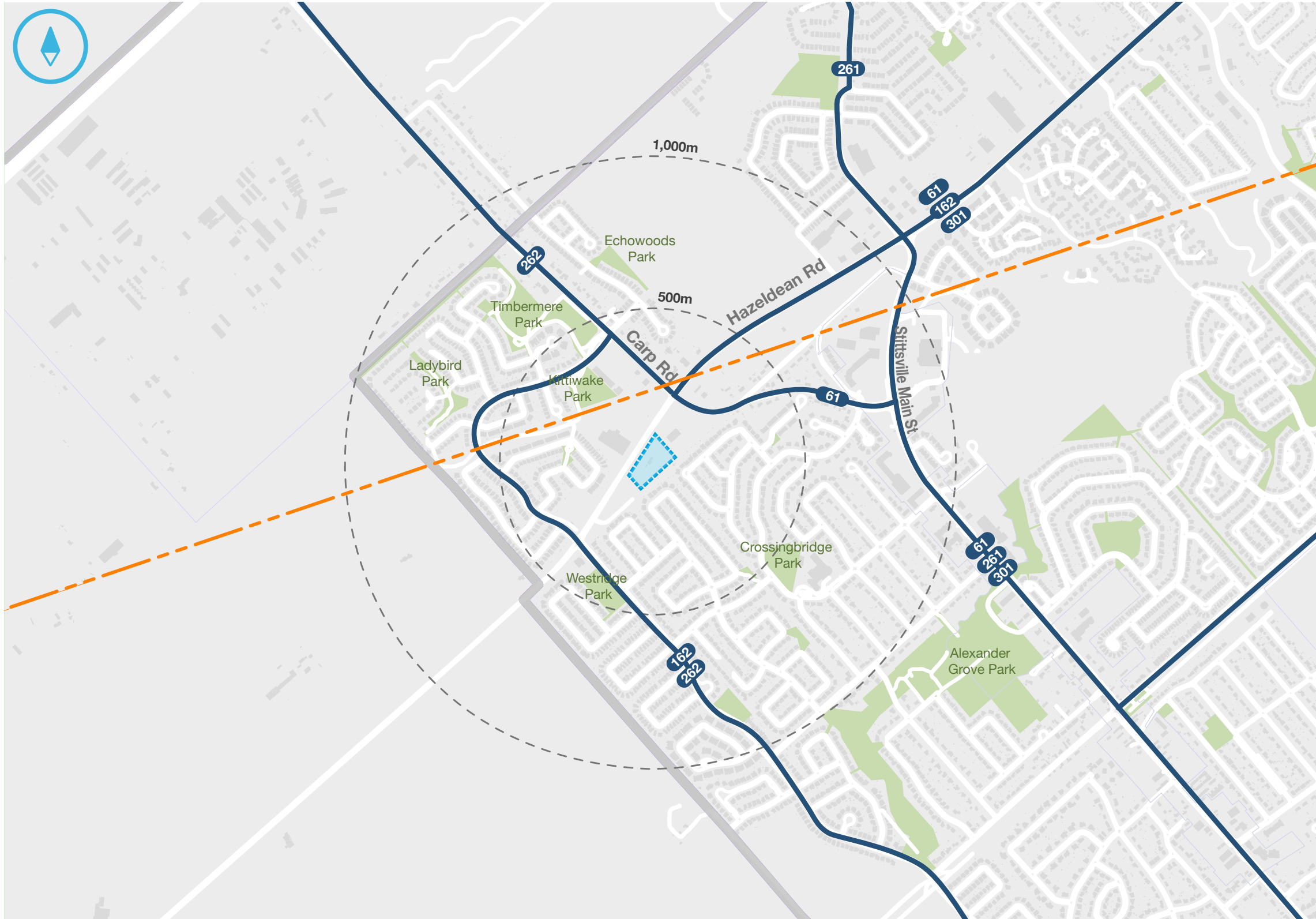




Road Network






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.

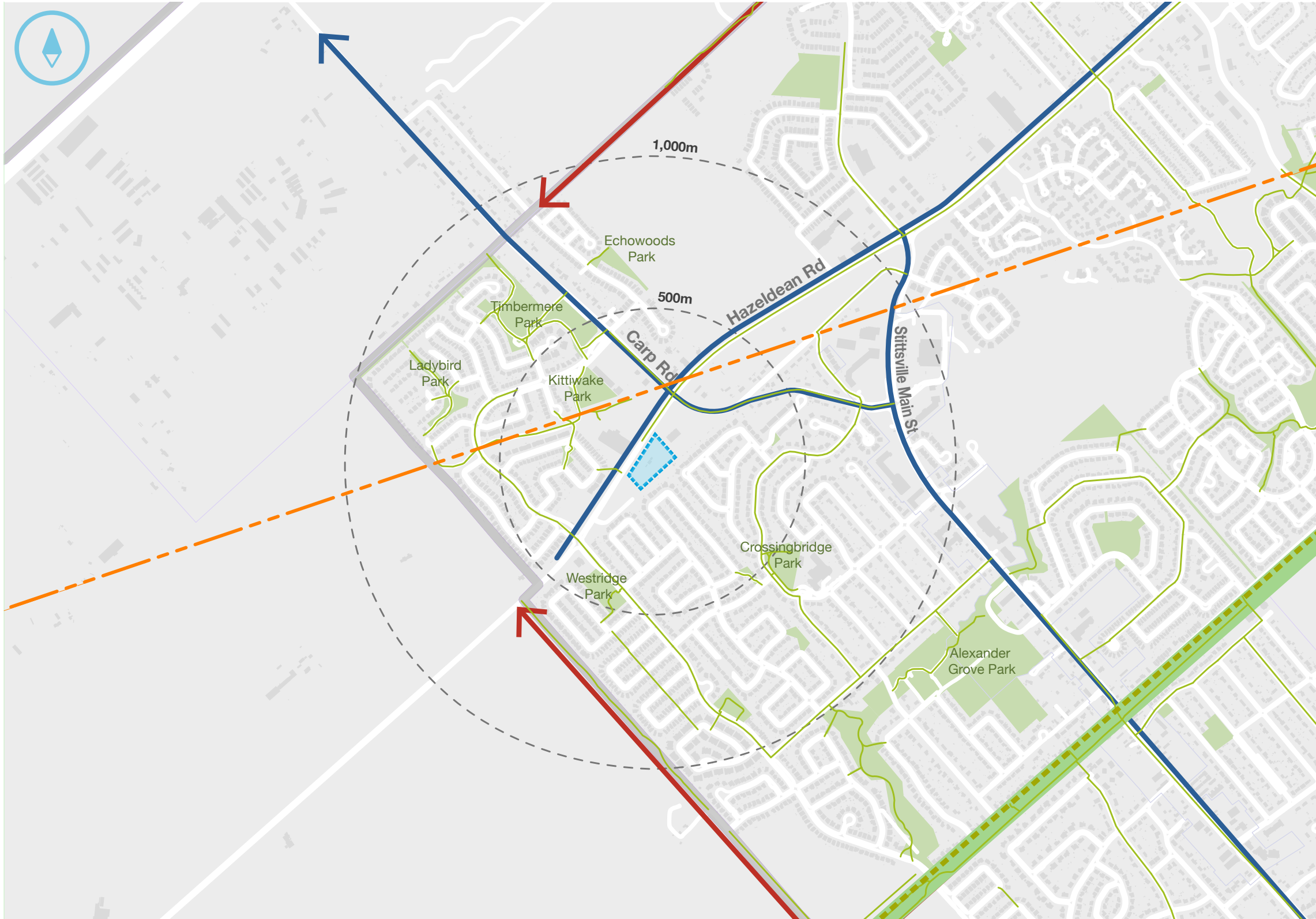
-  Subject Property
-  Highway
-  Arterial Road
-  Collector Road
-  Hydro Corridor
-  Urban Boundary



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

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT:
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
 - THE SURVEY WAS COMPLETED ON THE _____ DAY OF _____, 20____.

DATE _____
JOHN GAUTHIER
 ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER XXXXXXXX.

MONUMENTATION:

SSIBS HAVE BEEN SET IN LIEU OF SIBS DUE TO SHALLOW OVERBURDEN AND/OR THE PRESENCE OF SUBSURFACE UTILITIES.

DISTANCES:

DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES AND CAN BE USED TO COMPUTE GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999910.

BEARINGS:

BEARINGS ARE MTM GRID BEARINGS, DERIVED BY REAL TIME NETWORK GNSS OBSERVATIONS ON OBSERVED REFERENCE POINTS 'A' AND 'B' SHOWN HEREON, AND ARE REFERRED TO THE NAD83 ORIGINAL MTM ZONE 9 COORDINATE SYSTEM.

BEARING ROTATION:

FOR THE PURPOSE OF COMPARISON, ASTRONOMIC BEARINGS HAVE BEEN ROTATED AS FOLLOWS:

PLAN (p4),(p5)	ROTATION	DIRECTION
	0° 17' 15"	COUNTER CLOCKWISE

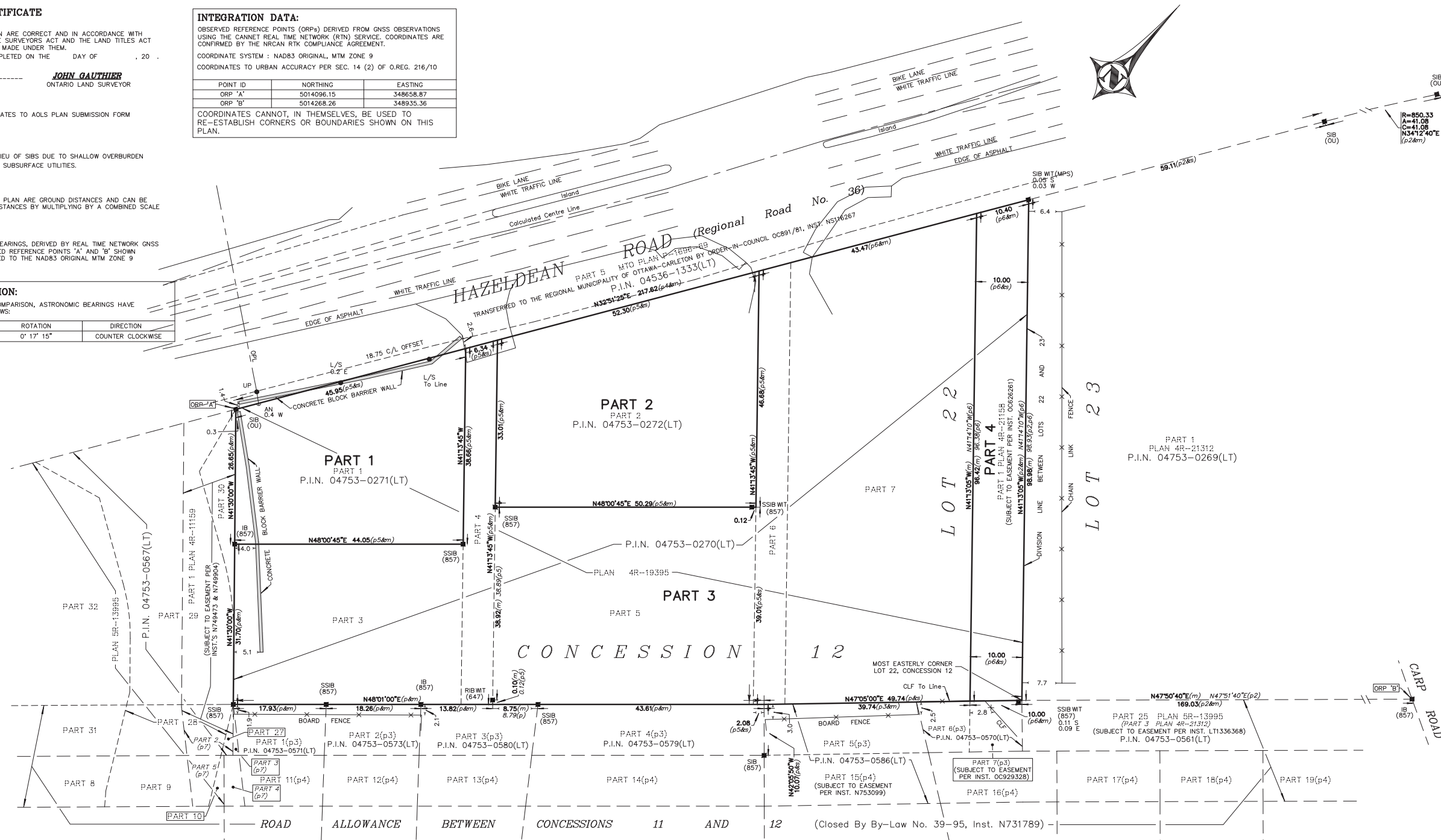
INTEGRATION DATA:

OBSERVED REFERENCE POINTS (ORP_a) DERIVED FROM GNSS OBSERVATIONS USING THE CANNET REAL TIME NETWORK (RTN) SERVICE. COORDINATES ARE CONFIRMED BY THE NRCAN RTK COMPLIANCE AGREEMENT.

COORDINATE SYSTEM : NAD83 ORIGINAL, MTM ZONE 9
 COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O.REG. 216/10

POINT ID	NORTHING	EASTING
ORP 'A'	5014096.15	348658.87
ORP 'B'	5014268.26	348935.36

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.



SCHEDULE				
PART	LOT	CON	P.I.N	AREA(sq.m)
1		12	All of 04753-0271(LT)	1441.2
2		12	All of 04753-0272(LT)	2003.9
3	Pt of 22	12	Pt of 04753-0270(LT)	7596.5
4		12	Pt of 04753-0270(LT)	977.1

NOTE: 1) PARTS 3 AND 4 COMPRISE ALL OF P.I.N. 04753-0270(LT).
 2) PART 4 IS SUBJECT TO EASEMENT PER INST. 00626261.

PLAN OF SURVEY OF PART OF LOT 22, CONCESSION 12 GEOGRAPHIC TOWNSHIP OF GOULBOURN CITY OF OTTAWA
 McINTOSH PERRY SURVEYING INC.
 SCALE 1 : 400

THE INTENDED PLOT SIZE OF THIS PLAN IS 914mm IN WIDTH BY 457mm IN HEIGHT WHEN PLOTTED AT A SCALE OF 1 : 400.

METRIC :
 DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

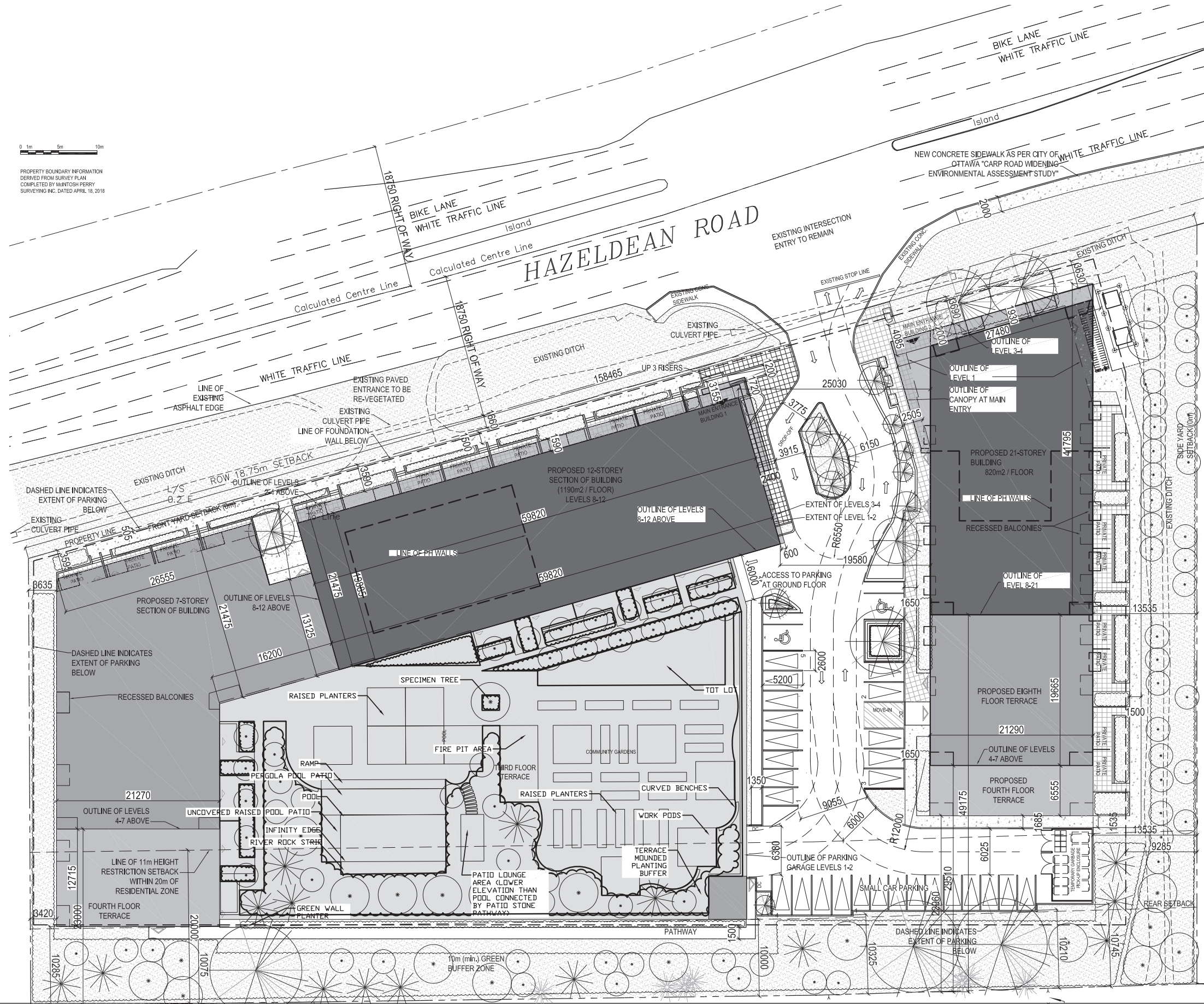
SQUARE METRES CAN BE CONVERTED TO SQUARE FEET BY MULTIPLYING BY 10.7639
 HECTARES CAN BE CONVERTED TO ACRES BY MULTIPLYING BY 2.471.

LEGEND AND NOTES

□	DENOTES	MONUMENT PLANTED
■	DENOTES	MONUMENT FOUND
IB	DENOTES	IRON BAR
SIB	DENOTES	STANDARD IRON BAR
SSIB	DENOTES	SHORT STANDARD IRON BAR
RIB	DENOTES	ROUND IRON BAR
(m)	DENOTES	MEASURED
(p)	DENOTES	SET
(p)	DENOTES	PLAN OF TOPOGRAPHIC SURVEY BY McINTOSH PERRY SURVEYING INC., DATED APRIL 18, 2018
(p2)	DENOTES	PLAN 4R-21312
(p3)	DENOTES	PLAN 4R-23111
(p4)	DENOTES	PLAN 5R-13995
(p5)	DENOTES	PLAN 4R-19395
(p6)	DENOTES	PLAN 4R-21158
(p7)	DENOTES	PLAN 4R-11159
(647)	DENOTES	H.R. FARLEY, OLS
(857)	DENOTES	FAIRHALL, MOFFATT & WOODLAND LIMITED
(MPS)	DENOTES	McINTOSH PERRY SURVEYING INC.
(OU)	DENOTES	ORIGIN UNKNOWN
WT	DENOTES	WITNESS
N,S,E,W	DENOTES	NORTH, SOUTH, EAST, WEST
CLF	DENOTES	CHAIN LINK FENCE
UP	DENOTES	UTILITY POLE
AN	DENOTES	ANCHOR
OPL	DENOTES	OVERHEAD POWER LINE
L/S	DENOTES	LIGHT STANDARD
ORP	DENOTES	OBSERVED REFERENCE POINT

JOB No. 24-1449 DRAWING: D24-1449
 THIS PLAN WAS PREPARED FOR: 4329163 CANADA INC.
McINTOSH PERRY SURVEYING INC.
 3240 Drummond Con. SA, R.R. #7
 Perth, ON K7H 3C9
 Tel: 613-267-6524 Fax: 613-267-7992
 www.mcintoshperry.com
 CHECKED: _____ CAD: JB & DL

PROPERTY BOUNDARY INFORMATION
 DERIVED FROM SURVEY PLAN
 COMPLETED BY MANTOSH PERRY
 SURVEYING INC. DATED APRIL 18, 2018



- Amenities proposed are:
- Gym
 - Kid's room
 - Social lounge/ party room
 - Business Center / co working space
 - Third floor terrace with community gardens, pool and bbq station
 - Dog wash station
 - Yoga space
 - EV charging stations
 - Walking trail

GRADIENTWIND

ENGINEERS & SCIENTISTS

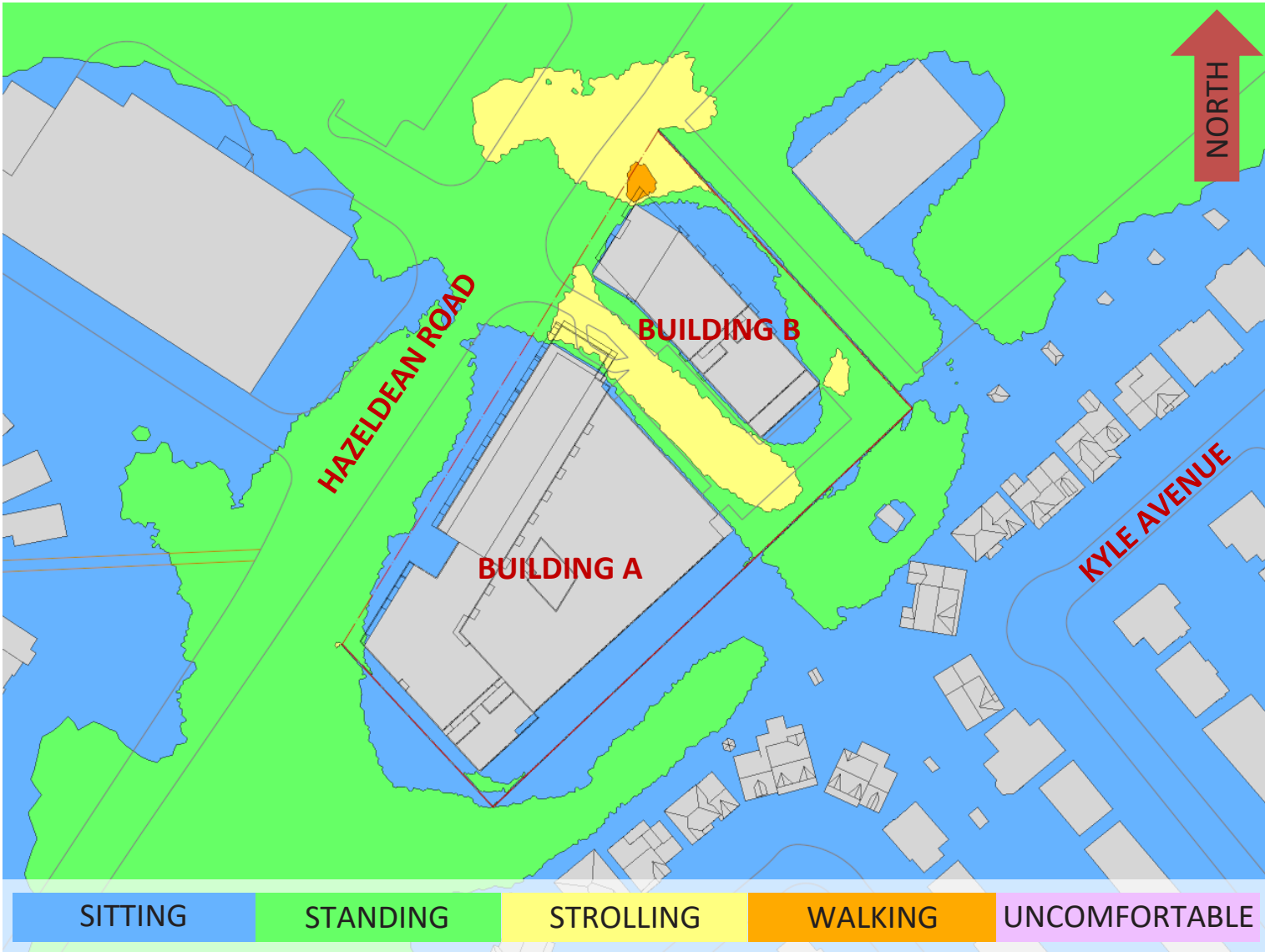


FIGURE 3C: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

GRADIENTWIND

ENGINEERS & SCIENTISTS

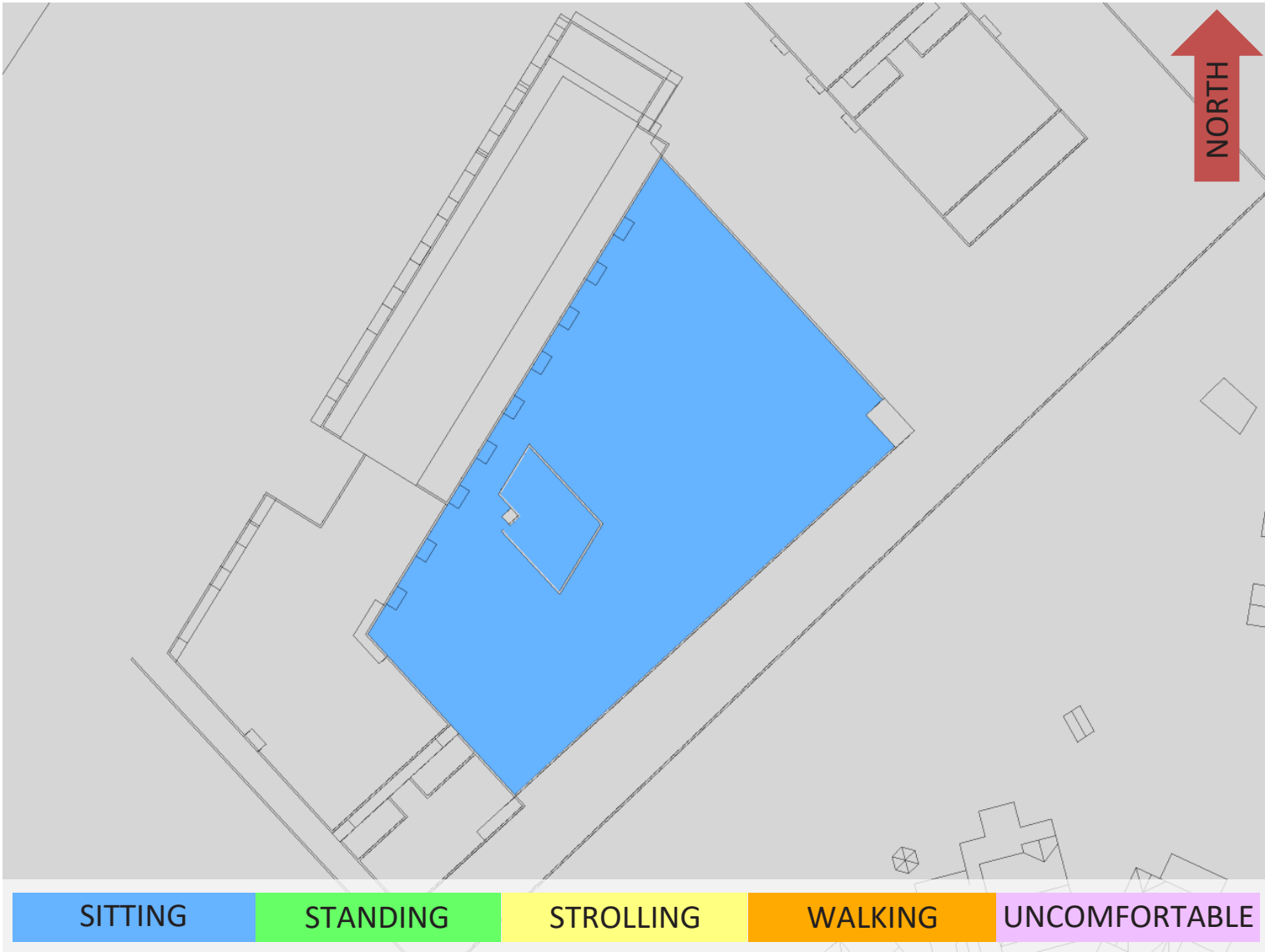


FIGURE 5: TYPICAL USE PERIOD – WIND COMFORT, LEVEL 3 COMMON AMENITY TERRACE



Contents

Project Description	2-13
Site, Context and Analysis	14-26
Design Research	27-49
<i>Previous Explorations</i>	
<i>UDRP Comments Response</i>	
<i>Proposed Floor Plans</i>	
<i>Proposed Elevations</i>	
<i>Context Diagrams</i>	
<i>Sustainability Strategies</i>	
Additional Materials - Appendix	50-56



CONTEXT PLAN PROPOSED IN FALL 2022



FRONT VIEW



REAR VIEW



BUILDINGS B AND C FROM HAZELDEAN RD

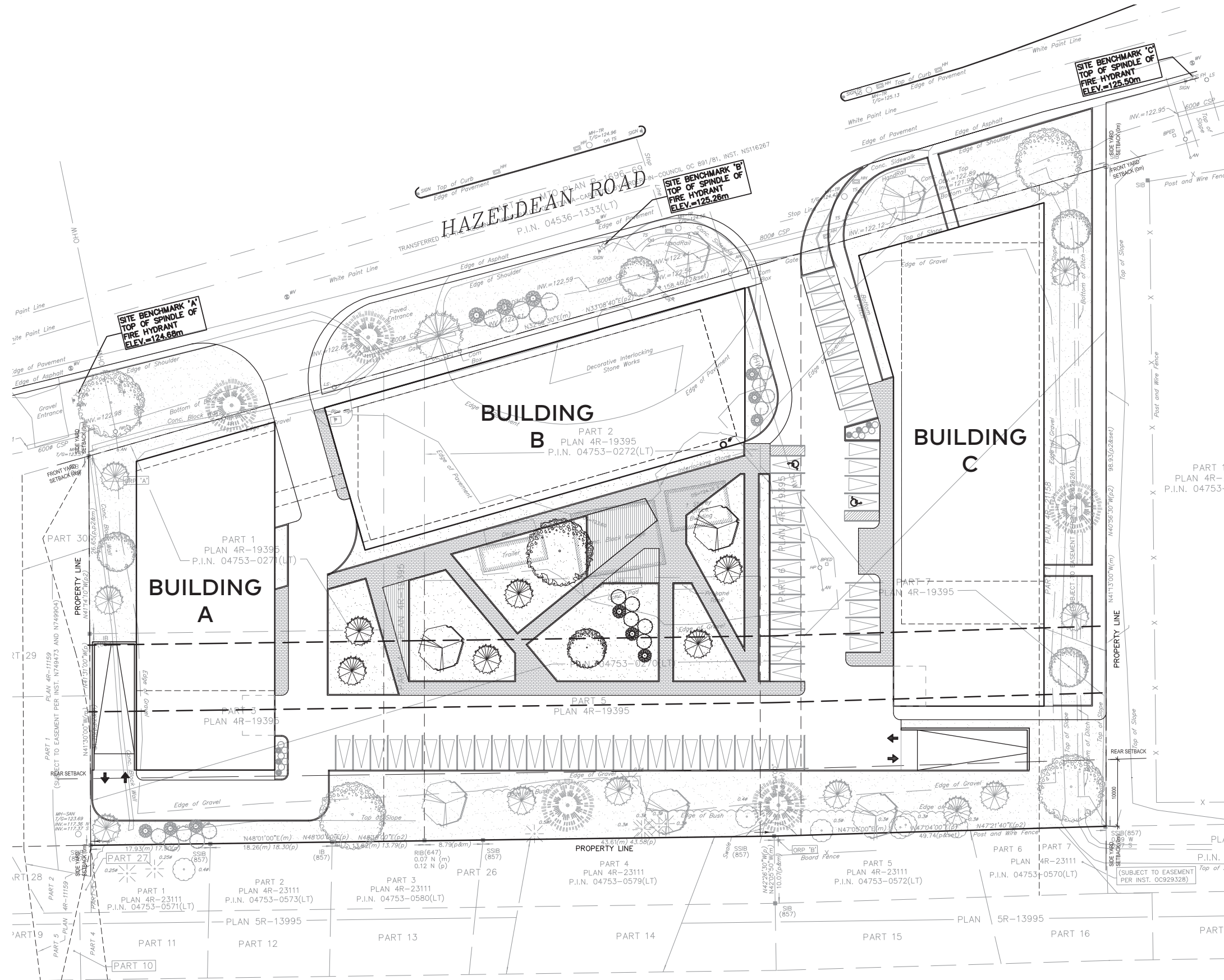


ACCESS BETWEEN BUILDINGS B AND C

CONCEPT VIEWS PROPOSED IN FALL 2022



CONCEPT SITE PLAN - PROPOSED IN FALL 2022



Review of UDRP's comments received on October 6th, 2022

Comment

The Panel believes that the site will set a precedent in the area where a strong architectural expression and public realm vision is needed to embed the site into the greater landscape and neighbourhood context.

The Panel supports, in principle, more density on the site; however, there are more opportunities to enhance the public realm and landscaping and to build a sense of community while considering how the proposal will set a standard for the future.

At this stage of the development process, the Panel expects to see a proposal where the architecture has been resolved, is viable, will be built and become part of the neighbourhood. A more detailed proposal would enable the Panel to provide more wholesome comments and input.

The Panel expressed disappointment with the current level of resolution of the architecture.

The Panel recommends the City not grant the changes to the setbacks as the site provides enough space to accommodate the buildings while maintaining the setbacks requirements.

The Panel recommends increasing the density on Hazeldean Road and reorienting Building B to parallel the street to create an urbanized corridor. Should the building be parallel to the street, the Panel recommends connecting Buildings A and B with glazed volume. Additionally, the proponent should consider elongating the building to eliminate the north-south wing since the inside corner units of an L-shaped building have with limited access to light.

Response

Acknowledged, a new updated concept has been prepared that includes a strong contemporary architectural expression. This new proposal includes a stronger ground plane experience with ground floor accessible units and strong active entrances for the two buildings proposed.

Agree, the new concept provides a stronger presence to Hazeldean while providing a strong transition to the neighbouring properties to the south. Though a future ROW is considered in the site plan placement of the buildings, we anticipated that this new street scape will eventually include for stronger pedestrian sidewalks, a bike path and significant green space that is included in this proposal.

Acknowledged, the team has included Figurr Architects who have prepared a more detailed exploration of the development, including enhanced urban design experiences, building massings and aesthetics, as well as how the buildings reflect the existing urban conditions along Hazeldean Rd. and the neighbouring properties.

Acknowledged, responded to in previous comment

Acknowledged, the site planning in the new proposal respects all required setbacks.

Acknowledged, a new proposal by Figurr Architects new proposes a two building solution with a strong street face along Hazeldean. Massings and heights have been carefully developed to contribute to a strong main street façade, an appropriate transition to neighboring properties, as well as considering sun and shading of the massing against this and other neighboring sites.

Review of UDRP's comments received on October 6th, 2022

Comment

The proponent should consider relocating the drop-off area underground on the north side of Building C to provide access to all three buildings. This would open up the layby space and allow for more greenery and reconfiguration of the parking layout.

The Panel questioned the appropriateness and amount of commercial space on the ground floor, given retail may not be viable. The space could be used for residential amenities.

The Panel believes the site's configuration is dominated by parking. The proponent should develop a strong pedestrian realm proposal that accommodates bicycle parking and has a high-quality landscape with outdoor amenities and a residential character.

The Panel has concerns with the scale and massing on the site as the buildings do not reflect the neighbourhood's character and only relate to each other. The Panel recommends the proponent study the area and its architecture to establish a language that complements the neighbourhood.

The Panel notes the ground floors configurations are repeated throughout the site, and the suite plans might do not reflect the siting or architecture of the individual buildings. The proponent should consider providing a high-quality amenity at grade, as the amount of space allocated for each suite is questionable.

The proponent should consider more variety on the facades and larger glazed openings and the introduction of large family units to break up the sameness of the buildings. The proponent should also consider adding more glazing with masonry at key corners to provide amination at the ground floor level.

Response

Acknowledged, a new two building proposal has been prepared with a stronger centralized drop off for both buildings under building 1. Parking has now been concentrated within a two storey parkade structure (and u/g garage) that has been clad with light coloured panels and vegetated screens.

Acknowledged, commercial no longer part of new updated proposal.

Acknowledged, at grade parking has been greatly minimized to provide mostly for visitors. A new 2 storey parkade (and u/g garage) will house remaining parking. A large amenity terrace will be located above the garage parkade.

Acknowledged, this new proposal has a stronger contemporary language. This area of the city does NOT have a specific and strong existing building language. The area is dominated by a mix match of suburban single family homes, industrial lands and typical suburban commercial strip centres. We do not believe that these are great examples to draw from and believe that the new concept – through thoughtful massing, proper transitions, and enhanced green buffer areas - provides a strong refined aesthetic that actually responds to enhancing urban planes.

Acknowledged, the new proposal has been properly explored to include proper ground floor programming for these types of buildings. Programs have been located to enhance the public realm with clean open and active entrances and amenity areas along Hazeldean. Bike rooms, move-in rooms and access to other supportive programs have been properly located to further support the concept.

Acknowledged, the concept attempts to address these concerns with a strong contemporary design as also previously mentioned in past comments. Larger units will be part of the project but a final unit typology will be part of a future Site Plan Control submission.

Review of UDRP's comments received on October 6th, 2022

Comment

The Panel believes Building C should have more articulation to break up the long façade.

The proponent should consider stepping and terracing the building toward the neighbourhood to provide a more significant transition and greenery at the rear

The Panel has concerns with the parking at the rear, given the possibility of headlights spilling into neighbours' yards. The parking does not allow for an outdoor amenity area due to the limited open space. The proponent should consider eliminating parking at the rear or designing the open spaces first, before laying out the parking.

There is an opportunity to add a bosque of trees and have a wrap-around landscape adjacent to the townhouses to create a strong landscape design and to strengthen the existing buffer.

The proponent should focus on site sustainability by implementing stormwater management and providing opportunities within the landscape to integrate utilities.

Response

Acknowledged, please see new proposed concept that has a two building solution with varying setbacks and material explorations.

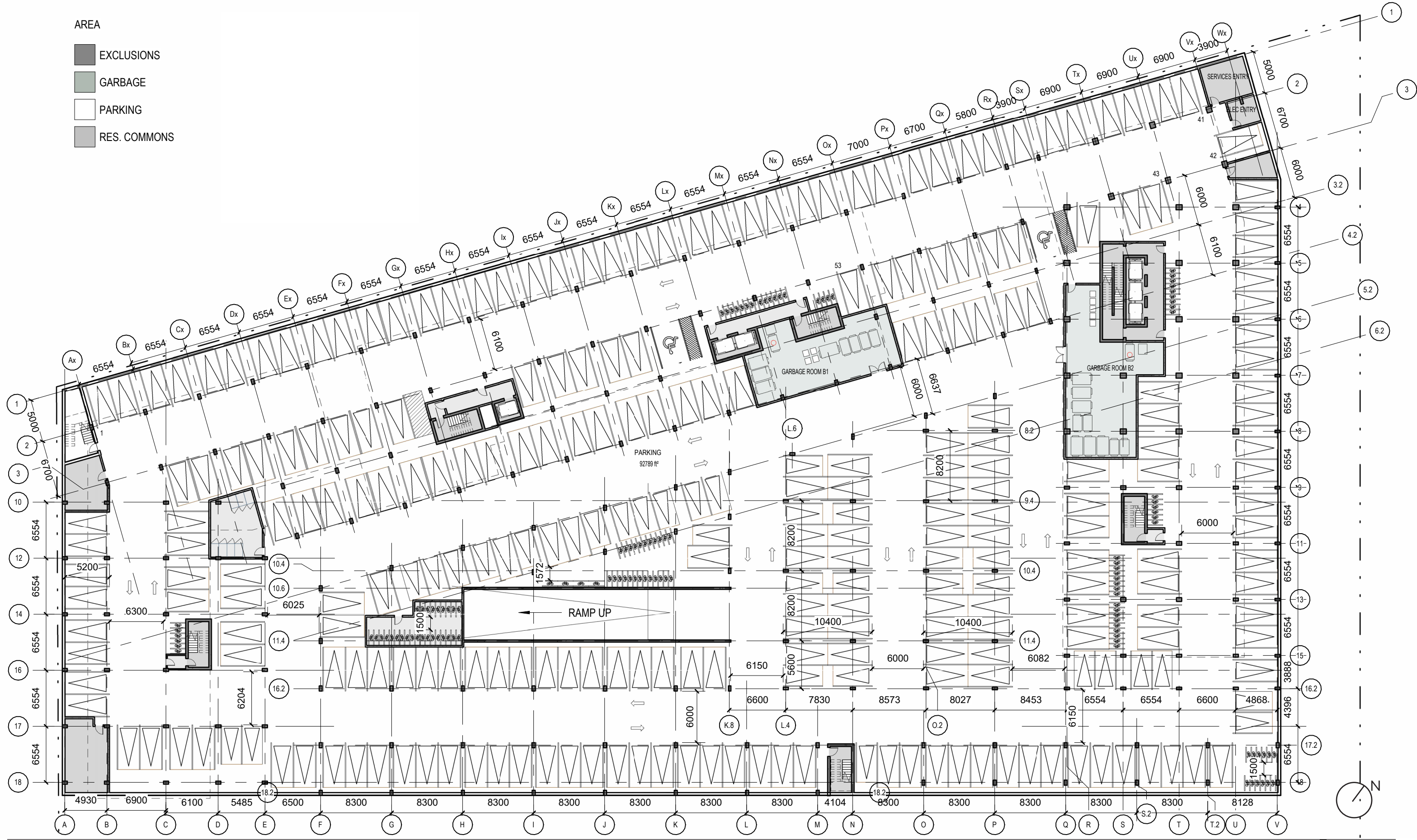
Acknowledged, new concept has been primarily developed by exploring that major aspect along the neighbouring properties.

Acknowledged, a new enclosed parking structure integrated with the buildings has been proposed. This greatly reduces the at grade parking. Project will ensure a minimum fence line and significant 10m green buffer zone between the rear lot lines and any building or parking area.

Acknowledged, please see new concept that greatly increases the use of green landscaping and significant buffer zones.

Acknowledged, as the concept now evolves, this will be part of the proposed project.

- AREA
- EXCLUSIONS
 - GARBAGE
 - PARKING
 - RES. COMMONS



Underground Parking Plan

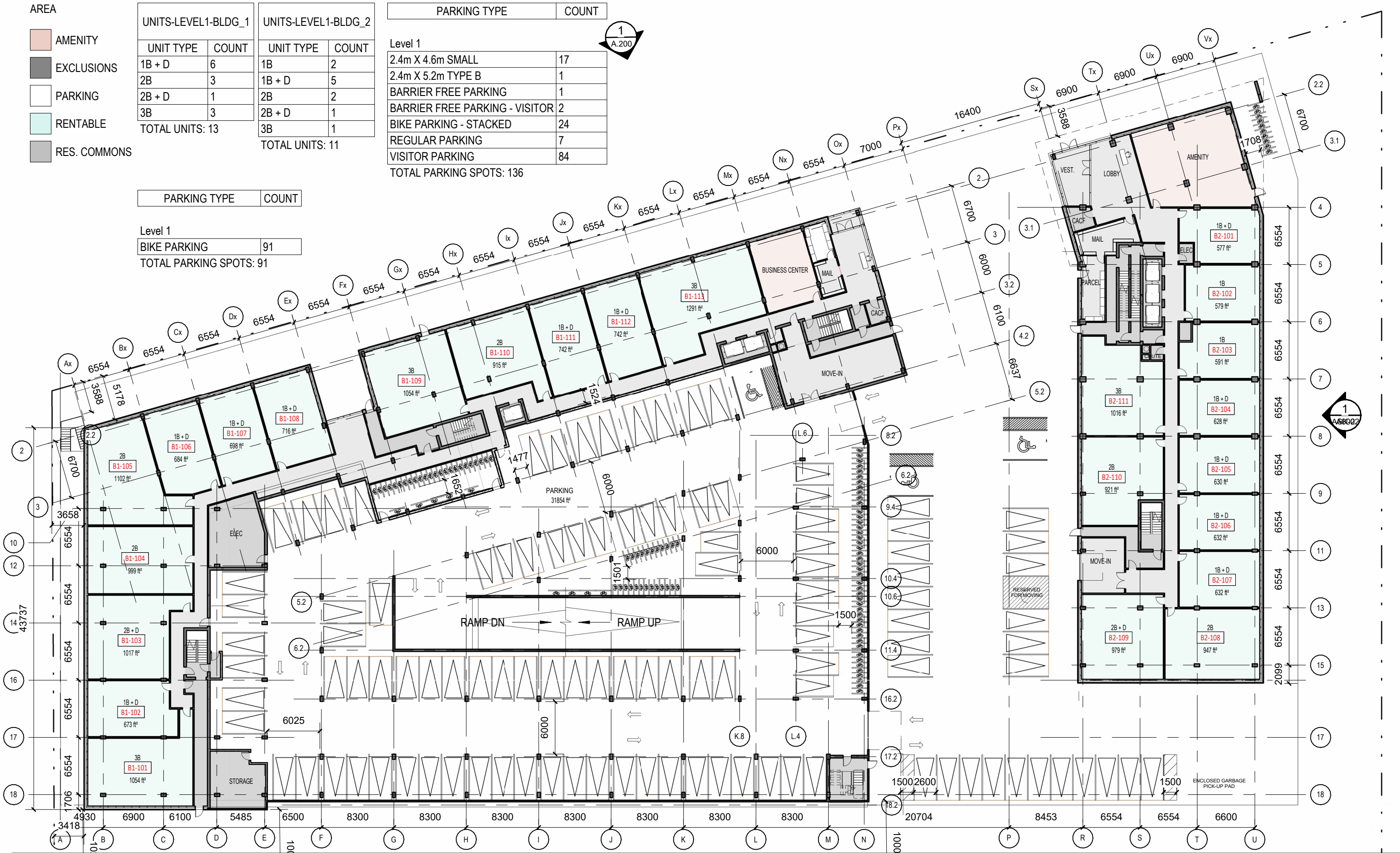
6310 Hazeldean Development
 2311
 June 2024

- AREA
- AMENITY
 - EXCLUSIONS
 - PARKING
 - RENTABLE
 - RES. COMMONS

UNITS-LEVEL1-BLDG_1		UNITS-LEVEL1-BLDG_2	
UNIT TYPE	COUNT	UNIT TYPE	COUNT
1B + D	6	1B	2
2B	3	1B + D	5
2B + D	1	2B	2
3B	3	2B + D	1
TOTAL UNITS: 13		TOTAL UNITS: 11	

PARKING TYPE	COUNT
Level 1	
2.4m X 4.6m SMALL	17
2.4m X 5.2m TYPE B	1
BARRIER FREE PARKING	1
BARRIER FREE PARKING - VISITOR	2
BIKE PARKING - STACKED	24
REGULAR PARKING	7
VISITOR PARKING	84
TOTAL PARKING SPOTS: 136	

PARKING TYPE	COUNT
Level 1	
BIKE PARKING	91
TOTAL PARKING SPOTS: 91	



Ground Floor Plan

- AREA
- AMENITY
 - EXCLUSIONS
 - RENTABLE
 - RES. COMMONS

UNITS-LEVEL2-BLDG_1		
UNIT TYPE	COUNT	
Level 2		
1B + D	9	
2B	4	
2B + D	2	
3B	1	
TOTAL UNITS: 16		

UNITS-LEVEL2-BLDG_2		
UNIT TYPE	COUNT	
Level 2		
1B	4	
1B + D	1	
2B	5	
2B + D	1	
3B	2	
TOTAL UNITS: 13		

PARKING TYPE	COUNT
Level 2P	
2.4m X 4.6m SMALL	8
2.4m X 5.2m TYPE B	1
BARRIER FREE PARKING	1
REGULAR PARKING	71
TOTAL PARKING SPOTS: 81	

PARKING TYPE	COUNT
Level 2P	
BIKE PARKING	61
TOTAL PARKING SPOTS: 61	



Level 2 Floor Plan

AREA

- AMENITY
- EXCLUSIONS
- EXT. COMMONS
- RENTABLE
- RES. COMMONS

UNITS-LEVEL3-BLDG_1	
UNIT TYPE	COUNT
Level 3	
1B	1
1B + D	13
2B	6
2B + D	3
3B	1
TOTAL UNITS: 24	

UNITS-LEVEL3-BLDG_2	
UNIT TYPE	COUNT
Level 3	
1B	4
1B + D	2
2B	4
2B + D	2
3B	2
TOTAL UNITS: 14	



Level 3 Floor Plan

AREA

- AMENITY
- EXCLUSIONS
- RENTABLE
- RES. COMMONS



UNITS-LEVEL 4-7-BLDG_2

UNIT TYPE	COUNT
-----------	-------

Level 4

1B	5
1B + D	1
2B	4
2B + D	1
3B	2

Level 5

1B	6
1B + D	1
2B	4
3B	2

Level 6-B2

1B	2
1B + D	4
2B	3
2B + D	2
3B	2

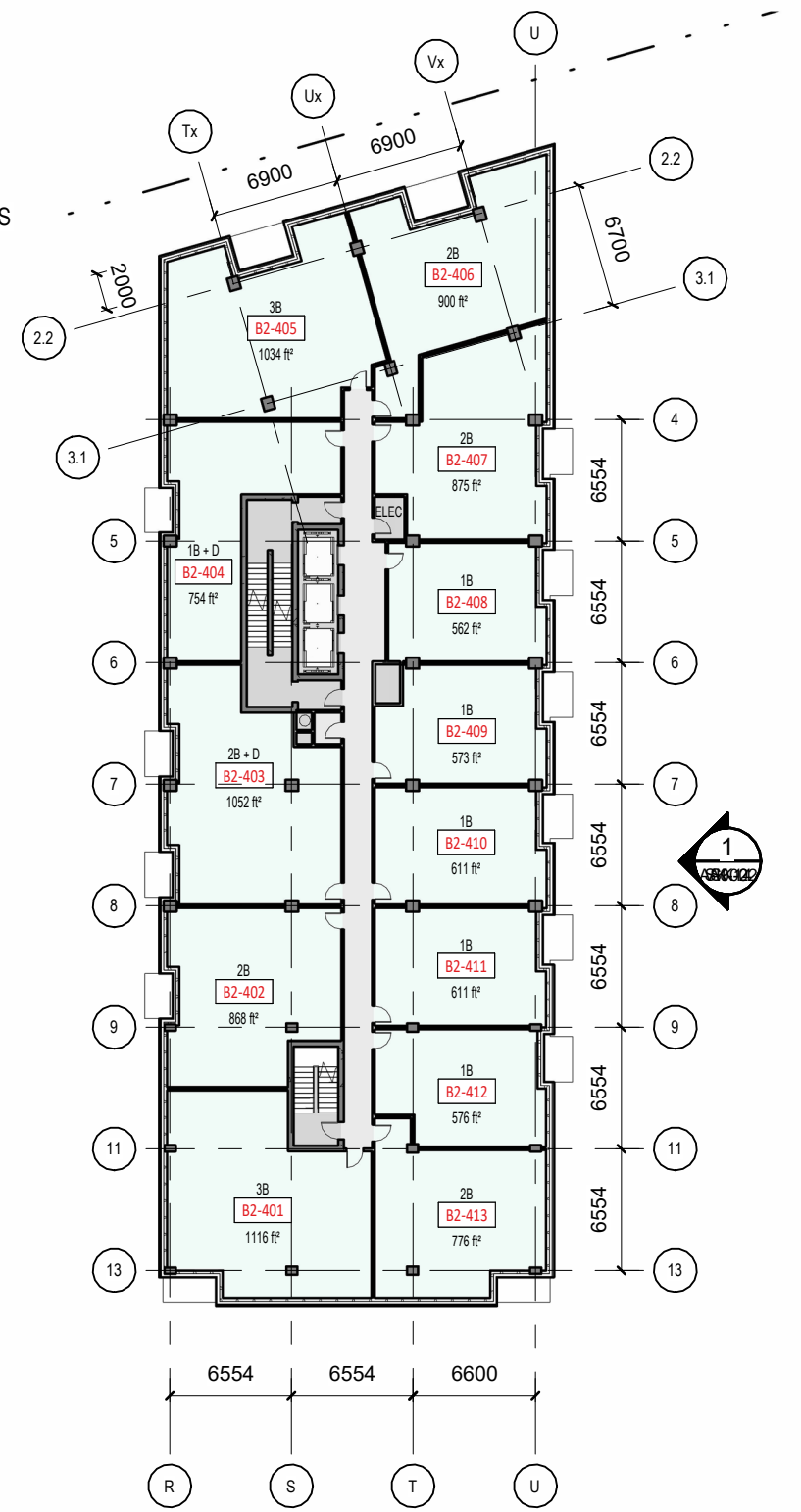
Level 7-B2

1B	4
1B + D	2
2B	2
2B + D	2
3B	3

TOTAL UNITS: 52

AREA

- EXCLUSIONS
- RENTABLE
- RES. COMMONS



UNITS TYPICAL LEVELS 5-7 BLDG_01	
UNIT TYPE	COUNT
1B	3
1B + D	12
2B	8
2B + D	2
TOTAL UNITS: 25	

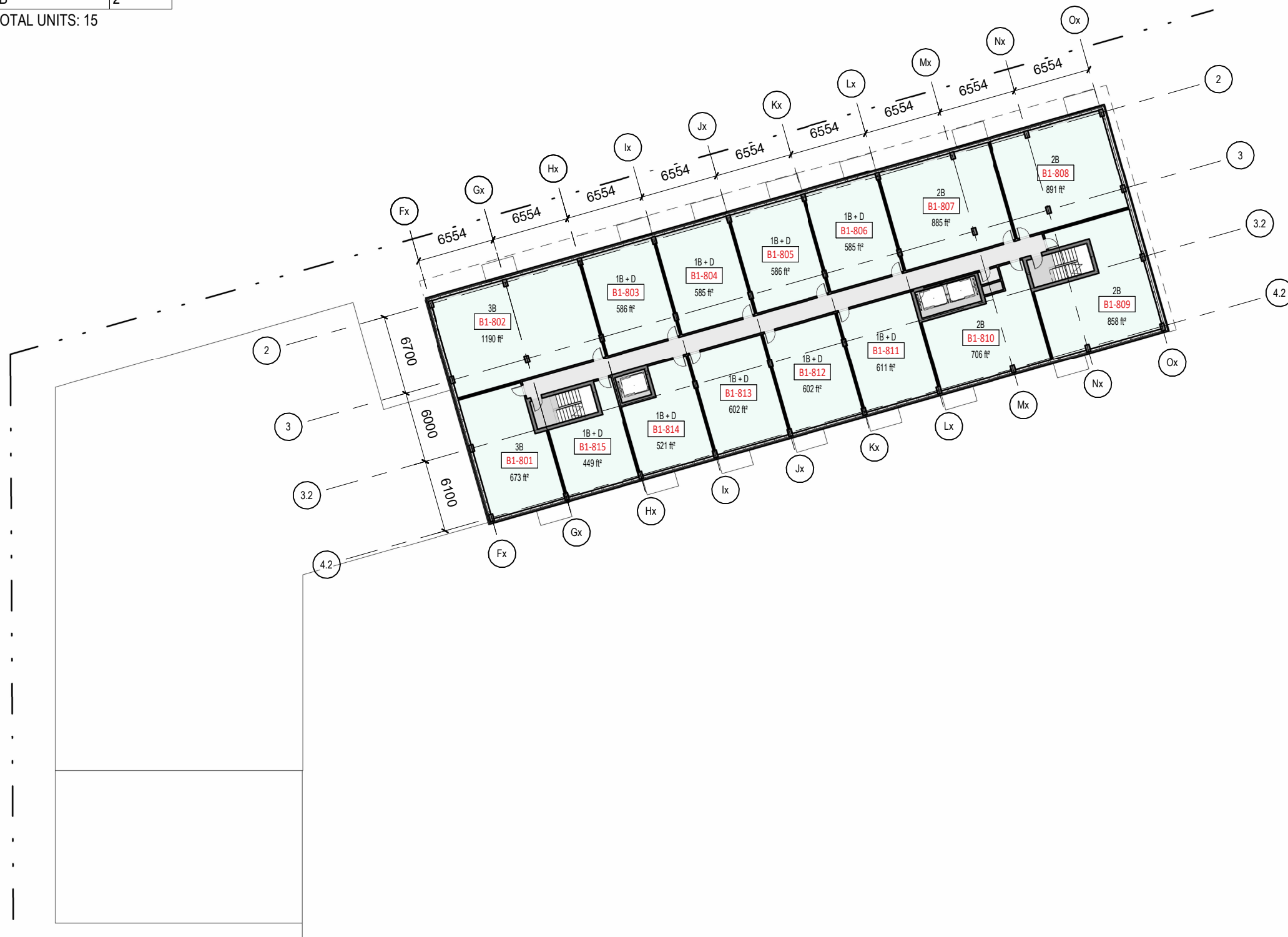
- AREA
- EXCLUSIONS
 - RENTABLE
 - RES. COMMONS



UNITS TYPICAL LEVELS 8-12
BLDG_01

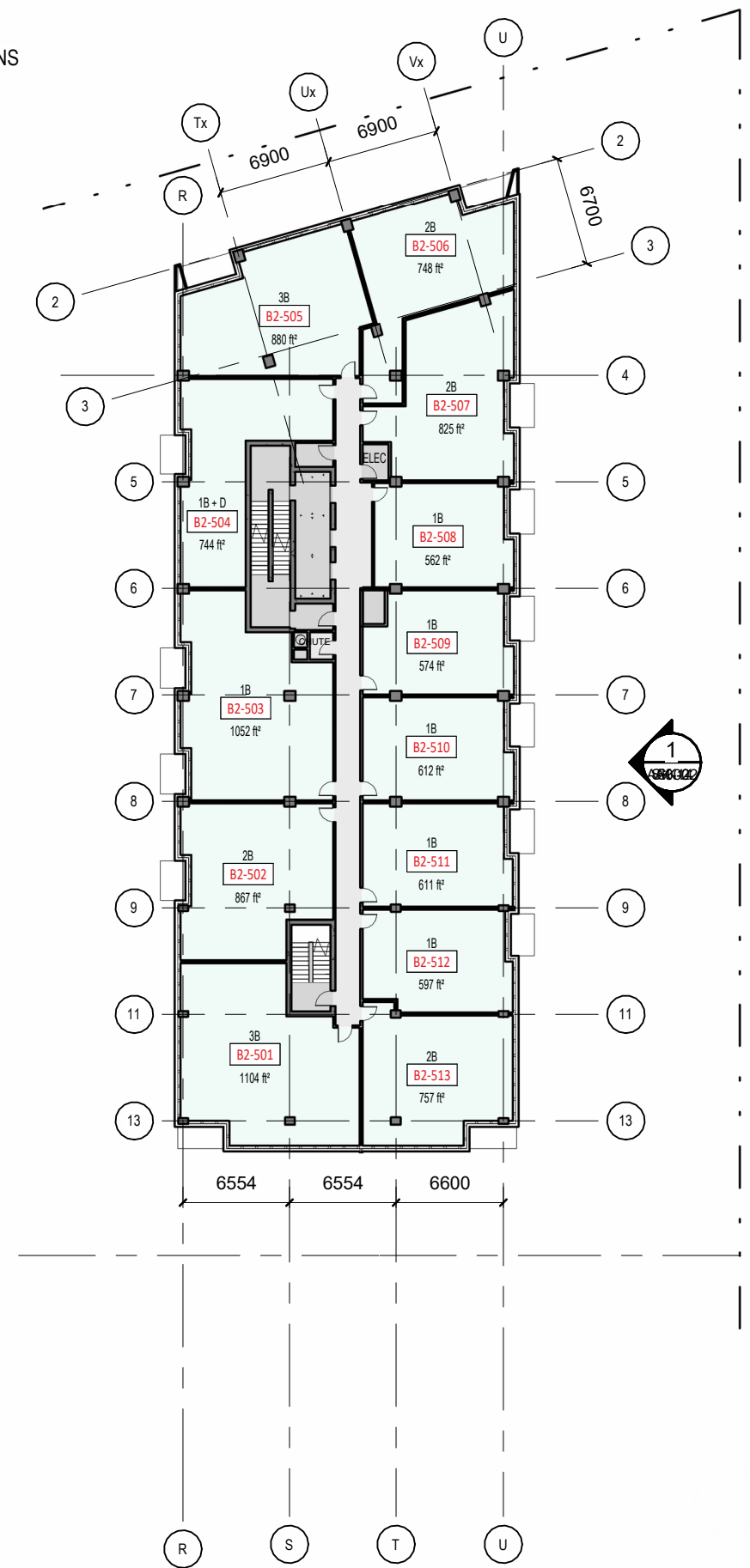
UNIT TYPE	COUNT
1B + D	9
2B	4
3B	2

TOTAL UNITS: 15



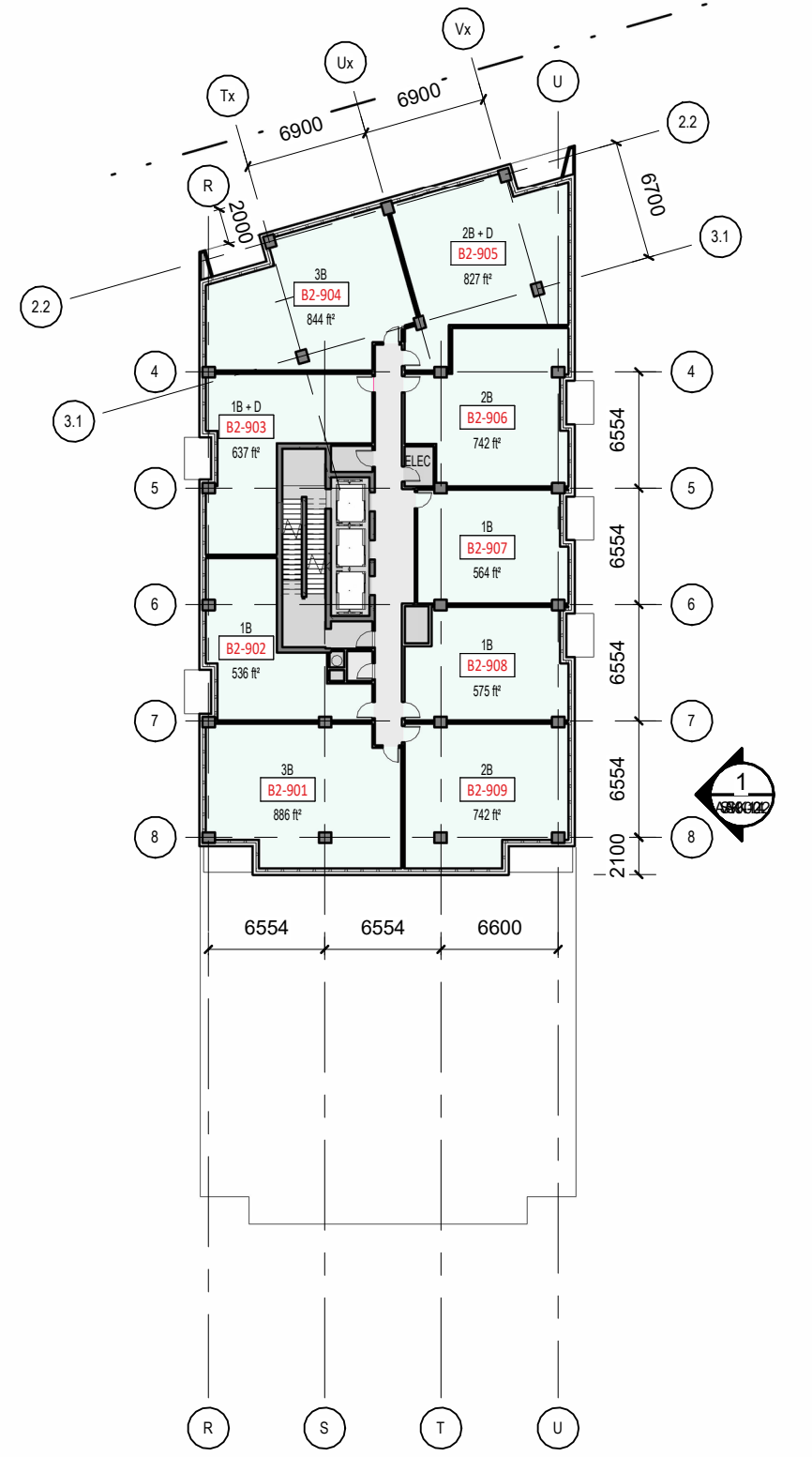
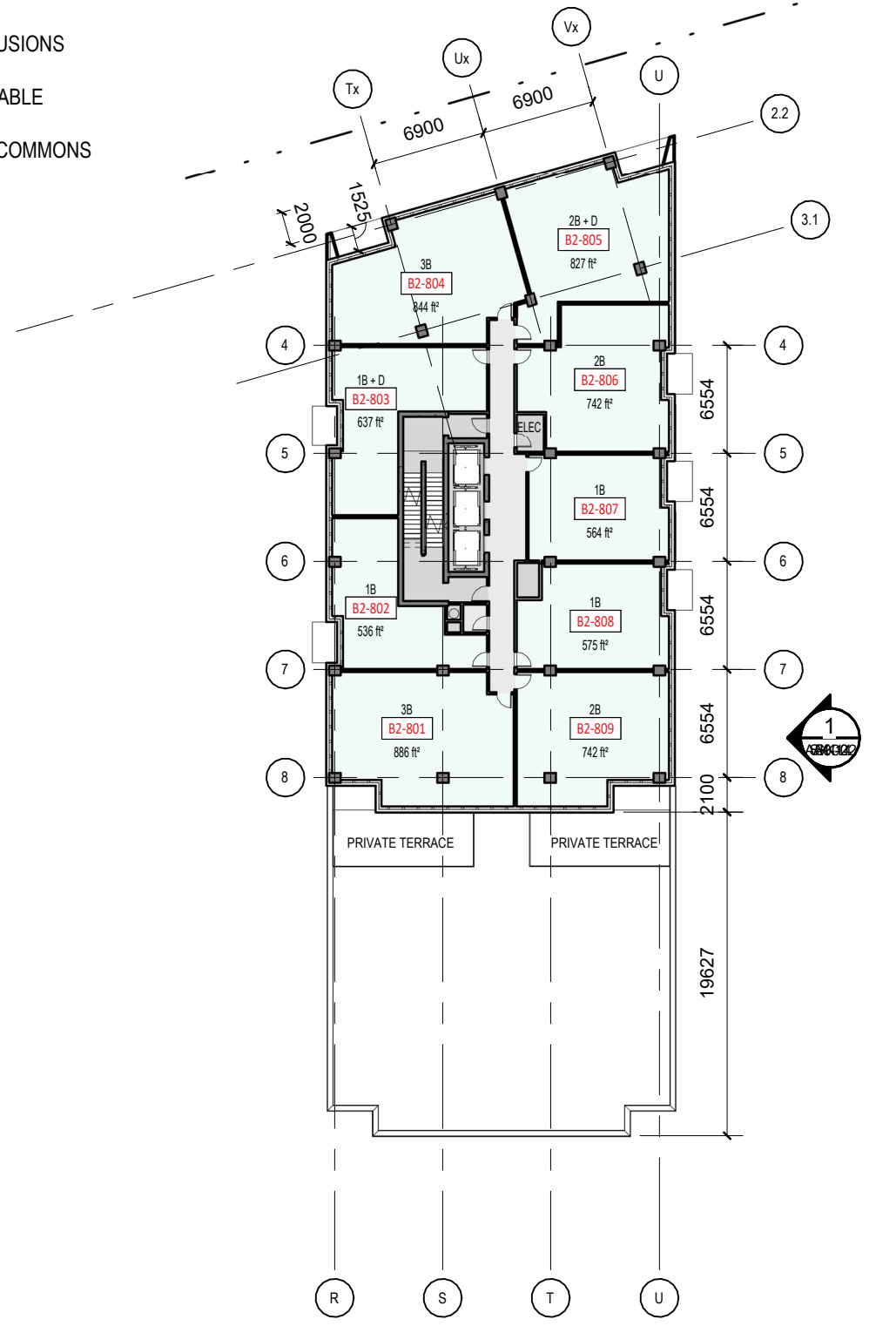
AREA

- EXCLUSIONS
- RENTABLE
- RES. COMMONS










AREA

- EXCLUSIONS
- RENTABLE
- RES. COMMONS





North Elevation

-  Brick, Brick Veneer, or Precast - TBD
Colour: Charcoal
-  Brick, Brick Veneer, or Precast - TBD
Colour: White
-  Horizontal Panel
Colour: Dark Grey
-  Horizontal Panel
Colour: Dark Grey
-  Panel
Colour: Medium Grey
-  Panel
Colour: Light Grey
-  Panel
Colour: White



BUILDING 02 (BEYOND)

BUILDING 01

West Elevation

Brick, Brick Veneer, or Precast - TBD
Colour: Charcoal

Brick, Brick Veneer, or Precast - TBD
Colour: White

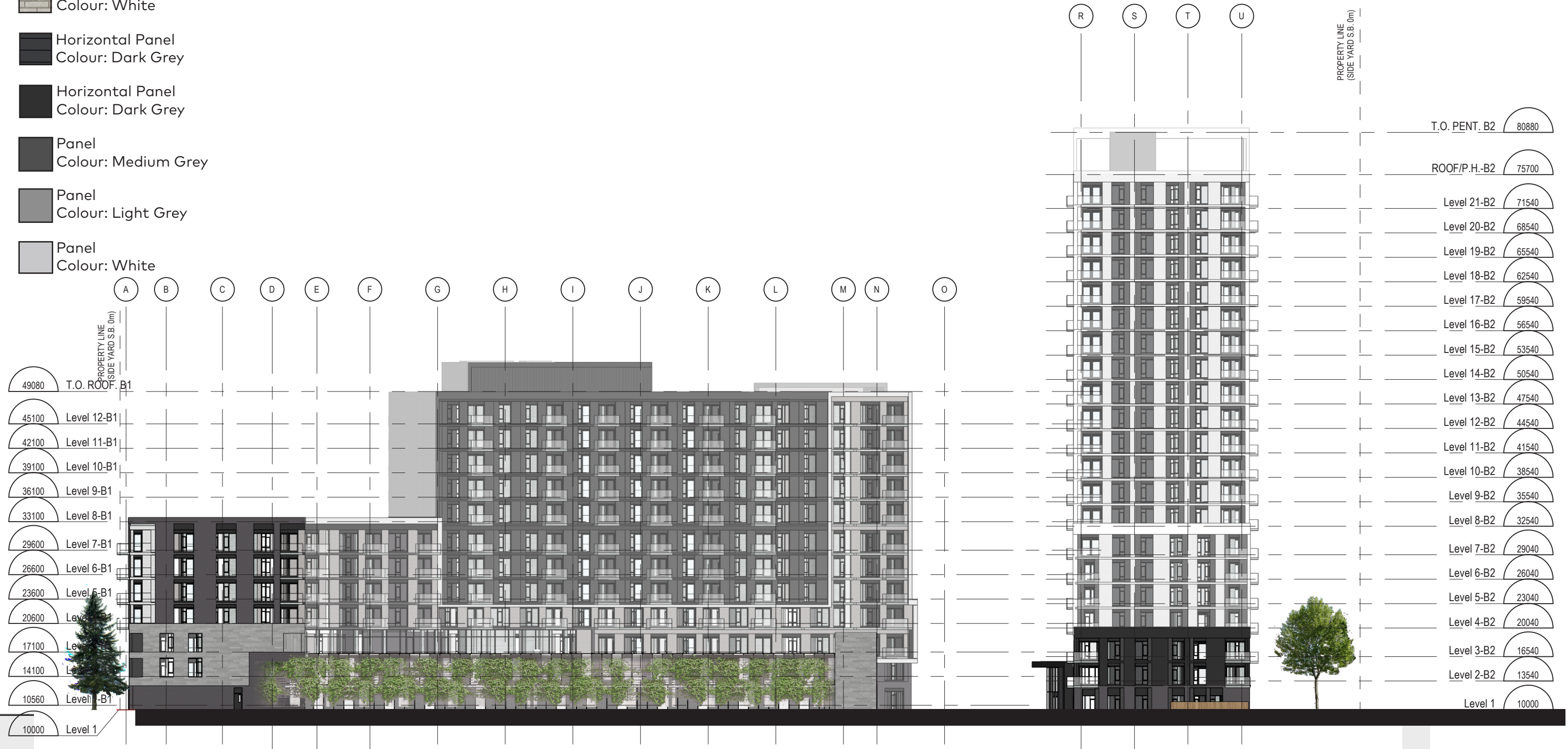
Horizontal Panel
Colour: Dark Grey

Horizontal Panel
Colour: Dark Grey

Panel
Colour: Medium Grey

Panel
Colour: Light Grey

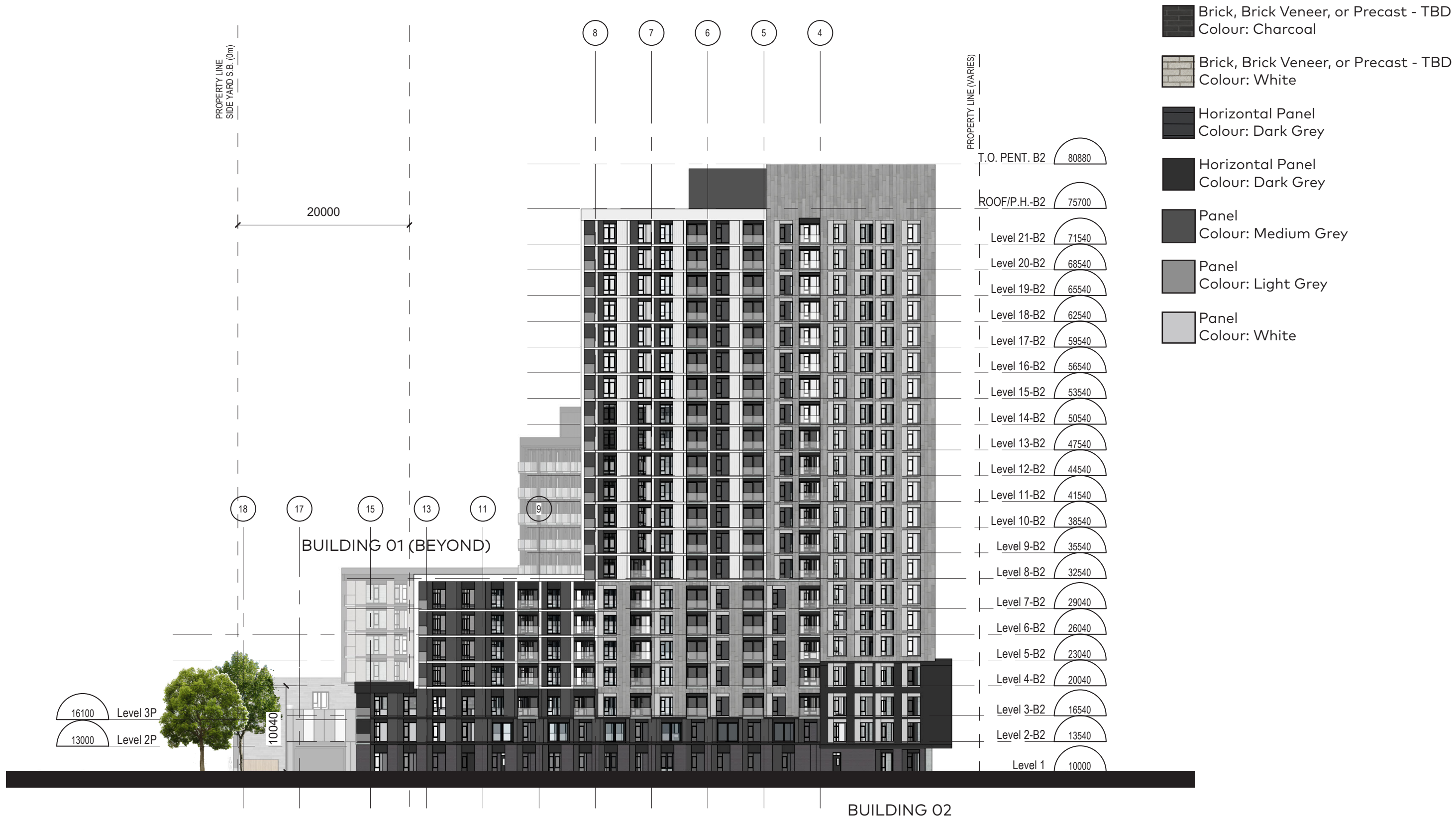
Panel
Colour: White



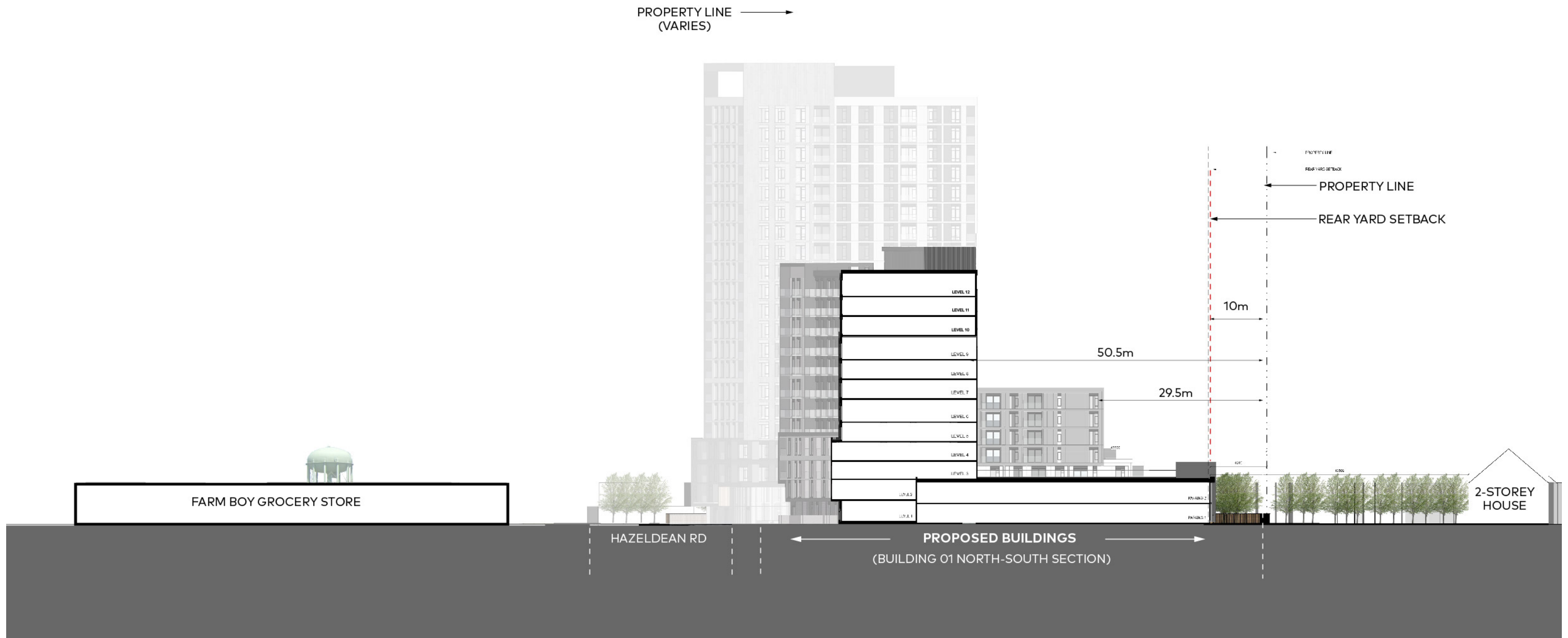
BUILDING 01

BUILDING 02

South Elevation









Sustainability Strategies

This project will explore multiple possible solutions to contribute a sustainable design to the local context. Through careful responses to existing site conditions, the proposed project will transform a suburban site into a landscaped, green, walkable, and connected development.

Located in Ontario, the project will be subject to SB-10 of the Ontario Building Code that requires the building's energy performance levels to beat the National Energy Code by 30% for standard projects of this type. This requirement helps stakeholders meet energy efficiency requirements in the Building Code and came into force on January 1, 2017. Ontario continues to promote some of the most progressive regulations in North America for reductions of Green House Gas (GHG) emissions and improvements for energy conservation in buildings. To meet these high standards, the project must provide an energy model that looks at the balance between the use of high-performance building envelope systems, the percentage amount of glazing and the mechanical systems required to heat and cool the building through the 4 seasons. An energy model will provide the design team with the best strategies to effectively and economically meet the high standards of the OBC.

The proposal is adjacent to bus stops and future bike lanes to offer active transportation options to residents. Bicycle parking will be provided in both buildings at a ratio of 1:1 per unit, making it double the minimum required by Zoning regulations.

The landscaping across the site will introduce a generous amount of trees along the rear and sides of the property. Coniferous trees will be planted strategically to mitigate the effect of wind in the winter and contribute to the privacy of neighbouring properties.

Part of the site design strategies is to continue to use a natural stormwater drainage ditch running along the north-east property line. The design will include this as a natural feature of the landscape design approach.

It is also the intent of the client to explore the use of a geothermal system.

Building 01 of the project offers a sizeable programmed terrace on the third level above the parkade. The terrace will offer abundant planting and activity spaces for residents. The south wall of the parkade will be covered with climbing plants to provide visual respite from the built form.

Other aspects that will be considered include bird safe glazing, as well as the use of white reflective roofing membranes to minimize the heat island effect created from sun absorption at the roofs' horizontal surfaces.



Contents

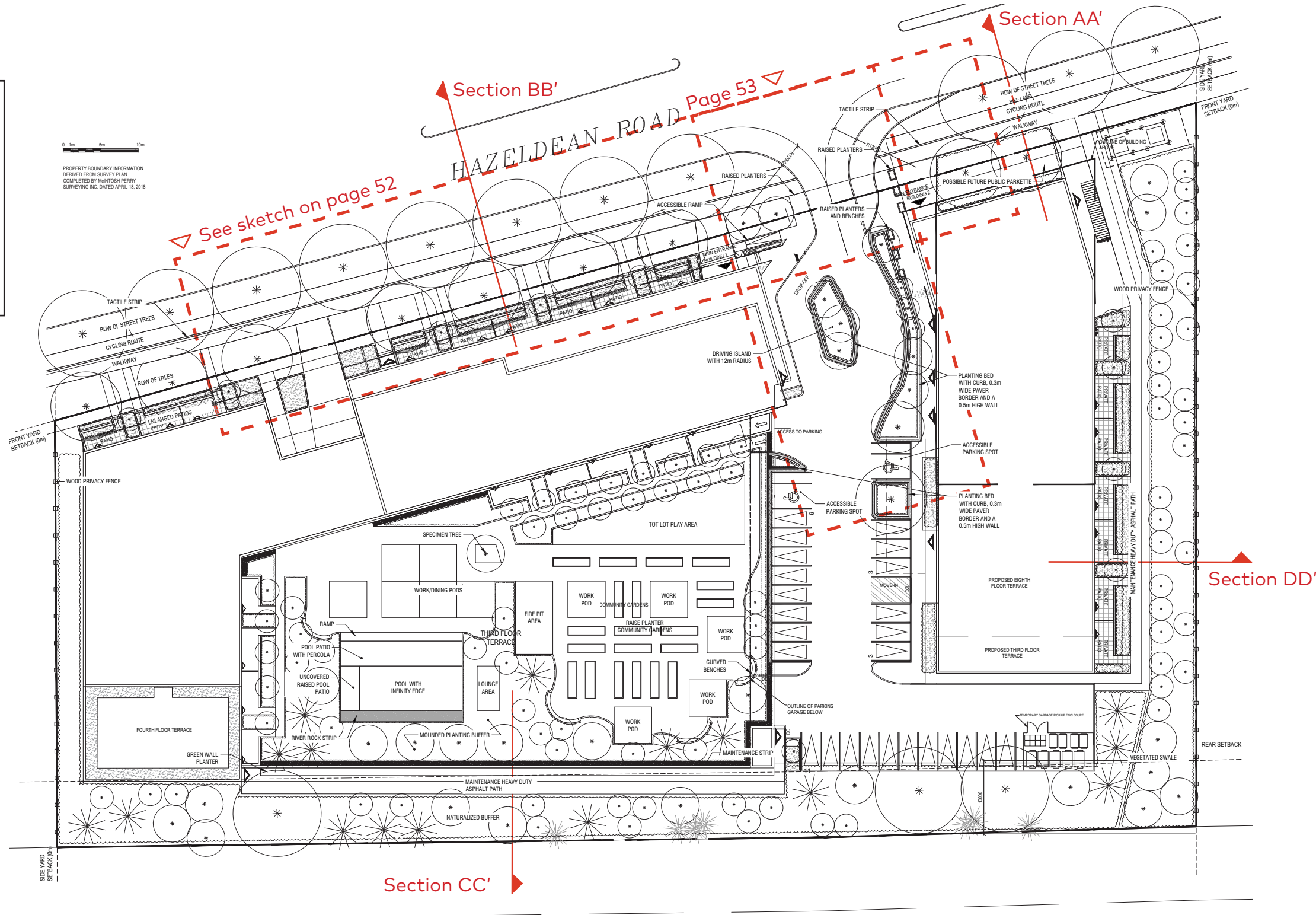
Project Description	2-13
Site, Context and Analysis	14-26
Design Research	27-49
Additional Materials - Appendix	50-56

Schematic Landscape Concept

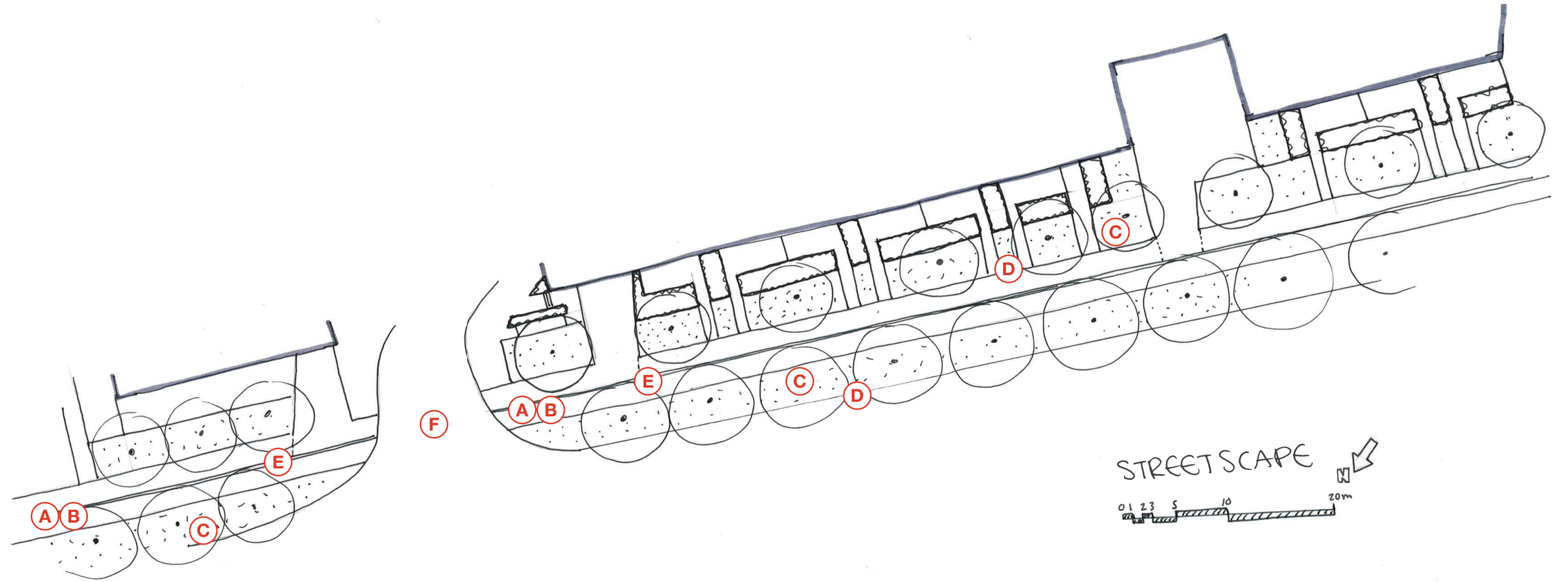
Sun Shadow Study

Refer to accompanying Shadow Analysis document

The following landscape concept pages are to convey concept/potential only. The development team will work specifically with the City of Ottawa departments in final development of streetscapes.



1 CONCEPT PLAN
L1 1:250



STREETSCAPE CONCEPT SKETCH

STREETSCAPE CONCEPT PRECEDENT IMAGES



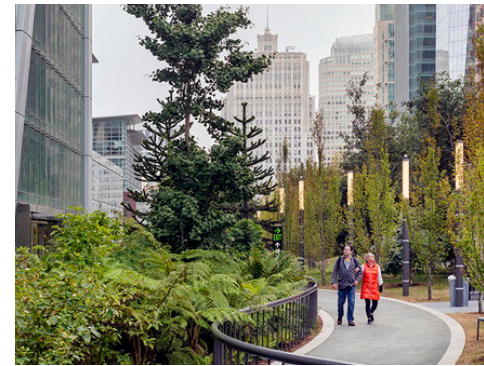
(A) TWO TONE PAVERS



(B) SEPARATE BIKE & WALKWAY



(C) MATURE TREES



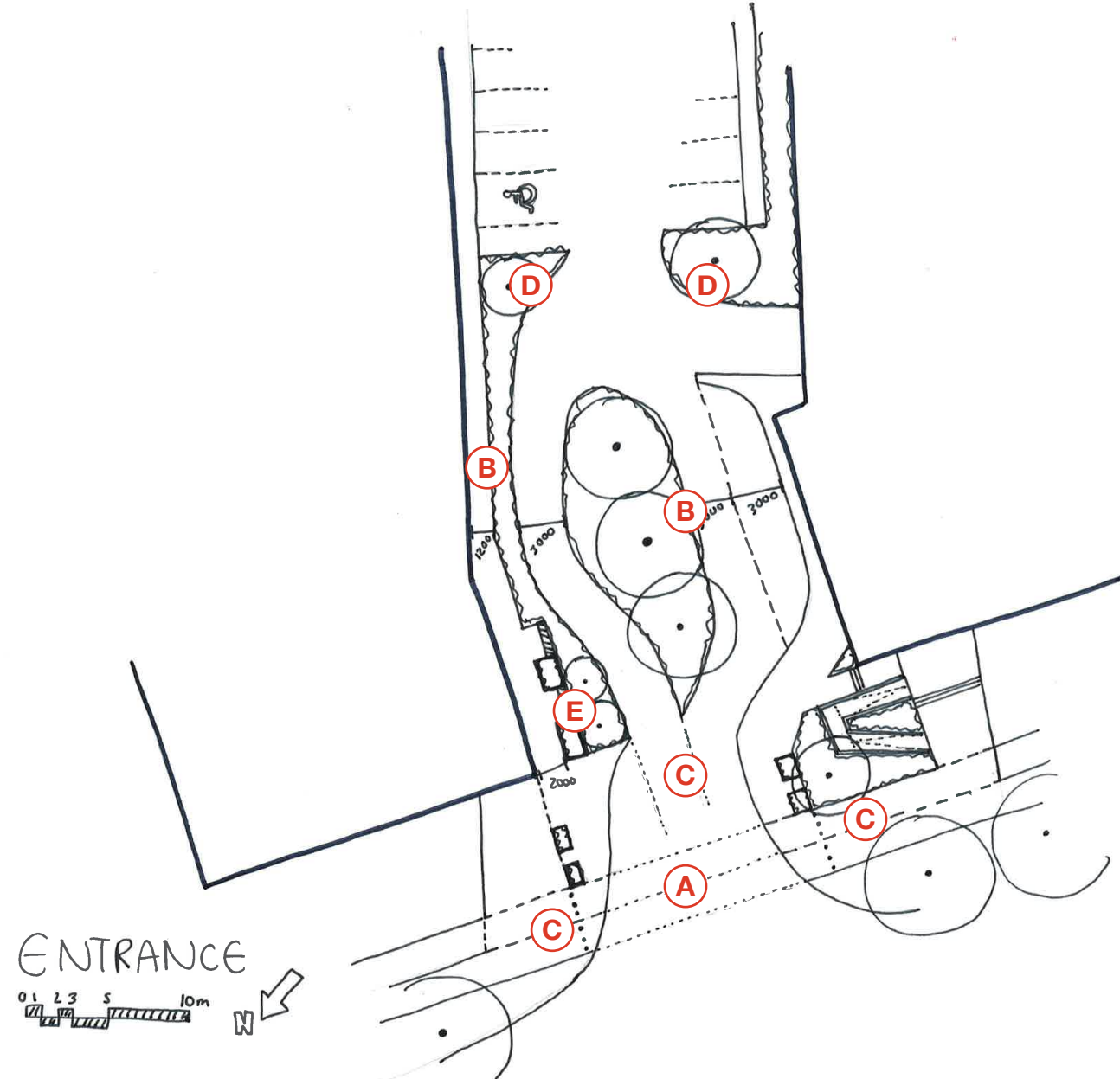
(D) LIGHTING



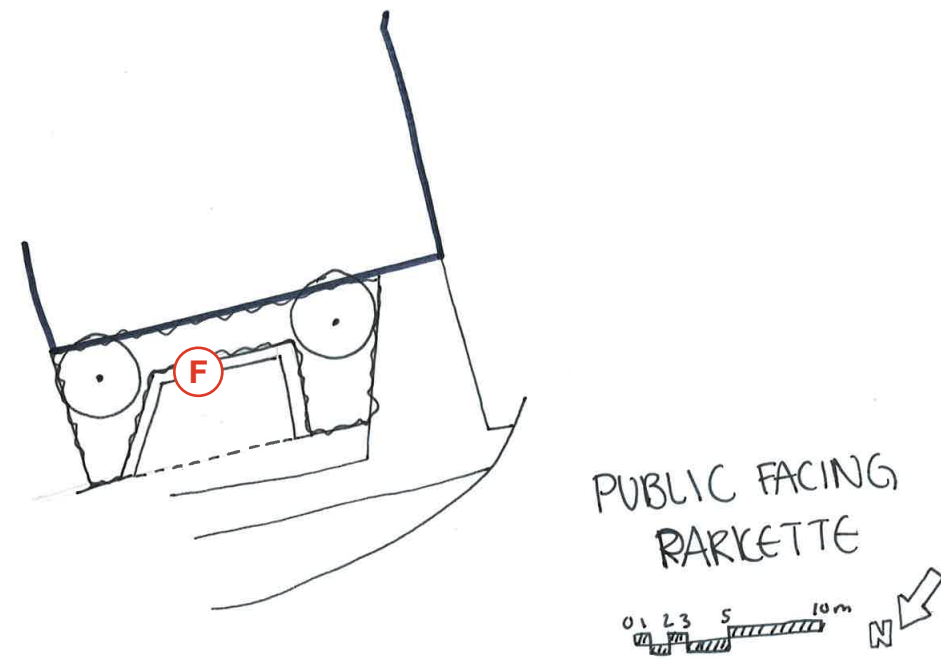
(E) TACTILE SEPARATOR



(F) TRAFFIC CALMING

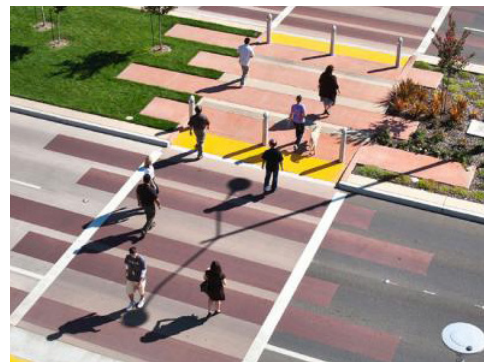


ENTRANCE CONCEPT SKETCH



PUBLIC FACING PARKETTE

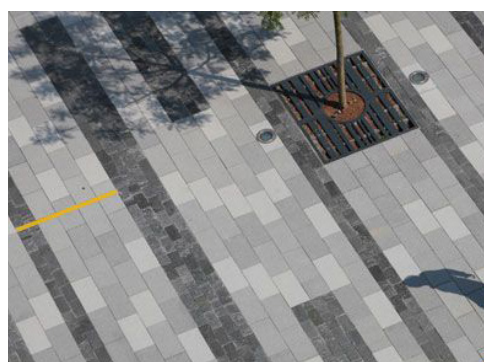
ENTRANCE CONCEPT PRECEDENT IMAGES



(A) CROSSWALK SAFETY



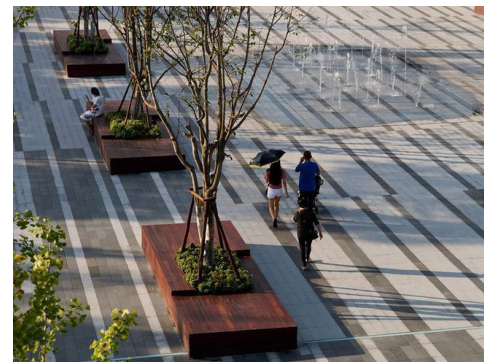
(B) LIGHTING



(C) PAVING



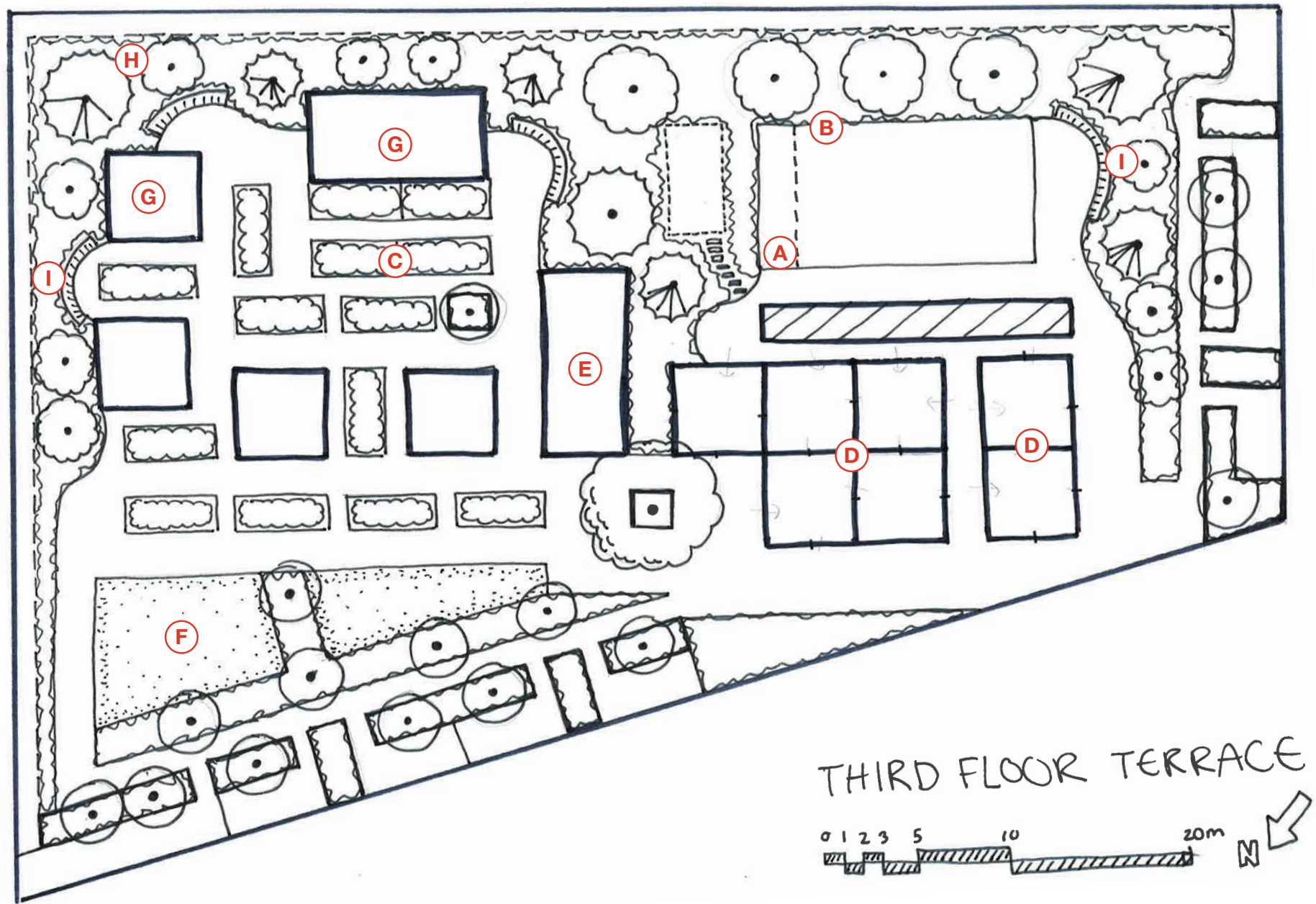
(D) SHADED PARKING



(E) PLANTERS



(F) GROUP SEATING



THIRD FLOOR TERRACE



THIRD FLOOR TERRACE CONCEPT SKETCH



I CURVED SEATING



H VEGETATED EDGE



G WORK PODS



A POOL LEDGE



B VEGETATED POOL EDGE



C COMMUNITY GARDENS



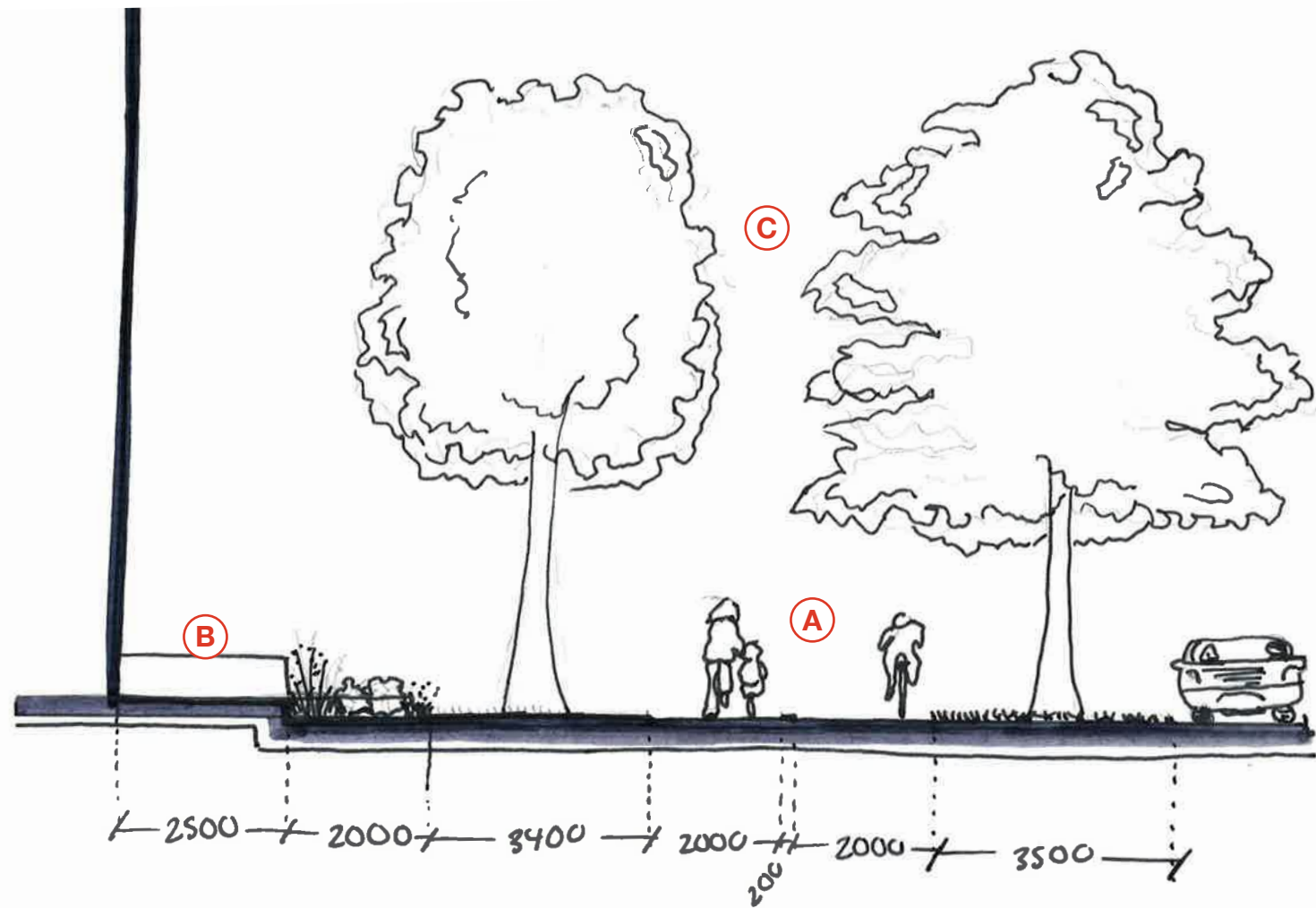
D KITCHEN PODS



E MOVIE THEATER



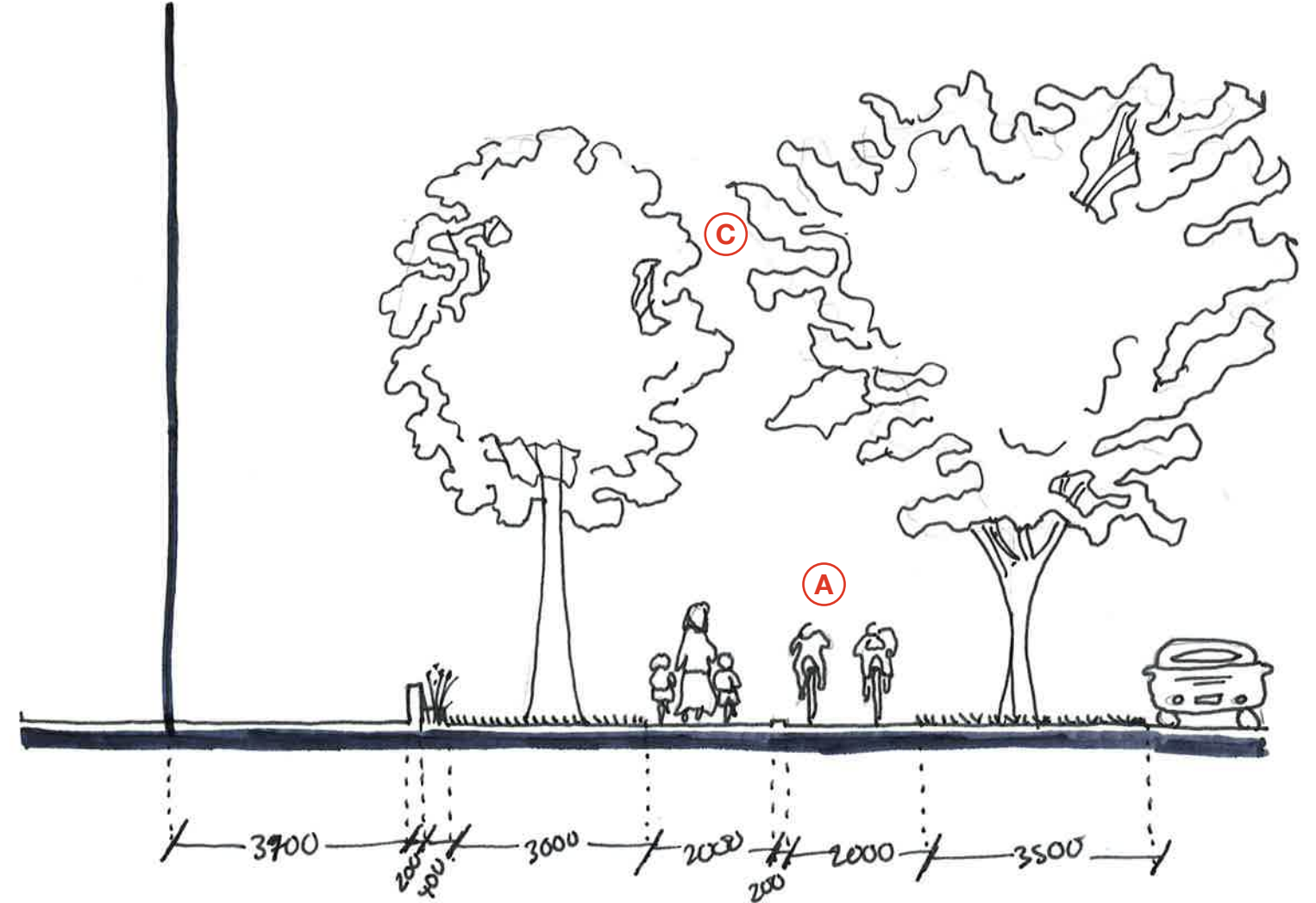
F PLAY AREA & PLANTED EDGE



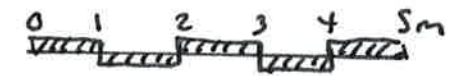
SECTION AA'



SECTION AA' SKETCH



SECTION BB'



SECTION BB' SKETCH



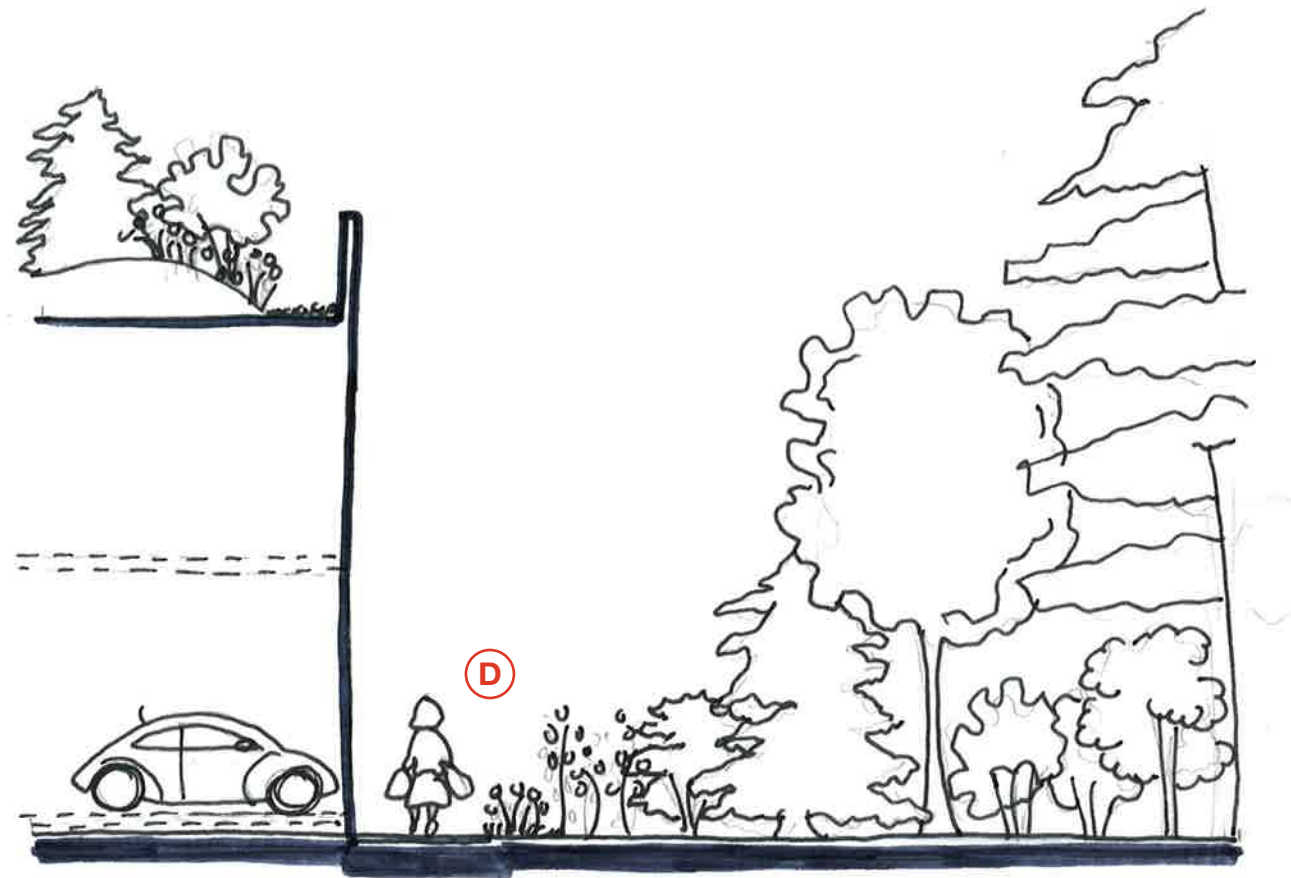
(A) PEDESTRIAN CIRCULATION



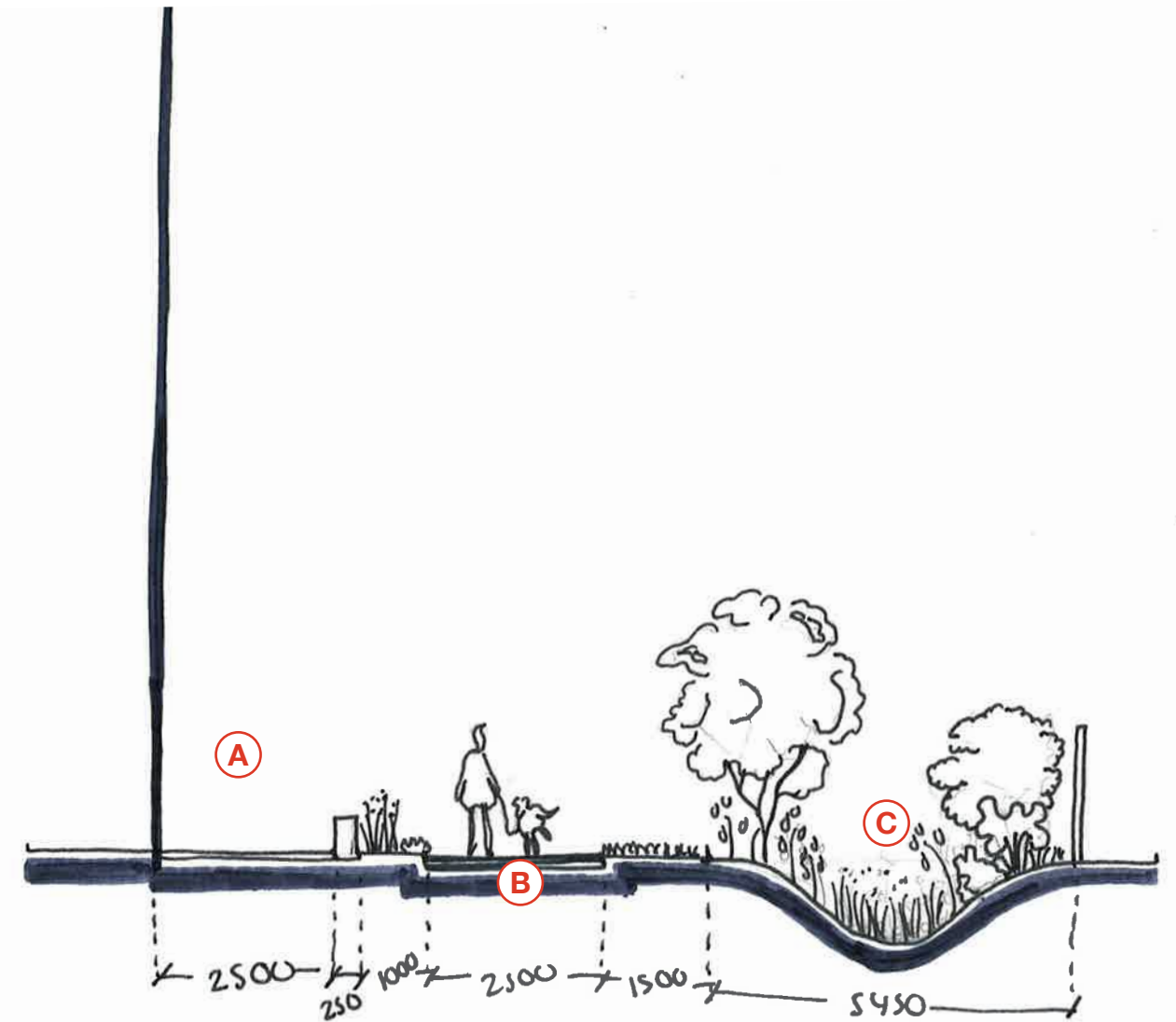
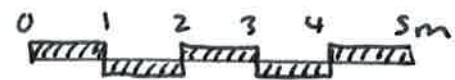
(B) GROUND LEVEL UNITS



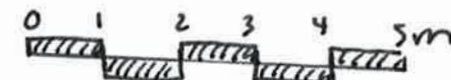
(C) ARCHING TREES



SECTION CC'

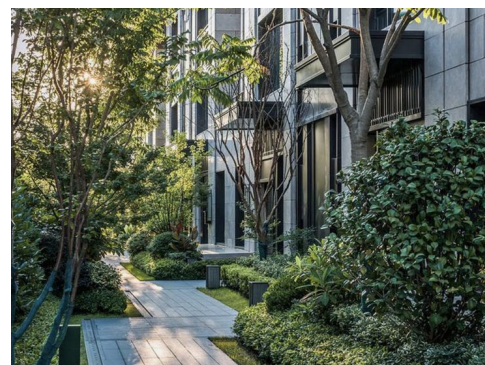


SECTION DD'



SECTION CC' SKETCH

SECTION DD' SKETCH



(A) PRIVATE PATIOS



(B) HEAVY DUTY ASPHALT PATH



(C) VEGETATED SWALE



(D) VEGETATED WALKWAYS