FOTENN

5872, 5880, 5884 Hazeldean Road and 7 Savage Drive

Planning Rationale
Zoning By-law Amendment
November 14, 2025

FOTENN

Prepared for Hazeldean Heights Inc.

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1.0 Executive Summary 1

1.1 Purpose of the Application 1

2.0 Subject Property and Surrounding Context 2

2.1 Subject Property 2
2.2 Surrounding Context 2
2.3 Transportation Context 5

3.0 Proposed Development 8

3.1 Overview 8
3.2 Unit Typology 10
3.3 Parking 10
3.4 Materiality 11
3.5 Massing 12
3.6 Relationship with the Surrounding Planned Context 14
3.7 Angular Plane 16

4.0 Policy and Regulatory Review 18

4.1 Provincial Planning Statement (2024) 18
4.2 City of Ottawa Official Plan (2022, as amended) 20
4.2.1 Strategic Direction 21
4.2.2 Cross Cutting Issues 22
4.2.3 Growth Management Framework 23
4.2.4 Transect and Land Use Designation 24
4.2.5 Schedule C16: Road Classification and Rights-of-Way Protection 26
4.2.6 Urban Design 26
4.2.7 Housing 27
4.2.8 Support the Shift Towards Sustainable Modes of Transportation 28
4.3 Urban Design Guidelines for High Rise Buildings 29
4.4 Urban Design Guidelines for Development Along Arterials Mainstreets 36
4.5 Bird-Safe Design Guidelines 37
4.6 City of Ottawa Comprehensive Zoning By-law (2008-250) 37
4.6.1 Provisions for High-rise Buildings (Section 77) 41
4.7 Parkland Dedication By-law 41

5.0 Proposed Zoning By-law Amendment 42

6.0 Supporting Studies 44

6.1 Geotechnical Study 44
6.2 Transportation Impact Assessment 44
6.3 Pedestrian Level Wind Study 45
6.4 Environmental Noise Control Study 46
6.5 Tree Conservation Report 47
6.6 Site Servicing Study 47
6.7 Phase One Environmental Site Assessment 48

7.0 Public Engagement Strategy 49

8.0 Conclusion 50

1.0 Executive Summary

Fotenn Planning + Design ("Fotenn") has been retained by Hazeldean Heights Inc. to prepare this Planning Rationale in support of a Zoning By-law Amendment application for the property municipally known as 5872, 5880, 5884 Hazeldean Road and 7 Savage Drive ("the subject property") in the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and as of right development and determine whether it is appropriate for the subject property and compatible with existing adjacent developments and the surrounding community.

The Hazeldean Heights applicant team intends to introduce a vibrant and modern development in the Stittsville neighbourhood, providing critical intensification and optimizing land use efficiency.

In October 2024, the development team held a Phase 1 pre-consultation with City Staff regarding a Zoning By-law Amendment application for the proposed development at the subject property. The team presented a concept plan showing the design of the proposed development, comprised of a 25-storey tower, a 19-storey tower, and a four (4) storey stacked townhouse building.

In February 2025, the development team attended the Urban Design Review Panel (UDRP) and presented the same proposed concept, comprised of a 25-storey tower, a 19-storey tower, and a four (4) storey stacked townhouse building.

This Planning Rationale addresses Supportability Comments received from the City of Ottawa on October 28th, 2025.

1.1 Purpose of the Application

The purpose of this Major Zoning By-law Amendment application is to facilitate the proposed development of the subject property, which has been refined since the Pre-Consultation meeting and UDRP, and now consists of a 25-storey high-rise mixed-use building, a 19-storey mixed-use building, and a four (4) storey low-rise apartment building, rather than a stacked townhouse. The proposed development also features an internal road, turning loop, and a courtyard, located centrally within the property. The proposed Major Zoning By-law Amendment application aims to modify the subject property's zoning from General Mixed-Use, subzone 14, with a height suffix of 11 metres – GM14 H(11) and Residential First Density, subzone D – R1D, to General Mixed-Use – GM.

A zoning exception are proposed to ensure that the site-specific conditions and neighbourhood context are considered and respected in the Zoning By-law Amendment (ZBLA) process, specifically regarding the respectful transition towards the low-rise community to the south of the subject property. The exception and schedule will control built form, height, and the provisions of important amenity space, and ensure an adequate transition to protect the low-rise character of the neighbourhood, while recognizing the potential for increased residential density on the property. The rezoning is intended to implement the residential growth direction and design standards of the Official Plan.

1.1.1 Requested Zoning By-law and Exception

The proposed Zoning By-law Amendment recommends amending the zoning provisions on the entire subject property to the "General Mixed Use, Exception XXXX, (GM[XXXX])" to permit the proposed development. The proposed amendments include permitting: a high-rise development, a reduced rear yard setback, and a reduced amount of required resident, commercial, and visitor parking spaces.

2.0
Subject Property and Surrounding Context

2.1 Subject Property

The subject property, consisting of 5872, 5880, and 5884 Hazeldean Road and 7 Savage Drive, has a total area of approximately 5,857 metres squared (0.58 hectares or 1.43 acres), with approximately 78 metres of frontage along Hazeldean Road, approximately 67 metres of frontage along Savage Drive and a depth from Hazeldean of approximately 90 metres. The front portion of the subject property, corresponding with 5872, 5880 and 5884 Hazeldean Road, is currently occupied by an automobile dealership. The automotive dealership at the front portion of the property is characterised by a large area of surface parking and two buildings. One is used as an office and the other a maintenance garage for the existing automobile dealership. 7 Savage Drive is currently occupied by a single-storey, detached dwelling.

The subject property has a relatively flat topography and is at an elevation between 105 and 112 metres above sea level (ASL). Surrounding local topography generally slopes downwards towards a creek, which is located approximately 190 metres to the east the subject property.

Figure 1: Aerial Image of the subject property

2.2 Surrounding Context

The following generally describes the land uses surrounding the subject property:

North: The lands immediately to the north of the subject property are occupied by the Hazeldean Road right-of-way (ROW), measuring approximately 32.5 metres wide. On the north side of Hazeldean Road, the area is characterized by low-rise commercial buildings, a gas station, single detached residential dwellings, and a modular home community.

Further north lies the Stittsville North neighbourhood, which is predominantly composed of low-rise, detached dwellings.

East: The lands immediately east of the subject property are occupied by an autobody shop and an associated large at-grade surface parking lot. Further east is a business park along Sweetnam Drive.

South: The lands immediately south of the subject property are occupied by low-rise detached residential dwellings. Amberway Park is located approximately 30 metres south-west of the subject property, providing a basketball key and play area. Furter south is a continuation of the low-rise residential neighbourhood, consisting of detached dwellings.

West: The lands immediately west of the subject property are occupied by the Savage Drive ROW, measuring approximately 20 metres wide. On the west side of Savage Drive, the built form consists of low-rise commercial buildings fronting Hazeldean Road and low-rise residential dwellings fronting Savage Drive. Further west along Hazeldean Road, the area transitions to additional low-rise commercial uses, followed by three (3) storey stacked townhouse dwellings developed as part of a Planned Unit Development (PUD).

2.2.1 Complete Community Features

While typical of most suburban Ottawa communities, in comparison to Ottawa's more established downtown communities, the Stittsville neighbourhood is not well served by amenities and services which are critical to the development of a complete community. The City of Ottawa has conducted 15-minute neighbourhood mapping, to assess the service and amenity access for residential parcels across the urban area of the City of Ottawa. The subject property scored 7 out of 10 with the rating being above average for the area, reflecting the following amenities within a 15-minute walk:

- One (1) future LRT stop;
- One (1) bus stop;
- One (1) retail store;
- Four (4) parks;
- One (1) childcare facility;
- Four (4) health services; and
- One (1) indoor community centre, recreational facility and/or library.

Increased development, as targeted along Hazeldean Road, is anticipated to lead to an increased response to the need for enhanced amenities and services in the immediate area.

2.2.2 Parks

Beyond the 15-minute neighbourhood mapping exercise, there are 12 parks and greenspaces within a one (1) kilometre radius of the subject property. This includes: Amberway Park; Lower Poole Creek Corridor; Sweetnam Park; Fringewood Park and Community Centre; Fringewood Park - Phase 2; Paul Lindsay Park; Stormwater Management Area at 53 Stowgrass Crescent; Bryanston Gate Park; Johnwoods Street Linear Park; Albert Argue Black Park; Poole Creek Ravine; and Tempest Park.

These parks and greenspaces provide a range of amenities such as soccer fields, basketball courts, a ball diamond, play structures, a sledding hill, an outdoor rink, and dogs on- and off-leash areas.

Figure 2: Photos of the subject property and surrounding context

Figure 3: Aerial images of the island surrounding the subject property

2.3 Transportation Context

2.3.1 Transit Network

The subject property benefits from its position along Hazeldean Road, a Transit Priority Corridor, as identified in Schedule C2 of the Official Plan (Figure 4 below). The subject property has access to the following transit services within a short walking distance:

- Frequent bus route 61 (Stittsville ⇄ Tunney's Pasture) and 62 (Stittsville ⇄ Tunney's Pasture) offer service approximately every 15-20 minutes, providing quick and convenient access to a central location within the city. Tunney's Pasture is a major transit hub offering numerous bus connections and access to the LRT Confederation Line 1.
- Connection bus routes 266 (Springbrook ⇄ Tunney's Pasture), 263 (Tunney's Pasture ⇄ Richmond), and 261 (Kimpton ⇄ Tunney's Pasture) provide convenient connection to the O-Train weekdays during peak-periods only. While these operate at lower frequencies, they provide valuable service and enhance overall connectivity and coverage within the public transit network.

Nearby bus stops include:

- **Hazeldean / Savage**: The westbound stop is located immediately across the Hazeldean right-of-way from the subject property, while the eastbound stop is located approximately 30 metres east along Hazeldean Road. This stop offers service to the following bus routes: 61, 261, and 263.
- **Iber / Hazealdean**: The westbound stop is located on the west side of Iber Road, while the eastbound stop is located on the east side of Iber Road. Both are approximately an 800 metre walk from the subject property and offer service to bus route 62.
- **Springbrook / Old Orchard**: This stop is approximately a 575 metre walk east from the subject property offers service to bus route 266.

Section 4.1.4, Policy 2 of the Official Plan directs that minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced (a) along Corridors and (b) within a 300-metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route.

As the subject property is within a 300-metre radius of existing street transit along a Transit Priority Corridor, minimum parking requirements may be reduced or eliminated.

Significant transit expansions are underway as part of the City of Ottawa's Stage 2 LRT project, which will add 44 kilometres of rail and 24 new stations to the existing network. Line 1 will be extended east to Trim Road in Orléans and west to Algonquin College, connecting to a newly created Line 3 to Moodie Drive. These expansions are expected to be completed by 2027 with Stage 3 to follow, extending Line 3 westward to Kanata and Line 1 south to Barrhaven. The westbound Line 3 will terminate at Hazeldean Station, approximately 1.2 kilometres from the subject property on the pedestrian network. 1.2 kilometres on the pedestrian network is considered equivalent to a 15-minute walk in the Official Plan, per Policy 1(c) in Subsection 4.1.2.

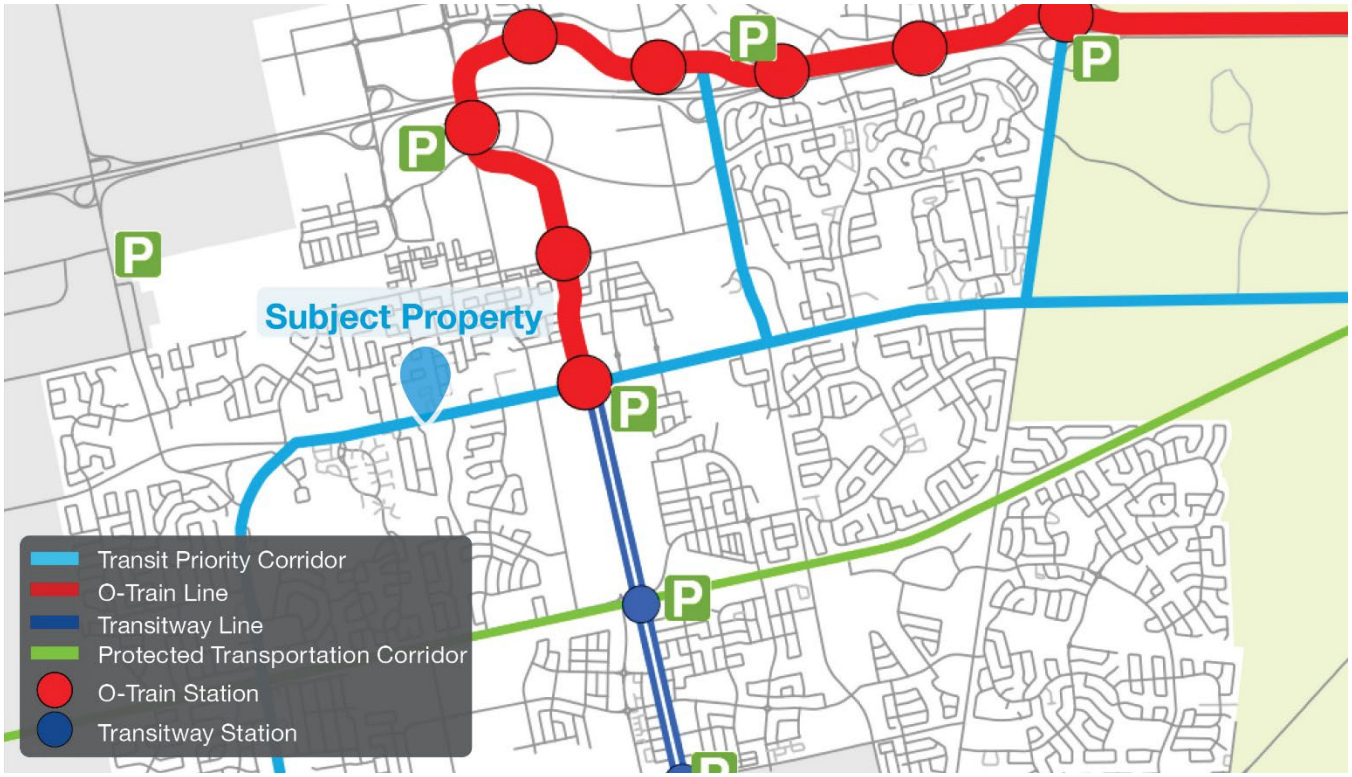

Figure 4: Transit network (Schedule C2 of the Official Plan)

2.3.2 Road Network

The subject property benefits from its location at the corner of Savage Drive, a Local Road, and Hazeldean Road, an Arterial Road, as classified in Schedule C4 of the Official Plan (Figure 5 below). Arterial roads are major roads of the city that carry large volumes of traffic over long distances and function as major public and infrastructure corridors in the urban communities.

Approximately 2.5 kilometres to the east, Terry Fox Drive runs north-south and connects to Highway 417 via both eastbound and westbound ramps, supporting regional mobility within Ottawa and the broader area.

This location supports efficient vehicular circulation and strong regional and local accessibility.

Figure 5: Urban road network (Schedule C4 of the Official Plan)

2.3.3 Active Transportation Network

The subject property benefits from reasonable access and connectivity to the local active transportation network. Hazeldean Road features bike lanes on both sides, which connect to additional cycling infrastructure, including paved shoulders along Iber Road and bike lanes along Terry Fox Drive to the east. To the south, a network of pathways within the residential neighbourhood links to the more extensive Carleton Place Rail Corridor via Abbott Street East. While there is additional active transportation infrastructure throughout the surrounding area, it is somewhat fragmented.

The City's Transportation Master Plan envisions improvements in this area, including planned Cross-Town Bikeways, which will enhance cycling connectivity and contribute to a more cohesive and robust active transportation network.

Taken together, these elements form an increasingly well-connected active transportation system.

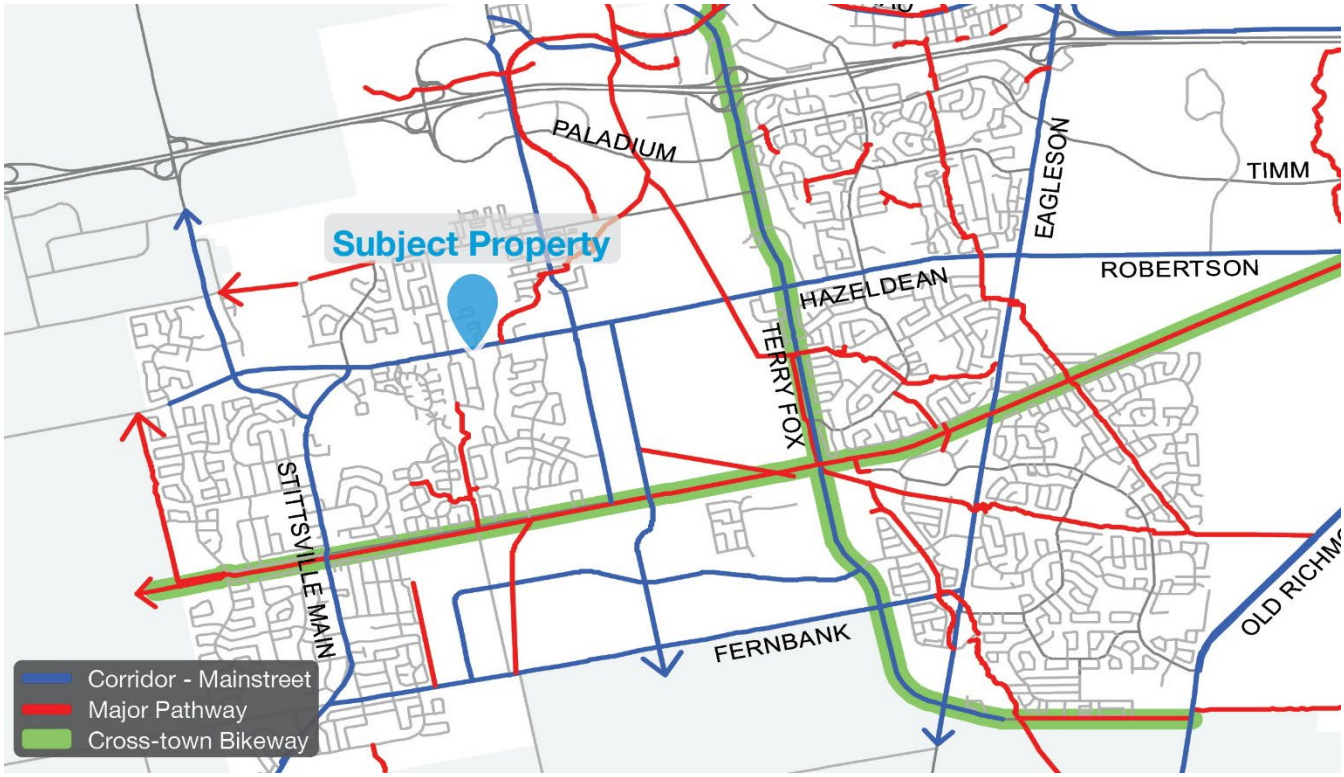

Figure 6: Active transportation network surrounding the subject properties (Transportation Master Plan – Map 1, Cycling Network)

3.0 Proposed Development

3.1 Overview

The proposed development features a 25-storey high-rise mixed-use building (Building B) located in the north-east section of the property, a 19-storey mixed-use building (Building A) located in the north-west corner of the property, and a four (4) storey low-rise apartment building (Building C) located in the south of the property. The proposed development also features an internal road, turning loop, and a courtyard, located centrally within the property.

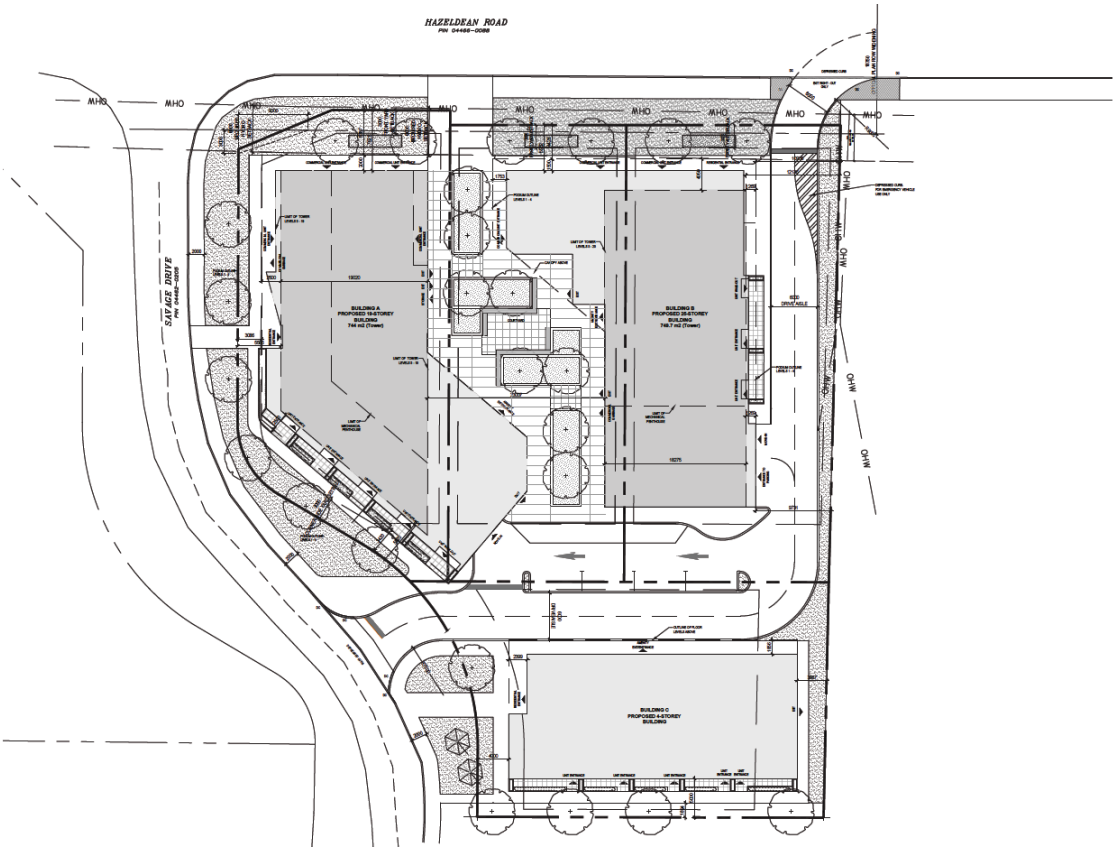

Figure 7: Excerpt of the Site Plan (Source: Figurr Architects Collective)

Building A is 60 metres in height, with a footprint of 1,183 metres squared, total gross area of 15,692.7 metres squared, and a tower floorplate of 746.18 metres squared. It is setback 5.8 metres from the front lot line and 3 metres from the corner side yard lot line. Tower A has a 2 metres stepback from the podium at the front and a 2.5 metres stepback from the exterior side. Building A has a total of 174 residential units and two (2) commercial units at grade, fronting onto Hazeldean Road. The commercial units have a combined area of 189.72 squared metres.

Building B is 78 metres in height, with a footprint of 1,116 metres squared, total gross area of 20,015.5 metres squared, and a tower floorplate of 749.73 metres squared. It is setback 4.4 metres from the front lot line and 9.7 metres from the interior side yard lot line. Tower B has a 4 metre stepback from the front and a 1.2 metre stepback from the interior side. Building B has a total of 247 residential units and two (2) commercial units at grade, fronting onto Hazeldean Road. The commercial units have a combined area of 248.65 squared metres.

Building C is 13.5 metres in height, with a footprint of 672 metres squared, total gross area of 2,597.2 metres squared. It is setback 4 metres from the corner side yard lot line, 3.9 metres from the interior (east) side yard lot line, and 5 metres from the rear (south) yard lot line. Building C has a total of 35 residential units.

In total, the proposed development includes 456 residential units and four (4) commercial units. The proposed development has a residential density of approximately 779 units per hectare.

A total of 4,415 square metres of amenity space is provided, including 1,497 square metres of communal space and 2,918 square metres of private amenity space in the form of balconies. Building A features a large indoor amenity room at grade, with an area of 130.11 squared metres, and on the fifth floor, it has a smaller indoor amenity room measuring 31.85 squared metres and a large outdoor amenity space measuring 216.83 squared metres. It also features a large

outdoor rooftop amenity area measuring 331.13 squared metres. Building B has an indoor amenity room at grade, with an area of 75.11 squared metres, and on the fifth floor, it has a smaller indoor amenity room measuring 33.52 squared metres and a large outdoor amenity space measuring 209.76 squared metres. Building C has a large indoor amenity room at grade, with an area of 122.71 squared metres.

Resident parking is located underground at a rate of 0.35 per unit, providing a total of 148 spaces. Visitor parking includes 82 underground spaces and four (4) surface spaces, totalling 86 visitor spaces. A total of 319 bicycle parking spaces are also provided underground.

A total of 17 new trees are proposed along the front, exterior side yard, and rear property lines, establishing a continuous green edge that will frame the development and contribute to the streetscape and overall neighbourhood character. These plantings will create a visual buffer between the proposed buildings and adjacent properties, while also supporting urban cooling. An additional eight (8) trees are proposed within the interior courtyard, contributing to a pleasant microclimate and pedestrian-friendly environment for residents. Together, these plantings will establish a cohesive tree canopy around the property's perimeter and throughout the central courtyard area. Further soft landscaping and decorative plantings will be incorporated through raised planters across the property, contributing to an attractive, high-quality public realm and improving environmental performance.

3.2 Unit Typology

The unit typology is broken down in the table below:

Unit Type	**Total Number of Units**	**Percentage of Total Units**	**Building A**		**Building B**		**Building C**	
Studio	20	**4.39%**	0	0%	20	8.34%	0	0%
1-Bedroom	249	**54.61%**	94	54.02%	126	51.01%	29	82.86%
1-Bedroom + Den	25	**5.34%**	18	10.34%	4	1.62%	3	8.57%
2-Bedroom	144	**31.58%**	44	25.3%	97	39.27%	3	8.57%
2-Bedroom + Den	18	**3.95%**	18	10.34%	0	0%	0	0%
All	**Total units: 456**		Total units: 174		Total units: 247		Total units: 35	

3.3 Parking

As noted in the accompanying Transportation Impact Assessment, the proposed development is expected to add some pressure to on-street parking in the surrounding area due to the elimination of minimum commercial parking spaces and reduction of visitor parking spaces, however, this demand is anticipated to remain within reasonable limits. The site fronts onto a Mainstreet corridor, where on-street parking is not currently provided, and a local side street where on-street parking begins approximately 110 metres south of the intersection and continues on both sides of the street through the surrounding neighbourhood.

Based on site observations and a review of existing conditions, there appears to be ample on-street parking capacity within the adjacent residential area to accommodate occasional visitor or short-term commercial parking demand. Given the availability of street parking throughout the local network, any potential overflow from the proposed development is expected to be minimal and distributed without displacing existing neighbourhood users.

Over time, as Stittsville continues to evolve and as public transit and active transportation infrastructure improve, reliance on private vehicles is expected to decline. The existing on-street parking supply provides sufficient supply to accommodate visitor and commercial demand associated with the proposed development.

3.4 Materiality

The proposed towers are designed in a contemporary urban aesthetic, one that seeks to harmonize with the evolving architectural landscape of Stittsville and Ottawa at large. The massing, articulation, and detailing reflect a modern sensibility while the materiality remains rooted in the local architectural vernacular. The buildings are not conceived as standalone objects, but rather as integrated elements of a larger, thoughtful urban composition.

The material palette plays a key role in expressing the design intent. Red brick in the tower podiums acts as a primary cladding material, chosen for its timelessness, and strong contextual relevance. It is a hallmark of Ottawa and Stittsville's residential character, and its inclusion here helps the towers sit comfortably within the broader neighbourhood identity.

Figure 8: Rendering of the proposed development, highlighting its materiality.

To complement the masonry and introduce a contemporary layer, the design incorporates a panelized metal cladding system in a variety of tones. This introduces subtle variation and depth to the facade while avoiding an overly flashy or dominant appearance. The metal panels are arranged in a rhythm that contrasts yet complements the solidity of the masonry base, creating a refined interplay between traditional and modern design languages.

Balconies are treated as a key design feature, contributing both to the functionality and the aesthetic rhythm of the towers. The design incorporates alternating balcony placements that break from repetitive patterns and introduce a sense of movement along the facades. This approach enhances visual interest and softens the tower form, lending a more playful and engaging character to the buildings.

Another key design feature of this concept is the integration of vibrant yellow paneling on the façade of Building B, complemented by yellow-tinted glass on the balconies of both Buildings A and B. These bold, colorful elements are strategically employed to enhance the visual rhythm and articulation of the structures.

The yellow-tinted glass accentuates the alternating balcony placements across the façades, reinforcing a sense of movement and dynamic variation. This arrangement breaks up the vertical massing of the towers, softening their overall form. In doing so, it introduces a playful, almost kinetic quality to the exterior, making the buildings feel more lively and approachable.

The use of yellow — a bright, warm, and optimistic hue — injects a sense of energy and vibrancy into the material palette, which features more neutral tones. It brings a contemporary character to the development while ensuring it stands out in the urban context.

The towers have been designed with a strong consideration of the urban experience at ground level and from key public viewpoints. The material and massing strategies work together to provide a human-scaled interface, while the overall form is modulated to avoid monolithic appearances. The architecture is intended to contribute positively to the emerging urban fabric, encouraging a pedestrian-friendly and visually coherent streetscape.

3.5 Massing

The proposed massing strategically places the tallest building (Building B) in the northeast corner of the property, furthest from the adjacent low-rise residential neighbourhood, capitalizing on the industrial / business park land uses that abut the subject lands in this area. Building A, the shorter tower, is located in the northwest corner, while the low rise building (Building C) is positioned at the south end of the property, closest to the residential area. This arrangement provides an appropriate transition in height and mass, while optimizing land use, site functionality, and layout.

Building A and B both have four (4) storey podiums. Building A has tower stepbacks at the fifth level, measuring two (2) metres at the front (north façade) and two and a half (2.5) metres at the side (west façade). Building B has tower stepbacks at the fifth level, measuring four (4) metres at the front (north façade) and one point two (1.2) metres at the side (east façade). These stepbacks help to create a strong visual break from the masonry podium and reduce the co-planar appearance of the building. These design refinements help to better define the relationship between the podium and towers, contributing to a more articulated, pedestrian friendly, and dynamic streetscape, with a clearer distinction from the podium.

Figure 9: Aerial view of the proposed development, facing southeast, demonstrating the successful tower separation and transition between the podium and tower elements through stepbacks and modulation of materiality(Source: Figurr Architects)

Figure 10: Aerial view of the proposed development, facing northeast, demonstrating the transition in height between the towers and the low-rise residential community (Source: Figurr Architects)

3.6 Relationship with the Surrounding Planned Context

The proposed development fits within the current and planned context of the surrounding area. The planned context along Mainstreet Corridors encourages a dense, mixed-use environment that contains active entrances facing the Corridor. Building heights of up to 40 storeys are permitted along Mainstreet Corridors whose right-of-way is 30 metres or greater and where the parcel is of sufficient size to allow for built form transition.

Figure 11 through Figure 14 below show potential developments on the abutting lands in 3D massing. These models are based on the current policies and the City of Ottawa Official Plan. It should be understood that not all abutting properties shown will develop in the form depicted in this document and that the building heights and forms and setbacks shown on this 3D massing do not form a planning opinion by Fotenn on individual neighbouring properties. Rather, these models represent what could be considered appropriate under current policies and serve to demonstrate how the proposed development would fit into the planned and emerging context of the surrounding area.

Figure 11: Aerial perspective image, facing north, showing the proposed development among the planned context of the area

Figure 12: Aerial perspective image, facing east, showing the proposed development among the planned context of the area

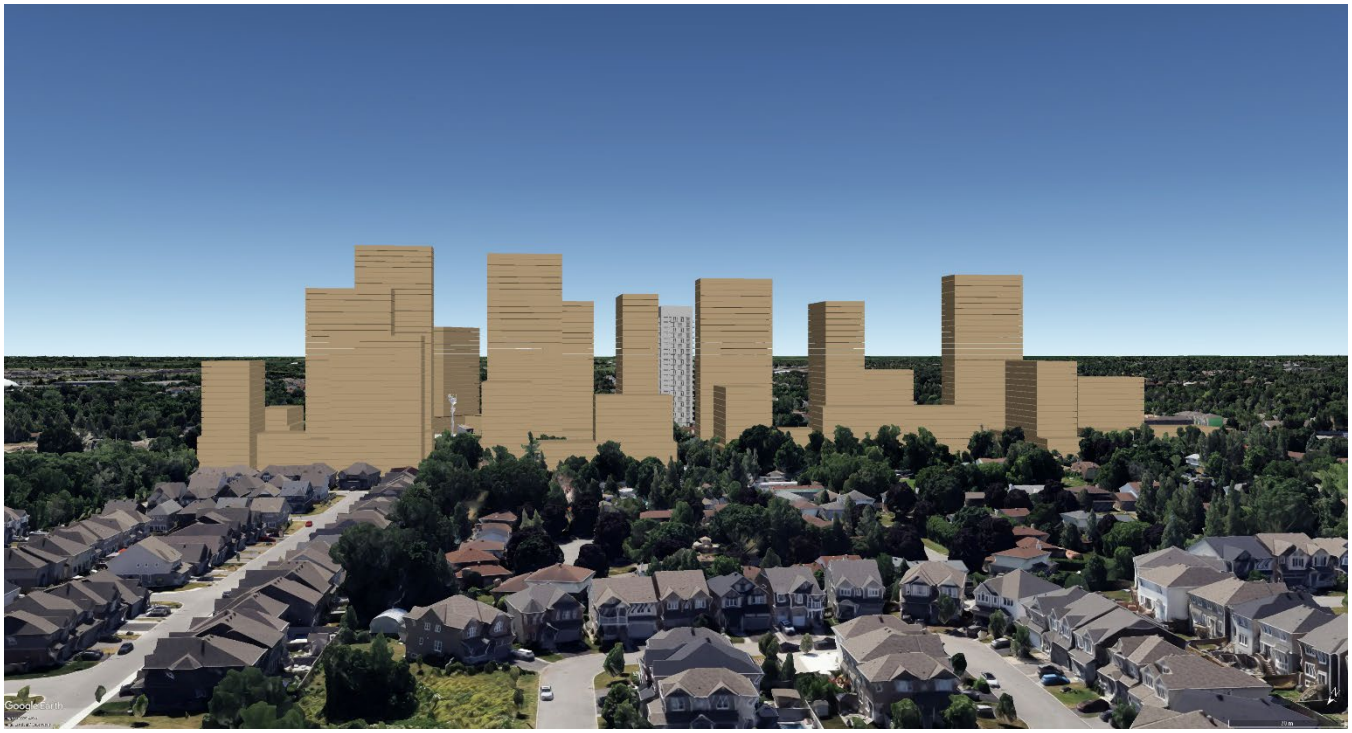

Figure 13: Aerial perspective image, facing south, showing the proposed development among the planned context of the area

Figure 14: Aerial perspective image, facing west, showing the proposed development among the planned context of the area

3.7 Angular Plane

The 45-degree angular plane is measured from the relevant property lines and is one of several planning tools to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas. The proposed development respects the intent of the 45-degree angular plane by providing a sensitive transition to the surrounding low-rise neighbourhood to the south and southwest, as shown in Figure 15 and Figure 16 below.

However, while the building meets the general objectives of the angular plane, we suggest that strict adherence to the angular plane is not the most effective tool for determining height in circumstances when towers are located generally to the north, setback significantly (40 metres from the rear lot line, and 5.5 metres and 50 metres respectively from the west corner side lot line), and oriented with their longest façade away from corresponding low-rise residential communities. As a result, the portions of the tower that extend beyond the angular plane create no adverse impacts and are well-designed to preserve privacy, light, and sky views through setbacks, angled balconies, and thoughtful façade articulation.

Over-reliance on angular plane compliance can lead to inefficient massing that compromises architectural quality, increases construction costs, and reduces usable floor area. In such instances, a more holistic approach focusing on privacy, separation distances, and high-quality design, can better achieve the intended transition and urban design goals.

Figure 15: 45-degree angular plane, measured from the rear lot line (Source: Figurr Architects)

Figure 16: 45-degree angular plane, measured from the corner side lot line (Source: Figurr Architects)

4.0
Policy and Regulatory Review

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning "be consistent with" such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land use, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS:

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6 Planning authorities should support the achievement of complete communities by:

- accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed development is consistent with Policy 2.1 of the PPS, as it is an intensification of the subject property, located in a built-up area of the city where services are readily available and with convenient access to public transit, nearby amenities, and employment opportunities. The proposed development seeks to create new housing options for a diversity of residents with a range of housing choices.

2.2.1 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by permitting and facilitating:

- all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
- all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- efficiently use land and resources;
- optimize existing and planned infrastructure and public service facilities;
- support active transportation; and
- are transit-supportive, as appropriate.

2.4.1 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- to accommodate significant population and employment growth;
- as focal areas for education, commercial, recreational, and cultural uses;
- to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,
- to support affordable, accessible, and equitable housing.

The subject property is in a built-up settlement area with sufficient servicing and infrastructure. The subject property has access to existing and improving public transit, active transportation options, and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health. The proposed development will occur in an existing community and add infill development to an existing neighbourhood.

The proposed development directs new housing development in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject property and support nearby public transit routes.

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- support the achievement of compact, transit-supportive, and complete communities;
- incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- support energy conservation and efficiency;
- promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed development intensifies the subject property with a compact and dense built form. Residents have modal choice to promote sustainable travel patterns in all weather conditions.

3.6.1 Planning for sewage and water services shall:

- accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- ensure that these services are provided in a manner that:
  - can be sustained by the water resources upon which such services rely;
  - is feasible and financially viable over their life cycle;
  - protects human health and safety, and the natural environment, including the quality and quantity of water; and
  - aligns with comprehensive municipal planning for these services, where applicable.
- promote water and energy conservation and efficiency;
- integrate servicing and land use considerations at all stages of the planning process;
- consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

3.6.8 Planning for stormwater management shall:

- be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- minimize erosion and changes in water balance including through the use of green infrastructure;
- mitigate risks to human health, safety, property and the environment;
- maximize the extent and function of vegetative and pervious surfaces;
- promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

The subject property is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject property will help optimize the existing infrastructure, service facilities, and public transit. The proposed development will intensify lands in a built-up area and optimize the long-term availability and use of land and resources. The proposed development also contributes to the diversity of housing options in the surrounding area.

4.2 City of Ottawa Official Plan (2022, as amended)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

4.2.1 Strategic Direction

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

   Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

   As an infill development within the Suburban Transect, the proposed development advances the objective to achieve more growth through intensification than greenfield development.

2) **By 2046, the majority of trip in the City will be made by sustainable transportation.**

   The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

   The subject property is well-served by existing frequent transit routes along Hazeldean Road, which is a designated Transit Priority Corridor, and will benefit further from improved connectivity with the planned Stage 2 and 3 LRT expansions, including the future Hazeldean Station approximately 1.2 km away.

3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

   A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

   The urban design and transition policies of the Official Plan support higher-density development on the subject property to optimize land use efficiency and promote a well-integrated built form.

4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.** The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

   The proposed redevelopment of the subject property supports the City's environmental objectives in the following ways:
   - **Strengthening and contributing to a complete community;**
   - **Supporting sustainable mobility options;**
   - **Accommodating housing demand, reducing pressure for future land conversion;**
   - **Proposing a more compact building format, which is correlated with lower operational energy use.**

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The redevelopment supports this policy by introducing a mixed-use design with ground-floor commercial uses, improving local activity and accessibility. In addition, the proposed intensification contributes to the City's broader goals of sustainability, livability, and long-term housing affordability.

4.2.2 Cross Cutting Issues

The Official Plan establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- Intensification
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender Equity
- Culture

Section 2.2.1, Intensification and Diversifying Housing Options, provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk.

Section 2.2.2, Economic Development, provides policy direction for economic growth and development. The intention is to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas, integrating land uses, supporting key sectors like education and health, and protecting spaces for business, logistics, and rural development.

Section 2.2.3, Energy and Climate Change, provides policy direction for the mitigation and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encouraged, to ensure both energy efficiency and sustainable patterns of development over the long term. Further, a shift from the reliance of personal automobiles to active and zero emission transportation modes such as public transit, walking and cycling is favoured.

Section 2.2.4, Healthy and Inclusive Communities, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

Section 2.2.5, Gender Equity, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic

barriers through inclusive engagement and tools that assess equity at every stage of the planning process, improving quality of life for all residents.

Section 2.2.6, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

4.2.3 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Section 3.2, Policy 3 states that the vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

Section 3.2, Policy 5 states that intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets.

Section 3.2, Policy 8 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and

b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

Table 3a of the Official Plan

Mainstreet Residential Density and Large Dwelling Targets			
	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare	**Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare**	**Minimum Proportion of Large-household Dwellings within Intensification**
Mainstreets (including Hazeldean Road)	120	120	Minimum: 5 per cent Target: 10 per cent

At present, there is no requirement under the existing Zoning By-law for a minimum proportion of large-household units. However, the City is in the process of implementing Official Plan policies related to large-household dwellings (Table 3a, Official Plan) through the new Zoning By-law which is expected to be implemented in late 2025 - early 2026. In the draft new Zoning By-law, this is interpreted as units with a minimum floor area of 80 m², rather than being defined strictly by the number of bedrooms. As such, some larger two-bedroom units may satisfy this future requirement, even if not formally classified as three-bedroom units.

The proposed development meets the intention of the minimum proportion of large-household dwellings, as 63 units (13.8%) are proposed to be above 80 square metres.

4.2.4 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban to rural. The subject property is located within the **Suburban Transect** and designated **Mainstreet Corridor**, as shown in Figure 17 below.

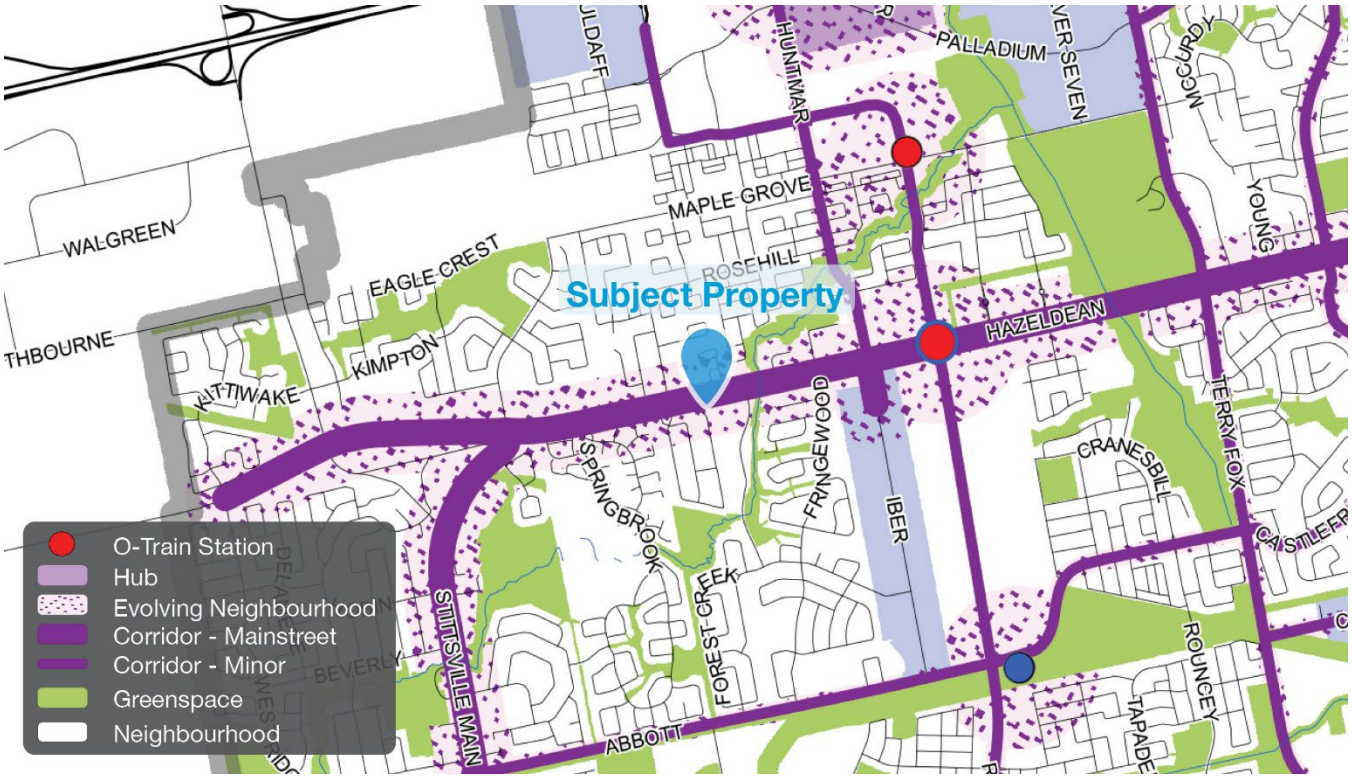

Figure 17: Schedule B5 - Suburban (West) Transect

The Suburban Transect includes neighbourhoods within the urban boundary located outside of the Greenbelt and generally reflect the conventional suburban model. These areas are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. The Suburban Transect is intended to gradually evolve into 15-minute neighbourhoods with viable public transit, active mobility, and develop and encourage more diverse housing forms to meet the changing needs of an evolving demographic.

Section 5.4 of the Official Plan outlines the policies for lands within the Suburban Transect. The following policies apply to the subject property:

Section 5.4.1, Policy 2: The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

c) Mid-rise along Mainstreet Corridors, however the following policy direction applies;

   i. Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;

ii. The stepback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and

iii. The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition; […]

Section 5.4.1, Policy 3: In the Suburban Transect, this Plan shall support:

a) A range of dwelling unit sizes in:
   i. Multi-unit dwellings in Hubs and on Corridors; and
   ii. Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and

b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.

Section 5.4.2, Policy 1: In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:

a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; […]

Section 5.4.3, Policy 3: Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows:

a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however

b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); […]

The proposed development conforms with Suburban Transect policies by delivering a mix of dwelling unit sizes within a high-rise built form, which is appropriate given the consolidation of four (4) parcels into a single, larger site. It supports the creation of a higher-density, mixed-use urban environment at a strategic location, with access to existing transit and the future Hazeldean LRT Station, approximately 1.2 kilometres away. Building and podium heights are designed to be proportionate to the width of the adjacent right-of-way, creating an appropriate street interface.

Section 6.2 of the Official Plan outlines the policies for lands designated Mainstreet Corridor. The following policies apply to the subject property:

Section 6.2.1, Policy 2: Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations; […]

Section 6.2.1, Policy 3: Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods; […]

Section 6.2.1, Policy 4: Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and

b) Vehicular access shall generally be provided from the parallel street or side street.

The proposed development aligns with the Mainstreet Corridor policies by concentrating the tallest building heights closest to the corridor, incorporating active ground-floor commercial uses, and ensuring appropriate height transitions to adjacent residential areas. It creates a dense, mixed-use urban fabric by integrating residential and non-residential uses, activating the streetscape, and consolidating four (4) parcels into a cohesive development. Vehicular access is provided from Savage Drive to minimize impacts on the corridor.

4.2.5 Schedule C16: Road Classification and Rights-of-Way Protection

The section of Hazeldean Road in which the subject property is located has a right-of-way protection of 37.5 metres as identified in schedule C16 of the Official Plan.

The ROW protection has been respected in the proposed site plan and building location submitted.

4.2.6 Urban Design

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan outlines the City's urban design objectives. The proposed redevelopment of the subject property adheres to the following urban design policies required by the Official Plan:

- Demonstrate that the intent of applicable Council-approved plans and design guidelines are met (**Section 4.6.5, Policy 1**);
- Responds to context, transect area policies, frames the adjacent street, provides an appropriate setback, and has clearly visible main entrances from public sidewalks (**Section 4.6.5, Policy 2**);
- Minimize conflict between vehicles and pedestrians, and limit interruptions along sidewalks. Preferentially locate parking below grade, and screen any surface parking from the public realm **(Section 4.6.5, Policy 3)**; and
- Demonstrate universal accessibility in accordance with the City's Accessibility Guidelines **(Section 4.6.5, Policy 4)**.

Section 4.6.6, Policy 2: 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.

Section 4.6.6, Policy 4: 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 developments:

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.

Section 4.6.6, Policy 8: 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.

Section 4.6.6, Policy 9: 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 distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

Section 4.6.6, Policy 10: Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

The proposed development provides an appropriate transition in height from the high-rise buildings at the north of the property to the low-rise residential areas to the south. The tower floorplates are both less than 750 square metres, aligning with the City's urban design objectives for compact, efficient high-rise buildings that preserve sky views, light, and privacy. The design also considers the future potential for additional high-rise developments in the area, ensuring that separation distances and building orientation support long-term compatibility. Separation distance between the towers is over 23 metres and separation distance from the corner side lot line (west) is over 5.5 metres (Building A) and 50 metres (Building B). These separation distances provide adequate privacy and between towers and with the low-rise neighbourhood to the south and southeast.

4.2.7 Housing

Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing refers to homes that are bought and sold by private owners, as well as new housing built by developers. As Ottawa grows and its population becomes more diverse, a wider range of housing types will be needed, including options of varying sizes and forms, some of which may be new or uncommon in the city today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens.

Section 4.2.1, Policy 1 states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;

b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;

c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;

d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and

e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

Section 4.2.1, Policy 2 states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;

b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and

c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed development provides for a diverse range of housing options, tailored to the current and future needs of the population, by providing a dense residential high-rise building that includes a diversity of unit sizes ranging from studio to two-bedroom plus den units. Furthermore, the proposed development introduces an important missing middle housing typology, in the form of low-rise apartment dwellings (Building C). Building C supplies missing middle housing, helps create a smooth transition between high-rise and low-rise, and maximizes land use efficiency.

4.2.8 Support the Shift Towards Sustainable Modes of Transportation

Section 4.1.4 of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

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

a) Hubs and Corridors;

b) Within a 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations;

c) Within a 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;

d) Other areas determined by Council.

The proposed development provides significant residential intensification of a brownfield site within the Suburban Transect's Mainstreet Corridor designation. It includes reduced residential vehicle parking, ample bicycle parking, has decent access to the local active transportation network, and benefits from the current and planned public transit

improvements. Together, these features support a modal split that prioritizes active and public transportation, helping to reduce reliance on personal vehicles.

In summary, it is our professional opinion that the proposed development aligns with the policies and objectives of the City of Ottawa Official Plan, particularly as redevelopment of brownfield sites is actively encouraged as a means of supporting the City's intensification goals. Additionally, the subject property is well-suited for high-rise development, along a Mainstreet Corridor with a right-of-way width greater than 30 metres and a lot depth of nearly 100 metres. The proposed low-rise podiums and the low-rise apartment building to the south provide appropriate transition to adjacent low-rise dwellings and surrounding uses. Additionally, given the planned high-rise context along Hazeldean Road, the proposal represents a logical and context-sensitive form of intensification. Therefore, the proposed Zoning By-law Amendment application conforms to the policies of the City of Ottawa Official Plan (2022).

4.3 Urban Design Guidelines for High Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018, and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, "they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site." As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The objectives of the guidelines are to:

- Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- Promote development that responds to the physical environment and microclimate through design.

The proposed development responds to the guidelines in the following ways:

#	Guideline	Design Response
Section 1 – Context		
1.2	The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process.	**The proposed development is not within the Central Area and does not impact any views of the Parliament Buildings or other important national symbols.** **The proposed development respects and enhances the existing and planned views and vistas through the placement of buildings, height transitions, setbacks and step-backs, and landscaping; and respects and enhances**

		the overall character of the existing and planned urban fabric and the skyline.
1.12	Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.	**The low-rise base of Building A and Building B defines the street wall context along Hazeldean Road and Savage Drive and offer adequate massing transition to the south and west where the community is characterized by low-rise residential building typologies.**
1.13	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.	**A 45° angular plane has been used as a frame or reference for transition in scale from the proposed high-rise buildings abutting the Hazeldean corridor to the surrounding lower rise areas along with other considerations in the OP. The proposed development provides an appropriate transition across the property from the corridor to the surrounding low-rise areas, particularly due to Building C offering a stepping down and transition in height across the property.**
1.14	The lot should be in regular shape to allow for a design that incorporates effective transition measures	**The subject property is relatively regular in shape and permits the design to transition from 25 and 19 storeys down to 4 storeys.**
1.15	The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.	**The subject property abuts the public realm on two (2) sides: Hazeldean Road to the north and Savage to the west.** **An internal courtyard will be provided, located centrally within the subject property, providing a convenient pedestrian walkway and gathering space.**
1.16	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) a. 1,350m² for a corner lot;	**The lot size is over 5,857m², which is sufficient for multiple high-rise buildings and allows for a measured transition in heights from north to south, with the tallest building proposed in the northeast corner abutting Hazeldean Road, an arterial roadway, Mainstreet Corridor, and Transit Priority Corridor.**
Section 2 – Built Form		
2.1	Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building.	**Various elements integrated in the overall project design will ensure that the public realm will be enhanced.** **The property is currently dominated by surface parking directly abutting the public realm, the proposal greatly improves on this condition.** **Sidewalks and landscaping elements are provided adjacent to the building, along Hazeldean and Savage, and internal to the site within the courtyard. The massing and scale of the proposed development is designed to define and enclose public and private spaces**

		along all street frontages, while creating a positive pedestrian-level experience. **Active entrances and commercial uses at grade that front onto the public realm will enhance the overall pedestrian experience and active the streetscape.** **The internal site layout also provides porosity between the buildings and fully integrates to the existing pedestrian network along Hazeldean Road. The development will also enhance pedestrian infrastructure by introducing a new sidewalk along Savage Drive, where none currently exists.** **Moreover, a public courtyard is included within the site, which responds to the notion of a POPS and further improves the overall pedestrian experience.**
2.3	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.	**The proposed high-rise buildings include a base-middle-top design with a smaller floor plate for the tower (middle-top) portion of the buildings.** **The podium and tower are differentiated with step-backs and a change in materiality & fenestration pattern emphasizing the different aspects of the building.**
2.13	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.	**The proposal places the base of Buildings A and B to form an engaging and well-articulated building edge along Hazeldean Road and Savage Drive, with active frontages and clearly visible commercial entrances.** **The proposed development appropriately frames the public realm on Hazeldean Road and Savage Drive.**
2.15	The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW (Diagram 2-6) to provide sufficient enclosure for the street without overwhelming the street.	**The height of the four (4) storey podium which is consistent throughout the proposal, responds to the road right-of-way (ROW) width for Hazeldean Road (32.5 metres & Savage Drive 20 metres). The height of the base ensures that the proposed development encloses the two streets without overwhelming either.**

2.16	Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.	**The proposed high-rise buildings include step-backs at the 5th storey to provide transition and articulation in height and scale.**
2.20	Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by: a) breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context; b) determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and c) introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.	**The four (4) storey podiums and tower represent a beneficial contribution to the public realm along the two streets, that improves the existing edge condition. The materiality, articulated fenestration, and multiple active entrances help to promote an improved scale and rhythm to these streets.**
2.21	Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.	**The proposed development will include high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façades.**
2.22	Use bird-friendly best management practices in accordance with the City's guidelines. In particular, apply visual markers or use low reflectance materials on all exterior glazing within the first 20 m of the building above grade.	**The bird-friendly guidelines will be utilized and implemented where appropriate at the detailed design stage of this process.**
2.23	The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.	**The ground floors of the proposed development will include active frontages abutting both streets and public realm, as well as the proposed public courtyard. Commercial uses will front onto and animate the sidewalk and are proposed to be highly transparent. Indoor amenity spaces at ground level have active entrances internal to the courtyard, helping to further activate this space. Blank walls have been avoided as much as possible.**
2.24	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;	**The proposed tower floorplates are 746.18 and 749.73 square metres and provide a narrow, articulated floorplate to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into the subject property and surrounding context.**

	b) the maximum tower floor plate for a high-rise office building should 2,000m²; 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.	
2.25	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; c) the minimum separation between a tower over 30-storeys and a neighbouring tower should be 25m; and d) a tower over 30 storeys should setback a minimum of 12.5m from the side and/or rear property line when abutting another tower over 30 storeys, and 13.5m when abutting a tower up to 30 storeys.	**Internal to the site, the proposed towers are separated more than the minimum 23 metres, helping to minimize shadow and wind impacts, loss of sky views, and to allow for natural light into interior spaces. Tower A is setback over 7.8 metres from the front lot line and Tower B is setback over 9.9 metres (abutting Hazeldean Road) from the front lot line. The Hazeldean Road ROW provides another 32.5 metres separation distance to the low-rise buildings to the north, for a total of over 40.3m (Building A) and 42.4m (Building B).** **The Savage Drive ROW width provides an additional 20 metres of separation to the low-rise residential buildings to the west and southwest: over 25.5 metres of tower separation distance in total (Tower A).** **Tower B is setback over 12.1 metres from the interior side lot line.** **Towers A and B are setback over 40 metres from the rear property line.** **The proposed development meets the minimum required tower separation distance and setback requirement as established in section 77 (High Rise Building Provisions) of the City of Ottawa Zoning By-law.**
2.29	Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views: a) a step back of 3 m or greater is encouraged. b) the minimum step back, including the balconies, should be 1.5 m; and c) where development lots are very narrow (less than 30 m), such as in the Central Area and emerging downtown	**Along with the change in materiality, the tower portion of the buildings step back from the podium to allow the base to be the primary defining element for the site.**

2.31	Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.	**The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The slender tower design and ample setbacks from sensitive abutting properties ensures any shadows move quickly across impacted areas.**
Section 3 – Pedestrian Realm		
3.1	Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area: a) the pedestrian clearway must be within the ROW; b) on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate;	**The minimum setback between the building façade and the property line is 5.8 metres for Building A and 4.4 metres for Building B, in addition to the City sidewalk of approximately 4.5 metres.** **The proposed development includes a mix of hard and soft landscaping between the sidewalk and the façade of the building to maximize pedestrian access to the ground floor commercial uses, amenity areas, and building lobby.**
3.4	Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.	**A public courtyard is proposed as part of the proposed development. The ground floor amenity spaces in Building A and B are intended to "spill onto" the courtyard which will include seating and hard landscaping. This will assist in animating the ground-floor of the building.**
3.8	Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area.	**A mid-block connection is proposed through the middle of the property, between Building A and B. The courtyard functions as both a walkway and a gathering space.**
3.10	Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.	**The main pedestrian entrances to at-grade commercial and residential uses are linked with a seamless connection to the sidewalk along Hazeldean Road and Savage Drive and glazing is provided at the pedestrian level to better frame and animate the public realm.** **Direct access from the City ROW is provided for pedestrians to access the at grade commercial uses and residential building lobby.** **Ground oriented units are proposed along Savage Drive to help animate the street with a residential character. This also provides for a transition in the intensity of use**
3.11	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.	
3.12	Animate the streets, pathways, parks, open spaces, and POPS by: a) introducing commercial and retail uses at grade on streets with commercial character;	

	b) incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character; c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time; d) providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm; e) providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors; and f) providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.	**from commercial along Hazeldean Road to residential towards the rear of the property.** **Greater floor to ceiling heights at grade are proposed for the commercial uses at grade.** **A range of outdoor and indoor amenity spaces are proposed to offer a range of programable, and passive amenity uses for all ages.**
3.14	Locate parking underground or at the rear of the building.	**Parking is primarily located underground, and a small amount of visitor parking is provided at-grade, at the rear of the two towers, accessed away from the primary pedestrian realm along Hazeldean Road and Savage Drive. Move-in bays are screened from view and located at the rear of Buildings A and B, and servicing, and utilities are screened from view and underground.**
3.15	Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.	
3.16	Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.	
3.18	Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.	
3.23	Infill development should fit in and enhance the character of the street by: a) implementing the applicable City's streetscape design standards; and b) implementing streetscape design visions and policies of a CDP and Secondary Plan, where applicable.	**This portion of Hazeldean Road is underdeveloped and consists of variable built form, vacant lots, and surface parking.** **The proposed development will improve on the existing condition and provide a building podium that improves the pedestrian experience through framing the ROW and providing glazing and landscaping for visual amenity.**
3.26	Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:	**A Pedestrian Level Wind Analysis has been conducted by Gradient Wind and Engineering. The study finds that, overall, the building placement and design is such that**

	c) how the building is placed and built form is designed to minimize the potential impacts; and d) how measures have been introduced to mitigate any potential wind impacts.	**wind conditions are acceptable for intended pedestrian uses in most areas throughout the year. The design of the towers incorporates the findings of the wind analysis to minimize the potential impacts on the outdoor amenity spaces and public realm.**
3.27	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.	**A shadow analysis was conducted by Figurr Architects in accordance with the Shadow Analysis Terms of Reference. The shadows move quickly through the surrounding area and do not cause excessive shadowing.**

The proposed development, including two (2) high-rise towers on low-rise podiums and one (1) low-rise apartment building, responds to the above noted Urban Design Guidelines for High-rise buildings.

In summary, based on the above noted analysis using the submitted materials, we find that the slender 19- and 25-storey point-towers on four (4) storey podiums with frontage on Hazeldean Road; a Mainstreet Corridor; represents good planning, and will not impose adverse impacts on the existing community.

4.4 Urban Design Guidelines for Development Along Arterials Mainstreets

The design guidelines for development along Arterial Mainstreets was approved by Ottawa City Council in May 2006. These guidelines serve to assess, promote and achieve appropriate development along Arterial Mainstreets, now generally designated Mainstreet Corridor in the Official Plan. Key relevant directions in the guidelines include:

- Locate new buildings along the public street edge (Guideline 1), provide or restore a 2.0-metre-wide unobstructed concrete sidewalk, a 2-4m wide planted boulevard and a 1-3m landscaped area in the right-of-way (Guideline 2).

- Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping (Guideline 6).

- Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets (Guideline 10).

- Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies (Guideline 18).

- Provide a minimum 2.5 metre wide landscape area along the site's side and rear yards (Guideline 41).

The proposed development has considered and incorporated relevant guidelines into the design program.

4.5 Bird-Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths, and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- Treating glass to make it more visible as a barrier to birds (see Guideline 2).
- Eliminating design traps such as glass passageways or corners that are invisible to birds (see Guideline 3).

  Designing landscaping to reduce the risk of collisions (see Guideline 5).
- Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (see Guideline 6).

The proposed development has considered and incorporated relevant guidelines into the design program.

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

The subject property is currently split zoned General Mixed-Use, subzone 14, with a height suffix of 11 metres – **GM14 H(11)** – in the north of the property and Residential First Density, subzone D – **R1D** – in the south of the property, in the City of Ottawa Comprehensive Zoning By-law 2008-250.

The purpose of the GM zone is to:

- allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed.

The GM zone permits various uses including medium and high-rise residential development as well as a wide array of commercial, retail, and service-related uses.

The purpose of the R1- Residential First Density Zone is to:

- restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan;
- allow a number of other residential uses to provide additional housing choices within detached dwelling residential areas;
- permit ancillary uses to the principal residential use to allow residents to work at home;
- regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling, residential character of a neighbourhood is maintained or enhanced; and

- permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The R1 zone permits several uses including detached dwelling, diplomatic mission, group home, home-based business, retirement home, additional dwelling unit, park, bed and breakfast, and urban agriculture.

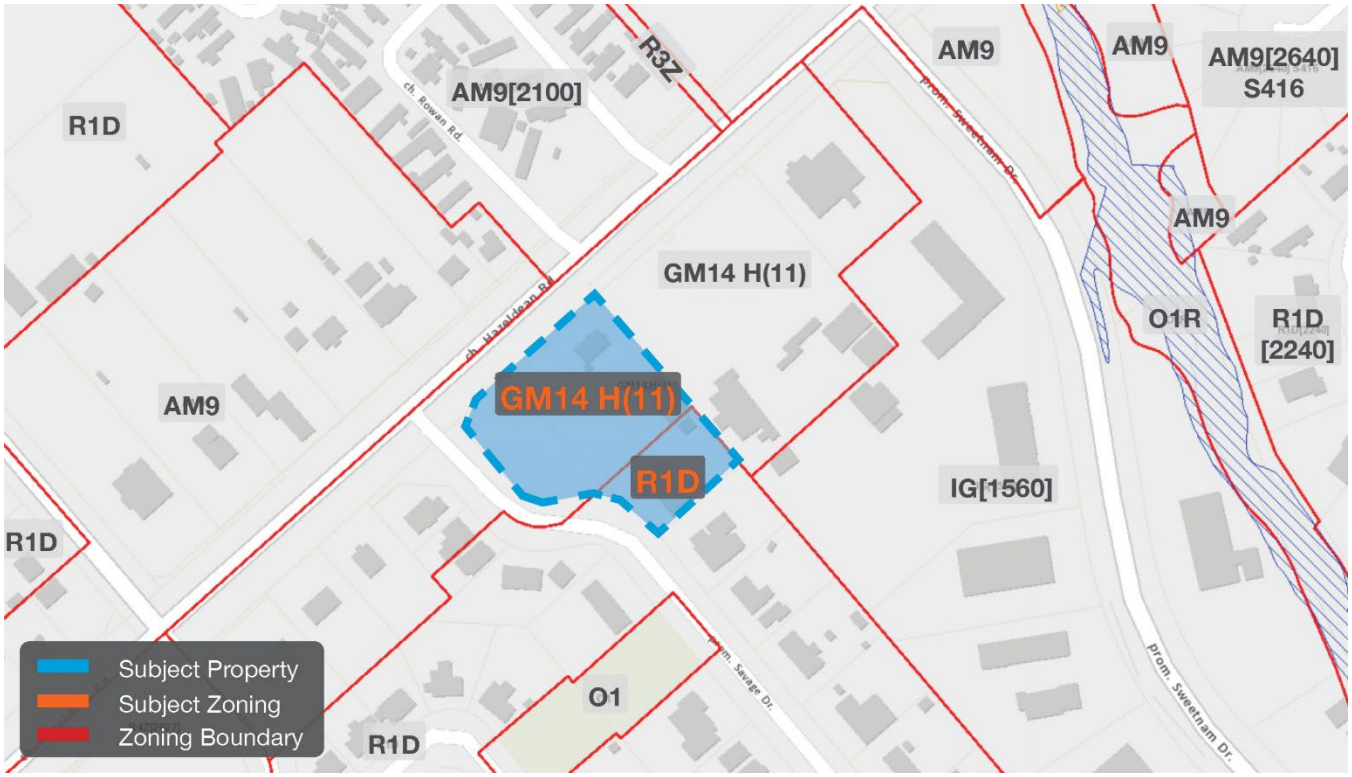

Figure 18: Current zoning of the subject property and surrounding area (Source: GeoOttawa annotated by Fotenn Planning + Design)

The entirety of the subject property is proposed to be rezoned GM. The following table summarizes the proposed development's compliance with the GM zoning. Areas of non-compliance are noted with an "**X**".

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Lot Area *S. 187, Table 187*	No minimum	5857 m²	**Yes**
Minimum Lot Width *S. 187, Table 187*	No minimum	78m	**Yes**
Minimum Front Yard Setback *S. 187, Table 187*	3 m	Building A: 5.8 m Building B: 4.4 m	**Yes**
Minimum Corner Side Yard Setback *S. 187, Table 187*	3 m	Building A: 3 m Building C: 4 m	**Yes**

Minimum Interior Side Yard Setback *S. 187, Table 187*	Mixed-use building: 5 m	Building B: 9.7 m	**Yes**
	Residential use building greater than 11 m in height: 3 m	Building C: 3.9 m	
Minimum Rear Yard setback *S. 187, Table 187*	7.5 m, from any portion of a rear lot line abutting a residential zone	Building C: 5 m	**X**
Maximum Building Height *S. 187, Table 187*	18 m	Building A: 60 m Building B: 78 m Building C: 13.5 m	**X**
Maximum Floor Space Index *S. 187, Table 187*	2	38,305.4m2 / 5857 m² =6.54	**X**
Minimum width of landscaped area *S. 187, Table 187*	Abutting a street: 3 m	Savage Drive: 3.086 m Hazeldean Road: 5.787 m and 4.428 m	**Yes**
	Abutting a residential zone: 3 m	5 m	**Yes**
	Other cases: no minimum	9.731 m	**Yes**
Amenity Area Provisions *S. 137*	**Total Area** (6 m^2 per dwelling unit): 2,736m^2	4415m^2	**Yes**
	Communal Area (half of the required total): 1,368m^2	1497m^2	**Yes**
	Layout of Communal Area: Aggregated into areas up to 54 m^2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2	Several communal area above 54m^2, including: 130.11 m^2 216.83 m^2 331.13 m^2 75.11 m^2 209.76 m^2 122.71 m^2	**Yes**

The following table summarizes the proposed development's compliance with zoning relating to parking requirements. Areas of non-compliance are noted with an "**X**".

Zoning Mechanism	Required	Provided	Compliance
Minimum Required Vehicle Parking Spaces *S. 101, Table 101, S. 102* *Area C, Schedule 1A*	Mixed-Use Building (1.0 spaces per unit): 421 x 1.0 = 421 spaces	Residential: 148 Ratio: 0.35 per unit	X
	Apartment Dwelling, Low Rise (1.2 per dwelling unit): 35 x 1.2 = 42 spaces		
	Retail Store (3.4 per 100 m^2 of gross floor area): 438.37m^2 x 3.4 = 14.9 spaces	Commercial: 0 spaces	X
	Visitor (0.2 per dwelling unit) = 91.2 spaces	Visitor: 86 spaces	X
Minimum Driveway Width *S. 107 (1a) (1aa)*	Parking Lot: 6 m Parking Garage: 6 m	Parking Lot: 6 m Parking Garage: 6 m	Yes
Minimum Aisle Width *S. 107 (1c)*	Parking Lot: 6 m Parking Garage: 6 m	Parking Lot: 6 m Parking Garage: 6 m	Yes
Minimum Parking Space Dimensions *S. 106 (1)*	Length: 5.2 m Width: 2.6 m Up to 40% of required parking spaces may be 4.6 m by 2.4 m	Length: 5.2 m Width: 2.6 m Less than 40% of required parking spaces are 4.6 m by 2.4 m	Yes
Minimum Required Bicycle Parking Spaces *S. 111, Table 111*	Residential (0.5 per dwelling unit): 228 Commercial (1 per 250 m2 of GFA): 1.75 spaces Total: 229.75 spaces	Total: 319 spaces	Yes
Minimum Bicycle Parking Space Dimensions *S. 111, Table 111B*	/ Horizontal: 1.8 m by 0.6 m / Vertical: 1.5 m by 0.5 m	/ Horizontal: 1.8 m by 0.6 m / Vertical: 1.5 m by 0.5 m	Yes
Minimum Bicycle Parking Space Aisle Width *S. 111 (9)*	1.5 m	1.5 m	Yes
Maximum Provision of Vertical Bicycle Parking Spaces *S. 111 (11)*	A maximum of 50% of the required bicycle parking spaces may be vertical spaces	Only horizontal spaces provided.	Yes
Minimum Width of Landscape Area around a Parking Lot	For a parking lot containing 10 or fewer spaces:	Not abutting a street: 0 m	Yes

Zoning Mechanism	Required	Provided	Compliance
S. 110, Table 110	/ Abutting a street: 3 m / Not abutting a street: none		
Loading Space Rates *S. 113, Table 113A*	No loading spaces required for commercial uses with a GFA under 2,000 m^2 No loading spaces required for residential uses	No loading spaces are proposed	**Yes**

4.6.1 Provisions for High-rise Buildings (Section 77)

The subject property is located within Area B on Schedule 402. Therefore, the following zoning provisions apply:

Zoning Mechanism	Required	Provided	Compliance
Minimum required lot area for a corner lot *S. 77 (4) (a)*	1350 m^2	5857 m^2	**Yes**
Minimum interior side and rear yard setback for a tower *S. 77 (4) (c)*	11.5 m	Tower A: 34.6 m Tower B: 40.02	**Yes**
minimum separation distance between towers on the same lot *S. 77 (4) (d)*	23 m	23 m	**Yes**

The proposed development meets the general intent and majority of provisions within the GM.

The proposed Zoning By-law Amendment would address the building height, floor space index, rear yard setback, and minimum parking requirements through a site-specific Zoning By-law Amendment, and site-specific provisions through a new exception. The GM Zone is appropriate for the integrity of the subject property, given the mixed-use nature of the proposed development and the lands are designated Mainstreet Corridor in the Official Plan.

4.7 Parkland Dedication By-law

No new parks are proposed as part of this application. In accordance with the Parkland Dedication By-law No. 2022-280, the applicant will provide cash-in-lieu of parkland. This approach is appropriate for this context as the proposed development seeks to optimize the redevelopment potential of the brownfield site, which limits the ability to accommodate an on-site park. Introducing a new park within this compact infill development would not represent the highest and best use of land, nor would it be contextually appropriate. Furthermore, there is an existing public park located approximately 30 metres from the subject property.

Cash-in-lieu contributions allow the City to enhance and expand existing parkland resources in the surrounding community, where they are most needed and can be more effectively integrated. The parkland dedication requirement for cash-in-lieu is 1 hectare per 500 dwelling units, up to a maximum of 25% of the land area.

5.0
Proposed Zoning By-law Amendment

Supported by the overarching direction of the Official Plan (2022) for lands Designated Mainstreet Corridor, the proposed Major Zoning By-law Amendment recommends amending the zoning provisions on the entire subject property to the "General Mixed Use, Exception XXXX, (GM[XXXX])" to permit the proposed development. Importantly, the proposed development adheres to the general intent of the overarching zoning framework under the General Mixed-Use zone.

The following amendments are required:

- **Proposed High-Rise Development.** The subject property is a suitable location for high-rise development due to its location along a Mainstreet and Transit Priority Corridor, large lot depth, and area. Furthermore, the property configuration and design of the buildings, including the low-rise podium and appropriate tower separation distances, provide a sufficient and effective transition to abutting land uses. The height allocation on the edge of the neighbourhood ensures the tallest buildings are positioned closest to the Mainstreet Corridor and furthest from the established low-rise portions of the existing community.

  Moreover, the subject property is currently an underutilized brownfield site that holds significant opportunity for residential intensification with access to private and public amenities and services in support of the City's overall growth management strategy. Further, the towers have been designed to advance many of the City's Urban Design Guidelines for High-rise buildings. The overall building design, including its low-rise podium, improved pedestrian realm, and vertical materiality elements creates a visually interesting and attractive built form that will positively contribute to the skyline and streetscape.

  The podium and slender, short-side oriented, tower design, with floorplates less than 750 square metres, will ensure minimal shadow and wind impacts, while providing for noise mitigation for current and future residents. The tower separation distance will ensure privacy for residents of both towers. Further, due to the slender tower design, along with reducing shadowing, the design will also preserve sky views for the immediately abutting neighbours.

  Although the first of its height in the area, the proposed development is not out of place given the planned context for the area, which contemplates high-rise development of up to 40-storeys along Mainstreet Corridors. It is our opinion that the proposed high-rise towers represent appropriate height and use for these lands.

  The proposed tower locations, and abutting ROW width provides for ample space to nearby existing properties to ensure adequate transition and avoid adverse impacts throughout the community.

- **Reduced Rear Yard Setback.** The proposed development features a reduced rear yard setback for only Building C. Buildings A and B both comply with the required rear yard setback requirement. The reduced rear yard setback is two and a half (2.5) metres less than what is normally required under the Zoning By-law and is appropriate given the property's context and relationship with abutting properties. The adjacent property to the south, 9 Savage Drive, is setback approximately 9.7 metres from the shared property line, resulting in a combined separation distance of approximately 14.7 metres between what are two low-rise buildings. This generous setback, along with the proposed development's gradual height transition across the property, creates a compatible interface and mitigates potential impacts, maintaining a comfortable relationship with the neighbouring property.

  It is also important to note that the rear yard in this case realistically represents a side yard interface between the proposed building and the residence to the south. In fact, this portion of the development could be developed separately from the remainder of the development on an independent lot in which case this would be an interior side yard that more commonly requires a 1.5 to 2 metre setback instead of the proposed 5 metres.

- **Reduction of Minimum Required Resident, Commercial, and Visitor Parking Spaces.** The subject property is located in Area C – Suburban on Schedule 1A – Areas for Minimum Parking Space Requirements of the Zoning By-law. The proposal's parking provisions, below the minimum required by the Zoning By-law, are reasonable based on the property's location along a Transit Priority Corridor and within proximity to the future Hazeldean LRT Station. The guidance provided by the applicable Official Plan policies and the provision of ample bicycle parking spaces, further support a reduction in vehicle usage. Additionally, existing local public transit routes provide convenient, frequent, and nearby connections to various Stations within Ottawa's LRT and BRT network. It is our professional opinion that the amount of parking provided is sufficient to meet the needs of the development while encouraging a modal shift in an area that is poised to support improvements to its active transportation and rapid transit infrastructure. At the time of development, the owner may also contemplate the value of introducing car sharing services to provide as needed transportation for residents that do not require regular use of a car.

The Zoning By-law Amendment Application is appropriate as it promotes the ongoing transformation of the area to a more vibrant mixed-use character and provides an appropriately scale of High- and Low-rise buildings that are compatible with the surrounding area and planned context, while achieving a high standard of urban design. The amendments facilitate a re-development of a brownfield site that promotes a positive interface with the public realm by providing a public courtyard and using ample clear glazing and active entrances along the public realm to animate the streetscape.

6.0
Supporting Studies

6.1 Geotechnical Study

Surficial geology maps indicate the presence of glacial till over shallow bedrock at the site. Bedrock geology maps indicate limestone of the Bobcaygeon Formation is present below the soil cover. Drift thickness mapping indicates that the bedrock surface is expected at depths ranging from about 1 to 3 metres, being deeper to the north.

The site is in an area of 'potential' karst on the Ontario Geological Survey Southern Ontario Karst Map, and as such, it is understood that karst formations (i.e. underground caves and/or voids occurring as a result of dissolution of bedrock due to water) are possibly present at and in the vicinity of the site.

Based on the information available at the time of preparing this report it is considered that the site is suitable for the proposed development, from a geotechnical perspective, noting that the design of the development appears to be at a very early stage and once further details of the proposed development are known, GEMTEC should review the design to verify the below recommendations.

We do not anticipate any grade raise restrictions at this site, from a geotechnical perspective. Notwithstanding, any filling above 3 metres of the original ground level should be assessed by GEMTEC.

Fill outside structures should be generally easy to excavate, though some hard materials may be present. Removing debris like concrete or foundations may require more effort. A geotechnical review is recommended after site clearing.

Any blasting should be carried out under the supervision of a blasting specialist engineer and monitoring of the blasting should be carried out to ensure that the blasting meets the limiting vibration criteria.

If the bedrock is properly cleaned of soil and loose or fractured rock, footing settlement under service loads will be less than 25 mm. Therefore, Serviceability Limit States (SLS) do not need to be considered, and post-construction settlement should be negligible.

All exterior footings should be provided with at least 1.5 metres of earth cover for frost protection purposes.

The proposed foundations will be supported on or within the bedrock. It is assumed that the base of the foundation walls will be up to about 3.0 metres below the existing ground surface which will likely extend below the bedrock, however, a couple alternatives exist:

1. Foundation walls formed on both sides, damp proofed and backfilled with free draining, non-frost susceptible granular materials; OR
2. Foundation walls formed on one side, with a proprietary drainage system placed directly against the bedrock.

6.2 Transportation Impact Assessment

The Transportation Impact Assessment by Parsons finds that the proposed development is recommended from a transportation perspective.

The proposed residential units are anticipated to generate approximately 365 and 410 total person trips during the morning and afternoon peak hours respectively. The total peak period person trips are then divided into different travel modes using mode share percentages obtained from the 2020 TRANS Manual for the "Ottawa West" district.

Therefore, the proposed development is anticipated to generate approximately 185 total person trips, 75 to 100 vehicle trips, 55 to 40 total transit trips, and 10 walking trips during the AM and PM peak hours respectively. Cycling commuting trips by this development are considered negligible.

It is acknowledged that if improvements to transit facilities along Hazeldean Rd, as outlined within the Official Plan with future transit priority, and possible cycling improvements, that mode shares may shift to favour transit and cycling with a reduction in auto mode share. However, given the lack of supporting studies and plans available for this corridor, it is unclear whether these changes will occur in the foreseeable future, and thus, the analysis moving forward will only consider the more conservative scenario where transit improvements are not completed within the study horizon years.

The suburbs of Stittsville and Kanata have been rapidly growing over the past few years. A 2% annual growth rate along Hazeldean Rd for eastbound and westbound movements was considered, plus the addition of other known area developments. This approach resulted in a traffic growth over the next 8 years of 130 to 215 more vehicles for the westbound through travel and 165 to 190 more vehicles for the eastbound through movement for the AM and PM peak hours respectively. This growth equates to almost 20% growth in just 8 years, which is likely overly conservative.

Furthermore, there are various new arterial and collector roads planned for construction or to be widened within the suburb, which will likely affect existing travel patterns and likely reduce travel demands on Hazeldean Rd, with new routes and opportunities available for commuters.

Hazeldean Rd is classified as a transit priority corridor and may receive improved transit facilities which could connect to a future LRT extension (Stage 3 to Kanata-Stittsville) or connecting to BRT facilities, thus making transit more attractive and possibly reducing vehicle trips further. The opening of Stage 2 LRT to Ottawa's west end (Moodie Station) will likely also result in a partial shift in vehicle users to transit users.

While a 2% annual background volume growth was used in this report consistent with other TIA Reports, it is acknowledged that based on the above reasons, this approach is likely too conservative. If traffic operations are shown to operate above acceptable performance in the horizon years, then a reduction in background growth may be considered; however, sufficient capacity is anticipated throughout the study area based on the quantity of lanes and existing traffic volumes.

6.3 Pedestrian Level Wind Study

Gradient Wind Engineers Inc. (Gradient) was retained by Hazeldean Heights Inc. to prepare a Pedestrian Level Wind Study for the subject property to investigate pedestrian wind conditions within and surrounding the subject property, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required. The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind conditions within and surrounding the subject property according to City of Ottawa wind comfort and safety criteria.

The results and recommendations derived from these considerations are detailed in the main body of the report and summarized as follows:

1. The current study includes several mitigation measures implemented for grade-level areas and the amenity terraces, including three canopies above grade at the north corners of Buildings A and B and at the north corner of the podium serving Building A, as well as perimeter wind screens for the three amenity terraces above grade with wraparound canopies at the northwest corner of Building B and the southeast corner of Building A at Level 6, and a canopy extending from the MPH Level above the Level 20 terrace serving Building A.
2. Most areas at grade within and surrounding the proposed development are predicted to receive conditions considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over nearby

transit stops, the proposed surface parking, most building access points, and most surrounding public sidewalks and proposed walkway areas are considered acceptable.

a. Owing to the mostly suburban environs of the subject site, prevailing winds are predicted to downwash over the east and north façades of Buildings A and B, accelerating around the north corner of Building B and between Buildings A and B. Isolated areas of conditions that may occasionally be considered uncomfortable for walking during the spring and winter seasons are predicted at the north corner of Building B and over an isolated area between Buildings A and B during the spring season.

b. It is recommended to recess the west entrance to commercial unit B105 and the entrances to the indoor amenities serving Buildings A and C along their north and northwest elevations, respectively, at least 2 m into their respective façades.

c. Of importance, proposed trees and other vegetation between Buildings A and B and along Hazeldean Road are expected to help further buffer against the modestly adverse wind conditions to reduce the predicted walking comfort exceedances. Furthermore, the conditions at the north corner of Building B are mostly located over the roadway surface and away from pedestrian-accessible areas.

3. Regarding the Level 5 common amenity terraces serving Buildings A and B, which were modelled with 1.8-m-tall wind screens along their outer perimeters, wind conditions during the typical use period (May to October, inclusive) are predicted to be suitable for a mix of sitting and standing.

   a. Further mitigation may take the form of additional wind screens, raised planters, or other common landscape elements acting as targeted wind barriers located inboard of the terrace perimeters and targeted adjacent to designated seating or lounging areas, in combination with overhead pergolas/trellises. The extent of mitigation is dependent on the programming of the terrace.

4. Wind conditions at the Level 20 common amenity terrace serving Building A, which was modelled with 2-m-tall wind screens along their outer perimeter, and a canopy extending from the MPH façade to the west, are predicted to be suitable for sitting during the typical use period. The noted conditions are considered acceptable.

5. The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

6.4 Environmental Noise Control Study

Paterson Group (Paterson) was commissioned by Hazeldean Heights Inc. to conduct an environmental noise control study for the proposed residential development. The objective of the current study is to determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the Ministry of Environment Conservation and Parks (MOECP) and the City of Ottawa, and to review the projected noise levels and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

The northeast, northwest and southwest elevations for Building A exceeded the 65 dBA threshold as specified by the ENCG and will require Warning Clause Type D. Additionally for Building A, the southern, eastern and northern elevations exceeded the 55 dBA threshold and will require Warning Clause Type C. For Building B the northeast, northwest and southwest elevations exceeded the 65 dBA threshold as specified by the ENCG and will require Warning Clause Type D. Additionally for Building B the southeast and southern elevations exceeded the 55 dBA threshold and will require Warning Clause Type C.

A review of building materials was completed as part of this analysis for all elevations exceeding 65 dBA. The building materials of the windows and/or exterior walls will require an STC rating of 36 or higher. Reference can be made to the building material industry standards standard in Appendix 3.

An additional analysis was performed using the orientation of the proposed buildings for the outdoor living areas as per Table 2.3a of the ENCG. The results were found to be below the 55 dBA threshold. Therefore, the outdoor noise levels are considered acceptable. Additionally, Warning Clause Type A should be included in all deeds of sale.

6.5 Tree Conservation Report

The proposed development includes 2 levels of underground parking covering a large majority of the lots. The required excavation will necessitate the removal of all private trees (specifically Trees 4-11 and 22-31). Given these plans, it is unlikely engineering documents will change these recommendations.

The trees around the periphery of the property are recommended for removal for a variety of reasons:

Tree 1 will be severely impacted by the installation of the proposed walkway, driveway, and excavation.

Tree 2 is in direct conflict with the proposed driveway, and the tree is in poor condition.

Tree 12 is a likely self-seeded cluster of young ash stems. These are showing signs of insect damage, and it is possible they have already been infested with Emerald Ash Borer. It is unlikely these trees will survive long, despite construction, and the stress of construction will further hasten their decline.

Trees 13-21 are in poor condition – large wounds around the bases of the trees are pathways for infections, and with the added stress of construction, regardless of protections, these trees are likely to decline very quickly. It is recommended they be removed and replaced with healthier specimens.

The amount of the defined Critical Root Zone of Tree 3 that will be disturbed is minimal, and because the tree has good rooting space on the adjacent property, it is expected this tree will be able to endure construction.

Native species should be prioritized in landscape planting. Best management practices recommend 30m3 of soil per tree planted, and while this may not be possible, maximizing soil volume per tree is highly recommended. Raised curb-style planters are recommended for hard surface plantings, and underplanting trees with shrubs can provide tree trunks with protection and nutrients.

Given the current site conditions and location, it is unlikely redevelopment of these lands will affect wildlife.

No Butternut (*Juglans cinerea*) or black ash (*Fraxinus nigra*), both endangered species in Ontario, were discovered on site.

6.6 Site Servicing Study

The purpose of this report is to demonstrate that the proposed servicing and stormwater management design for the development follows the recommendations and guidelines provided by the City of Ottawa, the Mississippi Valley Conservation Authority (MVCA), and the Ministry of the Environment, Conservation and Parks (MECP). This report addresses access to water, sanitary and storm servicing for the site, ensuring that existing services will adequately service the proposed development. The findings are summarized below:

- The FUS method estimated a maximum fire flow of 15,000 L/min is required for the contemplated development;
- The development is anticipated to have a peak wet weather flow of 8.24 L/s. City to provide a response to confirm the sewer capacities to accommodate the anticipated sanitary flows;

- Based on the feedback phase 1 notes, the proposed development will be required to attenuate post development flows to an equivalent release rate of the 5 year pre-development release rate;
- To meet the stormwater objectives the contemplated development may contain a combination of flow attenuation including surface and subsurface storage as well as building storage via an internal cistern and rooftops. It is anticipated that approximately ***133 m3*** of onsite storage will be required to attenuate flow to the established release rate; and
- Quality controls are to be proposed for the development via an OGS unit in the detailed design phase.

Based on the information presented in this report, Egis recommends that City of Ottawa approve this Assessment of Adequacy of Public Services in support of the proposed rezoning for 3872, 3880, 3884 Hazeldean Road and 7 Savage Drive.

6.7 Phase One Environmental Site Assessment

GEMTEC Consulting Engineers and Scientists Limited (GEMTEC) was retained by Hazeldean Heights Inc. to carry out a Phase One Environmental Site Assessment (ESA) in accordance with Ontario Regulation (O.Reg) 153/04, as amended.

The primary objective of this Phase One ESA was to identify any current and/or former potentially contaminating activities at the Site, as well as within the vicinity of the Site, to develop a preliminary determination of the likelihood of contamination in soil or groundwater which would result in the requirement of a Phase Two ESA. Six Areas of Potential Environmental Concern (APEC) were identified at the Site based on the Phase One ESA findings and is summarized below:

- **APEC 1 – Importation of Fill Material of Unknown Quality:** Through the review of information, the Phase One Property was previously developed and the importation of fill material of unknown quality is likely. The COPCs are PHC, BTEX, PAHs, Metals, Hydride-Forming Metals (As, Se, and Sb), ORP (B, B-HWS, CN-, Cr(VI), Hg, pH, NA, Cl-) in soil.
- **APEC 2 – Use of de-icing salts:** Through the review of historical property use and site interview, de-icing salts have been used on the Phase One Property. The COPCs are EC, and SAR in soil.
- **APEC 3 – Commercial autobody work at Westend Automotive:** Through the review of information, Commercial autobody work occurs at Westend Automotive has occurred. The Site interviewee was not aware of any spills having occurred. The COPCs are Metals, PHCs, VOCs (including BTEX) in soil & groundwater.
- **APEC 4 – Maintenance Garage for Westend Automotive, with waste oil drums and oil water separator:** Through the review of information, a current garage that provides automotive maintenance, waste oil drums and oil water separator was identified. The Site interviewee was not aware of any spills having occurred. The COPCs are Metals, PHCs, VOCs (including BTEX) in soil & groundwater.
- **APEC 5 – Multiple commercial/ industrial businesses east of the Phase One Property:** Through the review of information, multiple commercial/ industrial businesses east of the Phase One Property were identified, including one adjacent to the Phase One Property. The Site interviewee was not aware of any spills having occurred. The COPCs are Metals, PHCs, VOCs (including BTEX) in soil & groundwater.
- **APEC 6 – A Gasoline Service Station with storage tanks and known contamination**: Through the review of information, a gasoline service station with known contamination northwest of the site was identified. Through review, it was identified that only contaminated groundwater is known to be leaving the site, whereas contaminated soil is contained on the site. The COPCs are Metals, PHCs, BTEX in groundwater.

Based on the information obtained and reviewed as part of this Phase One ESA, six APECs were identified at the Phase One Property. Based on this, a Phase Two ESA would be required to support the development of the property, and submission of a Record of Site Condition (RSC).

7.0
Public Engagement Strategy

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

- Pre-Application Consultation Meeting with the City of Ottawa.
  - A pre-application consultation meeting was held with City staff and the consultant team on October 8th, 2024.
- Urban Design Review Panel
  - The Urban Design Review Panel was attended on February 7th, 2025, and key recommendations were provided and subsequently considered and integrated into the proposed development's design.
- Notification of Ward Councillor, Councillor Glen Gower – Ward 6 Stittsville. A meeting was held with the Ward Councillor on July 9th, 2025 to discuss the project.
- Community Information Session
  - A community information session was held on August 6th, 2025, to discuss the proposed development. An additional Public Engagement meeting may be held, if needed, following this submission.
- Committee meeting advertisement and report mail out to public (City of Ottawa).
- Statutory Public Meeting – Planning and Housing Committee
  - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee

8.0
Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- The proposed development is consistent with the intent of the Provincial Planning Statement (2024), proposing the intensification of an underutilized property within the built-up area, where existing infrastructure and public service facilities are available;
- The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies for the Mainstreet Corridor designation;
- The proposed development conforms to urban design objectives and compatibility criteria established in Section 4.6 of the Official Plan;
- The City of Ottawa's Urban Design Guidelines for High-Rise Buildings and Urban Design Guidelines for Development Along Arterials Mainstreets objectives are met by proposing high density development along a Mainstreet while providing respectful transition the adjacent low-rise neighbourhood to the south; and,
- The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Sincerely,

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