FOTENN

6310 Hazeldean Road

Planning Rationale
Minor Zoning By-law Amendment + Site Plan Control
August 28, 2025

FOTENN

Prepared for Scalia Properties

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1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained by Scalia Properties (the "Owner") to prepare this Planning Rationale in support of a Minor Zoning By-law Amendment and Site Plan Control application to facilitate the proposed development on the lands municipally known as 6130 Hazeldean Road ("the subject property") in Stittsville, City of Ottawa.

1.1 Application History

The proposed applications serve to facilitate the development of the subject property in accordance with the previously approved Zoning By-law Amendment (ZBLA) application (D02-02-22-0038). The previous Zoning By-law Amendment resulting in Urban Exception 2102 and Schedule 501 was approved by City Council on September 18, 2024. A pre-consultation meeting was held with City staff in July 2024 based on the Council-approved design. Since the approval and pre-consultation meeting, the proposed development has been refined in preparation for the Site Plan Control application submission and subsequent building permit applications.

As a result of the modifications to the design of the proposed development, a Minor Zoning By-law Amendment application is now required to address zoning compliance, primarily as a result of site grading and architectural expression. The details of the requested relief are outlined in later sections of this report.

The proposed development was presented to the Urban Design Review Panel on June 6, 2025. A response to the recommendations provided by the Panel have been provided in the UDRP Report, including with the submission package for the development applications.

1.2 Purpose of the Application

The purpose of this Minor Zoning By-law Amendment application is to facilitate the proposed development of the subject property, which has been refined since the September 2024 Zoning By-law Amendment approval. The Minor Zoning By-law Amendment application proposes to amend Urban Exception 2102 and Schedule 501, which apply to the subject property only. The required amendments include:

- Reduce the minimum front yard setback to 0.3 metres from 3 metres due to the projection of the underground garage above-ground. The buildings containing residential units continue to respect the 3 metres setback requirement.
- Reduce the minimum interior side yard setback to 0.2 metres from 3 metres due to the projection of the underground garage above-ground. The building containing residential units continues to respect the 3 metre setback requirement.
- Reduce the rear yard setback to 8.2 metres from 10 metres for a length of 52.5 metres due to the projection of the underground garage above-ground.
- Reduce the minimum width of a landscaped area abutting the rear lot line to 8.2 metres for a length of 52.5 metres due to the projection of the underground garage above-ground.
- Increase the maximum permitted building height from 0 metres to 1.8 metres within Area F for the portion of the underground parking garage that projects above-ground.
- Remove the requirement for a 1.5 metre setback above the fourth (4th) storey on Building 2 (21-storey building).
- Remove the requirement for a 1.5 metre setback above the fourth (4th) storey for part of the high-rise portion of Building 1 (12-storey building) and permit the provided 1.5 setback to be located above the sixth (6th) storey whereas it is currently required to be provided above the fourth (4th) storey.

- Increase the maximum permitted height from 11 metres to 11.5 metres within Area D due to the grading on the site. This portion of the building continues to respect the 3-storey maximum permitted height.
- Decrease the minimum tower separation to 17 metres from 19 metres at the closest point between towers. The reduced tower separation will apply for only a portion of the interface of the two towers, increasing as you get closer to Hazeldean Road.
- Increase the maximum permitted projection of ornamental elements such as sills, belt courses, cornices, parapets and pilasters to 1 metre for Building 1 and 2.2 metres for Building 2, whereas Section 65 of the Zoning By-law permits a maximum projection of 0.6 metres

To obtain a more complete understanding of the development proposal and the justification submitted to receive the necessary planning approvals from the City of Ottawa, this Planning Rationale should be read in conjunction with the portfolio of drawings and reports prepared by the architecture and engineering consultants and other specialists as required by the City of Ottawa planning approval process.

2.0
Subject Property and Surrounding Context

2.1 Subject Property

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

Figure 1. Subject property

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

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

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

2.2 Surrounding Context

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

Figure 2. Photos of the subject property and surrounding context

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

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

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

South: Immediately south of the subject property is the Crossing Bridge Estates Subdivision, which extends from West Ridge Drive to Stittsville Main Street and is characterized by low-rise, detached dwellings. Located within this subdivision is A. Lorne Cassidy Elementary School, as well as several public parks of varying sizes. The majority of the properties to

the immediate south have been extended through consolidation with a former City corridor, creating lots with depths of approximately 56 metres.

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

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 3 below). The subject property has access to the following transit services within a short walking distance:

- Frequent bus route 61 (Stittsville ⇄ Tunney's Pasture) offers service approximately every 15-20 minutes, providing quick and convenient access to the city centre. Tunney's Pasture is a major transit hub offering numerous bus connections and access to the LRT Confederation Line 1.
- Connection routes 261 (Kimpton ⇄ Tunney's Pasture) and 263 (Tunney's Pasture ⇄ Richmond) 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.
- Local route 163 (Kittiwake ⇄ Terry Fox) offers service approximately every 30 minutes and provides mobility within Stittsville.

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 3.5 kilometres from the subject property.

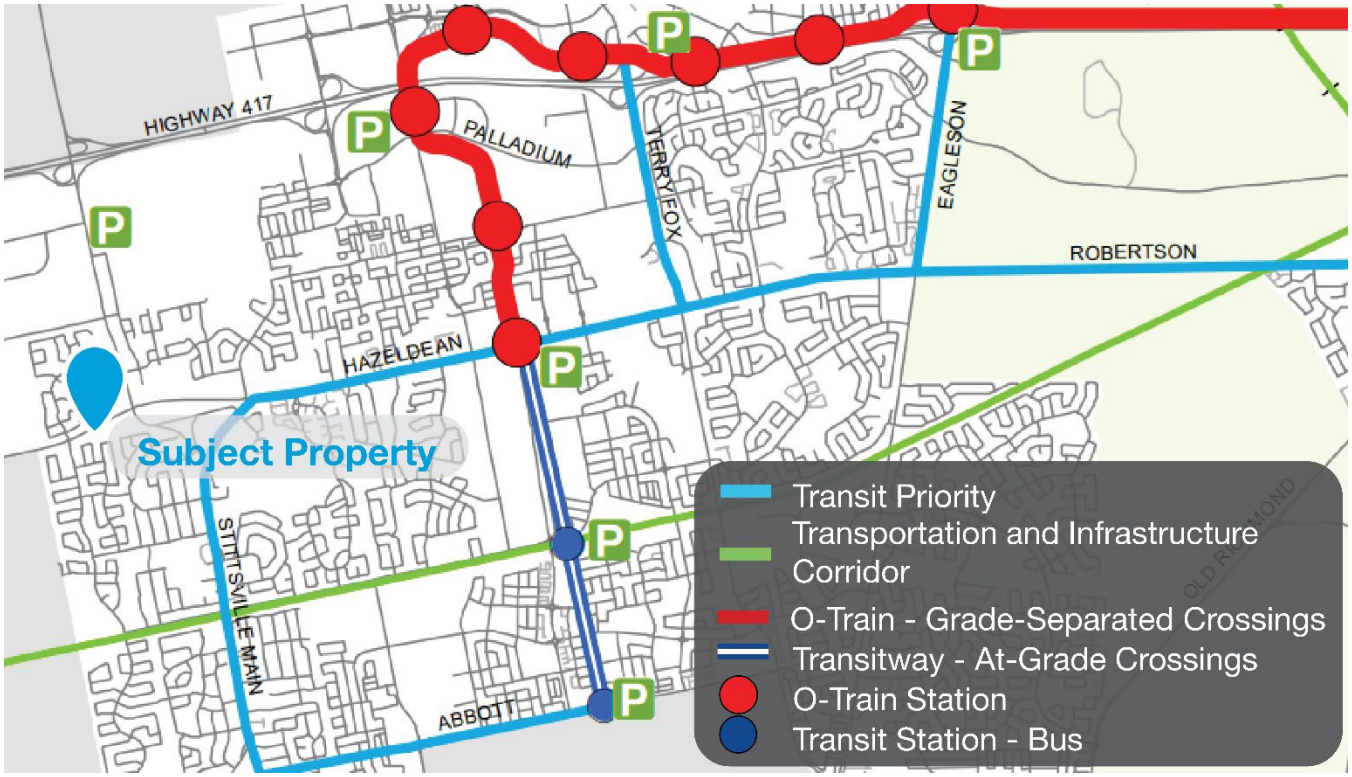

Figure 3. Extract from Schedule C2 - Ultimate Transit Network, City of Ottawa Official Plan

2.3.2 Road Network

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

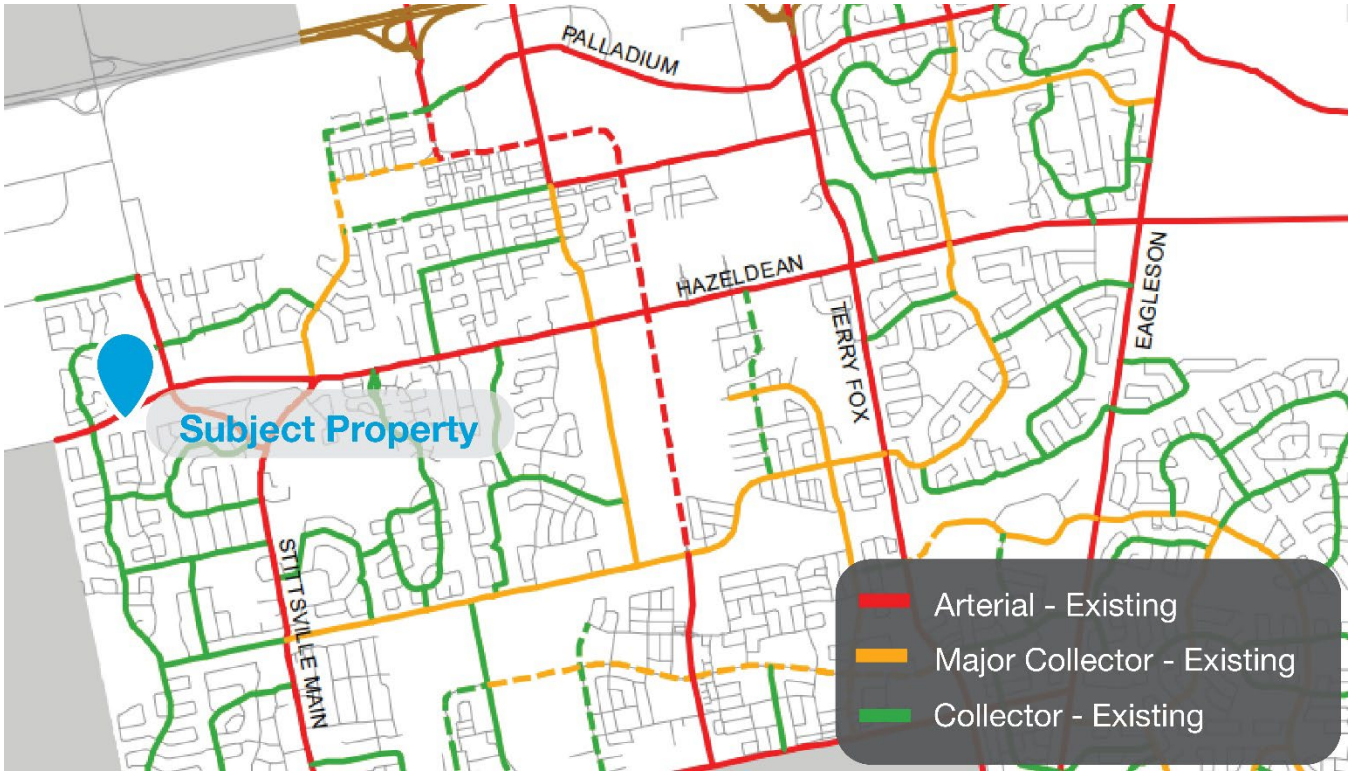

Figure 4. Extract from Schedule C4 - Urban Road Network, City of Ottawa Official Plan

2.3.3 Active Transportation Network

The subject property benefits from reasonable access and connectivity to the local active transportation network.

Hazeldean Road has been identified as a Cycling Spine Route on Map 1 of the Transportation Master Plan (Figure 5). Spine routes, as identified by the Transportation Master Plan, provide access along major road corridors, connecting cross-town bikeways and multi-use pathways to neighbourhood bikeways and feeder routes. In general, spine routes will provide on-road cycling space, either as a cycling track or a buffered bike lane, but this depends on any localized constraints.

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.

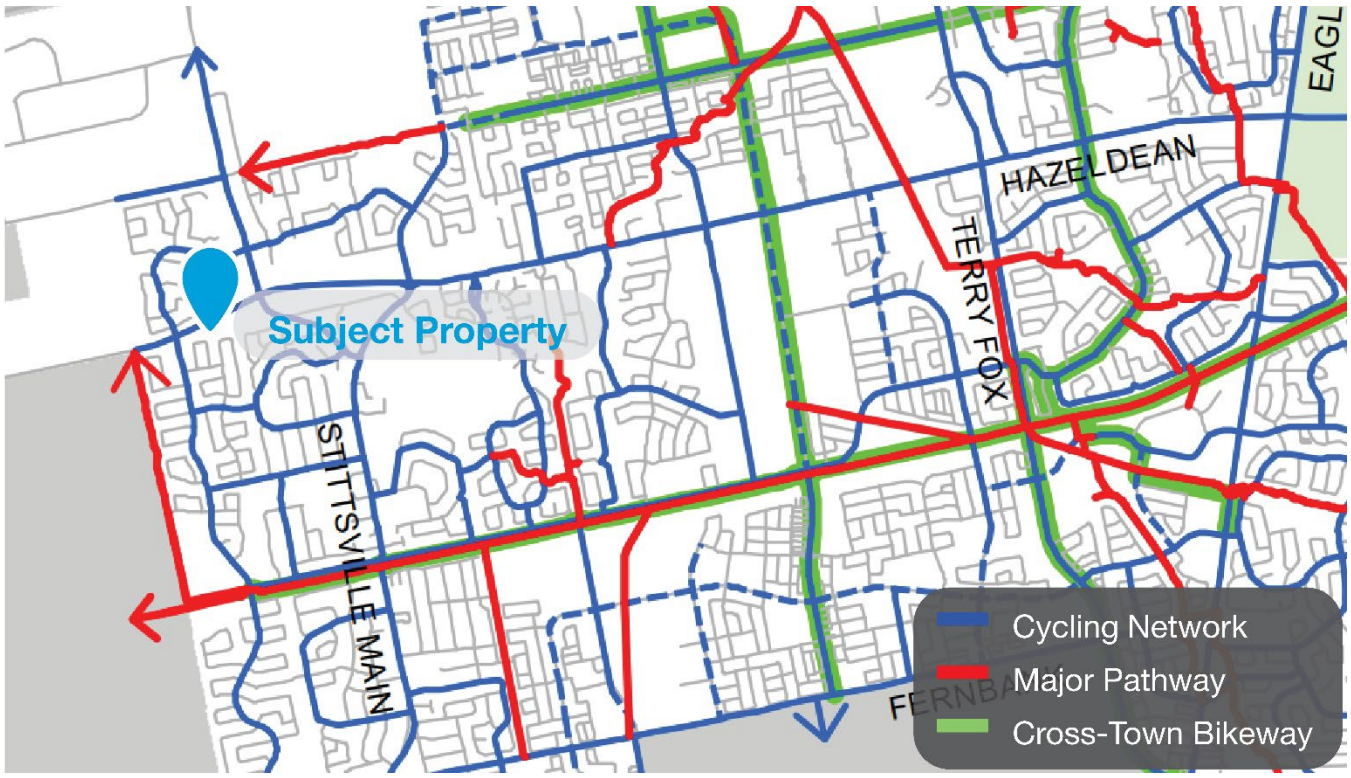

Figure 5. Extract from Map D1 – Urban Cycling Network, Transportation Master Plan (2025)

2.3.4 Carp Road Widening Environmental Assessment Study

The City of Ottawa has undertaken the Carp Road Widening Environmental Assessment (EA) Study to evaluate the widening of Carp Road from two (2) to four (4) lanes and upgrades to the Hazeldean Road/Carp Road intersection as outlined in the 2013 Transportation Master Plan. The proposed widening and pedestrian upgrades will extend to the intersection of the subject property, upgrading the subject property's frontage east of the signalized intersection (Figure 6).

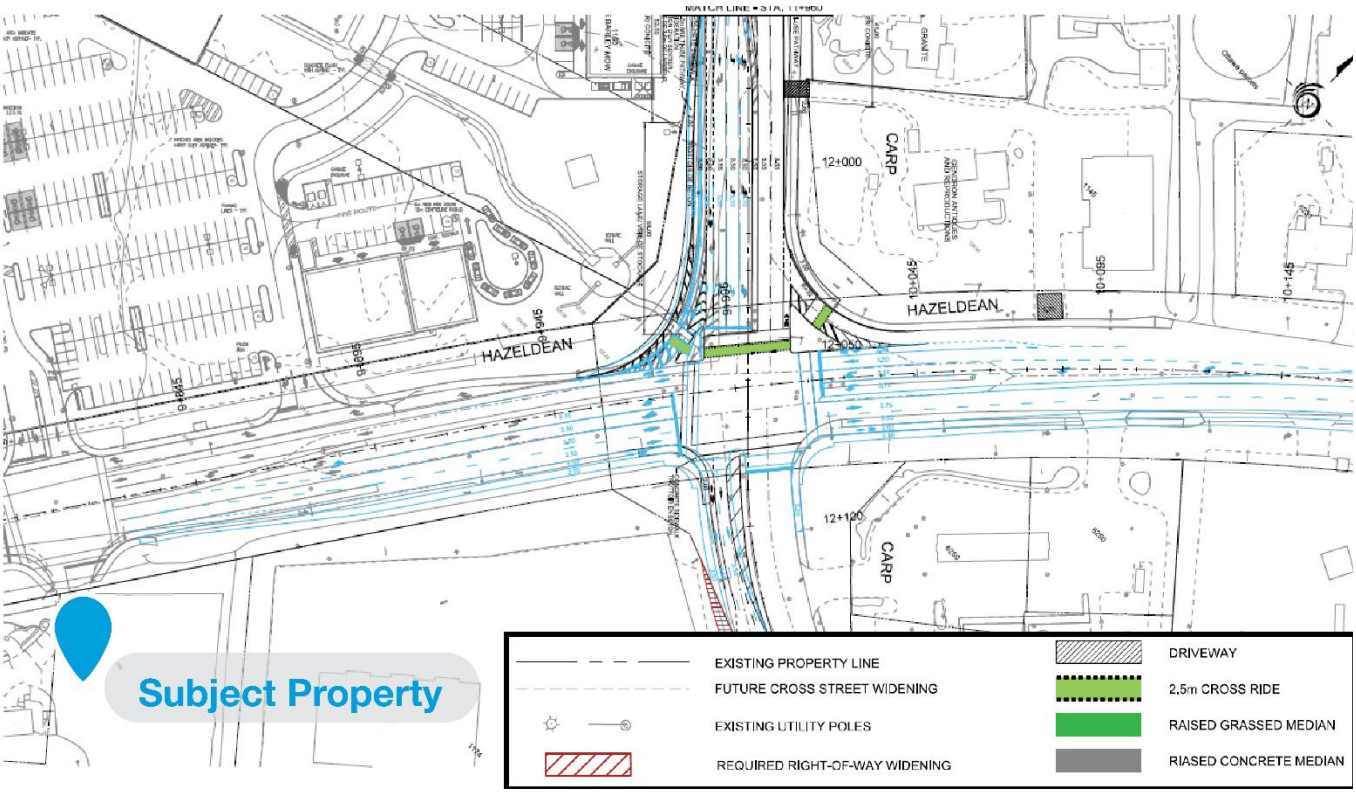

Figure 6. Long-Term Operational Modifications to Hazeldean Road/Carp Road Intersection, Carp Road Widening EA Study

2.4 Complete Community Features

While typical of most suburban Ottawa communities, in comparison to Ottawa's more established downtown communities, the Stittsville neighbourhood is served by amenities and services that contribute to the creation 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. While the subject property was not evaluated, the parcels nearest the subject property scored 6 out of 10 with the rating being average for the area, reflecting the following amenities within a 15-minute walk:

- One (1) grocery store;
- Nine (9) retail stores;
- Six (6) parks;
- One (1) childcare facility;
- Two (2) health services; and
- One (1) elementary or secondary school.

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.

3.0 Proposed Development

3.1 Overview

Scalia is proposing to develop the subject property with two high-rise buildings that are 21 and 12 storeys in height. The proposed development will be purpose-built rental buildings with a range of unit types and amenities. The proposed development was approved by City Council in September 2024; however, through the advancement of the design of each building and detailed engineering, the approved built form is proposed to be modified while still maintaining the general intent of the previously approved Zoning By-law Amendment.

The previously Zoning By-law Amendment for the subject property received approval for two (2) high-rise buildings, 12 and 21 storeys in height, consisting of 441 units in varying sizes. A total of 389 resident parking spaces (0.8 spaces/unit), 86 visitor parking spaces (0.2 spaces/unit), and 446 bicycle parking spaces (1.03 spaces/unit) were proposed. The resulting site-specific schedule established building stepbacks to the rear property line to provide an appropriate transition to the abutting low-rise residential neighbourhood.

The revised proposal continues to propose two (2) high-rise buildings, 12 and 21 storeys height. The unit mix has been adjusted as the design of the buildings have been advanced, with a total of 456 units ranging from studio units to three-bedroom units now proposed. To accommodate larger units in terms of size and number of bedrooms, the 21-storey tower floorplate has been increased, resulting in a reduced tower separation to 17 metres from the 12-storey tower.

A total of 373 resident parking spaces (0.81 spaces/unit), 91 visitor parking spaces (0.2 spaces/unit), and 456 bicycle parking spaces are proposed (1 space/unit), located within one (1) level of underground parking, two (2) levels of above-ground structured parking, and surface parking. The proposed development has adjusted the maximum building heights as a result of a detailed grading analysis of the site. While the majority of the development complies with the maximum permitted building heights established in Schedule 501, relief is required for the three-storey portion of the development and the rear yard/landscaped area. The details of the relief being requested are addressed in later sections of this Report.

Through the previous Zoning By-law Amendment application, the property owner undertook a Letter of Undertaking committing to providing a sidewalk along the entire property frontage on Hazeldean Road. The portion of the property frontage east of the subject property's intersection will be upgraded through the City of Ottawa's Carp Road Widening project, while the remainder of the frontage west of the intersection will be upgraded through a Third Party Agreement in which the property owner will fund the construction of a concrete sidewalk and the City will undertake the actual design and construction of the sidewalk. Per recent discussions with City staff, it is understood that Scalia will be responsible for funding the cost of the concrete material, sub-base and pouring of the sidewalk. As such, the concrete sidewalk has been illustrated on the submitted Site Plan with a note that the sidewalk will be designed by the City. It is understood that through the Site Plan Control process, the project team will work with the City to determine more finite details and costs estimates.

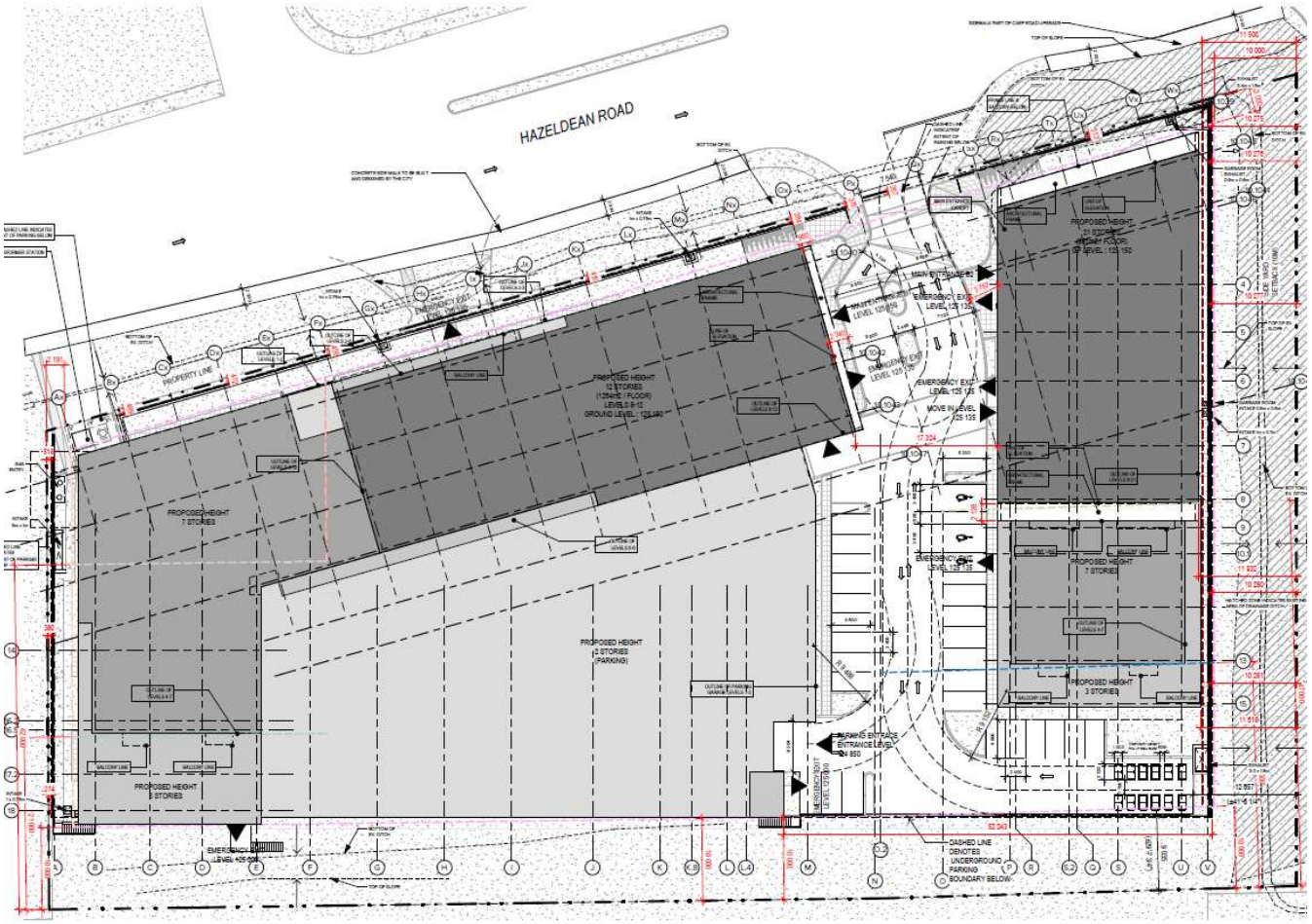

Figure 7. Site Plan

3.2 Building Design

3.2.1 Building Massing and Scale

The development is designed to reduce massing impacts by providing appropriate setbacks and a gradual height transition. The massing is predominantly concentrated toward the north of the site, with the east-west orientation of the western building framing Hazeldean Road, while the north-south orientation of the eastern building articulates a secondary volume to the site, enhancing the pedestrian experience. Additionally, the reduced volume at the lower levels allows for public realm activation at the street level, by highlighting the presence of the lobbies, and enhancing the gateway effect between the western and eastern buildings. The massing transition includes a gradual increase from 3 storeys to 7 storeys to 12 storeys from the west and rear property lines for the western building, and 3 storeys to 7 storeys to 21 storeys from the rear property line for the eastern building, mitigating massing impacts on neighbouring low-rise residential properties to the south.

Through the use of notch outs, architectural ornamentation, and a well thought out material palette, Building 1 achieves the appearance of multiple buildings, limiting the impact of the massing on Hazeldean Road. Similarly, Building 2 has been designed with an architectural frame that extends from ground floor, wraps around the building, and ends above the sixth floor. This frame, combined with the shifting balconies reinforces the tower shape and creates the appearance of a podium. The materiality of both buildings interact with each other from different viewpoints to ensure a cohesive development.

Figure 8. View looking southeast from Hazeldean Road

3.2.2 Building Transition

The proposed building transition remains generally unchanged from the approved design and setbacks illustrated on Schedule 501 of the Zoning By-law. The proposed development achieves a significant transition between the towers and rear property line through the use of setbacks, as well as stepbacks at the third and seventh storeys. While the tower floorplate of both buildings has slightly increased, a significant setback between towers and the rear property line is achieved. The increased tower floorplate is consistent with the direction of the Urban Design Guidelines for High-Rise Buildings, in which larger floorplates are permitted in the suburban area when increased setbacks are provided. The increase in tower floorplate not only provides for the accommodation of three-bedroom units, but also allows for all unit types to be larger in size. The proposed buildings containing residential units comply with the required setbacks to the rear property illustrated on Schedule 501 of the Zoning By-law. Relief is required from the 10 metre rear yard setback for the portion of the underground garage that projects above ground due to grading. This variance does not have an impact to the transition of the proposed development to the rear yard and a landscaped area is still proposed, assisting with the transition at-grade between the subject property and the properties to the south.

The previous Zoning By-law Amendment reduced the tower separation to 19 metres. The revised design has decreased the tower separation to 17 metres to accommodate larger unit sizes. The reduction in tower separation applies to a portion of the interface between the towers at the southern-most interface between the towers, and has been measured from building face to building face, not including projections such as architectural ornamentation. The reduced separation distance only applies between floors 8 to 12. The reduced tower separation is not anticipated to create any undue adverse impacts and is considered an appropriate transition between the two buildings.

Figure 9. View looking southwest towards Hazeldean Road

Figure 10. Southeast view of Building 2

3.3 Pedestrian Experience and Public Realm

The revised proposal maintains the open entrance into the site from Hazeldean Road, in addition to the active building entrances and landscaping result in a welcoming entrance for pedestrians (Figure 11). The proposed development incorporates recessed lobbies and canopies at the ground levels that further contribute to the pedestrian scale and pedestrian comfort at-grade.

A small surface parking lot is proposed at the rear of the proposed buildings, generally away from view of Hazeldean Road. The proposed landscaping along the rear property line also ensures this surface parking lot is screened from view from the neighbouring properties to the rear.

Figure 11. View of the site entrance from Hazeldean Road

3.4 Amenities

An important consideration in the design of the proposed development was the inclusion of spaces that will maximize the liveability for residents of the proposed development. An important consideration was the location of proposed amenity spaces within the buildings.

The proposed development includes a combination of communal amenity areas and private balconies for residents. An amenity terrace is proposed at the third floor of Building 1, along with interior amenity spaces on the second and third floor of Building 1 and on the ground floor of Building 2 (Figure 12, Figure 13, Figure 14). The proposed amenity program will include:

- Fully equipped gym;
- Sauna;

- Coworking space;
- Golf simulator;
- Pool table;
- Outdoor swimming pool;
- Dining area with BBQs;
- Pickleball court; and
- Relaxation area.

Understanding the noise concerns associated with pickleball courts, Scalia has explored pickleball equipment that will mitigate noise concerns. The proposed pickleball equipment will include The Owl Racket, which is a wool felted racket, certified by the USA Pickleball Quiet Category, and the Gamma Librarian Foam Pickleball, which is intended to be used for a quiet pickleball experience.

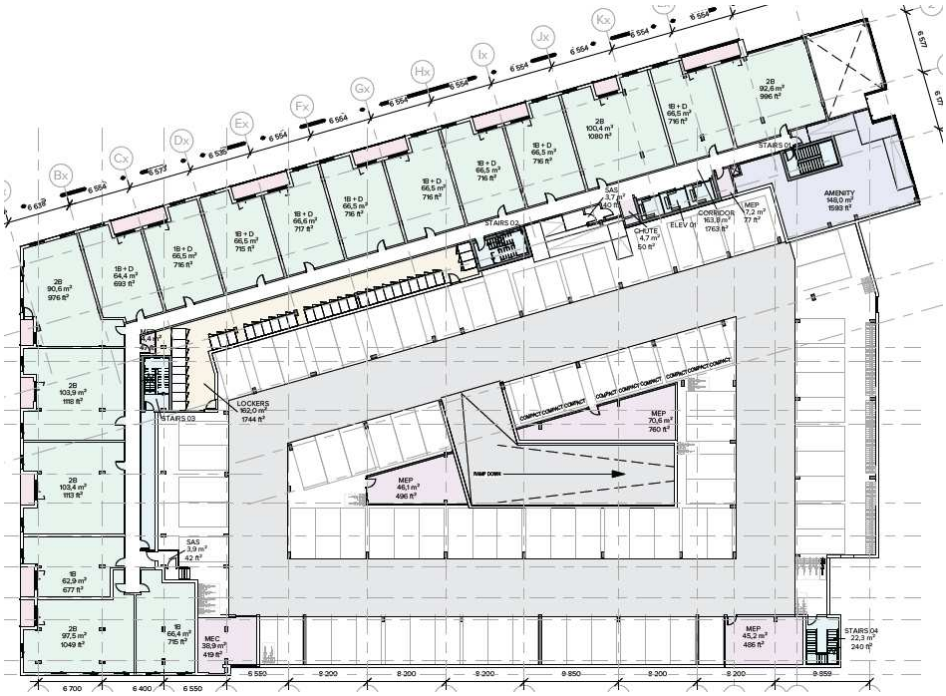

Figure 12. Building 1 Level 2 Floor Plan

Figure 13. Building 1 Level 3 Floor Plan

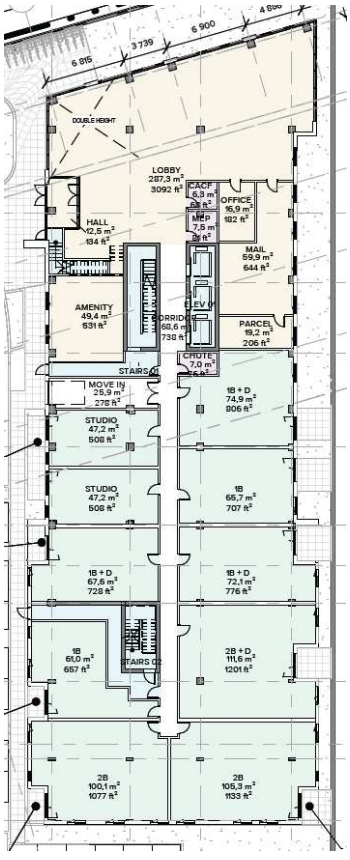

Figure 14. Building 2 Ground Floor Plan

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, among others:

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:

a) 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

b) 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:

a) 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;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) 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 redevelops a vacant parcel of land with additional housing options for the Stittsville community. The proposed development is located in an area where services are readily available and with 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 unit types, contributing to the range of housing options in the immediate neighbourhood.

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

b) permitting and facilitating:

1. 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

2. 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;

c) 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.

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

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation; and

d) are transit-supportive, as appropriate …

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.2 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:

a) to accommodate significant population and employment growth;

b) as focal areas for education, commercial, recreational, and cultural uses;

c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,

d) to support affordable, accessible, and equitable housing.

The subject property is located in a strategic growth area within the City with sufficient servicing and infrastructure available to support the development. The proposed development efficiently uses the land and resources available, while also supporting active transportation and public transportation. The proposed development contributes to the creation of a range and mix of housing options within the Stittsville neighbourhood and also contributes to the creation of a complete community.

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

a) support the achievement of compact, transit-supportive, and complete communities;

b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;

c) support energy conservation and efficiency;

d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and

e) 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 redevelops the subject property with a compact and dense built form. The proposed development contributes to the creation of a complete community and plans to be energy efficient. The proposed development will make use of geothermal energy to support the overall energy needs of the building.

3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections with cross jurisdictional boundaries.

The proposed development will provide connectivity to the local bus network as well as the pedestrian and cycling facilities on Hazeldean Road. As part of the proposed development, a sidewalk will be constructed along the entire property's Hazeldean Road frontage to ensure pedestrian connectivity on both the north (existing) and south side of Hazeldean Road.

3.6.8 Planning for stormwater management shall:

a) 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;
b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
c) minimize erosion and changes in water balance including through the use of green infrastructure;
d) mitigate risks to human health, safety, property and the environment;
e) maximize the extent and function of vegetative and pervious surfaces;
f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
g) 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 located in an area with existing infrastructure and public service facilities. The proposed redevelopment of the subject property will help optimize the existing infrastructure and will plan for stormwater management using best practices.

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.

The proposed development represents intensification of an underutilized parcel of land within the urban area, advancing the City's 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 served by existing 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 3.5 kilometres 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 proposed development will locate additional residential density along Hazeldean Road, which will contribute to a greater number of residents in the area to support new and existing industries and businesses.

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.

The proposed applications will result in residential intensification that is supportive of the above cross cutting issues. The proposed development results in efficient growth in an area served by existing infrastructure and public services. The proposed development will result in new housing stock that meets sustainability and accessibility design

standards, and will support the growth of Ottawa's population by contributing to the range of housing options in the suburban area.

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 1. Extract of 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

The proposed development is consistent with the policies of the Official Plan as they relate to growth management and intensification, as outlined above. The proposed development will intensify an existing commercial property along a prominent arterial road in accordance with the previously approved Zoning By-law Amendment. The proposed development will consist of two (2) new high-rise buildings with a range of unit types, including 33 units three-bedroom units, exceed the target of 5 percent for large-household dwellings. The proposed development will also contribute to this area of Stittsville becoming a 15-minute neighbourhood, but introducing a higher density of residential uses in proximity to an existing shopping centre containing a mix of uses.

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 (West)** and designated **Mainstreet Corridor**, as shown in Figure 15 below.

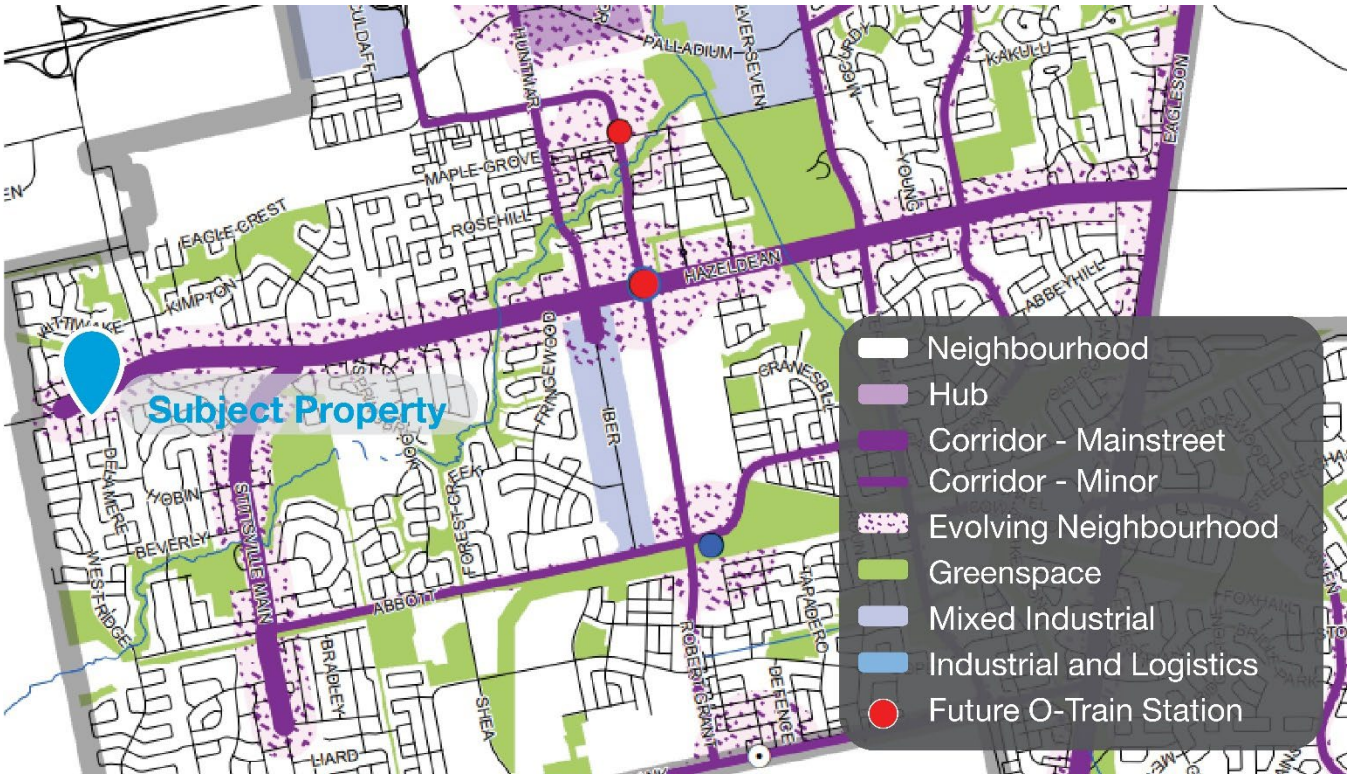

Figure 15. Extract of Schedule B5 - Suburban (West) Transect, City of Ottawa Official Plan

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. The applicable policies of Section 5.4 for the proposed development are outlined as follows:

Policy 2(c) of Section 5.4.1 states that the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be mid-rise along Mainstreet Corridors, however the following policy additional direction applies:

i. Generally not less than 2 storeys;

ii. Where the lot fabric can provide a suitable transition to abutting low-rise areas, high-rise development may be permitted;

iii. The building stepback should be no taller than the corresponding 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;

The proposed development consists of two (2) high-rise towers located on a large urban lot along a Mainstreet Corridor. The proposed development employs multiple building stepbacks from the rear property line and achieves an approximate 47 metre setback from the proposed high-rise towers to the rear property line, providing a suitable transition that supports high-rise development on the subject property.

Policy 3 of Section 5.4.1 states that 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

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

Policy 3 of Section 5.4.3 states that along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate heigh 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 Section 4.6.6, policies 7), 8), and 9);

The proposed development generally complies with the heights permitted through Schedule 501 of the Zoning By-law. Where height increases are required to address grading concerns, they are consistent with the policy direction above.

Overall, the proposed development is consistent with policy direction of the Suburban Transect.

The Corridor designation applies to bands of lands along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. The applicable policies of Section 6.2 for the proposed development are outlined as follows:

Policy 2 of Section 6.2.1 states 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 mid-block pedestrian connections to nearby streets or abutting designations;

c) For sites generally of greater than one hectare in area of 100 metres in depth:

   i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; …

d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

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

The proposed development continues to be designed to locate the tallest portion of the buildings and the greatest density along Hazeldean Road, with stepacks and setbacks to the rear property line and the western property line. The proposed development will provide a single pedestrian and vehicular access from Hazeldean Road, with the internal circulation network designed for pedestrian comfort.

4.2.5 Urban Design

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

Section 4.6.3 encourages capital investments in the City's street's, sidewalks, and other public spaces to support healthy lifestyles through development projects. **Policy 1** states that development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

The proposed redevelopment will enhance the public realm by providing a sidewalk along Hazeldean Road, along with additional landscaping within the site's boundary.

Section 4.6.5 provides direction for effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of villages and rural landscapes. **Policy 2** states that development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

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

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

The proposed development has been designed to frame Hazeldean Road by locating the tallest heights and greatest densities along the Mainstreet. The proposed development has been designed to recess the ground floor levels of each building to create a wider opening for pedestrians upon entry into the site, contributing to an enhanced pedestrian experience at-grade. The proposed development has internalized all loading and servicing areas where possible, and where locating these elements internal to the buildings is not possible, they have been located towards the rear of the property away from the Mainstreet.

Section 4.6 provides direction for the sensitive integration of new development of low-rise, mid-rise, and high-rise buildings to ensure that Ottawa meets its intensification targets while considering liveability for all. **Policy 1** states that to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings as follows:

a) Between existing buildings of different heights;

b) Where the planned context anticipates the adjacency of buildings of different heights;

c) Within a designation that is the target for intensification, specifically:

ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Through the previously approved Zoning By-law Amendment, transition measures such as setbacks and stepbacks from the rear property line were implemented via Schedule 501. The proposed development continues to generally comply to these setbacks, particularly as it relates to the mid- and high-rise portions of the proposed buildings. Additionally, the ground level of each of the proposed buildings continues to be recessed, limiting the impact of the development on the public realm along Hazeldean Road.

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

As previously noted, the proposed development continues to generally comply with the site-specific zoning schedule which establishes transition measures to abutting properties designated Neighbourhood. Where relief is required as a result of modifications to the design of the proposed buildings, transition is still providing in the form of setbacks and stepbacks, as well as a landscaped buffer along the rear property line.

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

a) Provide protection from heat, wind, extreme weather, noise and air pollution; and

b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development includes a large rooftop amenity area at the third storey of Building 1, located internal to the subject property. In addition to the outdoor terrace, indoor amenity areas are provided in both of the proposed buildings, along with private balconies. The variety of amenity areas will serve the needs of all age groups and will allow for spaces to be used at different times throughout the year.

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

a) Frame the street block and provide mid-block connections to break up large blocks;

b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;

c) Be generally proportionate in height to the width of the right of way; and

d) Provide sufficient setbacks and stepbacks to provide landscaping and adequate space for tree planting; avoid a street canyon effect; and minimize microclimate impacts on the public realm and private amenity areas.

Although Building 1 (12 storeys) is not a mid-rise building, its form and massing is representative of a mid-rise building that is generally proportionate in height to the width of the abutting right-of-way. Building 1 has been designed to have street-facing units on the ground-floor that will provide street activation. Building 1 has been designed with a recessed ground level, along with vertical notches and architectural ornamentation along the façade to break up the massing of the building.

Policy 8 states that 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.

Policy 9 states that 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.

The proposed development will consist of a 12-storey building and 21-storey building, both of which are high-rise buildings. As discussed above, the 12-storey building more closely resembles a mid-rise building as the building massing is representative of a bar building. The 21-storey building is a point-tower which has a floorplate of 881 square metres. Although this proposed floorplate is greater than the generally accepted 750 square metre size, the proposed development achieves significant transition to the abutting low-rise neighbourhood, which allows for larger floorplate sizes to be considered. Similarly, the proposed 12-storey building has a floorplate size of 1,264 square metres and a similar transition to the abutting low-rise neighbourhood.

The proposed tower separation has been decreased from the approved 19-metre separation to 17 metres. As previously identified, the proposed tower separation distance varies and will range from 17 metres to 23 metres as you get closer to Hazeldean Road due to the orientation of the buildings and the irregular configuration of the site. The proposed decrease in tower separation will accommodate larger unit sizes and accommodate large-household dwelling units (3-bedroom units).

The increase in floorplate size and reduction in tower separation is not anticipated to have an undue negative impacts to the surrounding properties or future residents of either building, as the proposed building is designed in accordance with the Urban Design Guidelines for High-Rise Buildings, and specifically takes into account the guidelines for bar buildings and high-rise buildings in the suburban area.

4.2.6 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. As the city grows and changes with a larger population, more housing types will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa 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.

Policy 1 of Section 4.2.1 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.

The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a dense residential high-rise building that includes a diversity of unit sizes.

4.2.7 Mobility

Land use and transportation are fundamentally connected. Planning for transportation looks beyond moving people and goods, to also guide city-building objectives such as growth management and economic development.

Section 4.1.2 provides direction for promoting healthy 15-minute neighbourhoods. **Policy 6** states that new developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

As part of the proposed development, Scalia will fund the construction of a concreate sidewalk along the Hazeldean frontage of the subject property, while the City will complete the construction through a Third-Party Agreement. Through the Site Plan Control process the details of this agreement will be refined. This sidewalk has been illustrated on the supporting Site Plan including with the development application submission.

4.3 Urban Design Guidelines for High-Rise Buildings

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

The 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 is supportive of the following guidelines, among others:

#	Guideline	Design Response
Section 1 – Context		

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 the two buildings defines the street wall context along Hazeldean Road and offers adequate massing transition to the south 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 to the south.**
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. 1,800 m² for an interior lot;	**The property has a total lot area of 12,014 square metres and the high-rise buildings have been designed to maximize the site layout .**
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.	**The property is currently vacant and dominated by a large asphalt pad directly abutting the public realm. The proposal greatly improves on this condition but creating an open and welcoming entrance into the site, as well as integrating ground-oriented units and landscaping along the Hazeldean Road frontage.**
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 podium and tower of each building are differentiated with step-backs, cantilevers, architectural ornamentation, and changes in materiality and fenestration pattern emphasizing the different aspects of the building.**
2.6	The maximum height of a bar building should be 12 storeys or 1.5 times of the width of the street it faces (building face to building face distance), whichever is less. A taller building should be designed as a point tower rather than a slab	**Building 1 is proposed to be 12 storeys in height and directly relates to the width of the abutting right-of-way, consistent with Guideline 2.6.**

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 proposed development provides a visually interesting street wall condition along Hazeldean Road, with careful attention paid to the massing and materiality.**
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 above the 3rd and 7th storeys along the rear of the buildings, making use of the depth of the site 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 proposed development uses materiality to further break up the massing of the buildings, creating architectural interest through stepbacks, the use of balconies, and placement of different materiality.**
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; 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.	**The proposed development includes tower floorplates that are larger than 750 square metres; however, given the suburban location of the subject property and the existing right-of-way width of Hazeldean Road being approximately 40 metres, a larger floorplate is appropriate. The proposed developments will continue to be designed to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural light.**

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.	**The proposed development seeks to amend the minimum tower separation distance from 19 metres to 17 metres at the closest point between buildings. Given the site configuration and the building orientation, the interface of the high-rise buildings is offset, resulting in a smaller tower separation at the southern most interface and a larger separation distance closest to Hazeldean Road. The proposed separation distance is not anticipated to create any undue adverse impacts to the future residents of either building and will allow for larger units to be accommodated in each building.** **The proposed development achieves an 11.5 metre setback to the interior side and rear lot lines.**
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 tower designs ensure any shadows move quickly across impacted areas, which are generally to the north and east.**
Section 3 – Pedestrian Realm		
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.	**The proposed development provides a mid-block entrance, breaking up the massing of the two buildings. Further, Building 1 has been designed with architectural features such as notch-outs and change in materiality to create the appearance of multiple buildings, further breaking up the mass of the building along Hazeldean Road.**
3.10	Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.	**The proposed development will provide pedestrian entrances internal to the site accessible from the signalized intersection. While a sidewalk will be constructed along the Hazeldean Road frontage, a drainage ditch will remain, limiting access from the sidewalk to the site at locations other than the signalized intersection. Pedestrian areas will be clearly demarcated as illustrated on the supporting Site Plan and Landscape Plan.**
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.	
3.14	Locate parking underground or at the rear of the building.	**Parking is primarily provided underground and in an above-ground structure with some surface parking provided at-grade. Where surface parking is provided, it is generally screened from view from Hazeldean Road.**

3.15	Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.	**Drop-off and pick-up areas are located internally to the site, off of Hazeldean Road.**
3.16	Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.	**Servicing, loading, and other required utilities have been internalized and designed into the building where possible.**

The proposed development meets the general intent of the City of Ottawa's Urban Design Guidelines for High-Rise Buildings.

4.4 Urban Design Guidelines for Development Along Arterial 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 of the buildings where possible.

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 of the buildings where possible.

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

As shown in Figure 16, the subject property is zoned Arterial Mainstreet, Subzone 9, Urban Exception 2102, Schedule 501 (AM9[2101] S501). The proposed development was subject to a Zoning By-law Amendment application that was approved in September 2024. The current zoning, including Urban Exception 2102 and Schedule 501 were created through the previous Zoning By-law Amendment. In preparation for the Site Plan Control submission, the proposal was refined, and as such, some of the site-specific provisions established in September 2024 are proposed to be amended. The details of the amendment are outlined below.

The purpose of the AM – Arterial Mainstreet Zone is to:

- Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings; and
- Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

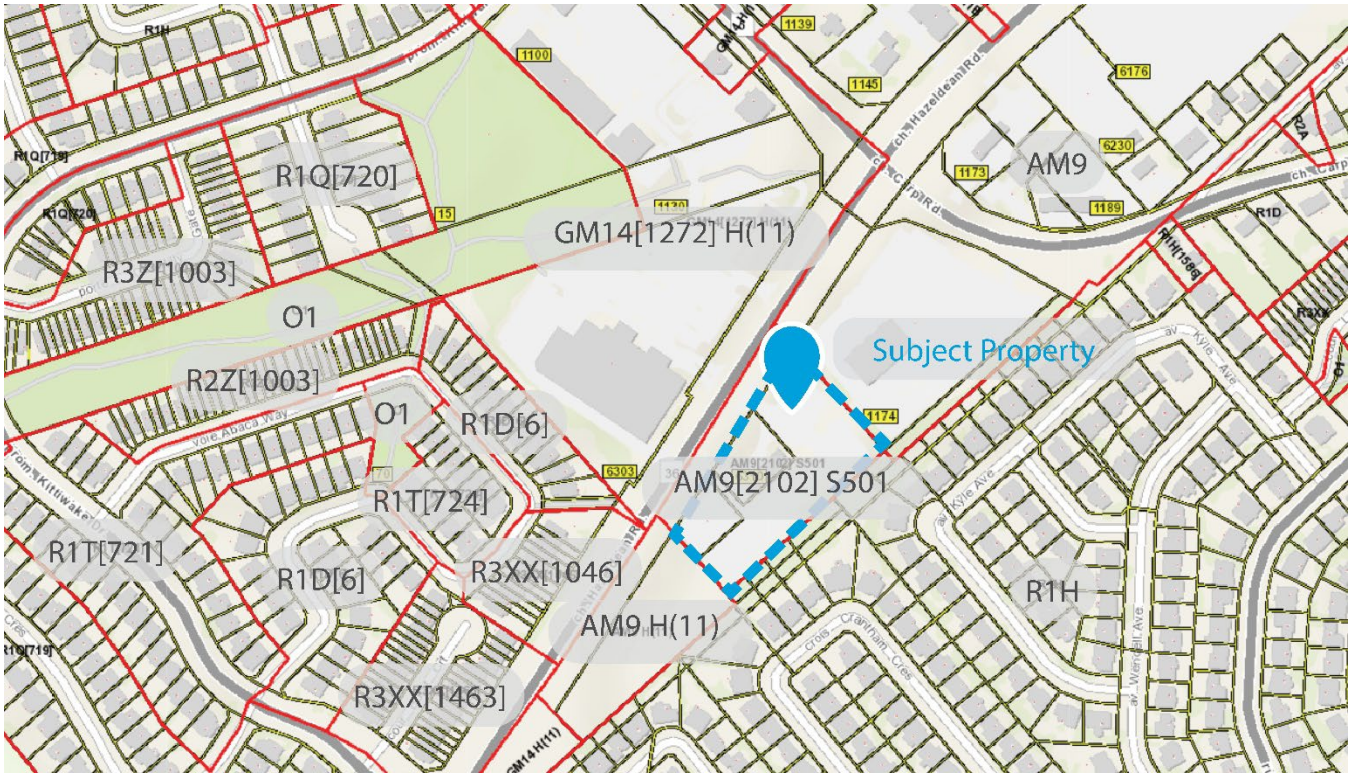

Figure 16. Zoning Map

The AM zone and urban exception permits a variety of non-residential and residential uses, ranging from retail, commercial services and institutional uses to apartment dwelling, mid-rise and high-rise.

The table below provides a summary of the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions. Areas of compliance are noted with a green 'Y' and areas of non-compliance are noted with a red 'N'

Zoning Provisions	Required (AM9[2102] S501)	Provided	Compliant (Y/N)
Proposed Zone/Subzone (Zoning By-law Amendments only):	AM9[2102]S501		
Principal Land Use(s) Exception 2102	Apartment dwelling, high-rise	Apartment dwelling, high-rise	**Y**
Minimum Lot Width Table 185	No minimum	154 m	**Y**
Minimum Lot Area Table 185	No minimum	12,014 m^2	**Y**
Minimum Front Yard Set Back Schedule 501	3 m	0.3 m	**N**
Minimum Interior Side Yard Setback Schedule 501	East: 10 m West: 3 m	Building 2 (East): 10 m Building 1 (West): 0.2 m	**N**
Minimum Rear Yard Setback Schedule 501	10 m	8.2 m for a distance of 52.2 m from the east boundary of the underground parking garage, and 10 m for the remainder of the development	**N**
Maximum Building Height Schedule 501	Area A: 41 m Area B: 67.7 m Area C: 24 m Area D: 11 m Area E: 0 m Area F: 0 m (no buildings permitted)	Area A: 38.53 m Area B: 65.4 m Area C: 23.28 m Area D: 11.34 m Area E: 0 m Area F: 1.8 m All heights measured from average finished grade of 8.205 m	**Y** **Y** **Y** **N** **Y** **N**
Maximum Floor Space Index Table 185	None	n/a	**Y**
Rooftop Landscaped Areas, Gardens and Terraces Table 55(8)(a)(ii)	Where a roof-top terrace is not located on the roof of the uppermost storey and meets or exceeds an area equivalent to 25 per cent of the gross floor area of	Rooftop terrace is located on the 3rd floor and exceeds 25% of the GFA of the 3rd floor. A minimum setback of 1.5 metres is achieved.	**Y**

Zoning Provisions	Required (AM9[2102] S501)	Provided	Compliant (Y/N)
	the storey it is adjacent to and most equal to in height: minimum 1.5 m from any exterior wall of the building.	Landscaping is provided along the perimeter of the terrace.	
Setback above the 4th Storey for any portion of a building greater than 10 storeys Exception 2102	1.5 m	Building 1: 1.5 m above the 6th storey for a portion of the building and 0 m for the remainder Building 2: 0 m	N
Minimum Width of Landscaped Area Abutting the Rear Lot Line Exception 2102	10 m	8.2 m for a distance of 52.2 m from the east boundary of the underground parking garage, and 10 m for the remainder of the development	N
Permitted Projections Into Yards Section 65			
Ornamental elements such as sills, belt courses, cornices, parapets and pilasters Table 65(3)	0.6 m, but not closer than 0.6 m to a lot line	Building 1: 1 m Building 2: 2.2 m	N
Provisions for High-Rise Buildings Section 77 Area B of Schedule 402			
Minimum Lot Area Section 77(4)(b)	1,800 m^2	12,014 m^2	Y
Minimum Interior and Rear Yard Setback Section 77(4)(c)	11.5 m	11.9 m	Y
Minimum Separation Distance Between Towers on the Same Lot Exception 2102	19 m	17.3 m	N
Parking Provisions			
Minimum Parking Space Rates Exception 2102 Apartment Dwelling, high-rise	0.75 spaces/dwelling unit (342 spaces)	Total: 372 spaces (underground and surface)	Y
Minimum Visitor Parking Spaces Section 102 Apartment Dwelling, high-rise	0.2/dwelling unit (91 spaces)	92 spaces	Y

Zoning Provisions	Required (AM9[2102] S501)	Provided	Compliant (Y/N)
Parking Space Provisions Section 106	Standard Space: 2.6 x 5.2 m	2.6 x 5.2 m	Y
	Up to 50% of the parking spaces (27) in a parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that the space: / Is visibly identified as being for a compact car / Is not a required visitor parking space / Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.	2.4 x 4.6 m and less than 50% of the spaces	Y
Driveway Width Section 107(a) & (aa)	Min: 6 m Max: 6.7 m	6 m	Y
Aisle Width Section 107(c)	6 m	6 m	Y
Outdoor Refuse Collection Section 110	3 m from a lot line	>3 m from property lines	Y
Minimum Bicycle Parking Space Rates Exception 2102	1 space/dwelling unit (456 spaces)	456 spaces	Y
Minimum Bicycle Parking Access Aisle Section 111(9)	1.5 m	1.5 m	Y
Amenity Space Table 137(4)	Total: 6 m^2/unit (2,736 m^2) Communal: 50% of total required (1,368 m^2)	Total (Private + Communal): 6521.1 m^2 Communal: 2914.3 m^2	Y

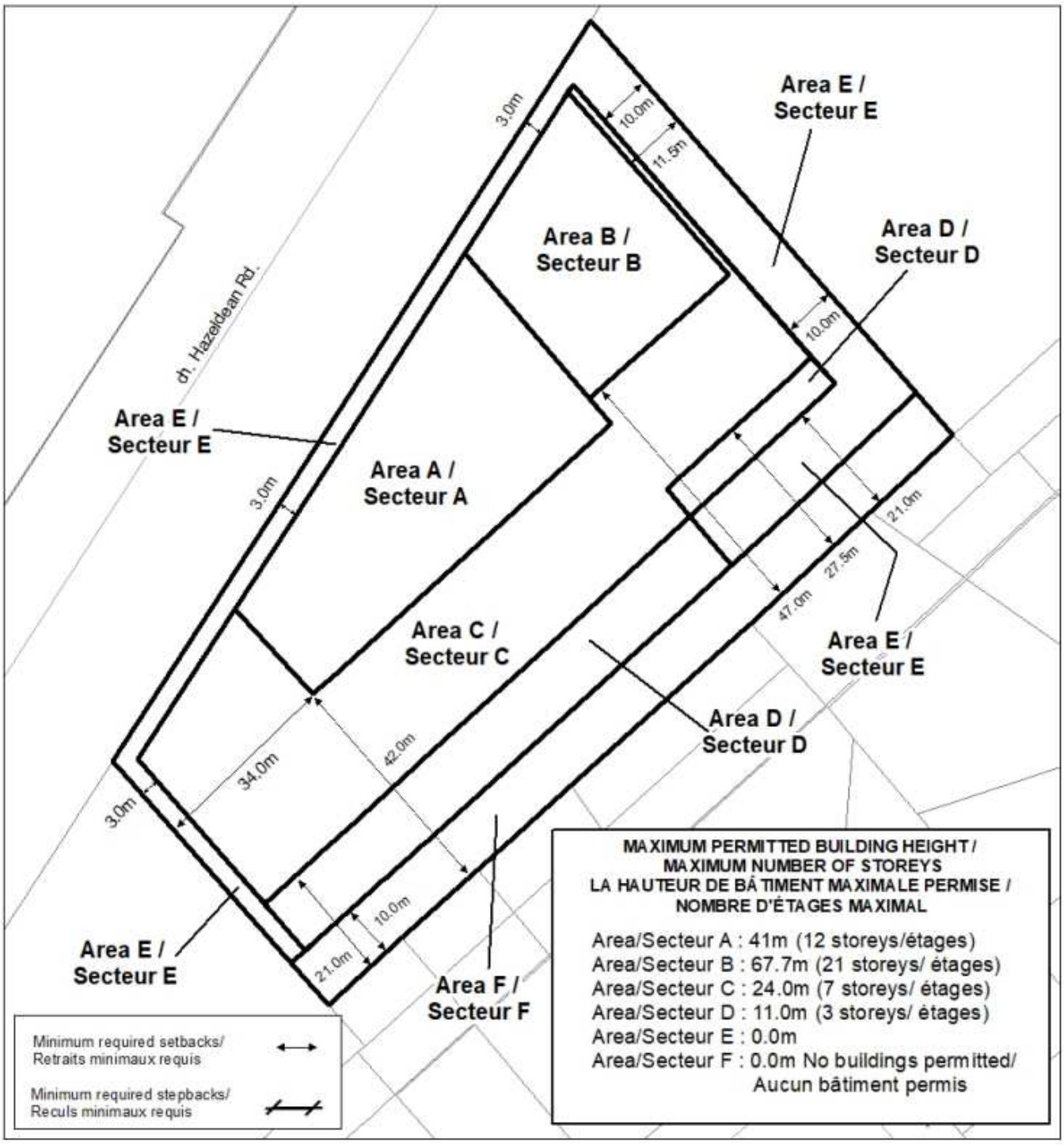

Figure 17. Schedule 501

5.0
Proposed Zoning By-law Amendment

The Zoning By-law Amendment seeks relief for site-specific provisions applicable to the subject property only, primarily as a result of site grading and architectural design which has been advance through the Site Plan Control process. The proposed amendments will revise Urban Exception 2102 and Schedule 501, while all other applicable provisions of the Zoning By-law will be adhered to. The following amendments are appropriate for the proposed development:

- **Front Yard Setback:** Reduce the minimum front yard setback to 0.3 metres from 3 metres due to the projection of the underground garage above-ground. Due to the grading of the site and the existing roadside ditch on Hazeldean Road, the underground parking garage is proposed to project above ground. As this is considered "building", the setback is required to be reduced; however, the building containing residential units will continue to respect the 3 metre setback requirement.

- **Interior Side Yard Setback:** Reduce the minimum interior side yard setback to 0.2 metres from 3 metres due to the projection of the underground garage above-ground. Due to the grading of the site, the underground parking garage is proposed to project above ground. As this is considered "building", the setback is required to be reduced; however, the building containing residential units will continue to respect the 3 metre setback requirement.

- **Rear Yard Setback:** Reduce the rear yard setback to 8.2 metres from 10 metres for a length of 52.5 metres due to the projection of the underground garage above-ground. Due to the grading of the site and the configuration of the rear lot line, the underground parking garage is proposed to project above ground. No buildings containing residential units are proposed to be located in this area and will continue to comply with the required setbacks from the rear property line as illustrated on Schedule 501.

- **Minimum Width of Landscaped Area:** Reduce the minimum width of a landscaped area abutting the rear lot line to 8.2 metres for a length of 52.5 metres due to the projection of the underground garage above-ground. Similar to the rear yard setback, the underground parking garage is proposed to project above ground due to the grading and configuration of the subject property. Where parking was previously proposed abutting the south side of the internal driveway in the previous application, the proposed development now locates parking on the north side of the internal driveway, further away from the rear property line. The reduced landscaped area will not result in any new development closer to the rear property line.

- **Maximum Building Height – Area F:** Increase the maximum permitted building height from 0 metres to 1.8 metres within Area F for the portion of the underground parking garage that projects above-ground. As the proposed underground parking garage will project above-ground, and due to the this being considered "building", the proposal does not currently comply with the maximum permitted height of 0 metres (no buildings). The proposed projection is 1.8 metres and will apply for 53 metres in width from the eastern edge of the parking garage. The proposed projection will be screened from view from the rear property line and abutting properties to the south. Although this height is attributed to a building, no residential units are proposed in this area, the height is attributed to the underground parking garage projection only. The proposed projection is appropriate and is not anticipated to create any undue adverse impacts.

- **Maximum Building Height – Area D:** Increase the maximum permitted height from 11 metres to 11.5 metres within Area D due to the grading on the site. As outlined above, the grading of the site has resulted in an increase in building height and the projection of the underground parking garage above ground. Due to the grading and where building height is required to be measured (average grade), the three storey portion of each building requires a modest increase in height to accommodate grades. These portions of the buildings will continue to respect the 3-storey maximum permitted height and no new residential units will be accommodated within the additional height.

- **Minimum 1.5 metre Setback on the Front Façade (Building 2):** Remove the requirement for a 1.5 metre setback above the fourth (4th) storey on Building 2 (21-storey building). The design of the proposed 21-storey building has been refined to incorporate different architectural elements and ornamentation to achieve differentiation

between the base, middle, and top of the building. The proposed design has eliminated the 1.5 metre stepback above the fourth floor and has instead included an architectural "frame" starting above the second storey that distinguishes the base and middle of the building, as well as shifting balconies that start at the sixth floor. The architectural frame and the shifting balconies create visual interest from the pedestrian scale while also providing the differentiation between the base, middle and top of the tower, in accordance with design guidelines. The removal of the 1.5 metre stepback above the fourth storey is not anticipated to create any undue adverse impacts on the surrounding community and is appropriate.

- **Minimum 1.5 metre Setback on the Front Façade (Building 1):** Remove the requirement for a 1.5 metre setback above the fourth (4th) storey for part of the high-rise portion of Building 1 (12-storey building) and permit the provided 1.5 setback to be located above the sixth (6th) storey whereas it is currently required to be provided above the fourth (4th) storey. Similar to Building 2, the design of the proposed 12-storey building has been refined to incorporate different architectural elements and ornamentation to achieve differentiation between the base and middle portions of the building, along with vertical breaks in the building. While the eastern-most section of Building 1 does not incorporate any setback, the overall height of the building is proportionate to the abutting right-of-way of Hazeldean Road. In accordance with the design guidelines for bar buildings, this is appropriate and the removal of the setback above the fourth storey is not anticipated to create any undue negative impacts to the surrounding area. Similarly, the western-most high-rise portion of Building 1 has been setback above the third storey where a notch has been create and at the sixth storey. This setback aligns with the datum line of the frame on Building 2, which wraps around the building and ends at the sixth floor. Given the cohesive design of both buildings together, the relocation of the setback for the western-most high-rise portion of Building 1 is appropriate.

- **Tower Separation:** Decrease the minimum tower separation to 17 metres at the closest point between the towers. The reduced tower separation will apply for only a portion of the interface of the two towers as a result of the lot configuration and the building orientation. The tower separation will increase to 23 metres as you get closer to Hazeldean Road, and the interface subject to this separation distance will only be for storeys 8 to 12. The decrease in tower separation allows for each building to accommodate larger units and will also accommodate large-household dwelling units (three bedrooms). The proposed tower separation is measured from building face to building face and does not include architectural ornamentation, such as added material to create a "frame" around the buildings. The reduced tower separation will continue to ensure that the space at-grade is open and accommodating for pedestrians. The reduced tower separation is not anticipated to create any undue adverse impacts to the future residents of the buildings or to the surrounding area and is an appropriate amendment to ensure a full range of unit sizes are accommodated within the development.

- **Permitted Projections into Required Yards (Ornamental elements):** Increase the maximum permitted projection of ornamental elements such as sills, belt courses, cornices, parapets and pilasters to 1 metre for Building 1 and 2.2 metres for Building 2, whereas Section 65 of the Zoning By-law permits a maximum projection of 0.6 metres. The design of the proposed development introduces architectural frames on both buildings that are intended to define the tower portions of each building. On Building 2 (21-storey building), the architectural frame wraps around the tower portion of the building on the front and rear facades, projecting slightly further than the proposed balconies. While the frame is outside the required setback along the front facade, at the rear, the frame projects into the required setback and as such would be subject to Section 65 of the Zoning By-law. The frame projecting slightly further than the edge of the balconies on the tower portion of the building is an integral part of the design language of the overall development as it is used to distinguish the tower from the base of the building. The increased projection at the rear of Building 2 is not anticipated to result in any undue adverse impacts to the neighbouring properties or future residents of the development.

  For Building 1, the maximum projection for the architectural frame is proposed to be 1 metre. The design language of Building 2 is carried into Building 1 through the use of a prominent architectural frame, ensuring a cohesively designed development. While the frame does project into the tower separation distance area, it does not create any opportunities for residential units to be located within this required tower separation distance

area. The proposed projection is design element and is not anticipated to create any undue adverse impacts to the future residents of the development.

6.0
Supporting Studies

Transportation Impact Assessment, prepared by CGH Transportation, dated August 2025

CGH Transportation ("CGH") has prepared a Transportation Impact Assessment (TIA) for the proposed development in accordance with the City of Ottawa's 2017 Transportation Impact Assessment Guidelines, incorporating the 2023 Revision to Transportation Impact Assessment Guidelines.

The TIA forecasts 186 two-way people trips during the AM peak hour and 184 two-people trips during the PM peak hour. Of these trips, 75 two-way trips will be vehicle trips during the AM peak hour and 99 two-way trips will be vehicle trips during the PM peak hour. Of the forecasted trips, 30 percent are anticipated to travel north, 5 percent to both the south and the west, and 60 percent to the east.

The TIA states that site traffic is anticipated to have negligible impact on transit movements throughout the study area. All intersections' transit LOS scores are similar between the background and total conditions. Generally, the network intersections are anticipated to operate similarly to the future background conditions.

The TIA recommends supportive TDM measures to be included within the proposed development, which would include building component measures and exterior/community component measures.

The TIA recommends that, from a transportation perspective, the proposed development applications proceed.

Environmental Noise Assessment, prepared by Gradient Wind Engineers & Scientists, dated December 12, 2023

Gradient Wind Engineers & Scientists ("Gradient Wind") completed the Environmental Noise Assessment for the proposed development. The assessment concluded that noise levels will range between 48 and 72 dBA during the daytime period and between 44 and 64 during the nighttime period. The highest noise levels occur along the front façade of Buildings A and B, nearest and most exposed to Hazeldean Road. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. Additionally, Buildings A and B will require forced air heating systems with central air conditioning, or similar mechanical systems, which will allow occupants to keep windows closed and maintain a comfortable living/working environment. A Type D warning clause will be required on all Lease, Purchase and Sale Agreements.

The assessment has also concluded that noise levels at select amenity area are expected to exceed the 55 dBA OLA noise criterion during the daytime period. If these areas are to be used as outdoor living areas, noise control measures are required to reduce noise levels as close as possible to 55 dBA. A noise screen along the sides of the walking surface is recommended, and if not provided, a Type A warning clause will be required on all Lease, Purchase and Sale Agreements.

Gradient Wind investigated the potential stationary noise impacts from existing nearby commercial properties surrounding the study site and confirmed that noise levels on the proposed development from the existing nearby properties will fall below NPC-300 criteria, and as such, the proposed development is expected to be compatible with the existing stationary sources of noise.

Stationary noise impacts from the development on the surroundings can be minimized by judicious placement of mechanical equipment, such as the placement of equipment on a roof or in a mechanical penthouse, or the incorporation of silencers and noise screens as necessary.

Phase 1 Environmental Site Assessment Update, prepared by Paterson Group, dated December 2, 2020

Paterson Group completed a Phase 1 Environmental Site Assessment (ESA) Update for the properties at 6310 and 6320 Hazeldean Road, which updates a previously prepared Phase 1 ESA completed by McIntosh Perry Consulting Engineers Ltd ("McIntosh Perry"). The update was completed in accordance with O.Reg 153/04 under the Environmental Protection Act and the report is intended to be read in conjunction with the previously prepared report by McIntosh Perry.

The Phase 1 ESA Update did not identify any new or materially changed Areas of Potential Environmental Concern (APECs) on the Phase 1 property.

Phase II Environmental Site Assessment, prepared by Paterson Group, dated February 12, 2022

Paterson Group completed a Phase II Environmental Site Assessment (ESA) for the properties addressed 6310 and 6320 Hazeldean Road. The purpose of the Phase II ESA was to address potentially contaminating activities (PCAs) that were identified during the 2018 Phase 1 ESA prepared by McIntosh Perry Consulting Engineers Ltd., and considered to result in areas of potential environmental concern (APECs) on the subject land.

A subsurface investigation was completed in 2018, which consisted of drilling 7 boreholes, 3 of which were completed with monitoring well installations. A supplemental subsurface investigation was carried out in 2020 and consisted of placing 11 test pits across the Phase II property, with the primary purpose of delineating the 2018 impacts. All soil samples analyzed as part of this investigation complied with the MECP Table 3 Residential standards.

The Phase II ESA concludes with recommendations, stating that a record of site condition (RSC) will be required. Additionally, it is recommended that a soil remediation be carried out in the vicinity of BH7 prior to, or in conjunction with, site redevelopment.

Geotechnical Investigation, prepared by Paterson Group, dated August 8 2025

Paterson Group completed a geotechnical investigation for the proposed development. The objective of the geotechnical investigation was to determine the subsoil and groundwater conditions at this site by means of a test hole program, and provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design.

A material testing and observation program is identified in the report recommendations, with the following aspects of the program recommended to be performed by Paterson Group:

- Observation of all bearing surfaces prior to the placement of concrete.
- Observation of all water proofing membranes, sub-slab drainage system and all associated systems and assemblies.
- Sampling and testing of the concrete and fill materials.
- Periodic observations of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- Observation of all subgrades prior to backfilling and follow-up field density tests to determine the level of compaction achieved.
- Field density tests to determine the level of compaction achieved.
- Sampling and testing of the bituminous concrete including mix design reviews.

Tree Conservation Report, prepared by IFS Associates, dated March 4, 2024

IFS Associates Inc. ("IFS") prepared the Tree Conservation Report (TCR) for the proposed development. The inventory in this report details the assessment of all individual trees on the subject property. No trees were found on adjacent City of Ottawa lands. Trees meeting the 10cm threshold were contained to the north- and southeastern property limits. Only

three (3) trees over 10cm in diameter within the subject property conflict with the proposed redevelopment and are slated for removal.

In general, the TCR found that tree health was poor. This is due to a combination of past site disturbances, in particular a berm which runs most of the length of the southeastern property line, and heavy vine growth into tree crowns. Most elms on the property are dead due to Dutch elm disease and all ash are dead due to the long-standing spread emerald ash borer. Several of the poplars are also infected with Hypoxylon canker.

Preservation and protection measures intended to mitigate dame during construction will be applied for the trees to be retained on and adjacent to the subject property. The following measures are the minimum required by the City of Ottawa to ensure tree survival during the following construction:

1. As per the City of Ottawa's tree protection barrier specification, erect a fence as close as possible to the CRZ of the trees.
2. Do not place any material or equipment within the CRZ of the tree(s).
3. Do not attach any signs, notices or posters to any tree.
4. Do not raise or lower the existing grade within the CRZ without approval.
5. Tunnel or bore instead of trenching within the CRZ of any tree.
6. Do not damage the root system, trunk or branches of any tree.
7. Ensure that exhaust fumes from all equipment are NOT directed towards any tree's canopy.

Pedestrian Level Wind Study, prepared by Gradient Wind Engineers & Scientists, dated December 21, 2023

Gradient Wind Engineers & Scientists ("Gradient Wind") completed a pedestrian level wind study for the proposed development. The study was based on architectural plans dated 2023. A May 2025 addendum to the above noted study provides an update to the findings of the 2023 report based on the revised May 2025 architectural drawings.

The study and addendum conclude that most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Wind conditions within the common amenity terrace servicing Building A at Level 3 were predicted to be suitable for sitting during the typical use period (May to October), which was considered acceptable.

Stormwater Management Report and Servicing Brief, prepared by LRL Associates Ltd., dated August 18, 2025

LRL Associates Ltd. ("LRL") was retained to prepare a Stormwater Management Report and Serviceability Brief to support the proposed development at 6310 Hazeldean Road. The servicing requirements are summarized as follows:

The contemplated development is anticipated to be serviced via a 200mmØ dual connection to the existing 406mm diameter watermain within Hazeldean Road. The domestic demands from the proposed concept are expected to be in the range of 2.66 L/s for the average daily demand, 6.59 L/s for the maximum daily demand, and 14.46 L/s for the maximum hourly demand. The hydraulic analysis has confirmed that adequate pressure is available to service the proposed development.

The post-development sanitary flow was calculated to be 9.29 L/s, accounting for the proposed residential populations, amenity areas and minor infiltration allowance. The proposed development will be serviced via a 375mm diameter sanitary service lateral connected to the existing 450mm diameter sanitary sewer located within the neighbouring easement southwest of the site.

Sie stormwater runoff will need to be controlled to a pre-development release rate of 155.00 L/s and accommodate 222.37 m^3 of stormwater storage during the 100-year storm event. An OGS will be installed to treat all contaminated runoff to an enhanced quality treatment level. The subject site is anticipated to outlet to the ditch within the easement located on the east side of the site.

7.0
Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and statutory public meetings.

The following public engagement activities have been undertaken or will be undertaken:

- A Pre-application Consultation meeting with City Staff, Fotenn, and the owners of the property was held in July 2024 for the Site Plan Control application. Additional meetings with City staff have been held since the pre-consultation meeting to provide updates on the project and advise of the forthcoming Minor Zoning By-law Amendment application.
  - The project team has consulted with the Carp Road Widening EA group multiple times to provide input into the project and coordinate construction. Discussions will remain ongoing as needed throughout the development applications once submitted.
- Notification of Ward Councillor, Councillor Glen Gower
  - The Ward Councillor has been kept informed of the proposed development, including updates on any design changes and updates on the forthcoming development applications.
- Community “Heads Up” to local registered Community Associations (City of Ottawa)
  - A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process pursuant to the Planning Act and the City of Ottawa’s Public Notification Policy.
- Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.

8.0 Conclusion

It is our professional planning opinion that the proposed Minor 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 Provincial Planning Statement (2024) by providing residential development of an underutilized parcel of land within a strategic growth area that will provide an increase in choice of housing within an existing neighbourhood.
- The proposed development conforms to the Official Plan's vision for managing growth and intensification. The proposed development represents residential intensification along a Mainstreet Corridor. The proposed development contributes to the creation of a 15-minute neighbourhood in an area with existing services and amenities.
- The proposed development conforms to the Official Plan's policies as they relate to the Suburban Transect, Corridor Designation, urban design, housing, and mobility. The proposed development introduces a high-density development on a Mainstreet Corridor and conforms to the urban design policies of Section 4.6 of the Official Plan.
- The proposed development responds strongly to the Urban Design Guidelines for High-Rise Buildings and the Urban Design Guidelines for Arterial Mainstreets.
- The proposed development complies with the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are necessary to facilitate the proposed development and primarily apply to Urban Exception 2102 and Schedule 501 which apply to the subject property only. The amendments are appropriate and are not anticipated to create undue adverse impacts on the community or surrounding properties.
- The proposed development is supported by technical studies, reports, and plans submitted as part of the application package.

Sincerely,

Ashleigh-Ann Moyo
Planner

Patricia Warren, MCIP RPP
Planner

Miguel Tremblay, MCIP RPP
Partner