

Subject: Zoning By-law Amendment – 6310 and 6320 Hazeldean Road

File Number: ACS2024-PDB-PS-0058

Report to Planning and Housing Committee on 11 September 2024

and Council 18 September 2024

**Submitted on August 30, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: Kimberley Baldwin, Planner III, Development Review West

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Ward: Stittsville (6)

**Objet : Modification du Règlement de zonage – 6310 et 6320, chemin
Hazeldean**

Dossier : ACS2024-PDB-PS-0058

Rapport au Comité de la planification et du logement

le 11 septembre 2024

et au Conseil le Choisir la date de la réunion du Conseil municipal.

**Soumis le 30 août 2024 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

**Personne ressource : Kimberley Baldwin, Urbaniste III, Examen des demandes d
d'aménagement ouest**

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Quartier : Stittsville (6)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 6310 and 6320 Hazeldean Road, as shown in Document 1, to permit high-rise mixed-use development with a maximum height of 21 storeys, as detailed in Documents 2 and 3.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of September 18, 2024,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification du *Règlement de zonage 2008-250* visant les 6310 et 6320, chemin Hazeldean, des biens-fonds illustrés dans le document 1, afin de permettre la construction d’une tour polyvalente d’une hauteur maximale de 21 étages, comme l’exposent en détail les documents 2 et 3.
2. Que le Comité de la planification et du logement approuve l’intégration de la section du présent rapport consacrée aux détails de la consultation dans la « brève explication » du résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d’explication » aux termes de la Loi sur l’aménagement du territoire, à la réunion du Conseil municipal prévue le 18 septembre 2024 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 6310 and 6320 Hazeldean Road to permit two high-rise buildings, containing a total of 431 residential units on the site.

The applicant has requested to add a high-rise apartment building as a permitted use, to permit a maximum building height of 67.7 metres, and to add site-specific exceptions to address building setbacks and stepbacks, tower setbacks, minimum separation distance between towers, permitted projections, vehicular and bicycle parking spaces, and a landscape buffer. The proposed amendment will also remove a site-specific provision related to a garden centre and building supply outlet that no longer exists on site.

Staff also note that the Owner has provided a signed Letter of Undertaking confirming their commitment to construct a municipal sidewalk and landscaping in the Hazeldean Road City Right-of-Way across the entire site frontage, in accordance with municipal standards. Detailed design of these Right-of-Way modifications will be provided through the Site Plan Control Process.

The proposal aligns with applicable Official Plan policies for this area. The subject property is designated Mainstreet Corridor in the Suburban Transect. Hazeldean Road is designated an Arterial Road in Schedule C4 of the Plan.

Applicable Policy

The following policies support this application:

- High rise buildings are permitted in this area. As per Section 5.4.1, the following policy applies to Mainstreet Corridors in the Suburban Transect:

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

The proposal provides suitable transition through generous setbacks and stepbacks, by situating the highest density and building heights nearest to the Corridor, and by generally adhering to a 45-degree angular plane as measured from the rear property line.

- The Corridor Policies in Section 6.2 of the Plan provide additional direction:

“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.”

The proposal locates the towers and highest density adjacent to the Corridor (Hazeldean Road), furthest away from the abutting low-rise neighbourhood.

- As set out in Section 4.1.2 within the Mobility Policies of the Official Plan,

“New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.” and “the City shall require sidewalks along Arterial Roads through new development”.

The Owner will construct a municipal sidewalk and associated landscaping in the Hazeldean Road City Right-of-Way across the entire site frontage.

Public Consultation/Input

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Two virtual public information sessions were held, one for the original proposal and one for the revised proposal. Planning staff and the local Councillor’s office received hundreds of written responses regarding the proposal. The City also received a petition with hundreds of signatures in opposition to the proposed amendment.

The majority of the comments were submitted in opposition to the proposed development. The community raised concerns about height, built form, transition, shadow, privacy, mobility, traffic, parking, city services, neighbourhood amenities, housing type, planning process and construction impacts.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé de la planification recommande l’approbation de la demande de modification du *Règlement de zonage* visant les 6310 et 6320, chemin Hazeldean, afin de permettre la présence sur l’emplacement de deux immeubles de grande hauteur abritant au total 431 logements.

Le requérant a demandé l’ajout d’une tour d’habitation à la liste des utilisations autorisées, afin de permettre une hauteur de bâtiment maximale de 67,7 mètres, et l’ajout d’exceptions propres à l’emplacement relatives aux retraits et aux marges de recul, aux retraits des tours, à la distance de séparation minimale entre les tours, aux saillies autorisées, aux places de stationnement pour véhicules et pour vélos ainsi qu’à la zone tampon paysagée. La modification proposée aura en outre pour effet de supprimer une disposition propre à l’emplacement associée à un centre de jardinage et à un magasin de matériaux de construction, qui ne sont plus présents sur l’emplacement.

Le personnel note également que le propriétaire a fourni une lettre d’engagement signée confirmant son engagement à construire un trottoir municipal et à réaliser un

aménagement paysager dans l'emprise municipale du chemin Hazeldean, sur toute la façade de l'emplacement visé, conformément aux normes municipales. La conception détaillée de ces modifications apportées à l'emprise sera fournie dans le cadre du processus de réglementation du plan d'implantation.

Le projet est conforme aux politiques du Plan officiel applicables à ce secteur. La propriété visée est désignée Couloir de rue principale dans le transect du secteur de banlieue. Le chemin Hazeldean est désigné comme étant une artère dans l'annexe C4 du PO.

Politiques applicables

Les politiques suivantes justifient cette demande :

- Les immeubles de grande hauteur sont autorisés dans ce secteur. Conformément à la section 5.4.1, la politique suivante s'applique aux couloirs de rues principales dans le transect du secteur de banlieue :

« Dans les cas où le tissu urbain permet d'assurer une transition harmonieuse avec les secteurs de faible hauteur voisins, on peut autoriser des aménagements de grande hauteur. »

Le projet offre une transition adéquate grâce à des retraits et à des marges de recul importants, en situant la densité et les hauteurs de bâtiment les plus élevées au plus près du couloir, et en respectant globalement un plan angulaire de 45 degrés mesuré à partir de la limite arrière de la propriété.

- Les politiques relatives aux couloirs de la section 6.2 du Plan officiel fournissent des orientations supplémentaires :

« L'aménagement du couloir désigné doit établir des bâtiments qui assurent les hauteurs maximums autorisées et les plus grandes densités non loin du couloir, sous réserve des marges de reculement des bâtiments, le cas échéant. »

Selon cette proposition, les tours et densités les plus élevées seront situées le long du couloir (chemin Hazeldean), à l'opposé du secteur de faible hauteur voisin.

- Comme le stipule la section 4.1.2 des politiques sur la mobilité du Plan officiel, « Les nouveaux aménagements assurent les liaisons directes avec le réseau existant ou planifié de trottoirs publics, de sentiers et d'infrastructures cyclables. » et « la Ville exigera la présence de trottoirs le long des artères dans le cadre des nouveaux aménagements. »

Le propriétaire construira un trottoir municipal assorti d'éléments paysagers dans l'emprise municipale du chemin Hazeldean, sur toute la longueur de la façade de l'emplacement.

Consultation et commentaires du public

La notification et la consultation du public se sont déroulées conformément à la Politique sur l'avis et la consultation publique approuvée par le Conseil municipal pour les modifications du Règlement de zonage.

Deux séances d'information publique virtuelles ont été organisées, l'une portant sur la proposition d'origine et l'autre sur la proposition révisée. Le personnel chargé de la planification et le bureau du conseiller du quartier concerné ont reçu des centaines de réponses écrites au sujet de ce projet. La Ville a également reçu une pétition d'opposition à la modification proposée, comptant des centaines de signatures.

La majorité des commentaires reçus étaient opposés à l'aménagement proposé. Les membres de la collectivité ont fait part de préoccupations entourant la hauteur, la forme bâtie, la transition, l'ombrage, l'intimité, la mobilité, la circulation, le stationnement, les services municipaux, les commodités locales, le type de logement, le processus de planification et les répercussions des travaux.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

6310 and 6320 Hazeldean Road

Owner

9441-6302 Quebec Inc.

Applicant

Fotenn c/o Patricia Warren and Miguel Tremblay

Architect

Figurr Architects

Description of site and surroundings

The site is located on the south side of Hazeldean Road, west of Carp Road and east of West Ridge Drive in Stittsville (Ward 6). The site has an area of 12,014 square metres, with 152 metres of frontage along Hazeldean Road and an irregular lot depth between 57 and 98 metres. Surrounding land uses include the Stittsville Corners Shopping Plaza to the north across Hazeldean Road; an RV dealership to the east; and a low-rise residential neighbourhood to the south. The subject site, as well as the site to the west, are current vacant.

Application History

Original Proposal – 2022

The applicant's initial submission, as shown in Document 7, was for a proposal to develop the property with three, nine-storey buildings. A total of 317 residential units were proposed and 2,130 square metres of commercial spaces. This proposal included a total of 364 parking spaces in an underground parking garage and 84 surface parking spaces.

Revised Proposal – 2024

The applicant submitted a revised proposal for a residential development containing 431 dwelling units within two buildings - a nine storey mid-rise building on the western portion of the site and a 25 storey high-rise building on the eastern portion of the site. The revised proposal included 389 parking spaces for residents and 86 spaces for visitors. A total of 446 bicycle parking spaces were proposed.

As this revised proposal was considerably different from the original proposal, City staff formally re-circulated this proposal to all technical staff, external agencies, the Ward Councillor and community associations for review and comments.

In response to comments received, the applicant reduced the height of the easterly building from 25 to 21 storeys and increased the height of the westerly building from nine to 12 storeys. The floor plate of the easterly building also increased from 750 square metres to 820 square metres.

The revised proposal is described in further detail in the following section.

Summary of proposed development

The proposed development consists of two high-rise buildings, containing a total of 431 residential units. Building 1, proposed on the western portion of the site, is an I-shaped building, consisting of a 12-storey high-rise bar building, which steps down to seven storeys towards the west property line and three storeys towards the rear property line. The tower floor plate of Building 1 is 1190 square metres. Building 2, proposed on the

eastern portion of the site, is a rectangular building, consisting of a 21-storey point tower, which transitions down to seven and three storeys towards the rear property line. The tower floor plate of Building 2 is 820 square metres. The overall development proposes to include 478 vehicular parking spaces (389 resident spaces, and 86 visitor spaces), and 446 bicycle parking spaces. A 10-metre wide landscape buffer will be provided along the rear property line.

Summary of requested Zoning By-law amendment

The requested Zoning By-law Amendment is to rezone the site from AM9[2102] (Arterial Mainstreet Zone, Subzone 9, Urban Exception 2102) to AM9[2102] SYYY (Arterial Mainstreet Zone, Subzone 9, Urban Exception 2102, Schedule YYY), as detailed in Documents 2 and 3.

The Arterial Mainstreet zone currently permits a mix of residential and non-residential uses. The current zone limits residential uses to a maximum height of 15 metres (approximately four storeys).

The proposed AM zone seeks to permit a high-rise apartment building as a permitted use on the subject site. The rezoning proposes to permit a maximum building height of 41 metres for Building 1 and 67.7 metres for Building 2. Site-specific exceptions are also requested to address building setbacks and stepbacks, tower setbacks, minimum separation distance between towers, permitted projections, vehicular and bicycle parking spaces and a landscape buffer.

The proposed amendment will also remove a site-specific provision related to a garden centre and building supply outlet that no longer exists on site.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Two virtual public information sessions were held, the first occurring on June 1, 2022, to discuss the original proposal. The second, and most recent, was held on February 20, 2024, to discuss the revised proposal. The virtual meeting was attended by the developer, their consultants, and the ward councillor. Approximately 300 members of the public attended.

Over 300 written responses have been submitted regarding the proposal with approximately 185 written questions and over 100 additional comments made at the

February 20 meeting. The majority of the comments were submitted in opposition to the proposed development. The community raised concerns about height, built form, transition, shadow, privacy, mobility, traffic, parking, city services, neighbourhood amenities, housing type, planning process and construction impacts.

The City also received a petition in April 2024, with over 700 signatures in opposition to the proposed amendment.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s)

In Volume 1 of the Official Plan, the subject site is located within the Suburban Transect on Schedule A and designated as a Mainstreet Corridor on Schedule B5.

The Suburban Transect recognizes a suburban pattern of built form and site design while supporting the evolution towards a 15-minute neighbourhood model. Section 5.4.1 of the Official Plan supports mid-rise development along Mainstreet Corridors, and where the lot fabric can provide a suitable transition to abutting low-rise areas, high-rise development may also be permitted. Stepback requirements fronting the street shall be proportionate to the width of the abutting right-of-way and consistent with the urban design policies in Subsection 4.6.6 of the Official Plan.

The Corridor policies are outlined in Section 6.2 of the Official Plan. Mainstreet Corridor designation applies to any lot abutting the Corridor to a maximum depth of 220 metres from the centreline of the street. A mix of residential and non-residential uses are permitted along Corridors. Development within the Corridor shall locate the maximum building heights and highest density close to the Corridor. Development shall also ensure appropriate transition in height, use of land, site design and development character through the site, where the Corridor meets abutting designations. The subject site abuts a Neighbourhood designation.

The Urban Design policies in Section 4.6.6 of the Official Plan provide guidance to enable the sensitive integration of new development to meet intensification targets while also ensuring liveability for all. The design policies speak to providing adequate building transition between high-rise buildings and adjacent properties designated Neighbourhood. Transition will be achieved by providing a gradual change in height and massing, through the stepping down of buildings and setbacks to low-rise properties, generally guided by the application of an angular plane or by other means in accordance with the City's urban design guidelines. This section also directs high-rise buildings to be designed to respond to their context and transect area. Residential tower floor plates should generally be limited to 750 square metres and should provide space

at grade for soft landscaping and trees. High-rise buildings are also required to provide separation distances to be shared equally between owners where high-rise buildings are permitted, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The Mobility policies in Section 4.1 of the Plan provide direction to provide mobility options to support the shift towards sustainable modes of transportation and 15-minute neighbourhoods. Per Policy 6 of Section 4.1.2, “new developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities” Hazeldean Road is designated an Arterial Road in Schedule C4 of the Plan. Per Policy 11 of Section 4.1.2, “the City shall require sidewalks along Arterial Roads through new development”.

Hazeldean Road Right-of-Way (ROW) and Carp Road Widening Project

At the time of writing this report, a City-initiated ‘Carp Road Widening Project’ proposes to include a new sidewalk along the south side of the Hazeldean Road, east of the applicant’s driveway to the intersection of Carp and Hazeldean Roads. This project is in the early stages of design and the scope, timing and budget may be subject to change. Staff emphasize that there are no plans or funding for a sidewalk west of the applicant’s existing driveway. The property owner will be required to design and construct a sidewalk and associated landscaping in the ROW west of their driveway, in accordance with municipal standards. They may also need to do the same to the east, depending on the development timing and progress of the Carp Road Widening Project. Detailed design of these ROW modifications will be provided through the Site Plan Control Process.

Other applicable policies and guidelines

The proposed buildings are classified as high-rise and are thus subject to the City’s Urban Design Guidelines for High-rise Buildings. Lot configuration, minimum lot area, tower setbacks, step backs, and angular planes are all considered to transition the high-rise buildings appropriately with the surrounding land uses.

The subject site abuts Hazeldean Road, defined as an Arterial Mainstreet in the Official Plan. The proposed development is thus subject to the Urban Design Guidelines for Development along Arterial Mainstreets. These guidelines help facilitate good planning along these streets with respect to streetscape, built form and connectivity.

Urban Design Review Panel

The property is adjacent to a Design Priority Area and staff recommended the Zoning By-law Amendment application be subject to the Urban Design Review Panel (UDRP)

process. The applicant presented the original proposal to the UDRP at a formal review meeting, held on October 6, 2022, which was open to the public. The panel's recommendations are available online through the City of Ottawa's website [here](#).

The panel was successful in aiding in the implementation of the following:

- The area dedicated to surface parking spaces was significantly reduced, providing more space for landscaping, and outdoor amenity spaces.
- The revised proposal introduces buildings with varying heights, and more articulation on the façades and at key corners.
- Stepping and terracing the buildings down toward the neighborhood. The width of the landscaped buffer along the rear property line also increased from 3 metres to 10 metres.

The proposal will be subject to another review at the Urban Design Review Panel during the Site Plan Control process.

Planning rationale

Staff are of the opinion that the proposed rezoning is consistent with the Official Plan policy direction applicable to this property.

The site is designated Mainstreet Corridor in the Suburban Transect. It has been demonstrated that the lot is of a sufficient size and depth to accommodate high-rise development and to provide suitable transition to the abutting low-rise area. In accordance with the Mainstreet Corridor policies, the proposal locates the towers and highest density adjacent to the Corridor (Hazeldean Road), furthest away from the abutting low-rise neighbourhood. The proposed 12-storey tower and 21-storey tower are required to be setback a significant distance from the rear property line, at 42 and 47 metres, respectively.

The proposed high-rise development transitions down to the lower scale areas, generally guided by the application of an angular plane or by other means in accordance with the City's Urban Design Guidelines for High-rise Buildings. The applicant has demonstrated that the buildings fall generally within the 45-degree angular plane as measured from the rear property line, at a height equal to the maximum height (11 metres) permitted for the abutting Residential First Density Zone. The rezoning provisions will also ensure that the buildings sensitively integrate into the surrounding context by stepping the high-rise tower down to a mid-rise built form (seven storeys) towards the centre to the site and stepping further down to a low-rise built form (three storeys) towards the adjacent residential community.

Currently there is an existing treed buffer along the rear property line, which consists of mixed tree maturity and type. This treed area will become a landscape area along the rear property line abutting the low-rise neighbourhood. The landscape area will be 10 metres and contributes to the setbacks and transition into the adjacent neighbourhood.

The Official Plan policies and Urban Design Guidelines for High-rise Buildings also recommend limiting residential floor plates and providing adequate separation between other towers on the same lot and abutting lots. The Guidelines note that larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain sky views and allow for access to natural light. The Official Plan and Guidelines require a minimum tower separation distance of 23 metres between towers. The proposed tower separation ranges between 19.5 metres to 25 metres, due to the irregular lot configuration of the site. Staff are satisfied that the proposed tower floor plates and tower separations proposed are appropriate for this context.

As recommended in the Urban Design Guidelines for Development Along Arterial Mainstreets, the buildings are proposed to be situated along the public street edge and will occupy most of the lot frontage. The stepback provisions required along the front property line will also help achieve a human scale built form along Hazeldean Road. Surface parking is minimized and provided at the side or rear of the buildings, and access to the underground parking structures will not front onto the mainstreet.

Staff support the reduced parking space rate from 1.2 spaces per dwelling unit to 0.75 spaces per dwelling unit for any mid-to-high rise apartment building use. Residents without cars may use public transit or active modes of transportation to meet their mobility needs. There are a variety of services available within walking distance at the commercial plaza across the street. Additionally, the rezoning will increase the required minimum bicycle parking rate from 0.5 spaces per dwelling unit to one space per dwelling unit to further promote cycling as a viable alternative mobility option for the future residents.

Staff also support no vehicular parking for any non-residential use proposed with a gross floor area of 150 square metres or less. The applicant is currently considering a 'community commercial space', defined as a 'non-residential use that is leased to a non-profit, urban Aboriginal group, or municipality', in accordance with Canada Mortgage and Housing Corporation (CMHC). The site currently permits non-residential uses and the requested relief for parking will provide some flexibility for small scale non-residential uses to establish on site.

In alignment with the Mobility policies in the Official Plan, the Owner has provided a signed Letter of Undertaking confirming their commitment to construct a municipal sidewalk and landscaping in the Hazeldean Road City Right-of-Way across the entire site frontage, in accordance with municipal standards. Detailed design of these Right-of-Way modifications will be provided through the Site Plan Control Process.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Glen Gower provided the following comments:

If approved and built, this development would be the tallest building in Stittsville as well as along the entire Hazeldean-Robertson corridor. Taller buildings are permitted in the Official Plan (with conditions), but there is legitimate concern from residents about the adequacy of municipal and provincial infrastructure to support growth in Kanata and Stittsville.

I am writing these comments without the benefit of seeing the final report recommendations and analysis. For the proposed development, there are four key municipal issues that need attention:

1. Transition. Under the City's Official Plan, properties on a Main Street Corridor such as Hazeldean Road are limited to 9-storeys, or up to 40-storeys where "the lot fabric can provide a suitable transition to abutting low-rise areas". How have city staff evaluated transition to determine if it is suitable?
2. Carp Road upgrade. What are the timelines for construction?
3. Pedestrian access. We need to see a continuous sidewalk fronting on the south side of Hazeldean fronting this property and continuing all the way to Carp Road.
4. Transit. With more residents and a lower parking ratio, we'll need to see increased transit service in this part of Stittsville.

While some of these items have been partially resolved, as of mid-August there are still outstanding issues.

LEGAL IMPLICATIONS

With the passage of Bill 185, as amended, a zoning by-law amendment is only subject to appeal by “specified persons”, essentially utility providers and government entities, and the registered owner of a parcel of land subject to the amendment. If Council determines to refuse the amendment, reasons must be provided. It is anticipated that a hearing of three days would be required. It would be necessary for an external planner to be retained and possibly also an external architect or professional with expertise in urban design.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services operating budget.

ACCESSIBILITY IMPACTS

The proposed development will be required to meet the accessibility criteria as detailed within the Ontario Building Code.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all
- A city that is more connected with reliable, safe and accessible mobility options

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-22-0038) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the application.

SUPPORTING DOCUMENTATION

Document 1 – Location Map/ Zoning Key Plan

Document 2 – Details of Recommended Zoning

Document 3 – Schedule YYY

Document 4 – Consultation Details

Document 5 – Concept Site Plan (June 2024)

Document 6 – Concept Renderings (June 2024)

Document 7 – Original Concept Plan and Renderings (April 2022)

CONCLUSION

The Planning, Development and Building Services Department support the proposed Zoning By-law Amendment for 6310 and 6320 Hazeldean Road. The proposal is consistent with the Official Plan which permits high-rise development along Mainstreet Corridors where adequate transition is provided to adjacent low-rise neighbourhoods. The site-specific zone provisions incorporated into this amendment will ensure that the site sensitively integrates into its surrounding context. The Owner will construct a municipal sidewalk and associated landscaping in the Hazeldean Road City Right-of-Way across the entire frontage of the site, to the satisfaction of the City, through the Site Plan Control Process.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Planning, Development and Building Services will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Revised Location Map / Zoning Key Map

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com)



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0038	24-0856-X	6320, 6310 chemin Hazeldean Road	
I:\CO\2024\Zoning\Hazeldean_6310		 Area A to be rezoned from AM9[2102] to AM9[2102] SYYY Le zonage du secteur A sera modifié de AM9[2102] à AM9[2102] SYYY	
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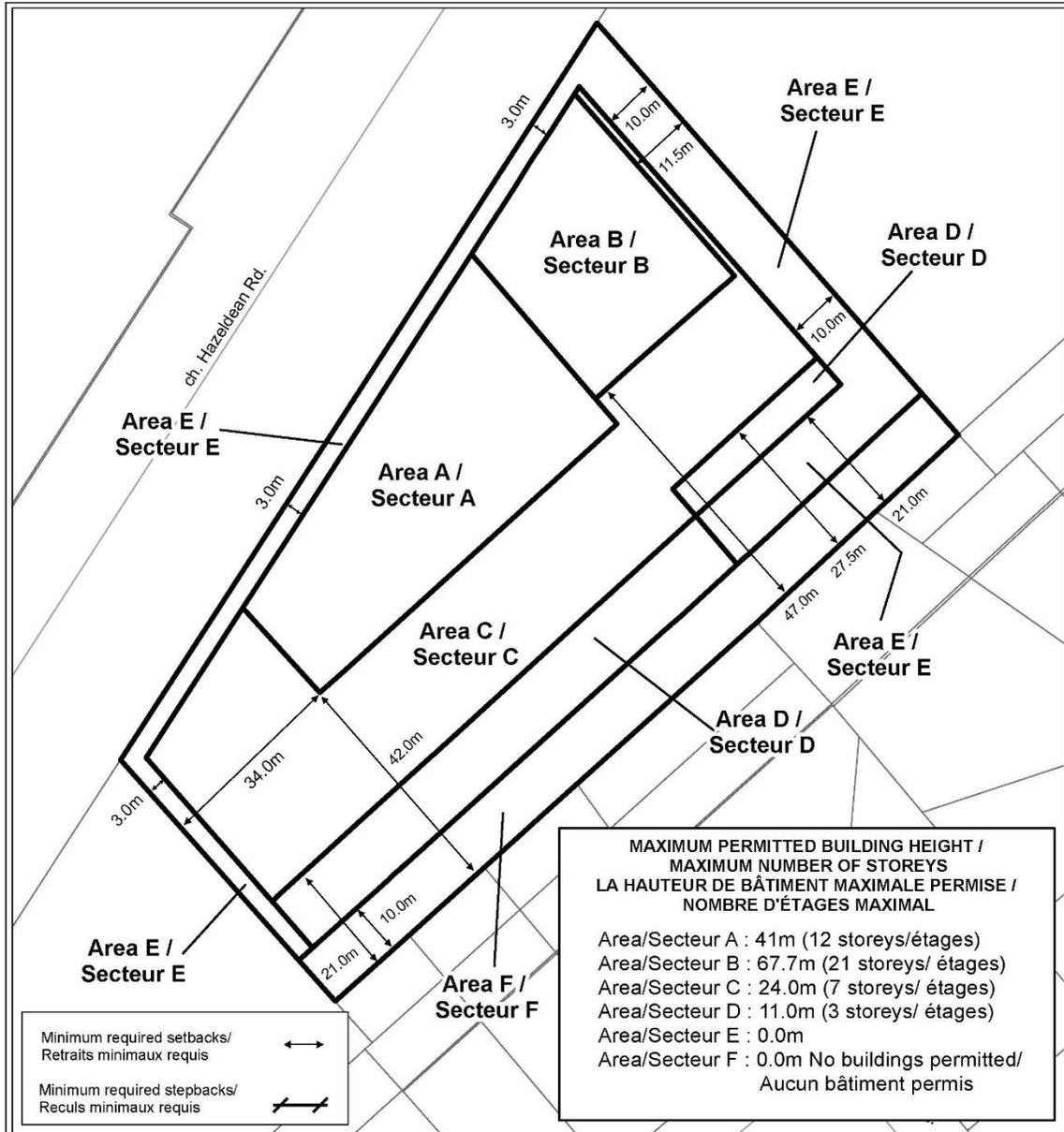
Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 6310 and 6320 Hazeldean Road:

1. Rezone the lands within Area A as shown in Document 1 from AM9[2102] to AM9[2102] SYYY.
2. Amend Exception 2102 in Section 239 – Urban Exceptions of By-law 2008-250 with provisions similar in effect to the following:
 - a) In Column II, Applicable Zone, amend the text from “AM9 [2102] to AM9 [2102] SYYY”
 - b) In Column III, Additional land uses permitted, add the text:
 - i. apartment dwelling, high rise
 - c) In Column V, Provisions, remove the text:
 - i. Sub-clause 186(9)(c)(ii) and sub-clause 186(9)(h) do not apply to an existing garden centre and existing building supply outlet
 - d) In Column V, Provisions, add the text:
 - i. Minimum required yard setbacks and maximum building heights are as per Schedule YYY.
 - ii. The properties identified on Schedule YYY are considered one lot for zoning purposes.
 - iii. Subclause 186 (9) (c) (i) and (ii) do not apply.
 - iv. Despite Section 77 (4) (d), minimum separation distance between towers on the same lot: 19.0 metres.
 - v. Maximum number of towers: Two.
 - vi. Within Area ‘A and B”, for any portion of a building ten storeys or more, the portion of the building above the fourth storey must be setback a minimum 1.5 metres more than the provided front yard setback.
 - vii. Despite the maximum height in Area E, structures such as vents, garage exhausts, are permitted to be no more than 1.5 metres high.

- viii. Permitted projections listed in Section 64 and 65 are not subject to the heights and yard setbacks of SYYY.
- ix. Minimum required width of a landscaped area abutting the rear lot line: 10 metres.
- x. Despite Section 101,
 - 1. the minimum parking space rate for an apartment dwelling, mid-rise; apartment dwelling, high rise is: 0.75 spaces per dwelling unit.
 - 2. No vehicle parking is required for any non-residential use with a gross floor area of 150 square metres or less.
- xi. Despite Section 111,
 - 1. the minimum bicycle parking space rate for an apartment building, mid-rise; apartment dwelling, high rise; dwelling unit in the same building as a non-residential use is: One space per dwelling unit.
 - 2. Table 111B, Subsection 111 (8A), (8B), (10) and (11) do not apply. Stacked, vertical, horizontal bicycle parking or combination thereof is permitted.
- xii. Section 131 does not apply to apartment dwelling, high rise or apartment dwelling, mid-rise.
- xiii. Where a non-residential use with a gross floor area of 150 square metres or less is provided, the building will be considered a residential-use building for zoning purposes. All provisions identified in (i) through (xii) will continue to apply.

Document 3 – Schedule YYY



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This is Schedule ____ to Zoning By-law No. 2008-250
Annexe ____ au Règlement de zonage n° 2008-250

This is Attachment __ to By-law Number _____, passed _____, 2024
Pièce jointe n° __ du Règlement municipal n° _____, adopté le ____ 2024

NOT TO SCALE

Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Public information sessions were hosted by the Ward Councillor on June 1, 2022 and February 20, 2024. At the virtual meetings, the applicant team presented the proposal and answered questions from the attendees. Over 300 residents were present at the most recent public information session. The local Councillor's office collected approximately 185 written questions and 100 additional comments at the session and shared them with planning staff.

The City also received a petition in April 2024, with over 700 signatures in opposition of the proposed amendment. The petition statement reads as follows:

“Our community in Stittsville, Ottawa, ON, Canada is a place we cherish deeply. We understand the pressing need for more housing amidst a nationwide crisis. However, we believe that the proposed development at 6310 Hazeldean does not align with our community's character. The current proposal significantly exceeds the limits set by our city's zoning bylaws. These bylaws are in place to ensure that new developments maintain harmony with their surroundings and contribute positively to our community fabric.”

Planning staff also received over 300 written submissions on the various proposals. A summary of the public comments received, and staff responses to each theme are provided below.

Public Comments and Responses

Theme 1: Proposed Building Heights, Built Form and Transition

Comments:

- Mixed feedback on building height: some support for the proposed height, others preferred mid-rise (five-nine storeys) similar to nearby approved projects, while some requested reducing the high-rise from 25-storeys.
- Some expressed preference for the built form proposed in the earlier proposals
- Opinion that high-rise built form is out of place in the suburban area. Downtown suggested as a more suitable location for a building of this scale.

- Request to limit the site to allow one tower only.
- Concern with privacy, noise, and shadow impacts of the proposed development on the adjacent low-rise community to the south.
- Questions on how is 'suitable transition to low-rise residential areas' measured?

Staff Response:

- The new Official Plan directs density and building heights to key streets defined in our Official Plan as Mainstreet Corridors. The subject property is situated along a segment of Hazeldean Road designated Mainstreet Corridor in the Plan. Official Plan policies allow high-rise buildings up to 40 storeys in this context where suitable transition is provided to neighbouring low-rise areas.
- As detailed in the staff report, the proposal provides suitable transition through a variety of measures. The rezoning will require generous setbacks and stepbacks, and will situate the highest density and building heights nearest to the Corridor. The applicant has also demonstrated that the buildings generally adhere to a 45-degree angular plane as measured from the rear property line, at a height equal to the maximum height (11 metres) permitted for the abutting Residential First Density Zone.
- The provision of two towers, varying in height is an appropriate urban design approach to developing this lot. The 12-storey bar building will frame Hazeldean Road. The 21-storey point tower, with its smaller floor plate, is designed to mitigate shadowing and wind impacts. The compact built form of two buildings (compared to the original three building proposal) also allows for driveway and parking areas to be consolidated above and below ground, and provides more space for landscaping and exterior amenity spaces on site. The required 10 metre setback along the rear property line will also provide space for the growth of mature trees to mitigate privacy concerns between the Corridor and the Neighbourhood designations.
- The Official plan does not limit high-rise development to the Downtown Transect. The project contributes to the 15-minute neighbourhood model outlined in the Official Plan, to provide additional housing where services already exist, including within the Suburban (West) Transect.
- Each new development along Hazeldean is assessed on its own merit, against the City's Official Plan policies, regulations and design guidelines applicable to its unique context.

Theme 2: Mobility

- Concern with pedestrian and cycling safety with the increased population.
- Roads are not wide enough to accommodate more traffic.
- Insufficient parking could lead to increase in on-street parking in adjacent neighbourhoods and long-term parking in the commercial plaza across the street.
- Site does not have adequate access to transit
- Request to provide car sharing spaces
- Concern with increased traffic on local roads near schools and daycares and concern about cut through traffic on Hobin, Kittiwake and West Ridge.
- Lack of safe pedestrian routes along Hazeldean Road. When will there be a sidewalk on the south side of Hazeldean?

Staff response:

- As detailed in the report, the Owner will be required to provide a sidewalk in front of their site along the south side of Hazeldean Road. Detailed design of the sidewalk will be determined during the Site Plan Control process.
- The required sidewalk will connect the site and improve access to existing transit services available at the intersection of Carp and Hazeldean Road. Local Transit Routes 61 and 262 are within 250 metres of the proposed development.
- Staff are supportive of a reduction in vehicular parking on site as a means to encourage residents to use public transit or active transportation to meet their mobility needs. Staff also note that the proposed development is situated within walking distance to many existing services. It is anticipated that residents will cycle or walk to nearby amenities.
- The rezoning also requires one bicycle parking space per residential unit to further promote cycling as a viable alternative mobility option for future residents.
- The city-initiated Carp Road Widening Project proposes to urbanize the road, pedestrian and cycling facilities near the site. The proposed development and surrounding community will benefit from such upgrades.
- The Transportation Impact Assessment (TIA) submitted with the application assessed the intersections and streets within approximately 1 kilometre radius of the proposed development. Parking on neighbourhood side streets was not

considered in the TIA as there are no connections to the site from the surrounding areas.

- Additional review of the transportation management for the site and surrounding neighbourhoods will be undertaken during site plan control review.

Theme 3: Servicing and Utilities

Comment:

- Concern for the impact of the proposed development on the storm, water and wastewater infrastructure in the surrounding area
- Concern for the strain on the electricity grid in the community

Response:

- An Assessment of Adequacy of Public Services Report was submitted and reviewed by City staff confirming the serviceability of the site. The storm, sanitary and water servicing details will be further reviewed at the Site Plan Control application stage.
- Hydro providers are notified when development applications are submitted to the City and plan accordingly.

Theme 4: Housing and Affordability

- More housing is needed in Stittsville, support for the proposal
- Concern that this project will not be required to be affordable

Staff response:

- The proposed development contributes to a city-wide need for more housing in existing urban areas.
- The proposed development will provide a range of unit options, one-to-three-bedroom-- units to help provide a diverse mix of housing options in the Stittsville community.
- There is no law or policy for the City to require a minimum number of affordable units in a proposed development. The City's Official Plan encourages various housing types to help increase overall rent supply.

Theme 5: Access to Services

Comment:

- The proposed development will put a strain on access to city services, including recreational centres, parks, libraries and emergency services.
- Insufficient capacity at local schools to accommodate new students
- Medical facilities are already at capacity, difficult to find a doctor.

Staff Response:

- Strategic planning for school capacity falls under provincial jurisdiction. School boards are notified when development applications are submitted to the City and plan accordingly.
- Access to health care also falls under provincial jurisdiction.
- Prior to the issuance of a building permit, the proposed development will be required to pay development charges, a one-time city fee to help fund any new services and infrastructure required to support growth-related activity.

Theme 6: Planning Process and Timing of Development

Comment:

- Requests made for the City to initiate a Secondary Plan process and establish area-specific policies for the Hazeldean Road corridor
- Staff also received questions about the planning process and permits required
- How many years to build this project?

Response:

- The City has a workplan that identifies areas, where projects to create new Secondary Plans will be undertaken over the next several years. The workplans are reviewed, prioritized and approved by City Council from time to time.
- Staff evaluated the proposal in the context of the relevant policies in Sections 1-11 in Volume 1 of the Official Plan (2022), the policies that were in full force and effect during staff's review of the revised proposed development.
- If the Zoning By-law Amendment is approved, the Owner will be required to submit and obtain city approvals for Site Plan Control. A Building Permit will also be required before proceeding to the construction phase. On average, the construction phase for a high-rise development, typically takes 18 to 24 months.

Theme 7: Construction Impacts

- How will construction impacts be mitigated, such as blasting?
- Concern regarding construction noise and traffic

Staff response:

- Construction of buildings are not within the scope of a rezoning application.
- If blasting is necessary, the applicant will be required to follow the specifications for such works. Pre- and post-blasting surveys would be completed for buildings near the site.
- All other construction-related activities will be subject to standard City By-laws, such as noise by-laws.

Document 6 – Concept Renderings (June 2024)



