



**MINOR ZONING BY-LAW AMENDMENT APPLICATION  
DELEGATED AUTHORITY REPORT  
MANAGER, DEVELOPMENT REVIEW**

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Location of Minor Re-zoning: 4159 Obsidian Street

File No.: D02-02-25-0031

Date of Application: May 16, 2025

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This MINOR ZONING BY-LAW AMENDMENT application, for the land zoned General Mixed Use, Exception 2800, Maximum Height 14.5 metres – GM [2800] H(14.5), in Zoning By-law 2008-250, as shown on the attached Location Map, and submitted by Mark Ouseley of Fotenn Consultants Inc., on behalf of Mattamy (Half Moon Bay 3) Ltd., is to reduce the minimum residential parking ratio from 1 parking space per dwelling unit to 0.97 parking spaces per dwelling unit (reduction from 90 to 87 vehicular parking spaces), to reduce the minimum required interior side yard setback and the minimum required rear yard setback from 7.5m to 3m, and to remove the minimum requirement for 50% of the ground-floor space to be occupied by commercial tenants, as detailed in the attached Supporting Documentation.

This application was processed as a minor re-zoning based on modifications to performance regulations only.

This MINOR ZONING BY-LAW AMENDMENT IS RECOMMENDED TO BE APPROVED and the following action is required:

1. Amend Exception [2800] of Section 239 – Urban Exceptions of By-law 2008-250 as follows:
  - a) Add the following text in Column V – Exception Provisions – Provisions:
    - “Minimum parking space rate: 0.97 spaces per dwelling unit.”
    - “Minimum interior side yard setback: 3m.”
    - “Minimum rear yard setback: 3m.”
  - b) Delete the following text in Column V – Exception Provisions – Provisions:

- “Minimum setback for all yards abutting a lot containing a residential use is 7.5 m.”
- “A minimum of 50% of the ground floor must be occupied by non-residential uses.”

October 29, 2025

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Date



Geraldine Wildman,  
Manager, Development Review South  
Planning, Development and Building Services  
Department

Enclosures: Minor Re-zoning By-law Amendment Supporting Information  
Document 1 - Location Map



## MINOR ZONING BY-LAW AMENDMENT APPLICATION SUPPORTING INFORMATION

**File Number:** D02-02-25-0031

### SITE LOCATION

4159 Obsidian Street, and as shown on Document 1.

### SYNOPSIS OF APPLICATION

The City of Ottawa has received a Zoning By-law Amendment and Site Plan Control application to permit the development of 90 back-to-back stacked dwellings. A minor Zoning By-law Amendment is required to reduce the minimum residential parking ratio from 1 parking space per dwelling unit to 0.97 parking spaces per dwelling unit (reduction from 90 to 87 vehicular parking spaces), to reduce the minimum required interior side yard setback and the minimum required rear yard setback from 7.5m to 3m, and to remove the minimum requirement for 50% of the ground-floor space to be occupied by commercial tenants

### Residential Units and Types

Dwelling Type	Number of Units
Stacked	90

### DECISION AND RATIONALE

This application is approved for the following reasons:

- The proposal is consistent with the Provincial Planning Statement and specifically the policies relating to housing, development within strategic growth areas, and use of existing infrastructure.
- The proposal conforms with the policies of the Official Plan as it will facilitate the development of low-rise back-to-back stacked dwellings – a built form permitted within the Neighbourhood designation in the Suburban Transect. Additionally, the proposed development is located within 200 metres of the future Kilbirnie transit station. In the Suburban Transect, the Official Plan supports low-rise, multi-unit dwellings near street transit routes.
- The site is zoned General Mixed Use, Exception 2800, Maximum Height 14.5 metres – GM [2800] H(14.5). The parent zone permits residential, commercial and mixed-use developments. The Zoning By-law Exception [2800] requires a

minimum of 50% of the ground floor to be occupied by non-residential uses. As proposed, the development will eliminate the minimum requirement for 50% commercial on the ground floor and instead, establish residential only blocks.

- The proposal to remove the 50% of the ground floor to be occupied by non-residential uses is supportable due to the fact that the re-alignment of Greenbank Road has not yet been built and construction of this section of the road is five or more years away and dependent on funding. The Applicant would have difficulty finding commercial tenants for buildings that have no significant road frontage, and the population within a close walk would likely not be enough to sustain commercial tenants. There may be future opportunities to provide commercial uses in this area once Greenbank Road is fully constructed.
- The parent GM zone permits a minimum interior side yard of 3 metres for a residential use building higher than 11 metres. The interior side yards for this site are located at the north and south of the property, abutting other properties. The property to the north contains residential dwellings. The property to the south is vacant and is zoned Development Reserve (DR). The Zoning By-law Exception [2800] requires a minimum interior side yard setback of 7.5 metres for all yards abutting a lot containing a residential use. This would apply to the northern property line.
  - The proposal to reduce the interior side yard from 7.5 metres to 3 metres is acceptable and does not create adverse impacts. Three-metres, which is standard for the parent zone, provides adequate space between property lines and adjacent development through the inclusion of a 1.8m walkway and soft landscaping.
- The parent GM zone permits a minimum rear yard setback of 7.5 metres for a residential use building. The rear yard for the subject site is located at the east of the site, along the future Greenbank Road.
  - The proposal to reduce the rear yard setback from 7.5 metres to 3 metres is acceptable as the proposed development, once the realignment of Greenbank Road is complete, will abut a public street. In the parent GM zone, the minimum rear yard setback abutting a street is 3 metres. Additionally, the proposed residential blocks along the future Greenbank Road are designed with the front of the units facing the future street. Therefore, a reduced rear yard setback does not adversely impact the use of residential backyards, nor does it impose adverse impacts concerning the separation of residential uses.
- The minimum required parking spaces per the Zoning By-law is one (1) space per dwelling unit, which would require a minimum of 90 vehicular parking spaces.

- The development requires a reduction of the minimum required vehicle parking spaces to 87 spaces, reducing the minimum residential parking ratio from 1 parking space per dwelling unit to 0.97 parking spaces per dwelling unit. To support the shift towards sustainable modes of transportation, under Section 4.1.4(2)(c) of the Official Plan, minimum parking requirements may be reduced within a 300-metre radius to an existing or planned transit stop along a Transit Priority Corridor or Frequent Street Transit route. Given the site's proximity to the future Bus Rapid Transit (BRT) corridor and the Kilbirnie future BRT Station, the proposed reduction to the minimum vehicle parking minimum requirement is appropriate.
- The proposal is generally consistent with the Barrhaven South Urban Expansion Area Community Design Plan, specifically polices and guidelines relating to all residential site design and building. A Demonstration Plan has been developed for this Community Design Plan (CDP) to illustrate the intent for development in the subject area. The Demonstration Plan intended the subject site to be developed as commercial. As per the CDP, although the Demonstration Plan is the development pattern for the area, it may be necessary to deviate from the plan to address unforeseen constraints and opportunities. Due to the timing of the Greenbank Road realignment and the associated challenges of finding commercial tenants without road frontage, City staff supports the proposal's deviation from the Demonstration Plan, and it is confirmed, such deviation does not require an amendment to the Official Plan or an update to the CDP.

## **RELATED APPLICATIONS**

- D07-12-25-0068 – Site Plan Control.

## **CONSULTATION DETAILS**

Councillor David Hill provides concurrence for delegated authority for this report.

### **Public Comments**

#### Summary of Public Comments:

This application was subject to the [Public Notification and Consultation Policy requirements](#) for minor re-zoning amendment applications. Comments were received by six (6) residents and concerns raised included the removal of the commercial use, increase in traffic and overflow parking onto local streets, increased density, reduced quality of life (pedestrian safety, noise, loss of green space, pressure on public services).

### **Response to Public Comments:**

Mattamy is developing the site in advance of the construction of future Greenbank Road, therefore it was established that commercial space is not viable at this time given the absence of an arterial road to provide visibility and access required to support commercial uses.

The comments regarding traffic and parking are mixed, as to whether there are too many parking spaces or not enough. There has been a request, that the City supports, for a minor parking reduction for resident parking only, and future residents should be made aware of that. This will help reduce car dependency and encourage residents to use alternate modes of transportation, when and where feasible. There is no change to the required and provided amount of visitor parking. The addition of 90 units has been reviewed by staff and will not add a measurable change to the current traffic volume. If residents have concerns about the current situation, they should raise these issues with the Councillor.

The Applicant will be providing a new City park, which will provide residents with public green space. City infrastructure in the area as well as the increased demand by this proposal have been reviewed and are not a concern. Existing sidewalks are provided along Obsidian Road with public pedestrian connections leading through the site to the future Greenbank Road.

### **Technical Agency/Public Body Comments**

#### **Summary of Comments – Technical**

All technical agency correspondence was forwarded to the applicant, and the applicant was advised to contact technical agencies directly for additional information and requirements.

### **Advisory Committee Comments**

#### **Summary of Comments – Advisory Committees**

N/A

### **APPLICATION PROCESS TIMELINE STATUS**

This Minor Zoning By-law amendment application processed by the On Time Decision Date established for the processing of an application that has Manager Delegated Authority was not processed within the timeframe due to the complicated nature of the file.

**Contact:** Tracey Scaramozzino Tel: 613-325-6976, or e-mail: [tracey.scaramozzino@ottawa.ca](mailto:tracey.scaramozzino@ottawa.ca).

## Document 1 - Location Map

