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4829 Abbott Street East
Planning Rationale

Prepared for: SPB Developments Inc.

**4829 Abbott Street East
Ottawa, Ontario**

**Planning Rationale
in support of
Applications for
Minor Zoning By-law Amendment &
Site Plan Control**

Prepared for:

SPB Developments Inc.

Prepared By:

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June 16, 2025

Novatech File: 110037
Ref: R-2025-017

June 16, 2025

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Nishant Dave, Planner I, Development Review West

**Reference: Minor Zoning By-law Amendment and Site Plan Control Applications
4829 Abbott Street East – Planning Rationale
Our File No.: 110037
City File No.: PC2024-0509**

Novatech is please to submit the enclosed Planning Rationale on behalf of SPB Developments Inc. ("Metric Homes") in support of a Site Plan Control application for 4829 Abbott Street East within their registered Trail View Village subdivision in the City of Ottawa.

The Subject Site is designated Minor Corridor within the Suburban Transect of the City of Ottawa Official Plan (2022). The property is zoned Residential Fourth Density, Subzone S, Exception 2351 (R4S[2351]) in the City of Ottawa Zoning By-law 2008-250.

Metric Homes is proposing to develop a total of 61 dwelling units on the Subject Site. It is proposed to develop five low-rise buildings of 12 stacked apartment units each, with the existing sales centre building proposed to remain and be converted to a dwelling unit and a rental management office for the site. 114 parking spaces are proposed on the Subject Site to accommodate office, resident and visitor parking, as street parking is not available on Abbott Street East or Adstock Heights. 31 bicycle parking spaces will be provided. The development will be accessed via an existing private approach from Abbott Street East that currently serves the Trail View Village Sales Centre. A Minor Zoning By-law Amendment is required to permit the existing Sales Centre to remain on site after the temporary zoning expires, to permit an increased maximum size for a detached communal garage including organics storage, and to permit a reduced interior yard setback.

This Planning Rationale describes the location and context of the Subject Site, provides a description of the proposed development, sets out the planning policy and regulatory framework of the Subject Site, and makes a recommendation on the Minor Zoning By-law Amendment and proposed development.

Should you have any questions, please contact the undersigned.

Sincerely,

NOVATECH



Miranda Virginillo, MCIP, RPP
Project Planner | Planning & Development

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EXECUTIVE SUMMARY

Novatech has been retained by SPB Developments Inc. (“Metric Homes”) to prepare this Planning Rationale in support of a Minor Zoning By-law Amendment and Site Plan Control application to facilitate the development of planned unit development at 4829 Abbott Street East (the “Subject Site”).

Metric Homes proposes to construct 5 low-rise buildings containing 12 stacked apartment rental units each, with the planned unit development accessed via an existing driveway from Abbott Street East.

The Subject Site is located on the north side of Abbott Street East in the Kanata South Ward (Ward 23). The Subject Site has approximately 110 metres of frontage along Abbott Street East and approximately 17 metres of frontage along Adstock Heights, with an approximate area of 8,155 square metres. The Subject Site currently contains the Metric Homes Trail View Village Sales Centre, which was constructed in 2018 as a permanent building on the south-west corner of the site. The building will remain and is intended to integrate with and serve as the rental office for the proposed development with a portion of the building will be converted to a dwelling unit. The Sales Centre is accessed via a driveway from Abbott Street East that will serve as the access to the proposed development, as detailed in Section 2 of the report. The rest of the Subject Site is undeveloped.

The Subject Site is located to the west of Terry Fox Drive in the Fernbank community which is primarily comprised of low-rise ground-oriented residential development. Community and recreational amenities including schools and parks are located within walking distance of the Subject Site.

A total of 61 dwelling units are contemplated for the Subject Site. It is proposed to develop five low-rise buildings of 12 stacked apartment units each. The existing sales centre building is proposed to remain and be converted to a dwelling unit and a rental management office for the site. The proposed development requires relief from the Zoning By-law to permit the existing sales centre to be converted to a dwelling unit and site management office, to permit tandem parking in a driveway leading to a garage parking space, to permit an increased size for the communal garage building, and to reduce the interior side yard setback to 4.5 m along the west lot line.

The proposed development is consistent with the Provincial Planning Statement as it will provide residential intensification to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development will increase the number and variety of residential dwelling types in the community, and will result in the efficient use of the existing building on site. The proposed development will provide intensification in a location well-served by the active transportation network, and within walking and cycling distance of schools, parks and community amenities, and will provide for housing diversity in the community.

The Subject Site is designated Minor Corridor within the Suburban Transect in the City of Ottawa Official Plan (2022). The proposed Zoning By-law Amendment will facilitate the development of 61 dwelling units within the urban area and will contribute to the City’s targets of 47% of household growth being within the built-up urban area and 51% of dwelling growth occurring through intensification. The proposed low-rise built form will fit in well with the neighbourhood. The proposed development will meet the City’s intensification goals by providing additional dwelling

units on the Subject Site while remaining compatible with the built form and character of the neighbourhood.

The Subject Site is zoned Residential Fourth Density, Subzone S, Exception 2351 (R4S [2351]) in the City of Ottawa Zoning By-law 2008-250. The Zoning By-law Amendment will modify the existing site-specific exception to permit the existing sales centre to be converted to a dwelling unit and site management office, to permit tandem parking in a driveway leading to a garage parking space, to permit an increased size for the communal garage building, and to reduce the interior side yard setback to 4.5 m along the west lot line. The proposed site-specific exceptions are appropriate for the Subject Site. Landscaping and fencing will help reduce the visual impact of the reduced interior side yard setback and the communal detached garage.

The Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Site and represent good land use planning.

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications to permit the proposed planned unit development on the property municipally known as 4829 Abbott Street East (the “Subject Site”). A total of 61 dwelling units are contemplated for the Subject Site. It is proposed to develop five low-rise buildings of 12 stacked apartment units each. The existing sales centre building is proposed to remain and be converted to a dwelling unit and a rental management office for the site. 114 parking spaces are proposed on the Subject Site to accommodate office, resident and visitor parking. 31 bicycle parking spaces will be provided. The development will be accessed via an existing private approach from Abbott Street East that currently serves the Trail View Village Sales Centre.

The Subject Site is designated Minor Corridor in the Suburban Transect of the City of Ottawa Official Plan (2022). The property is zoned Residential Fourth Density, Subzone S, Exception 2351 (R4S [2351]) in the City of Ottawa Zoning By-law 2008-250. The proposed development requires relief from the Zoning By-law to permit the existing sales centre to be converted to a dwelling unit and site management office, to permit tandem parking in a driveway leading to a garage parking space, to permit an increased size for the communal garage building, and to reduce the interior side yard setback to 4.5 m along the west lot line.

This Planning Rationale will demonstrate that the proposed Minor Zoning By-law Amendment and Site Plan Control applications will:

- Be consistent with the policies of the Provincial Planning Statement (2024);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Supports the vision described in the Fernbank Community Design Plan (2009);
- Modify the existing exception to implement appropriate zoning standards for the Subject Site; and
- Maintain compatibility with the surrounding uses and community context.

1.1 Site Location and Description

The Subject Site is located on the north side of Abbott Street East in the Kanata South Ward (Ward 23) in the City of Ottawa. The Subject Site is in an area bounded by Terry Fox Drive to the east, Adstock Heights to the north, Cranesbill Road to the west, and Abbott Street East to the south.

The Subject Site currently contains the Metric Homes Trail View Subdivision Sales Centre. The Subject Site has approximately 110 metres of frontage along Abbott Street East, 17 metres of frontage on Adstock Heights, and an approximate area of 8,155 square metres.

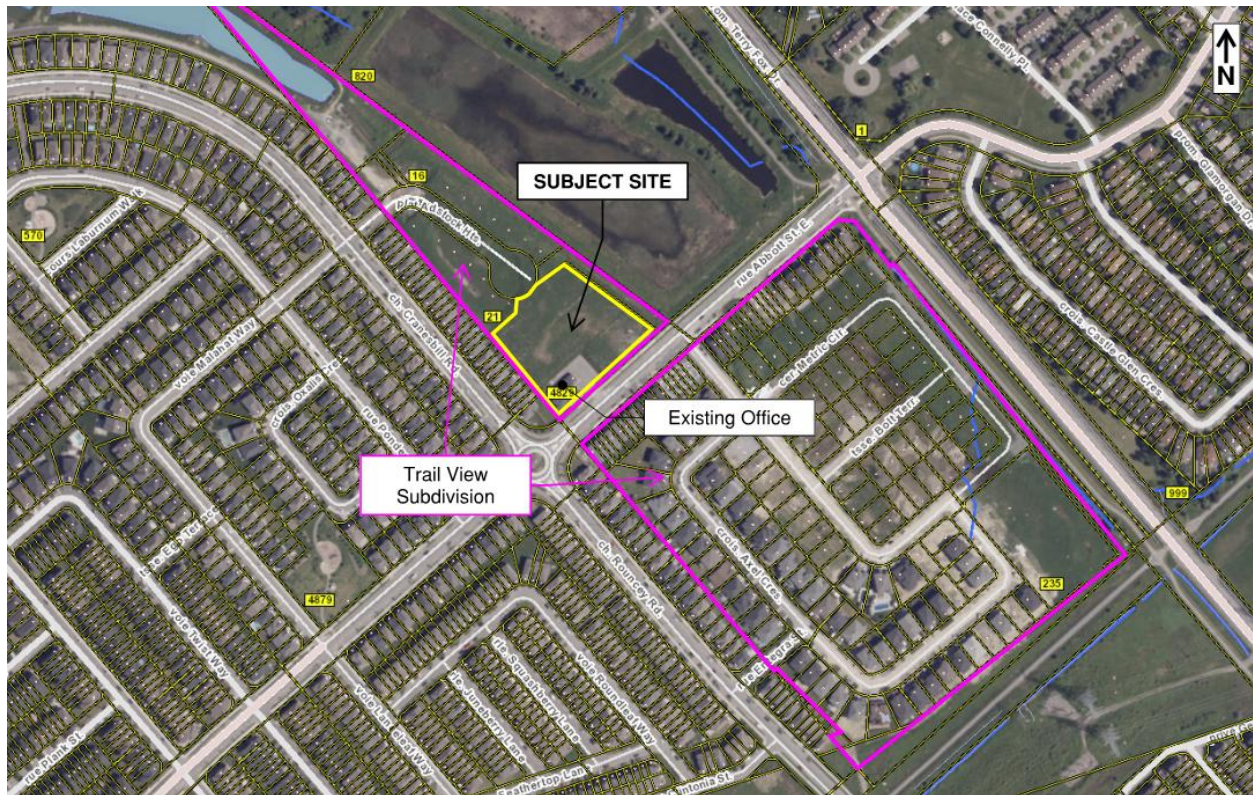


Figure 1 : Aerial Photo of the Subject Site



Figure 2 : Subject Site from Abbott Street East (Google Streetview, 2020)

1.2 Community Context and Connectivity

1.2.1 Community Context

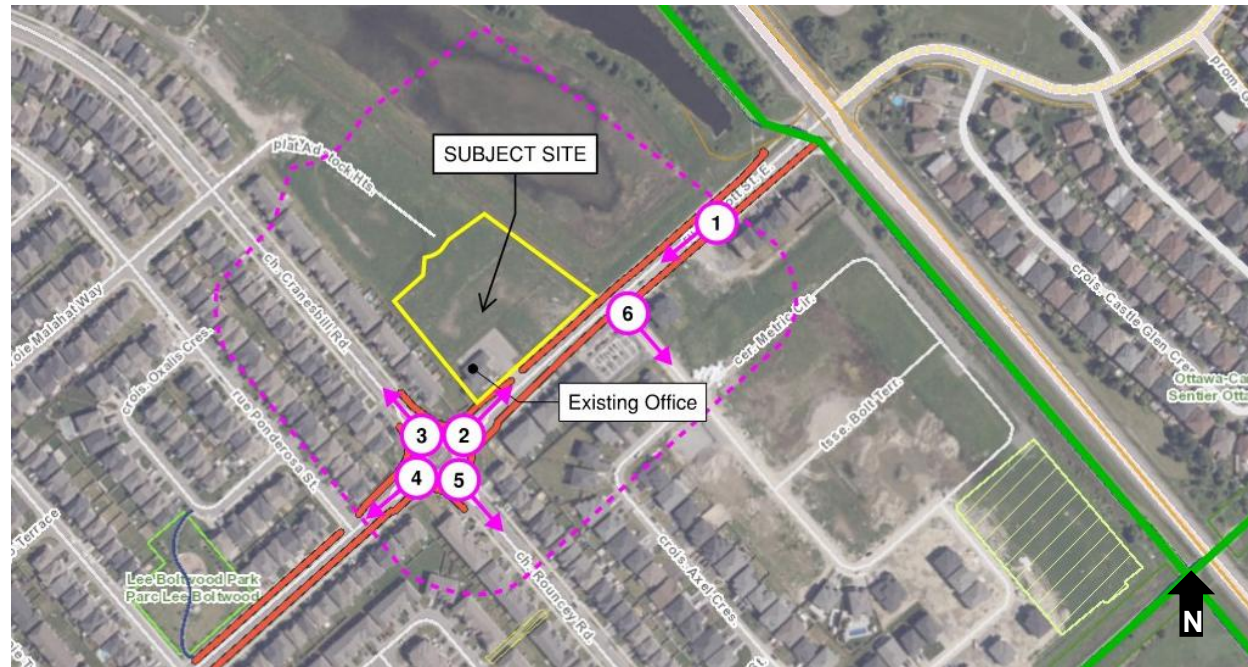


Figure 3 : Existing Site Conditions and Context Images

The Subject Site is located in an area primarily comprised of low-rise ground-oriented dwellings. There is a mix of residential building types existing and under construction in the area, including detached, semi-detached and townhouse dwellings. Directly to the north of the Subject Site, single detached dwellings are under construction on Adstock Heights in the final phase of the Trail View subdivision; further north is the existing storm water management pond. To the west of the Subject Site, there are detached and townhouse dwellings on Cranesbill Road, and more townhouses further west as part of Mattamy's Abbottsville Crossing subdivision. A single-lane roundabout is located southwest of the Subject Site at the intersection of Abbott Street East with Cransebill Road and Rouncey Road. To the south of the Subject Site across Abbott Street East, the Trail View subdivision continues with a mix of detached and townhouse dwellings as well as Metric Park (235 Metric Circle). To the east of the Subject Site, there is a servicing block (Block 130, Plan 4M-1616) followed by an existing stormwater management pond to Terry Fox Drive.

The Subject Site is located in the Fernbank community within Stittsville East. Within 300 metres of the Subject Site, the area consists primarily of residential uses in detached or townhouse built forms, with access to Lee Bolton Park (4879 Abbott Street East). Abbott Street East provides pedestrian and cycling connections to the multi-use pathway between the stormwater management ponds and Terry Fox Drive. Within 600 metres of the Subject Site, there continues to be primarily residential uses in the form of detached and townhouse dwellings, as well as additional parks including Susanna Kemp Park (301 Ponderosa), Bradley-Craig Park (331 Cranesbill), and Dog Bone Park (5 Morton), and the Trans-Canada Trail. Within 900 metres of the Subject Site, there are more detached, townhouse and stacked townhouse dwellings and parks, as well as John Young Elementary School (5 Morton). Within 1200 metres of the Subject Site, there are restaurants and retail amenities located along Hazeldean Road, and two additional school sites in the Glen Cairn community. Additional school sites, restaurants and retail amenities, as well as the Tony Graham Recreation Complex are available within 1500 metres of the Subject Site.



Figure 4 : Stormwater Management Facility and recently constructed ground-oriented dwellings along Abbott Street East (looking west from intersection of Terry Fox Drive).



Figure 5 : Recently constructed townhouse dwellings along Abbott Street East (looking east).



Figure 6 : Single detached and townhouse dwellings along Cranesbill Road (looking north).



Figure 7 : Single detached dwellings along Abbott Street East beyond the Rouncey Road and Cranesbill intersection (looking west).



Figure 8 : Single detached dwellings along Rouncey Road at Abbott Street East (looking south).

1.2.2 Connectivity

The Subject Site has frontage on Adstock Heights and Abbott Street East, and is located northeast of the roundabout at Abbott Street East, Cranesbill Road, and Rouncey Road. Abbott Street East, Cranesbill Road and Rouncey Road are all designated as Major Collector roads on *Schedule C4 – Urban Road Network* of the Official Plan.

Bus route 67 provides service to the Subject Site with a bus stop immediately in front and across the street from the Abbott Street East frontage (Bus Stops 6720 and 6721). This bus stop provides hourly service weekdays between Terry Fox Station (Kanata Centrum) and the retail plaza at Terry Fox Drive and Fernbank Road.

Bicycle lanes are located in front of the Subject Site along Abbott Street East and connect to the Multi-Use Pathway along Terry Fox Drive and the Trans-Canada Trail network further south.

1.3 Planning and Regulatory Context

The Subject Site is designated Minor Corridor in the Suburban Transect on *Schedule B5 – Suburban (West) Transect* of the City of Ottawa Official Plan (2022) (see Figure 9).

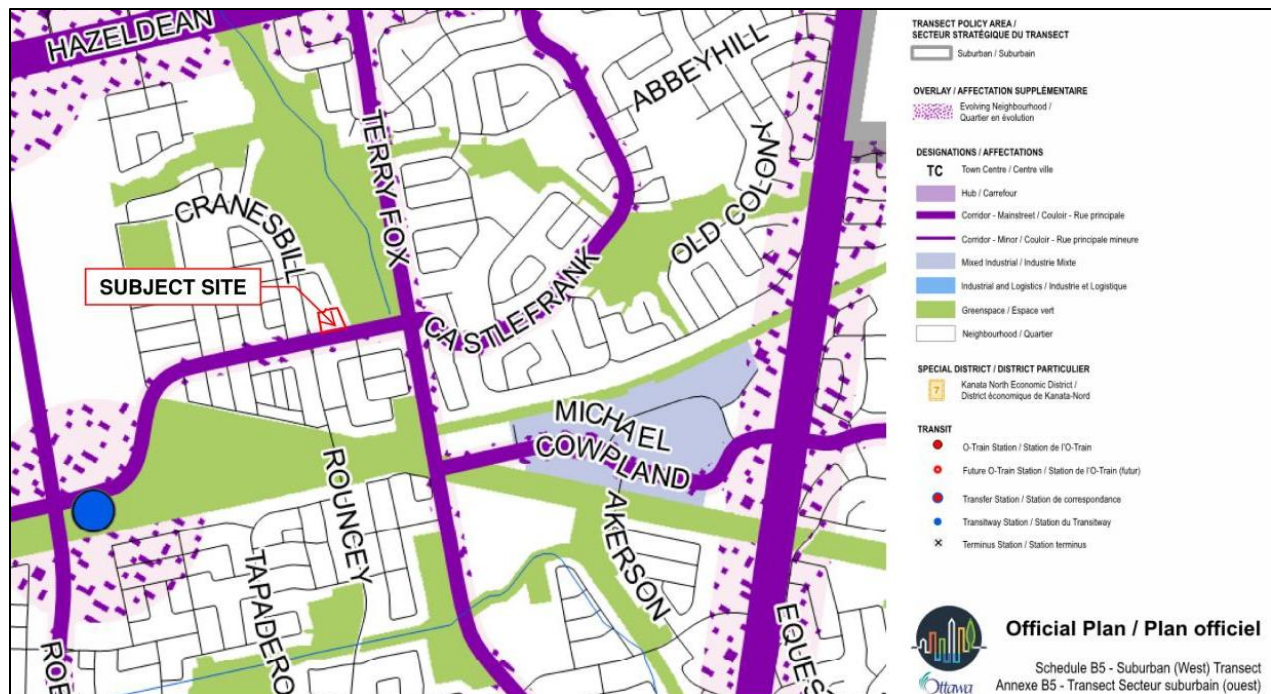


Figure 9 : Official Plan Designation for the Subject Site

The Subject Site is located northeast of the intersection of Abbott Street East, Cranesbill Road and Rouncey Road, and has frontage on both Abbott Street East and Adstock Heights. Abbott Street East is designated as a Minor Corridor on *Schedule B4 – Suburban (West) Transect* of the Official Plan. Abbott Street East, Cranesbill Road and Rouncey Road are all designated as Major Collector roads and Adstock Heights is designated as a local road on *Schedule C4 – Urban Road Network* of the Official Plan.

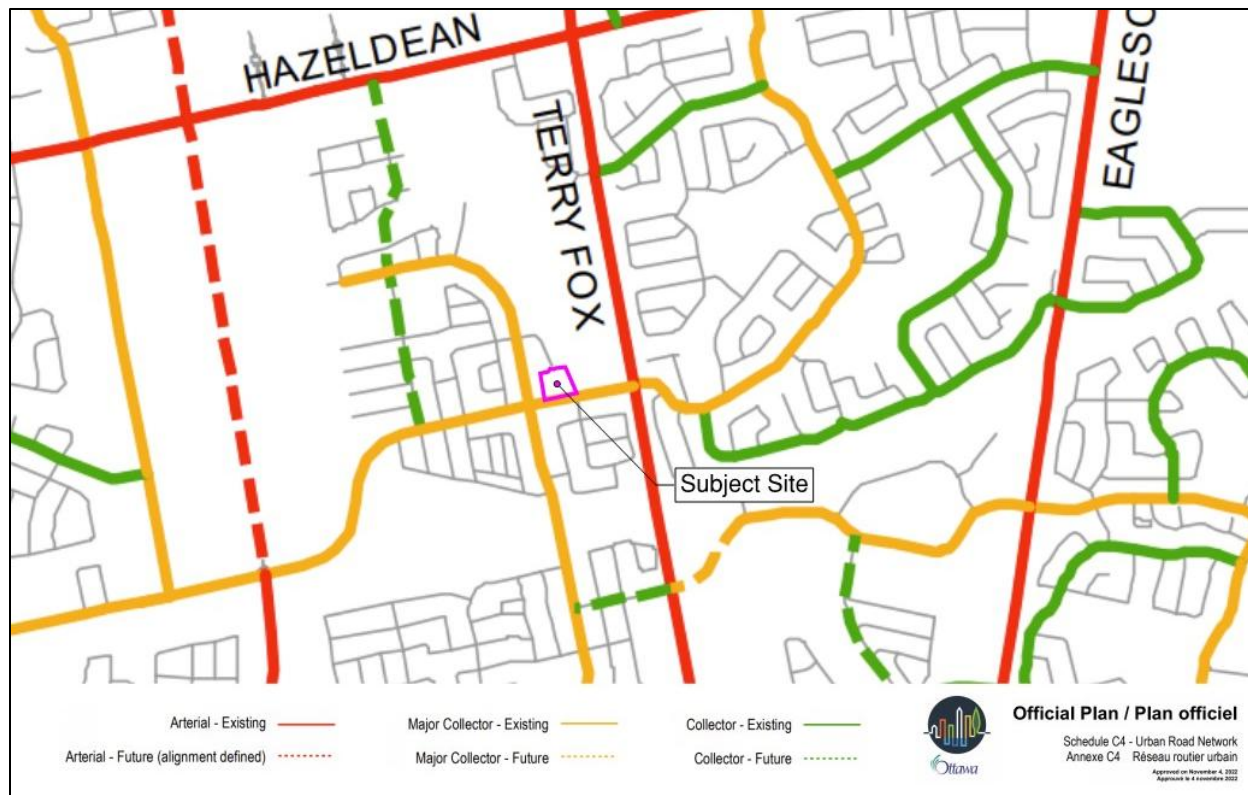


Figure 10 : Official Plan Schedule C4 Excerpt

The portions of Abbott Street East and Terry Fox Drive adjacent to the Subject Site are not identified on *Schedule C2 – Transit Network* of the Official Plan. The Subject Site is located within a 15 minute walking distance from the nearest Major Pathway as identified on *Schedule C3 – Active Transportation Network*. *Schedule C11A – Natural Heritage System (west)* identifies the Subject Site as an Urban Area with no Natural Heritage designations. *Schedule C12 – Urban Greenspace* does not identify any greenspace on the Subject Site. The Subject Site is in an area identified as having potential Organic Soils, Unstable Slopes, and Flood Plain associated with the Carp River as shown on *Schedule C15 – Environmental Constraints*.

The Subject Site is located within the Fernbank Community Design Plan Area.

The Subject Site is zoned Residential Fourth Density, Subzone S, Exception 2351 (R4S [2351]) in the City of Ottawa Zoning By-law 2008-250 (see Figure 12).

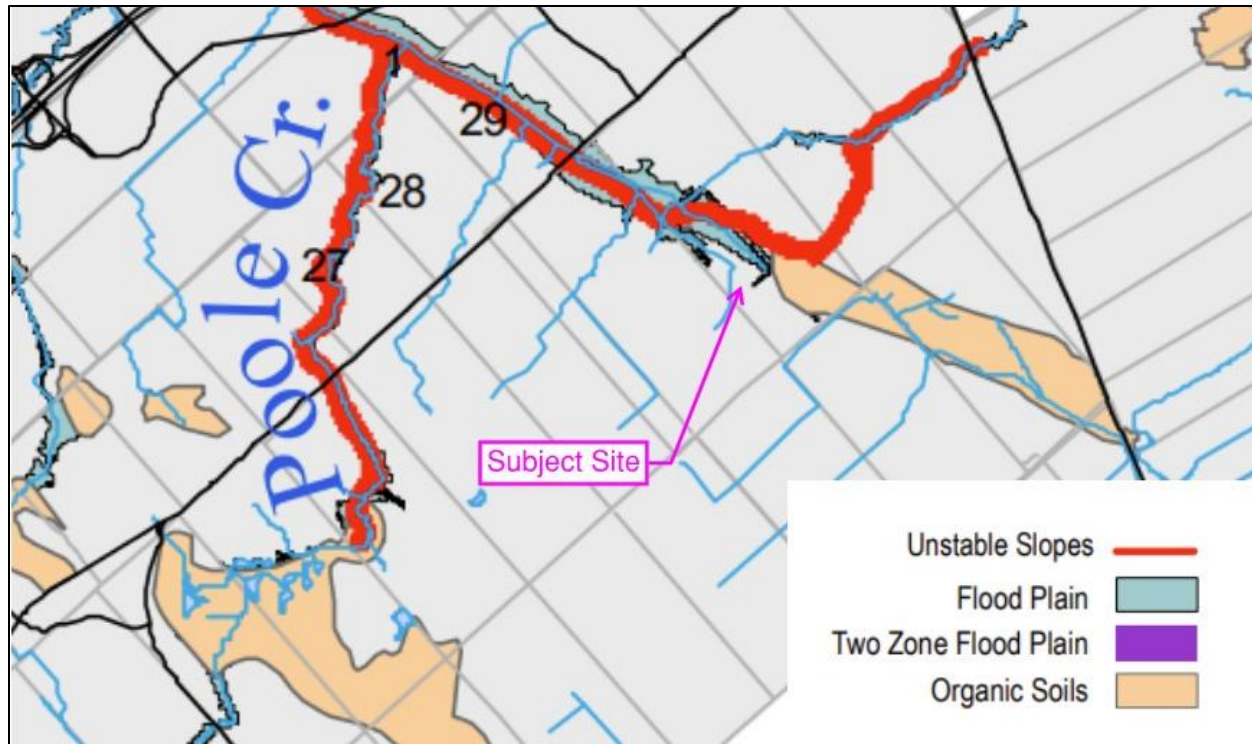


Figure 11 : Official Plan Schedule C15 Excerpt

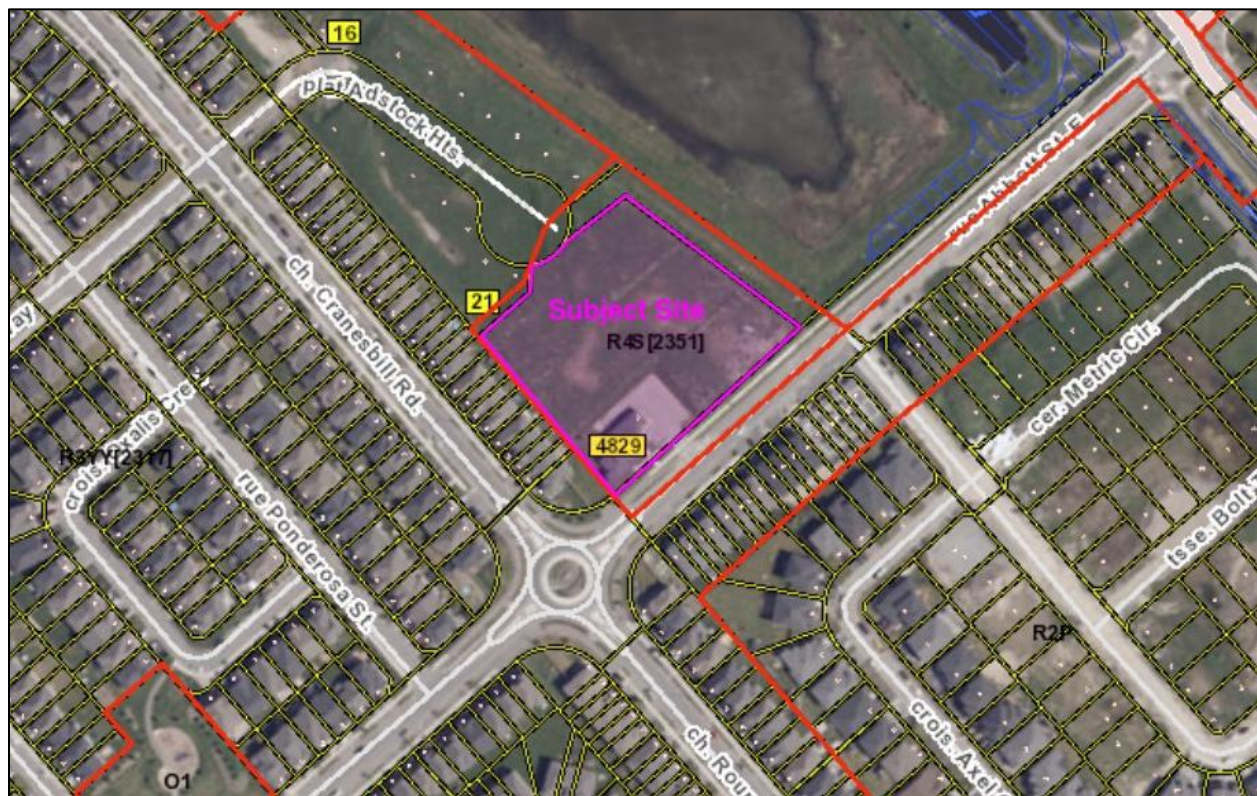


Figure 12 : Zoning for the Subject Site

2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

The proposed development consists of a total of 61 dwelling units. It is proposed to develop five low-rise buildings of 12 stacked apartment units each, and the existing sales centre building is proposed to remain and be converted to a dwelling unit and a rental management office for the site as shown in Figure 13 and the Site Plan prepared by Hobin Architecture dated June 12, 2025. The 61 units will each have two-bedrooms and be operated as rental tenure. The existing sales centre on the Subject Site will remain and is intended to serve as the rental office for this development. The proposed buildings are 2.5 storeys with a height of 11.09 metres. All units will have private balconies with privacy screens or terraces with soft landscaping to maintain privacy for residents and neighbours.



Figure 13 : Excerpt of Site Plan prepared by Hobin Architecture dated June 12, 2025.

Vehicular access to the Subject Site will be from Abbott Street East via the existing driveway currently serving the sales centre. Surface parking is provided internal to the Subject Site and is screened from the public realm by the proposed buildings, which are oriented to frame Abbott Street East and Adstock Heights. Bicycle parking is distributed between each of the buildings with a total of 31 spaces provided.

A total of 114 parking spaces are proposed, with 12 sales office spaces, 74 for residents, 15 visitor parking spaces and 13 parking spaces in a detached communal garage for residents requiring covered parking spaces or additional storage. Garage parking spaces with a driveway parking space will be rented to the same unit. A surplus of parking is provided on site as street parking is prohibited on Abbott Street East and Adstock Heights and as the current transit options are limited in this area.

Garbage and recycling will be stored in Earth Bins to the east of the communal garage building. A portion of the garage building will provide storage for 240L organics bins. The waste storage solution has been designed for municipal waste collection. Earth Bins do not require screening as they are considered an aesthetic option for waste management.

A 328 square metre communal amenity area is proposed between Building 1 and 4 along a servicing block for the Trail View Subdivision (Block 130, Plan 4M-1616). Proposed pedestrian walkways provide circulation throughout the Subject Site and to the surrounding public realm with direct connections to Adstock Heights and Abbott Street East. Internal connections are provided from building entrances to on-site parking and the communal amenity space.

Parkland was previously dedicated as part of the Trail View Subdivision and is not proposed as part of this Site Plan application. Further details related to the previous parkland dedication are provided in Appendix A.



Figure 14 : Streetscape view looking North from Abbott Street East

2.2 Details of Proposed Zoning By-law Amendment

4829 Abbott Street East is currently zoned Residential Fourth Density, Subzone S, Exception 2351 (R4S[2351]) in the City of Ottawa's Zoning By-law 2008-250. The proposed development will not be in conformity with all of the provisions of the Zoning By-law.

The existing site-specific exception is for temporary zoning that permits the existing sales centre in the current location. Once the temporary zoning expires in July 2025, the existing sales centre will not be in conformity with all of the provisions of the Zoning By-law.

As described in the accompanying Zoning Confirmation Report, the site-specific exception is proposed to be revised as follows.

Proposed Site-Specific Exceptions

Revisions are proposed to the provisions which permit the sales centre:

- Despite Section 131(5), an office, in conjunction with an office for the sale and rental of residential units, is permitted for the period July 13, 2022 to July 13, 2025
- maximum setback for an office from the lot line abutting Abbott Street East: 6 metres
- maximum floor area for office ancillary use: 600 square metres
- ~~The provisions of Section 131 apply to the residential uses.~~
- maximum size of an accessory building of 319 m² for a sales centre.
- minimum interior side yard of 2.5 m for the sales centre.
- Maximum height of an accessory building 5.0 m.
- Despite Section 131, a garage entrance may have a 0 m setback from a private way.

It is proposed to include the following provisions in the site-specific exception to permit the proposed development of the Subject Site.

- Section 100(3) applies with the necessary modifications to permit parking on a driveway leading to a parking space in the communal garage building.
- Despite Section 131, the maximum size of an accessory building with garbage storage is 285 m².
- Minimum interior side yard setback of 4.5 m along the western lot line.

2.3 Previous Consultations, Applications and Approvals

The Trail View Subdivision was registered in 2014 as Plan 4M-1616. The subdivision has been constructed in 5 phases with the last phase along Adstock Heights currently under construction. 4289 Abbott Street East is Block 123 on Plan 4M-1616. Throughout the subdivision approval and detailed design process, Block 123 has been considered for future development as a planned unit development. The Zoning By-law Amendment that implemented the Plan of Subdivision application zoned the Subject Site to permit the Planned Unit Development and permitted the construction of the sales centre (By-law 2016-244). The temporary zoning was extended in June 2019 (By-law 2019-233), and again in February 2023 (By-law 2023-36) expiring in July 2025.

A pre-consultation meeting was first held on August 24, 2022 to discuss a proposal for a planned unit development on the Subject Site. A second pre-consultation meeting was held on December

19, 2024 to obtain updated comments on the proposed development, which were received on January 27, 2025.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. Per Section 3 of the Planning Act, all decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.2 of the PPS provides policy direction for Housing. Policy 1 states (emphasis added):

“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:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
 - a) 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*
 - b) 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*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The proposed rental apartment units increase the mix of residential housing types and tenures available to cater to the needs of a range of individuals and families in the community. The proposed development will achieve an efficient land use pattern by using vacant land within the urban area for multi-unit residential development. The Subject Site is located within a settlement area of the City of Ottawa that has existing and planned infrastructure and public service facilities, and is a development block within a registered Plan of Subdivision (Block 123, 4M-1616). The Subject Site is well located in proximity to multi-use pathways, cycling infrastructure, and parks to support active transportation.

Section 2.3 of the PPS provides policy direction for Settlement Areas. Policy 1 of Section 2.3.1 states:

“Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.”

The Subject Site is located within a settlement area. The proposed development will contribute to growth and development within the settlement area as guided by the Fernbank Community Design Plan.

Policy 2 of Section 2.3.1 states:

“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*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive”*

The proposed development is consistent with Policy 2.3.1(2) as it represents an efficient use of vacant land within the urban area intended for multi-unit residential development. The proposed development will increase the mix of residential housing types and tenures available to cater to the needs of a range of individuals and families in the community. The property is within proximity of walking and cycling infrastructure and promotes active transportation opportunities for residents.

Policy 3 of Section 2.3.1 states:

“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.”

The proposed development will support intensification in the neighbourhood and will provide for a greater range of housing options in the neighbouring area.

Policy 1 of Section 4.1 states *“Natural features and areas shall be protected for the long term”*.

Per Schedule C11-A – Natural Heritage System (West) of the Official Plan, the Subject Site is not within or adjacent to natural features.

Policy 2 of Section 4.2 states:

“Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.”

Per Schedule C15 – Environmental Constraints of the Official Plan, the Subject Site is not located in proximity to sensitive surface or groundwater features.

Policy 2 of Section 4.3 states that *“prime agricultural areas [...] shall be designated and protected for long-term use for agriculture”*.

The Subject Site is located within the urban boundary and will not impact prime agricultural areas.

Policy 1 of Section 4.4.1 states *“minerals and petroleum resources shall be protected for long-term use”*.

The proposed development has no impact on the supply of mineral and petroleum resources.

Policy 1 of Section 4.5.1 states:

“Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.”

The proposed development has no impact on the supply of mineral aggregate resources.

Policy 1 and 2 of Section 4.6 state:

1. *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
2. *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*

The Subject Site is not a protected heritage property. A Stage 2 Archaeological Assessment was prepared by Paterson Group (dated October 10, 2014) for the Trail View Plan of Subdivision application, which included the Subject Site. The report concluded that no archaeological resources with cultural heritage value or interest were identified and therefore no further assessment was required. The conclusions of this report were accepted by the Ministry of Tourism, Culture and Sport on November 12, 2014.

Policy 1 of Section 5.1 states:

“Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.”

Geotechnical Investigation prepared by Paterson Group dated February 21, 2025 concludes that the site is suitable for the proposed development, subject to the Design and Construction Precautions outlined in Section 6 and the Recommendations in Section 7. No permissible grade raise restrictions are required for the proposed development. Tree planting setbacks are required due to the presence of low to medium sensitivity clay soils. The Landscape Plan prepared by Novatech dated June 12, 2025 accommodates the required tree planting setbacks.

A Phase I Environmental Site Assessment (ESA) Update was prepared by Paterson Group (dated November 6, 2024) for the Subject Site as an update to the original Phase I ESA prepared by Houle Chevrier Engineering (dated September 11, 2014) for the entire Trail View subdivision lands. The Phase I ESA update concluded that there are no potentially contaminating activities on the Subject Site and a Phase II ESA is not required.

The Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Planning Statement (2024).

3.2 City of Ottawa Official Plan

The Subject Site is designated Minor Corridor within the Suburban Transect in the City of Ottawa Official Plan (2022).

3.2.1 Strategic Directions & Cross Cutting Issues

Section 2 of the Official Plan (2022) provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

The five Big Policy Moves provide broad policy directions and are the foundation of the Official Plan. The Big Policy Moves are:

- a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.*
- b) By 2046, the majority of trips in the city will be made by sustainable transportation.*
- c) 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.*
- d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
- e) Embed economic development into the framework of our planning policies.*

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Zoning By-law Amendment and Site Plan Control applications address the objectives of the following Cross-Cutting Issues:

3.2.1.1 Intensification and Diversifying Housing Options

The proposed Zoning By-law Amendment and Site Plan Control applications will facilitate the development of 61 dwelling units on the Subject Site. This will contribute to intensification within the urban area and will provide for a diversity of housing options in the Fernbank community. The proposed development will contribute to meeting the goals of the City's Growth Management Framework.

3.2.1.2 Economic Development

The proposed Zoning By-law Amendment and Site Plan Control applications will provide for 61 dwelling units on the Subject Site, which supports the City's Growth Management Framework. The proposed development will contribute to the 47% of household growth that is allocated to the built-up or developed portion of the urban area, as per Policy 3.1(4)(a)(i). The proposed development will support the City in meeting its target of 51% of dwelling growth occurring through intensification, as per Policy 3.2(1). The increased density on the Subject Site will also support local businesses and transit in the Fernbank community.

3.2.1.3 Energy and Climate Change

The proposed development will contribute to the creation of a compact and complete community by providing a diversity of housing types and tenures. The proposed development is in proximity to existing cycling infrastructure on Abbott Street East and multi-use pathways along Terry Fox Drive and the Trans-Canada Trail to the south. A total of 31 bicycle parking spaces will be provided throughout the site. The Subject Site's location and the provision of bicycle parking will promote active transportation use by residents of the proposed building.

3.2.1.4 Healthy and Inclusive Communities

The proposed development is a compact, higher density residential use than the surrounding ground-oriented built forms. The Subject Site is located in proximity to existing cycling infrastructure and multi-use pathways. A total of 31 bicycle parking spaces will be provided throughout the site. The Subject Site's location and the provision of bicycle parking will promote active transportation use by residents of the proposed building. This will support the development of healthy, walkable 15-minute neighbourhoods.

3.2.1.5 Gender and Racial Equality

The proposed development has been designed to reduce potential safety impacts on women and racialized communities. The plentiful windows and direct accesses to the street will provide for "eyes on the street". The proposed development consists of two-bedroom units which will be able to accommodate smaller households and families in an area characterized by larger units.

3.2.1.6 Culture

The proposed development has been designed with main entrances that connect directly to the street, which will enhance the public realm and promote social interaction amongst residents and neighbours. The proposed development has been designed to be compatible with the neighbourhood.

3.2.2 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa.

Section 3 states:

“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.”

Section 3 also states:

“All of the greenfield dwellings will be located in the Suburban Transect. Many of the new dwellings there will be in the form of ground-oriented units, but at least 10 per cent will be apartments.”

The Subject Site is located within the urban area of the City and will accommodate residential growth within the Suburban Transect by providing 61 new dwelling units. The proposed development will help accommodate the City's planned growth for greenfield development in a low-rise multi-residential unit built form similar to apartments. The Subject Site will support the development of the Fernbank community as intended by the Fernbank Community Design Plan.

Policy 3 of Section 3.1 states:

“The urban area and villages shall be the focus of growth and development.”

Policy 4 of Section 3.1 states:

“The City will allocate household growth targets as follows:

- a) 93 per cent within the urban area where:*
 - i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and*
 - ii) 46 per cent is within the greenfield portion of the urban area;*
- b) 7 per cent within the rural area where:*
 - i) 5 per cent is within the villages; and*
 - ii) 2 per cent is outside of villages.”*

The proposed Zoning By-law Amendment will facilitate the development of 61 dwelling units within the urban area. This will contribute to meeting the City's target of 93% of household growth being within the urban area and 47% of household growth being within the built-up or developed portion of the urban area.

Section 3.2 encourages intensification within the built-up area and provides policy direction for future infill growth. Policy 1 states:

“The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area. This overall target is anticipated to be achieved through a gradual increase in intensification throughout the urban area that was developed or built-up as of June 30, 2018 as follows:

- a) 2018 to 2021: 40 per cent;*
- b) 2022 to 2026: 45 per cent;*
- c) 2027 to 2031: 50 per cent;*
- d) 2032 to 2036: 54 per cent;*
- e) 2037 to 2041: 57 per cent; and*

f) 2042 to 2046: 60 per cent.”

The proposed development is within the urban area and is considered intensification. The proposed development will contribute to the City’s target of 51% of dwelling growth occurring through intensification.

Policy 4 of Section 3.2 states:

“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”

The Subject Site is located within the suburban area and has access to municipal water and sewer services. The proposed development will conform with the appropriate transect and land use designation policies regarding intensification on the Subject Site.

3.2.3 City-wide Policies

Section 4 of the Official Plan (2022) provides City-Wide policy direction.

3.2.3.1 Section 4.1: Mobility

Section 4.1 of the Official Plan provides policy direction related to mobility and transportation.

The proposed development has been designed with landscaped buffers and one vehicular access to the surface parking area to minimize interruptions to pedestrian movements. A network of pathways throughout the site provides safe, direct and well-defined pedestrian and cycling connections between the buildings, communal amenity area, existing active transportation infrastructure on Adstock Heights and Abbott Street East (Policy 11, Section 4.1.4).

3.2.3.2 Section 4.2: Housing

Section 4.2 of the Official Plan provides policy direction related to housing.

Policy 1 of Section 4.2.1 states:

“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 Zoning By-law Amendment application will facilitate the development of 5 stacked apartment buildings with 12 units each and the partial conversion of an existing building to a dwelling unit for a total of 61 units, each with 2 bedrooms. The proposed purpose-built rental stacked apartment dwelling units will contribute to the range of housing types and tenures in the neighbourhood.

3.2.3.3 Section 4.6: Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 3 in Section 4.6.5 states:

“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.”

The proposed development internalizes vehicle parking, service areas and mechanical equipment for the site to the extent possible. Garbage and recycling are located in Earth Bins for minimal visual impact on the public realm, and organics bins will be stored inside the communal garage building. Pedestrian access to the site will be through pathways connecting to the sidewalks along Adstock Heights and Abbott Street East, and to the individual units to provide a pedestrian-oriented streetscape. The proposed trees and abundant soft landscaping in the front yards will improve the attractiveness of the public realm and improve walkability in the area (see Figure 15).

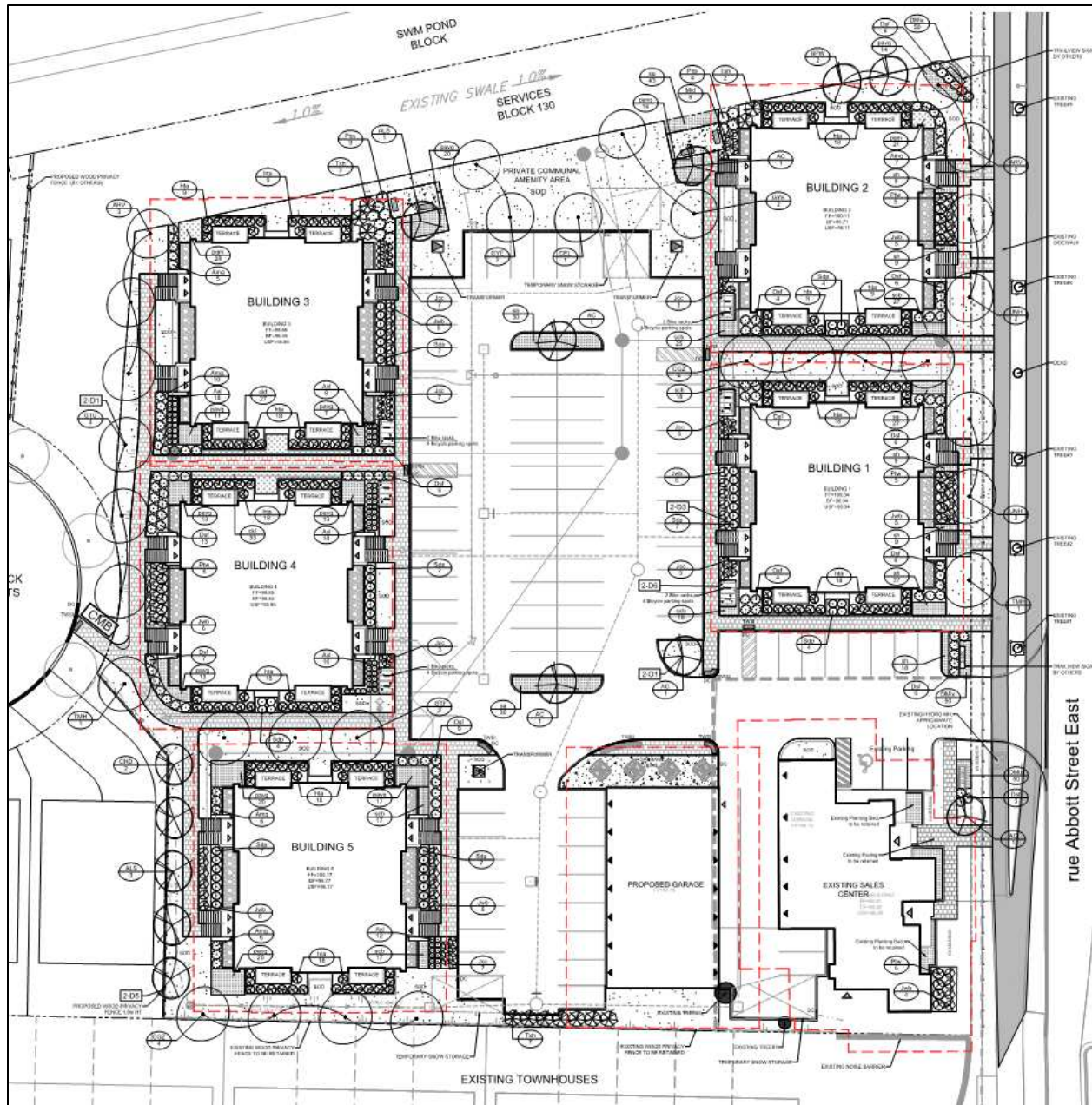


Figure 15 : Excerpt of Landscape Plan prepared by Novatech dated June 12, 2025

Policy 6 in Section 4.6.6 states:

“Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.”

The proposed development appropriately responds to the neighbourhood context by providing a low-rise form of intensification in the Fernbank community along the Abbott Street East Minor Corridor. The proposed development has been designed with individual entrances fronting onto Abbott Street East for a direct relationship with the public realm. The proposed development is

designed to improve compatibility with neighbouring, ground-oriented buildings by providing a building design that replicates the features and materiality of other ground-oriented forms such as townhouses. This will minimize impacts on neighbours while improving the pedestrian realm and providing a built form that fits into the neighbourhood context.



Figure 16: Rendering of the Proposed Development

3.2.3.4 Section 4.7: Drinking Water, Wastewater and Stormwater Infrastructure

Section 4.7 of the Official Plan provides policy direction related to drinking water, wastewater and storm water infrastructure.

A Servicing and Stormwater Management Report prepared by Novatech dated June 13, 2025 confirms that the proposed development can be adequately serviced by existing municipal services located within Abbott Street East (Policy 23, Section 4.7.1).

3.2.3.5 Section 4.8: Natural Heritage, Green Space and the Urban Forest

Per *Schedule C11-A – Natural Heritage System (West)* of the Official Plan, the Subject Site is not located within or adjacent to the Natural Heritage System or features. As such, policies associated with the Natural Heritage System are not applicable to the proposed development.

A Tree Conservation Report and Landscape Plan prepared by Novatech dated June 12, 2025 identifies 2 existing private trees on the Subject Site and 5 existing trees within the Abbott Street East public right-of-way. The 5 trees in the Abbott Street East right-of-way are proposed to remain with an additional 41 trees proposed on the Subject Site, with the majority to be planted around the exterior of the Subject Site. Of the 41 trees proposed, 1 is a large canopy, 29 are medium canopy, and 11 are small canopy trees.

3.2.4 Suburban Transect

Section 5.4 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Suburban Transect.

Policy 2 of Section 5.4.1 states that *“the Suburban Transect is generally characterized by Low- to Mid-density development”* and *“development shall be [...] low-rise along Minor Corridors”*.

The proposed development is an example of intensification in the Fernbank community. The proposed building height and massing is appropriate for the Subject Site. The low-rise height will fit into the neighbourhood, where there are a number of two and three storey buildings.

The building has been designed to break up the building massing through façade articulation and individual entrances for each unit. The proposed development will meet the City’s intensification goals by providing greater density on the Subject Site while remaining compatible with the built form and character of the neighbourhood.

Policy 3 of Section 5.4.1 states:

“In the Suburban Transect, this Plan shall support:

- a) A range of dwelling unit sizes in:*
 - i. Multi-unit dwellings in Hubs and on Corridors; and*
 - ii. Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and*
- b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.”*

The proposed development will provide a range of unit sizes to accommodate individuals and families and will increase the variety of housing types and tenures available along the Abbott Street East Minor Corridor.

3.2.5 Minor Corridor Policies

Section 6.2 of the Official Plan provides policy direction for development in the Mainstreet and Minor Corridor designations.

Policy 2 of Section 6.2.1 states that Minor Corridors are generally to a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor. As the Subject Site has a depth of approximately 110 metres measured from the centreline of Abbott Street East, the entire property is designated Minor Corridor.

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 setbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;*
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;*

- c) *For sites generally of greater than one hectare in area or 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; and*
 - ii) *Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and*
- 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.”*

The proposed development is a low-rise building with setbacks and landscaping primarily consistent with the suburban development characteristics identified in Table 6 of the Official Plan and the existing character of the Fernbank community. The 2.5-storey height of the proposed stacked apartment buildings is consistent with the existing 2, 2.5 and 3 storey heights in the Minor Corridor and abutting Neighbourhood designations. The Zoning By-law Amendment will implement appropriate setbacks along the western lot line and enable the future conversion of the existing sales centre building, among other site-specific relief to performance standards required to permit the proposed Planned Unit Development. A network of pedestrian pathways through the site will connect the buildings and communal amenity areas to Adstock Heights and the pedestrian and cycling infrastructure on Abbott Street East. The proposed residential and accessory office uses permitted on the Subject Site will not cause nuisance or generate heavy truck traffic.

Policy 2 of Section 6.2.2 states:

“In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) *Include residential-only and commercial-only buildings;*
- b) *Include buildings with an internal mix of uses, but which remain predominantly residential;*
- c) *Include limited commercial uses which are meant to mainly serve local markets;*
or
- d) *Be required, where contextually appropriate, to provide commercial or service uses on the ground floor*

The proposed Zoning By-law Amendment will allow 60 stacked apartment dwellings to be developed on the Subject Site, which will contribute to providing a full range of low-rise housing options that will contribute towards the evolution of the Fernbank community into a 15-minute neighbourhood. The Zoning By-law Amendment will also permit the existing sales centre to be converted to a dwelling unit and rental management office for the planned unit development.

3.2.6 Protection of Health and Safety

Section 10 of the Official Plan provides policy direction for the protection of health and safety.

Sections 10.1.1 to 10.1.5 speak to natural hazards such as flooding, unstable soils or bedrock, and wildfires. The Subject Site is not within the floodplain and does not have unstable soils or bedrock.

Section 10.1.6 speaks to contaminated sites and requires development to only take place on sites where the environmental conditions are suitable for the proposed use. Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase I Environmental Assessment to be completed as part of the application. A Phase I ESA for the Trail View Subdivision was prepared by Houle Chevrier Engineering Ltd., dated September 11, 2014. The report found that “no potentially contaminating activities (PCAs) were identified that resulted in areas of potential environmental concern” and did not recommend further investigation. A Phase I ESA update was completed by Paterson dated November 22, 2022, and found “no significant changes to the subject or neighbouring properties”, and did not recommend a Phase II ESA. A Phase I ESA update has been prepared by Paterson dated November 6, 2024 for this submission. The report concludes that “a Phase II ESA is not required”.

Section 10.2.1 speaks to environmental noise control. Policy 2 of Section 10.2.1 requires a Noise Study to be prepared as part of a complete application. A Noise Impact Assessment Report has been completed by Novatech dated June 13, 2025. The report recommends:

- Building 1, Building 2, Building 5 (certain units): Type C warning clause and inclusion of Forced Air Heating with provision for Central Air Conditioning.
- Existing Sales Centre converted to residential: Type C warning clause and inclusion of Forced Air Heating with provision for Central Air Conditioning.
- Building 1, Floor 3 of 1D: Type D warning clause, inclusion of Central Air Conditioning, as well as wall and window construction specifications.

Section 10.3 speaks to building resiliency to the impacts of extreme heat. Policy 1 of Section 10.3 states:

“Trees will be retained and planted to provide shade and cooling by:

- a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan;*
- b) Prioritizing them in the design, and operation of parks and the pedestrian and cycling networks and at transit stops and stations for users wherever possible; and*
- c) Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property.”*

The Landscape Plan and Tree Conservation Report provided with the submission package shows that 5 of the 7 existing trees on the Subject Site will be retained. As part of the development, 41 new trees are proposed including 11 new trees along the Abbott Street East frontage and 3 additional trees along the Adstock Heights frontage. This will provide for an improved streetscape with plentiful soft landscaping. The proposal will meet the City’s policies and objectives regarding tree canopy by providing approximately 31% canopy coverage on the Subject Site, with additional canopy coverage anticipated from the right-of-way trees along Abbott Street East.

Section 10.4 speaks to enhancing personal security through design. Policy 1 of Section 10.4 states:

“When reviewing development, the City will consider measures to enhance safety and security through such means as:

- a) Provision of outdoor lighting in spaces intended for public use after dark that is sufficient to support the activities planned for that space;*

- b) *An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that could be used to entrap persons passing through a space;*
- c) *Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces;*
- d) *Provision of a mix of uses on corridors that promotes activity and social interaction at various times of the day and night and are served by transit routes; and*
- e) *Where there are overpasses and tunnels, provide alternative routes at grade, where possible; and*
- f) *Provision of pedestrian and cycling connections between neighbourhoods and across barriers shall be designed for passive supervision and wayfinding, where possible.”*

The proposed development does not include any enclosed spaces or narrow recesses between buildings that could create safety concerns. A site lighting plan will be provided prior to Site Plan approval. The proposed development includes windows facing the street and direct connections to the public realm to provide “eyes on the street” and enhance safety for all users.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan.

3.3 Fernbank Community Design Plan (2009)

The Fernbank Community Design Plan (CDP) was approved by City Council in 2009. It covers a large tract of land between the communities of Stittsville and Kanata, extending south from Hazeldean Road to Fernbank Road. The CDP contains a land use plan, design guidelines, and recommended implementation tools to guide development within the Fernbank community.

Per Section 4.2 – Land Use Designations of the CDP, *“The intent of the Fernbank Community Land Use Plan is to create a complete residential community with a full range of housing choices (including affordable housing) that is complemented and supported by appropriate community facilities such as parks and schools, while providing opportunities to work and shop in close proximity to the residential neighbourhoods.”* The Subject Site is designated as ‘low-density residential’ on the CDP Land Use Plan as shown in Figure 17.

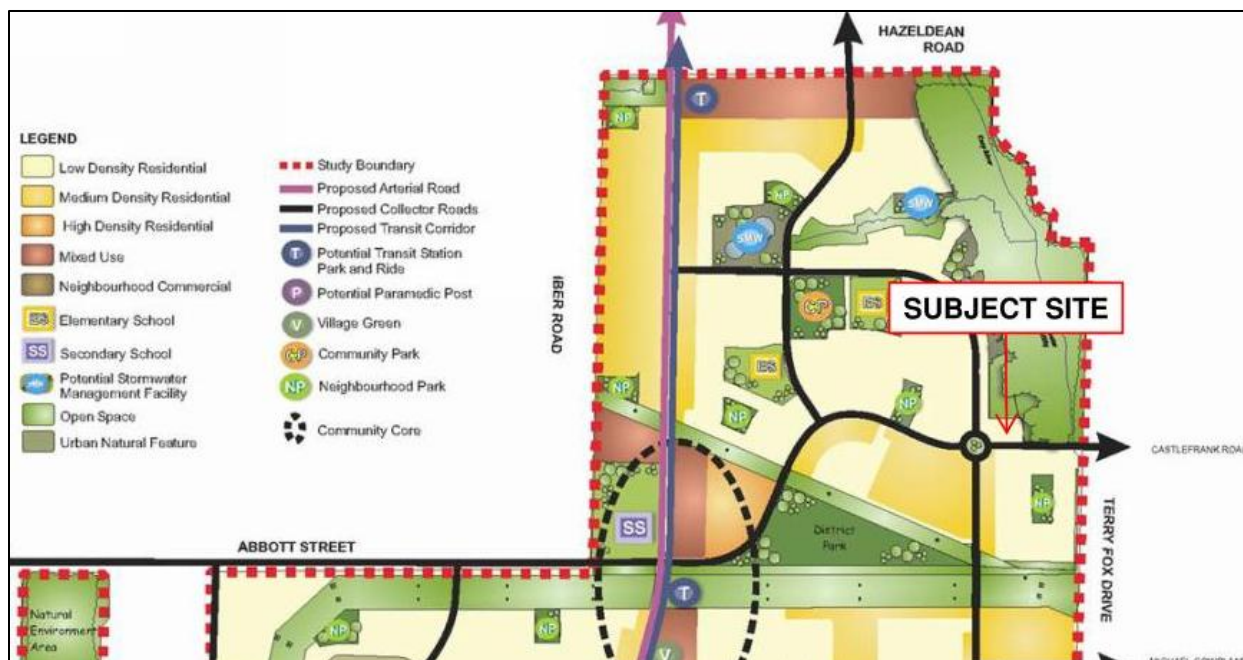


Figure 17: Fernbank CDP Land Use Plan

Through the registration of the Trail View subdivision, the Subject Site (Block 123, 4M-1616) was approved for the development of low-rise apartment buildings. The following demonstrates how the proposed development satisfies the applicable design guidelines of Section 6.0 of the CDP.

6.3.1 Precincts and Neighbourhoods

The community will be carefully designed with unique liveable, urban type neighbourhoods each with its own character, sense of place and distinct identity. The diverse needs of people of different incomes and lifestyles, at various stages in the life cycle, will be met. An emphasis will be placed on human scale design, such that residents will positively perceive and comfortably relate to the built and natural environment.

Each neighbourhood will provide for a range of housing options and opportunity for choice of housing tenure. Each neighbourhood will also ensure a rich variety of architectural styles, with attention to detail – building massing, promotion, façade articulation and materials.

6.4.2 Community Edges

Development Adjacent to Arterial and Collector Roads

- *Reverse lot frontages should be avoided on arterial roads and collector roads, so as to minimize the need for noise attenuation, where possible.*

6.6.2 Residential Neighbourhoods

General Guidelines for Residential Dwellings

- *A variety of housing types and designs within each neighbourhood should be provided to enhance the streetscape.*
- *Residential dwellings should be located close to the street to reinforce a strong street edge.*
- *Provide a variation in the siting of residential dwellings within the streetscape to avoid the impacts of long, straight streets.*
- *The architectural character of all dwellings should have a consistent architectural style.*

- *Front Entrances should face and be visible from the street.*
- *Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.*

Guidelines for Apartment Buildings

- *All residential apartments should be located close to a public street with a principal façade and entry facing a street or public open space. For buildings interior to the site, the main entrance should be oriented toward the interior driveway and where applicable, the amenity area.*
- *Parking should not be permitted between the street and the principal façade of the building.*
- *Architectural design on all elevations should be consistent.*
- *Parking areas should be screened from the public street through landscaping.*
- *Service areas should be located at the rear of the building and screened from public view.*
- *Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.*

The proposed development adheres to the objectives of the Design Guidelines in the Fernbank Community Design Plan. The proposed rental apartment units have a low-rise built form that increase the variety of housing types, tenures, and designs available in the Fernbank community. The proposed buildings are oriented towards the Adstock Heights and Abbott Street East frontages and are connected by a network of walkways to the internal parking and communal amenity areas. The proposal has been designed with consistent architectural details on all elevations and in a style compatible with the adjacent ground-oriented residential dwellings. The proposed development will enhance the streetscape by providing individual entrances to units, plentiful windows and glazing along the front facades on Abbott Street East.

Special attention is given to maintaining privacy for residents and neighbours. Privacy screens are provided on balconies and abundant landscaping is provided in yards adjacent to existing residential, with tree planting planned around the exterior of the site. Proposed landscape treatments will contribute to the public realm and make Abbott Street East more pedestrian-friendly by providing shade and a soft edge between the public and private realms. Bike storage is proposed in secure location with 31 spaces throughout the site.

3.4 City of Ottawa Zoning By-law 2008-250

The Subject Site is zoned Residential Fourth Density, Subzone S, Exception 2351 (R4S [2351]) in the City of Ottawa Zoning By-law 2008-250. This zoning was originally approved through By-law 2016-244 as part of the Zoning By-law Amendment application (City File No. D02-02-14-0121) for the Trail View Village subdivision (City File No. D07-16-14-0022) to permit the existing office and the proposed development on the Subject Site.

The purpose of the R4 zone is to:

1. allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as **General Urban Area** in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
3. permit ancillary uses to the principal residential use to allow residents to work at home;
4. regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and
5. permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.

The proposed stacked townhouse dwellings are permitted in the R4S zone per Section 161 of the Zoning By-law consistent with Purposes (1) and (2), above. Subzone S specifies the required development standards to ensure that development is compatible with the surrounding neighbourhood in accordance with Purpose (4). The site has been designed to comply with the majority of the R4S development standards and applicable sections of the Zoning By-law, as described in the accompanying Zoning Confirmation Report.

Urban Exception 2351 is a temporary zoning that permits the existing sales centre in the current location, as follows:

- permit an office, in conjunction with and office for the sale of residential units, for a temporary period of time;
- require a maximum setback from Abbott Street East of 6 metres for the office;
- require a maximum floor area of 600 square metres for the office; and
- require that the residential uses comply with Section 131 of the Zoning By-law.

The intent is that following completion of the sale of homes in the Trail View subdivision, the office will be converted to a rental office serving the proposed development and a dwelling unit. The office was constructed in accordance with the setback and floor area requirements noted above and the proposed residential development complies with the provisions of Section 131 – Planned Unit Development as shown on the Site Plan. However, the existing sales centre does not conform with certain provisions related to ancillary uses within a Planned Unit Development and it is proposed to revise the Site Specific exception to enable the future conversion of the sales centre to a site management office and dwelling unit.

Table 1 below summarizes the applicable zoning provisions for the Subject Site. Additional detail is provided in the Zoning Confirmation Report prepared by Novatech dated June 12, 2025.

Table 1: Extract of Zoning Confirmation Report prepared by Novatech dated June 13, 2025

Zoning Provisions	By-law Requirement	Proposal
Principal Land Use(s)	PUD, Low-Rise / Stacked Apartments, Accessory Office	PUD, Low-Rise / Stacked Apartments, Accessory Office
Lot Width	n/a	61.1 m
Lot Area	1,400 m ²	8,155 m ²
Front Yard Set Back (Adstock Heights)	3 m min.	6.4 m
Front Yard Set Back (Abbott Street East)	3 m min.	5.4 m
Interior Side Yard Setback (abutting a vacant lot, Block 130)	1.8 m min.	1.8 m
Interior Side Yard Setback (abutting a rear yard, west lot line)	7.5 m min	5.5 m
Interior Side Yard Setback (abutting a side yard, northwest lot line)	3 m for first 21 m, then 7.5 m after	5.7 m, then 7.5 m
Building Height	14.5 m max.	11.09 m
Minimum Landscaped Area	30% lot area	35.5% lot area
Section 65 - Projections into Required Yards		
Open Stairways, Steps and Landings (where at or below the first floor)	Front Yard or Corner Side Yard: No closer than 0.6 m to a lot line	1.5 m, no closer than 1.5 m to a lot line
Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings	2 m, but no closer than 1 m from any lot line	0.6 m, no closer than 1.2 m to a lot line
Part 4 – Parking, Queuing and Loading Provisions		
Required Parking Spaces (Residential) (Area C)	73 spaces (1.2 per dwelling unit * 61 units)	87 spaces (74 surface + 13 garage)
Required Parking Spaces (Accessory Office) (Area C))	8 spaces (2.4 spaces per 100 m ² * 319 m ² office space)	12 spaces
Visitor Parking spaces (Area C)	0.2 per dwelling unit (60 units = 12 spaces)	15 spaces (12 + 3 seasonal spaces)
Size of Space	2.6 m wide, 5.2 m long	2.6 m wide, 5.2 m long
Refuse Collection	a) Min. 9 m from a lot line abutting a public street; b) Min. 3 m from any other lot line; c) Opaque screen min. 2 m in height	28 m 28 m n/a

	d) In-ground refuse container may screen with soft landscaping	n/a
Bicycle Parking Rates	31 spaces (0.5 per dwelling unit * 61 units)	31 spaces (0.5 per dwelling unit * 61 units)
Amenity Space (Total)	360 m ² (6 m ² per dwelling unit * 60 units)	772 m ²
Amenity Space (Communal)	180 m ² (Min. 50% of total required amenity area)	328 m ²
Accessory Buildings (Section 55) – Detached Communal Garage		
Minimum Required Setback from Front Lot Line	Same as required for principal building (3 m min)	10.4 m
Minimum required Setback from an Interior Side Lot Line or a Rear Lot Line not abutting a street	Same as principal building (7.5 m)	4.5 m
Minimum Required Setback from Any Other Building Located on the same lot	1.2 m	6.7 m (Existing Sales Centre & Garage)
Maximum Height	4.5 m	< 4.5 m
Maximum Size	200 m²	285 m²
Accessory Buildings (Section 55) – Existing Sales Centre Building		
Minimum Required Setback from Front Lot Line	Same as required for principal building (3 m)	3.96 m
Maximum setback for an office from the lot line abutting Abbott Street	6 m	3.96 m
Minimum required Setback from an Interior Side Lot Line or a Rear Lot Line not abutting a street	Same as principal building (7.5 m)	2.5 m
Minimum Required Setback from Any Other Building Located on the same lot	1.2 m	6.7 m (Detached Communal Garage)
Maximum Height	3.6 m, with the height of the exterior walls not to exceed 3.2 m	5.0 m
Planned Unit Developments (Section 131)		
Additional Ancillary Uses to serve residents	Office	Office
Max Gross Floor Area of Ancillary Uses	150 m ²	319 m ² (Existing Sales Centre & Garage)
Max Floor Area for Office	600 m ²	319 m ² (Existing Sales Centre & Garage)

Location of Ancillary Uses on Site	Ancillary uses must: a) all be in one building; b) not exceed a cumulative total floor area of 150 m ² ; c) be located on a lot containing the planned unit development; and d) be located in the interior of the lot, not visible from a public street.	a) One building b) 319 m ² c) On the same lot d) Building has frontage on Abbott Street East and is visible from public realm
Ancillary Use in a Building only for Ancillary Uses	n/a	n/a
Min Width of Private Way	6 m	6 m
Min Setback of Residential Building to a Private Way	1.8 m	6.5 m
Min Setback of Garage or Carport Entrance to a Private Way	5.2 m	0 m
Min Separation Between Buildings	1.2 m	10.6 m

The proposed development complies with the required front yard, side yard, and rear yard setbacks adjacent to most lot lines, generally complies with the Planned Unit Development provisions and exceeds the minimum landscaping provisions. The proposed development requires relief from the Zoning By-law to permit the existing sales centre to be converted to a dwelling unit and site management office, to permit tandem parking in a driveway leading to a garage parking space, to permit an increased size for the communal garage building, and to reduce the interior side yard setback to 4.5 m along the west lot line.

3.4.1 Proposed Zoning for the Subject Site

The following revisions are proposed to the Exception provisions which permit the sales centre:

- Despite Section 131(5), an office, in conjunction with an office for the sale and rental of residential units, is permitted for the period July 13, 2022 to July 13, 2025
- maximum setback for an office from the lot line abutting Abbott Street East: 6 metres
- maximum floor area for office ancillary use: 600 square metres
- ~~The provisions of Section 131 apply to the residential uses.~~
- maximum size of an accessory building of 319 m² for a sales centre.
- minimum interior side yard of 2.5 m for the sales centre.
- Maximum height of an accessory building: 5.0 m.
- Despite Section 131, a garage entrance may have a 0 m setback from a private way.

It is proposed to include the following provisions in the site-specific exception to permit the proposed development of the Subject Site.

- Section 100(3) applies with the necessary modifications to permit parking on a driveway leading to a parking space in the communal garage building.
- Despite Section 131, the maximum size of an accessory building with garbage storage is 285 m².
- Minimum interior side yard setback of 4.5 m along the western lot line.

Existing Sales Centre Location and Size

The existing site-specific exception is for a temporary zoning that permits the existing sales centre in the current location. Once the temporary zoning expires in July 2025, the existing sales centre will not be in conformity with all provisions of the Zoning By-law. In particular, the temporary zoning that enabled the construction of the sales centre will not allow the existing building to conform to the provisions of Section 131 for ancillary uses in a Planned Unit Development. Relief from this section of the Zoning By-law is required to permit the existing sales centre to continue to operate and be converted to a dwelling unit and site management office in the future. As a summary of the relief required:

- Section 131(5)(d) does not permit ancillary uses to be visible from a public street, whereas Exception 2351 requires the existing sales centre to have a maximum front yard setback of 6 metres from the Abbott Street frontage.
- Section 131(5)(b) stipulates a maximum floor area of 150 m² for ancillary uses, whereas Exception 2351 permits a maximum floor area of 600 m².

The sales centre has a 2.5 m interior side yard setback and a height of 5 m which are proposed to be recognized through revisions to Exception 2351. The proposed revisions will enable the existing sales centre to be converted in the future, representing an efficient use of an existing building in its current location. The proposed revisions are minor in nature and there will be no impact on neighbouring properties or the public realm by recognizing the existing condition of the sales centre building.

Reduced Setback to Private Way

The back of the sales centre includes garage bays for storage accessed by a 6.7 m wide private way. These existing garage bays have a 0 m setback between the garage entrance and drive aisle, and it is proposed to recognize this existing condition through revisions to Exception 2351.

It is proposed to apply the 0 m setback to both side of the existing private way. The proposed development includes a communal garage building on the north side of this private way that will also have a 0 m setback. The existing private way has a dead end, provides access to 6 parking spaces in the communal garage building and 2 surface parking spaces to the rear of the sales centre (8 spaces). A reduced setback is proposed on the south side of the communal garage building to ensure that the private way on the north side can accommodate the required 5.2 m setback for a private way with walkways used to access dwelling units and provides access to a greater number of parking spaces (24 spaces).

The existing drive aisle has sufficient space to accommodate vehicle movements, as shown in Schedule H of the Transportation Impact Assessment prepared by Novatech dated May 14, 2025. The reduced setback allows for an efficient use of an existing private way and enables conformity with the proposed development's new private way.

Parking in Driveways leading to Communal Garage Spaces

As noted in the section above, the north side of the proposed communal garage building will have a 5.2 m setback to the private way. The intent of the 5.2 m setback is to allow a vehicle parked in a garage parking space to pull out of the garage completely before entering the private way. In other built forms where the garage is attached to the unit (such as townhouse), parking is permitted in the driveway by Section 100(3). The proposed provision would enable parking in the individual driveways serving the communal garage parking spaces.

The proposed development will be rental tenure. The dwelling units will be unbundled from parking spaces to enable greater flexibility for each household. Communal garage spaces are intended for households desiring indoor parking spaces or additional storage. Driveway parking spaces would be rented to the same unit renting the corresponding garage space.

The proposed provision responds to a new and evolving built form that provides greater flexibility to respond to individual household needs.

Increased Maximum Size of An Accessory Building

The communal garage building includes a storage room for organic waste bins. Per Section 131, the maximum size of an accessory building with waste storage is 200 m². It is proposed to increase the maximum size to 245 m² to recognize the two purposes of the building. An increase in the maximum size of an accessory building is minor in nature and will not result in any impacts on neighbouring properties or the streetscape, while allowing for an aesthetic and appropriate waste management solution for the site.

Reduced Interior Side Yard Setback

The R4S zone permits an interior side yard setback that varies based on the adjacent uses. In other parts of the Subject Site, the side yard setback varies between 1.2 m and 7.5 m. The west lot line of the Subject Site is adjacent to the rear yards of neighbouring townhouses on Cranesbill Road, and the R4S zone requires a 7.5 m side yard setback to match the rear yard setback.

As noted previously, the sales centre building has an interior side yard setback of 2.5 m on the west lot line. The proposed development will have an interior side yard setback of 4.5 m on this side, for the communal garage building and Building 5.

The reduced side yard setback allows for pathways between Buildings 3, 4 and 5, while accommodating setbacks between the pathways, terraces, and sufficient space for tree planting and soft landscaping in the interior of the site. Tree planting and soft landscaping is proposed along the western lot line and balconies will include privacy screens to provide separation and screening to the adjacent residential lots.

Conclusion

To facilitate the proposed development of 61 units, being 5 stacked apartment buildings with 12 units each and the partial conversion of the existing sales centre building to a dwelling unit and a rental management office for the site, this application requests site-specific relief from the zoning provisions to permit the existing sales centre to be converted to a dwelling unit and site management office, to permit tandem parking in a driveway leading to a garage parking space, to permit an increased size for the communal garage building, and to reduce the interior side yard setback to 4.5 m along the west lot line.

The proposed development will allow for intensification on the Subject Site and will provide purpose-built rental units in a different built form than the predominant detached and townhouse dwellings in the community. The proposed development is a desirable and efficient use of land within the urban area, and is being developed at a density contemplated by the Fernbank Community Design Plan and the Trail View Subdivision. The requested relief is appropriate to facilitate the proposed planned unit development on the Subject Site.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the purpose of the Residential Fourth Density zone and are generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2008-250. The Minor Zoning By-law Amendment is appropriate for the Subject Site.

4.0 REVIEW OF SUPPORTING STUDIES

Phase I ESA

A Phase I ESA for the Trail View Subdivision was prepared by Houle Chevrier Engineering Ltd., dated September 11, 2014. The report found that “no potentially contaminating activities (PCAs) were identified that resulted in areas of potential environmental concern” and did not recommend further investigation. A Phase I ESA update was completed by Paterson dated November 22, 2022, and found “no significant changes to the subject or neighbouring properties”, and did not recommend a Phase II ESA.

A Phase I ESA update has been prepared by Paterson dated November 6, 2024 for this submission. The report concludes that “a Phase II ESA is not required”.

Geotechnical Investigation

A Geotechnical Investigation has been prepared by Paterson, dated February 21, 2025 for the Subject Site. The report concludes that “the subject site is adequate for the proposed residential development” from a geotechnical perspective, however “due to the presence of the sensitive silty clay layer, grade raise restrictions” are required. The report recommends design and construction precautions are recommended in Section 6.0 and include tree planting restrictions due to the presence of low to medium sensitivity clays.

Noise Control Study

A Noise Impact Assessment Report has been completed by Novatech dated June 13, 2025. The report recommends:

- Building 1, Building 2, Building 5 (certain units): Type C warning clause and inclusion of Forced Air Heating with provision for Central Air Conditioning.
- Existing Sales Centre converted to residential: Type C warning clause and inclusion of Forced Air Heating with provision for Central Air Conditioning.
- Building 1, Floor 3 of 1D: Type D warning clause, inclusion of Central Air Conditioning, as well as wall and window construction specifications.

Transportation Impact Assessment

A Transportation Impact Assessment has been prepared by Novated, dated May 14, 2025. The report concludes that “*the proposed number of vehicle and bicycle parking spaces meets the requirement*” and “*a total of two accessible parking spaces are proposed for the development, including maintaining the existing accessible parking space adjacent to the sales centre,*” meeting the minimum requirements per the City of Ottawa Accessibility Design Standards. With regards to Transportation Demand Management (TDM) measures, the following are considered by the applicant:

- *Display local area maps with walking/cycling access routes and key destinations at major entrances;*

- *Display relevant transit schedules and route maps at entrances; and*
- *Unbundle parking cost from monthly rent.*

Site Servicing Study and Stormwater Management Report

A Site Servicing Study and Stormwater Management Report has been prepared by Novatech, dated June 13, 2025. The report concludes that:

- *The Subject Site will be serviced with approximately 98m of on-site storm sewers 450mm, 525mm, and 600mm in diameter. The on-site storm sewers will outlet to the existing storm sewer on Block 130.*
- *The existing sewer was designed for and has capacity for the proposed development.*
- *Stormwater management will be provided onsite to adhere to the allowable release rates.*
- *Surface storage will be provided at the catch basins located in the parking area.*
- *The sanitary outlet would be the existing 200mm sanitary sewer on Block 130. The existing sanitary sewer has capacity for the proposed development.*
- *The proposed on-site works would require approximately 192m of on-site sanitary 200mm diameter sewers to collect wastewater flows and to direct flows to the sanitary outlet. The proposed sanitary sewers have been designed per the OSDG design parameters.*
- *The watermain connection point for the Subject Site is two locations:*
 - *Existing 200mm watermain on Block 130*
 - *Existing 200mm watermain on Adstock Heights*
- *The proposed on-site watermain would include approximately 92m of 200mm diameter watermain and 54m of 100mm diameter watermain.*
- *The apartment blocks would be serviced with 50mm water services.*
- *Pressure reducing valves would be required on each building service.*
- *One private hydrant location has been provided for fire protection purposes. The existing municipal watermain system has the capacity to provide domestic and fire protection for the proposed development.*
- *Temporary erosion and sediment control measures would be implemented both prior to commencement and during construction in accordance with the “Guidelines on Erosion and Sediment Control for Urban Construction Sites” (Government of Ontario, May 1987).*

5.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A pre-consultation meeting was first held on August 24, 2022 to discuss a proposal for a planned unit development on the Subject Site. A second pre-consultation meeting was held on December 19, 2024 to obtain updated comments on the proposed development.

Upon Submission

The public will be consulted regarding the proposed Minor Zoning By-law Amendment through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application information and supporting materials on the City's 'DevApps' website. At this time, the community will have the opportunity to comment on the proposal.

Community Heads Up

A "Community Heads Up" notice will be circulated to the local Community Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate a planned unit development of 5 buildings at 4829 Abbott Street East. The existing sales centre will remain on site and be converted to a dwelling unit and rental management office for the site. The proposed development will consist of 61 dwelling units, 114 vehicle parking spaces (87 resident, 15 visitor, and 12 for rental office) and 31 bicycle parking spaces will be provided throughout the site. A detached communal garage will be provided for future residents requiring covered parking space or additional storage.

The Subject Site is designated Minor Corridor in the Suburban Transect in the City of Ottawa Official Plan (2022). The Subject Site is zoned Residential Fourth Density, Subzone S, Exception 2351 (R4S [2351]) in the City of Ottawa Zoning By-law 2008-250.

The proposed development is appropriate to support the growth and development of the settlement area of the City of Ottawa. The proposal meets the housing and intensification goals of the Provincial Planning Statement by adding 61 dwelling units to the urban area. The proposed development is well located to accommodate increased density, as it is located within the growing Fernbank community, along the Abbott Street East Minor Corridor. Transit and bicycle infrastructure, as well as local commercial amenities, are available within walking distance along Abbott Street East and Terry Fox Drive. The proposed Minor Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Minor Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Planning Statement (2024).

The Minor Zoning By-law Amendment and proposed development conform with the policies of the City of Ottawa Official Plan (2022). The proposal conforms with the Suburban transect and Minor Corridor designation and meets the City's intensification goals by providing additional dwelling units in a low-rise built form. The proposed development effectively uses the Subject Site to provide two-bedroom stacked flat units, while providing soft landscaping and adequate parking to meet resident and visitor needs. The requested Minor Zoning By-law Amendment establishes appropriate zoning provisions for the proposed low-rise buildings and permits development that is compatible with the surrounding uses.

The Minor Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Site and represent good land use planning.

Yours truly,

NOVATECH

Prepared by:



Miranda Virginillo, MCIP, RPP
Project Planner

Appendix A

Previous Parkland Dedication Summary
Prepared by Novatech
June 13, 2025

June 13, 2025

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Nishant Dave, Planner I, Development Review West
Diane Emmerson, Parks Planner

Reference: Minor Zoning By-law Amendment and Site Plan Control Applications
4829 Abbott Street East – Previous Parkland Dedication
Our File No.: 110037
City File No.: PC2024-0509

Further to the City's request at the pre-consultation meeting on December 19, 2024 (PC2024-0509), the purpose of this letter is to summarize the parkland dedication requirements fulfilled for each phase of the Trail View Subdivision.

Per the Fernbank Master Parkland Agreement dated May 2013, SPB Developments Inc. (Metric Homes) was required to dedicate a park of 0.89 ha, based on a calculation of 180 units for these lands (an over-dedication of approximately 0.29 ha).

Through the development review process for the Trail View Draft Plan of Subdivision application, the location of the park block was revised to be in its current location abutting Terry Fox drive, the Trans Canada Trail, Metric Circle and Axel Crescent (Block 126, 4M-1616). The Draft Plan of Subdivision application contemplated 235 units with Block 123 reserved for future low-rise apartments.

All phases of the subdivision were registered as Plan 4M-1616 in September 2018. As noted in the Schedule H, Special Condition 9 of the Subdivision Agreement, a park block of 0.89 ha was required and provided through Block 126. However, the parkland dedication requirement for the draft approved 235 units was calculated as 0.78 ha (an over dedication of 0.09 ha).

142 units (single-detached and townhouse) are under construction or are already completed in Phases 1 to 4 of the Trail View Subdivision. The recently approved Part Lot Control application for the final phase will create 17 units (single-detached) along Adstock Heights (City File No. D07-08-22-0044).

As discussed at the pre-consult meeting, the Site Plan for Block 123 proposes 60 units in stacked apartment buildings. The sales centre / model home has been designed so it may be converted in the future to 1 dwelling unit as well as a site management office. In total, there are 220 units existing, under construction or contemplated for development on the site.

As the current number of units (220) is less than the Draft Approved number of units (235), no additional parkland dedication is required for the Site Plan Application for 4829 Abbott Street East. Any obligations related to the park construction will be satisfied separate from this Site Plan Control application.

Yours truly,

NOVATECH



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Project Planner | Planning & Development