

# 5618 Hazeldean Road Ottawa, ON

**Abbott's Run Phase 2 Block 13**

**Urban Design Brief**

June 27, 2025

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# 1 Introduction

Arcadis Professional Services (Canada) Inc. ('Arcadis') has been retained by Minto (Hazeldean) GP Inc. to prepare an Urban Design Brief in support of a Site Plan Control application for Block 13 in Phase 2 of the Abbott's Run Subdivision located at 5618 Hazeldean Road in Ottawa, Ontario (referred to herein as the "site" or "subject site"). This application follows previous planning applications for the property, including a Draft Plan of Subdivision application (D07-16-16-0020) for the property approved in 2021 and a Zoning Bylaw Amendment (D02-02-16-0097) of the Phase 1 lands. Currently, the site is also subject to a Zoning By-law Amendment application and a red line change to the Draft Plan of Subdivision for Phases 2, 3, 4A, 4B (D02-02-24-0075). Block 13 is proposed to be rezoned from DR to AM[XXX2] through the Zoning By-law Amendment application which was approved by City Council on June 25, 2025 and now subject to the statutory appeal period. This Urban Design Brief was requested by the City as part of the Site Plan Control application process for Block 13, following a Pre-Application Consultation held on May 12, 2025.

This Urban Design Brief describes the proposed development and surrounding context, provides an overview of the proposed development, and establishes a design rationale for the site by demonstrating how the proposed development conforms to applicable design policy and represents good planning.

# 2 Project Description & Statistics

Block 13 is situated within a planned community known as Abbott's Run. The planning application discussed in this brief is for a Site Plan Control application to permit the construction of 124 stacked townhouse units, separated into six individual buildings. The proposed development fronts onto Robert Grant Boulevard and is bound by two other roads at Cranesbill Road and Monorail Road.

The site plan includes stacked townhouses organized around a private road with surface parking, and dedicates areas for amenities, bicycle parking, utilities, and waste management. The proposed residential development will provide 136 parking spaces to serve both residents and visitors, 62 bicycle parking spaces, and a total of 1,950.42m<sup>2</sup> of amenity space, all within a gross site area of 1.39 hectares.

The stacked townhouses in Block 13 feature a modern design, characterized by a three-storey structure with a roof that includes overhangs to provide shade and protection for the second-floor balconies. The overall height reaches 11.62 meters at the midpoint of the roof. Each building is designed with multiple entranceways, with five per structure, each providing access to the units. The first-floor entrances are accessed through porches via a set of stairs, featuring railings for safety, while the second-floor balconies, fully enclosed with railings and separated by privacy screens, offer private outdoor amenity spaces for residents.

The façade is articulated with materials and projections that enhance the visual interest from the street. The lower levels of the buildings feature brick, while the upper levels generally feature aluminum faux wood siding along with some areas using vinyl siding. Aluminum wrapped canopies over the second-floor decks provide additional shelter. The gas meters are located at the rear, and the electrical closets will be enclosed.

Table 1: Site Statistics for Phase 2 Block 13

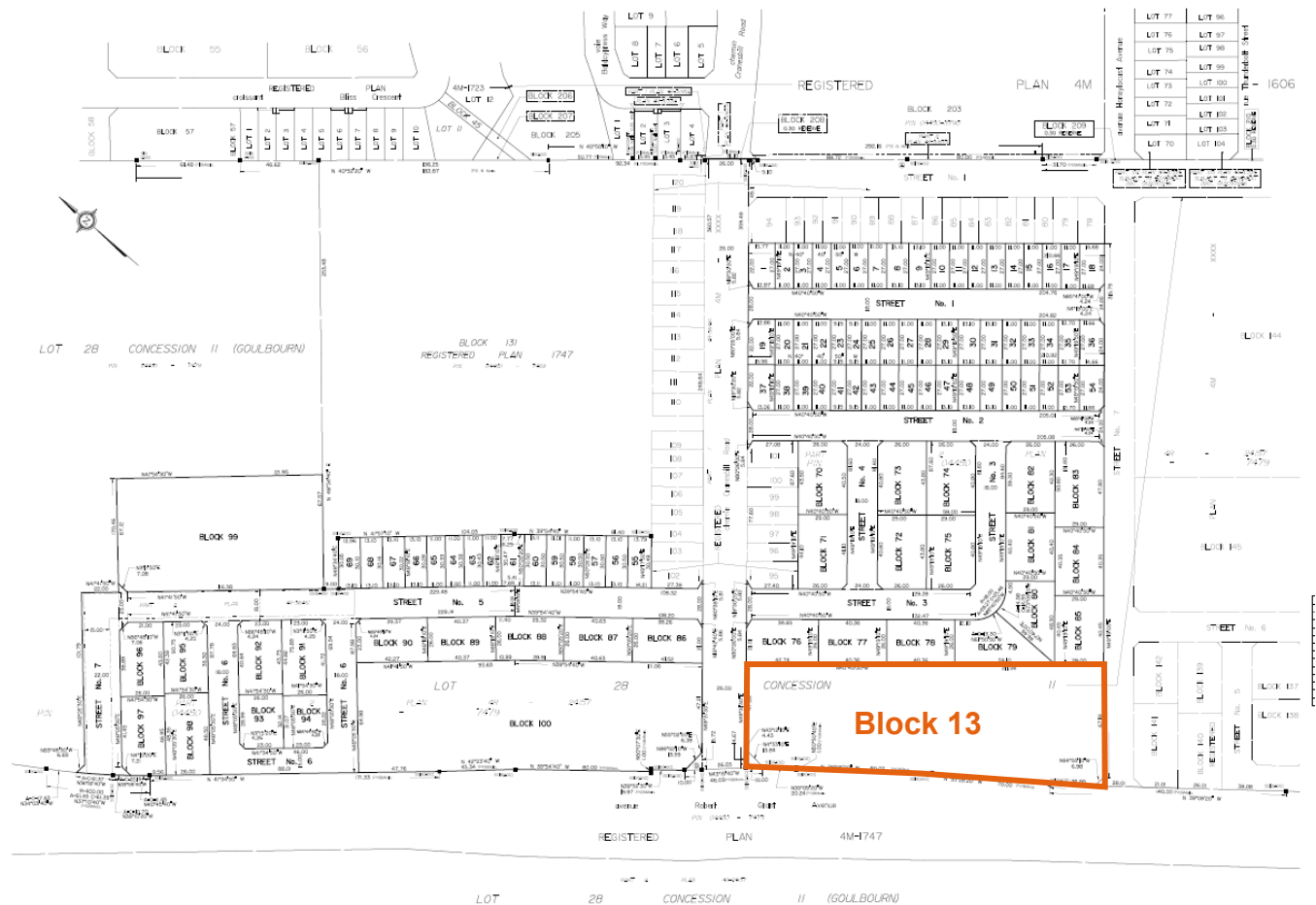
SITE STATISTICS		
	Required	Provided

SITE STATISTICS			
Gross Lot Area	No minimum	1.39 ha (13,932.545 m²)	
Gross Lot Density	No minimum	89.21 u/ha	
Building Heights (mid-point of roof)	12 m for stacked dwellings	11.62 m	
Lot Coverage	No minimum	3,583.023 m²	
Gross Floor Area	No minimum	10,642.193 m²	
FSI	2.0 maximum	0.76	
Setbacks	Required	Provided	
Minimum Front Yard (north)	3 m	5.75 m	
Minimum Interior Side Yard (east)	7 m	7.50 m	
Minimum Rear Yard (south)	3m	6.06 m	
Minimum Corner Side Yard (west)	3 m	4.50 m	
Unit Type	Unit Count		
Total Stacked Townhouse Units	124 suites		
3 Bed End Unit	48 suites		
2 Bed Interior Unit	76 suites		
Amenity Area	Required	Provided	
Total Amenity Area (6 sqm/unit)	744 m²	1,957.77 m²	
Communal Amenity Area (50% of total amenity per unit = min. 3 sqm/unit)	372 m²	430.73 m²	
Parking	Required	Provided	
Bicycle Parking (0.5 per unit)	62	62	
Resident Parking (0.9 per unit, as per requested exception)	112	124	Total 136 spaces
Visitor Parking (0.1 per unit, as per requested exception)	12	12	
Barrier Free Parking Spaces Dedicated for Visitors	0	1	
Landscaped Open Space Area	Required	Provided	
Total Landscape	30%	6,182.62 m²	
Soft Landscape Area	N/A	3,321.55 m² (54% of landscaping)	
Hard Landscape Area	N/A	2,861.06 m² (46% of landscaping)	
Landscaped Parking Area	Required	Provided	
Total Parking Area	N/A	5,409.86 m²	
Paved Parking Area	85% maximum	3,793.09 m² (70% of parking area)	
Landscaped Parking Area	15% minimum	1,616.76 m² (30% of parking area)	

# Abbott's Run - Phase 2 Block 13

## Urban Design Brief

Figure 1. Abbott's Run Draft Plan of Subdivision - Phases 2,3.



Overall, the proposed development of Block 13, which forms part of the larger master-planned community envisioned in the Fernbank CDP, remains consistent with the CDP's vision for a modern, walkable neighbourhood. Block 13 benefits from its proximity to a comprehensive network of amenities planned for the surrounding area, including multiple parks, a future school, and extensive pedestrian and cycling infrastructure. It also supports walkability by incorporating medium-density housing with the addition of stacked townhouse dwelling units in proximity to transit.

The development leverages existing and planned infrastructure such as Robert Grant Boulevard and the future LRT Station, focusing on creating a transit-supportive density and layout along this key corridor. Emphasis is placed on walkability and multimodal connectivity, with convenient access to parks, open spaces, schools, and commercial activity either within walking distance or accessible by active transportation.

The public amenities offered in Abbott's Run enhance the surrounding suburban community while the new residential uses and proposed housing types add to the evolving urban character of Stittsville and Kanata. The development aims to create a walkable and liveable neighbourhood, adhering to sustainability goals outlined in the CDP and supporting transit and infrastructure investments in this area of Ottawa.

## Abbott's Run - Phase 2 Block 13

### Urban Design Brief

The plan for all phases of Abbott's Run responds to the abutting public realm conditions by providing multimodal options within the site and enhancing connectivity with the extension of Hazeldean Road and Abbott Street East through Robert Grant Boulevard. The Robert Grant Boulevard extension will include sidewalks and bike paths that connect to the surroundings, facilitating access to the parks and open spaces within the site as well as the future LRT transit station to the north.

Figure 2. Block 13 Site Plan.

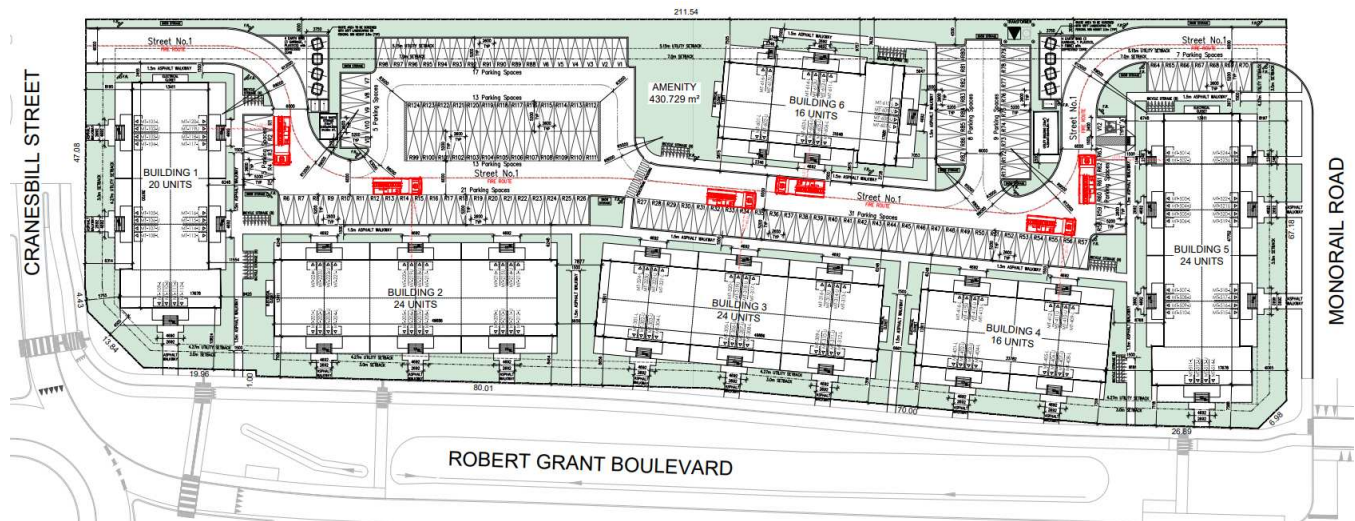
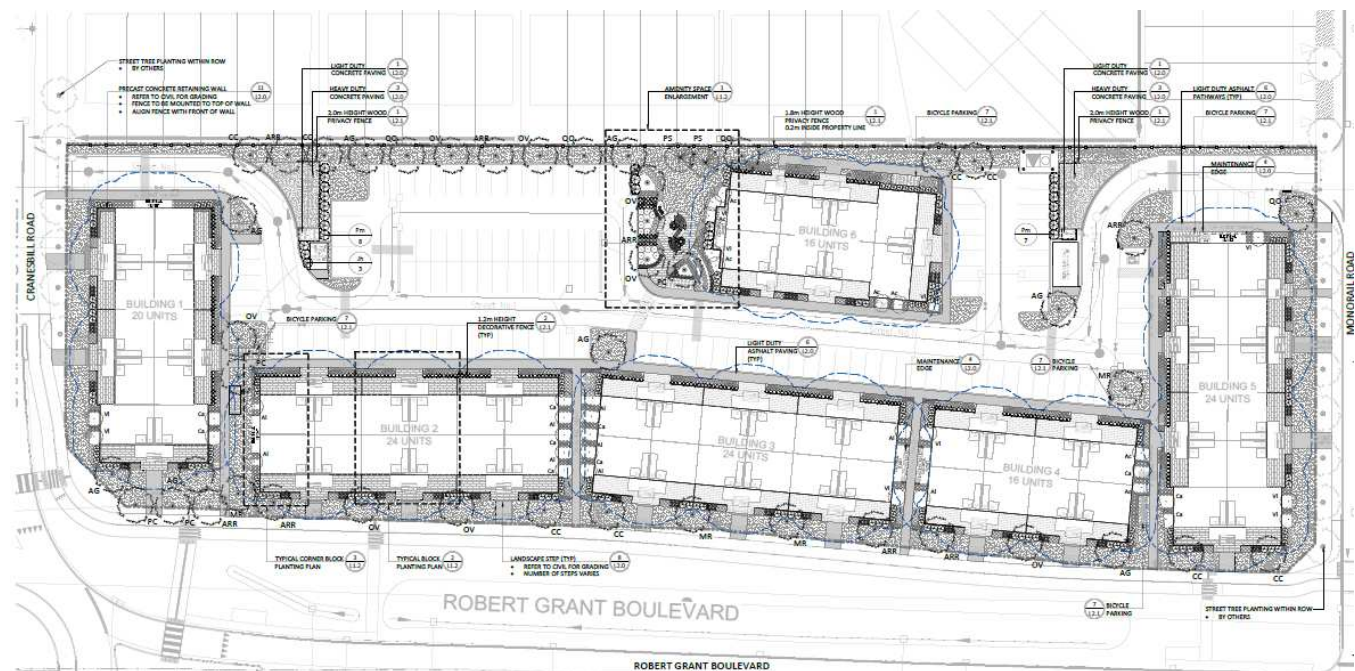


Figure 3. Block 13 Landscape Plan.



### 3 Design Directives

#### 3.1 City of Official Plan

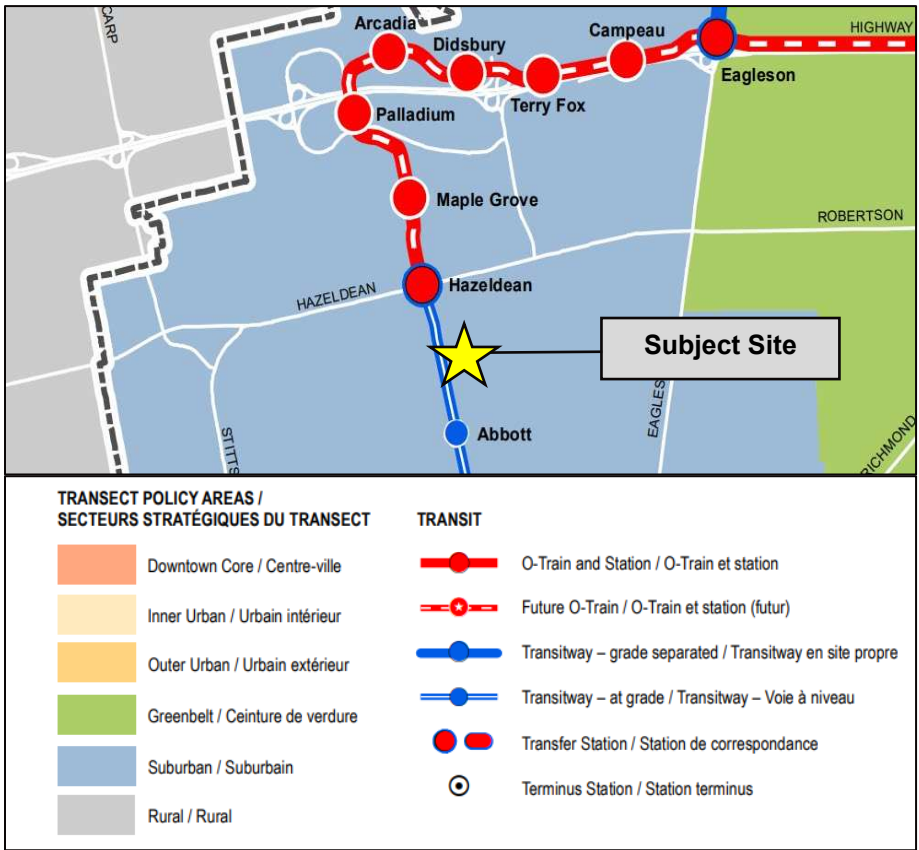
The City of Ottawa Official Plan (OP) was officially adopted on November 24th, 2021. It received approval with modifications from the Ministry of Municipal Affairs and Housing on November 4th, 2022. The OP outlines a vision for the city's future growth and provides a policy framework guiding development until 2046. The modifications incorporated by the Minister align the plan's policies with provincial legislation introduced through Bills 109, 23, 97, 150, 162, and 185.

##### 3.1.1 Suburban Transect

The subject site is situated within the Suburban Transect, as outlined in Schedule A of the OP (Figure 4). This designation encompasses areas within the urban boundary outside the Greenbelt.

Kanata and Stittsville have traditionally been characterized by low-density, auto-oriented suburban development, yet the planned extension of rapid transit infrastructure into the area is supporting a gradual shift toward a more urban form.

Figure 4: City of Ottawa Official Plan Schedule A - Transect Policy Area

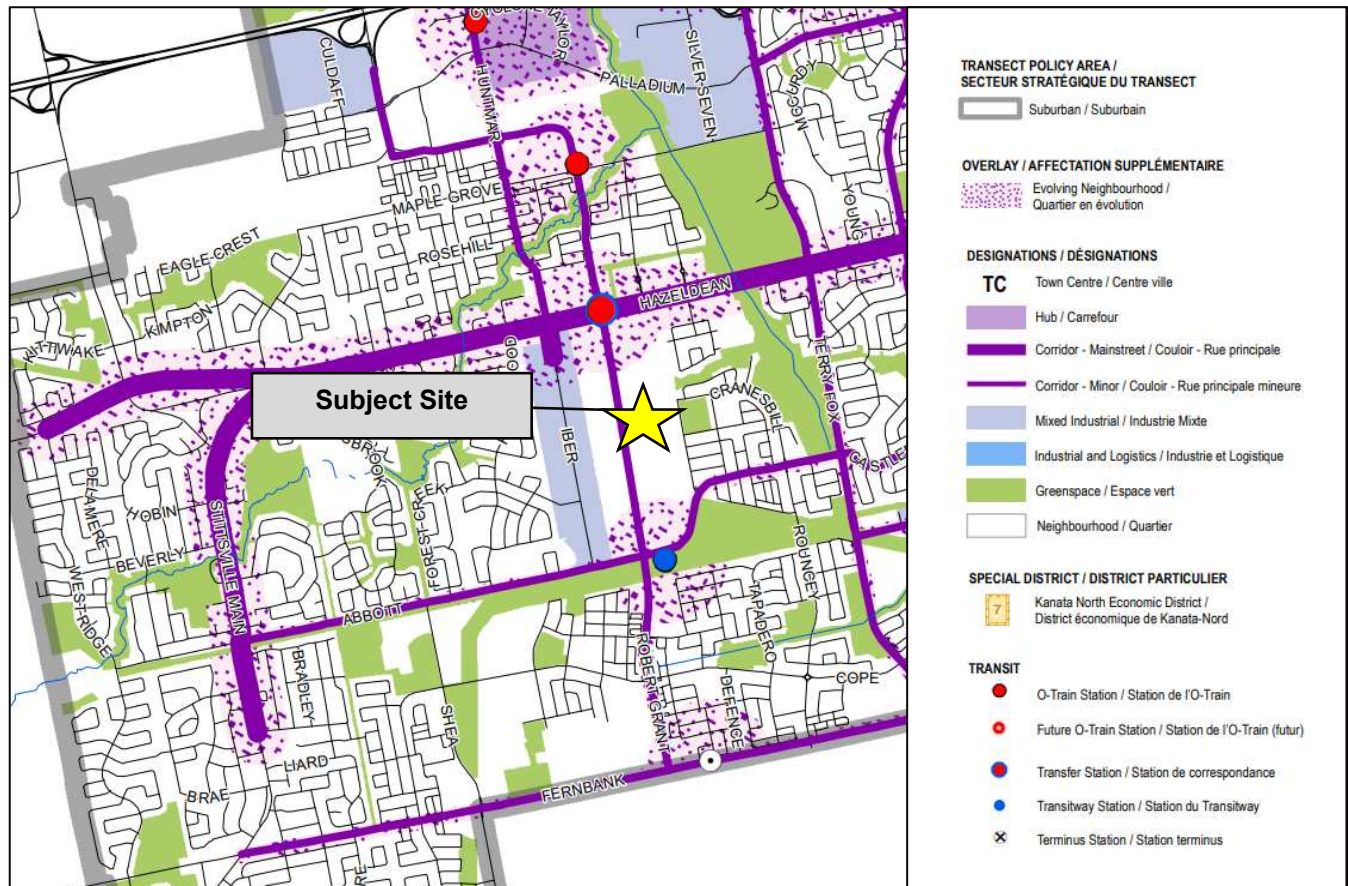


The subject site contributes to the area's transition toward more urbanized development by introducing a medium-density typology of stacked townhouse dwellings along a minor corridor. While Block 13 includes parking to reflect the ongoing reliance on private vehicles in this suburban context, it is also introducing increased residential density to support the transition to existing and planned public transit, cycling infrastructure, and pedestrian connections. The broader Abbott's Run subdivision supports the City's vision for 15-minute neighbourhoods by integrating active transportation options and transit accessibility alongside essential amenities.

### 3.1.2 Minor Corridor Designation

Section 5.4.1 offers guidance for fostering the progression towards 15-minute neighbourhoods within the Suburban Transect. As per Schedule B6 – Suburban (West) Transect of the Official Plan (Figure 5), the subject site is classified under the *Minor Corridor* designation.

Figure 5. City of Ottawa Official Plan Schedule B6 - Suburban (West) Transect



The proposed development integrates with the established suburban landscape of the *Suburban Transect*, adhering to its directed built form and site design. The proposed development will contribute a medium-density, low-rise built form that integrates into the surrounding neighbourhood context. Located along Robert Grant Boulevard, a designated *Minor Corridor*, the proposed stacked townhouse units represent an appropriate typology under Section 5.4.1(2.b).

The site contributes to the diversity of housing options envisioned in Section 5.4.1(3) by introducing ground-oriented multi-unit dwellings within Phase 2, which will host a range of other housing typologies and unit types. The desire for low-rise dwellings along *Corridors* such as Robert Grant Boulevard, as in Block 13, creates a transitional built form with the proposed low-rise dwellings close to existing low-rise neighbourhoods.

## 3.2 Fernbank Community Design Plan

The Fernbank Community Design Plan (CDP) offers overarching guidance for the development of the subject site, and the surrounding area. Encompassing around 674 hectares of land, including the subject site situated in the northwest portion of the CDP area, key features of the Fernbank CDP include a transit corridor, an expansive network of parks and natural spaces, and residential neighbourhoods organized around public and community amenities.

### 3.2.1 Vision and Objectives

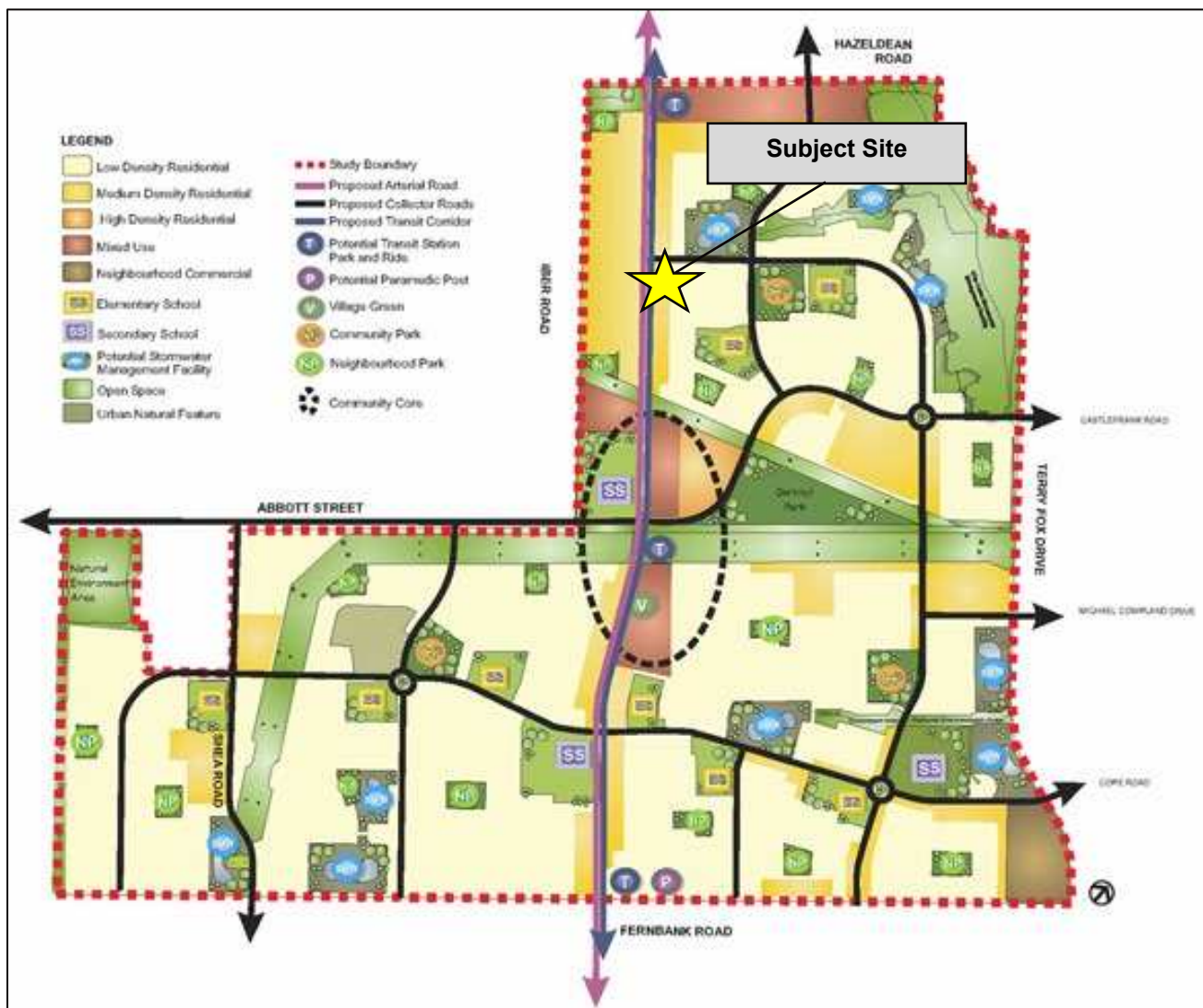
Section 2.2.1 lays out the vision for the Fernbank Community Design Plan, guided by the following OP policies for 'Developing Communities'. Objectives include:

- *Establish a green space/open space network*
- *Establish a transportation network of:*
  - *Pedestrian and cycling facilities*
  - *Transit routes*
- *Secure a variety of building forms and high-quality design*
- *Encourage a distinctive identity and a variety of building form and façade treatments*

**The proposed development for Block 13 aligns with several key policies outlined for the CDP area. It establishes a network of green spaces and open areas distributed throughout the subject site, enabling connectivity to the larger network of parks and greenspaces in the surrounding development, along with access to a private amenity area for the residents. The site contributes to a variety of building forms with its introduction of stacked townhouse units within a larger development that includes various other typologies. The transportation network within the site includes a private street and pedestrian paths leading to a network of pedestrian and cycling routes. Moreover, the design of the development prioritizes high-quality architecture, contributing to a distinctive community identity.**

### 3.2.2 Land Use Plan

Figure 6. Fernbank Community Design Plan, Land Use Plan



The Fernbank Community Design Plan is predominantly made up of low-density residential land uses, including detached, semi-detached, and linked detached dwellings. Medium density residential options such as multiple-attached dwellings will be dispersed throughout, with a focus on accessibility to amenities and parks. Mixed-use areas will cater to various needs, promoting a pedestrian-friendly environment.

The CDP area includes provisions for multiple schools and an extensive greenspace network. Additionally, the CDP emphasizes the importance of maintaining separate school and park areas, with larger school sites designated to provide additional outdoor activity space. School sites not acquired by school boards may be developed for residential use. The greenspace network includes parks, stormwater management facilities, pathways, and open spaces, fulfilling the CDP's target of 4.0 hectares per 1000 people. It ensures accessibility to recreational amenities and incorporates natural heritage features. The parks are distributed across the community, including district,

community, and neighbourhood parks, each serving specific functions and catering to various needs within walking distance.

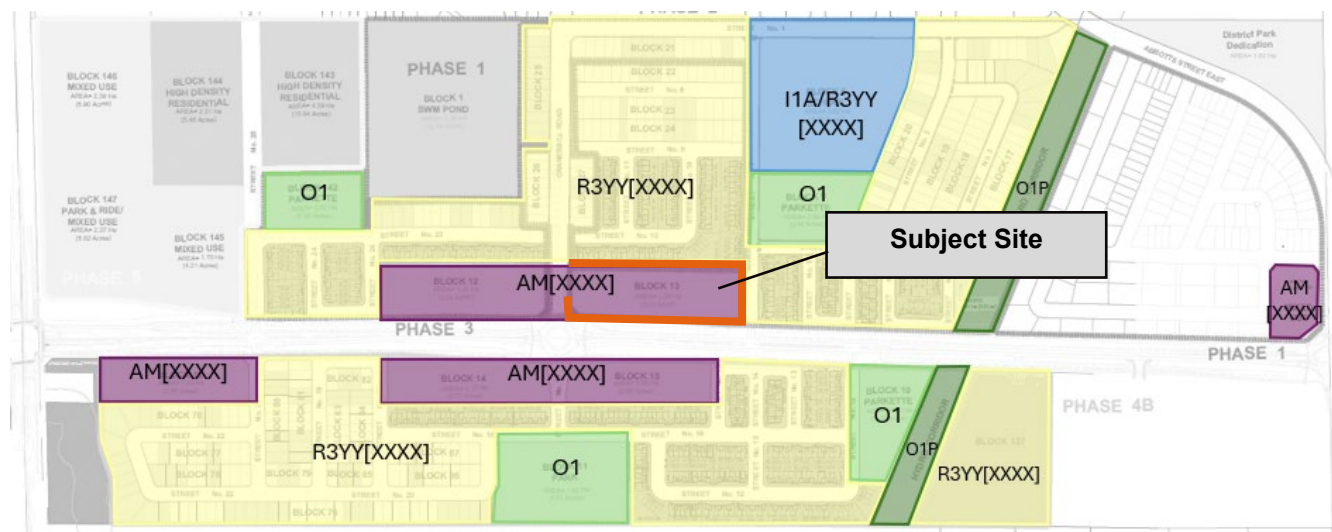
The proposed development aligns with Sections 4.1 and 4.2 of the CDP, relating to land use designations. Introducing medium density development in the same area outlined by the CDP, the proposed development incorporates stacked townhouses to complement the range of housing options within community. With strategic placement along a future arterial road, and two future collector roads, and in proximity to amenities, the development maximizes local accessibility and underscores the commitment to creating a diverse and attractive neighbourhood as outlined in Section 4.2.2 of the CDP.

### 3.3 City of Ottawa Zoning By-law (2008-250)

Block 13 is proposed to be rezoned from DR to AM[XXX2] under the City of Ottawa Zoning By-law (2008-250) through a separate Zoning By-law Amendment application (File No. D02-02-24-0075) which was approved by City Council on June 25, 2025 and now subject to the statutory appeal period.

Block 13 and its current zoning are shown in Figure 7, located along Robert Grant Boulevard and adjacent to Cranesbill Road. The AM[XXX2] zone permits a range of residential and non-residential uses and includes building height permissions that reflect the surrounding residential zones. The AM[XXX2] zone provides appropriate flexibility for residential intensification within a low-rise, medium-density built form. A site-specific exception was included in the amendment to permit an interior side yard setback of 7 metres, offering design flexibility while maintaining adequate separation from adjacent uses and accommodating outdoor amenity areas.

Figure 7. Proposed Zoning Map, AM[XXXX] showed is now AM[XXX2] per the Zoning By-law Amendment.



## 3.4 Design Guidelines

### 3.4.1 Fernbank Community Design Plan

The design guidelines outlined in Section 6 of the Fernbank Community Design Plan (CDP) establish a framework to shape the overall identity and structure of the CDP area. These guidelines set criteria for the design of new buildings, streetscapes, parks, and open spaces, ensuring a cohesive and high-quality approach to urban development. They aim to provide clear direction for developers, builders, designers, and City staff throughout the community-building process.

By aligning with the design policies of the Official Plan and other city-wide guidelines, such as the Urban Design Guidelines for Greenfield Neighbourhoods, these guidelines seek to create an attractive, liveable, and healthy community with a distinct identity. Together, they ensure that the final built environment reflects the vision of a well-designed and sustainable neighbourhood.

#### Design Vision

Section 6.2 provides an overview of the design direction for the entirety of the master planned community, embracing natural heritage features such as Carp River and physical attributes like the Trans Canada Trail. Applicable policies include:

- *Maintain and respect the integrity and unique character of existing communities (Stittsville, Glencairn, Kanata South, Kanata West);*
- *Create distinctive liveable neighbourhoods;*
- *Create integrated, safe, passive and active green spaces;*
- *Provide effective, efficient, timely transportation that is integrated with land uses and with adjacent communities;*
- *Ensure efficient and timely phasing of future infrastructure;*
- *Create liveable neighbourhoods; and*
- *Create an environmentally sustainable community.*

The proposed development of stacked townhouse units respects the character of adjacent communities by maintaining a suburban form while achieving higher density to align with City objectives. This increased density, coupled with sufficient parking that reflects the suburban nature, supports future growth. The integration of greenspaces, a communal amenity area, and soft landscaping enhances visual appeal, creating a sustainable and liveable neighborhood designed with the future in mind.

#### Community Structure

##### 6.3.1 Precincts and Neighbourhoods

Section 6.3.1 provides design direction for the area's layout, emphasizing distinct precincts and neighbourhoods defined by features such as the hydro transmission corridor and the Kanata West Rapid Transit Corridor. Applicable policies include human-scale design, centralized parks within a five-minute walking distance, diverse housing options with a variety of architectural styles, and the creation of unique neighbourhood identities to meet the needs of residents at different life stages.

Block 13 will introduce stacked dwelling units to enhance the mix of housing typologies in Abbott's Run, with human-scale design supported by the three-storey height, various entrances onto the street, and soft landscaping throughout the site. The residents will also have a communal amenity area within about 100m considering its central location within the development and will have access to public parks in adjacent phases within a 5–10 minute walk.

### **6.3.2 Streets and Blocks**

Section 6.3.2 emphasizes a modified grid road pattern with street blocks designed between 150-250 meters to ensure permeability, support transit, walking, and cycling, and balance the movement of vehicles and pedestrians.

Block 13 has a width of 211.54m, with four mid-block pedestrian connections through the front of the site between buildings, to ensure permeability and support multi-modal access to Robert Grant Boulevard, which hosts continuous sidewalks and bike paths.

### **6.3.4 Parks, Open Space and Linkages**

Section 6.3.4 envisions a well-integrated greenspace system, including parks, corridors, and pathways, designed to connect with existing trails and proposed bicycle facilities, promoting healthy living and potential year-round recreational use.

Block 13 will feature a 423.37m<sup>2</sup> communal amenity greenspace area, integrated with landscaped areas along the site edges and between buildings, and connected to the broader network of parks and pathways within Abbott's Run.

## **Community Streetscape Guidelines**

### **6.4.1 Community Central Spine**

#### **Development Adjacent to Arterial Road/Rapid Transit Corridor**

*Guidelines:*

- *The main entry of the residential dwelling units or non-residential buildings adjacent to the arterial road/transit corridor should be located towards the corridor.*
- *Driveways and garages should be located at the side or rear of the residential dwelling units, accessible from a rear lane.*

Residential entrances will face Robert Grant Boulevard, while driveways on either side of the property will provide access to a centrally located rear parking lot, ensuring it remains screened from street view..

### **6.4.2 Community Edges**

#### **Development Adjacent to Arterial and Collector Roads**

*Guidelines:*

- *Along arterial roads, residential dwellings should face the street, and window streets (service roads) or laneways should be used.*
- *Window streets should be designed with a landscape edge with rail fencing and soft landscaping along the arterial roads.*

- *Where appropriate, landscaped pedestrian access points should be provided to the neighbourhood from the arterial roads.*
- *Reverse lot frontages should be avoided on arterial roads and collector roads, so as to minimize the need for noise attenuation, where possible.*
- *Buildings backing onto the community edges should be designed to provide a strong edge condition and reinforce the image of the community. A landscape edge with acoustic/privacy fencing should also be provided.*

Residential dwellings will face the street and use soft landscaping on the edges as well as along the pedestrian access points. Privacy fencing will be provided along the rear to act as a buffer from the adjacent development.

#### **6.4.3 Road Network**

The design of arterial and collector roads will be consistent with the City of Ottawa Road Corridor Planning and Design Guidelines.

##### **Arterial Road/Transit Corridor**

*Guidelines:*

- *Continuous sidewalks with connections to open space and pedestrian pathways should be provided.*
- *A row of trees should be planted on each side of the street, and within the boulevard between the driving and transit lanes with regular spacing between trees (in accordance with City of Ottawa standards).*
- *Coordinate the location of trees, street fixtures, telecommunications equipment, utility and light poles, and signs.*
- *Buildings should be oriented toward and close to the corridor, while allowing a sufficient setback for proper landscaping and potential pedestrian connections or pathways, as well to mitigate noise and vibration impact.*
- *Large expanse of surface parking should be screened by the buildings or enhanced landscape buffer.*

##### **Collector Roads**

*Guidelines:*

- *Continuous sidewalks with connections to open space and pedestrian pathways should be provided.*
- *Continuous sidewalks with connections to open space and pedestrian pathways should be provided.*
- *Coordinate the location of trees, street fixtures, telecommunications equipment, utility and light poles, and signs.*

##### **Local Roads**

*Guidelines:*

- *Continuous sidewalks with connections to open space and pedestrian pathways, and on-street cycling should be provided.*
- *Coordinate the location of trees, street fixtures, telecommunications equipment, utility and light poles, and signs.*

- *A row of trees should be planted on each side of the street with regular spacing between trees (in accordance with City of Ottawa standards).*

There will be continuous sidewalks adjacent to the site with pathway connections through the site to provide access to the parking lot, dwellings, and communal amenity area. Frontages on all sides will be tree lined with buildings facing Robert Grant Boulevard, with adequate setbacks maintained to create a cohesive streetscape. Robert Grant Boulevard will also enhance multi-modal connectivity by featuring a bike path and easily accessible sidewalks, linking directly to mid-block pedestrian pathways.

## **Parks and Open Space**

### **6.5.2 Natural Features and Open Space**

*Guidelines:*

- *Coordinate the location of trees, street fixtures, telecommunications equipment, utility and light poles, and signs.*

### **6.5.4 Linkages and Pathways**

*Guidelines:*

- *Pedestrian and multi-use pathways and bicycle facilities should be provided within the Fernbank Community and linked to the City-wide trail network.*
- *Pathways should be included mid-block along long residential streets to provide convenient pedestrian access.*
- *Pedestrian and vehicle access and circulation within, an individual site should provide safe and well-defined routes.*

Pedestrian and vehicle access will be clearly defined and provide easy access throughout the site, along with mid-block pathway connections for pedestrian and cyclist residents to have shorter access points to the sidewalks and cross-town bike path on Robert Grant Boulevard.

## **Site Design and Built Form Guidelines**

### **6.61 Community Core**

*Guidelines:*

- *Buildings should be located close to the street edge, to provide a continuous street frontage.*
- *Built form, height, materials and colours for buildings should be coordinated to complement adjacent buildings.*
- *Pedestrian and vehicle access and circulation within, an individual site should provide safe and well-defined routes.*
- *Maintain a minimum visual building height of two storeys.*
- *Surface parking areas should be located at the rear or side of the buildings. Parking areas should not be permitted in the front of the buildings along the arterial road.*
- *Surface parking area should be well lit to ensure public safety.*

- *Entrances should be clearly defined and visible from the street.*
- *Pedestrian pathways and bicycle facilities should be provided within the Community Core and connected to the community trail network.*
- *Blank building walls that are visually prominent are discouraged.*
- *Canopies should be encouraged to provide colour and interest to streetscapes, as well as weather protection for pedestrians and for merchants' goods. Awnings also reinforce the identity of individual retail and service outlets located within the Community Core.*
- *Utilities, such as transformers and switching mechanisms, should be enclosed within the building, wherever possible. Where the placement of utilities within the building is not feasible, utility placement will be screened from public view through landscaping and/or other screening mechanisms.*
- *Loading, garbage facilities and other service functions should be screened from the street and from public view. Location of these facilities within or at the rear of buildings is encouraged.*

The proposed development adheres to these design policies by situating buildings close to the street edge for a continuous frontage and ensuring that their form, style, and height are a logical extension of the adjacent developments. The site layout also prioritizes safe, well-defined pedestrian access with various mid-block connections and clearly defined entrances, and vehicle access on Cranesbill Road and Monorail Road. Surface parking is positioned centrally and towards the rear of the site and will be well lit to enhance safety, avoiding placement in front along Robert Grant Avenue. Uses such as the garbage facilities are not enclosed within buildings but will be screened and located out of public view near the rear yard, while still being accessible for loading.

## **6.62 Residential Neighbourhoods**

### **General Guidelines for Residential Dwellings**

#### *Guidelines:*

- *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.*
- *The architectural character of all dwellings should have a consistent architectural style.*
- *Rear and flankage elevations of corner lots should be consistent in the quality and detail of the front elevation.*
- *Reverse lot frontages on arterial roads shall be discouraged.*
- *Residential dwellings located on window streets should face the street, where possible, and incorporate a high quality of architectural design and detail. Projecting garages should be minimized.*
- *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.*

- *The architectural style of the townhouse dwellings should be consistent with the character of adjacent single and semi-detached residential dwellings.*

Block 13 will feature stacked townhouse dwellings that complement the architectural style of neighbouring developments while introducing variety through the stacked townhouse housing typology. This architectural consistency will extend across the site, including the rear and flankage elevations on the corner lot. The buildings will be oriented toward the street, with easily accessible and visible entrances from adjacent streets. Utility elements will be positioned near the rear of the site and screened to preserve a cohesive and visually appealing streetscape, aligning with the character of the neighbouring blocks.

#### **6.6.6 Street Tree Planting**

Section 6.6.6 highlights the need for street tree planting in residential areas for visual appeal and environmental benefits.

The proposed development will incorporate a mix of deciduous and coniferous trees and shrubs throughout the site. A line of trees will be planted along each street frontage and the rear lot line to provide buffering, enhance visual appeal, and offer shade around the parking lot. Additionally, trees and shrubs will be used to enhance the communal amenity area.

### **3.4.2 Urban Design Guidelines for Greenfield Neighbourhoods**

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by the City of Ottawa in September 2007. The guidelines are applicable to large areas of land within the Urban Area that have not been developed previously, or that has the potential to be extensively redeveloped, the former being the case for Block 13. They range from subdivisions with fewer than 50 residential dwellings within an existing urban neighbourhood to over 1,000 dwellings that form part of a larger area of new development. Block 13 fits this definition, being a 124-unit residential development within a larger subdivision which lays on a vacant lot surrounded by the existing Fernbank community. The Official Plan envisions such communities as comprised of neighbourhoods that are compact, inclusive, well designed, connected, environmentally sensitive, transit-supportive, and sustainable. Pertinent guidelines are discussed below.

#### **Structuring Layout**

Section 1 provides design guidance for the layout and structure of greenfield neighbourhood. Applicable guidelines include:

- *Guideline 5: Incorporate existing healthy trees within development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading.*
- *Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.*
- *Guideline 10: Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.*
- *Guideline 13: Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.*

- *Guideline 14: Maximize opportunities for passive energy conservation and south facing exposure through street orientation, block pattern, building location and heights. Use vegetation and architectural detailing for shading and wind protection.*

Currently, the lot does not contain trees, however, trees will be added with sufficient space and adequate soil volume to support their growth. The relatively high-density nature of the stacked townhouses provides many residents with access to transit options, with various mid-block connections that enhance permeability within the already walkable block of just over 200m in length. Most buildings will have southwest exposure, maximizing passive energy conservation through building street orientation.

## Street Design

Section 2 provides guidance for the design of streets and streetscapes, including:

- *Guideline 21: Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes.*
- *Guideline 22: Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties.*
- *Guideline 27: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.*
- *Guideline 31: Create a cycling-supportive neighbourhood with bicycle routes that serve local destinations, and that are linked to the citywide network of bicycle routes. Routes include wide shared-use curb lanes, designated on-road bicycle lanes or multi-use pathways,*
- *Guideline 32: Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection.*

Adequate setbacks will be used to allow for tree-lined streets along Robert Grant Boulevard, Cranesbill Road, and Monorail Road, and the communal amenity area will be located away from streets to avoid the need for sound attenuation walls. A tree and fencing buffer will still be used in the rear yard to separate the parking and amenity area from the adjacent development behind the rear yard. Mid-block pathways will separate the frontage onto Robert Grant Boulevard to allow pedestrian and cycling access to the arterial road.

## Residential Building and Site Design

Section 3 provides direction for residential building and site design. Applicable guidelines under Section 3 include:

- *Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.*
- *Guideline 35: Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.*
- *Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.*

- *Guideline 38: Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.*
- *Guideline 39: Incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building. Wrap porches around the building façade on corner units.*
- *Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.*
- *Guideline 46: Incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support a safe and attractive environment.*

Block 13 has been designed in accordance with residential building and site design guidelines by positioning residential buildings close to the property line, with primary façades facing and interacting with the street while allowing space for trees and utilities. The streetscape is enhanced with a setback that accommodates trees and shrubs, improving the block's curb appeal. Stacked townhouse dwelling units are introduced to diversify the housing mix within Abbott's Run, providing a seamless transition from three-storey buildings on this block to the three-storey buildings on the adjacent block to the rear. Building façades will be prominent with windows and some entrances facing the street, and buildings situated at the corner are designed to face both street frontages.

Surface parking is located away from the public view behind the buildings, and the communal amenity area is surrounded by mature trees to mitigate any visual interference from the parking lot. Mid-block pathways are incorporated to enhance pedestrian connectivity between the buildings, supported by landscaping.

## **Greenspaces**

Section 5 provides direction for the design of greenspaces, including:

- *Guideline 57: Provide landscape buffer areas around natural features, such as woodlots or watercourses, to protect the ecological functions. Plant these buffers with native tree and shrub species to prevent invasive plant species from becoming established.*
- *Guideline 58: Provide trees and sidewalks along the edge of parks and greenspaces to complement the treatment across the street.*
- *Guideline 59: Design pathways to enhance the function and character of the type of open space they occupy, keeping in mind user safety, lighting and intended operational hours.*

Block 13 does not currently have significant natural features, but greenspace will be added throughout the site as well as a communal amenity area surrounded by a buffer of native trees and shrubs, as shown in the Landscape Plan. Additional trees and shrubs will be placed along walkways and on the edges of the lot adjacent to sidewalks, supported by street and building lighting to improve the safety and character of the development.

## **Utilities and Amenities**

Section 6 provides design guidance on the location of utilities and amenities. Applicable guidelines include:

- *Guideline 64: Locate above-grade utilities away from key public view lines such as intersections, day lighting triangles and parking lot entrances. Screen the utilities through design or landscaping. For taller buildings, incorporate rooftop mechanical equipment as an integral part of the building design and screen using materials complementary to the building.*

A pad-mounted transformer and exterior gas meters are proposed on-site. The transformer is situated along the east lot line, screened from adjacent development by fencing and located outside of key public view lines. The gas meters are positioned on the building façades facing the interior of the site, away from the public right-of-way and not visible from primary public view corridors.

## 3.5 Response to Urban Design Directives

Table 2: Urban Design Comments from City of Ottawa Staff

Comments	Response
<b>Planning</b>	
We appreciate that the built form provides a strong edge to the street, contributing positively to the public realm and pedestrian experience.	Noted.
The central amenity area lacks clear definition and purpose—stronger edges, landscaping, or purposeful programming would improve its usability	The landscape plan provides an outline of the proposed amenity space; showing the proposed seating areas and the location of the communal green space.
The narrow landscaped strip behind the parking may not provide adequate screening or buffering; consider widening or enhancing it.	Noted. Please see provided landscape plan showing the proposed tree locations, acting as an additional buffer for the development.
There is potential conflict where private patios, communal space, and unit frontages converge—design interventions should help delineate these areas and support privacy.	Noted. Tree-form shrubs and soft landscaping will be implemented between the communal amenity area and Building 6 to enhance privacy. Additionally, soft landscaped buffers will be placed between walkways and buildings to clearly delineate private spaces and create a visual barrier. A 1.2-meter decorative fence will be installed behind the soft landscaping, flanking the sides of building entrances to further support privacy. Trees will also be planted along the edges of Robert Grant Boulevard, Cranesbill Road, and Monorail Road to further support privacy and provide a well-defined separation from the street. Please see provided Landscape Plan for further details.
The extent of hardscaping on site is a concern. Incorporating more soft landscaping or permeable materials would help create a more inviting and sustainable environment.	Noted. Soft landscaping has been incorporated where possible. Please refer to the Landscape Plan for updated soft landscaping.

Large parking aisles should be capped with landscape features to reduce visual dominance and improve navigation.	Landscape features have been added to aid with the navigation of the parking area.
Breaking up long rows of parking with landscaped islands is a positive move; ensure these include tree planting or shading elements.	Noted. Trees will be planted along the east lot line adjacent to the parking lot, and additional trees will be placed around the edges of the parking lot to provide shade and help break up long rows of parking where feasible.
Bike racks should be located in more prominent, well-lit areas. The two near Block 5 may not be the best location for security.	The two bike racks next to Building 5 are positioned near the pathway leading to Robert Grant Avenue to enhance accessibility to and from the site, as well as to accommodate the residents of that site of the site. To address security concerns, we will ensure that they are well-lit with wall-mounted and street lighting.
<b>Urban Design</b>	
<b>Submission Requirements (Site Plan)</b>	
Urban Design Brief is required. Please see attached customized Terms of Reference to guide the preparation.  a. The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference.	Noted.
Additional drawings and studies are required as shown on the SPIL. Please follow the terms of references ( Planning application submission information and materials   City of Ottawa) for the preparation of these drawings and studies. These include:  a. Design Brief  b. Site Plan  c. Landscape Plan  d. Elevations	Noted.
<b>Comments on Preliminary Design (Applicants are to provide a response to these comments in the Design Brief)</b>	
Urban Design Guidelines for Greenfield neighbourhoods apply	Noted.
Provide tree plantings along the public road rights of way	Noted. Please refer to submission drawings.
Provide tree plantings between the parking and the buildings. Would you be able to shift some buildings closer to the public road to be able to provide tree plantings on both frontages?	Noted. Please refer to submission drawings.

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The proposed waste storage location should be relocated away from the site frontages and screened with landscaping	Noted. This submission reflects the requirements of a Site Plan Control (Standard) application.
Ensure that development and headlights are well buffered from residential to the rear. Ensure that this buffer is well planted.	Noted.

## 4 Existing Site Conditions and Surrounding Area

### 4.1 Surrounding Context

This Site Plan Control application applies to Block 13 within Abbott's Run, municipally known as 5618 Hazeldean Road, and legally described as Part Lot 28, Concession 11, Geographic Township of Goulbourn, City of Ottawa. Presently, the site is vacant and remains undeveloped. A hydro corridor traverses the property forming the southern boundary of Phase 2 and cutting across Phase 4A and 4B, as seen below in Figure 8.

The subject site is located in Stittsville, a suburban neighbourhood located in the west end of Ottawa. Block 13, within Phase 2 of Abbott's Run, is directly adjacent to roads on every side except the east side, which is bordered by additional residential development. These roads are Robert Grant Boulevard to the west, Cranesbill Road to the north, and Monorail Road to the south. The block is also situated near a stormwater management pond in Phase 1 to the west, a planned school site to the north within Phase 2, and is surrounded by several existing and proposed parks.

The areas beyond the Abbott's Run subdivision are defined by a blend of existing light industrial, institutional, commercial, residential, and open space land uses. The subdivision is bordered by Hazeldean Road to the northwest, with newly constructed residential and parkland areas to the northeast. To the southeast are open space and institutional zoned lands, while the southwestern boundary borders light industrial facilities. Adjacent to the southern corner of the subject site stands the Ottawa Megadome, alongside Paul-Desmarais Catholic High School.

The Abbott's Run subdivision road network and some infrastructure elements such as the stormwater management pond in Phase 1 are currently in the early stages of construction. The following images taken on May 8, 2025, provide a visual overview of site conditions and ongoing development activity. The map in Figure 9 pinpoints where each photo was taken.

Figure 8: Subject Site and Surrounding Phases of Abbott's Run Subdivision

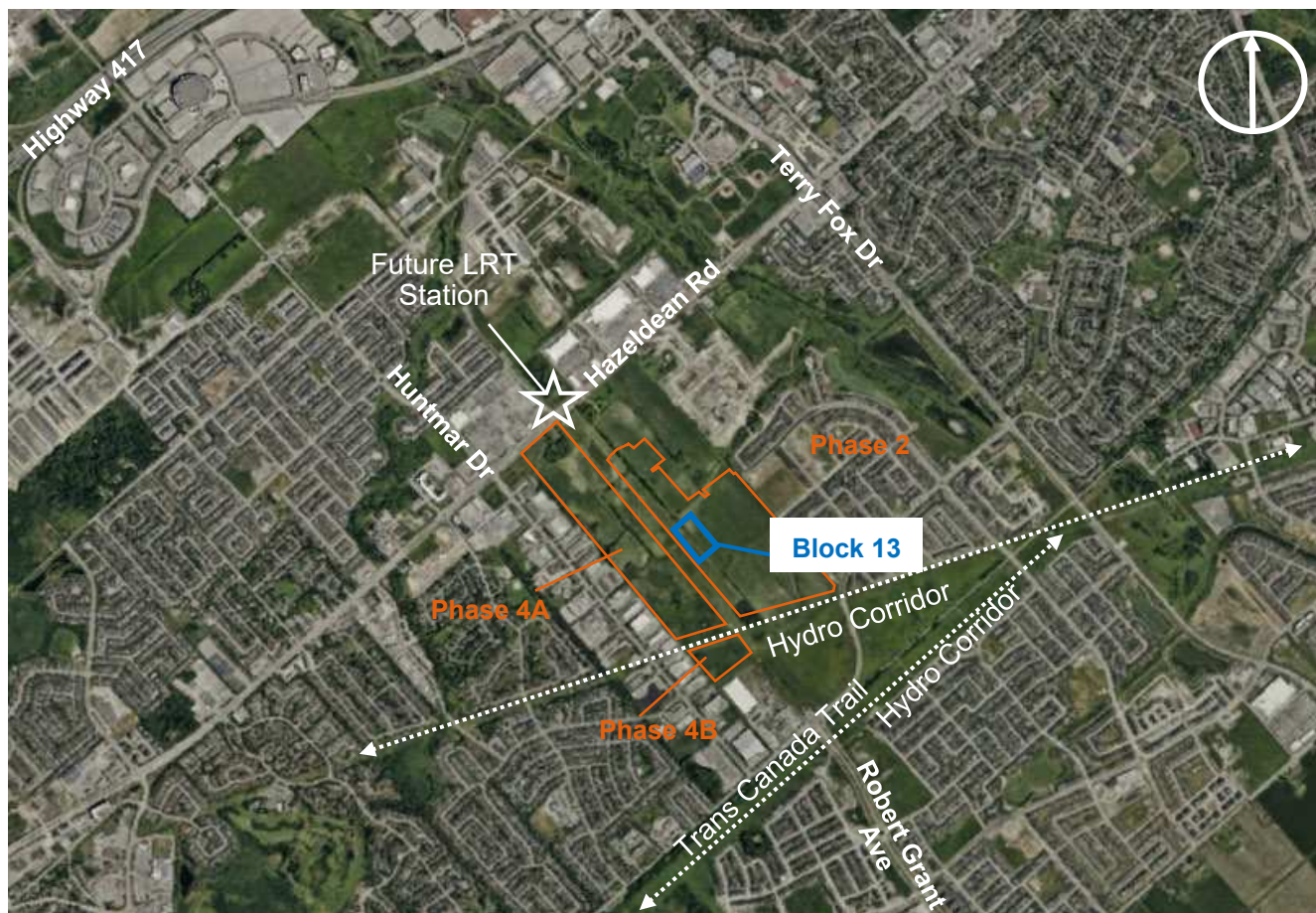


Figure 9: Map with Situated Points



**Image 1:** View Southwest towards Phases 1 and 2 of Abbott's Run from the eastern edge of the subdivision.



**Image 2:** View northwest towards the Stormwater Management Pond in Phase 1, from the eastern edge of Abbott's Run.



**Image 3:** Bradley Craig Park, east of Abbott's Run



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**Image 4:** View north looking across Hazeldean Road from northern edge of the site.



**Image 5:** Single-detached dwelling units east of Abbott's Run



**Image 6:** Single-detached dwelling unit east of Abbott's Run



**Image 7:** Townhouse dwelling units east of Abbott's Run.



**Image 8:** Townhouse dwelling units east of Abbott's Run.



**Image 9:** Back-to-back townhouse variation east of Abbott's Run



**Image 10:** View of Paul-Desmarais Catholic High School and Ottawa Megadome on the southern edge of Abbott's Run.



**Image 11:** View looking east towards Phases 4A and 4B along Iber Road on the west side of Abbott's Run.



**Image 12:** View looking west towards light industrial uses on the western edge of Abbott's Run, along Iber Road.



Accompanying the previous images, the following overview describes the use and character of each side of Abbott's Run.

## **NORTH**

To the northwest of Abbott's Run lies Hazeldean Road, an arterial mainstreet which is flanked by low-rise commercial, institutional, and retail establishments with low-rise residential beyond that. The future LRT station proposed at Hazeldean Road and Robert Grant Boulevard is located immediately northwest of the subdivision adjacent to the Fairwinds Shopping Centre, which hosts several shopping and personal service amenities. This can be seen in Image 4.

## **EAST**

The subdivision is bordered to the northeast by recently constructed residential development and parklands. These residential areas feature low-rise developments comprising a mix of semi-detached homes, single detached homes, back-to-back townhouses, and traditional townhouses. Adjacent, a sprawling open space accommodates a Bradley Craig Park, providing further recreational opportunities for residents. An image of the park can be found in Image 3 and examples of the surrounding residential units can be seen in Images 5-8.

## **SOUTH**

To the southeast of the subdivision, along Abbott Street East, is undeveloped open space, the Ottawa Megadome, a versatile multisport facility, and the Paul-Desmarais Catholic High School, as seen in Image 10.

## **WEST**

To the southwest of Abbott's Run, there are existing light industrial facilities along Iber Road, as seen in Image 12.

## **4.2 Key Uses, Destinations, and Spatial Elements**

Block 13 is a residential development with the presence of on-site parking and a communal amenity area for residents. The six stacked townhouse residential buildings will flank the lot lines of the site, while the parking lot and communal amenity area will be recessed from the public right of way to separate them from the street, as well as separate them from the adjacent townhouses to the east with fencing and a tree line buffer. Soft landscaping will be incorporated throughout the site, primarily surrounding buildings, with an emphasis on high-quality plantings along the street lines to enhance curb appeal and beautify the frontage of Robert Grant Boulevard.

## **4.3 Characteristics of Adjacent Streets and Public Realm**

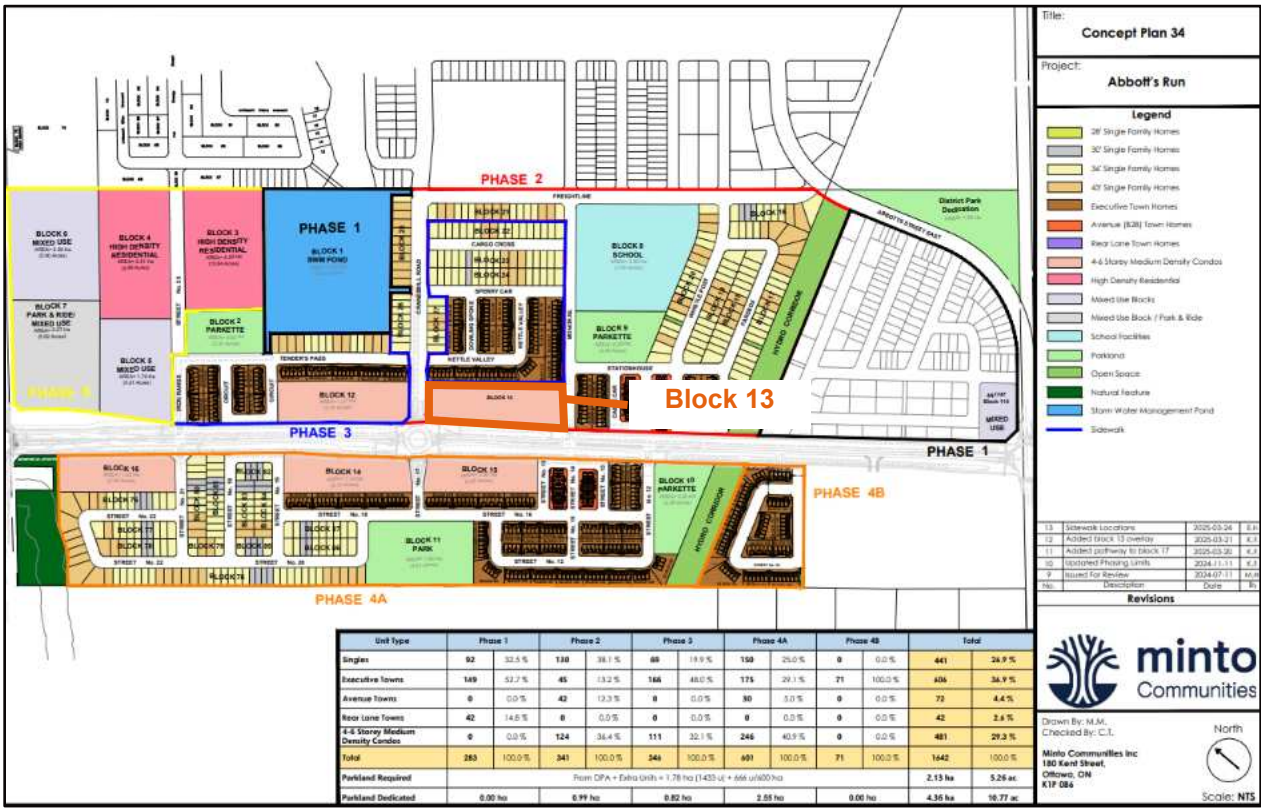
Integration with the adjacent streets and public realm is a key aspect of the development, providing connectivity and alignment with the goals of the Fernbank CDP. The surrounding streets, which include Cranesbill Road, Robert Grant Boulevard, and Monorail Road, are new road extensions designed to support this evolving suburban landscape and improve access to housing, transportation, and public amenities with various active and passive modes of transportation.

This development contributes to Abbott's Run's vision of creating a distinct, liveable, and sustainable community that complements the character of surrounding neighbourhoods, including Glencairn, Stittsville, and Kanata. Per the Fernbank CDP Land Use Plan, the area is characterized by a mix of medium-density and low-density residential developments along Robert Grant Boulevard. Low-density residential areas are also present east of Block 13. Strategically placed parks and parkettes throughout the subdivision provide accessible public amenities for residents. These elements support the suburban densification goals outlined in the Official Plan. The Concept Plan

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in Figure 10 below illustrates at a high level the surroundings, demonstrating the adjacent streets to Block 13 and public amenities nearby.

Figure 10: Concept Plan 34 of Abbott's Run Subdivision



4.4 Mobility Networks

4.4.1 Road Network

The subject site is located along Robert Grant Boulevard, a proposed north-south arterial and transit corridor that will traverse all of Abbott's Run. It is also located south of Hazeldean Road, an existing east-west arterial. Existing surrounding major collectors include Abbott Street East, running east-west, and Iber Road, running north-south. Cranesbill Road, a new major collector, will run east-west just north of Block 13.

Figure 11. City of Ottawa Official Plan Schedule C4: Urban Road Network



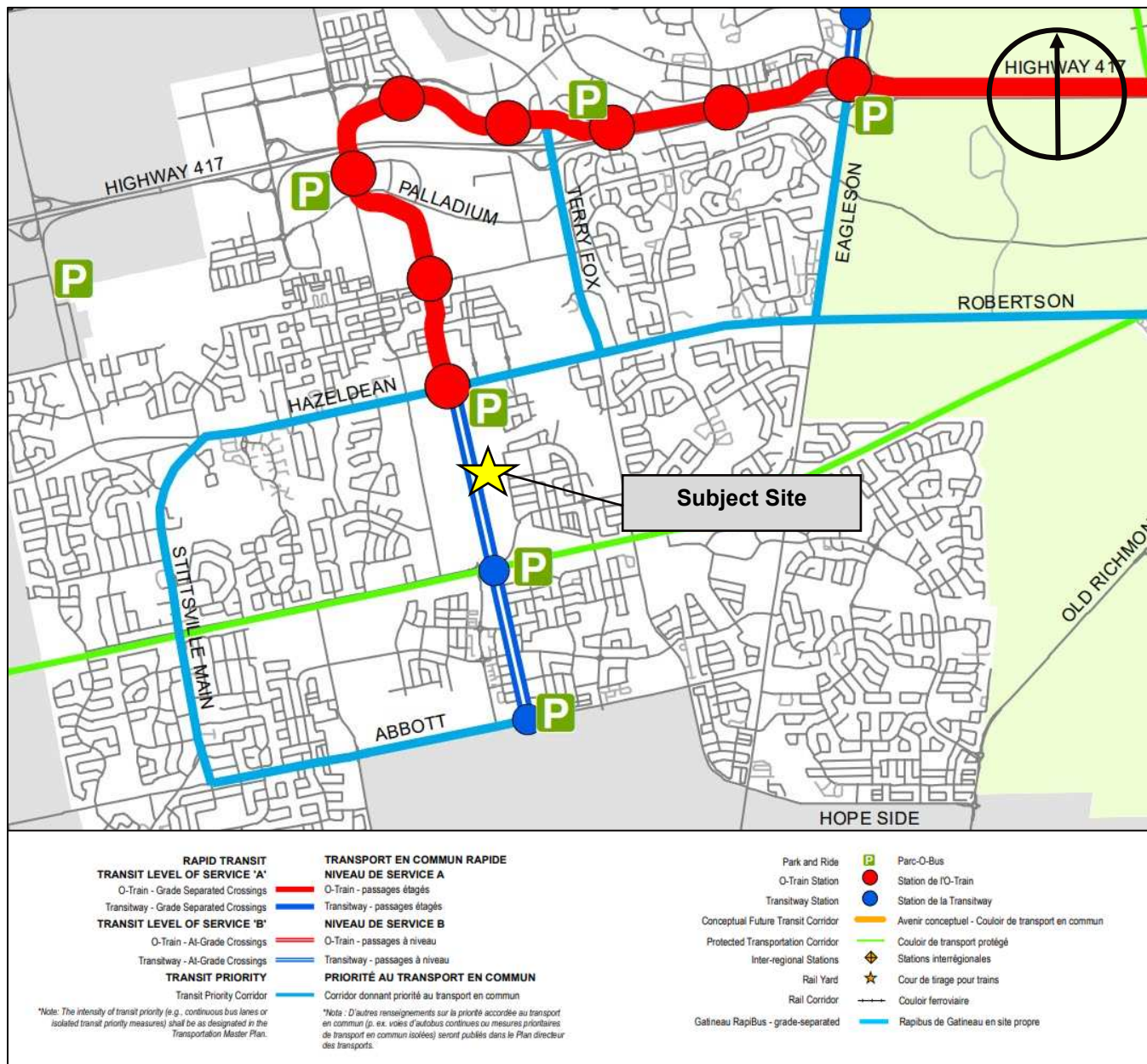
#### 4.4.2 Public Transit

The subject site is located near Hazeldean Road's transit priority corridor and will further benefit from a future O-Train grade-separated crossing, facilitating direct connectivity to downtown Ottawa and the larger transit network. Additionally, the site is near a transitway at-grade crossing, linking to the Hazeldean O-Train station, the line's final stop. Within a 900-metre radius, or within 10-12 minutes walking, all residents of the subject site will have convenient access either to the O-Train station itself or to a transitway station providing rapid connections to the O-Train station (see Figure 12/ Figure 12).

The subject site benefits from several public transportation options, being served by both local bus routes 301 and 303, which extend to Bayshore/Carlingwood, as well as rapid bus routes 61 and 62, providing convenient access to Tunney's Pasture, North Rideau, and Gatineau (see Figure 13).

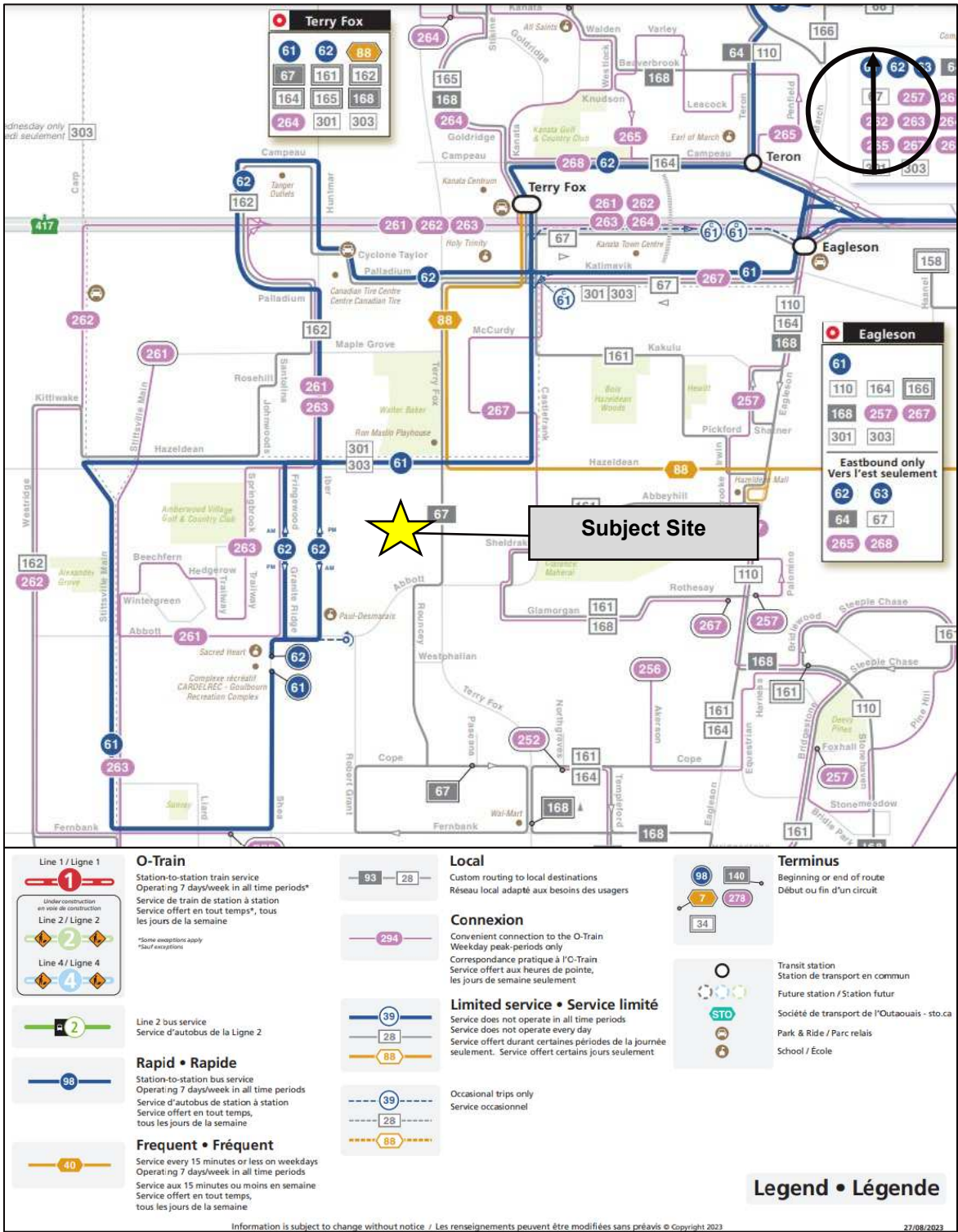
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Figure 12. City of Ottawa Official Plan Schedule C2 - Transit Network



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Figure 13. OC Transpo System Map



### 4.4.3 Active Transportation

The subject site is located north of Abbott Street East, a designated major multi-use pathway. A cross-town bikeway will run perpendicular to Abbott Street East, extending along the subject site through Robert Grant Boulevard. Additionally, pedestrian access is facilitated along Hazeldean Road via sidewalks, further enhancing the area's connectivity and walkability to the surrounding pedestrian amenities and trail networks.

Within Block 13, walkways from Robert Grant Boulevard will enhance pedestrian connections and circulation by dividing the block and linking to the sidewalk, while also directing cyclists to the proposed bike storage racks within the site.

Figure 14. City of Ottawa Official Plan Schedule C3: Active Transportation Network, Urban - Major Pathways

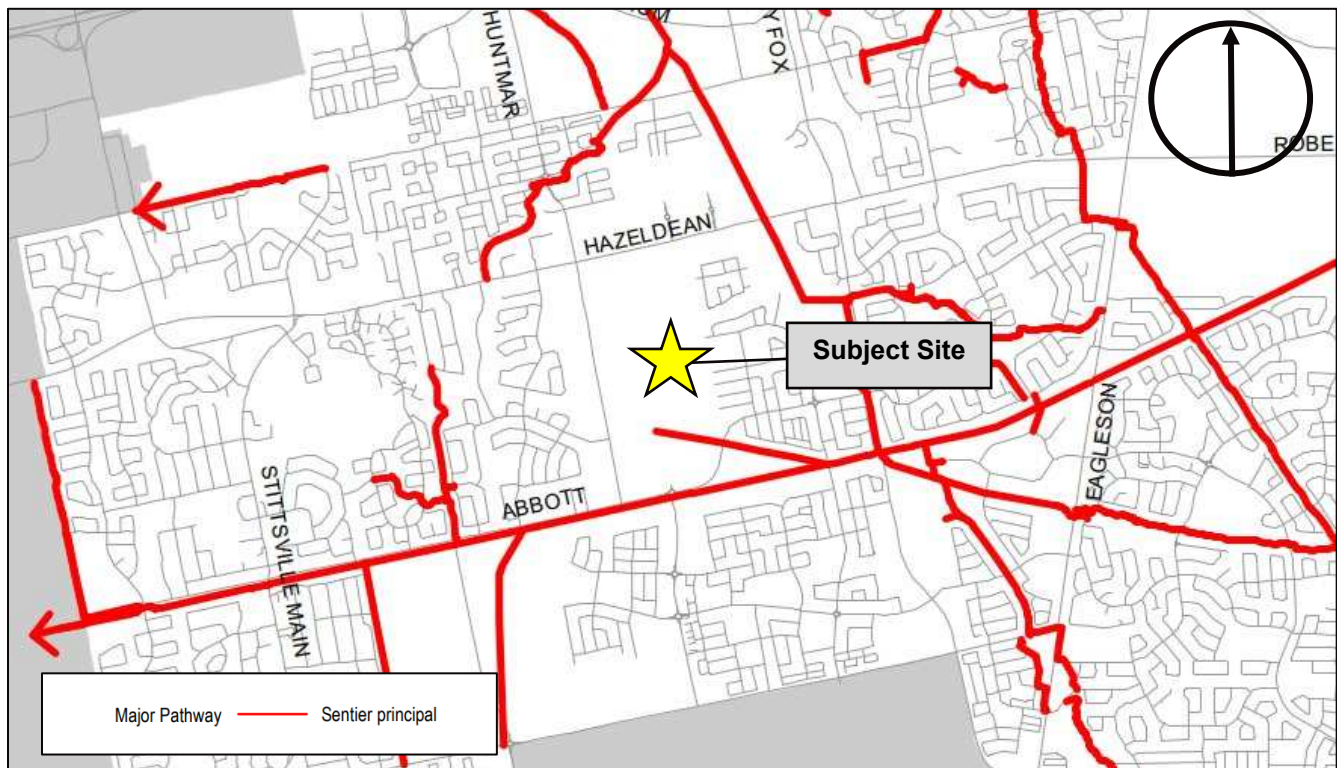
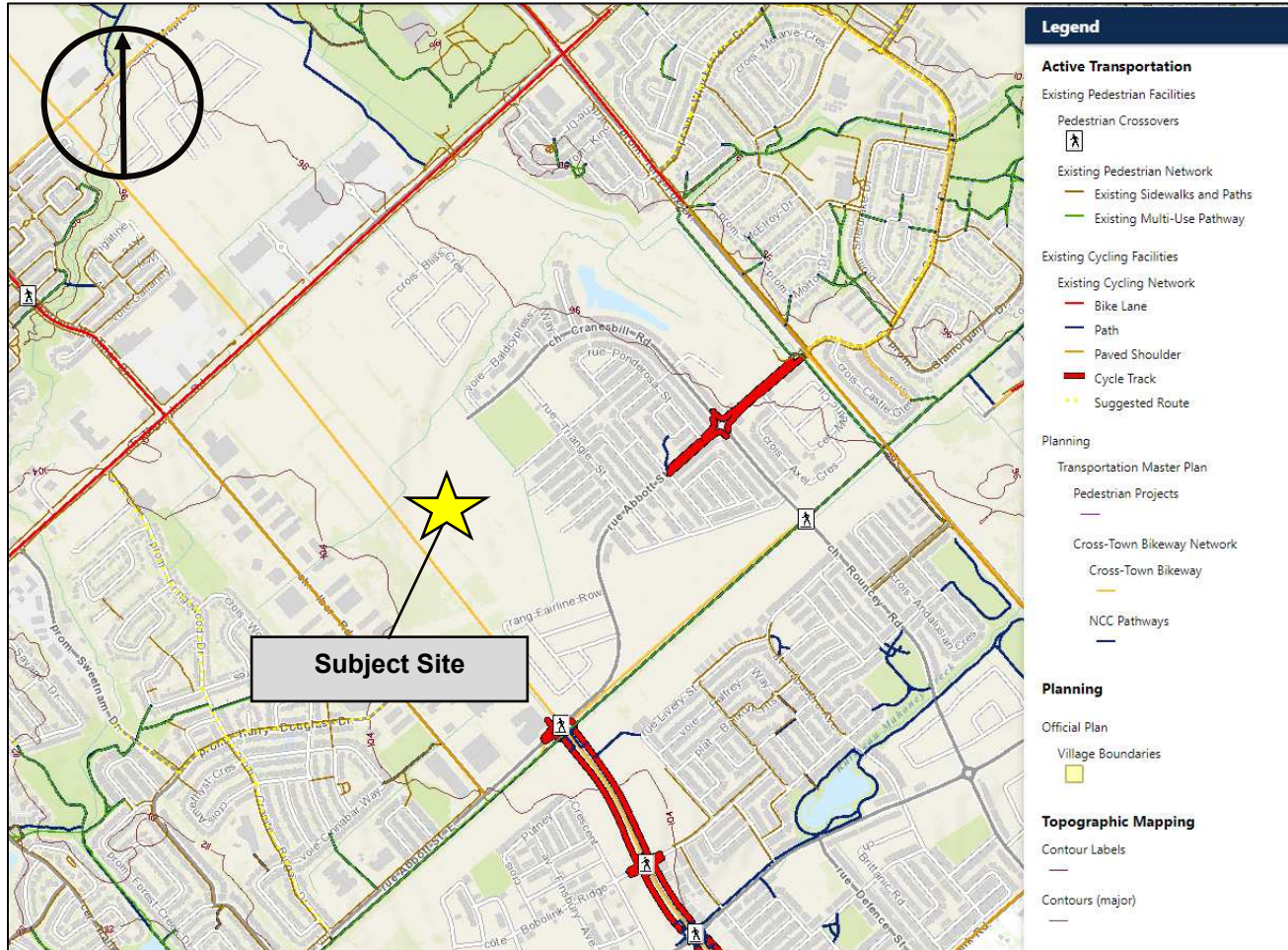


Figure 15. Active Transportation Network and Planned Projects, GeoOttawa



## 5 Design Research

### 5.1 Built Form Transition

With all buildings three storeys in height, the proposed development provides a gradual height transition from the townhouses abutting Block 13 to the east. Along this edge, the site includes a parking lot, a communal amenity area, and Building 6, ensuring minimal visual and height impact on the adjacent development. To enhance privacy and provide a buffer, a 1.8-meter privacy fence will be installed between the site and abutting low-rise residential development, accompanied by a line of trees to provide screening. These features contribute to a well-integrated and visually appealing environment, providing a consistent and appropriate built form transition to the adjacent development.

## 5.2 Response to Abutting Public Realm Conditions

The proposed development has been designed to activate all three abutting streets: Robert Grant Boulevard, Cranesbill Road, and Monorail Road. Taking from Section 6 design guidelines for the Fernbank CDP, the development integrates with the streetscape, with setbacks and walkways that enhance the site's permeability and support the multi-modal nature of Robert Grant Boulevard, accommodating pedestrians, cyclists, and vehicles. The walkways break up the length of the block, enhancing connectivity and offering direct, safe pathways to the residential buildings, parking lot, and communal amenity area, while also improving overall accessibility across the site. While the inclusion of a parking lot on Block 13 addresses current residential needs, the site prioritizes active transportation and connectivity, offering convenient access to pedestrian and bicycle pathways along Robert Grant Boulevard.

The frontages along all three streets are designed to promote a human-scale interaction with the public realm, ensuring entrances and façades are oriented towards the streets and designed for easy accessibility for residents directly from the street. Soft landscaping and tree-lined streets further complement the public realm, enhancing the visual appeal of the streetscape. These design elements create a sense of place and promote active engagement with the surrounding streetscape, offering diverse options for both active and passive modes of transportation. The site's location and permeability also support easy access to nearby public amenities such as parks and a school within a 10-minute walk.

Parking, garbage areas, and the communal amenity space are all screened from public view using buildings, soft landscaping, and fencing, ensuring a clear and appropriate separation between the public right-of-way and private amenities.

## 6 Conclusion

As demonstrated in this report, the proposed development is appropriate when considering applicable land use and urban design policies set out in the City of Ottawa's Official Plan, Zoning By-law and Design Guidelines. Arcadis is of the opinion that this Site Plan Control application for the proposed development on the subject site is an appropriate use for the lands, is consistent with the policy direction of the Official Plan and represents good urban design.

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