

**Subject: Zoning By-law Amendment – 5618 Hazeldean Road and 5101 Abbott
Street East**

File Number: ACS2025-PDB-PSX-0037

Report to Planning and Housing Committee on 18 June 2025

and Council 25 June 2025

**Submitted on June 12, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Stittsville (6)

**Objet : Modification du Règlement de Zonage – 5618 chemin Hazeldean et
5101 rue Abbott Est**

Dossier : ACS2025-PDB-PSX-0037

Rapport au Comité de la planification et du logement

le 18 juin 2025

et au Conseil le 25 juin 2025

**Soumis le 12 juin 2025 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

**Personne ressource : John Bernier, Urbaniste II, Examen des demandes
d'aménagement ouest**

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REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 5618 Hazeldean Road and 5101 Abbott Street East as shown in Document 1, to establish zoning necessary to facilitate a subdivision consisting of approximately 1400 residential units and a variety of commercial uses, as detailed in Document 2.
2. Approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of June 25, 2025" subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil d'approuver une modification du *Règlement de zonage 2008-250* visant le 5618, chemin Hazeldean et le 5101, rue Abbott Est, des biens-fonds illustrés dans le document 1, afin de permettre la création d'un lotissement d'environ 1 400 logements et la présence de diverses utilisations commerciales, comme l'expose en détail le document 2.
2. Approuve l'intégration de la section du présent rapport consacrée aux détails de la consultation dans la « brève explication » du résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la *Loi sur l'aménagement du territoire*, lors de la réunion du Conseil municipal prévue le 25 juin 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

BACKGROUND

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

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

Site location

5618 Hazeldean Rd and 5101 Abbott Street East

Owner

Minto (Hazeldean) LP

Applicant

Minto (Hazeldean) LP c/o Catherine Tremblay

Description of site and surroundings

The subject property is located at 5618 Hazeldean Road and 5101 Abbott Street East, between Hazeldean Road and Abbott Street East, straddling Robert Grant Avenue. The surrounding area is characterized by a mix of existing and planned suburban development, including low-rise residential and future parkland and open space to the north and east, and additional residential and institutional blocks to the south.

Summary of proposed development

The proposed development is Phases two, three, 4A and 4B of the mixed-use subdivision known as Abbott's Run. The draft plan for the overall subdivision was approved under File Number D07-16-16-0020, and it received draft approval on July 21, 2021. The proposal includes 1,379 dwelling units, comprised of a mix of 349 detached dwellings, 569 townhouse and back-to-back townhouse dwellings, and 461 condominium units with heights ranging from four to six storeys. The plan also includes a 2.83-hectare school block, multiple park blocks, a 0.51-hectare mixed-use commercial block, and lands designated for open space, including the Hazeldean Tributary and a stormwater management pond. The subdivision is designed around a connected street network anchored by Robert Grant Avenue, which will serve as a future transitway corridor and arterial road.

Summary of requested Zoning By-law amendment

The subject lands are currently zoned Development Reserve (DR) and are proposed to be rezoned to a combination of residential, commercial, institutional, and open space zones, with site-specific exceptions to support the intended built form and land use mix. The proposed amendments include the following:

- Rezone portions of the site to R3YY[xxxx] (Residential Third Density, Subzone YY, Urban Exception xxxx) to permit detached dwellings, townhouses, and

back-to-back townhouses, including site-specific provisions related to lot size, setbacks, height, and driveway width.

- Rezone a portion of the site to AM[xxxx] (Arterial Mainstreet, Urban Exception xxxx) to permit mixed-use development, including back-to-back townhouse dwellings and commercial uses, including setback and height transition provisions adjacent to low-density residential zones.
- Rezone the school block to I1/R3YY[xxxx] (Minor Institutional Zone / Residential Third Density with Exception xxxx) to permit either a school or low-density residential uses, depending on the school board needs.
- Rezone open space areas and parks to O1 (Parks and Open Space Zone) to accommodate neighbourhood parks and naturalized open space, and the hydro corridor to O1P (Parks and Open Space, Hydro Corridor Subzone) to reflect its function as linear open space and utility infrastructure.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. The statutory public meeting shall take place during the Planning and Housing Committee taking place on June 18, 2025.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

Per Schedule B5 of the Official Plan (OP), the subject property is designated a Neighbourhood and Minor Corridor within the Suburban (West) Transect. Portions of the site are also subject to the Evolving Neighbourhood Overlay.

Other applicable policies and guidelines

The Fernbank Community Design Plan establishes a vision for a complete, sustainable, and transit-supportive suburban community, outlining the planned distribution of residential, commercial, institutional, and open space uses. It also guides the development of the transportation network, parks and recreational facilities, community amenities, and stormwater infrastructure, serving as a key reference for zoning and subdivision approvals within the Fernbank area.

The Urban Design Guidelines for Greenfield Neighbourhoods outlines principles for developing well-planned suburban areas that support day-to-day living through access to essential services, community infrastructure, and a safe, engaging public realm.

Planning rationale

The subject lands are designated Neighbourhood within the Suburban Transect (West) of the City's Official Plan. This designation supports a mix of low-rise residential uses, parks, and community amenities that contribute to the creation of 15-minute neighbourhoods. Along with the Evolving Neighbourhood Overlay, it encourages gradual intensification through a variety of housing types, enhanced walkability, and access to transit and local services, consistent with the policy direction of the Official Plan.

The proposed R3YY[xxxx], AM[xxxx], and I1/R3YY[xxxx] zones implement these objectives by permitting a mix of detached dwellings, townhouses, back-to-back townhouses, mid-rise apartments, mixed-use areas, and a school block. Site-specific exceptions support compact, land-efficient development in keeping with the Urban Design Guidelines for Greenfield Neighbourhoods. The Parks and Open Space (O1 and O1P) zones accommodate new parkland, open space, and utility corridors, contributing to a well-connected public realm. These spaces are integrated with the overall subdivision layout as envisioned by the Fernbank Community Design Plan, ensuring accessible recreational and community amenities. The zoning also supports the City's intensification and mobility goals outlined in Section 4.1 by facilitating compact, transit-oriented development along the future transitway corridor and prioritizing active transportation infrastructure.

The proposal further aligns with Section 5.4, which guides the evolution of suburban neighbourhoods toward more complete, connected, and sustainable communities. The subject lands form part of a limited supply of greenfield areas identified for cost-efficient, infrastructure-supported growth. In accordance with Section 5.4.4, the subdivision incorporates a fine-grained, connected street network, short blocks, and rear-lane access to enhance pedestrian comfort and safety, while avoiding rear-lotting along major roads. Active transportation routes link residential areas to parks, the school site, mixed-use blocks, and the future rapid transit station. Higher-density built forms are strategically located along Robert Grant Avenue, identified as a Minor Corridor, where mid-rise development is permitted through rezoning without an Official Plan amendment (Section 5.4.1(2)(b)(i)). The proposal reflects the Official Plan's goal of transitioning Ottawa's suburban areas toward more compact, urban, and sustainable communities.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications associated with the recommendations of this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Glen Gower provided the following comments:

“First, relating to the mixed-use block at the corner of Abbott Street and Robert Grant Avenue. This is linked to a motion from May 2023 approved by Planning & Housing Committee to ensure that the land at this corner be zoned to accommodate local commercial uses such as retail store, personal service use, restaurant and daycare, etc. This is important to encourage a walkable mixed-use community and there must be a strong mechanism in the zoning to ensure that there is local commercial use in the final development.

Second, the developer should prioritize construction of the Cranesbill Road extension to Robert Grant Avenue. It’s an important road link for access and transit that needs to be built and opened as soon as possible.

Third, I want to note that my office has received feedback on this file from just one resident. This is a development that could yield nearly 1,400 homes. The future residents of these homes will have as much (if not more) of an impact on transportation infrastructure and local services as the future residents of nearby multi-story apartment developments, for which we routinely receive dozens and dozens of comments in opposition.”

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management implications resulting from recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ENVIRONMENTAL IMPLICATIONS

There are no negative environmental implications associated with this report.

ACCESSIBILITY IMPACTS

The proposed buildings will be required to meet the accessibility criteria contained within the Ontario Building Code.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all.
- A city that is green and resilient.
- A city with a diversified and prosperous economy.

APPLICATION PROCESS TIMELINE STATUS

The statutory 90-day timeline for making a decision on this application under the *Planning Act* expired on June 5, 2025.

SUPPORTING DOCUMENTATION

Document 1 Location Map / Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Concept Plan

CONCLUSION

Staff supports this application as it conforms with the policies of the Official Plan, implements the vision of a complete and transit-supportive community under the Fernbank Community Design Plan. The proposed zoning aligns with planned infrastructure, provides for a range of housing types and community uses, and incorporates urban design principles that promote walkability, connectivity, and efficient land use.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

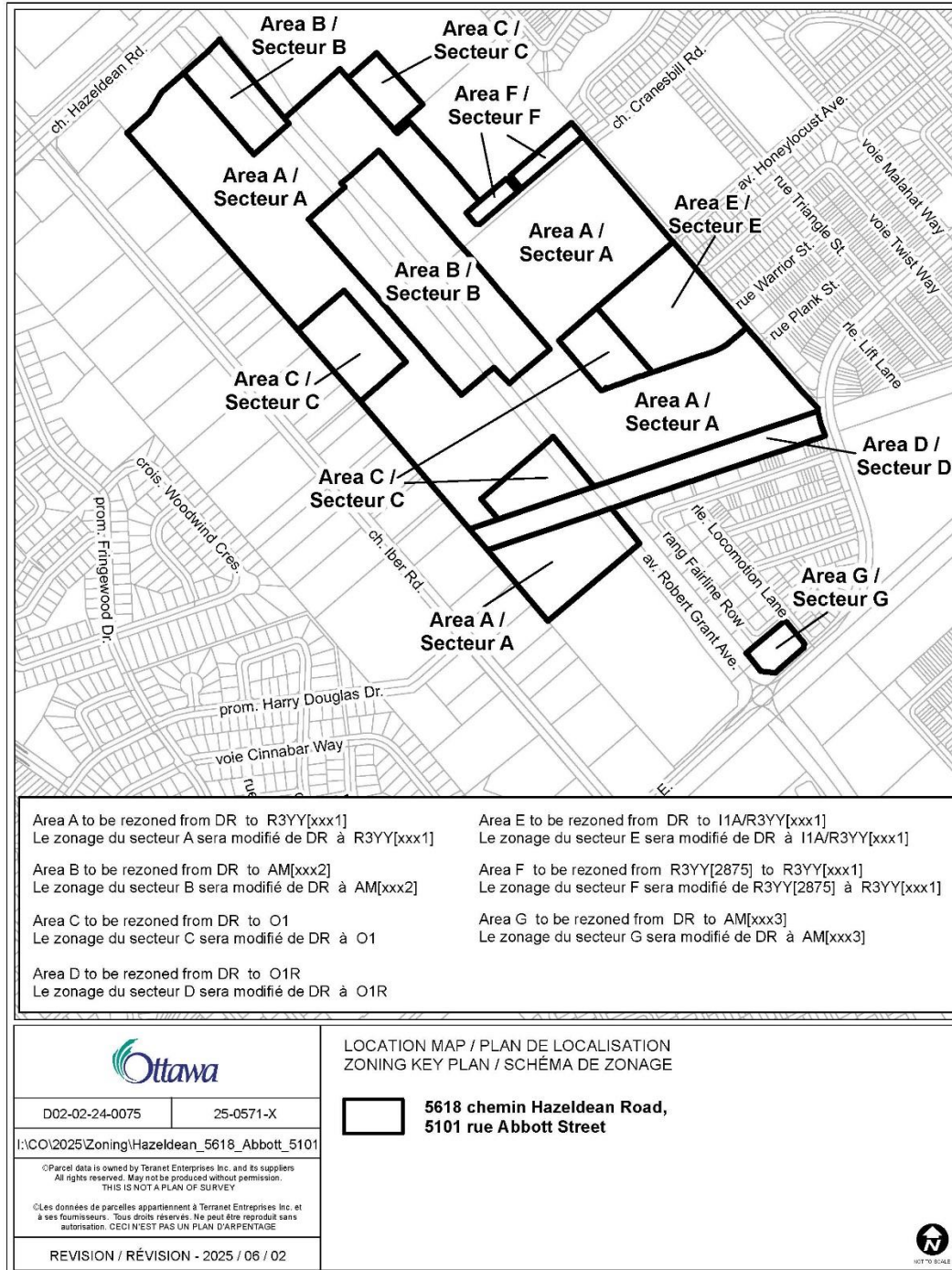
The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

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

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map / Zoning Key Map

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



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 5618 Hazeldean Road and 5101 Abbott Street East:

- 1) Rezone the lands as shown in Document 1;
- 2) Add a new exception xxx1 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) In Column I, Exception Number, add the text “xxx1”
 - b) In Column II, Applicable Zones add the text R3YY[xxx1]
 - c) In Column V, Provisions, add the text:
 - For detached dwellings:
 1. minimum lot width: 8.5 metres (m)
 2. minimum lot area: 195.0 square metres (m²)
 3. minimum front yard setback: 3.0 metres (m)
 4. minimum corner side yard setback: 2.5 metres (m)
 5. minimum rear yard setback: 6.0 metres (m)
 6. minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 5.7 metres (m)
 7. maximum area of the driveway may not exceed 55 per cent of the yard in which it is located with the exception of an interior yard.
 - For townhouse dwellings:
 1. minimum lot width: 5.7 metres (m)
 2. minimum lot area: 120.0 square metres (m²)
 3. minimum front yard setback: 3.0 metres (m)
 4. minimum corner side yard setback: 2.5 metres (m)
 5. minimum rear yard setback: 6.0 metres (m)
 6. minimum interior side yard setback: 1.2 metres (m)

7. An air conditioner is permitted as a projection into a corner side yard.
 8. Minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 5.7 metres (m)
- For back-to-back townhouse dwellings:
 1. minimum lot width: 5.5 metres (m)
 2. minimum lot area: 80.0 square metres (m²)
 3. maximum height: 14.0 metres (m)
 4. minimum front yard setback: 3.0 metres (m)
 5. minimum corner side yard setback: 2.5 metres (m)
 6. minimum rear yard setback: 0.0 metres (m)
 7. minimum interior side yard setback: 1.5 metres (m)
 8. An air conditioner condenser may be located in the front or corner side yard.
- 3) Add a new exception xxx2 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
- a) In Column I, Exception Number, add the text “xxx2”
 - b) In Column II, Applicable Zones add the text “AM[xxx2]”
 - c) In Column IV, Prohibited Uses, add the text:
 - automobile dealership
 - automobile rental establishment
 - automotive service station
 - car wash
 - gas bar
 - d) In Column V, Provisions, add the text:

- minimum interior side yard setback for residential uses: 7.0 metres (m)
- maximum permitted height: 12 metres (m)
- minimum vehicular parking space rate for a stacked dwelling: 0.9 per dwelling unit
- minimum visitor parking space rate for a stacked dwelling: 0.1 per dwelling unit
- townhouse dwellings are limited to those arranged both side-by-side and back-to-back
- minimum vehicular parking space rate for a back-to-back townhouse dwelling: One per dwelling unit
- minimum visitor parking space rate for a stacked dwelling: 0.1 per dwelling unit

4) Add a new exception xxx3 to Section 239 – Urban Exceptions with provisions similar in effect to the following:

- a) In Column I, Exception Number, add the text “xxx3”
- b) In Column II, Applicable Zones add the text “AM[xxx3]”
- c) In Column III, Additional Permitted Uses, add the text:
- d) In Column IV, Prohibited Uses, add the text:

- automobile dealership
- automobile rental establishment
- automotive service station
- car wash
- gas bar

e) In Column V, Provisions, add the text:

- “the uses listed in subsection 185(2) are not permitted unless they are on a lot containing one or more of the permitted non-residential uses;”

- minimum interior side yard setback for residential uses: 7.0 metres (m)
- minimum vehicular parking space rate for a stacked dwelling: 0.9 per dwelling unit
- minimum visitor parking space rate for a stacked dwelling: 0.1 per dwelling unit
- minimum vehicular parking space rate for a back-to-back townhouse dwelling: One per dwelling unit
- minimum visitor parking space rate for a stacked dwelling: 0.1 per dwelling unit
- townhouse dwellings are limited to those arranged both side-by-side and back-to-back

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Four comments were received during the circulation of this application. One was supportive and three included some concerns. Comments received related to the relocation of the park block in Phase 4A, traffic congestion in the area, and the pressures that this development will cause on the existing city services.

Public Comments and Responses

Comment:

Concern related to the addition of approximately 1500 families and about 5000 people to the community and the impact that this will have on the already busy Goulbourn Recreation Centre. Desire for a new recreation centre to accommodate the increased density in the area, in particular one which has a public pool and gym facility.

Response

Staff monitor growth and development across the city to assess long-term community needs and inform facility planning. The City considers population growth, service gaps, and community input when identifying future recreation infrastructure. Any proposal for a new recreation facility, including one with a public pool or gym, would be subject to broader consultation and capital planning processes.

Comment:

Concerns related to the increase in population in the area and the impact that this will have on already strained transportation infrastructure. Ask that Staff consider converting the Abbott Street and Iber Road intersection into a roundabout, as the traffic congestion in this area is very high and will only get worse.

Response

Transportation Planning staff have reviewed the proposal and are aware of existing and future traffic conditions in the area. As part of the subdivision approval process, a Transportation Impact Assessment was submitted and reviewed to ensure the development can be supported by the existing and planned road network. While the conversion of the Abbott Street and Iber Road intersection to a roundabout is not proposed as part of this application, staff continue to monitor traffic volumes and operational performance at key intersections. Suggested improvements, including

potential intersection modifications, may be considered through future transportation planning studies, capital programs, or as warranted by ongoing growth and development in the area.

Comment:

Concern related to the pressures that the increase in density will have on the area's infrastructure and schools.

Response

As part of the development review process, technical studies were submitted and reviewed to ensure that the proposed subdivision can be adequately serviced by existing or planned infrastructure, including water, wastewater, and stormwater systems. Local school boards were also circulated on the application and did not identify specific capacity concerns at this time. Notably, the subdivision includes a designated school block, which provides an opportunity to accommodate future educational needs should a school board choose to develop the site.

Comment:

Concern about the location of the Stage 4A park (Block 11). They suggested relocating it closer to the Dolphin Tale Child Care Centre to reduce construction impacts on children and enhance access to green space for daycare use, which they believe would better support child well-being and the daycare's role in the community.

Response

The proposed park remains within walking distance of the Dolphin Tale Child Care Centre, and opportunities for connectivity and access will be considered through detailed design.

Document 4 – Concept Plan

