



320 Bren-Maur Road West

Planning Rationale
Zoning By-law Amendment
October 31, 2025



Prepared for Uniform Urban Developments

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

October 2025

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0	Introduction	2
1.1	Application Summary	2
1.2	Public Consultation Strategy	2
2.0	Subject Property & Surrounding Context	3
2.1	Property Location and Context	3
2.2	Transportation	5
3.0	Proposed Development	9
3.1	Site Statistics	9
3.2	Building Design	10
3.3	Parking	16
3.4	Landscaping	16
4.0	Policy & Regulatory Framework	18
4.1	Provincial Planning Statement (2024)	18
4.2	City of Ottawa Official Plan (2022, as amended)	20
4.2.1	Strategic Directions	20
4.2.2	Cross-Cutting Issues	22
4.2.3	Growth Management Framework	22
4.2.4	City-Wide Policies	23
4.2.5	Suburban Transect and Neighbourhood Designation	25
4.2.6	Evolving Overlay	27
4.3	City of Ottawa Comprehensive Zoning By-law (2008-250)	27
4.3.1	Current Zoning	27
4.3.2	Proposed Zoning By-law Amendment	29
5.0	Conclusion	33

1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Uniform Developments (“Uniform” or “the owner”) to prepare a Planning Rationale in support of the Zoning By-law Amendment application for the property legally described as Part of Lots 12 and 13, Concession 2 (Rideau Front) Geographic Township of Nepean and municipally known as 320 Bren-Maur Road West in the City of Ottawa.

1.1 Application Summary

The Zoning By-law Amendment seeks site-specific zoning provisions to permit a 35-unit, 3-storey low-rise apartment building. To permit the development, the proposed change in zoning is from the current Development Reserve (DR) zone to the Residential Fourth Density Zone, Subzone Z (R4Z). The application also seeks to amend the following zoning provisions through a site-specific exception:

- / Reduce resident parking from 42 spaces to 41 spaces (Section 101);
- / Reduce visitor parking from 7 spaces to 6 spaces (Section 102); and,
- / Permit visitor parking within the front yard (Section 109).

A concurrent application for Site Plan Control is also being submitted to address detailed design.

1.2 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the months after the application has been submitted.

- / **This application constitutes the formal submission of application information and materials for Official Review.**
- / **Community “Heads Up” to local Community Association, where applicable, to be completed by the City of Ottawa during the application review process.**
 - / Uniform Urban Developments engaged with Councillor Wilson Lo prior to submitting the Zoning By-law Amendment application. This meeting was held on September 4, 2025.
- / **Community Information Session (If Requested)**
 - / A community information session will be held to discuss the proposed development following this submission if requested by the Community Association or Councillor Wilson Lo.
- / **Planning Committee Meeting Advertisement and Notice of the public meeting.**
 - / Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / **Statutory Public Meeting for the Zoning By-law Amendment application at Planning and Housing Committee.**
 - / The Statutory public meeting will take place at the City of Ottawa Planning and Housing Committee meeting.

2.0

Subject Property & Surrounding Context

The subject property is located in Ward 24, Barrhaven East, in the City of Ottawa. The property is bounded by Bren-Maur Road West to the north, Longfields Drive to the west, and the Jock River to the south. The property has a frontage of 64.35 metres on Bren-Maur Road West and 79 metres along Longfields Drive, with a total lot area of 5,077 square metres. The subject property was previously two properties each occupied by a detached dwelling and accessed via driveways connecting to Longfields Drive. Figure 1 below identifies the subject property in relation to the surrounding area.

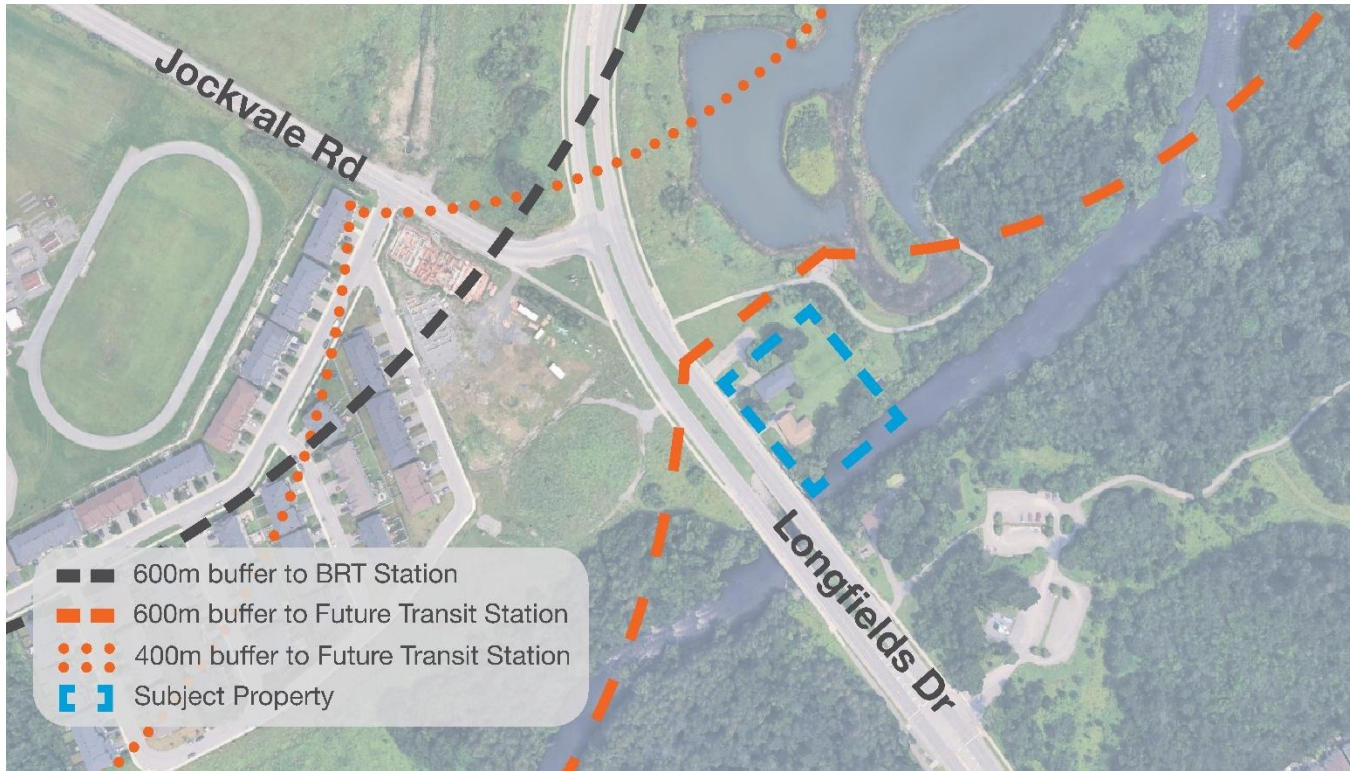


Figure 1: Aerial image of subject property.

2.1 Property Location and Context

The subject property is located in Barrhaven in a predominately low-rise residential area. The surrounding area has undergone new development in recent years with multiple vacant lots in the vicinity. The following provides a brief description of the uses adjacent to the subject property. Figure 2 and

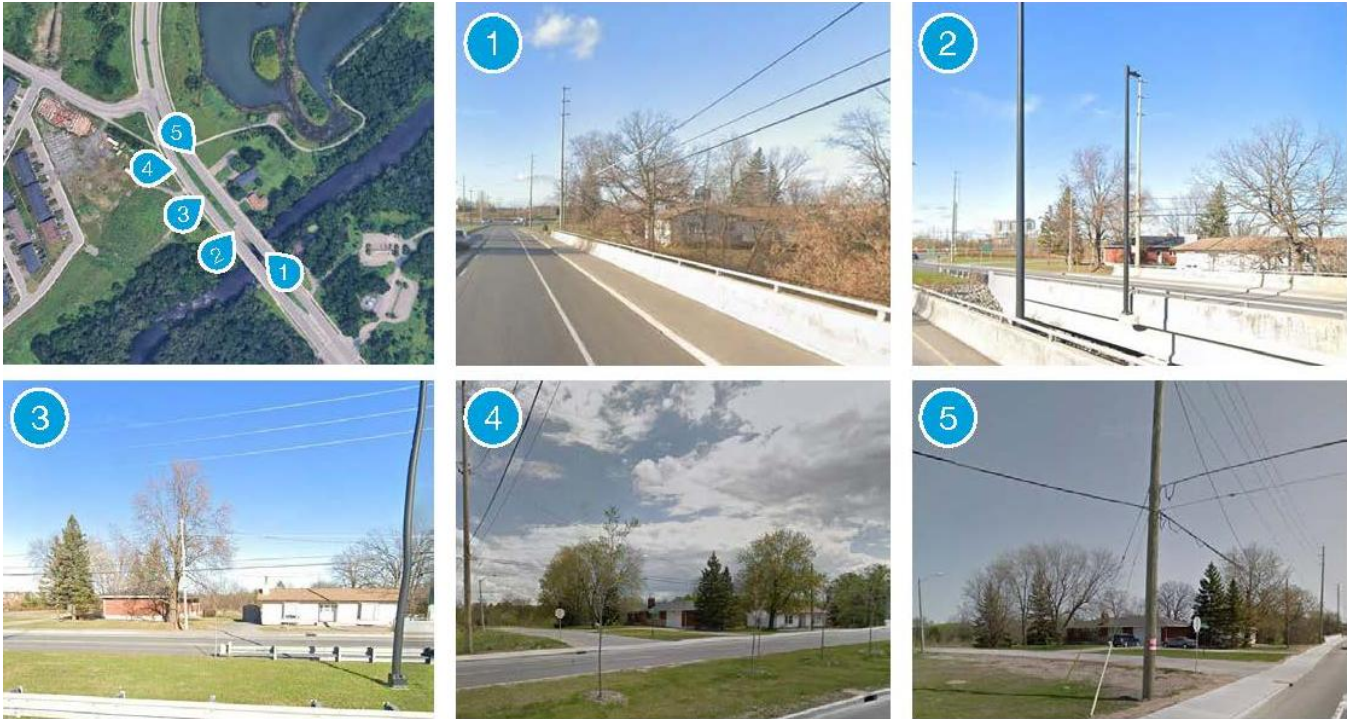


Figure 3 below illustrate the surrounding context.

- North:** Immediately north of the subject property is a stormwater retention pond and the Longfields Drive/ Jockvale Road intersection. North of Jockvale Road are a number of vacant lots and tree stands. Further north is Barrhaven Town Centre, a commercial area with a range of uses including restaurants, grocery stores, hardware stores, a movie theatre, and clothing stores. The existing Barrhaven Centre BRT stop, (future unfunded LRT Station) is also located 600 metres north of the subject property.
- East:** East of the subject property is a stormwater retention pond and green space surrounding the Jock River. There are multi-use trails along both sides of the river. Beyond the river to the east is a residential area with predominately single detached houses, semi-detached houses, and townhouses.
- South:** South of the subject property is the Jock River and Bruce MacNabb Bridge. Beyond the river is greenspace and parking lots. Further south is a residential area characterized by townhouses and single-detached dwellings as well as the Stonebridge golf course.
- West:** West of the subject property is Longfields Drive. West of the road is the OCH Geyser Place lands and a low-rise residential area characterized by semi-detached and townhouse dwellings. The Jock River travels west from the subject property and is bordered by open space on both sides.

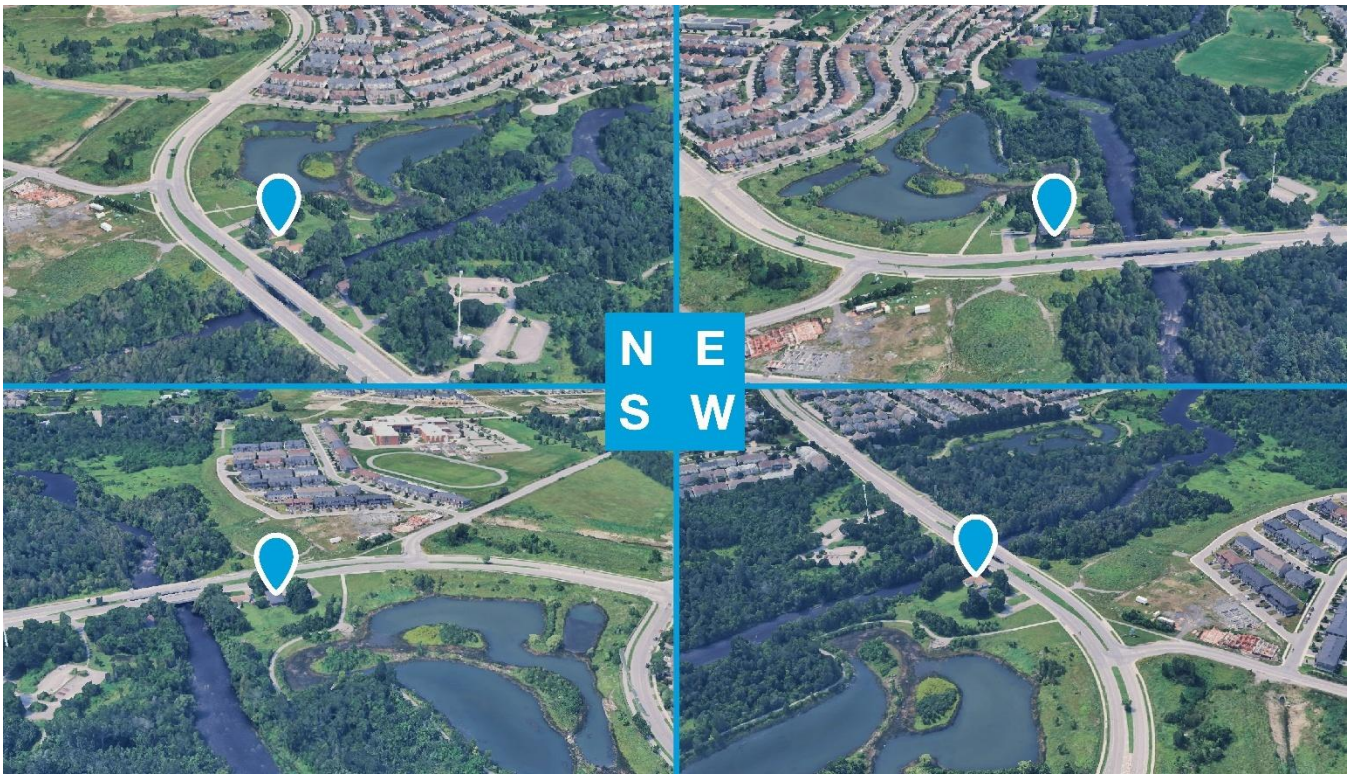


Figure 2: Aerial images of the surrounding area.

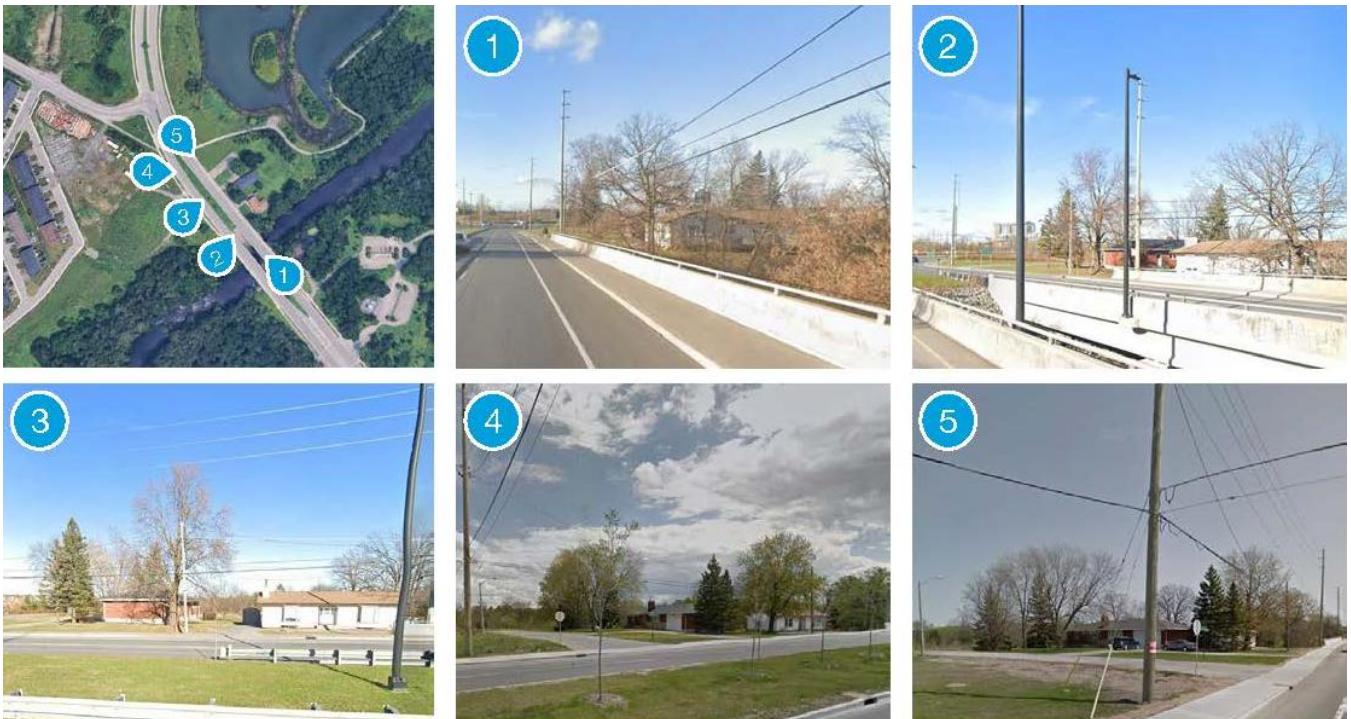


Figure 3: Photographs of the property with a map identifying the location and direction of each image.

2.2 Transportation

Access to the subject property will be located on Bren-Maur Road West, a local road. As shown in Figure 4 below, the property abuts Longfields Drive, an arterial road, however no direct access to Longfields Drive is proposed. Paul Métivier Drive north of the subject property is a major collector.

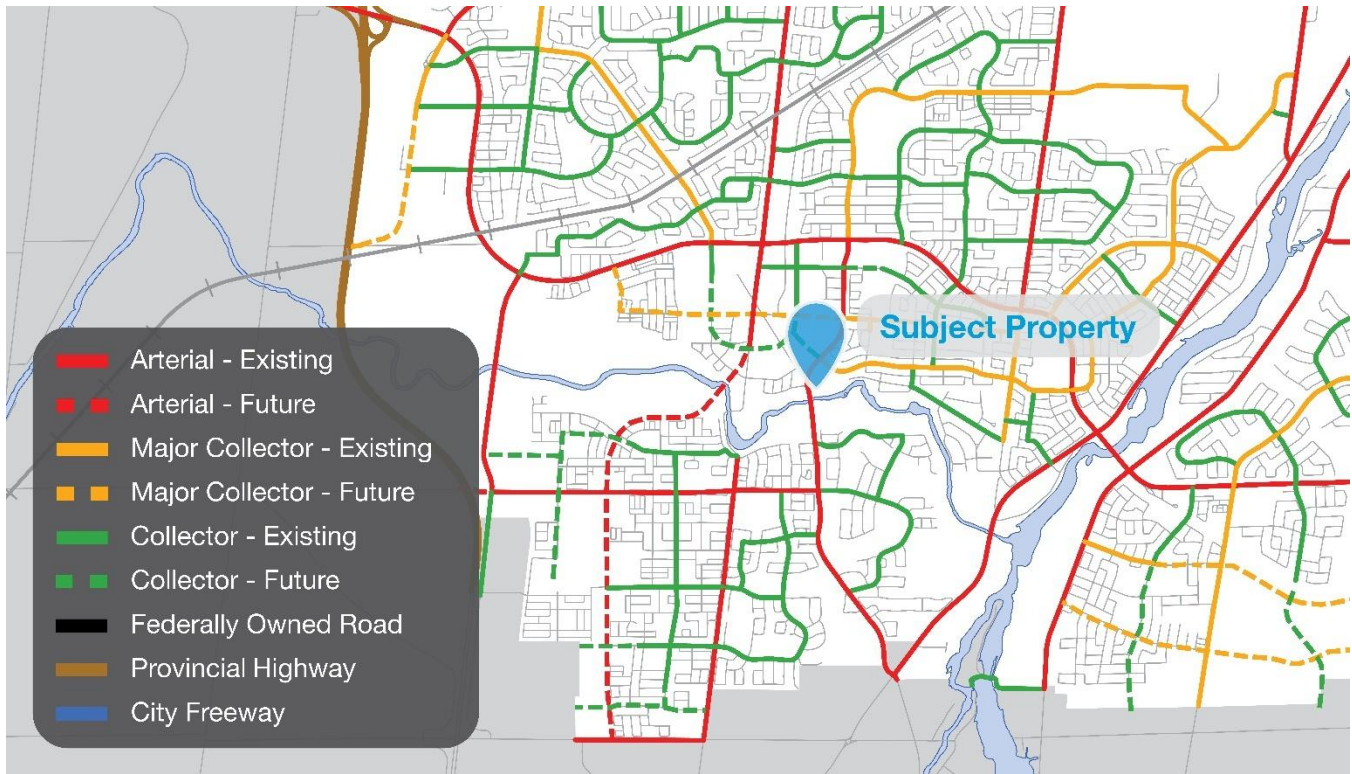


Figure 4: Excerpt of Schedule C4 – Urban Road Network from the City of Ottawa Official Plan.

There are major pathways planned for both sides of the Jock River, connecting to the city's larger active transportation network (Figure 5). To the northeast of the subject property, a multi-use walking path follows the natural curvature of the stormwater management pond, creating a scenic and functional connection between the site, Bren-Maur Road, and Paul Métivier Drive. This pathway enhances pedestrian connectivity and integrates the site into the broader open space network of the community.

Dedicated on-street bicycle lanes along Longfields Drive provide direct access to the neighbourhood's cycling network, supporting active transportation options and promoting safe, sustainable mobility choices for residents and visitors.

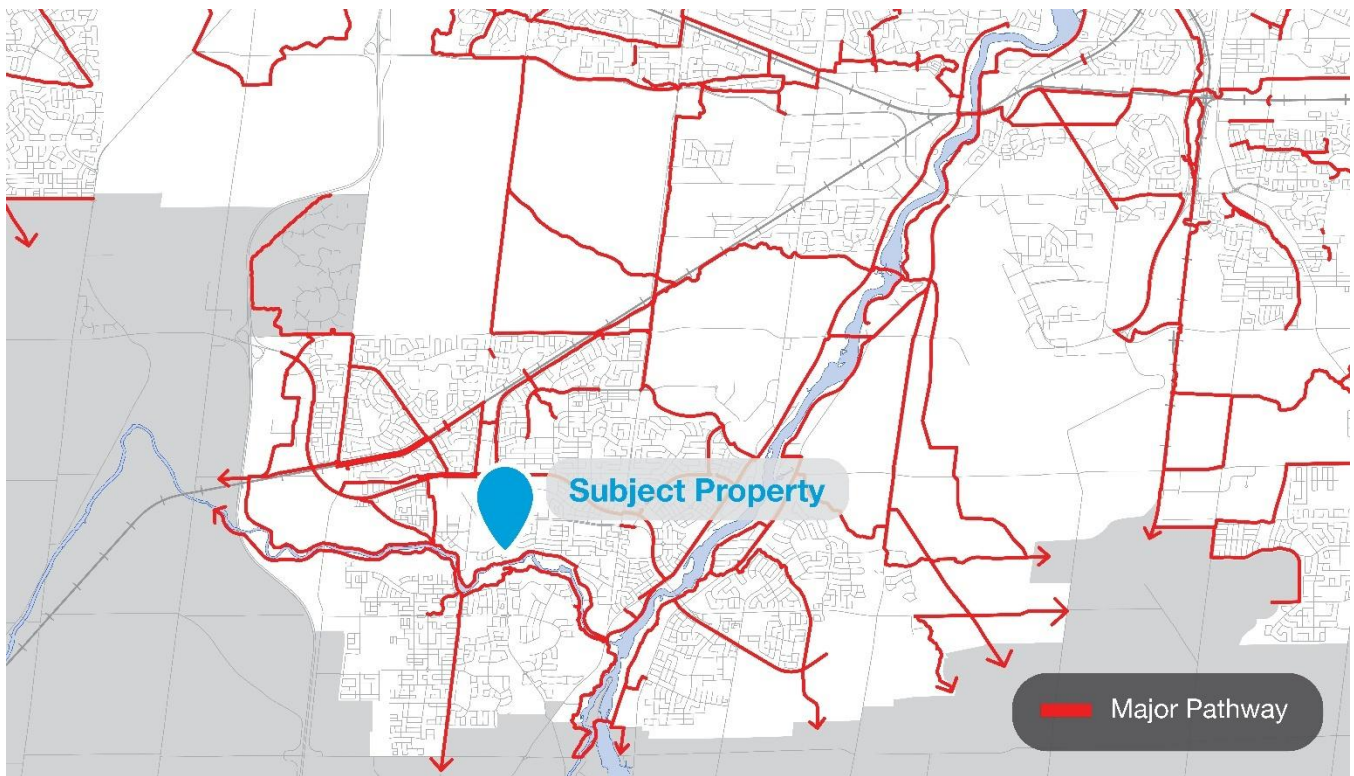


Figure 5: Excerpt from Schedule C3 – Active Transportation Network from the City of Ottawa Official Plan.

A bus stop is situated along the subject property's Longfield Drive frontage, providing northward access to bus routes 75, 275, 279, 671, 672, 675, 683, and 684. The subject site is approximately 1,400 metres walking distance to the Barrhaven Town Centre Transitway Station. This station is serviced by 17 bus routes. The City of Ottawa plans to extend the Light Rail Transit (LRT) Confederation Line from Baseline Station to Barrhaven Town Centre providing LRT connectivity into the southern suburbs.

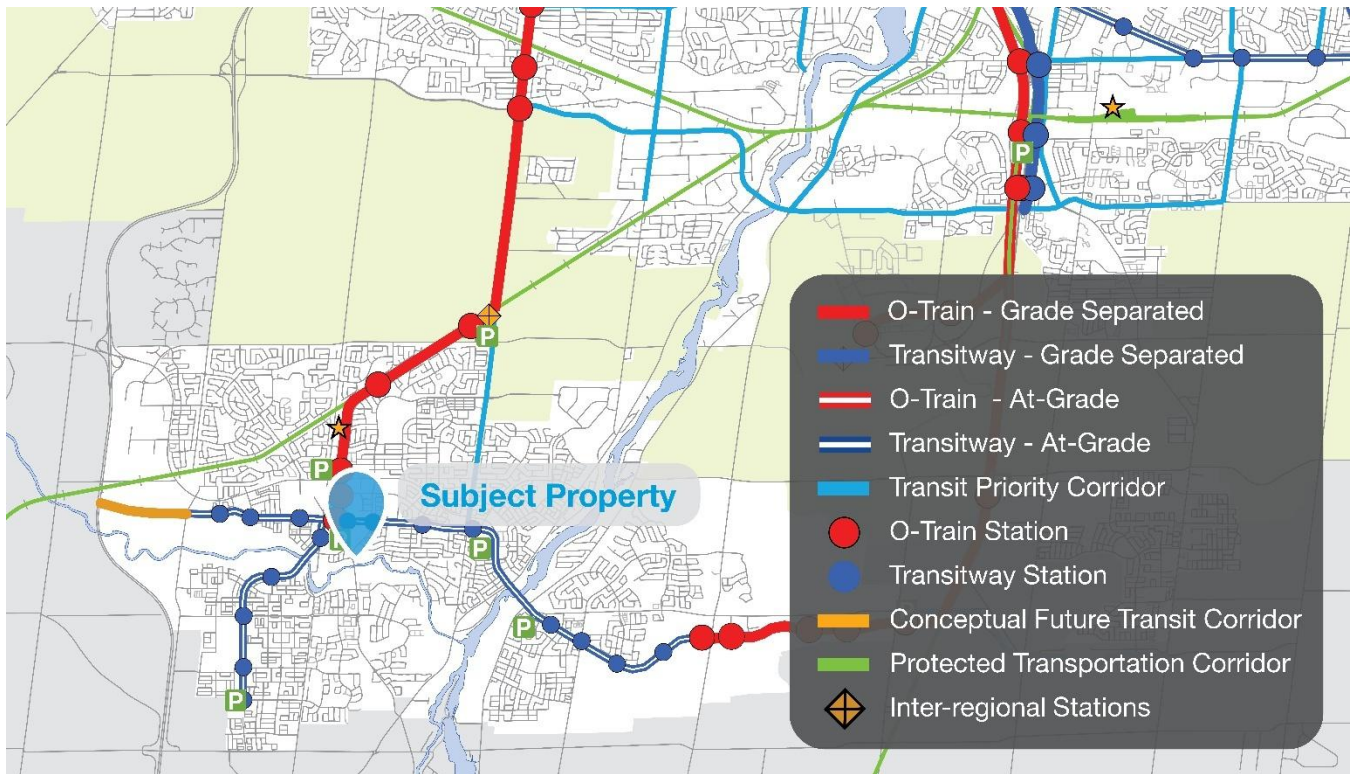


Figure 6: Excerpt from Schedule C2 - Transit Network – Ultimate from the City of Ottawa Official Plan.

3.0 Proposed Development

3.1 Site Statistics

The proposal herein is for a 35-unit, 3-storey low-rise apartment building and an underground parking garage with 41 resident parking spaces and four (4) visitor parking spaces. Two (2) additional visitor parking spaces are located at-grade at the front of the building.

The proposal seeks to intensify the subject property with a low-rise built form aligned with the existing and proposed scale of development on the west side of Longfields Drive.

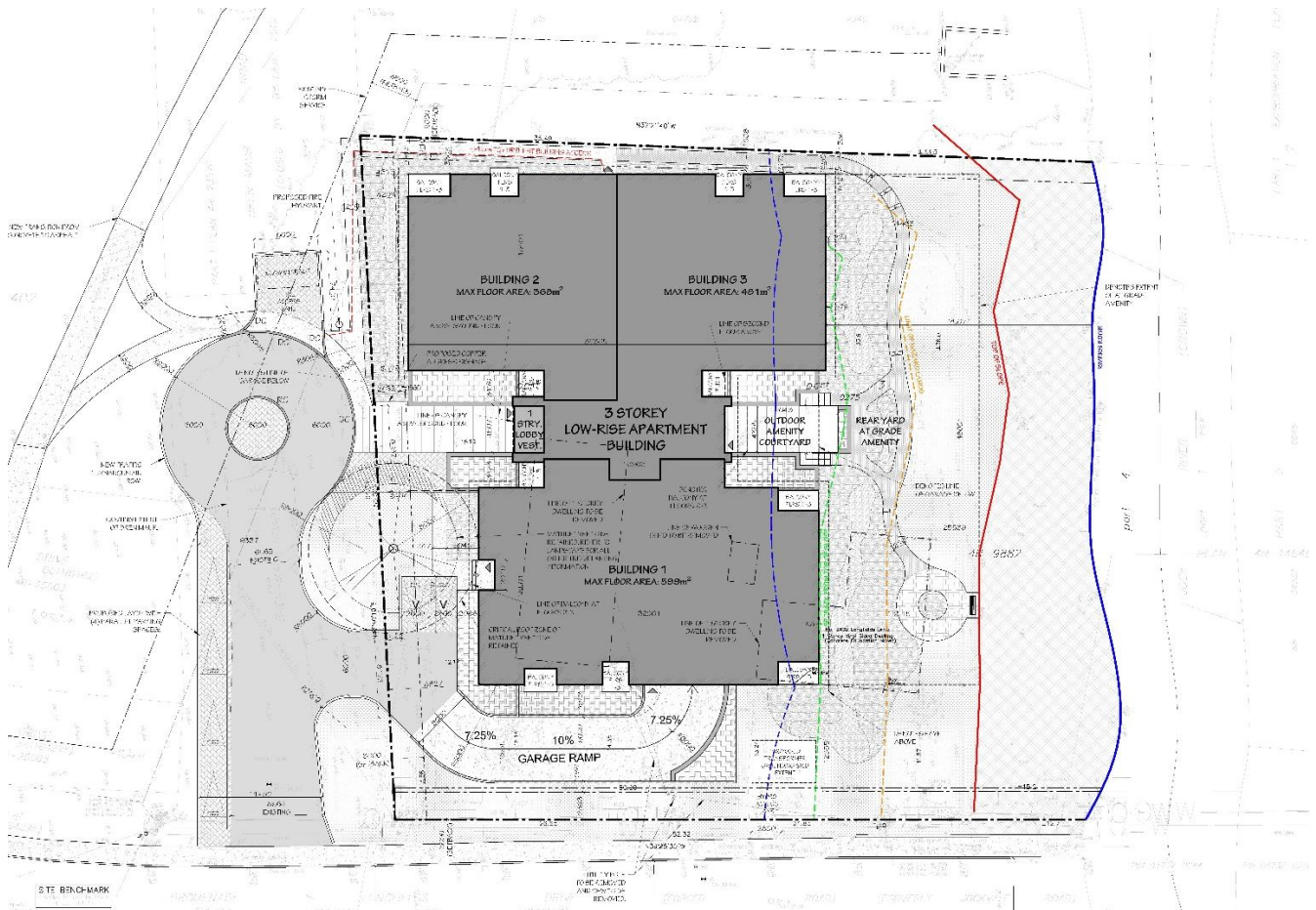


Figure 7: Proposed Site Plan (Source: Hobin Architecture).



Figure 8: Streetview from Stormwater Pond Path Towards Entry and East Wing Rendering (Source: Hobin Architecture).

The building has been intentionally oriented toward the Bren-Maur Road West frontage and positioned away from the Jock River at the rear of the property to ensure appropriate separation from the waterway and its associated environmental features. This orientation minimizes potential impacts on the river's natural ecosystem and contributes to the long-term preservation of the shoreline environment.

By shifting the building footprint toward the front of the site, additional space is made available in the rear yard for enhanced landscaping and resident amenity areas. This design approach creates a naturalized buffer that supports stormwater infiltration, enhances biodiversity through native plantings, and strengthens ecological connections to the adjacent river corridor. At the same time, the expanded rear yard provides opportunities for outdoor recreation and social gathering spaces, contributing to both environmental stewardship and the overall livability of the development.

Table 1: Site Statistics

Site Statistics	Proposed
Lot Area	4,283.9 m ²
Site Coverage	(38.3%)
Building Footprint	1,639 m ²
Landscaped Open Space	2,390.9 m ² (55.8%)

3.2 Building Design

Table 2 below provides a summary of the proposed unit mix. Of the 35 residential units proposed, approximately 69 percent are two-bedroom units with an additional den, offering flexibility to accommodate a range of household types

and living arrangements. These larger unit configurations are well-suited to the suburban context, responding to market demand for spacious, family-oriented housing. The inclusion of larger units supports a balanced community structure by complementing the surrounding lower-density residential neighbourhoods, while introducing a more diverse range of housing options within the area.

Table 2: Unit breakdown for the proposed development

Unit Type	Proposed
1-Bedroom	7 (20%)
1-Bedroom + Den	1 (3%)
2-Bedroom	2 (6%)
2-Bedroom + Den	24 (69%)
Total	35

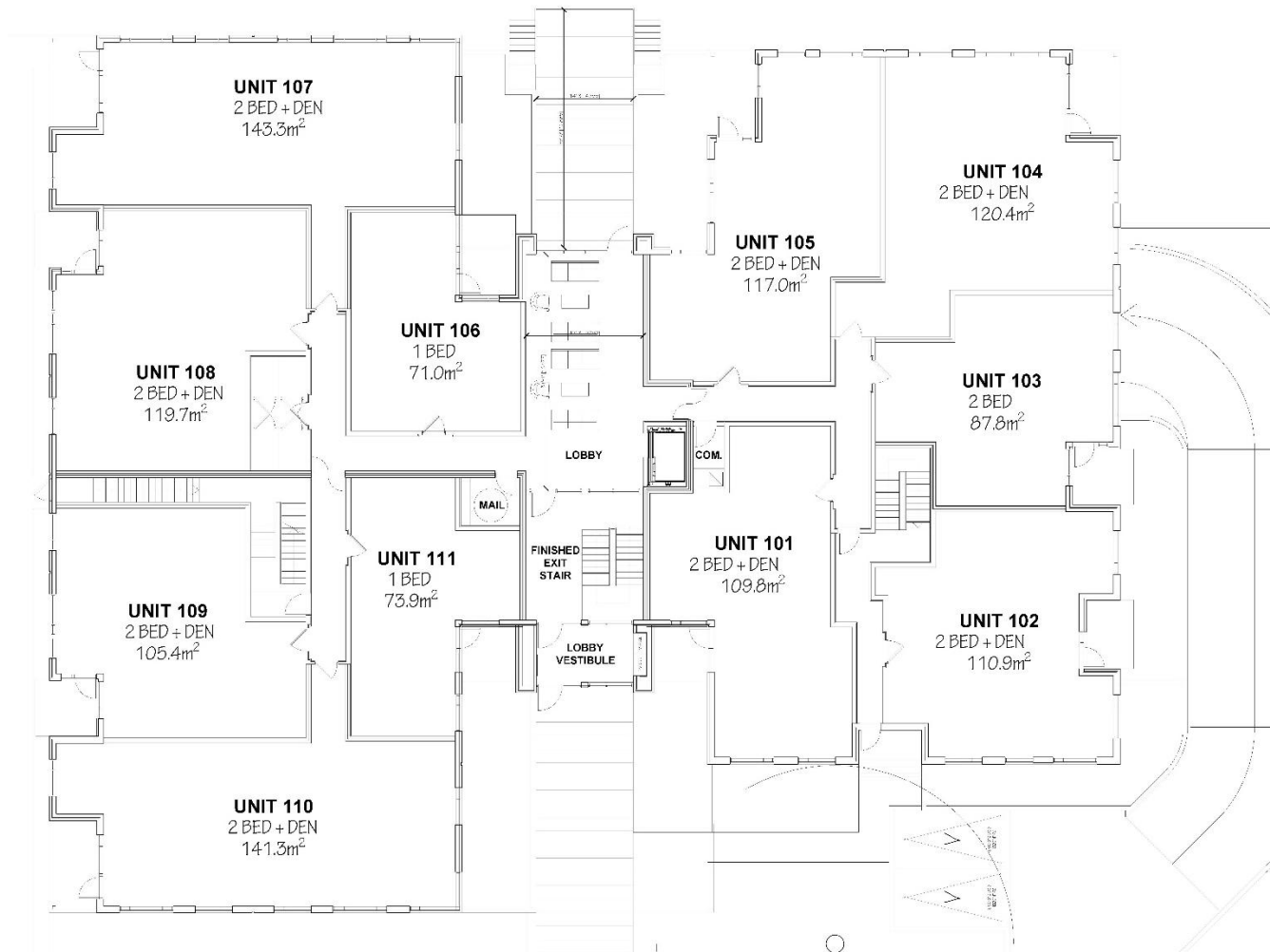


Figure 9: Ground Floor Plan (Source: Hobin Architecture).

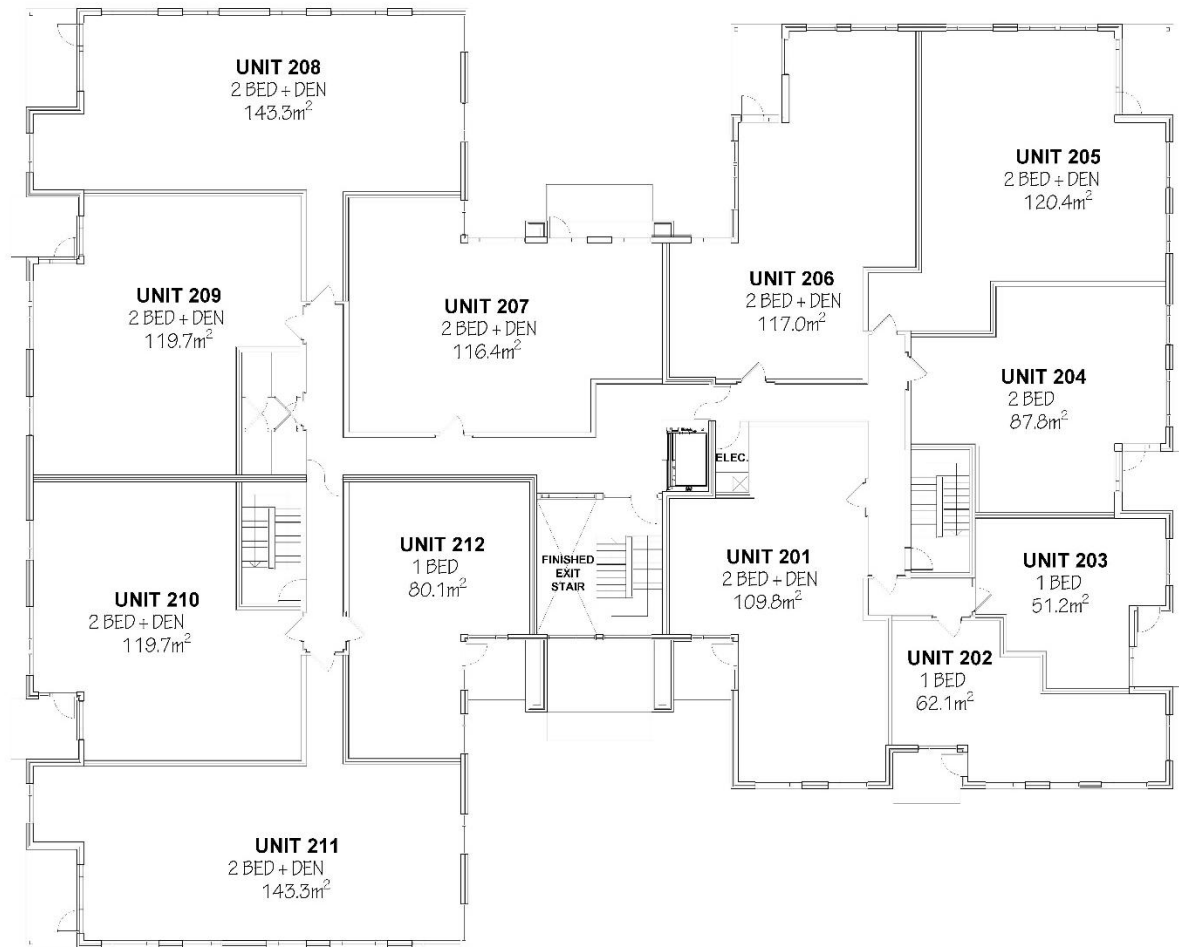


Figure 10: Second Floor Plan (Source: Hobin Architecture).

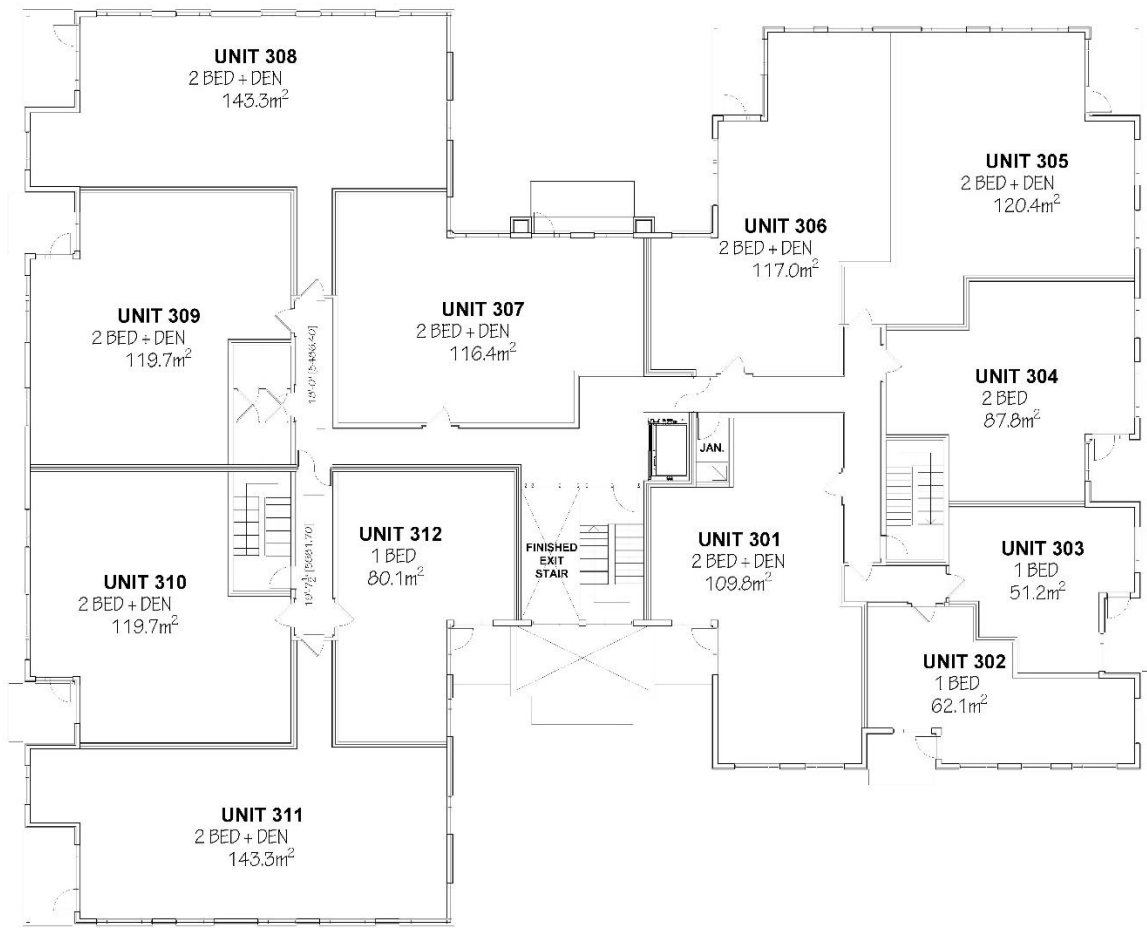


Figure 11: Third Floor Plan (Source: Hobin Architecture).

The buildings utilize mixed materiality and neutral colourways, providing visual interest at the pedestrian scale. The first two floors feature a blend dark gray hardie panel siding and brick veneer around the windows. The third floor features horizontal siding to define the top floor. Light hardie panel surrounds the main entrance, providing a visual architectural clue to define the building's entrance.



Figure 12: Streetview from Bren Maur/Longfields Intersection Rendering (Source: Hobin Architecture).



Figure 13: Streetview from Longfields Bridge Rendering (Source: Hobin Architecture).



Figure 14: Streetview from Bren Maur/Longfields Intersection Rendering (Source: Hobin Architecture).



Figure 15: View of East Elevation from Stormwater Path Rendering (Source: Hobin Architecture).

3.3 Parking

Parking for the development is primarily accommodated within a single level of underground parking, designed to minimize surface parking and maintain an attractive, pedestrian-oriented streetscape. A total of 46 parking spaces are provided across the site with 42 parking spaces for residents located in the underground parking garage. Two (2) visitor parking spaces are provided in the parking garage, and two (2) exterior visitor spaces are conveniently located near the entrance to the building. Two (2) underground barrier-free spaces are also provided, ensuring compliance with accessibility requirements and supporting inclusive access for all users, and parallel spaces situated along Bren-Maur Road West to facilitate short-term access. Four (4) parallel parking spaces are proposed along the north edge of the Bren-Maur Road right-of-way to facilitate short-term parking. These four parking spaces are not included in the proposed parking space rates.

Within the underground garage, a secure bicycle storage room accommodates 20 stacked bicycle spaces, encouraging sustainable transportation choices among residents.

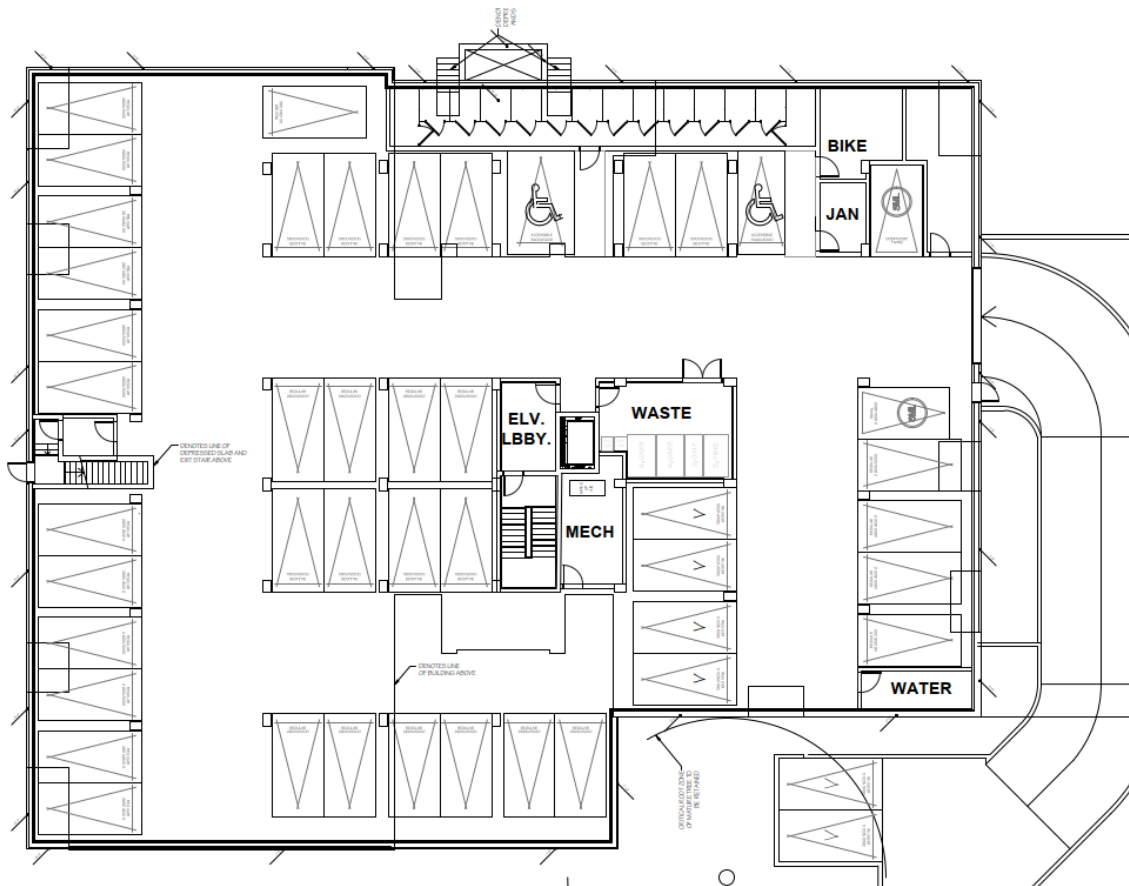


Figure 16: Parking Garage Floor (Source: Hobin Architecture).

3.4 Landscaping

Building upon the existing open greenspace associated with the adjacent stormwater retention pond and Jock Rover, the subject site will be thoughtfully landscaped to enhance the natural character of the area and provide meaningful outdoor spaces for residents. The landscape design incorporates a combination of river stone features and stonedust pathways that meander through plantings of shrubs, ornamental grasses, and trees, creating a cohesive and inviting environment.

These pathways will connect key site areas and seamlessly extend the outdoor amenity courtyard into the rear yard, fostering a vibrant and accessible space for residents to gather, relax, and enjoy the outdoors.

The existing tree inventory identifies 19 privately owned trees currently on site. Of these, eight (8) trees are proposed for removal to accommodate the construction of the building footprint and garage ramp. It is noted that one of the trees slated for removal has already been confirmed dead. To offset this loss and significantly enhance the site's vegetation, 27 new trees are proposed throughout the property. At maturity, these new plantings will provide approximately 40 percent canopy coverage, reducing the urban heat island effect, improving air quality, and supporting a comfortable, attractive outdoor environment.

Overall, the proposed landscape plan will enhance the existing natural setting by introducing a higher quality and diversity of plantings, reinforcing the site's connection to the adjacent open greenspace and recreational trail. The increased greenery and strategic placement of vegetation will also serve as a visual and acoustic buffer from the adjacent arterial roadway, contributing to both the ecological function and the livability of the development.

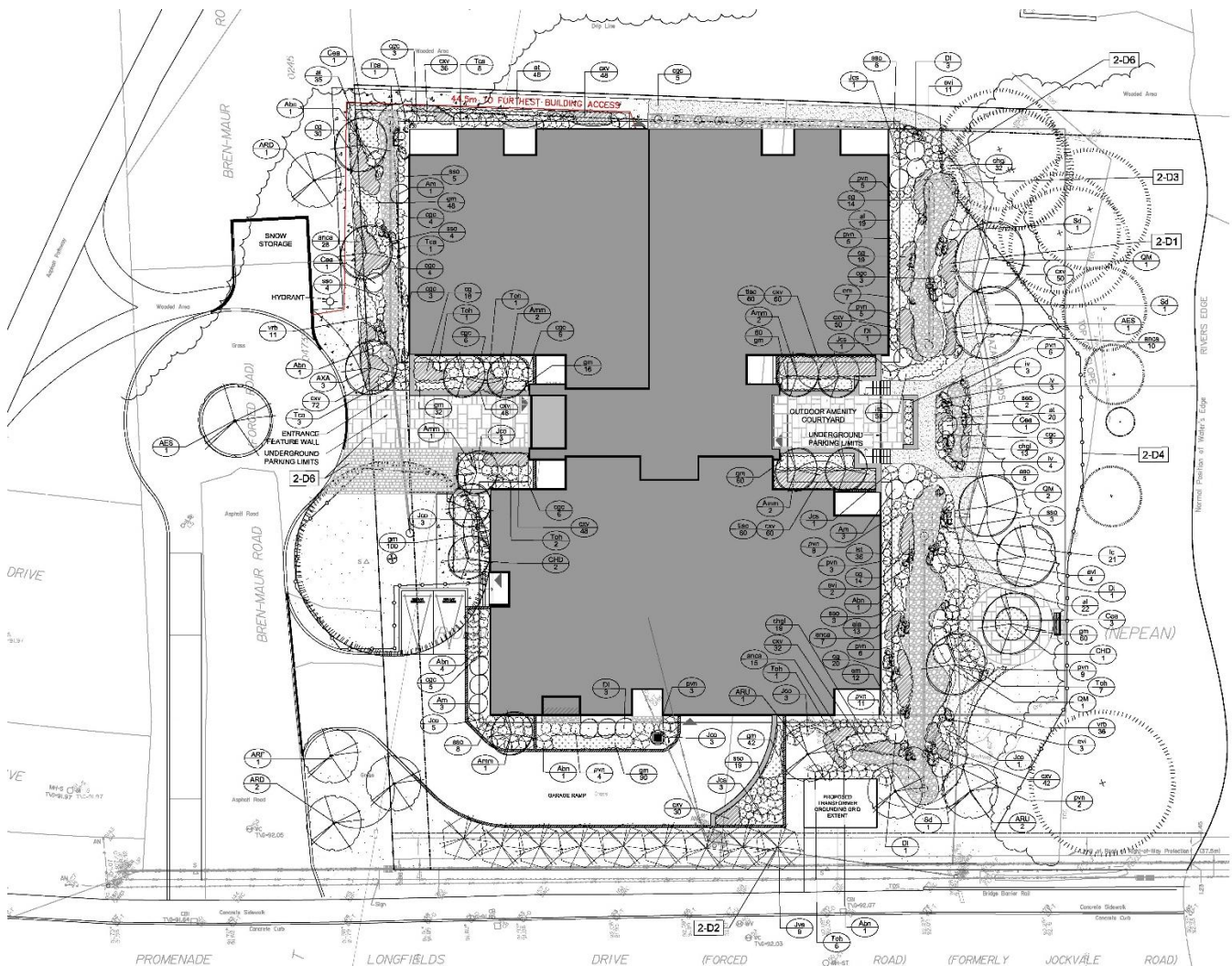


Figure 17: Landscape Plan (Source: Novatech).

4.0 Policy & Regulatory Framework

4.1 The Planning Act, R.S.O 1990, c. P.13

The *Planning Act* (the “Act”) is provincial legislation which establishes the framework and rules for land use planning in the province of Ontario. The Act outlines rules and requirements for a range of matters, including the roles and responsibilities of municipal governments in the planning process and the broader rules regarding land use planning in the Province, among other things.

Part I, Section 2 of the Act outlines matters of provincial interest which municipalities and the Tribunal shall have regard to. Relevant matters of provincial interest include the following:

- (e) *the supply, efficient use and conservation of energy and water;*
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) *the orderly development of safe and healthy communities;*
 - / (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- (o) *the protection of public health and safety;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) *the promotion of built form that,*
 - i) *is well-designed,*
 - ii) *encourages a sense of place, and*
 - iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The proposed development has regard for the matters of provincial interest contained in Part I, Section 2 of the Act, as it promotes the orderly development of safe and healthy communities by introducing a range and mix of residential units in proximity to existing and planned parks and open spaces, community facilities, transit and active transportation infrastructure. The development promotes a built form that is well-designed, encourages a sense of place, and builds upon high-quality public spaces. The proposal supports a full range of housing options, including one-bedroom, one-bedroom plus den, two-bedroom, and large two-bedroom plus den units meeting the diverse housing needs of future residents. The proposed development will establish a new low-rise residential building in an area planned for growth and well served by public transit and active transportation infrastructure. The suitability of municipal services is assessed through the concurrent Site Plan Control process.

4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) 2024 is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. The document came into effect October 20, 2024. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS 2024 aims to increase the supply and mix of housing in Ontario and to “support a strong and competitive economy that is investment-

ready and recognized for its influence, innovation and diversity.” The policies also aim to sustain strong and competitive communities. This section will discuss relevant policies of the PPS 2024.

Policy 2.1.6 states that:

Planning authorities should support the achievement of *complete communities* by:

- a. accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Policy 2.2.1 states that:

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:
 1. 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
 2. 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.

Policy 2.3.1.2 states that:

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*.

Policy 2.3.1.5 states that:

Planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*.

The proposed development is consistent with the PPS. The proposal is a residential intensification development that would support the net increase in residential units and contributes to a greater range and mix of housing options in the City of Ottawa, particularly the Barrhaven East Ward. The proposed development is consistent with Policy 2.1.6, contributing to the achievement of complete communities through increasing the range of housing options and accessibility for people of different ages and abilities. The proposed units are suitable for a range of residents, including seniors who want to downsize but continue to live in Barrhaven. The proposed development is an efficient use of the subject property by proposing to replace two existing detached dwellings with a total of 35 units for a net gain of 33 residential units.

The proposed density of the development exceeds the minimum target of 50 residents and jobs per hectare, providing units for a minimum of 35 residents on a 0.42-hectare lot, which is consistent with Policy 2.3.1.5.

4.3 City of Ottawa Official Plan (2022, as amended)

The Official Plan for Ottawa provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and sets out the policies to guide the development and growth of the City. As illustrated in Schedule A of the Official Plan, shown below in Figure 18, the subject property is located in the Suburban Transect.

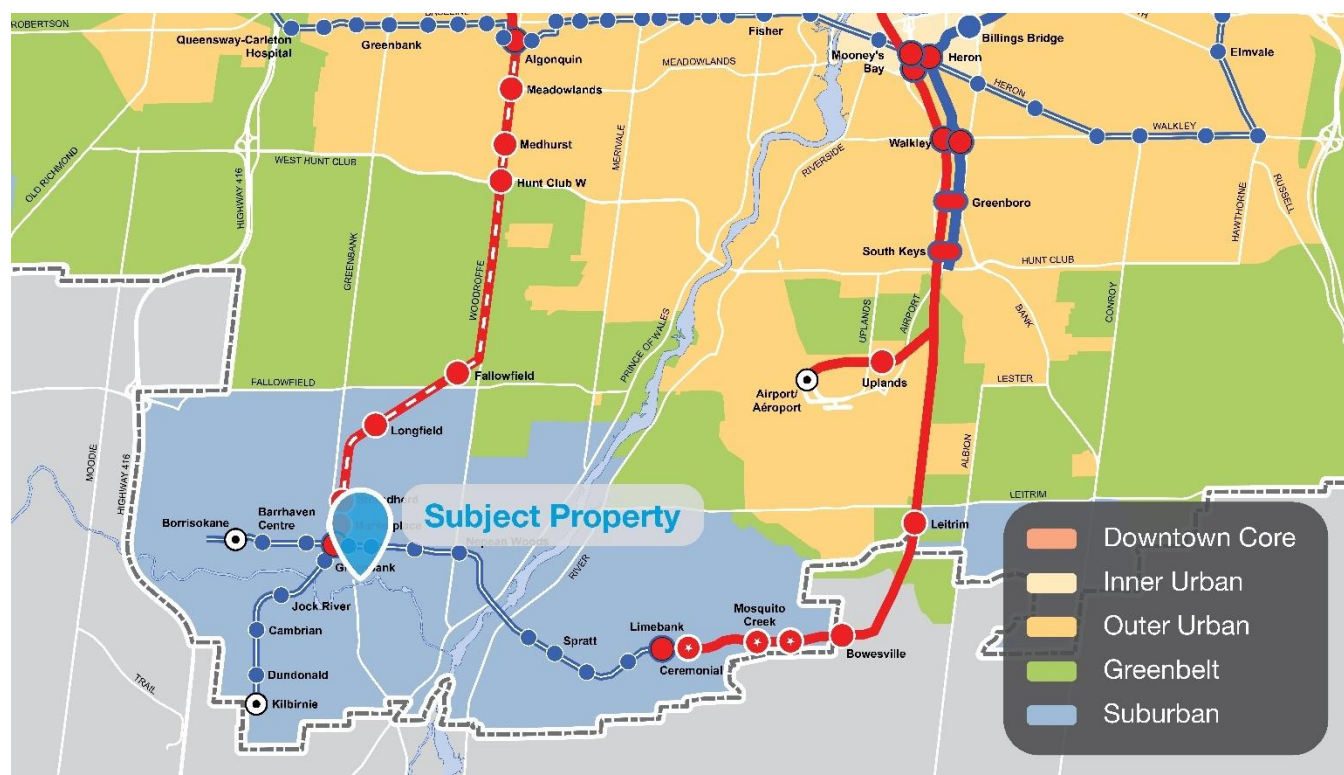


Figure 18: Schedule A - Transect Policy Areas from the City of Ottawa Official Plan.

4.3.1 Strategic Directions

The Official Plan includes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These policy objectives include the following:

- a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.

As a residential infill development within an evolving residential community in the Suburban Transect, the proposed development advances the objective to achieve more growth through intensification.

- b) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.

The proposed development is supported by a range of current and future proposed transportation options including the existing bus service from Barrhaven Centre, existing and future bicycle routes, and within walking distance of many service, retail, and employment opportunities, this project supports the objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046.

- 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.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.

The proposed low-rise building reflects the scale of development found in the suburban transect and incorporates a context-sensitive design for multi-unit development, promoting increased residential density, improvements to the public realm, and environmentally responsive design approaches, the proposal contributes towards stronger, more inclusive, and more vibrant neighbourhoods.

- d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The introduction of more dense residential developments within the existing well-served community will reduce the overall loss of open green space to development and discourage urban sprawl and avoid natural habitat loss. Further, due to proximity to the Jock River, the landscape plan includes a planting program that will improve the ecological merits of the site.

- e) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

Infill development with 35 residential units in close proximity to existing commercial entities, will contribute to economic vibrancy in the Suburban Transect. Further, infill development in an already established and serviced area is proven as a more efficient and cost-effective development pattern for municipalities.

4.3.2 Cross-Cutting Issues

The Official Plan also establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

These cross-cutting issues are implemented through the policies in multiple sections of the Official Plan.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within the Suburban Transect that is within close proximity to future higher-order transit infrastructure in Barrhaven Centre.

4.3.3 Growth Management Framework

The City of Ottawa Official Plan contains a growth management framework, which contains policies to direct growth within designated areas which increase the efficient use of sustainable transportation and existing infrastructure. The policies aim to support intensification, meet employment needs, and design new neighbourhoods to be 15-minute neighbourhoods. Policies within the growth management framework that relate to the subject property are as follows:

Policy 3.2.3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

The proposed redevelopment which is in the form of low-rise residential intensification is located within an area designated Neighbourhood and subject to the Evolving Neighbourhood Overlay in the Suburban Transect of the City's Official Plan. The subject property abuts the Barrhaven Town Centre Hub. Residential intensification is appropriate on the subject property given it is currently an under-utilized residential property, in proximity to an established 15-minute community with commercial, employment, and institutional uses and within proximity to public and active transportation options.

Policy 3.2.4) 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 submitted servicing studies indicates that the site is able to connect to existing municipal water and sewer services.

Policy 3.2.8) Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

- a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
- b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

Of the total 35 units, 24 units (69 percent) are a 2-bedroom plus den unit and 3 units (8%) are 2-bedroom units. There is one (1) unit that is a bedroom plus den, and 7 units (20 percent) are 1-bedroom units.

Policy 3.2.10) The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3b.

Table 3: Excerpt of Section 3 of the Official Plan showing Table 3b.

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Suburban Transect	40 to 60	n/a

The proposed development represents a residential density of 81.4 units per net hectare. This level of density is considered appropriate and desirable given the site's strategic location along Longfields Drive, a designated arterial road that supports higher-capacity transportation and development. The property's close proximity to a BRT station and Barrhaven Town Centre further reinforces its suitability for a more intensive residential form, as it encourages transit-oriented development and supports sustainable mobility choices for future residents.

By concentrating higher-density housing in a well-served, transit-accessible location, the proposal contributes directly to the City's broader growth management objectives. Specifically, it supports the evolution of suburban areas into more complete 15-minute neighbourhoods, communities where residents can conveniently access daily needs, such as transit, shops, services, and recreation, within a short walk or bike ride. The proposed density therefore strikes an appropriate balance between efficient land use, enhanced housing choice, and alignment with municipal policies promoting compact, connected, and sustainable suburban intensification.

The suburban transect does not prescribe a minimum proportion of large-household dwellings within intensification; however, within the inner urban and outer urban transects the target of 50 percent of units within low-rise buildings are targeted to be large-household dwellings. Within the proposed development, 24 of the 35 units are two-bedroom-plus-den units, providing 68.5% large-household units.

4.3.4 City-Wide Policies

Section 4 of the City of Ottawa Official Plan contains city-wide policies relating to mobility, housing, cultural heritage and archaeology, urban design, and natural heritage, greenspace and the urban forest among others. This section reviews policies relevant to the proposed development.

4.3.4.1 Housing

Section 4.2 of the Official Plan contains policies on Housing. Within Section 4.2, the City of Ottawa aims to enable greater flexibility and an adequate supply and diversity of housing options throughout the city; maximize the ability to provide affordable housing throughout the city; direct attention to the needs of those households with the lowest 40 per cent of

income levels, as well as other vulnerable groups; and implement Inclusionary Zoning. The following section reviews policies that are applicable to the proposed development.

Policy 4.2.1.1) 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.

Policy 4.2.1.2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed multi-unit low-rise residential development would increase the diversity of dwelling unit size and tenure options within the Barrhaven community. The proposed design represents a diversification in residential development in the neighbourhood while respecting the character of the existing built and natural environment. The proposal conforms with policy for the provision of missing-middle housing.

4.3.4.2 Archeological Potential

Official Plan Section 4.5 contains policies on Cultural Heritage and Archaeology to conserve properties and areas of cultural heritage value. Figure 19 below shows the archaeological potential layer on GeoOttawa surrounding the subject property. The following section reviews policies that are applicable to the proposed development.



Figure 19: Map of the archeological potential surrounding the subject property as shown on GeoOttawa.

Policy 4.5.4.1) The City shall conserve sites of archaeological value where the City's Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.

A Stage 1 and 2 archeological assessment was prepared in support of this application. The Stage 1 background assessment concluded that, based on criteria outlined in the Standards and Guidelines for Consultant Archaeologists, the study area has both pre-contact Indigenous as well as historical Euro-Canadian archaeological potential. Based on the results of the Stage 2 archeological assessment it was recommended that no further archaeological study is required for the subject property.

4.3.5 Suburban Transect and Neighbourhood Designation

Section 5.4 of the Official Plan outlines Suburban Transect policies. The Suburban Transect is comprised of neighbourhoods outside of the Greenbelt and is characterized by a separation of land uses, generous setbacks, and low-rise built form. Official Plan policy aims to provide direction to the Hubs and Corridors located within the Suburban Transect and recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.

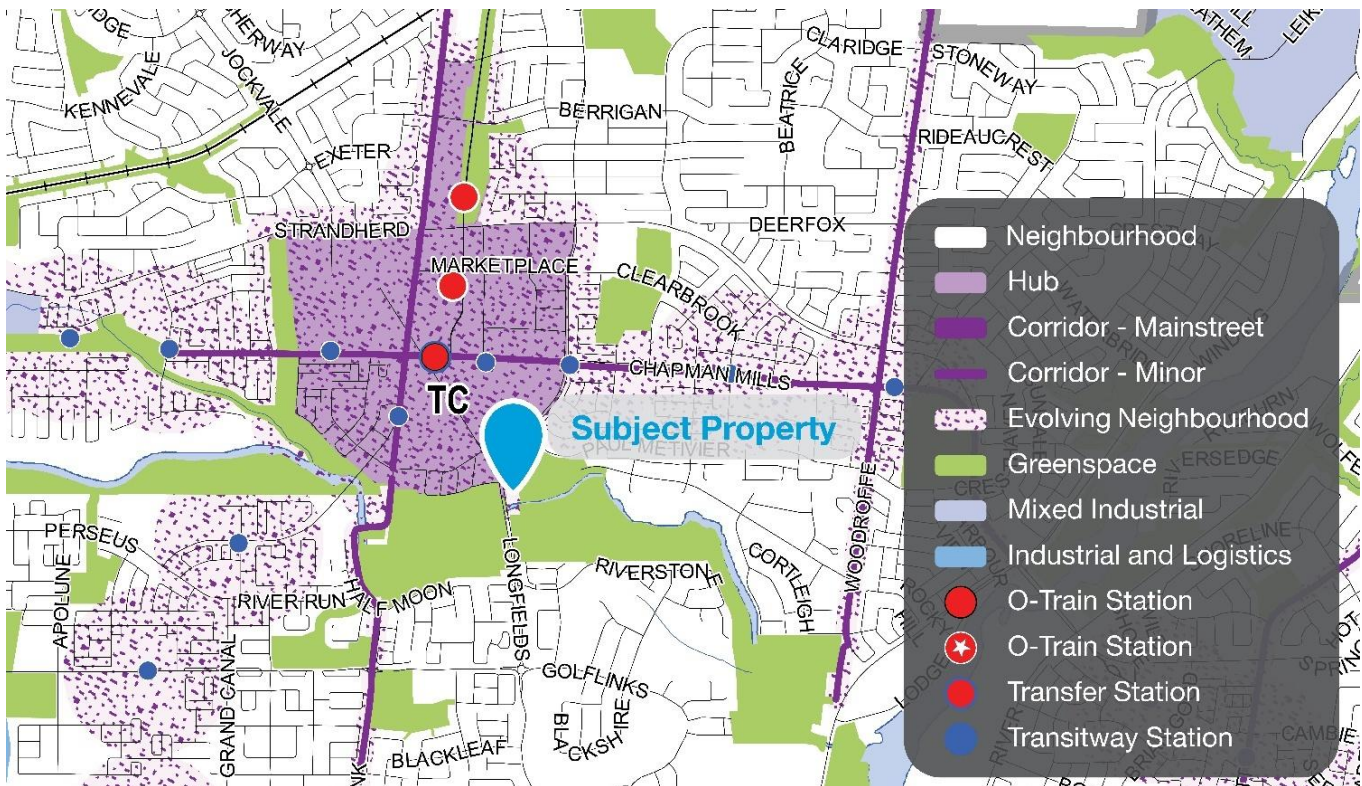


Figure 20: Excerpt of Schedule B6 - Suburban (Southwest) Transect from the City of Ottawa Official Plan.

The following policies are applicable to the proposed development:

Policy 5.4.1.2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods;

Policy 5.4.1.3) 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

Policy 5.4.4.2) Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.

The proposed development exceeds the minimum density by 45.6 dwelling units per hectare.

Policy 5.4.5.1) Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

- Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
- Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

The subject property is designated Neighbourhood, and as such, the proposed three-storey, low-rise development conforms with the transect policies. The subject property is a corner lot abutting Bren-Maur Rd and Longfields Drive which is serviced by street transit and therefore the proposed low-rise multi-unit dwelling conforms with the transect policy.

4.3.6 Evolving Overlay

As illustrated on

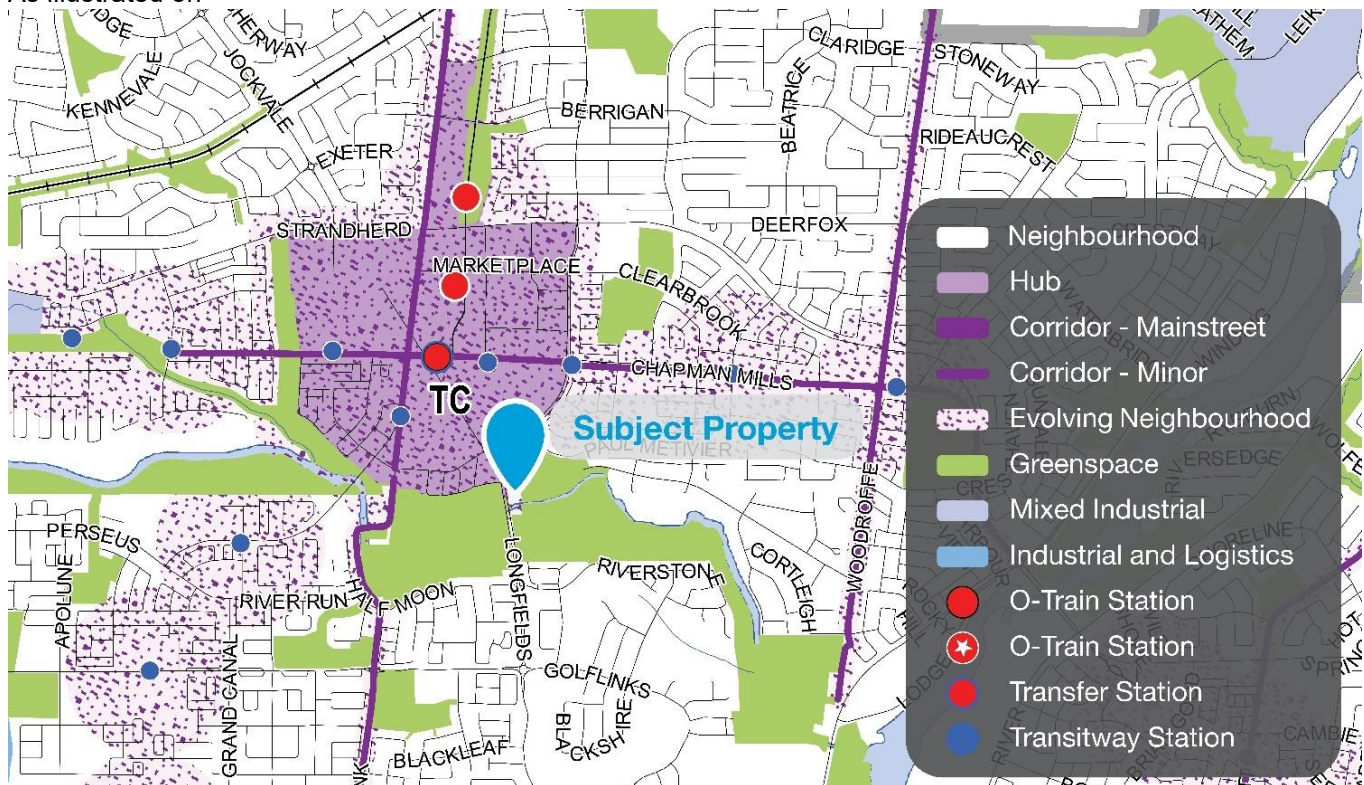


Figure 20 above, the Evolving Neighbourhood Overlay applies to the subject property. Overlay policies are outlined in Section 5.6 of the Official Plan. The intent of the Overlay is to identify areas that may gradually evolve through intensification to a more urban than suburban built form. The following policies are applicable to the proposed development:

Policy 5.6.1.1) The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

Policy 5.6.1.6) Zoning By-law development standards and development on lands with an Evolving Neighborhood Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

The proposed development conforms with policy to permit new building forms and evolve towards a more urban built form pattern within the Suburban Transect, in a contextually sensitive manner.

4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

4.4.1 Current Zoning

The subject property is designated Development Reserve Zone (DR), in the Comprehensive Zoning By-law (2008-250). The purpose of the DR zone is to:

- / recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;
- / limit the range of permitted uses to those which will not preclude future development options; and
- / impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses;
- / permit limited lot creation on existing public streets in villages that will not preclude future development options in the DR3 – Development Reserve Subzone 3.

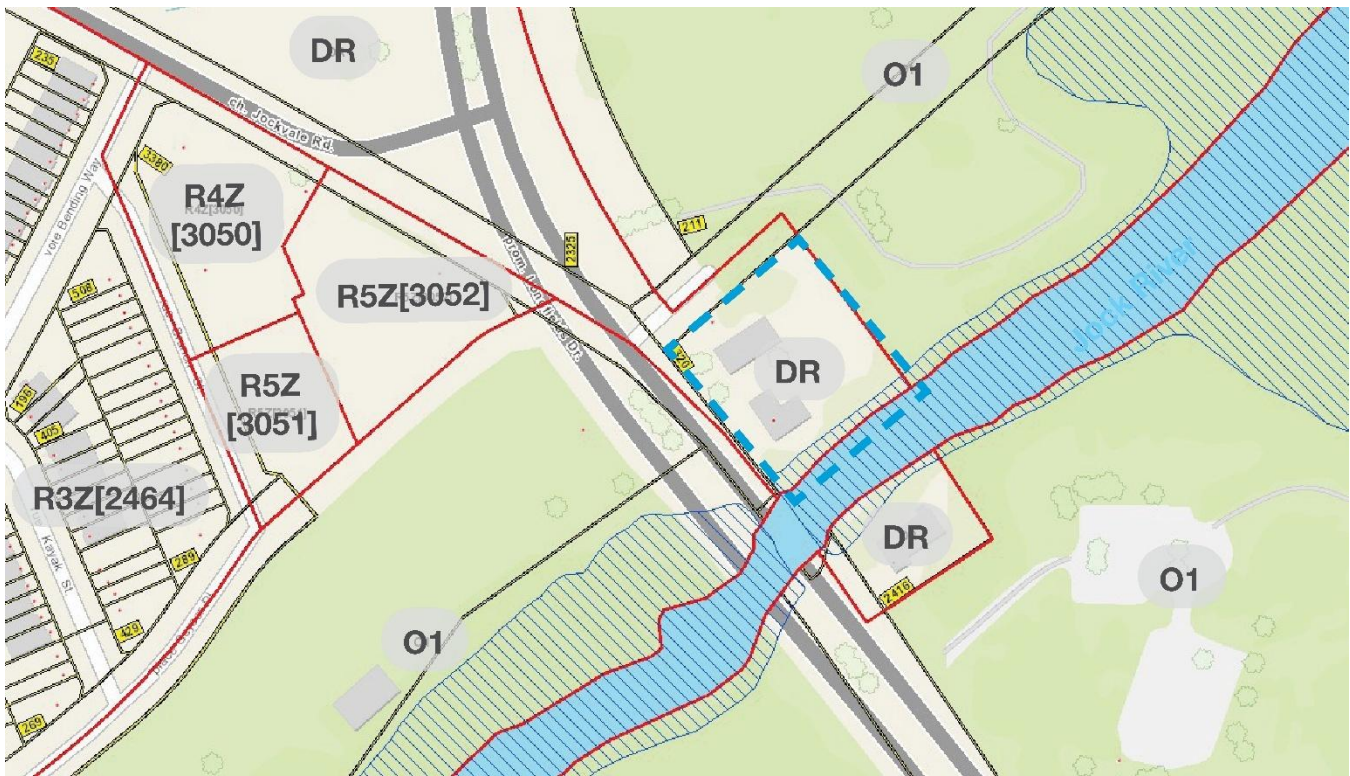


Figure 21: Zoning map.

Permitted uses in the DR zone are:

- | | |
|---|--|
| / agricultural use | / marine facility |
| / agriculture-related use | / one detached dwelling accessory to a permitted use |
| / emergency service | / park |
| / environmental preserve and education area | / on-farm diversified use |
| / forestry operation | / additional dwelling unit |
| / group home | / urban agriculture |
| / home-based business | |

The tables below provide a summary of the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 4: DR Zoning Provisions Table.

Zoning Provision	Requirement	Provided	Compliance
Permitted Use	See above	Low-rise Apartment	✗
Minimum lot width	No minimum	61.8 m	✗

Minimum Lot Area	No minimum	4,283.9 m ²	✗
Minimum Front Yard Setback	7.5 m	3.4 m	✗
Minimum Rear Yard Setback	7.5 m	25 m	✗
Minimum Interior Side Yard Setback	7.5 m	2 m	✗
Minimum Corner Side Yard Setback	7.5 m	12.6 m	✗
Maximum Height	11 m	13.82 m	✗
Maximum Lot Coverage	30%	34.1%	✗

4.4.2 Proposed Zoning By-law Amendment

To facilitate the proposed re-development, a Major Zoning By-law Amendment application is required to rezone the 320 Bren-Maur Road West property. The proposed zone is Residential Fourth Density, Subzone Z.

Table 5: R4Z Zoning Provisions Table.

Zoning Provision	Requirement	Provided	Compliance
Principal Land Use(s) Section 161	apartment dwelling, low rise	apartment dwelling, low rise	✓
Minimum Lot Width Table 162A	18 m	61.8 m	✓
Minimum Lot Area Table 162A	450 m ²	4,283.9 m ²	✓
Front Yard Set Back Table 162A	Bren-Maur Rd – 3 m	3.4 m	✓
Corner Side Yard Setback Table 162A	Longfields Dr – 3 m	12.6 m	✓
Interior Side Yard Setback Table 162A	3 m	2 m	✓
Rear Yard Setback Table 162A	15 m	25 m	✓
Building Height Table 162A	14.5 m	13.82 m	✓
Projections into Required Yards Section 65	Front and interior side yard eaves, eave-throughs and gutters: maximum 1 m, but not closer than 0.3 m to a lot line	0.6 m projection, 2.4 m from lot line	✓
	Covered or uncovered balcony, porch, deck: maximum 2 m, but not closer than 1 m to a lot line	0.3 m projection, 1.6 m from lot line	✓
Required Parking Spaces Section 101	1.2 per dwelling unit 35 units x 1.2 = 42 spaces	41 spaces	✗

Visitor Parking spaces Section 102	0.2 per dwelling unit 35 units x 0.2 = 7 spaces	6 spaces	✗
Size of Space Section 105 and 106	Standard Size: 2.6 x 5.2 m Up to 50% of the parking spaces (27) in a parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that the space: / Is visibly identified as being for a compact car / Is not a required visitor parking space Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres. 42 x 0.5 = 21 spaces	Standard size: 2.6 m x 5.2 m Reduced spaces: 2.6 m x 4.6 m / 2 reduced parking spaces provided	✓
Driveway Width Section 107	Parking garage: 6 m for a double traffic lane	6 m	✓
Aisle Width Section 107	Parking garage accessory to a residential use: 6 m	6 m	✓
Location of Parking Section 109	No parking space may be established and no person may park a motor vehicle: (i) in a required and provided front yard; (ii) in a required and provided corner side yard; or (iii) in the extension of a required and provided corner side yard into a rear yard.	Resident parking is located in the parking garage Surface visitor parking located in the required front yard	✗
Waste Management Section 143	The required garbage storage area must be located within: (1) the principal building, or (2) an accessory building located in the rear yard;	Garbage storage area is located within the principal building in the underground parking garage.	✓
Bicycle Parking Rates Section 111	0.5 per dwelling unit 35 units x 0.5 = 18 spaces	20 spaces	✓

Amenity Space Section 137	6 m ² per dwelling unit 35 units x 6 = 210 m ²	1,072 m ²	✓
Communal Amenity Space Section 137	A minimum of 50% of the required total amenity area	815 m ²	✓

Required Parking

Relief is requested to reduce the total number of resident parking spaces from 42 to 41. As such, a minor amendment is sought to reduce the total resident parking provision by one (1) space. The minor reduction will continue to permit that each of the 35 dwelling units will have one dedicated parking space.

The reduction of resident parking does not preclude the inclusion of barrier free parking spaces, and the development provides more secure bicycle parking than required by the Zoning By-law.

In addition, the site's design promotes active transportation and sustainable mobility choices through the provision of bicycle parking and pedestrian connections to the surrounding street network. These features are expected to further reduce the demand for on-site visitor parking. Given these considerations, the proposed reduction represents a reasonable and functional adjustment that maintains sufficient visitor accessibility while supporting a more efficient and context-sensitive use of land.

Visitor Parking

A total of six (6) visitor parking spaces are proposed, whereas the Zoning By-law requires 0.2 spaces per dwelling unit, resulting in a requirement of seven (7) spaces. As such, a minor amendment is sought to reduce the total visitor parking provision by one (1) space.

The proposed reduction is minor and can be justified given the planned extension of Bren-Maur Road West, which will include a new traffic turnaround adjacent to the development. This turnaround will function as an efficient drop-off and pick-up area for residents and visitors, accommodating short-term vehicular activity that would otherwise rely on designated visitor parking spaces. An additional (4) parallel parking spaces (not included within parking calculations) are proposed in the Bren-Maur Road West R.O.W. These 4 additional parking spaces in the right-of-way (public parking spaces) could serve as additional visitor parking for the proposed development.

Location of Parking

Visitor parking spaces are proposed within the subject property's front yard and within the underground parking garage. Two (2) visitor spaces are orderly oriented in front of the proposed building south of Bren-Maur Road West and four (4) spaces within the parking garage. The ramp to the parking garage is accessed off Bren-Maur Road West and is located between the building and Longfields Drive, allowing the building to sit further away from Longfields Drive.

The intention of the zoning provision prohibiting front yard parking is to regulate the patterns of development that place surface parking between residential dwellings and the public realm. The subject property is unique as although the front yard of the property is Bren-Maur Road West, the subject property is the only parcel with frontage on this right-of-way. Functionally, the subject property will interface with the neighbourhood through the secondary frontage along Longfields Drive.

5.0 Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, with strong connections to active transportation and public transit;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies for the Neighbourhood designation;
- / The proposed development conforms to the intent of intensification within Neighbourhood designations of the Suburban Transect of the Official Plan;
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Based on the above analysis, it is our professional opinion that the proposed development represents good planning and is therefore in the public interest.

Sincerely,



Jacob Bolduc, RPP MCIP
Associate



Gabi Amos, RPP MCIP
Planner



Genessa Bates, M.Pl.
Planner