FOTENN

3400 + 3428 Woodroffe Avenue

Planning Rationale + Public Consultation Strategy Report
Zoning By-law Amendment + Site Plan Control Application
December 3, 2025

FOTENN

Prepared for DCR Phoenix

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1.0 Introduction 2

1.1 Application Overview 2

2.0 Subject Site + Surrounding Context 3

2.1 Subject Site 3
2.2 Surrounding Context 4
2.3 Transportation Context 4

3.0 Proposed Development 9

3.1 Parking and Private Road 11
3.2 Landscaping, Amenity, and Greenspace 12
3.3 Building Siting and Density 13

4.0 Policy + Regulatory Context 14

4.1 Provincial Planning Statement (2024) 14
4.2 City of Ottawa Official Plan (2022, as amended) 16
4.3 Urban Design Guidelines for Low-rise Infill Housing 24
4.4 Transit-Oriented Development Design Guidelines 25
4.5 City of Ottawa Zoning By-law (2008-250) 26

5.0 Proposed Zoning By-law Amendment 34

6.0 Public Consultation Strategy Report 35

6.1 Required items undertaken by the City 35
6.2 Recommended items 35

7.0 Supporting Plans + Studies 36

7.1 Architecture 36
7.2 Civil Engineering 36
7.3 Construction 37
7.4 Environment 37
7.5 Geotech 38
7.6 Landscape Plan 38
7.7 Tree Conservation Report (TCR) 38
7.8 Noise 38
7.9 Planning 38
7.10 Survey 38
7.11 Transportation 39

8.0 Conclusion 41

1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained by DCR Phoenix ("the Owner") to prepare this Planning Rationale and Public Consultation Strategy Report in support of a Zoning By-law Amendment and Site Plan Control Application for lands municipally known as 3400 and 3428 Woodroffe Avenue ("the subject site"), located in the Chapman Mills neighbourhood of the City of Ottawa. The application seeks to rezone the property to facilitate a new low-rise residential development.

The development proposes to rezone the subject site to permit:

- Nine (9) three (3) storey stacked back-to-back "terra flats",
- Three (3) three (3) storey back-to-back townhomes, and
- Four (4) two (2) storey townhouses.

The proposed development is located on the west side of Woodroffe Avenue, with an east-west private road that is aligned with Stoneleigh Street. This proposed private road provides vehicular and bicycle access to the development, with drive aisles and parking being interior to the site. Vehicle parking is provided at-grade, with the stacked back-to-back "terra flats" having surface parking spaces and the remainder of the townhouses having driveways with off-street parking. Driveways are paired between properties to maximize the amount of soft landscaping and tree planting.

Stacked back-to-back dwellings are proposed fronting onto and facing Woodroffe Avenue so that the highest densities are closest to the road. Density and height decreases moving westward into the site, with back-to-back townhouses proposed in the centre and traditional townhouses proposed to the west. The westernmost townhouses are two (2) storeys.

1.1 Application Overview

To facilitate the proposal, a Zoning By-law Amendment (ZBLA) and Site Plan Control (SPC) application are being submitted to update the current zoning on the property to seek site-specific relief and to permit a range of building typologies not permitted in the R1 zone.

The subject site is currently zoned Residential First Density, Subzone VV, Urban Exception [636] (R1VV[636]). The Zoning By-law Amendment proposes to rezone the site to Residential Fourth Density, subzone Z (R4Z) with site specific exceptions ([XXXX], denoted as "R4Z [XXXX]".

The new site-specific zoning exception will seek relief from specific provisions of the zoning by-law, as outlined in section 5.0 of this report.

2.0
Subject Site + Surrounding Context

2.1 Subject Site

The subject site is located on the west side of Woodroffe Avenue south of Paul Métivier Drive in the Chapman Mills neighbourhood within the suburb of Barrhaven in Ottawa. The approximately 2.3-hectare site is bounded to the east by Woodroffe Avenue, an existing major collector road with commercial and residential uses.

Figure 1, below, shows the location of the site within the neighbourhood.

Figure 1: Subject site and surrounding context, with 600-metre radius of planned and existing rapid transit stations shown

As shown in Figure 1, much of the site is located within 600 metres of either planned or existing rapid transit stations. Nearby Clearbrook and Nepean Woods Stations to the northwest and north presently provide bus service. Cresthaven Station is planned to provide bus service in the future. All Stations either use or will use the Transitway located on Chapman Mills Drive. A future extension is proposed to connect Barrhaven with the suburb of Riverside South, east of the Rideau River.

The subject site is an interior lot with an area of 2.30 hectares (22,963.91 square metres) and 157.12 metres of frontage on Woodroffe Avenue.

The subject site has approximately 157 metres of frontage along Woodroffe Avenue, with approximately 163 metres of depth along the north property line and approximately 140 metres of lot depth along the south property line. The site is graded relatively flat and do not include any dwellings or buildings. Previously, this site accommodated two (2) single detached dwellings, with the last one removed in 2007.

2.2 Surrounding Context

Barrhaven is a primarily low-rise residential community with a diverse mix of housing types and architectural styles. Local commercial uses and amenities are located in close proximity to the subject lands, including, but not limited to:

- Strandherd Crossing Mall (Strandherd Dr. & Woodroofe Ave.);
- Several local parks with City facilities (Water Dragon Park, Berry Glen Park, Davidson Park, Grovehurst Park);
- Nepean Woodlot and Heart's Desire Forest;
- Schools (St. Emily, Chapman Mills, Jean Robert Gauthier Elementary School)

The surrounding land uses can be described below as:

North:
Directly north of the subject site are the Longfields Community Church and the rear yard of newly constructed single dwellings (2008) fronting on Marjan Crescent. Lot sizes along Marjan Crescent range from 615 square metres to 1,380 square metres.

East:
Directly east of the subject lands and across Woodroffe Avenue is a newly (2004-5) constructed residential community. More recently (2015), single dwellings have been built fronting on Woodroffe Avenue. The properties fronting on Woodroffe Avenue and directly across from the subject lands range from approximately 240 square metres to 370 square metres in lot area.

South and West:
Lands located to the south and west of the subject site are known as the Heart's Desire Community. This low density community, established on private services in the 1970's, includes a range of lot sizes from 2,800 square metres to 6,600 square metres.

2.3 Transportation Context

2.3.1 Road Network

The subject site is located on the west side of Woodroffe Avenue, which is identified as a Major Collector according to Schedule C4 - Urban Road Network in the City of Ottawa Official Plan, shown below in Figure 2. To the north of Strandherd Road, Woodroffe Avenue is identified as an Arterial Road. Strandherd Drive and Longfields Drive south of Strandherd Road are also identified as Arterial Roads.

Nearby Major Collectors include: Paul Métivier Drive and Chapman Mills Drive. The extension of Chapman Mills Road west of Longfields Road is also proposed to be a Major Collector.

Nearby Collectors include: Bren Mauer Road, Whitewater Street, Grovemont Drive, and Rocky Hill Drive. The extension of Paul Métivier Drive west of Longfields Drive is similarly proposed to be a Collector.

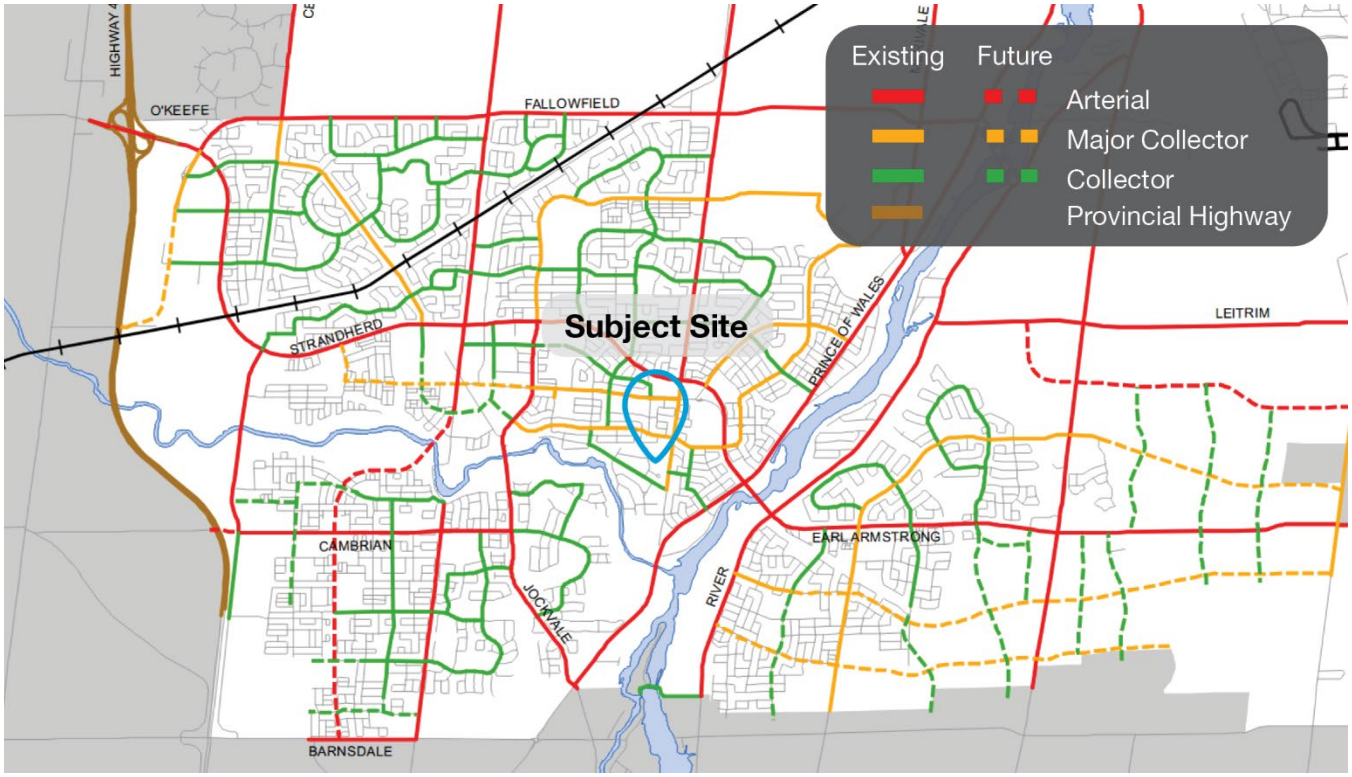

Figure 2: Schedule C4 - Urban Road Network, City of Ottawa Official Plan (2022, as amended)

2.3.2 Public Transit Network

Below, Figure 3 shows the nearby transportation network, and Figure 4 shows the current OC Transpo Network Map. The long-term transportation vision shown in the transportation network is to connect Barrhaven and Riverside South with BRT on the Transitway.

As shown in Figure 3, much of the site is located within 600 metres of either planned or existing rapid transit stations. Nearby Clearbrook and Nepean Woods Stations to the northwest and north presently provide bus service, and Cresthaven Station is planned to provide bus service in the future. All Stations either use or will use the Transitway located on Chapman Mills Drive. A future extension is proposed to connect Barrhaven with the suburb of Riverside South, east of the Rideau River. This would connect the site to the LRT in two (2) directions: to the northwest via a planned extension to Line 1 to Barrhaven Centre and to the east with the existing Line 2 train, which terminates at Limebank Station.

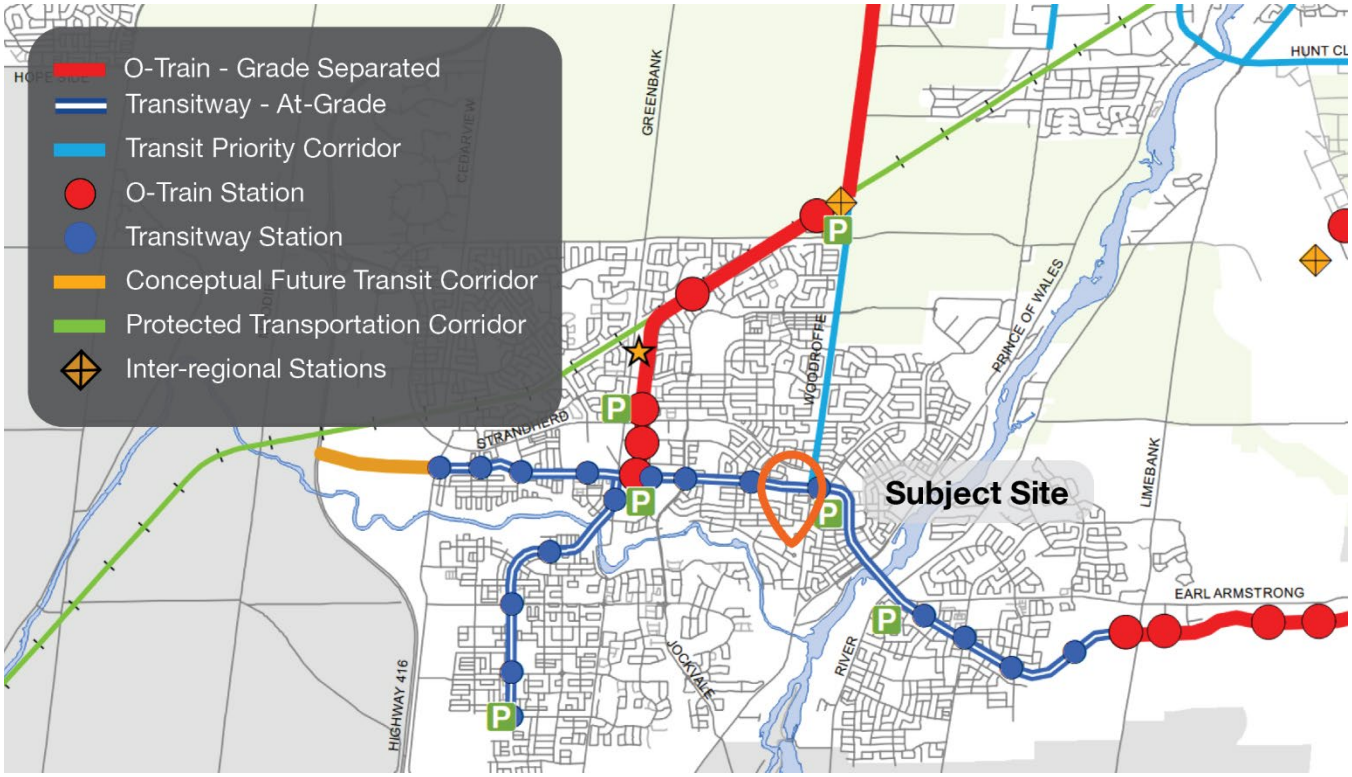

Figure 3: Schedule C2 - Transit Network – Ultimate (City of Ottawa Official Plan, 2022, as amended)

Nearby bus routes include:

- Route 70, a Local route providing service between Limebank and Fallowfield Stations throughout various communities
- Route 73, a Local route providing service between Tunney's Pasture, Fallowfield, and Limebank Stations via Longfields Drive and Cresthaven Drive
- Route 74, a Frequent route providing service between Tunney's Pasture and Limebank Station via Woodroffe Avenue
- Route 80, a Frequent route, providing service between Tunney's Pasture and Barrhaven Centre Station via Merivale Road and Cresthaven Drive
- Route 99, a Local route, providing service between Limebank and Barrhaven Station via Spratt Road and Chapman Mills Drive
- Route 110, a Local route, providing service between Innovation and Limebank Station, connecting the communities of Kanata, Barrhaven, and Riverside South
- Route 277, a Connexion route, providing service between Tunney's Pasture and Nepean Woods Station via Beatrice Drive and Cresthaven Drive

Figure 4: OC Transpo Network Map, dated 04/03/2025, accessed June 23, 2025

OC Transpo provides bus service under the following three (3) categories:

1) Frequent: service every 15 minutes or less on weekdays between 6am and 6pm, operating seven (7) days a week in all time periods,
2) Local: custom routing to local destinations, and
3) Connexion: convenient connections to the O-Train.

2.3.3 Active Transportation Network

Figure 5, below, shows the Urban Active Transportation Network and Figure 6, below, shows the current cycling network, including bike lanes, multi-use paths (MUP), cycle tracks, suggested routes, and paved shoulders. The subject site fronts onto Woodroffe Avenue and on this stretch of the road, does not have any cycling infrastructure. However, there is a bike lane between Serena Way and Claridge Drive/ Stoneway Drive, there are both MUPs on the east side of the road and a paved shoulder, which continues north to Nepean. Other nearby cycling infrastructure includes bike lanes on Chapman Mills Drive, cycle tracks on Chapman Mills Drive between Longfields Drive and Beatrice Drive, and bike lanes and MUPs on Strandherd Drive. A bike lane on the Vimy Memorial Bridge also connects the communities of Barrhaven and Riverside South.

According to Policy 13 of Section 4.1.2, all urban area collectors, major collectors and arterials are cycling routes that, over time, are to include cycling facilities.

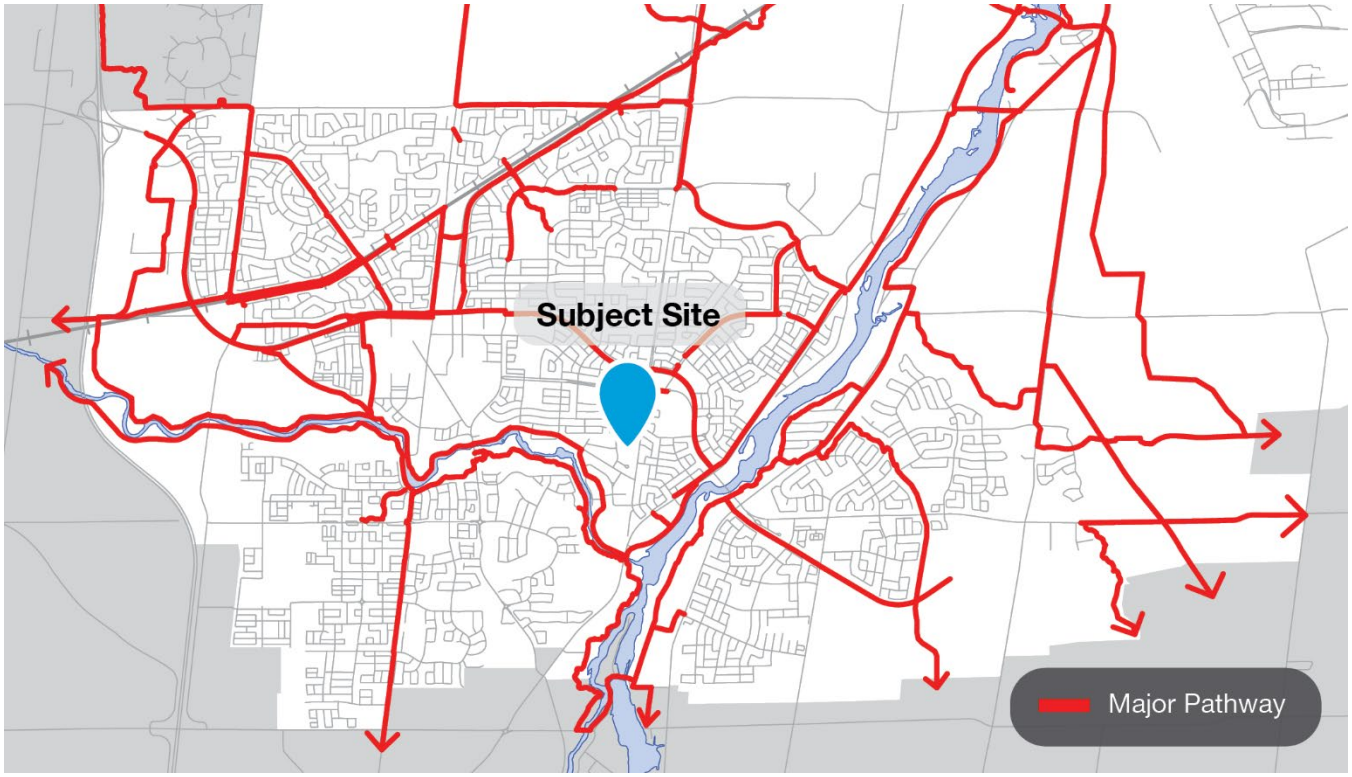

Figure 5: Schedule C3 - Active Transportation Network – Urban – Major Pathways (City of Ottawa Official Plan, 2022, as amended)

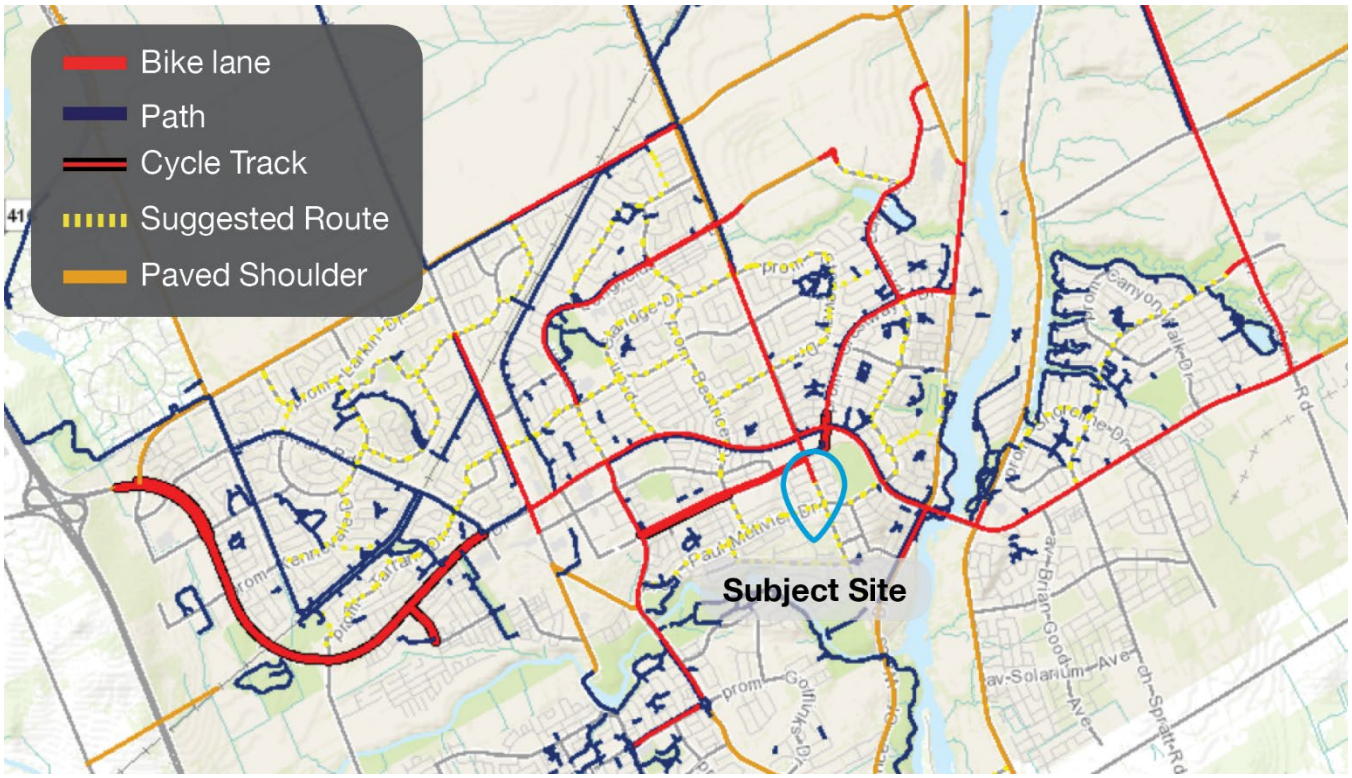

Figure 6: Existing Cycling Routes

3.0
Proposed Development

The proposed development is for a planned unit development (PUD) consisting of 16 buildings, including stacked back-to-back dwellings (“terra flats”), back-to-back 3-storey townhouses, and townhouses, ranging in height from two (2) to three (3) storeys.

Figure 7: Marked up Site Plan showing the building typologies and units per building as well as the amenity space. Site Plan prepared by M. David Blakely Architect Inc.

Buildings are proposed, as follows:

Table 1: Breakdown of proposed buildings

Building #	Type	Height	Units	Total Units
1-9	**Stacked back-to-back townhouses (“terra flats”)**	2 ½ storeys	12 units per building	108 units
10	**Back-to-back townhouses**	3 storeys	8 units per building	32 units
11			8 units per building	
12			16 units per building	
13	**Townhouses**	2 storeys	6 units per building	20 units
14, 15			4 units per building	
16			6 units per building	
Total				160 units

The proposed unit mix is as follows:

Table 2: Proposed Unit Mix

Unit Type	Unit Mix
2 Bedroom Units	120 (75%)
3 Bedroom Units	40 (25%)
4 Bedroom Units	0 to 1, option for one (1) of the end unit townhouses to be a 4-bedroom unit

Renderings of the proposed building typologies are shown below in Figure 8 to Figure 10:

Figure 8: Rendering of the proposed stacked dwellings (“Terra Flats”) prepared by M. David Blakely Architect Inc.

Figure 9: Rendering of the proposed back-to-back townhouses, prepared by Phoenix Homes

Figure 10: Rendering of the proposed townhouses, prepared by Phoenix Homes

3.1 Parking and Private Road

An east-west private road is proposed to line up with Stoneleigh Street to the east. This proposed private road provides vehicular and bicycle access to the development, with drive aisles and parking being interior to the site.

Vehicle parking is provided at-grade in shared parking areas for the stacked dwellings and in garages and on driveways for the townhouses. Driveways are paired between properties to maximize the amount of soft landscaping and tree planting. Bicycle parking is provided both in an accessory building and with bicycle racks at-grade throughout the site.

3.2 Landscaping, Amenity, and Greenspace

Figure 11: Marked up, coloured Landscape Plan showing the soft landscaping, existing and proposed trees, and boundaries of the proposed 10-metre green buffer and amenity space. Landscape Plan prepared by Novatech,

Soft landscaping has been carefully considered as part of this proposed development. In addition to the amenity space provided for stacked back-to-back dwellings, more than double the required amount under the zoning by-law, a 10-metre landscaped buffer is also provided to the west and south of the subject site. Both the landscaped buffer and amenity space to the south preserve multiple mature trees.

The TCR identifies 96 trees on the site, of which 79 are proposed to remain (82%) and 17 are proposed to be removed. Out of the 17 trees proposed to be removed, the majority are in poor health: four (4) are dead and eight (8) have minimal needle foliage at treetop.

As shown in the Landscape Plan, 95 new trees are proposed on the site, bringing the total number of trees to 174. Trees are proposed in the front yard adjacent to Woodroffe Avenue and also dispersed throughout the site. Driveways for the back-to-back townhouses and townhouses are paired to provide sufficient planting space for trees. As well, future residents of the townhouses to the west may opt to plant additional trees, shrubs, and other landscaping features, which will complement the existing and proposed trees.

The trees will provide a natural, vegetated buffer between the existing residential dwellings in the Heart's Desire neighbourhood to the south and west and the existing neighbourhood to the east. They will also shade the proposed sidewalk on the west side of Woodroffe Avenue.

3.3 Building Siting and Density

Buildings front onto and face Woodroffe Avenue. Stacked back-to-back dwellings are proposed fronting onto and facing Woodroffe Avenue so that the highest densities are closest to the road. Density and height decreases moving westward into the site, with back-to-back townhouses proposed in the centre and traditional townhouses proposed to the west. The westernmost townhouses abutting the Heart's Desire neighbourhood are proposed to be two (2) storeys tall.

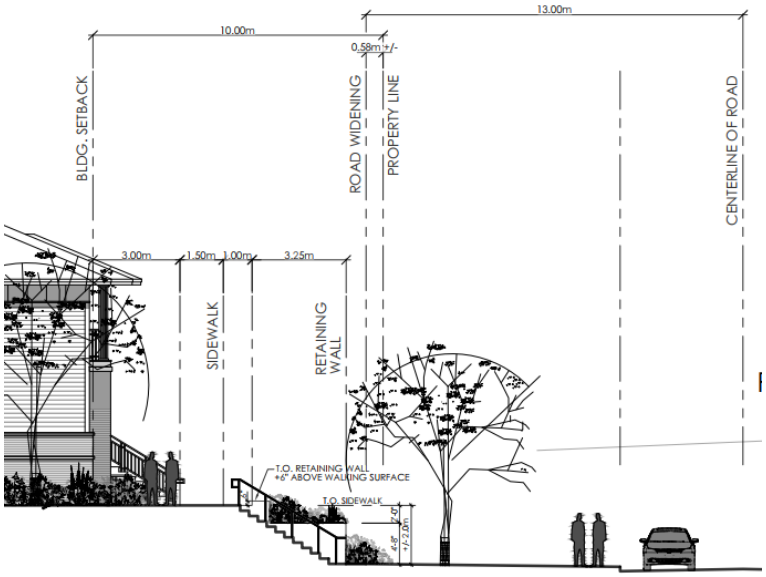

Figure 12: Section of stacked back-to-back "terra flat" dwelling facing Woodroffe Avenue, provided by M. David Blakely Architect Inc.

4.0
Policy + Regulatory Context

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act, which includes the PPS.

The following PPS policies are applicable to the subject site, among others:

2.1.6 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;

2.2.1 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.

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

2.3.1.2 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; [and]

d) are transit-supportive, as appropriate […]

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

a) to accommodate significant population and employment growth;
b) as focal areas for education, commercial, recreational, and cultural uses;
c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
d) to support affordable, accessible, and equitable housing

2.4.1.3 Planning authorities should, among others:

b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form

The proposed development will contribute to the diversification of housing options by introducing a combination of rowhouse and stacked dwellings. The introduction of two (2) missing middle housing typologies is an efficient use of land, resources, and infrastructure, and will assist the city in meeting their density targets. The subject site's proximity to multiple transit stations also indicates that it is transit supportive.

The proposed development is located within an existing settlement area, which is the intended focus of growth and development. The proposed development is also located within a strategic growth area, which includes corridors that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a compact built form. Given that the City of Ottawa identifies Woodroffe Avenue as a Minor Corridor, the proposed development of two (2) to three (3) storey rowhouses and stacked dwellings is an appropriate building typology and building height.

2.4.2.1 Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

2.4.2.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit

2.4.2.3 Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

a) planning for land uses and built form that supports the achievement of minimum density targets; and
b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

The proposed development will assist the city in achieving minimum density targets of 160 residents and jobs per hectare for areas served by bus rapid transit. The proposed development introduces a density of 67.5 units per hectare, which will assist the city in achieving the minimum density target.

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

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan 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 set out the policies to guide the development and growth of the City.

The subject site is located in the Suburban Transect and is designated Minor Corridor for the majority of the site and Neighbourhood for the western portion of the site, shown below in Figure 12.

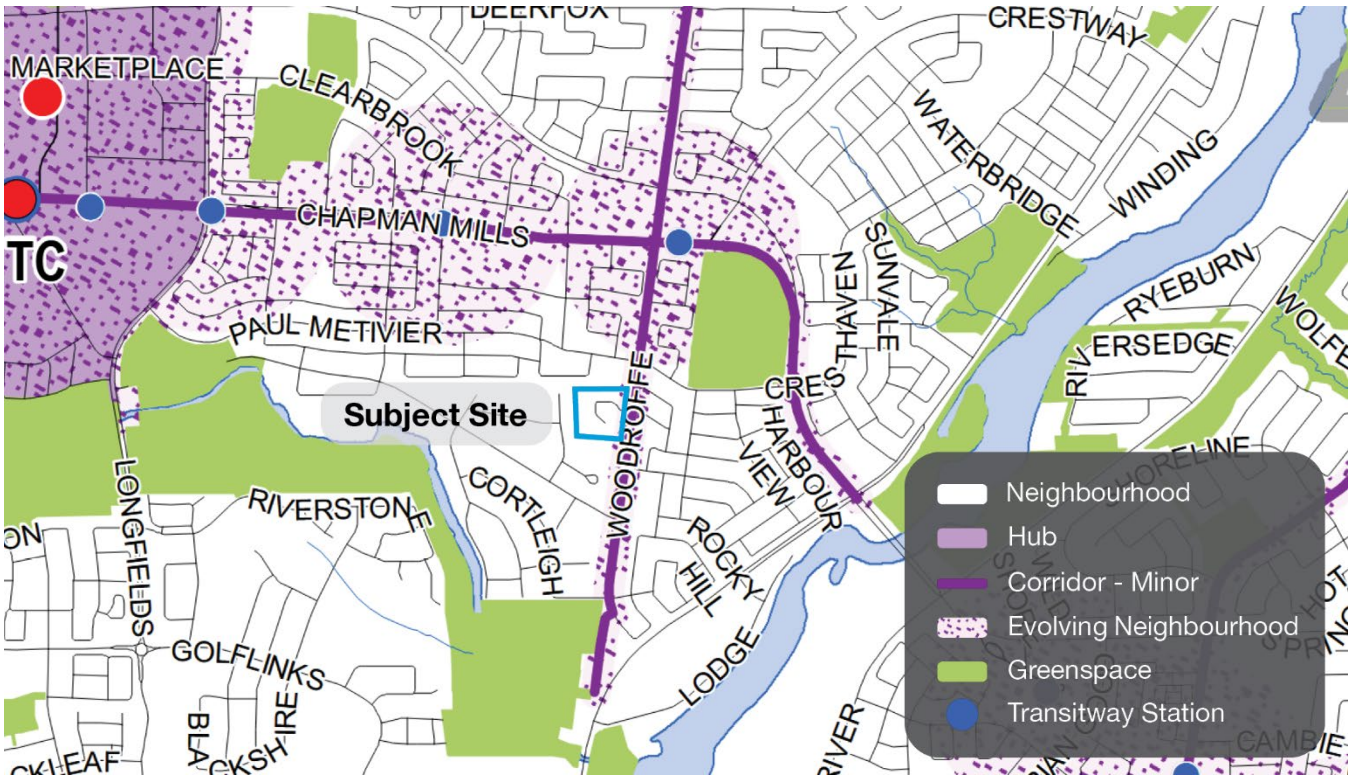

Figure 13: Schedule B6 – Suburban (Southwest)Transect (City of Ottawa Official Plan, 2022, as amended)

4.2.1 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The Official Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.

Section 3.1 discusses how the city will designate sufficient land for growth. Policy 3 states that the urban area and villages shall be the focus of growth and development. Per Policy 4, the City anticipates 93% of growth will be within the

urban area, and 47% of that growth is to occur within the existing urban area as it existed on July 1, 2018. 7% is directed to the rural area, with 5% being within villages. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.

Section 3.2 outlines how the City intends to support intensification. The Official Plan allocates 47% of city-wide dwelling growth to the built-up portion of the urban area and 46% of city-wide dwelling growth to the greenfield portion of the urban area. Growth within the built-up portion of the urban area represents 51% of urban area growth from 2018 to 2046. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.

Policy 3 states that 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 development is located within the urban area and fronts onto a Corridor.

Per Policy 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 subject site is serviced by existing municipal services.

Policy 8 states that 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:

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

Policy 9 indicates that residential intensification targets are established in Table 3, below:

Table 3: Residential Intensification Targets (identified as Table 2 in the Official Plan

Residential Intensification Targets	Total
Ground-oriented / Large-household dwellings	49,000
Apartment / Small-household dwellings	43,000
Total Dwellings	92,000

The proposed development includes a mix of unit sizes, with 75% 2-bedroom and 25% 3-bedroom units proposed. One (1) of the end units of the townhouses has an option for a 4-bedroom unit.

According to Policy 10, the residential density and proportion of large household dwelling targets are established in Table 4 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 4, below.

Table 4: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Identified as Table 3b in the Official Plan)

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare*
Suburban Transect	40 to 60

* Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed density ranges are targets with respect to existing and new development in combination and individual sites may be lower or higher than the indicated targets […]

Per Policy 12, the densities in Table 4 and the overall Growth Management targets in Table 3 shall be implemented in the Zoning By-law through a municipally initiated zoning conformity exercise and: shall permit intensification such that the average area density generally meets or exceeds the applicable density targets.

Note that the densities shown in the above two tables are considered targets, not maximums. Therefore, the proposed development shall contribute to achieving these targets.

4.2.2 Housing

Section 4.2 of the Official Plan includes policies related to Housing.

Section 4.2.1 describes how the city seeks to enable greater flexibility and an adequate supply and diversity of housing options throughout the city. Policy 2 states that 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:

- 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;
- Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

Section 4.6 provides policies related to Urban Design. The criteria for determining whether a site is located within a Design Priority Area (DPA) was assessed.

Since the site is a Minor Corridor in the Suburban Transect, it is not considered a DPA. Therefore, attendance at the Urban Design Review Panel (UDRP) is not required.

4.2.3 Urban Design

Section 4.6 of the new Official Plan outlines policies relating to urban design. Table 5 outlines the city's Design Priority Areas (DPA). As the subject site is a Minor Corridor located in the Suburban Transect, it is not located in a DPA and therefore is not required to attend the Urban Design Review Panel (UDRP).

Section 4.6.5 describes how the City shall ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes.

Policy 2 states that development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an

appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

Per Policy 3, development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will frame the Corridor by orienting its tallest proposed buildings, three (3) storey stacked back-to-back dwellings, to face Woodroffe Avenue. After the road widening is realized, a front yard setback of 10 metres will be provided. Entrances to the dwellings will be clearly visible from the public sidewalk. Surface parking is proposed to be located internal to the site and therefore not visible from the Corridor.

Section 4.6.6 describes how the City shall enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Policy 6 states that Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches, or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development is similar in built form, site design, and architectural style to the surrounding context and includes soft landscaping, main entrances at-grade, and front porches where appropriate.

4.2.4 Suburban Transect

The Suburban Transect is characterized by a suburban pattern of built form and site design, consisting predominantly of detached houses, with a significant amount of semi-detached and townhouses. The new Official Plan recognizes the traditionally suburban pattern of built form and site design while supporting intensification that aids in the evolution towards 15-minute communities.

Section 5.4 of the Official Plan outlines the polices for lands within the Suburban Transect.

Section 5.4.1 describes how the City shall recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods. Policy 2 states that the Suburban Transect is generally characterized by Low-to-Mid density development and that development shall be Low-rise within Neighbourhoods and along Minor Corridors. However, mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan.

Policy 3 in Section 5.4.1 states that in the Suburban Transect, [the Official Plan] shall support:

- A range of dwelling unit sizes including:
  - Multi-unit dwellings in Hubs and on Corridors; and
  - 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.
- In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.

Section 5.4.4 provides direction for new development in the Suburban Transect.

Policy 1 states that Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments;
- Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
- Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and
- Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

The proposed development incorporates a planned arrangement of internal streets and blocks. A sense of orientation is created with the relatively rectilinear arrangement of streets and blocks, which are accessed from one (1) street connecting to Stoneleigh Street via Woodroffe Avenue. A grid system with short blocks enables connectivity. The proposed development frames Woodroffe Avenue, with back-to-back dwellings facing Woodroffe Avenue and avoiding rear lotting on a higher traffic street.

Policy 2 indicates that 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.

Per Policy 3, on lands with all of the following characteristics prior to the date of adoption of this Plan, residential development shall strive to achieve a density target of 40 units per hectare, unless there are technical infrastructure impediments as determined by the City to achieve this target:

- Within the urban area;
- Outside of approved Secondary Plans or Community Design Plans;
- Have not received draft approval for plan(s) of subdivision;
- Have not received site plan approval;
- Do not have a submission of a complete Planning Act application for a net increase in existing residential dwellings.

As the proposed development anticipates constructing 160 dwellings on the 2.37 hectares of land, this means that it has a residential density of 67.5 units per hectare, thereby assisting the City in meeting its target of 40 units per net hectare.

4.2.5 Minor Corridor Designation

The subject site is designated Minor Corridor and Neighbourhood as outlined on Schedule B3 – Suburban Transect South. The Corridor designation applies to bands of land along specific streets and includes two sub-designations, Mainstreet Corridors and Minor Corridors. Neighbourhoods are contiguous urban areas that constitute the heart of communities and are planned for ongoing gradual, integrated, sustainable, and context sensitive development.

Section 6.2 outlines the polices for Corridors. Section 6.2.1 describes how the City shall define the Corridors and set the stage for their function and change over the life of the Official Plan.

Policy 1 states that the corridor designation applies to any lot abutting the Corridor, subject to;

- Generally, a maximum depth of:
  - In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;
  - Where part of a lot lies beyond the maximum depth of 120 metres, that part of the lot is excluded from the corridor designation;
  - Despite the policy above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the corridor designation may extend to the entire lot;

The portion of the subject lands that are within 120 metres of Woodroffe Avenue are designated Minor Corridor. The portion of the lands that extends beyond the 120 metres is approximately 40 to 55 metres, which is greater than 20 metres, and is therefore designated Neighbourhood. The Minor Corridor and Neighbourhood designation permit Low-rise residential uses.

Policy 2 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

- Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- For sites generally of greater than one hectare in area or 100 metres in depth:
  - Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
  - Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
- Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

According to Policy 3, Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

Further, per Policy 4, unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- Vehicular access shall generally be provided from the parallel street or side street.

The proposed development locates the densest and tallest dwelling typologies, three (3) storey stacked back-to-back dwellings, facing and framing Woodroffe Avenue. These back-to-back dwellings are also located on the north and south sides of the site. In the interior of the site, three (3) storey back-to-back townhomes are proposed, and on the western portion of the site, two (2) storey townhomes are proposed. This arrangement of development provides a transition in heights and densities as you move from Woodroffe Avenue west toward the existing established neighbourhood.

The proposed development includes 160 residential dwelling units. No commercial development is proposed.

Section 6.2.2 describes how the City shall recognize Mainstreet Corridors as having a different context and setting out policies to foster their development. Policy 2 states: in the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

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

The proposed development includes 160 residential dwelling units. No commercial development is proposed.

4.2.6 Neighbourhood Designation

The westernmost portion of the side is designated Neighbourhood. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities. Section 6.3 of the Official Plan outlines the relevant policies.

Section 6.3.1 define neighbourhoods and sets the stage for their function and change over the life of the Official Plan. Policy 2 states that permitted building heights in Neighbourhoods shall be Low-rise, except: where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings within the Neighbourhood designation.

According to Policy 4, the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 (Table 3, above) and Table 3b (Table 4, above);
- Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.

Per Policy 5, the Zoning By-law will distribute permitted densities in the Neighbourhood by:

- Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- Provide for a gradation and transition in permitted densities and mix of housing types between the areas described above.

The proposed development is low-rise missing middle housing, providing a range and diversity of housing typologies. Greater heights and densities are located closer to the Corridor, whereby a gradual transition in densities and housing types is provided.

4.2.7 Evolving Neighbourhood Overlay

Section 5.6.1 provides direction on the Evolving Neighbourhood Overlay. The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form. Therefore, this Overlay affects the western portion of the lands that are designated Neighbourhood, but does not apply to the lands designated Minor Corridor.

Policy 1 states that 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:

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

Per Policy 2, where an Evolving Neighborhood Overlay is applied:

- The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
- The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

According to Policy 3, in the Evolving Neighborhood Overlay, the City: where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan.

The proposed development includes a variety of typologies of missing middle housing, including the lands subject to the Overlay: two (2) storey townhouses. The proposed development is an example of low-rise intensification.

In conclusion, the proposed development, which features low-rise residential intensification of the subject site, conforms with the policies of the Suburban Transect and the Minor Corridor and Neighbourhood designations of the new Official Plan.

4.3 Urban Design Guidelines for Low-rise Infill Housing

The Urban Design Guidelines for Low-Rise Infill Housing were approved by City Council on July 6, 2022. These urban design guidelines are a tool to help achieve the Official Plan's goals in the areas of design and intensification and they help implement Official Plan policies with respect to the review of development applications for infill development. The guidelines are to be applied to all low-rise residential infill development in the Downtown Core, Inner Urban, Outer Urban and Suburban Transects, and within serviced areas of villages in the Rural Transect.

The proposed development adheres to the following applicable design guidelines:

1.0 Streetscapes

1.1. Contributes to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locates principal entries, windows, porches and key internal uses at street level.
1.2. Reflects the desirable aspects of the established streetscape character.
1.3. Expands the network of public sidewalks, pathways and crosswalks to enhance pedestrian safety.
1.6. Designs accessible walkways from private entrances to public sidewalks.

2.0 Landscapes

2.1 The front yard and rights-of-way have been landscaped to emphasize aggregated soft landscaping as much as possible.
2.3 Designed buildings and parking solutions to retain established trees located on the infill site. A 10-metre buffer along the west and south property lines retains 82% of the existing mature trees. The 10-metre buffer to the west is provided in addition to the rear yard setbacks and rear yards associated with the two (2) storey townhouses. In actuality, these buildings will be 18.72 to 19.81 metres from the property line. The 10-metre mature tree buffer will screen the proposed development and contribute to the natural system.
2.5 Trees, shrubs, and ground cover are proposed adjacent to Woodroffe Avenue and sidewalk for an attractive sidewalk edge.

3.0 Building Design (Built Form)

3.1 Siting

3.1.1 Trees, shrubs, and ground cover are proposed adjacent to Woodroffe Avenue and sidewalk for an attractive sidewalk edge.
3.1.2 Proposed development is located in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
3.1.5 As there is a uniform setback along the east side of Woodroffe Avenue, the proposed setback for the units fronting onto the west side of Woodroffe are consistent, in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street.
3.1.6 Contributes to the amenity, safety and enjoyment of open spaces by offering living spaces that face them.
3.1.8 Provide appropriate side and rear separation distances between existing homes and the new development to ensure appropriate space for landscaped area and privacy.
3.1.9 Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes.

3.2 Mass/Height

3.2.2 As this is a larger infill development backing on to lower-scale residential properties, a 10-metre buffer zone with existing mature trees has been provided around the property in order to address bulk,

massing, and privacy concerns. This 10-metre buffer is provided to both the west and south, adjacent to existing residential dwellings and screening the proposed development.

4.0 Parking and Garages

4.1. Limits the area occupied by driveways and parking spaces to allow for greater amounts of aggregated soft landscaping in the front and rear yards.

4.7. Limits the number and width of access depressions (curb cuts) and share driveways in order to maintain as much on-street parking as possible.

6.0 Service Elements

6.1. Integrates and screen service elements into the design of the building so that they are not visible from the street and/or adjacent public spaces.

6.3. Ensures screening does not interfere with the safe movement of pedestrians and vehicles.

6.5. Respects safety clearances and setbacks from overhead and underground services and utilities.

6.6. Groups utility boxes to minimize their visual impact.

The proposed development is consistent with the Urban Design Guidelines for Low-Rise Infill Housing.

4.4 Transit-Oriented Development Design Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development adheres to the following applicable design guidelines:

2.0 Layout

2.4 Internal private roads and pedestrian connections are laid out in a connected network of short block lengths that offer route choice.

2.7 Buildings are located close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.

2.8 The highest density is proposed for the portion of the site within 600 metres of transit.

2.9 A transition in scale is provided, whereby the denser three (3) storey stacked back-to-back dwellings are located within 600 metres of transit, and two (2) storey rowhouses are located further from transit and Woodroffe Avenue and closer to the existing residential neighbourhood, thereby providing transition.

3.0 Pedestrians & Cyclists

3.16 Pedestrian connections are designed to be convenient, comfortable, safe, easily navigable, continuous and barrier-free, and lead directly to transit. 1.5-metre asphalt sidewalks connect the stairs fronting onto Woodroffe Avenue to the public sidewalks. Within the site, 1.8-metre sidewalks are provided adjacent to the private roads and 1.5-metre sidewalks are provided between buildings.

3.29 Bicycle parking that is close to building entrances and protected from the weather is provided within a separate accessory building. Due to its location in an accessory building, it does not impede the movement of pedestrians

4.0 Vehicles & Parking

4.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of aggregated soft landscaping in the front and rear yards. Develop a Transportation Demand Management (TDM) plan that is integrated with the City's TDM initiatives and mechanisms. The City's TDM Section, within the Public Works and Services Department, is available to assist in developing a TDM plan.

4.35 Parking lots are located to the rear of buildings and not between the public right-of-way and the functional front of the building.

4.41 Parking lots include direct and safe pedestrian linkages while maintaining pedestrian comfort and access. This includes dividing large surface parking lots into smaller areas through landscaping and walkways.

4.47 Ground oriented multiple unit dwellings have shared driveways to maximize on-street parking and to limit the physical disruption of sidewalks

In sum, the proposed development meets several of the objectives of the Guidelines.

4.5 City of Ottawa Zoning By-law (2008-250)

The site is zoned Residential First Density, Subzone VV, Urban Exception 636 ("R1VV[636]") in the City of Ottawa Comprehensive Zoning By-law (2008-250).

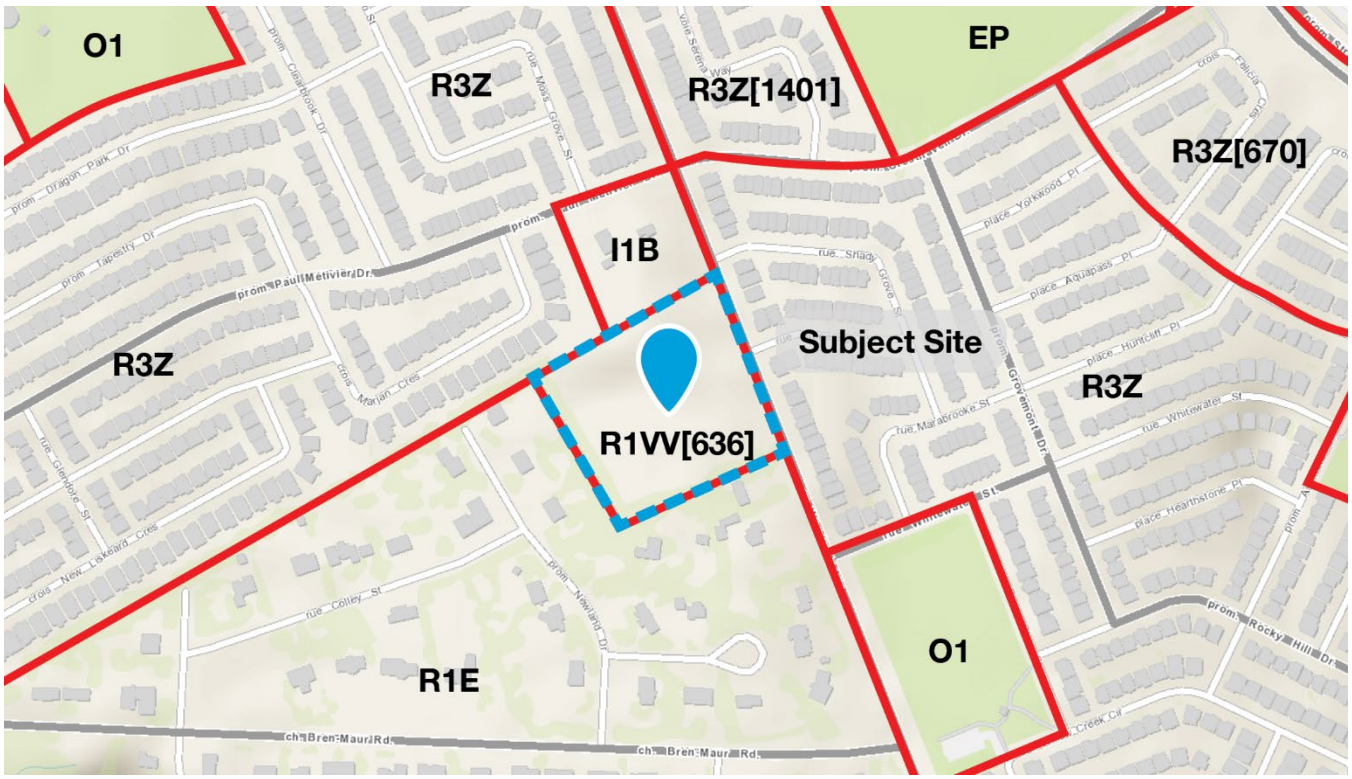

Figure 14: Zoning of the subject site and surrounding properties (City of Ottawa Zoning By-law, 2008-250)

The purpose of the R1 Zone is to restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan. The zoning ensures that development will be regulated in a manner that is compatible with existing land use patterns so that the detached dwelling, residential character of a neighbourhood is maintained and enhanced. The VV Subzone provides the specific zone provisions applicable to the site, as outlined below:

Despite the above the subject lands are also subject to Urban Exception 636 (By-law 2015-41):

- maximum number of residential dwelling units: 25
- for lots abutting lands zoned R1E:
  - maximum number of lots abutting the R1E Zone is seven (7)

  - minimum lot frontage: 15 m
  - minimum lot depth: 40 m
  - 10 m landscaped buffer required adjacent to any rear and side lot line abutting an R1E zone
- maximum lot coverage: 50%

Permitted uses in the R1 zone include:

- bed and breakfast
- detached dwelling
- diplomatic mission
- group home
- home-based business
- home-based daycare
- park
- retirement home, converted
- additional dwelling unit
- urban agriculture

In order to develop the site into a Planned Unit Development (PUD) with a variety of townhouse typologies, a Zoning By-law Amendment is proposed to change the affective R1VV[636] zone on the subject site to Residential Fourth Density, subzone Z (R4Z).

The purpose of the R4 - Residential Fourth Density Zone is to:

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

Permitted uses in the R4 zone include:

- apartment dwelling, low rise
- bed and breakfast
- detached dwelling
- diplomatic mission
- duplex dwelling
- group home
- home-based business
- home-based daycare
- linked-detached dwelling
- park
- planned unit development
- retirement home, converted
- retirement home
- rooming house
- additional dwelling unit
- semi-detached dwelling
- stacked dwelling
- three-unit dwelling
- townhouse dwelling
- urban agriculture

Table 5 below, evaluates the proposed development against the applicable zoning performance standards for the R4Z subzone. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 5: Zoning Performance Standards

R4Z	Required	Provided	Compliance?
Min. lot width Table 162A	PUD: 18 m	157.39 m	✓
Min. lot area Table 162A	PUD: 1,400 m^2	23,661.35 m^2	✓
Max. building height Table 162A	Townhouse: 10 m	B2B towns: 9.37 m Townhouses: 9.78 m	✓
	Stacked dwelling: 11 m	10.02 m	✓
Min. front yard setback Table 162A	PUD: 3 m	10 m	✓
Min. rear yard setback Table 162A	6 m Need not exceed 7.5 m	18.63 m	✓
Min. interior side yard setback Table 162A, Endnote 1	Townhouse: / For the first 18 m from the front lot line: 1.2 m / After 18 m from the front lot line: 25% of the lot depth, need not exceed 6 m = 6 m	/ For the first 18 m from the front lot line: No townhouses proposed / After 18 m from the front lot line: 6 m	✓
Table 162A, Endnote 1 and 6	Stacked dwelling: / Within 21 m of the front lot line: – Building wall ≤ 11m: 1.5 m – Building wall > 11 m: 3 m / After 21 m of the front lot line: 6 m	/ Within 21 m of the front lot line: – Building wall < 11 m: 4 m / After 21 m of the front lot line: 6 m	✓
Waste Management s. 143(1)(a) and (c)	For any building > 400 m^2 in floor area, Include a 1.2 m path to the garbage storage area	1.8 m path leading to garbage storage area	✓
	Min volume: 3.5 m^3 Min. floor area: 2 m^2	Garbage room area: 48.75 m^2 Garbage: 4 yard bins x 6 Fibre: 4 yard bins x 2 GMP: 4 yard bin Organics: 3 bins	✓
Accessory Building s. 55	Min. front yard setback: 3 m	> 3 m	✓
	Min. interior side yard setback: 6 m	3 m	✗
	Min. rear yard setback: 0.6 m	> 0.6 m	✓

R4Z	Required	Provided	Compliance?
	Min. required distance from any other building located on the same lot: 1.2 m	5 m	✓
	Max height: 3.6 m, with the height of the exterior walls not to exceed 3.2 m	Building height: 3.55 m tall Exterior wall height: 2.39 m	✓
	Max. permitted size: Aggregate of all accessory buildings not to exceed a lot coverage of 50% of the yard in which they are located, with a maximum cumulative floor area of 55 m^2 as measured from the exterior walls of the building	Cumulative floor area, garbage and bike room building: 88 m^2 Interior side yard area: approx. 976.20 m^2 Located in the interior side yard Buildings / ISY Area = 9%	✗
	Max. number of accessory buildings permitted on a lot: 2	1	✓
Amenity Space, Stacked Dwelling of 9 or more Units s. 137, Table 137(6)	Total amenity area: 6m^2 per dwelling unit 108 units * 6 m^2 = 648 m^2	Communal: 1,146 m^2 (960 m^2 Within buffer along south property line) Private amenity: 432 m^2 (balconies) Total: 1,578 m^2	✓
	Communal amenity area: 50% of the required total amenity area (324 m^2)	1,146 m^2	✓
	Layout of communal amenity area: Aggregated into areas up to 54 m^2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2	960 m^2	✓
Planned Unit Development (PUD) Provisions			
Minimum width of private way s. 131(1)	6 m	6 m	✓
Minimum setback for any wall of a residential use building to a private ways. 131(2)	Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 m	Min. 2.49 m	✓
Minimum setback for any garage or carport entrance from a private way	5.2 m	5.2 m	✓

R4Z	Required		Provided	Compliance?
s. 131(3)				
Minimum separation area between buildings within a planned unit development s. 131(4)	Height of abutting buildings within the PUD ≤ 14.5 m	1.2 m	Min. 3.4 m separation distance provided	✓
	All other cases	3 m		
Parking s. 131(5)	Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres		Parallel parking is not proposed	✓
Landscaping and parking s. 131(5)	In the case of a PUD consisting of townhouse dwellings, all lands located between the dwelling unit, the extension of the main wall of the dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport		Front yards are softly landscaped	✓
	/ In no case may any dwelling unit located within a PUD that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. / Furthermore, the remaining area between the dwelling unit and the private way must be landscaped with soft landscaping, and a walkway extending from the private way back to the principal entranceway is prohibited. / A path, that is mostly parallel to the street, that provides pedestrian access from the driveway to the principal entranceway of no more than 1.2 m is permitted.		/ Driveways are the same width as the garages to which they lead / Remaining area is softly landscaped / All paths running perpendicular to the internal private roads and providing access to the townhouses are 1.2 m	✓
Parking Requirements				
Min. Required Resident Parking Rate Area C and X in Schedule 1A	Area X: **Stacked**: 0.5 per dwelling unit: 60*0.5 = **30 resident parking spaces**		207 resident parking spaces	✓

R4Z	Required			Provided	Compliance?
	Townhouses: 0.75 per dwelling unit: / Back-to-back towns: 13*0.75 = **10 resident parking spaces** / Townhouses: 6*0.75 = **5 resident parking spaces** *Area X Subtotal*: 45 required resident parking spaces <u>Area C</u>: **Stacked**: 1.2 per dwelling unit: 48*1.2=**58 resident parking spaces** **Townhouses**: 1 per dwelling unit: / Back-to-back towns: 19*1=**19 resident parking spaces** / Townhouses: 1 per dwelling unit: 13*1=**13 resident parking spaces** *Area C Subtotal*: 90 required resident parking spaces Total: **135 required resident parking spaces**				
Min. Visitor Parking Rate	Townhouse and stacked dwellings with driveways and garages: no visitor parking required (140 units) <u>Area X</u>: Stacked: 0.1 per dwelling unit: 60 units – 12 units = 48 * 0.1 = **5 visitor parking spaces required** <u>Area C</u>: Stacked: 0.2 per dwelling unit: 48 units * 0.2 = **10 visitor parking spaces required** Total: **15 visitor parking spaces required**			15 visitor parking spaces	✓
Min. Parking Space Dimensions s. 106(1)		**Min.**	**Max.**	Width: 2.6 m Length: 5.2 m	✓
	Width	2.6 m	3.1 m		
	Length	5.2 m	--		

R4Z	Required	Provided	Compliance?
Number of Spaces, Compact Car Parking s. 106(3)	Up to 50% (68) of parking spaces may be reduced to 4.6x2.4m, provided that any such space: / Is visibly identified as being for a compact car / Is not a visitor parking space required under Section 102 / 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.	59 compact parking spaces	✓
Driveway Width s. 107(1)(a)(iii) and (aa)	Parking Lot: Min: 6 m Max: 6.7 m Townhouse or Stacked Driveway: Min: 2.6 m	6.7 m	✓
Min. Aisle Width s. 107(1)(c)(ii)	6 m	6 m	✓
Min. Bicycle Parking Rate s. 111, Table 111A(a) and (b)	Stacked dwelling without a garage or carport for each dwelling unit: 0.50 per dwelling unit 0.5 * 108 units = 54 bicycle parking spaces Stacked dwellings with a garage or carport for each dwelling unit: no bicycle parking required	57 bicycle parking spaces 30 indoor 27 outdoor	✓
Min. Bicycle Parking Space Dimensions s. 111(8B) and Table 111B	**Horizontal**: Width 0.6 m, Length 1.8 m **Vertical**: Width 0.5 m, Length 1.5 m **Stacked**: Width 0.37 m, Length 1.8 m	Interior bike parking: vertical, 0.5 m x 1.5 m Outdoor bike parking: horizontal, 0.6 m x 1.8 m	✓
Location of Bicycle Parking s. 111(7)	A maximum of 50% (27) of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area.	24 located in landscaped area	✓
Min. Aisle Width, Bicycle Parking s. 111(9)	A bicycle parking space must have access from an aisle having a minimum width of 1.5 metres.	1.5 m	✓

R4Z	Required	Provided	Compliance?
Parking Space Orientation s. 111(10)	A minimum of 50% (27) bicycle parking spaces) of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level.	27 horizontal bicycle parking spaces	✓

5.0
Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment seeks to amend the current zoning of the subject site and rezone it to Residential Fourth Density, subzone Z (R4Z) to permit the construction of stacked and townhouse dwellings, which are not permitted per the site's present R1VV[636] zoning. The proposed R4Z subzone was selected due to the presence of lands zoned R4Z nearby at the intersection of Chapman Mills Drive and Woodroffe Avenue. As well, the subzone complements more immediate nearby existing zones of R3Z to the north, northwest, and east. Ultimately, the lands will be updated in the new zoning by-law with a new Neighbourhood subzone.

The following is proposed to be added to "Section V. Provisions" in Urban Exception XXXX:

- **Permit a reduced interior side yard setback for accessory buildings**: an interior side yard setback of 3 metres is proposed, whereas 6 metres is required for the accessory building housing bicycles and garbage. This is being requested out of an abundance of caution due to the complicated interior side yard setback calculations per Endnote 1. Setbacks for accessory structures is based on the subzone's required interior side yard setbacks. If the development included only townhouses, then the interior side yard setback would be 1.2 metres. However, since the site is a PUD, this introduces Endnote 1, which provides an interior side yard setback based on the building's proximity to the front lot line. Since the accessory structure is more than 18 metres from the front lot line, the required interior side yard setback is 25% of the lot depth, with no more than 6 metres being required. Rather than bringing the accessory structure closer to the front lot line, relief is being sought to permit the building with a 3-metre setback.

  Were the site a single stacked dwelling or townhouse dwelling and were it not subject to Endnote 1, then accessory structure would comply with the required interior side yard setback requirements for a townhouse (1.2 metres) or a stacked dwelling (1.5 metres if the building wall is equal to or less than 11 metres in height).

- **Permit an increased maximum cumulative area for an accessory building**: an 88 m^2 accessory building is provided, whereas accessory buildings may have a cumulative floor area of 55 m^2. Providing an oversized accessory building is preferable to storing the contents outdoors. Storing waste, recycling, and organics reduces the risk of exploitation by animals and reduces unwanted smell. Storing bicycles in a secure, locked indoor room reduces the potential for theft and keeps bicycles out of inclement weather. In either case, zoning compliance would result in a less favourable outcome.

6.0
Public Consultation Strategy Report

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 following months after the application has been submitted:

- Pre-Application Consultation Meeting
  - A pre-application consultation meeting was held with city staff and the applicant team on March 6, 2025.
- Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.

6.1 Required items undertaken by the City

The following lists the required items undertaken by the City of Ottawa, as required by the Public Consultation and Notification Policy:

- ✓ Formal submission of application information and materials for Official Review.

This application submission constitutes the formal submission 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.

This may be completed at the City's discretion.

- ✓ Planning Committee Meeting Advertisement and Notice of the public meeting.
- ✓ Statutory Public Meeting for the application.

The Planning & Housing Committee Meeting constitutes the Statutory Public Meeting.

6.2 Recommended items

The City of Ottawa recommends that the following be undertaken by the applicant:

- ✓ Pre-Application consultation meeting with City Staff and the applicant team, with an opportunity for a member from the local Community Association representative to be present, where the Community Association participates in the pre-consultation participation of community associations program.

A Pre-Application Consultation meeting was held on March 6, 2025.

- × Any meetings with the public (such as a meeting with the Ward Councillor or the Community Association) or circulation of materials (such as an information package to the Ward Councillor), at the applicant's discretion.

The subject site is located within the Barrhaven East Community Association, although the association does not appear to be active at the time of writing. The Heart's Desire Community Association appears to be located to the west of the subject site, although their boundaries are not defined as of time of writing. The subject site is located within Ward 24 – Barrhaven East and is represented by Councillor Wilson Lo.

Additional materials have not been circulated to the community association or the councillor, however the applicant will be reaching out.

7.0
Supporting Plans + Studies

7.1 Architecture

The following architectural materials have been prepared:

- Site Plan, drawing no. SP1, dated October 22, 2025, prepared by M. David Blakely Architect Inc.;
- **Stacked back-to-back Dwellings ("Terra Flats")**:
  - Terra Flats & Acc. Bldg Plans / Elevations, prepared by M. David Blakely Architect Inc., drawing no. A1, dated __/09/2025;
  - Terra Flats Rendering, prepared by M. David Blakely Architect Inc., undated;
- **Back-to-back townhouses**:
  - Back-to-back towns, prepared by Phoenix Homes, dated May 2025 with 2 pages showing the front elevation, front rendering, parking layout, side elevations, and 2nd floor amenity space floor plan;
  - Back-to-back townhouses rendering, undated;
- **Townhouses**:
  - Two-Storey Townhouses, prepared by Phoenix Homes, dated September 2025, showing a rendered site plan of the townhouses; rendered black-and-white front, side, and rear elevations; and colour front elevation rendering;
  - Alzen Model, prepared by Phoenix Homes, dated January 6, 2022, showing one (1) side elevation of a townhouse; and
  - Astor Model, prepared by Phoenix Homes, dated January 6, 2022, showing one (1) side elevation of a townhouse.

7.2 Civil Engineering

Novatech prepared the following civil engineering materials, dated September 23, 2025:

- Servicing Design Brief;
- Site Removals, Erosion, and Sediment Control Plan, drawing no. 124147-ESC;
- Grading Plan, drawing no. 124147-GR;
- Servicing Plan, drawing no. 124147-GP;
- Notes and Tables, drawing no. 124147-ND;
- Storm Drainage Plan, drawing no. 124147-STM2; and
- Post-Development Storm Drainage Area Plan, 124147-STM1.

7.2.1 Grading

Due to the Sites geography, the internal roadways are set approximately 2.0m above Woodroffe Avenue. In order to meet existing elevations along Woodroffe avenue, a terraced retaining wall (ranging from 1.5m to 2.7m) will be constructed adjacent buildings 3 to 7 fronting Woodroffe Avenue. Existing elevations will be met along the remaining property lines using a combination of 3:1 tie-ins and retaining walls. A 10.0m wide landscape buffer is to be maintained along the west and south property lines. For detailed grading refer to drawing 124147-GR.

7.2.2 Erosion and Sediment Control

Erosion and sediment control measures will be implemented during construction. Typical erosion and sediment control measures recommended include, but are not limited to, the use of silt fences around perimeter of site (OPSD 219.110), catch basin inserts under catch basin/maintenance hole lids, heavy duty silt fence barrier (OPSD 219.130), straw bale check dams (OPSD 219.180), rock check dams (219.210 or OPSD 219.211), riprap (OPSS 511), mud mats, silt bags for dewatering operations, topsoil and sod to disturbed areas and natural grassed waterways. Dewatering and sediment control techniques will be developed for the individual situations based on the above guidelines and utilizing typical measures to ensure erosion and sediment control is controlled in an acceptable manner and there is no negative impact to adjacent Lands, water bodies or water treatment/conveyance facilities.

7.2.3 Water

The proposed development will be connected to the existing 300mm watermain by way of two separate feed points. One connection is proposed at the Site entrance, and the other connection will be made south of Building 7.

The development will be serviced by 200mm diameter watermains and will provide sufficient capacity to maintain appropriate pressures and fire flows throughout the development.

Fire Flow was calculated based on the Fire Underwriter's Survey Guidelines for the proposed buildings. The fire flows range from 183 L/s to 267 L/s. The analysis assumed the worst-case fire flow of 267 L/s ensuring appropriate pressures will be achieved under all scenarios. The proposed development can be adequately serviced by the proposed network under both interim and ultimate conditions.

7.2.4 Sanitary Sewer

Sanitary flow from the Site will connect to the existing 200mm diameter sanitary stub located at the entrance to Woodroffe Avenue with a peak design flow of 4.2 L/s directed to the Stoneleigh Street sanitary sewers. The existing sanitary sewers have been analyzed downstream of the Site and illustrates that there is adequate capacity to accommodate the proposed development.

7.2.5 Stormwater Management

The existing Woodroffe Avenue storm sewers direct flow to the Strandherd Stormwater Management Facility on Prince of Wales Drive, which outlets to the Rideau River. The SWMF was not sized to include the catchment area from 3400 Woodroffe Avenue. However, the overall drainage area used for the design of the SWMF was 315 ha. Since the construction of the Pond, a more detailed analysis of the drainage area was required to account for future development. The outcome of this study resulted in a reduction of the total drainage area contributing to the SWMF to 300 ha. As a result, there is sufficient capacity in the Pond to accommodate the 2.072 ha from our Site directed to the storm sewers in Woodroffe Avenue.

The site will be serviced by storm sewers ranging from 250mm to 450mm and have been designed to convey peak flow rates associated with a 2-year rainfall event.

7.3 Construction

Novatech prepared a Preliminary Construction Management Plan, dated September 24, 2025. The Report confirms that the proposed construction will not result in the temporary detour of a bus route, block a bike lane, or block a sidewalk. The proposed work will require temporary lane closures for watermain and catch basin connections.

7.4 Environment

Paterson prepared a Phase 1 Environmental Site Assessment (ESA), dated October 2, 2024. No concerns were identified with respect to the historical activities associated with the Phase I Property.

The historical use of the surrounding lands consisted of primarily agricultural with some residential land use. No concerns were identified with respect to the current land use of the neighbouring properties within the Phase I Study Area.

7.5 Geotech

Paterson Group prepared a Geotechnical Investigation, dated October 3, 2024. From a geotechnical perspective, the subject site is suitable for the proposed development. It is recommended that the proposed buildings be founded on conventional spread footings bearing on the undisturbed glacial till.

7.6 Landscape Plan

Novatech prepared a Landscape Plan dated November 5, 2025. The Landscape Plan proposes a variety of trees throughout the proposed development, including a band of private trees along the Woodroffe Avenue frontage.

7.7 Tree Conservation Report (TCR)

Novatech prepared a Tree Conservation Report (TCR) dated November 5, 2025. The TCR identifies 96 trees on the site, of which 79 are proposed to remain and 17 are proposed to be removed. Out of the 17 trees proposed to be removed, the majority are in poor health: four (4) are dead and eight (8) have minimal needle foliage at tree top.

7.8 Noise

Novatech prepared a Noise Impact Assessment, dated September 23, 2025. The Assessment offers the following recommendations and conclusions:

- **Outdoor Control Measures**: The noise level in the shared amenity space is below 55 dBA, therefore no warning clause is required.
- **Indoor Control Measures**:
  - All building faces fronting on Woodroffe Avenue will comply with the ENCG indoor noise policy employing EW1 wall components and standard residential window sections 3mm glazing x 13mm air space x 3mm glazing with a maximum window to floor area ratio of 63%.
  - Units ‘C’ and ‘D’ in Buildings 3 to 7 (all levels), Units ‘A’ and ‘B’ in Building 8 (all levels), Units ‘A’, ‘B’, C’, and ‘D’ in Building 10 and Units ‘A’ and ‘B’ in Building 11 require forced air heating with provision for central air conditioning and associated warning clause Type C.
  - Units ‘A’ and ‘B’ in Buildings 3 to 7 (all levels) require central air conditioning and associated warning clause Type D and are limited to all units facing Woodroffe Avenue.

7.9 Planning

In addition to this Planning Rationale, the following materials have also been prepared under separate covers:

- Zoning Confirmation Report, dated October 10, 2025,
- Urban Design Brief, dated December 2, 2025.

7.10 Survey

Annis, O’Sullivan, Vollebekk Ltd. (AOV) prepared the following materials, available under separate covers:

- Plan of Survey of Part of Lot 12 Concession 2 (Rideau Front) Geographic Township of Nepean, City of Ottawa;
- Plan 4R-29828, dated October 4, 2016; and
- Sketch to Illustrate Location of Trees Near the Southerly and Westerly Boundary of 3400 Woodroffe Avenue, City of Ottawa, dated April 17, 2025.

7.11 Transportation

Novatech Prepared a Transportation Impact Assessment (TIA) and a Roadway Modification Approval (RMA) Application, dated September 26, 2025.The TIA provides the following recommendations and conclusions:

- **Trip Generation**: The proposed development is anticipated to generate 78 AM peak hour person trips (including 40 vehicle trips), and 82 PM peak hour person trips (including 43 vehicle trips).
- **Access Intersection Design**: The proposed development will be served by one proposed full movement access off Woodroffe Avenue.
- **Development Design**:
  - The proposed roadway modifications along the site frontage will provide a 9.4m road platform which will allow for two travel lanes and a parking lane. A new sidewalk will be provided in front of hydro poles with a 3.0m boulevard to allow for the future construction of a southbound cycle track by others.
  - As the sidewalk on the west side of Woodroffe Avenue will be discontinuous, and there is a desire line for pedestrians to Berry Glen Park southeast of the site, a new Type D Pedestrian Crossover (PXO) and mid-block narrowing is proposed near the southern limits of the site.
  - An on-site pathway network will be provided to connect all dwellings to the new sidewalk on the west side of Woodroffe Avenue.
  - The closest OC Transpo bus stops are #3764, and #3353, which are approximately at a 200m walking distance from the subject site.
  - All required TDM-supportive design and infrastructure measures in the TDM checklist are met.
- **Circulation and Access**:
  - Vehicles for garbage collection and deliveries will be accommodated within the subject site.
  - A fire access route in accordance with the Ontario Building Code (OBC) standards is provided via the site's only access off Woodroffe Avenue
- **Parking**:
  - A total of 228 vehicle parking spaces are proposed, adhering to the requirements of the ZBL.
  - A total of 54 bicycle parking spaces are proposed, of which 30 will be indoor and 24 will be surface spaces. The proposed bicycle parking adheres to the requirements of the ZBL
- **Boundary Street Design**: The west side of Woodroffe Avenue doesn't have a sidewalk, which earns it a PLOS F. The proposed roadway modifications will include a 2.0m sidewalk with 3.0m boulevard along the site frontage, achieving a PLOS A.
- **Transportation Demand Management**: The proponent has agreed to implement the following measures as part of the TDM program:
  - Display local area maps with walking/cycling access routes and key destinations (In Sales Centre);
  - Display relevant transit schedules and route maps (In Sales Centre); and

- Provide a multimodal travel option information package to new residents

The RMA Application recommends roadway modifications include the construction of a new sidewalk and a curb along the site frontage and a Pedestrian Crossover (PXO) of Type D – Mid-block (2-lane, 2-way).

8.0
Conclusion

It is our professional planning opinion that the requested Zoning By-law Amendment + Site Plan Control Application is appropriate and represents good planning as follows:

- The proposed development is consistent with the Provincial Planning Statement (2024), which promotes efficient land use development by intensification to provide diverse housing supply within established neighbourhoods in close proximity to existing services and transit. The development facilitates intensification of under-utilized lands with missing middle low-rise development, thereby increasing housing options and making efficient use of land and municipal infrastructure.
- The proposed development conforms to the policies of City of Ottawa Official Plan as it implements several objectives of the City's Growth Management Framework as it proposes to intensify land within the urban boundary to provide housing proximate to existing and planning rapid transit.
- The proposed development conforms with the policies of the new Official Plan and is appropriate and permitted in the "Minor Corridor" and "Neighbourhood" designations. The proposed development orients buildings to face Woodroffe Avenue, with one shared private road and provides a transition in height and density from the three (3) storey stacked back-to-back "terra flats" to the east to the two (2) storey townhouses to the west.
- The proposed development meets the applicable Urban Design Guidelines for Development along Traditional Mainstreet, Urban Design Guidelines for Low-Rise Infill Housing, and Transit-Oriented Development Design Guidelines. The proposed development infills a vacant and underutilized site. The proposed development introduces compatible built form through massing and design while respecting its surrounding existing and future context.
- The proposed development complies with the provisions of the Residential Fourth Density, subzone Z (R4Z) zone in the City of Ottawa Comprehensive Zoning By-law (2008-250), subject to the site's site-specific Zoning By-law Amendment.
- The proposed development is supported by technical plans and studies submitted as part of this application.

Sincerely,

Tamara Nahal, MCIP RPP
Planner

Matthew McElligott, MCIP RPP
Principal