FOTENN





3400 + 3428 Woodroffe Avenue

Urban Design Brief
December 2, 2025

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FOTENN

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Project Description

Project Description

A Zoning By-law Amendment and Site Plan Control Application has been submitted for the lands municipally known as 3400 and 3428 Woodroffe Avenue (“the subject site”) in the Chapman Mills neighbourhood in the City of Ottawa.

The intent of this Design Brief is to illustrate how the proposed development represents a high-quality and context sensitive design that implements policies of the Official Plan, and Council approved plans and guidelines.

Proposed Development

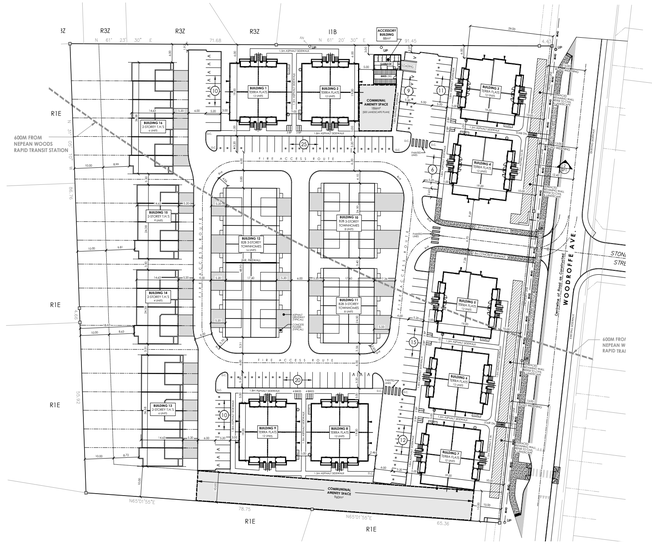
The development proposes to rezone the subject site to permit:

/ Nine (9) two and a half (2 1/2) storey stacked back-to-back dwellings (“terra flats”),
/ Three (3) three (3) storey back-to-back townhouses, 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 aligning 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 back-to-back stacked terrace homes having surface parking spaces and the remainder of the townhouses having driveways with off-street parking. Driveways are paired between properties so as to maximize the amount of soft landscaping.

Buildings front onto and face Woodroffe Avenue. The tallest buildings are central to the site, the three (3) storey stacked townhouses. Building heights are the lowest to the west, where traditional townhouses have a height of two (2) storeys, providing transition to the existing residential neighbourhood.

The unit mix includes 75% two (2) bedroom units and 25% three (3) bedroom units. One of the end townhouses has an option for a four (4) bedroom unit. No one (1) bedroom or studio apartments are proposed.



Project Description

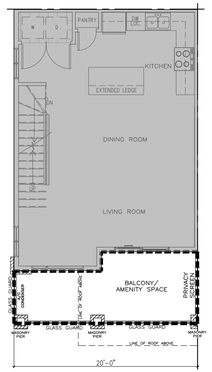
Back-to-back townhouses



Back-to-back townhouses, prepared by Phoenix Homes

Three (3) buildings with a total of 32 units are proposed for the back-to-back townhouses. All buildings are three (3) storeys tall and are located in the interior of the site. The two (2) easternmost buildings each have eight (8) units per building, while the building to the west has 16 units within. A two (2) hour fire wall separates the building.

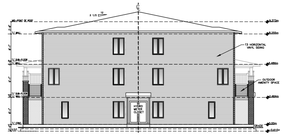
All units feature a garage, driveway, and balcony above the garage.



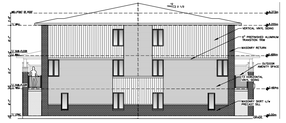
Second floor layout, prepared by Phoenix Homes



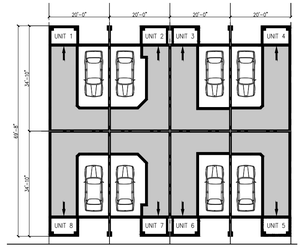
Back-to-back townhouses



End unit elevation - interior (non-street side), prepared by Phoenix Homes



End unit elevation - exterior (street side), prepared by Phoenix Homes



Typical parking layout, prepared by Phoenix Homes

Project Description

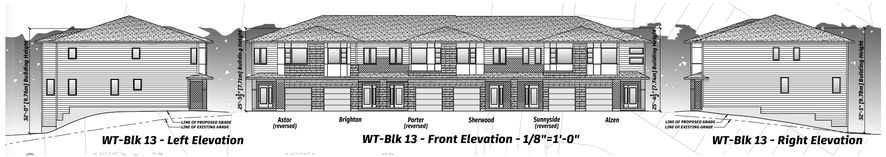
Townhouses



Townhouses rendering, prepared by Phoenix Homes



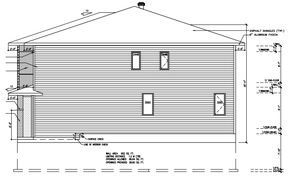
Building materiality, prepared by Phoenix Homes

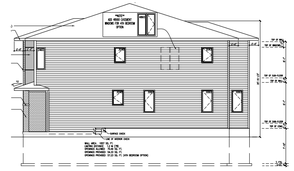


Side and front elevations, prepared by Phoenix Homes



Rear elevation, prepared by Phoenix Homes





Side elevations, Alzen (above) and Astor (below), prepared by Phoenix Homes

Townhouses are proposed along the western side of the property organized in four (4) buildings. All townhouses are proposed to be two (2) storeys tall. The buildings to the north and south each contain six (6) units per building and the two buildings in the middle contain four (4) units each, for a total of 20 units.

The buildings provide a transition in density and height, with the densest buildings being located fronting onto Woodroffe Avenue and located to the north, east, and south of the site, and the tallest buildings being located in the centre of the site. The townhouses therefore transition to the existing low-rise residential neighbourhood of Heart's Desire to the west.

A 10-metre green buffer is retained along the west and south property lines. The green buffer allows for the retention of 79 existing mature trees. Both the retained and proposed trees will provide a natural, vegetated buffer between the existing residential dwellings in the Heart's Desire neighbourhood to the south and west.

Design Directives

City of Ottawa Official Plan (2021)

The subject property 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.

Minor Corridor and Neighbourhood Designation

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

The Minor Corridor designation applies to the subject property to a maximum depth of 120 metres, with the portion of the lands extending beyond 120 metres is designated Neighbourhood.

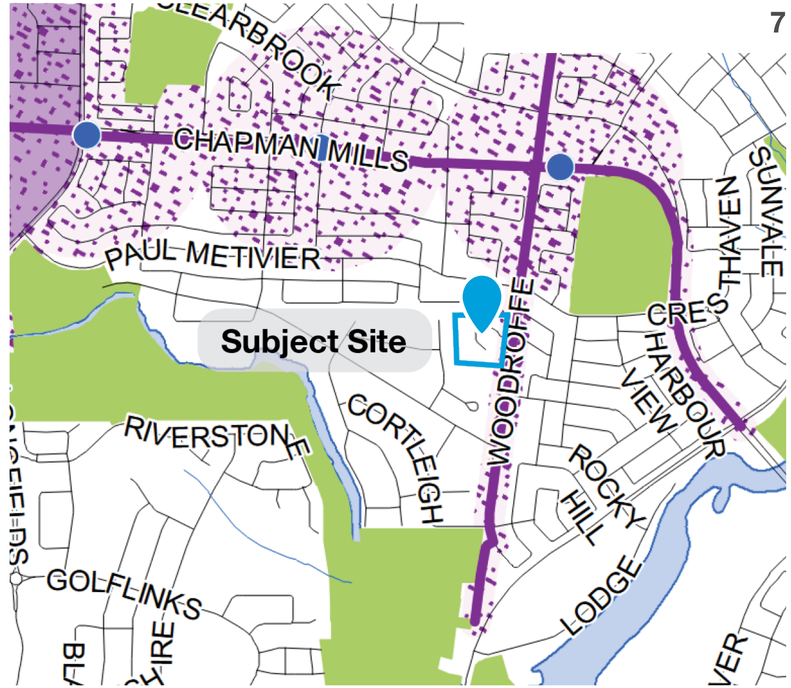
Corridor policies relevant to the proposed development include:

/ Locating the maximum permitted building heights and highest densities close to the Corridor,
/ Ensuring appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations.

Neighbourhoods are contiguous urban areas that constitute the heart of communities, and along with hubs and corridors, permit a mix of building forms and densities.

Neighbourhood policies relevant to the proposed development include:

/ Allowing higher densities and permitted heights closest to the Corridor, with lower densities and predominantly ground-oriented dwelling forms further away;
/ Providing low-rise housing options with the predominant new building form being missing middle housing.



Schedule B5 - Suburban (Southwest) Transect (City of Ottawa Official Plan, 2022)

Design Directives

City of Ottawa Official Plan (2022)

Urban Design

The site is subject to Urban Design policies located in section 4.6 of the Official Plan, however the subject property is outside of a Design Priority Area by virtue of its designation as a Minor Corridor, and is therefore not required to attend the Urban Design Review Panel (UDRP).

Responses to Urban Design Policies are summarized as follows:

4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

2. **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.**
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, two and a half (2 1/2) storey back-to-back stacked dwellings, to face Woodroffe Avenue. After the road widening is realized, a front yard setback 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.

4.6.6 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

6. **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.

Design Directives

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. Streetscapes

/ 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 (1.1).
/ Reflects the desirable aspects of the established streetscape character (1.2)
/ Expands the network of public sidewalks, pathways and crosswalks to enhance pedestrian safety (1.3).
/ Designs accessible walkways from private entrances to public sidewalks (1.6).

2. Landscapes

/ The front yard and rights-of-way have been landscaped to emphasize aggregated soft landscaping as much as possible (2.1).
/ Trees, shrubs, and ground cover are proposed adjacent to Woodroffe Avenue and sidewalk for an attractive sidewalk edge (2.5).

3. Building Design (Built Form)

3.1 Siting

/ Trees, shrubs, and ground cover are proposed adjacent to Woodroffe Avenue and sidewalk for an attractive sidewalk edge (3.1.1).
/ 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 (3.1.2).
/ 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 (3.1.5).
/ Contributes to the amenity, safety and enjoyment of open spaces by offering living spaces that face them (3.1.6).
/ Provide appropriate side and rear separation distances between existing homes and the new development to ensure appropriate space for landscaped area and privacy (3.1.8).
/ Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes (3.1.9)

3.2 Mass/ Height

/ As this is a larger infill development backing on to lower-scale residential properties, a suitable buffer zone has been provided around the property in order to address bulk, massing, and privacy concerns (3.2.2).

4. Parking and Garages

/ Limits the area occupied by driveways and parking spaces to allow for greater amounts of aggregated soft landscaping in the front and rear yards (4.1).
/ Limits the number and width of access depressions (curb cuts) and share driveways in order to maintain as much on-street parking as possible (4.7).

5. Service Elements

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 (6.1).
Ensures screening does not interfere with the safe movement of pedestrians and vehicles (6.3).
Respects safety clearances and setbacks from overhead and underground services and utilities (6.5).
Groups utility boxes to minimize their visual impact (6.6).



Design Directives

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. Layout

/ Internal private roads and pedestrian connections are laid out in a connected network of short block lengths that offer route choice (2.4).
/ 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 (2.7).
/ The highest density is proposed for the portion of the site within 600 metres of transit (2.8).
/ A transition in scale is provided, whereby the denser two and a half (2 1/2) stacked back-to-back and three (3) storey back-to-back dwellings are located within 600 metres of transit, and two (2) storey townhouses are located further from transit and Woodroffe Avenue and closer to the existing residential neighbourhood, thereby providing transition (2.9).

3. Pedestrians & Cyclists

/ Pedestrian connections are designed to be convenient, comfortable, safe, easily navigable, continuous and barrier-free, and lead directly to transit (3.16).
/ 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 (3.29)

4. Vehicles & Parking

/ Developed 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 (4.33).
/ Parking lots are located to the rear of buildings and not between the public right-of-way and the functional front of the building (4.35).
/ 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 (4.41).
/ Ground oriented multiple unit dwellings have shared driveways to maximize on-street parking and to limit the physical disruption of sidewalks (4.47).



Design Directives

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

The subject property is currently zoned Residential Fifth Density, Subzone W, Urban Exception 660 (R5W[660]) which permits a variety of low-rise residential uses, including detached dwellings, townhouses, and apartment buildings.

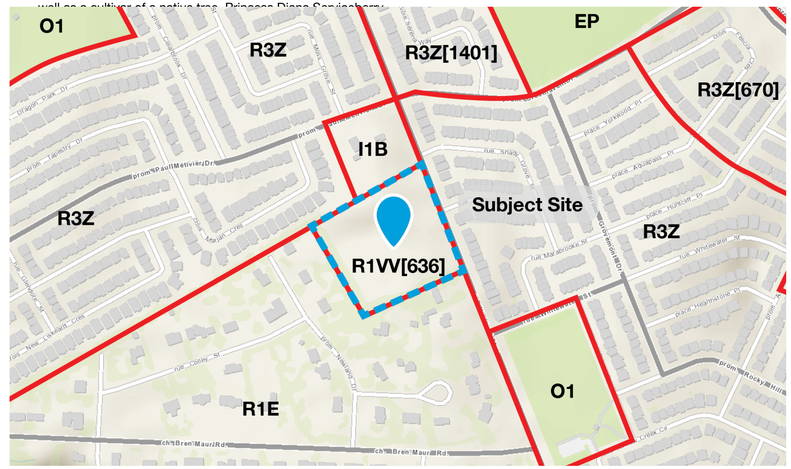
The proposed development conforms to the following applicable zoning guidelines:

- Proposed development is compatible with the existing and planned function, form and character of the area;
- Achieves high-quality built form and strengthen building continuity along Traditional Mainstreets;
- Accommodate a broad range of uses including retail, services and residential uses;
- Reduced interior side yard setback for institutional buildings where one can provide vehicular access and egress

This is being requested out of an abundance of caution due to the specialized interior side yard setback calculations per Endnote 1. Setbacks for accessory structures is based on the sub zone'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).

- **Streetscape** - Provide a pathway width leading to principal entrance - 1.8 metres is provided whereas a maximum of 1.2 metres is required.
- Plant clusters of trees on the flanking residential streets, All proposed trees on private property and additional greenspace. As consistency on the Landscape Plan, a variety of trees are proposed along the Woodroffe Avenue frontage. Two (2) native trees are proposed, Autumn Flame Red Maple and Nannyberry, as well as a cultivar of a native tree, Princess Diana Serviceberry.



Excerpt of the existing zoning for the subject site per Zoning By-law 2008-250 (taken from geoOttawa)

Response to Urban Design Directions

Response to Comments dated March 11, 2025

The City of Ottawa provided comments in a Feedback Form dated March 11, 2025. Responses to these comments are as follows:

Planning

c) Have you considered 'mixed use' or the ability to transition the ground floor of the Woodroffe units; is there any commercial nearby?

The project has been conceived as being wholly residential. Commercial uses were not explored.

d) Can units front onto Woodroffe?

Stacked back-to-back terrace flats adjacent to Woodroffe Avenue front onto the street and have entrances directly off Woodroffe Avenue.

e) Ensure parking lots are screened from Woodroffe Ave

Parking lots are located to the interior of the site. With the exception of the private road, the stacked back-to-back terrace flats occupy the entirety of the frontage, establishing a consistent streetwall condition. As well, there are no parking lots visible from the private road at the intersection of Woodroffe Avenue and Stoneleigh Street. Therefore, all parking lots are fully screened from view.

f) Provide ped connection from internal stacked units out to Woodroffe from the abutting parking lot

Pedestrian connections from internal stacked units are provided with walkways and crosswalks in the interior of the site to provide access to Woodroffe Avenue.

Urban Design

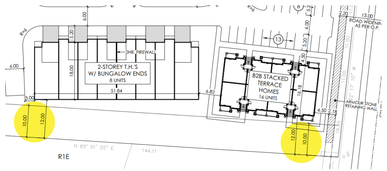
1. Transition to R1E properties, interface with Woodroffe Ave and retention of existing trees on the west and southern property lines are incredibly important and should be discussed in the Design Brief.

A 10-metre has been provided to the west and south of the site where it abuts lands zoned R1E. The buffer is provided to retain the existing trees along the western property edge and soften the transition from the proposed development to existing residential dwellings.

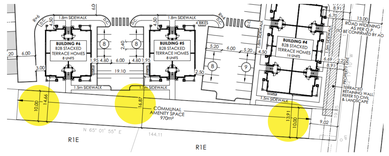
Trees are proposed in the front yard adjacent to Woodroffe Avenue and also dispersed throughout the site. The trees will provide a natural, vegetated buffer between the existing residential dwellings in the Heart's Desire neighbourhood to the south and west and the existing neighbourhood to the east.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

2. The intention for the 10m landscape buffer along the southern property line is to retain trees vs. for it to be private amenity space. Where will private amenity space be provided for these units along the southern property line? An increased setback to provide rear yards for these units, and increased setback to stacks to accommodate the proposed walkway should be provided.

An increased setback between the back-to-back stacked terrace homes and the southern property line has been provided. In the original pre-consultation submission, the walkways extended into the 10-metre buffer and the building itself was set back 12 metres:



In the current concept, the stacked back-to-back terrace home has been rotated so that it faces Woodroffe Avenue and the sidewalk no longer extends into the 10-metre buffer. As well, the two (2) storey townhouses have been replaced with two (2) stacked back-to-back terrace homes, both of which have walkways that do not extend into the buffer. Setbacks to the property line have been increased from 12 metres for the townhouses to 14.66 and 16.87 metres for the stacked back-to-back terrace homes that replaced them, and increased from 12 to 13.91 metres for the southeastern stacked back-to-back terrace home:



3. The intention for the 10m landscape buffer along the southern property line is to retain trees vs. for it to be private amenity space. Where will private amenity space be provided for these units along the southern property line? An increased setback to provide rear yards for these units, and increased setback to stacks to accommodate the proposed walkway should be provided.

Buildings and walkways have been aligned in response to Urban Design comment #2. Amenity is still proposed to be located in the 10-metre buffer. Future residents will be able to enjoy the mature, existing trees, as the buffer will provide benefits both to existing and future residents for their enjoyment.

Programming, such as with outdoor furniture, will be refined as the project progresses.

4. Provide street tree plantings along private roads.

Trees are proposed throughout the site, as shown on the Landscape Plan, below:



Marked up Landscape Plan to show existing and proposed trees. Landscape Plan prepared by Novatech.

Amenity space
10-metre green buffer
Soft landscaping
Trees (proposed + existing)

79 of the existing 96 trees (82%) are proposed to be retained. 95 new trees are proposed on the site, bringing the total number of trees to 174. 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.

16 different tree types are proposed, outlined in the planting plan in the Landscape Plan. A mix of native, native cultivars, and other trees are proposed, which will add variety and ensure that a type-specific disease does not affect the entirety of the proposed plantings, for instance. Native trees proposed include serviceberry, hackberry, yellowwood, and nannyberry trees, as well as one (1) burr oak tree. Native cultivars are also proposed, including three (3) types of maple trees, two (2) types of locust trees, and one (1) tulip tree.

5. Ensure that parking is well screened from the road ROW.

Please see the response to Planning comment e).

6. Please ensure that the units abutting Woodroffe Ave address the roadway including porches and entrances.

Units abutting Woodroffe Avenue have porches and entrances. These units can access the public sidewalk via stairs and 1.5-metre walkways.

7. Please consider providing a sidewalk on the one side of the southern private roadway.

Sidewalks are provided on both sides of the private roadway as well as throughout the site adjacent to the private roads:



1.8-metre sidewalks running perpendicular to Woodroffe Avenue and throughout the site, highlighted in yellow, prepared by M. David Blakely Architect Inc.

Site, Context, & Analysis

Site Context



Site Photos

Subject Property and Surrounding Area









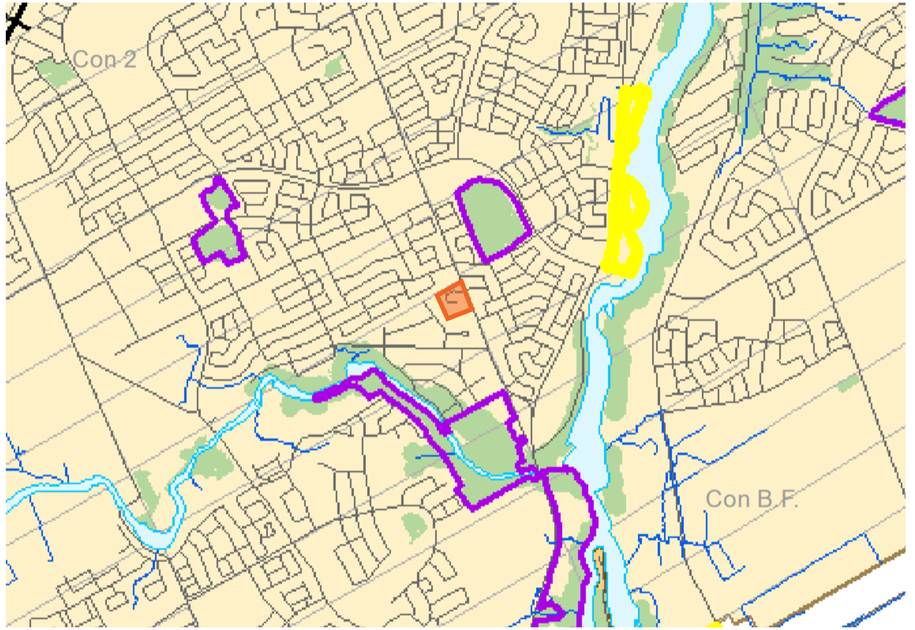




Perspective Images



Built and Natural Heritage Context



Schedule C11-A - Natural Heritage System (West), City of Ottawa Official Plan, 2021

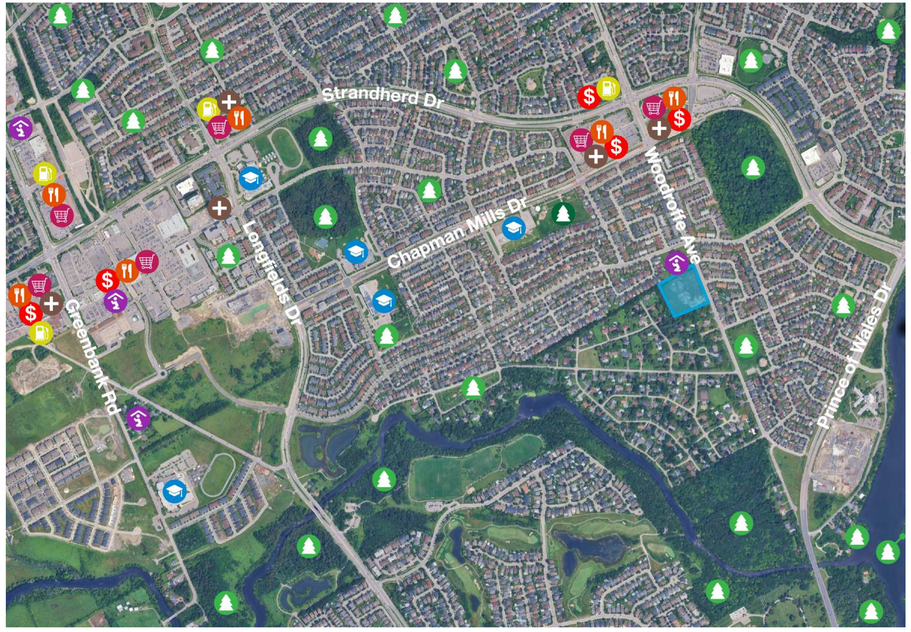
The proposed development is located in the Urban Area identified in Schedule C-11 of the Official Plan.

The subject site is not located adjacent to any urban natural features. The closest nearby Urban Natural Features include:

- Chapman Mills East Woodlot to the northeast fronting onto Chapman Mills and Strandherd Road;
- Heart's Desire Forest fronting onto Woodroffe Avenue and the Rock River; and
- Various parks on the south side of the riverbed of Jock River.

Also nearby is the Chapman Mills Conservation Area to the northeast fronting onto the Rideau River.

Key Uses, Destinations, and Spatial Elements



Nearby amenities for future residents include commercial uses primarily located on Strandherd Drive, with a concentration at the intersection of Greenbank Road. Parks and schools are distributed through nearby neighbourhoods. Berry Glen Park is within walking distance, approximately 107 metres from the subject site across the street on the east side of Woodroffe Avenue. Park amenities include climbing structures, a sandbox, swings, gazebo, sports field, and more.

Selected nearby retail and commercial plazas include:

- Strandherd Crossing (SW corner of Strandherd and Woodroffe), which includes a grocery store, banks, restaurant, gym, dentist, and fast food restaurants;
- Strandherd Central (SE corner of Strandherd and Woodroffe), which includes a pharmacy, healthcare services, bank, specialty grocer, fast food restaurants, and dentist; and
- Strandherd Plaza (Strandherd and Longfields), which includes a gas station, hair salon, healthcare services, fast food restaurant, cellphone store, etc.

Subject Site
Healthcare
Place of Worship
Park or Open Space
Restaurant, Fast Food
Bank
Gas Station
School
Grocery Store

Adjacent Streets and Public Realm



Existing

The proposed development fronts onto Woodroffe Avenue, a two (2) lane road and Major Collector. The road has a sidewalk on the east side and a gravel shoulder on the west side. Hydro lines run parallel along the road on the west side. Further north, the road widens to three (3) lanes to accommodate left-turn pockets for both north- and south-bound traffic at the intersection of Cresthaven Drive.

The public realm is defined by wide, auto-oriented roads and associated infrastructure. Woodroffe Avenue has a protected right-of-way (ROW) of 44.5 metres. Woodroffe Avenue has a maximum speed limit of 50 km/h; a posted sign was noted just south of Cresthaven Drive.





Looking north (top) and south (bottom) on Woodroffe Avenue. Retrieved from Google Streetview, 2021.

Subject Site

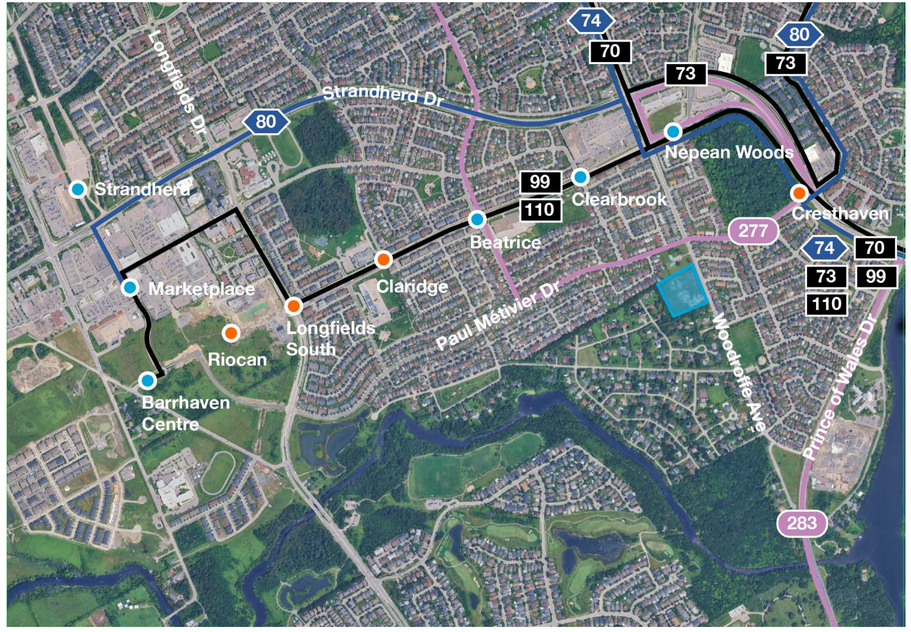
Proposed

The proposed development introduces a sidewalk on the west side of Woodroffe Avenue, which will improve pedestrian safety for future and existing residents of the neighbourhood. This will be an improvement over the existing condition, a gravel shoulder.

The proposed width of the sidewalk is 2 metres, consistent with City of Ottawa standards for sidewalk widths.



1.8-metre sidewalk proposed on the west side of Woodroffe Avenue, highlighted in yellow, prepared by M. David Blakely Architect Inc.



Public Transit

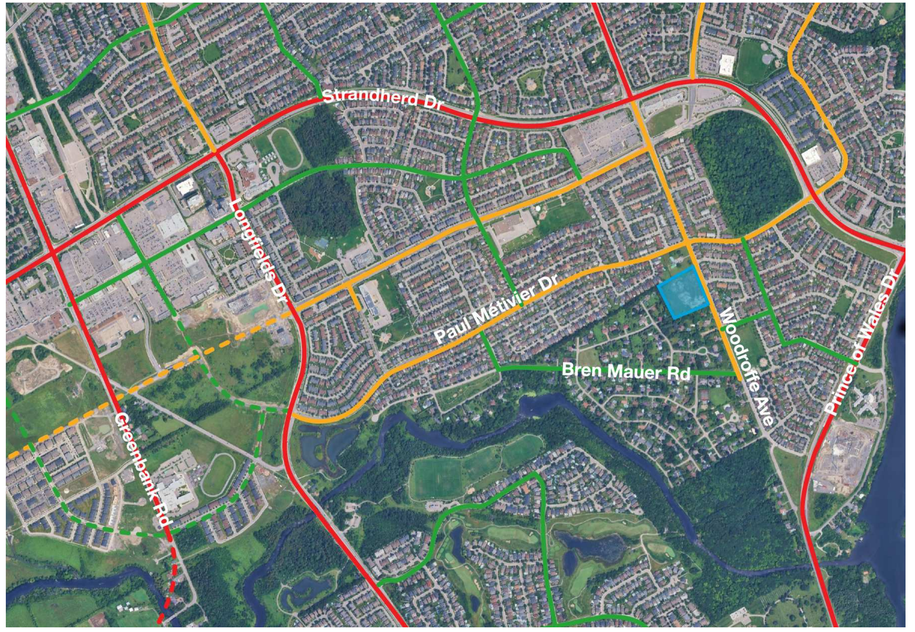
The subject site is located less than 600 metres from existing Nepean Woods and Clearbrook Station as well as 600 metres from the proposed Cresthaven Station. A Transitway providing Bus Rapid Transit (BRT) runs from Beatrice to Nepean Woods Station and is proposed to be expanded west to Barrhaven Centre and east to Cresthaven Stations. The proposed Transitway is shown on Schedule C2 - Transit Network Ultimate, with further detail on the proposed station shown in GeoOttawa.

Bus service is provided by multiple bus routes, including: 99 Limebank <-> Barrhaven Centre / Weybridge; 110 Innovation <-> Limebank; and 277 Tunney's Pasture <-> Nepean Woods.

Other bus routes operating in proximity to the subject property include: 70 Limebank <-> Fallowfield; 73 Tunney's Pasture <-> Fallowfield / Limebank; 74 Tunney's Pasture <-> Limebank; and 90 Greenboro <-> Hurdman.

OC Transpo defines Rapid routes as being routes with station-to-station bus service operating seven (7) days per week in all time periods. Local routes are defined as routes with custom routing to local destinations. Connexion routes provide convenient connection to the O-Train during weekday peak-periods only.

- Subject Site
- Local Bus Route
- Frequent Bus Route
- Connexion Bus Route
- Transitway Station (Existing)
- Transitway Station (Future)



Road Network

The subject lands is connected to major roadways including:

/ Woodroffe Avenue a Major Collector, runs along the site's front property line;
/ Paul Métivier Drive, a Major Collector; and
/ Bren Mauer Road, a Collector.

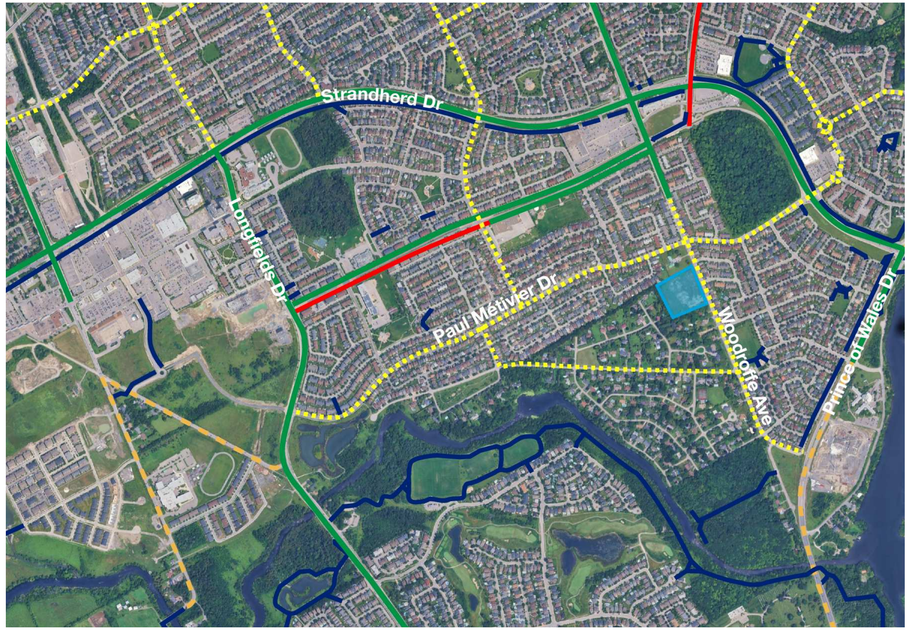
Nearby Strandherd Road and Longfields Drive, Arterial Roads, provide access to other neighbourhoods in Barrhaven.

Additionally, there are multiple planned roads, including: planned

/ Extension and realignment of Greenbank Road, an Arterial;
/ Extension of Chapman Mills Road, a Major Collector; and
/ Extension of Paul Métivier Drive, a Major Collector with a Collector.

Existing	Future	
		Arterial
		Major Collector
		Collector

Mobility Networks



Retrieved from GeoOttawa Cycling layer

Cycling Network

Existing Network

The portion of Woodroffe Avenue that the subject site fronts onto does not have any cycling infrastructure; however, it is identified as a suggested connector route, and has a path north of Paul Métivier Road. Nearby Chapman Mills and Strandherd Drive both have paths, and Prince of Wales Drive has, in varying locations, a Path, Paved Shoulders, and a bike lane. Schedule C3 - Active Transportation Network - Ultimate identifies Woodroffe Avenue and Prince of Wales Drive as Major Pathways.

Future Network

Policy 1 of s. 4.1.1 of the Official Plan, in the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. Per policy 11, during the review of development and as part of new road construction and road reconstruction projects Arterials, Major Collectors, and Collectors in the Urban area shall include sidewalks on both sides and unidirectional cycling facilities. Finally, policy 12 states that all urban area collectors, major collectors and arterials are cycling routes that, over time, are to include cycling

- Subject Site
- Urban - Major Pathways
- Cycle Track
- Path
- Bike Lane
- Paved Shoulder
- Suggested Connector Route

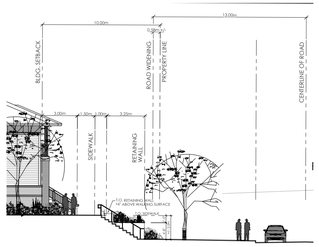
Design Research

Design Research

Built Form Transition between the Proposed Development and the Surrounding Area



Rendering of the proposed stacked dwellings fronting onto Woodroffe Avenue, prepared by M. David Blakely Architect Inc.



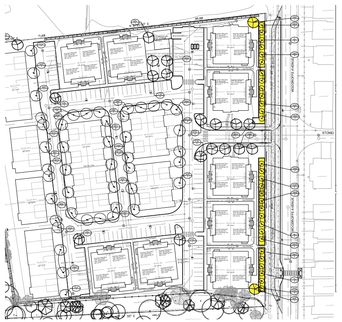
Proposed elevation of stacked back-to-back dwelling on Woodroffe Avenue

Contribution to evolving streetwall

The proposed development introduces a consistent pattern of low-rise stacked dwellings on Woodroffe Avenue, filling in a gap in the streetwall on the west side of the street and providing development that is compatible with the existing the two (2) storey single detached dwellings on the east side of the street. The front yard setback of 13 metres (10 metres after ROW is conveyed) is generous and provides space to accommodate a terraced two (2) metre retaining wall and space for street trees in the public ROW. In sum, the proposed development will reinforce the rhythm of an urbanizing yet low-rise character of Woodroffe Avenue.

Contribution to soft landscaping

Street trees are proposed along Woodroffe Avenue and interior to the site along the private road. 79 of the existing 96 trees (82%) on-site are proposed to be retained. An additional 95 new trees are proposed on the site, bringing the total number of trees to 174. The terraced retaining wall will also have a variety of plantings, all of which contributes to both the private and public soft landscaping.



Trees proposed along Woodroffe Avenue frontage highlighted in yellow, Landscape Plan prepared by Novatech



Subject site (retrieved from Google Streetview, dated June 2021)



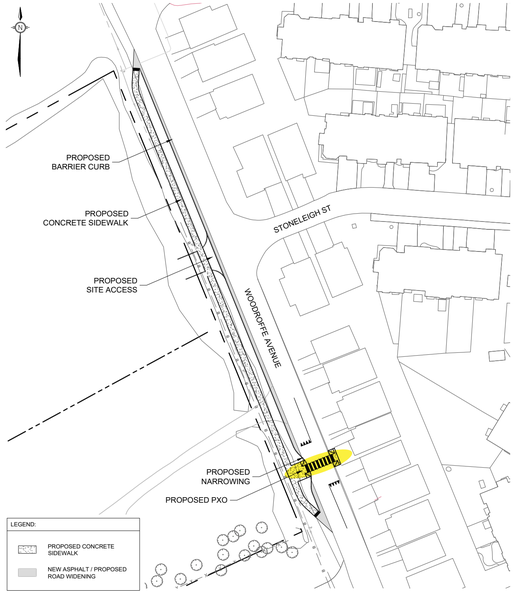
Existing place of worship located immediately north of the subject site, 3376 Woodroffe Avenue (retrieved from Google Streetview, dated June 2021)



Single detached dwellings on the east side of Woodroffe Avenue (retrieved from Google Streetview, dated June 2021)

Design Research

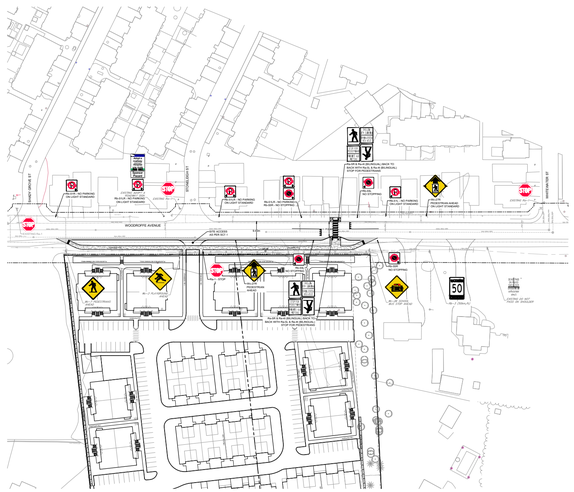
Response to abutting public realm conditions beyond the boundaries of the site



Extract from the Roadway Modification Approval (RMA) application prepared by Novatech, with the proposed crosswalk highlighted in yellow.

As described in the RMA Approval prepared by Novatech, a new Type D Pedestrian Crossover (PXO) and mid-block narrowing is proposed near the southern limits of the site. The PXO is requested for two (2) reasons:

1. The sidewalk on the west side of Woodroffe Avenue will be discontinuous, and
2. There is a desire line for pedestrians to Berry Glen Park southeast of the site.



Extract from the Roadway Modification Approval (RMA) application prepared by Novatech, showing the Functional Design.

Conclusion

Conclusion

The proposed development responds to the direction outlined in the City of Ottawa Official Plan (2022) and further implements recommendations made by Planning and Urban Design staff. The proposed development is sensitively-designed and contextually-appropriate and advances several urban design goals.

Sincerely,



Matthew McElligott, MCIP RPP
Principal, Planning and Policy



Tamara Nahal, MCIP RPP
Planner