



## **Longfields Parcels - Block 10**

Planning Rationale  
Minor Zoning By-law Amendment  
January 13, 2026



Prepared for Campanale Homes

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## Executive Summary

Fotenn Planning + Design (“Fotenn”) has been retained by Campanale Homes (‘Campanale’) to prepare this Planning Rationale in support of a Minor Zoning By-law Amendment for their lands municipally known as 596 Via Campanale Avenue. The intent of this application is to amend the existing Site Plan Approved drawings to modify the residential unit mix, without altering the building’s exterior, overall envelope, or the site layout and functionality. This Planning Rationale should be read in conjunction with the original Planning Rationale, in support of the previous Minor Variance application (D08-02-24/A-00328).

### 1.1 Application History

This application is related to an existing Site Plan Agreement (D07-12-24-0066) and a previously approved Minor Variance application (D08-02-24/A-00328), from March 24<sup>th</sup>, 2026. The Site Plan Control application has received approval.

Since approval of the Site Plan Control application, Campanale has undertaken additional market analysis which has found that larger units (such as two-bedroom plus den and three-bedroom units) are currently experiencing limited demand and do not represent a competitive or feasible market offering. As a result, the owner is seeking to strategically rebalance the unit mix to include a greater proportion of smaller units, thereby improving overall project feasibility and future rental performance.

To facilitate this modification, this Minor Zoning By-law Amendment is submitted and considered. Upon approval of the amendment, a red-line amendment to the Site Plan Control approval will be required.

The proposed development remains otherwise the same as previous applications and includes the construction of a 9-storey mixed use, mid-rise building, containing primarily residential uses with commercial retail uses at grade, fronting the public realm.

## Site Context and Surrounding Area

### 2.1 Subject Site

The subject site, municipally known as 596 Via Campanale Avenue is located in the Old Barrhaven East Neighbourhood, abutting the Transitway. The entirety of the subject site is located within a 100-metre radius of the existing Longfields Transitway Station. Between the subject site and the transitway runs a Multi-Use Pathway (MUP) that connects to the City's active transportation network and provides for cycling, walking and other forms of active transportation throughout the neighbourhood. Immediately north of the transitway runs an active rail line operated by Via Rail.

The subject site abuts and relates to the Longfields Station Transit plaza, which provides connections to Longfields Station from Campanale Avenue and Modugno Place.

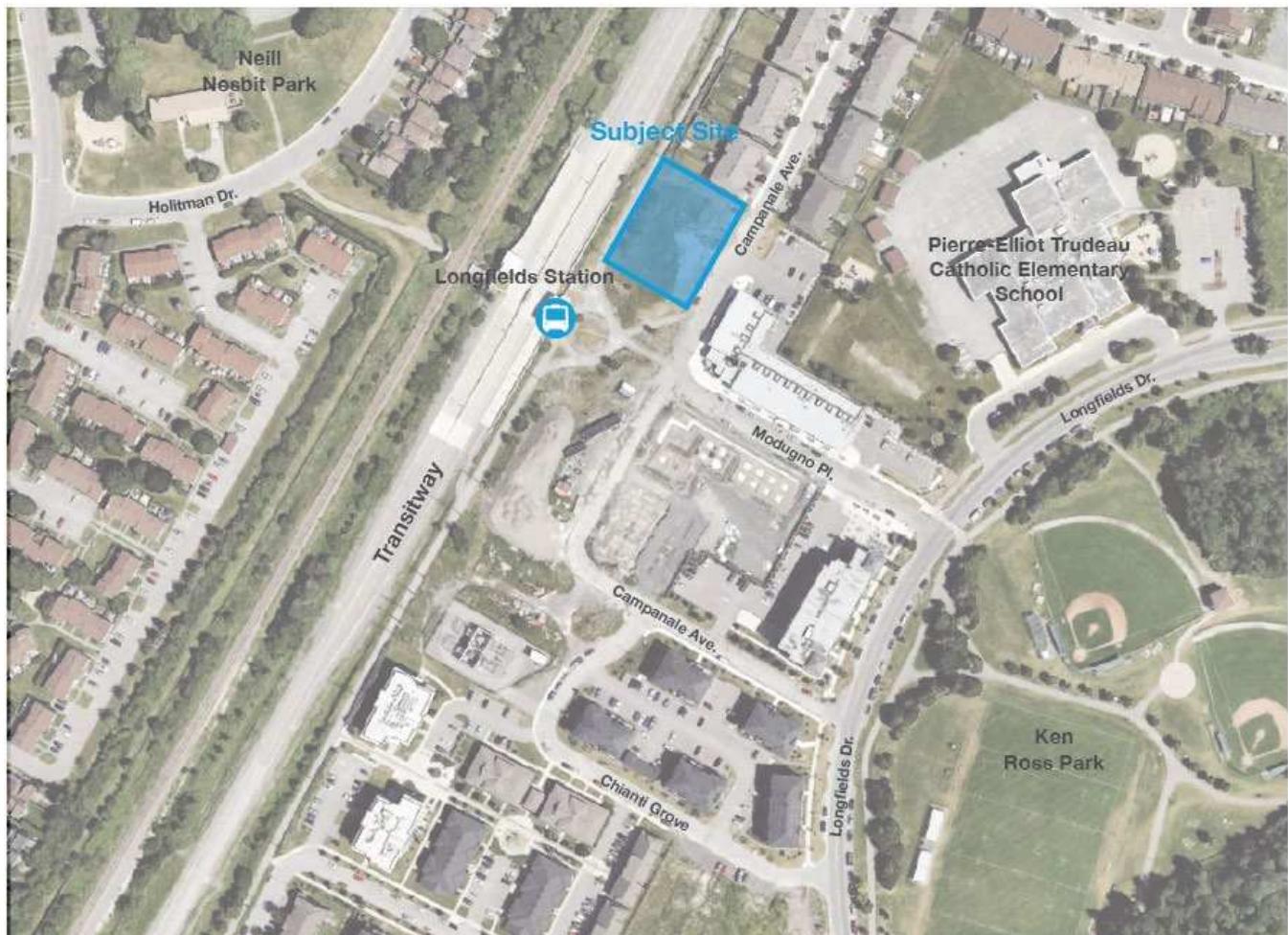


Figure 1: Aerial view of the subject site.

### 2.2 Surrounding Context

The surrounding neighbourhood is characterized by larger dwelling types, including single-detached, semi-detached, townhouse, and stacked townhouse dwellings, many of which contain three or more bedrooms. The prevailing built form follows a traditional suburban pattern, with larger units and multiple bedrooms as the norm. The proposed development

introduces a shift away from this classic suburban model toward a more compact, urban form that aligns with the City of Ottawa's broader planning goals and objectives.



Figure 2: Aerial views of subject site and context

Given the site's location immediately adjacent to Longfields rapid transit station, it is an ideal candidate for a denser and more efficient built form. In contrast to the existing concentration of large family-oriented dwellings, the proposed development offers an opportunity to introduce much-needed smaller rental units within an area of the city that has limited housing diversity. The surrounding neighbourhood already contains a disproportionately high supply of larger family units relative to the city overall. Based on the 2021 Census:

- / City of Ottawa: 63% of dwellings contain 3+ bedrooms
- / Census tract 5050141.17 (containing the subject site): 69% of dwellings contain 3+ bedrooms
- / Adjacent census tracts contain even higher proportions of large units, including:
  - 5050141.16 (north): 88% with 3+ bedrooms
  - 5050141.10 (south): 95% with 3+ bedrooms
  - 5050140.03 (north of Transitway): 90% with 3+ bedrooms

## 3.0 Proposed Development

The proposed nine-storey mixed use, mid-rise building will be predominantly residential in nature with commercial retail uses at grade fronting onto the public realm. The previously approved development contained 92 residential units, whereas the new proposal contains 99 dwelling units. The new unit makeup consists of 10 bachelor units, 21 one-bedroom units, 42 one-bedroom-plus-den units, and 26 two-bedroom units. Of these, 21 will be barrier-free units.



Figure 3: Rendering of the proposed development, showing the building from the street view, facing north.

1: Breakdown on proposed changes to unit mix

Unit Type	Previously Approved Plan	Updated Proposal
<b>Studio</b>	10	10
<b>1 Bedroom</b>	48	63 (21 one-bedroom units and 42 one-bedroom-plus-den units) (12 units > 80 square metres in size)
<b>2 Bedroom</b>	26	26
<b>3 Bedroom</b>	8	0
<b>Total</b>	90	99

The parking plans have been revised since the previous submissions and approvals, to assist with construction and Hydro requirements. The previous parking plans contained 84 resident parking spaces, 18 visitor spaces, and nine (9) commercial spaces, providing a total of 111 parking spaces. The new parking plans contain 83 resident spaces, 18 visitor spaces, and seven (7) commercial spaces, providing a total of 108 parking spaces.

Parking will remain internal to the building, split between the ground floor and two (2) levels of underground parking. The ground floor parking will feature seven (7) commercial unit parking spaces and one (1) visitor space. Parking Level 1 will feature 17 visitor parking spaces, with the balance being resident stalls, while Parking Level 2 will be entirely resident parking spaces.

<b>Level</b>	<b>Parking Count</b>	<b>Types of Parking</b>
<b>Parking Level 2</b>	51 + 1 motorcycle	51 resident car parking stalls (4 small car) and 1 motorcycle parking stall
<b>Parking Level 1</b>	48 + 1 motorcycle	32 resident car parking stalls (16 small car, 10 EVs) and 1 motorcycle parking stall 17 visitor parking spaces
<b>Ground Floor</b>	8	7 commercial parking stalls 1 visitor parking stall
<b>Total</b>	111 car + 2 motorcycle	83 resident 18 visitor 7 commercial

## 4.0 Policy & Regulatory Framework

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Planning Statement is a policy statement issued under the authority of Section 3 of the *Planning Act* and came into effect on October 20, 2024 (PPS 2024). The *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The PPS has emphasis on “the building of more homes for all Ontarians.” The vision also restates the Province’s goal of getting at least 1.5-million homes built by 2031.

**The proposed Minor Zoning By-law Amendment will facilitate a compact, mixed-use development that makes efficient use of land and infrastructure while directly supporting transit use. The amendment enables a broader range of housing options, increasing choice and diversity within this area of the city. In doing so, it contributes to housing intensification and advances the City’s objectives for transit-oriented development.**

### 4.2 City of Ottawa Official Plan (2022)

The subject site is located within the Suburban (Southwest) Transect and designated Neighbourhood with the Evolving Neighbourhood Overlay applied as shown on Schedule B6 - Suburban (Southwest) Transect of the Official Plan (Figure 8 below).

**Policy 3 of Section 5.4.1** establishes that in the Suburban Transect, this Plan shall support:

- a) A range of dwelling unit sizes in:
  - i. Multi-unit dwellings in Hubs and on Corridors; and
  - ii. Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and
- b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.

**Policy 1 of Section 5.4.2** states that the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations.

**Policy 1 of Section 5.4.5** states that neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan[.]

**Policy 5 Section 6.3.1**, governing the Neighbourhood designation, states that higher densities shall be allowed in locations closer to rapid transit stations.

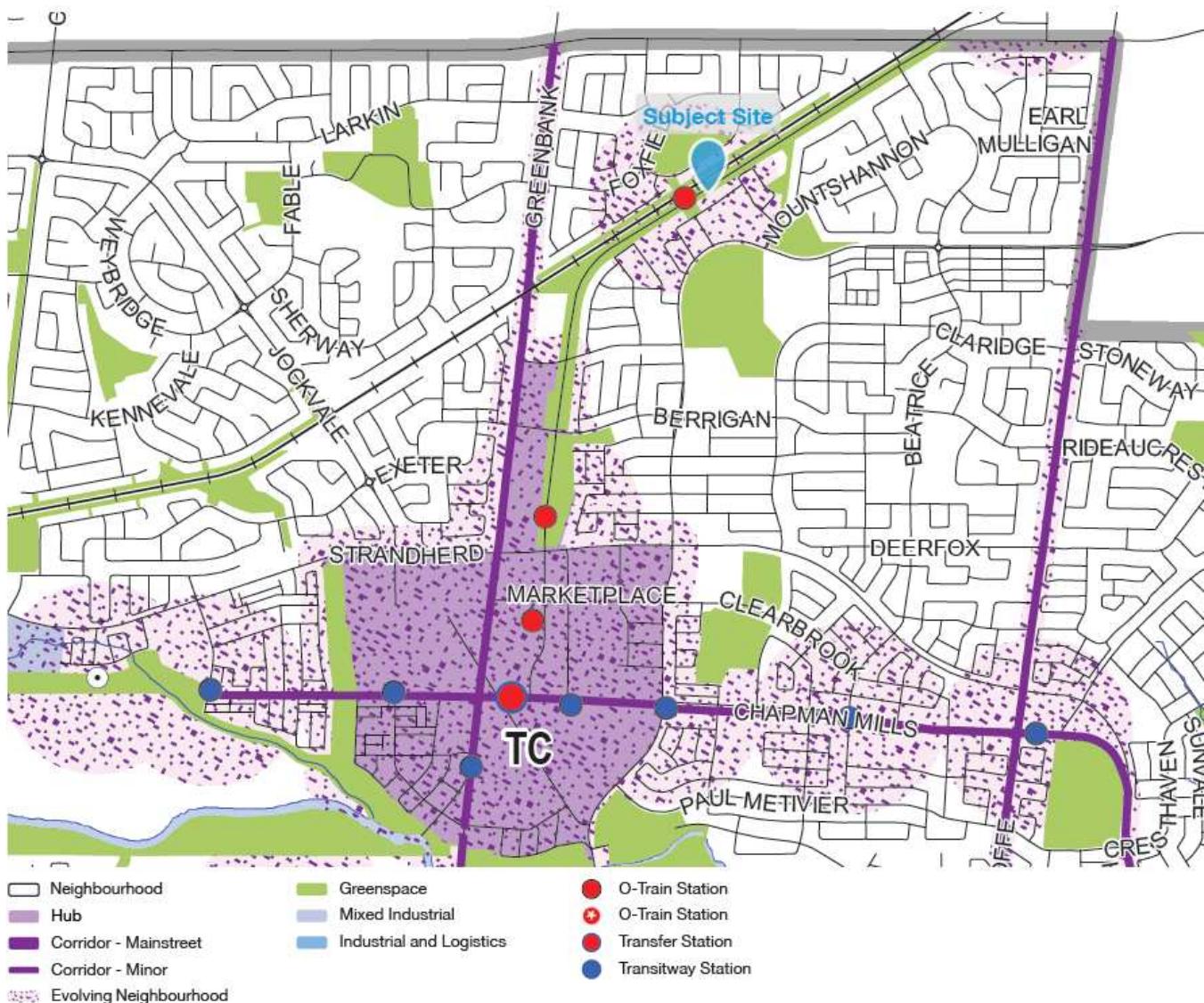


Figure 4: Schedule B6 - Suburban (Southwest) Transect.

**The proposed development introduces a higher-density, mixed-use building within 100 metres of Longfields Station, efficiently using land near rapid transit and supporting a gradual transition toward a more urban development pattern. The revised unit mix increases the total number of smaller rental units, better aligning with current market demand and further supporting transit use.**

**Although not formally designated as a Hub or Corridor, the site effectively functions as a mini hub, with ground-floor commercial uses that serve the surrounding community. The Minor Zoning By-law Amendment seeks a modest increase in density, which helps achieve policy objectives while maintaining compatibility with the area's planned function.**

As shown in Table 3b of the Official Plan - Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets, the subject property has a target residential density but no minimum target of large-household dwellings. Conversely, Hubs and PMTSAs have a minimum 5% large-household dwellings and a target of 10%.

2: Table 3b of the Official Plan - Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets

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

However, the proposal nevertheless recognizes the broader intent of the Official Plan to support a diverse range of housing options suitable for a variety of households. While the project does not specifically target three-bedroom units, it provides a number of generously sized two-bedroom units that are appropriate for smaller households. For context, the draft new Zoning By-law treats units with at least three bedrooms as generally equivalent to units of at least 80 square metres in size, and categorizes both as 'large dwelling units'.

**On this basis, the proposed development exceeds the intent of the policy direction by providing 12 units over 80 square metres (approximately 12% of the total), thereby satisfying the large dwelling unit requirement.**

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

The subject site is zoned MC[1642] Mixed-Use Centre Zone, as shown in Figure 9 below.



Figure 5: Zoning Map (GeoOttawa)

The proposed development was subject to a previous Minor Variance application (D08-02-24/A-00328), which granted permission for additional building height, permitted projections above the height limit, and density, approved on March 24<sup>th</sup>, 2026.

This Minor Zoning By-law Amendment is intended to address a slight increase to proposed building density and a reduction in required visitor parking, as described in the table below:

3: Modifications to the plan, requiring relief from the current Zoning By-law (2008-250).

Provision	Requirement	Approved Plan	Proposed
<b>Density</b>	Min: 300 units / ha Max: 400 units / ha	405 units/ha (permitted via MV)	<b>436 units/ha</b>
<b>Visitor Parking</b>	0.2 spaces / unit	18 spaces required, 18 spaces provided	<b>20 spaces required, 18 spaces provided</b>

#### 4.3.1 Draft New Zoning By-law

The draft new Zoning By-law is under review and not yet Council-approved, but reflects staff's recommended approach to implementing the Official Plan. It is expected to be in effect late summer 2026.

Under the draft new Zoning By-law (draft 3), the subject site is zoned Hub Zone 2, urban exception 1642 – H2[1642]. The purpose of the Hub Zone 2 is to accommodate a mid- to high-density built environment and mixed-use neighbourhoods that provide a full range of services to residents. Importantly, there is no density cap in the proposed parent zone. Therefore, under the draft new zoning, the proposed density through this Minor Zoning By-law Amendment would be permitted as-of-right.

Furthermore, Large Dwelling Units are defined as dwelling units that have at least three bedrooms, or a minimum gross floor area of at least 80 square metres. Section 708 of the draft new Zoning By-law requires that, in the case of mid-rise or high-rise residential buildings, at least 5% of dwelling units must be large dwelling units. Per the draft new Zoning By-law definition and requirement, the proposed development far exceeds this requirement, as it provides 12 large dwelling units (>80 square metres), accounting for a total of approximately 12%.

Section 603 of the draft new Zoning By-law prescribes visitor parking rates. Within Area C on Schedule A3, no visitor parking spaces are required for the first 24 dwelling units on a lot and beyond the first 24 units, visitor parking must be provided at a rate of 0.1 spaces per dwelling unit. However, no more than 20 visitor parking spaces are required per building. Compared to the current zoning, this represents a reduction in required visitor parking. If the proposed development were to be assessed based on the draft new zoning, only 8 visitor parking spaces would be required ( $99-24 \times 0.1 = 7.5$ ), as opposed to the current required 20 spaces ( $0.2 \times 99 = 19.8$ ).

#### 4.3.2 Minor Zoning By-law Amendment

The proposed amendments to the Zoning By-law are as follows:

- / To amend the site-specific exception to permit a minimum density of 436 units per hectare.
- / To add a provision to the site-specific exception to permit a reduced visitor parking rate of 0.18 spaces per dwelling unit.

The proposal has been designed to respond to market realities, Official Plan objectives, and the surrounding housing context. The following section outlines the rationale for the requested zoning relief as it relates density and visitor parking:

- / **Land Use Efficiency:** Constructing larger dwelling units that are unlikely to be absorbed by the market would risk long-term vacancy and compromise the project's feasibility. From a planning perspective, it is preferable to deliver a unit mix that aligns with demand and supports project viability.
- / **Large Dwelling Units:** The proposal includes 12 two-bedroom units greater than 80 square metres, representing approximately 12% of all units. Under the City's proposed implementation framework, units over 80 square metres are recognized as large dwelling units. The proposal exceeds the Official Plan's target and the draft new zoning's requirement.

- / **Housing Choice:** The surrounding area already contains a disproportionately high supply of large family units relative to the city overall. By introducing a greater proportion of smaller units (studios, one-bedroom, and modest two-bedroom units), the proposed development will diversify the local housing stock and better serve smaller households and individuals not forming part of a household, thereby improving housing choice within the community.
- / **Transit-Oriented Development Objectives:** Modestly increasing unit count at this transit-oriented location is consistent with policy objectives to optimize land use near rapid transit and support complete neighbourhoods.
- / **Visitor Parking:** The increased unit count results in the visitor parking ratio being non-compliant, however, the total number of visitor spaces has not decreased. Prioritizing resident parking represents a more efficient use of limited parking supply, particularly at a transit-oriented site where visitor demand is expected to be modest and well-served by transit and the parking spaces provided.

The requested relief supports a balanced range of housing options, improves project feasibility, and advances City policy direction for growth in transit-oriented, mixed-use locations.

## 5.0 Conclusion

It is our professional opinion that the proposed Minor Zoning By-law Amendment is appropriate, represents good planning, and is in the public interest as:

- / The proposed development is consistent with the Provincial Planning Statement (2024) by enabling context-sensitive, transit-supportive intensification through a high-density mixed-use development that makes efficient use of land, increases housing choice, and aligns with the planned vision for the neighbourhood;
- / The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for infill, intensification, and built form in the Neighbourhood designation of the Suburban Transect;
- / The proposed development on the subject site has undergone review through the approval of previous development applications (D07-12-24-0066 and D08-02-24/A-00328); and
- / The proposed Zoning By-law Amendments are a minor deviation from the existing zoning, permitting a density and parking ratio that is consistent with Official Plan policies for sustainable transportation, land-use efficiency, and growth, and represents an improvement to the existing condition.

Should you have any questions related to the contents of this letter or the application, please do not hesitate to contact the undersigned.

Sincerely,



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