

**Mattamy Homes
251 Linseed Road
Northwoods (Phase 6)**

Urban Design Brief
November 2025

Table of Contents

INTRODUCTION	2
SITE ANALYSIS	3
Subject Lands	4
Surrounding Context	5
Site Perspective Views	6
Site Photos	7
Road Network	9
Active Transportation & Road Network	10
Open Space and Amenities	11
Planned Function of the Surrounding Area	12
PROJECT DESCRIPTION AND DESIGN RESEARCH	13
Development Overview	14
Design Evolution	15
Street Cross Section AA (March Rd)	16
Street Cross Section BB (Linseed Rd)	17
DESIGN DIRECTIVES	18
Response to City Design Policies	19

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Mattamy Homes (“Mattamy”) to prepare this Design Brief in support of Site Plan Control applications to facilitate the proposed development of the property municipally known as 251 Linseed Road and otherwise known as Phase 6 of Mattamy’s Northwoods community in the City of Ottawa.

We trust that the contents of this Urban Design Brief are satisfactory.

Sincerely,

Three handwritten signatures are displayed side-by-side. From left to right: Nico Church, Genessa Bates, and Thiago Santos.

Nico Church, MCIP RPP
Senior Planner

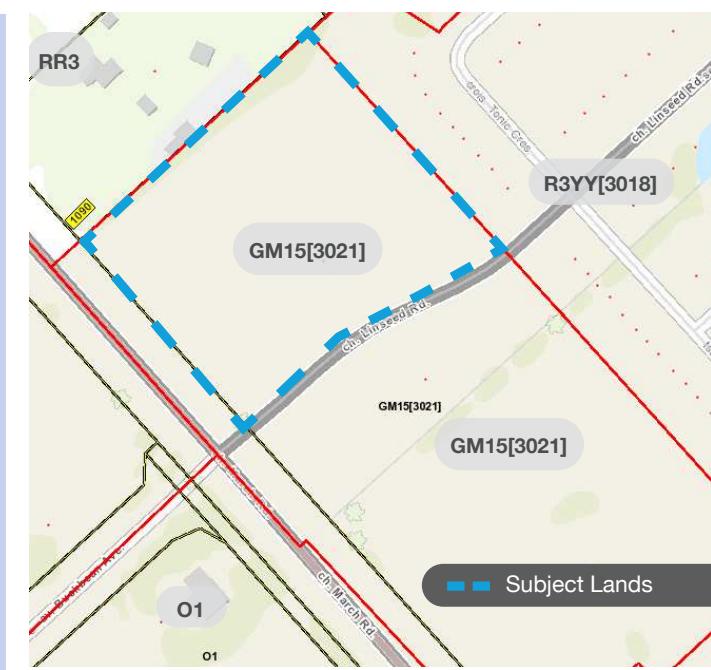
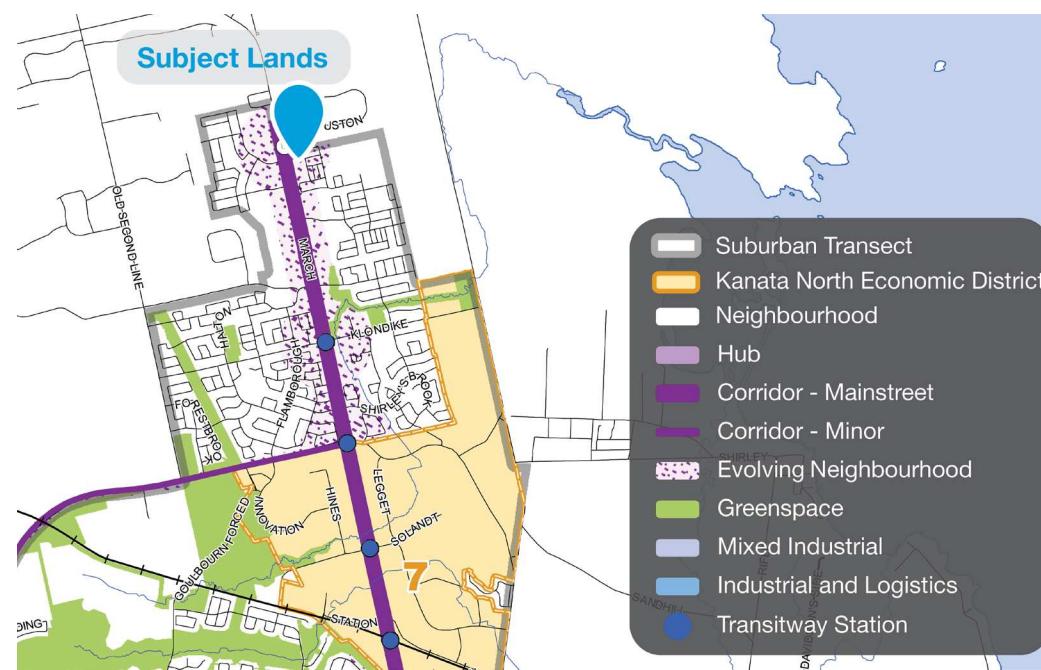
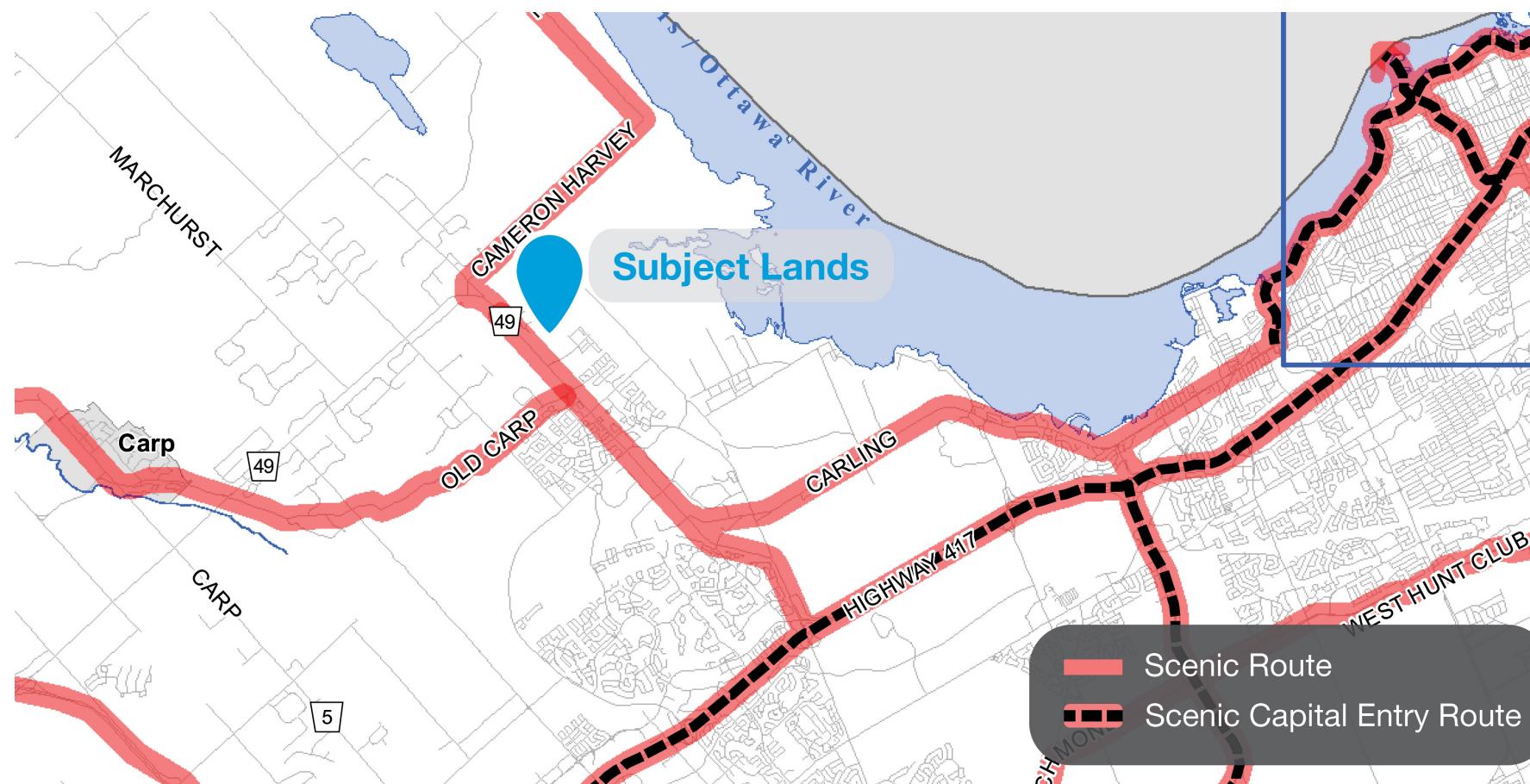
Genessa Bates
Planner

Thiago Santos
Urban Designer

SITE ANALYSIS

01

Surrounding Context

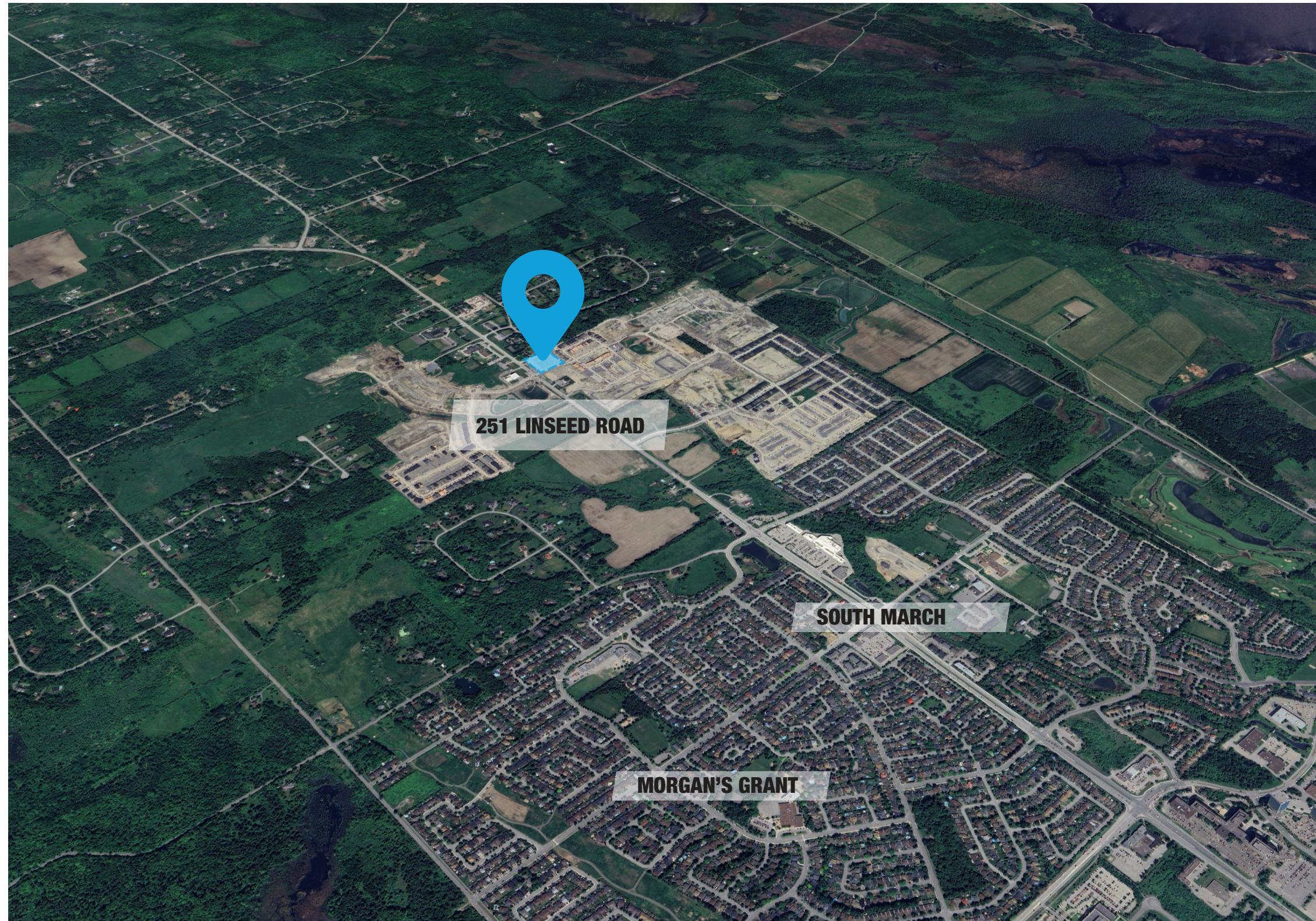


Surrounding Context

The area surrounding the subject lands is characterized by low-rise development consisting of a mix of uses. Below is a breakdown of the immediate surrounding context:

- / **North:** The subject lands is on the north boundary of the Kanata North Community Design Plan. To the north of the subject lands is a country lot subdivision characterized by large lots with detached dwellings. Beyond the subdivision are large, forested land parcels.
- / **East:** Immediately abutting the subject lands to the east are low-rise townhouse dwellings. Further east is the remainder of Mattamy's Northwoods community, which is in the process of being developed. The development consists largely of low-rise residential uses in the form of detached dwellings and townhouse dwellings, and is complemented by a park, a school, and planned mixed-use commercial and residential developments along March Road.
- / **West:** The subject lands abut March Road, an arterial road, to the north. Various low-rise uses are located along the west side of March Road, including a school, a planned stormwater management pond, and a fire station. Further west is a low-rise, predominantly residential subdivision that is in the process of being developed.
- / **South:** Immediately south of the subject lands is Linseed Road, a collector road, on the south side of which is a planned mixed-use commercial and residential block. Further south are a tributary of Shirley's Brook and a largely residential subdivision that is in the process of being developed by Minto, with large lots abutting March Road being zoned to accommodate commercial and/or residential uses.

Subject Lands



Perspective from Google Earth

Subject Lands

The subject lands, municipally known as 251 Linseed Road, are located in the City's Urban Boundary, within the Kanata North Urban Expansion Area.

The subject lands are bounded by March Road to the west and Linseed Road to the south. As the subject lands' orientation to cardinal directions is somewhat irregular, it is assumed that March Road is a north-south arterial road, and Linseed Road is an east-west collector road.

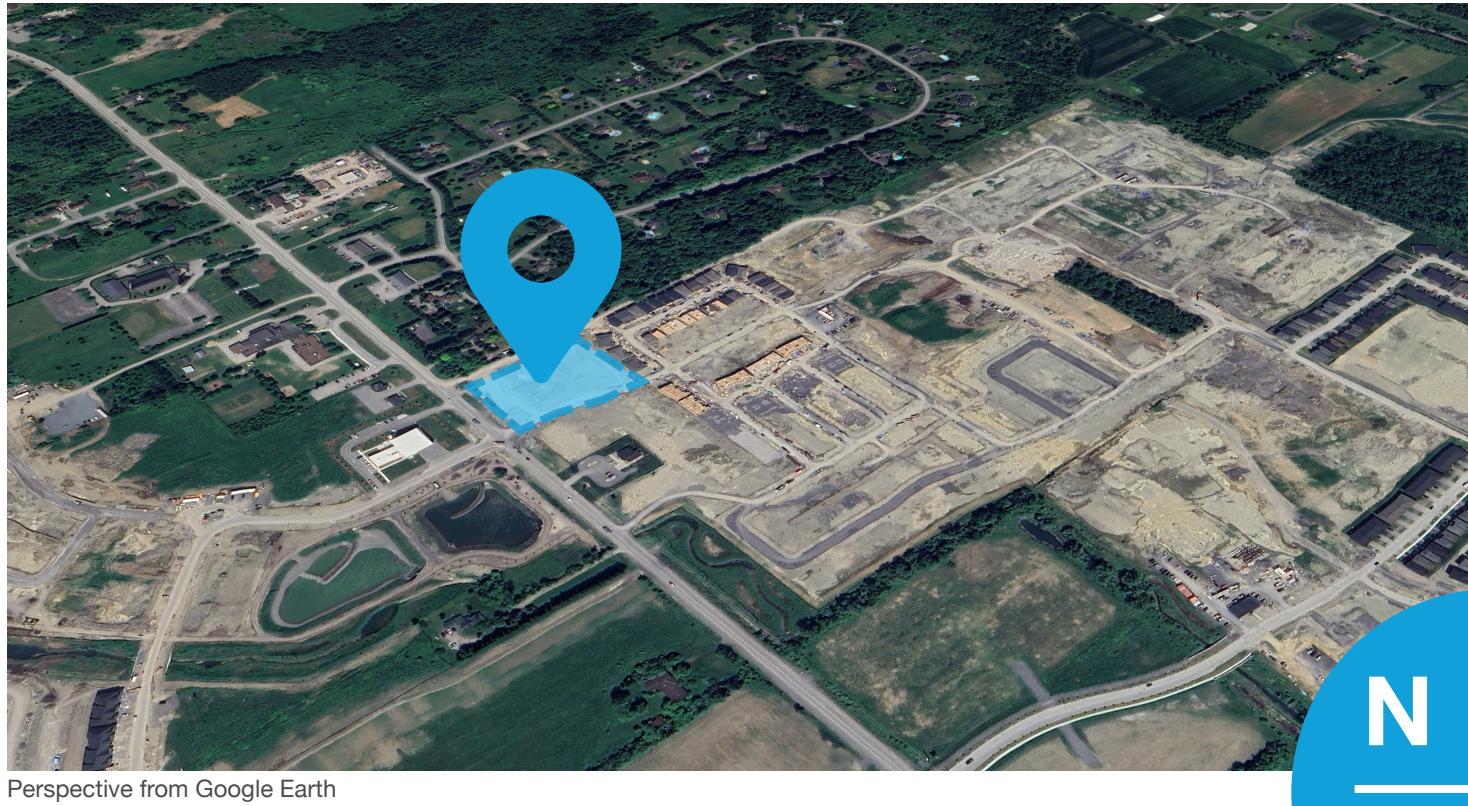
The subject lands front onto March Road for 79.9 metres and Linseed Road for 121.6 metres, and have a total area of 10,891 square metres.

The subject lands are currently vacant.

Site Perspective Views

FOTENN Planning + Design

6



Perspective from Google Earth



Perspective from Google Earth



Perspective from Google Earth

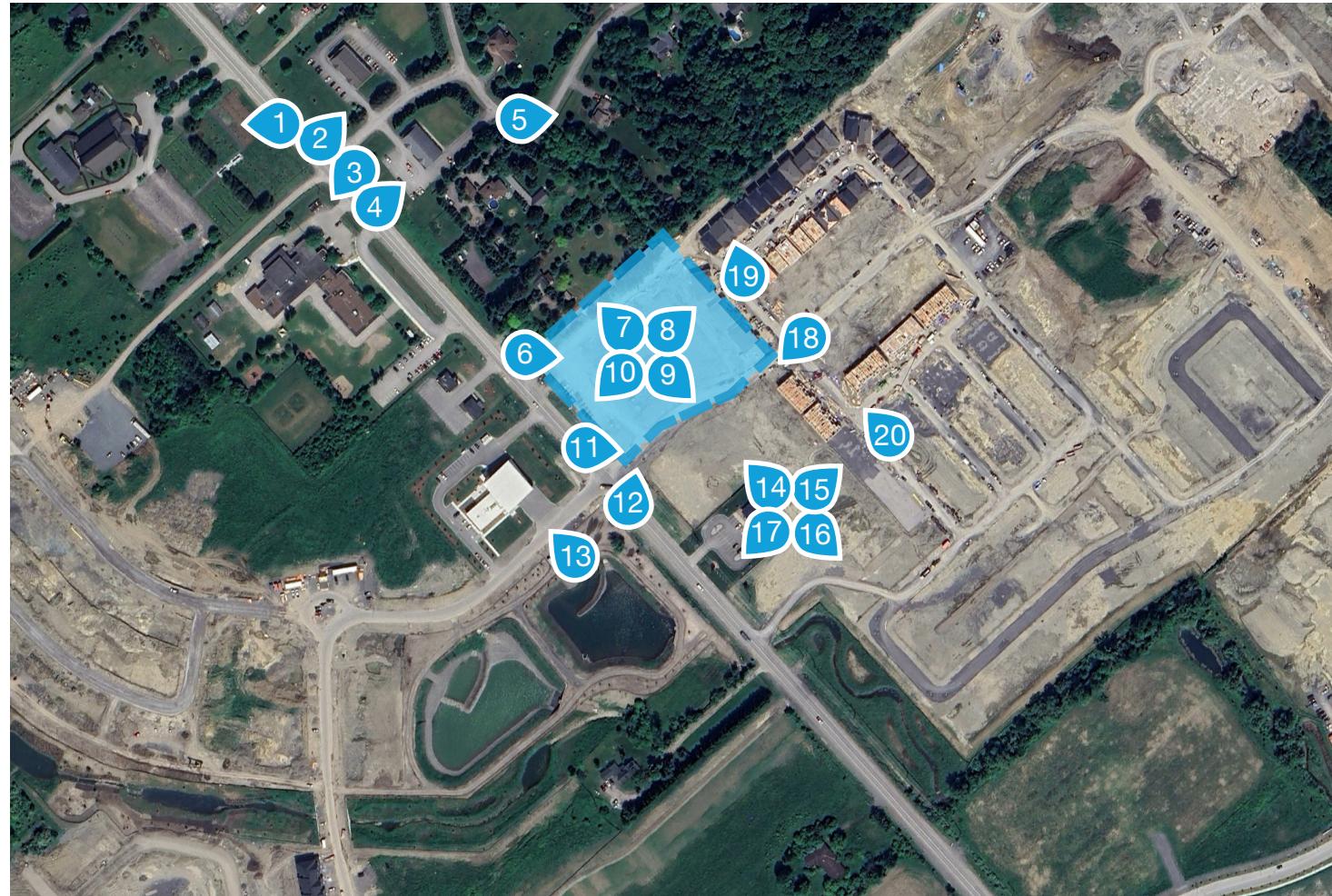


Perspective from Google Earth

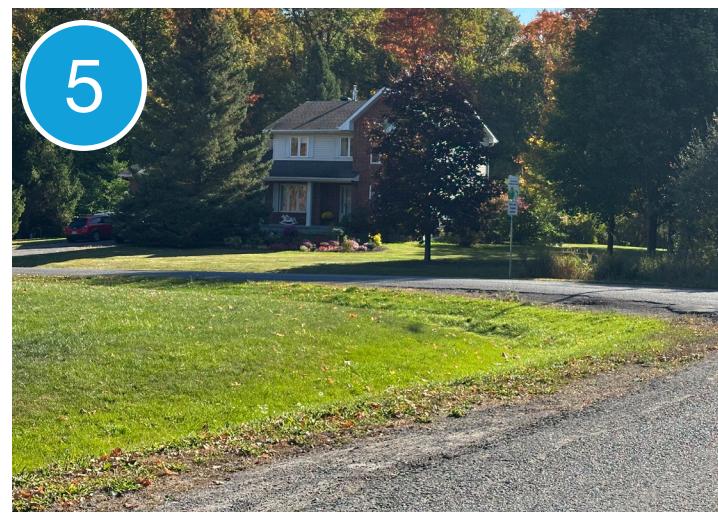
Site Photos

FOTENN Planning + Design

7



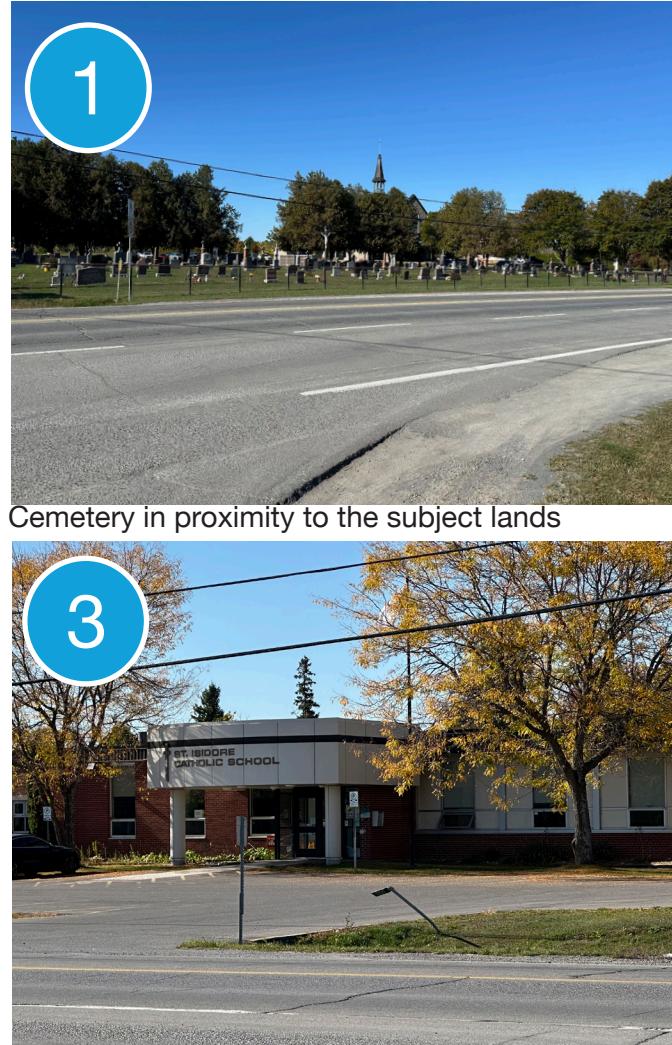
Key Plan indicating location for photos. Aerial image source: Google Earth.



Existing country lot subdivision abutting the subject lands to the north



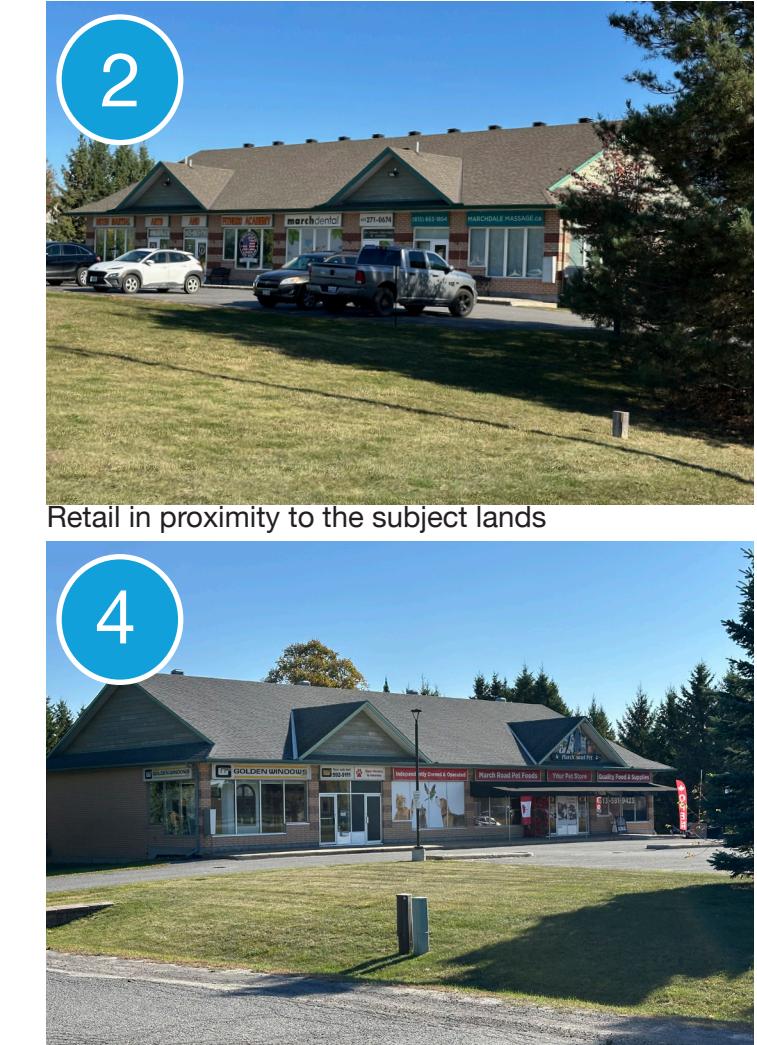
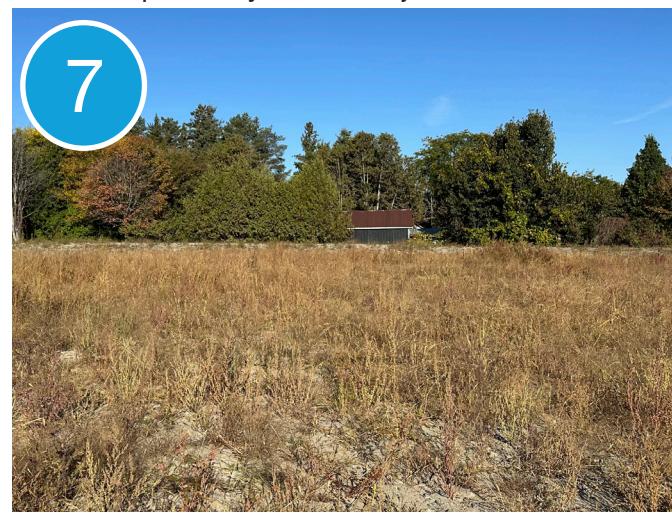
November 2025



Cemetery in proximity to the subject lands



School in proximity to the subject lands

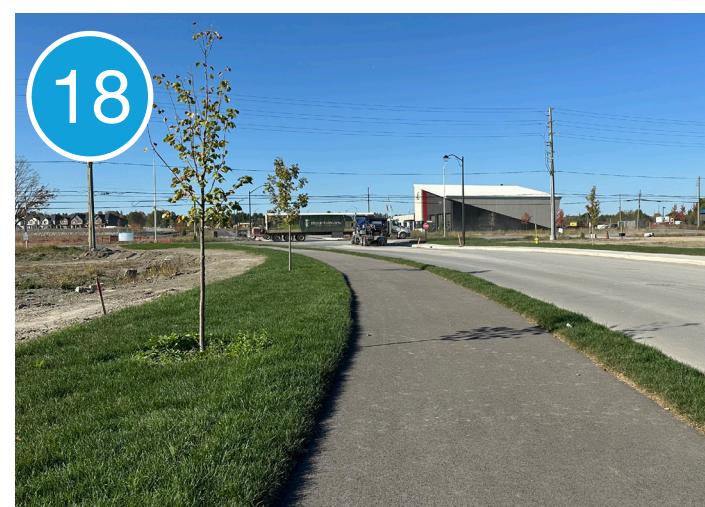
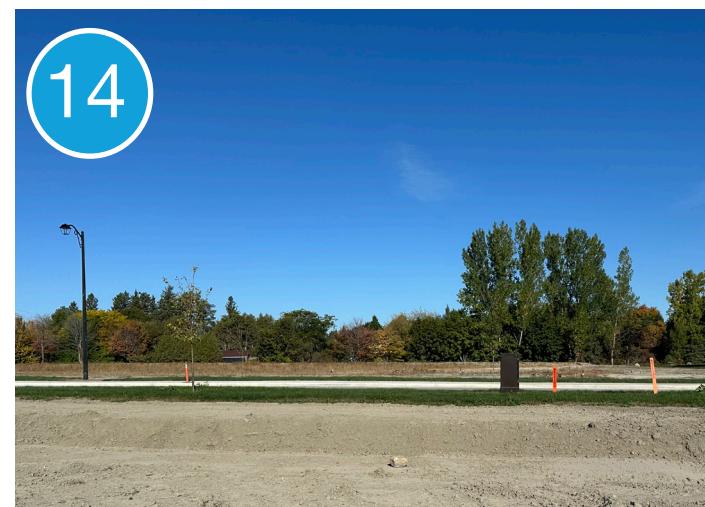


Retail in proximity to the subject lands

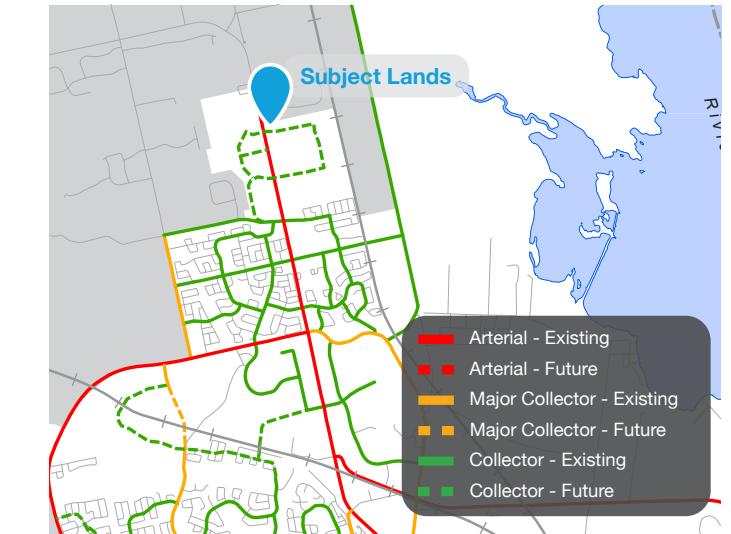
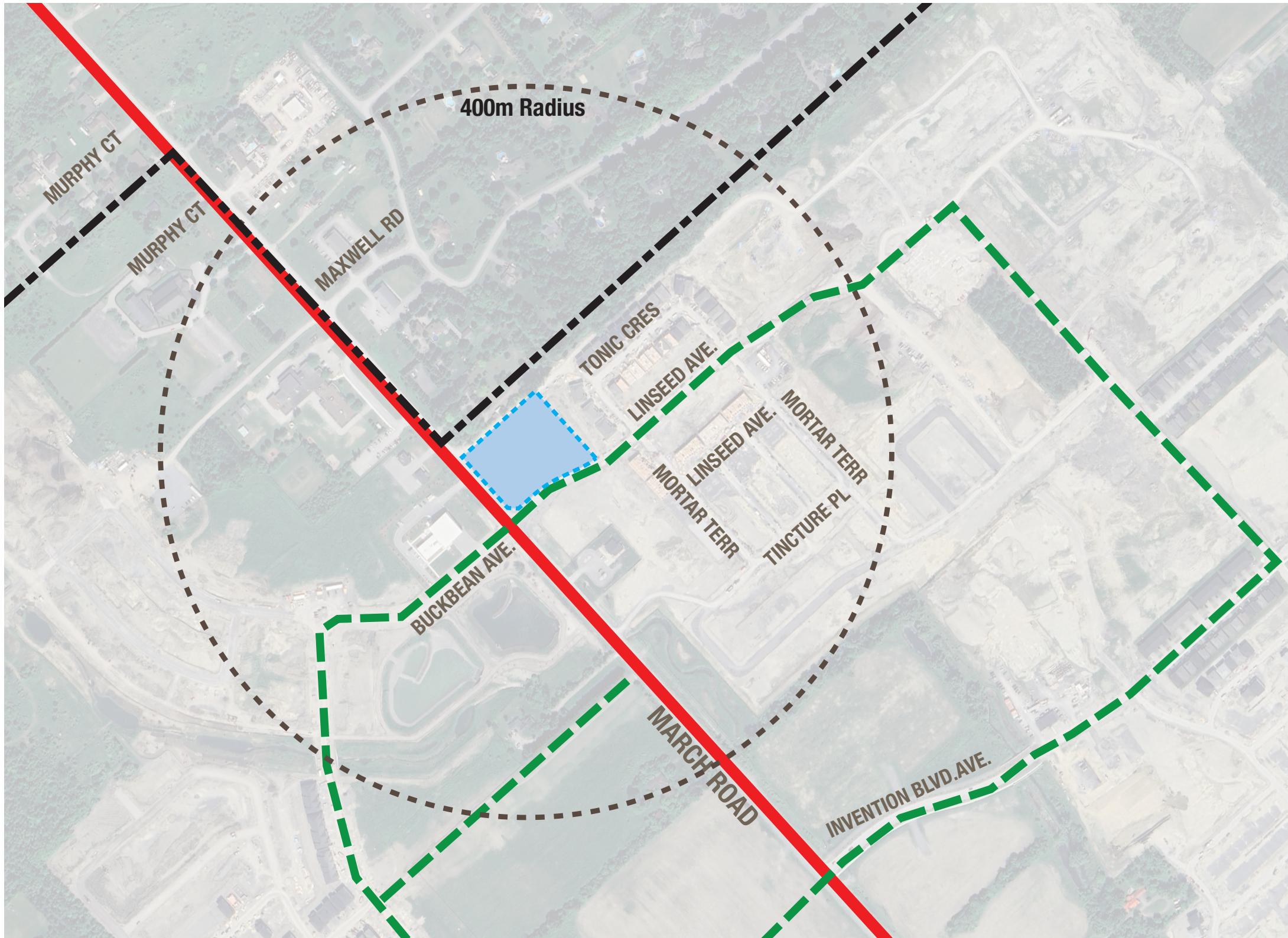


Retail in proximity to the subject lands

251 Linseed Road
Urban Design Brief



Road Network

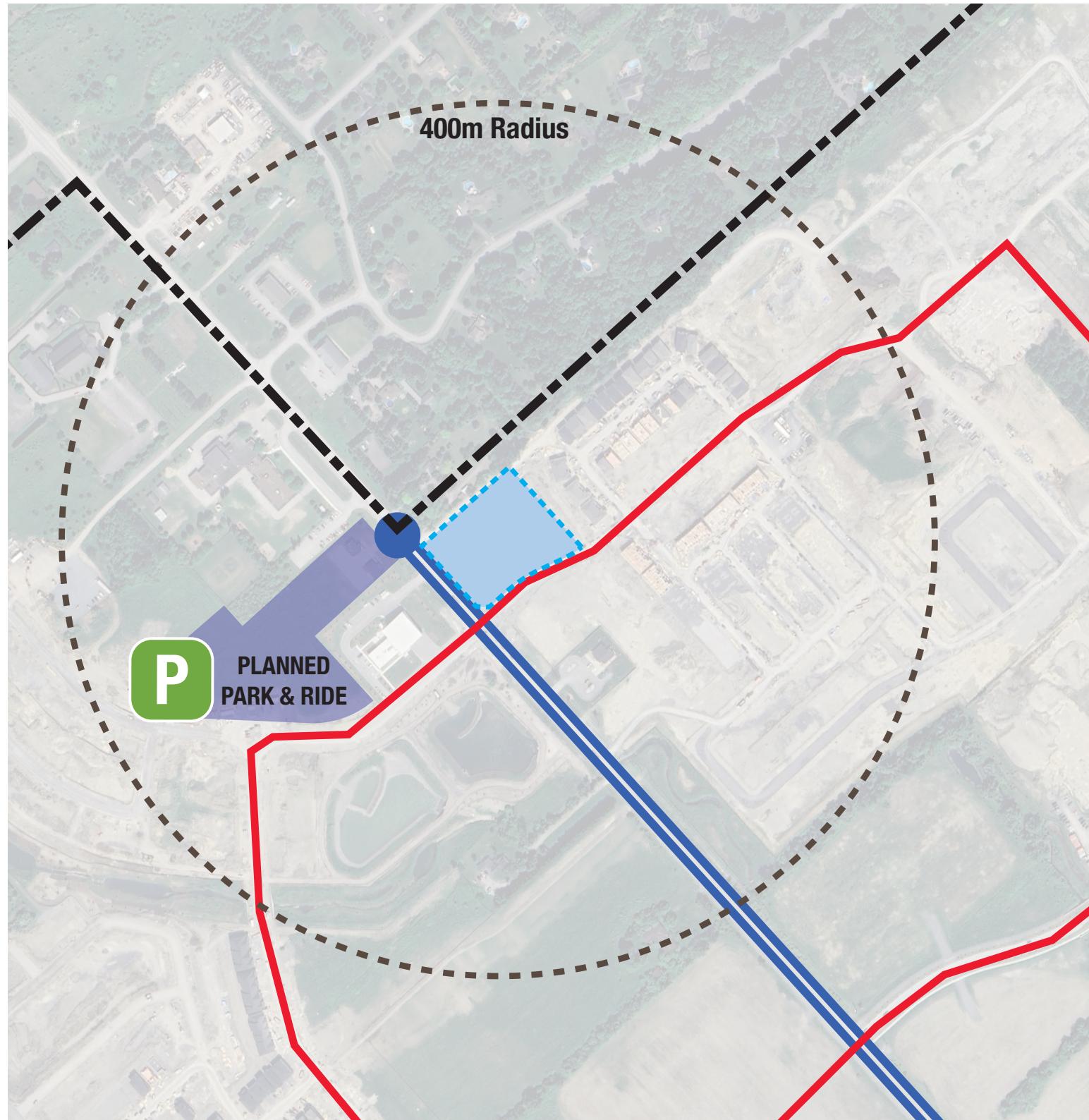


The subject lands abut March Road, an arterial road, to the west. Arterial roads serve through travel between points not directly served by the road itself and along which limited direct vehicular access is provided to only major parcels of adjacent lands. March Road is currently a two-lane roadway with a rural cross-section where it abuts the subject lands.

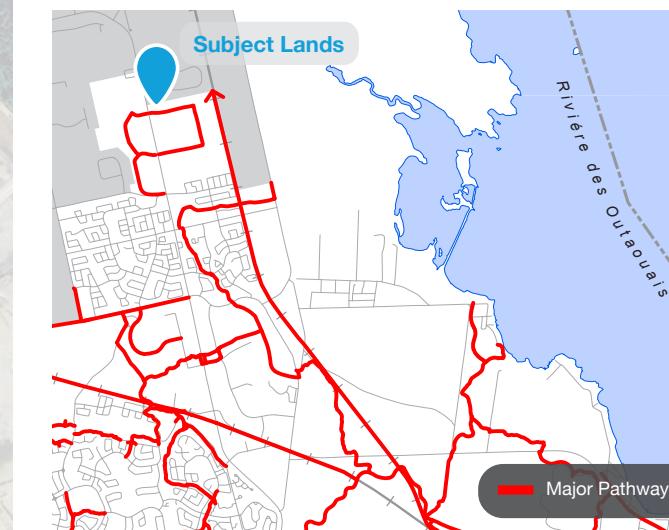
Linseed Road, which abuts the subject lands to the south, is a collector road. Collectors are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school buses, and people walking and cycling.

- Subject Lands
- 400m Radius
- Urban Boundary
- Arterial Road - Existing
- Collector Road - Future

Active Transportation & Transit Network



Transit Network and Active Transportation (Based on Ottawa Official Plan - Schedules C2 and C3)



Active Transportation

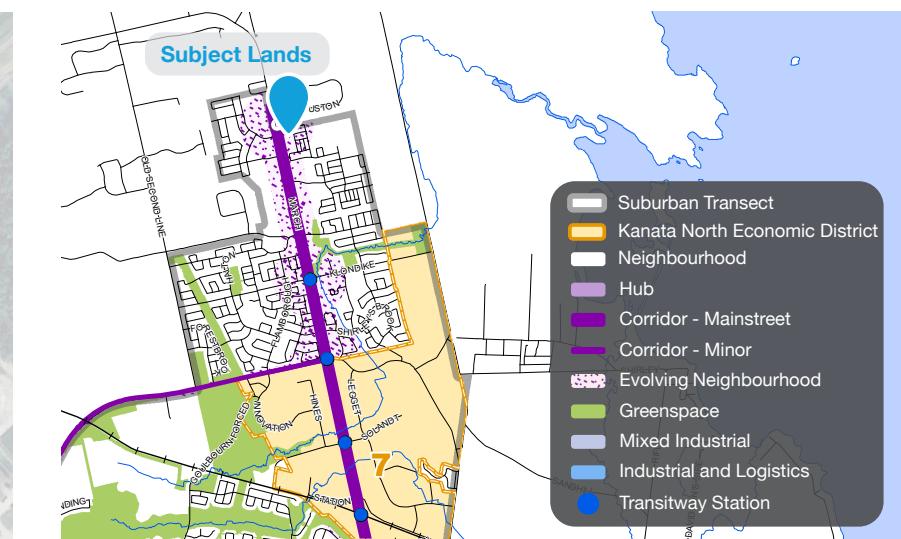
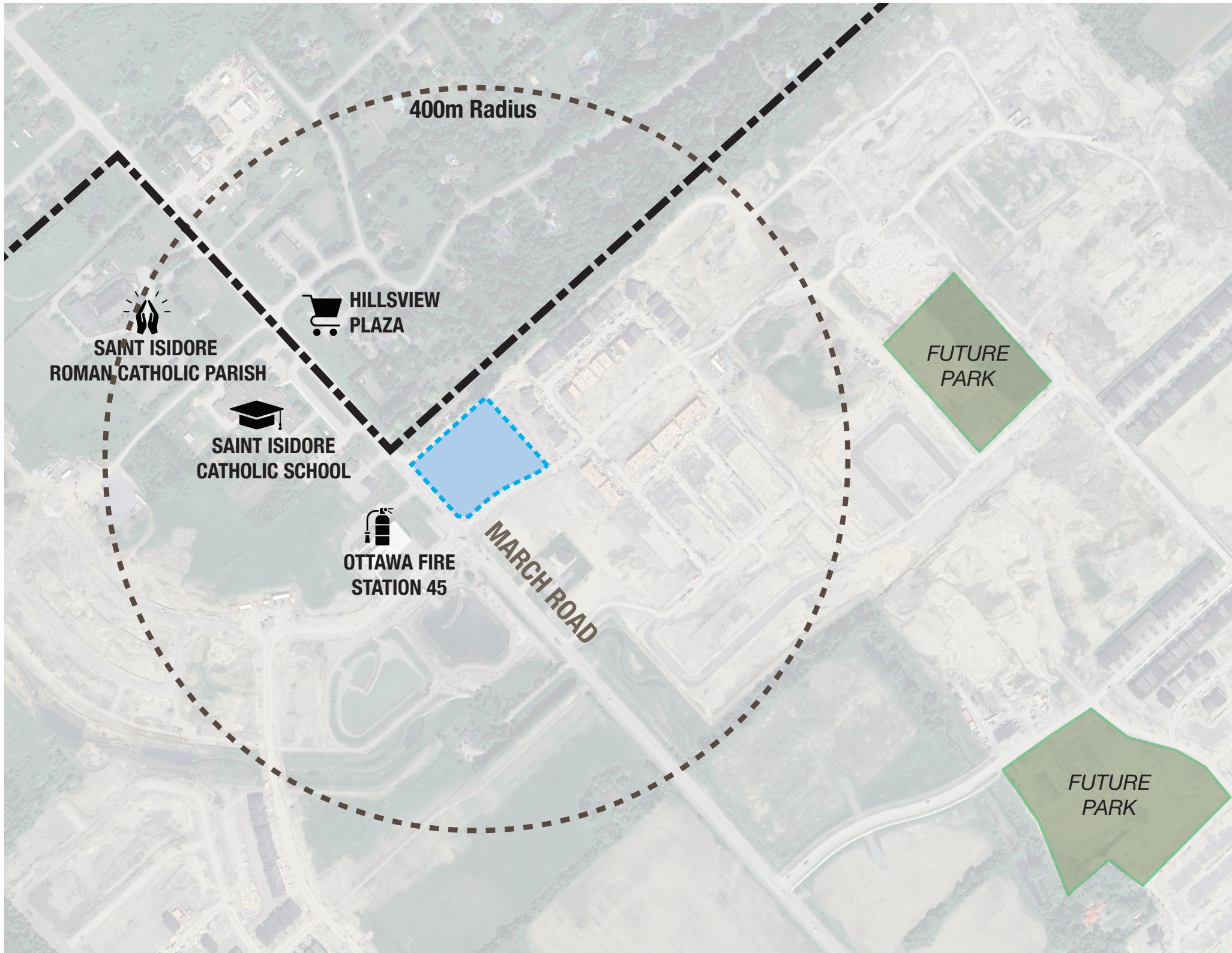
Per Schedule C3 – Active Transportation Network – Urban Major Pathways, a major pathway in the form of a multi-use pathway runs along Linseed Road, to the south of the subject lands. The major pathway runs through the Northwoods community to the east and is planned to continue further west and south across March Road.

Transit Network

As per Schedule C2 - Transit Network of the Official Plan, the subject lands are located adjacent to a future Bus Rapid Transit (BRT) Transitway Station. The BRT station represents the terminus of a planned, at-grade transitway running along March Road. A future Park-and-Ride is planned to be located to the west of the subject lands, across March Road.

- Subject Lands
- Future Park and Ride
- Planned Future Transit Station (BRT)
- Transitway - At Grade Crossings
- Major Pathway
- Urban Boundary

Open Space & Amenities



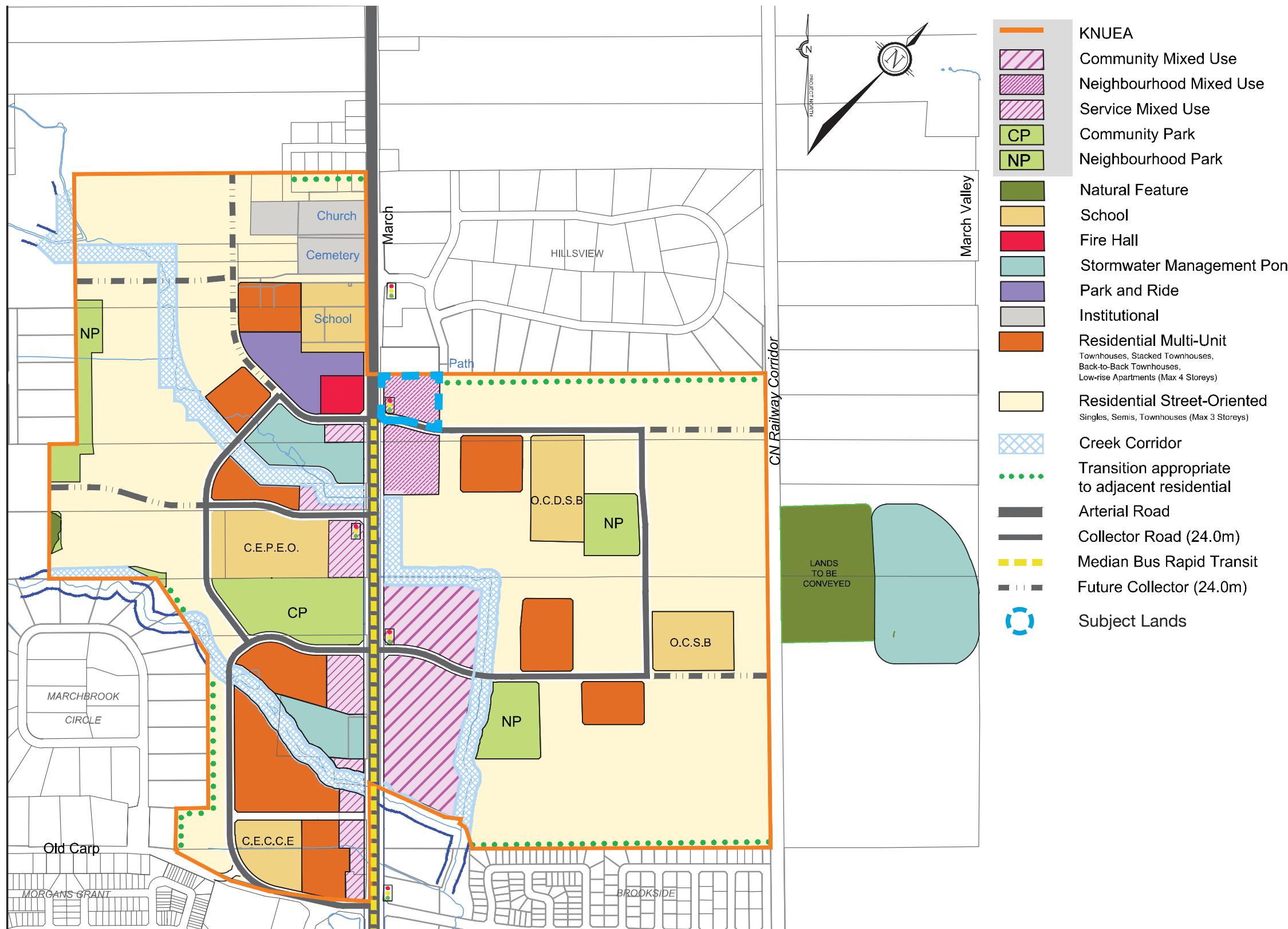
Local Neighbourhood Amenities

The subject site is situated in a recent low-rise residential neighbourhood. The area is well contemplated by existing and future parks and schools. Existing commercial amenities and a place of worship are located to the north, less than 400 metres from the subject lands.

Several other amenities are located further south along March Road, which is characterized by a mix of residential, commercial, and employment uses.

The subject site is also adjacent to a planned Park & Ride/ BRT Station, easily connecting the site with other areas of interest in the city.

Planned Function of Surrounding Area



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

November 2025

The planned function of the surrounding area is guided by the Official Plan, the Kanata North Community Design Plan and the City of Ottawa Comprehensive Zoning By-law (2008-250).

The subject lands and the block across Linseed Road to the south (250 Linseed Road) are zoned General Mixed Use Zone, Subzone 15, with a site-specific exception (GM15[3021]). The zoning permits a variety of residential and non-residential uses, and requires a minimum cumulative non-residential gross floor area of 700 square metres. Building heights of up to 18 metres are permitted.

The surrounding area consists of existing and planned low-rise, predominantly residential uses, with R3YY-, R3Z-, and R4Z-zoned lands being located to the east, south, and west; and a country lot subdivision with rural residential zoning being located to the north. Several planned and existing non-residential uses are proposed to be located primarily along March Road, including a school, place of worship, fire station, a stormwater management pond, and commercial buildings. Planned parks and schools are also located further into the subdivisions east of March Road that are in the process of being developed.

PROJECT DESCRIPTION AND DESIGN RESEARCH

02

Development Overview

3.0 Development Overview

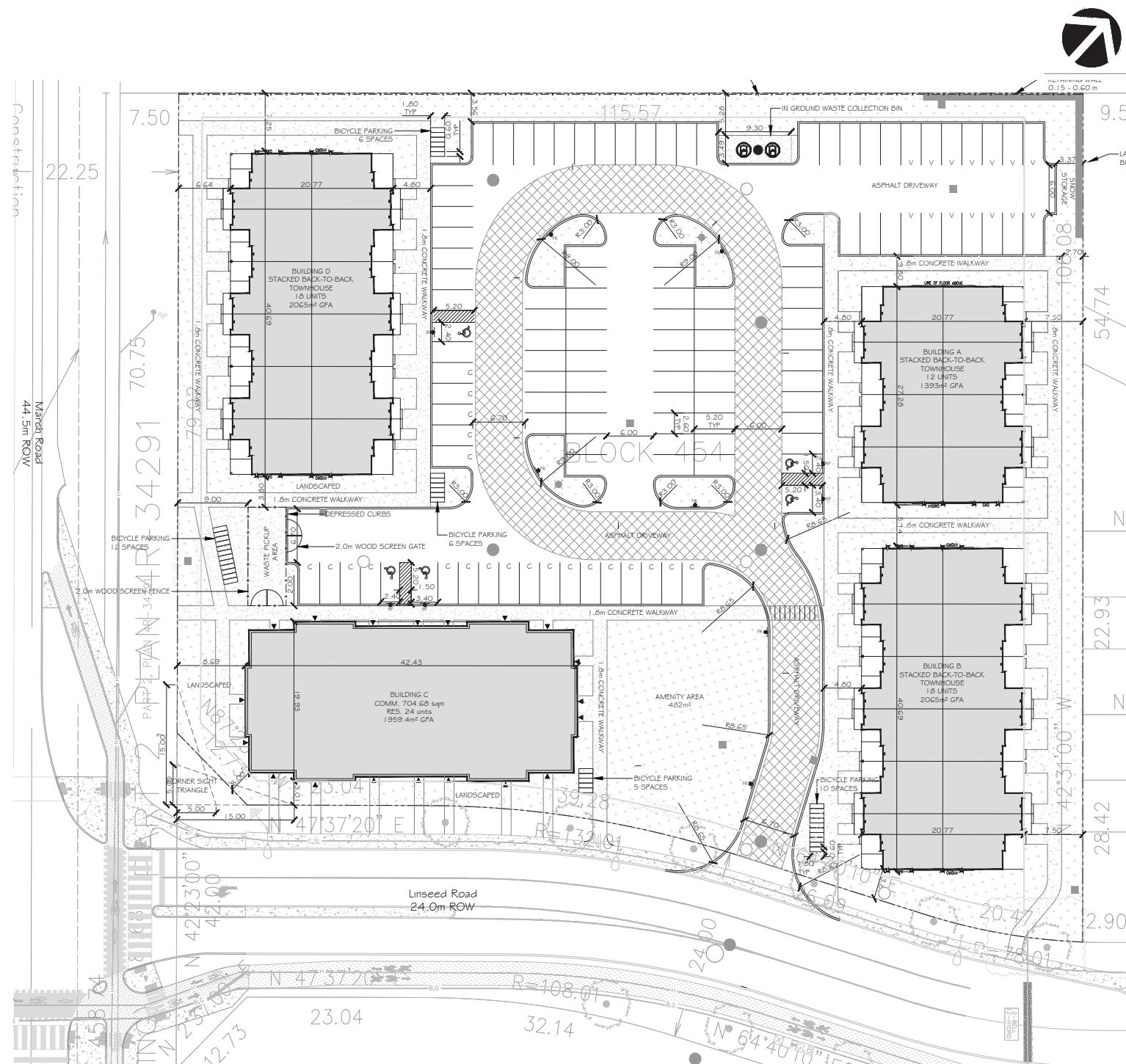
Mattamy is proposing to develop the subject lands with a mixed-use building and three stacked back-to-back townhouse dwelling blocks, for a total of 72 units and 705 square metres of commercial Gross Floor Area. The buildings are three storeys in height, providing gentle density to the site with a height appropriate for the surrounding neighborhood.

The mixed-use building incorporates ground floor commercial spaces with active frontages that feature significant glazing, clear entrances, signage, and steel canopies providing some weather protection. The second and third storeys, which are occupied with apartment dwelling units, feature fiber cement panels of alternating colours that help break up the building's massing.

The innovative stacked back-to-back townhouse design allows for windows on all four façades, maximizing natural light and ventilation for all units. Balconies, privacy decks, and entrances are located on both the front and rear elevations. The proposed exterior materials include asphalt shingles, vinyl siding, and accent siding colors to enhance visual interest.

The façade design of the stacked townhouse blocks is driven by principles of visual clarity, sustainable material selection, and thoughtful articulation. Vinyl siding is utilized as the primary cladding material to create a clean, contemporary aesthetic while addressing practical and environmental considerations. Vinyl siding was selected for its affordability, durability, and low maintenance requirements, making it an ideal solution for long-term housing resilience. Furthermore, the material is recyclable and contributes to a reduced carbon footprint compared to more resource-intensive façade systems, supporting the project's sustainability goals.

By combining sustainable materials with carefully considered articulation, the design achieves a cohesive, contemporary appearance that is environmentally responsible and contextually appropriate.



Site Plan prepared by Urbantypology

Site Statistics			
Site Area	10,891 m ²	Paved Area	3,516 m ²
Landscaped Area	4,025 m ²	Building Coverage	2,665 m ²
Gross Floor Area	7,482 m ²	Commercial Gross Floor Area	705 m ²
Total Units	72	72 Units	72 Units
		48 Townhouse	48 Townhouse
		24 Apartment	24 Apartment
		44UPH	44UPH
Density			

Zoning Provisions			
GM 1[203 1] Zone	Required	Proposed	Conforms
Front Yard Setback (min)	3m	6.64m	Y
Corner Side Yard Setback (min)	3m	3.0m	Y
Interior Side Yard Setback (min)	3m	7.25m	Y
Mixed Use	5m	66.04m	Y
Stacked Townhouse	3m	7.25m	Y
Rear Yard Setback (min)	7.5m	7.5m	Y
Lot Coverage Floor Space Index (max)	2	0.69	Y
Building Height (max)	18m	14.6m	Y
Mixed Use	18m	14.6m	Y
Stacked Townhouse	18m	11.4m	Y
Parking Spaces (min)	110 spaces	117 spaces	Y
Commercial (3.4/100m ²)	24 spaces	24 spaces	Y
Residential (1/100m ²)	72 spaces	79 spaces	Y
Residential Visitor (0.2/unit)	14 spaces	14 spaces	Y
Accessible Spaces	5 spaces	5 spaces	Y
Type A	2 spaces	2 spaces	Y
Type B	3 spaces	3 spaces	Y
Size of Space	2.6 x 5.2m	2.6 x 5.2m	Y
Driveway Width (min)	6m	6.7m	Y
Aisle Width (min)	6.7m	6.7m	Y
Residential Use	6.0m	6.0m	Y
Parking Lot Landscaped Area (min)	15%	26%	Y
Parking Lot Landscaped Buffer (min)			
Abutting a Street	3m	8.65m ²	Y
Not Abutting a Street	3m	3.37m ²	Y
Refuse Collection (min)			
Abutting a Public Street	9m	9m	Y
From any Lot Line	3m	5.28m	Y
Bicycle Parking (min)	39 spaces	39 spaces	Y
Commercial (1/250m ²)	3 spaces	3 spaces	Y
Residential (0.5/unit)	36 spaces	36 spaces	Y
Amenity Space (min) (Gm ² /unit)	432m ²	1097m ²	Y
Communal (50% of required)	21.6m ²	482m ²	Y
Private	N/A	615m ²	Y
Landscaped Area Width (min)			
Abutting a Street	3m	3m	Y
Abutting a Residential Zone	7.5m	7.5m	Y
Cumulative Non-Residential GFA (min)	700m ²	704.68m ²	Y
Private Way Width (min)	6m	6m	Y
Residential Setback to Private Way (min)	1.8m	3.8m	Y
Separation Area Between Buildings (min)	1.2m	5.14m	Y

NOTES

1. Property information from survey prepared by J.D. Barnes Limited, 62 Steacie Drive, Suite 103 Kanata, ON K2B 2A9
2. Excess snow to be removed from site at owner's expense

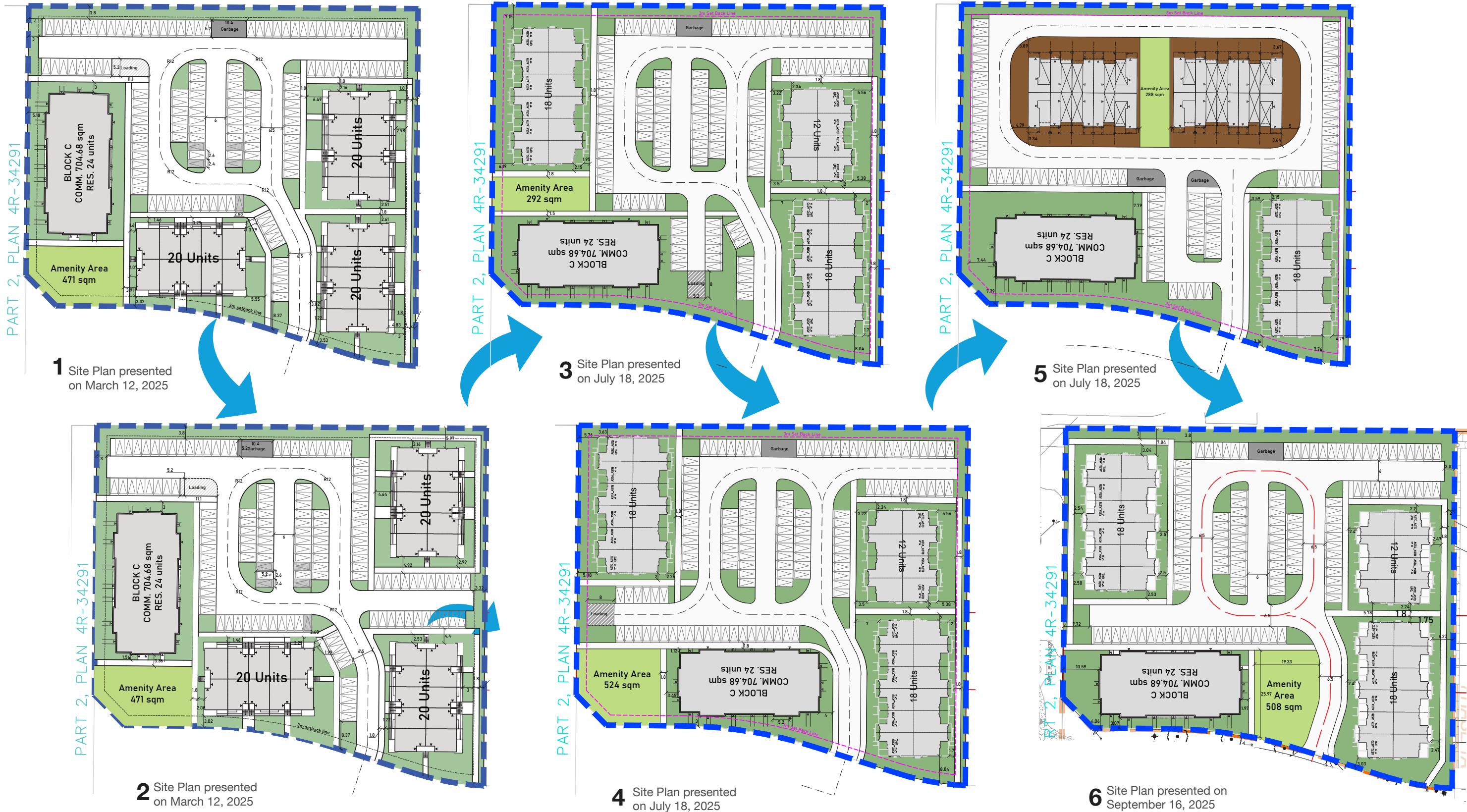
PROPERTY LINE	V	VISITOR PARKING
BUILDING	C	COMMERCIAL PARKING
ASPHALT		
CONCRETE		
CURB CUT		
LANDSCAPED		
BARRIER FREE PARKING		
BARRIER FREE PARKING SIGN		
BUILDING ENTRANCE		
FIRE ROUTE		
FIRE ROUTE SIGN		
PROPOSED FIRE HYDRANT		
PROPOSED SANITARY SEWER MANHOLE		
PROPOSED STORM SEWER MANHOLE		
PROPOSED CATCHBASIN MANHOLE		
PROPOSED CATCHBASIN		
STREET TREE		

Design Evolution



FOTENN Planning + Design

15

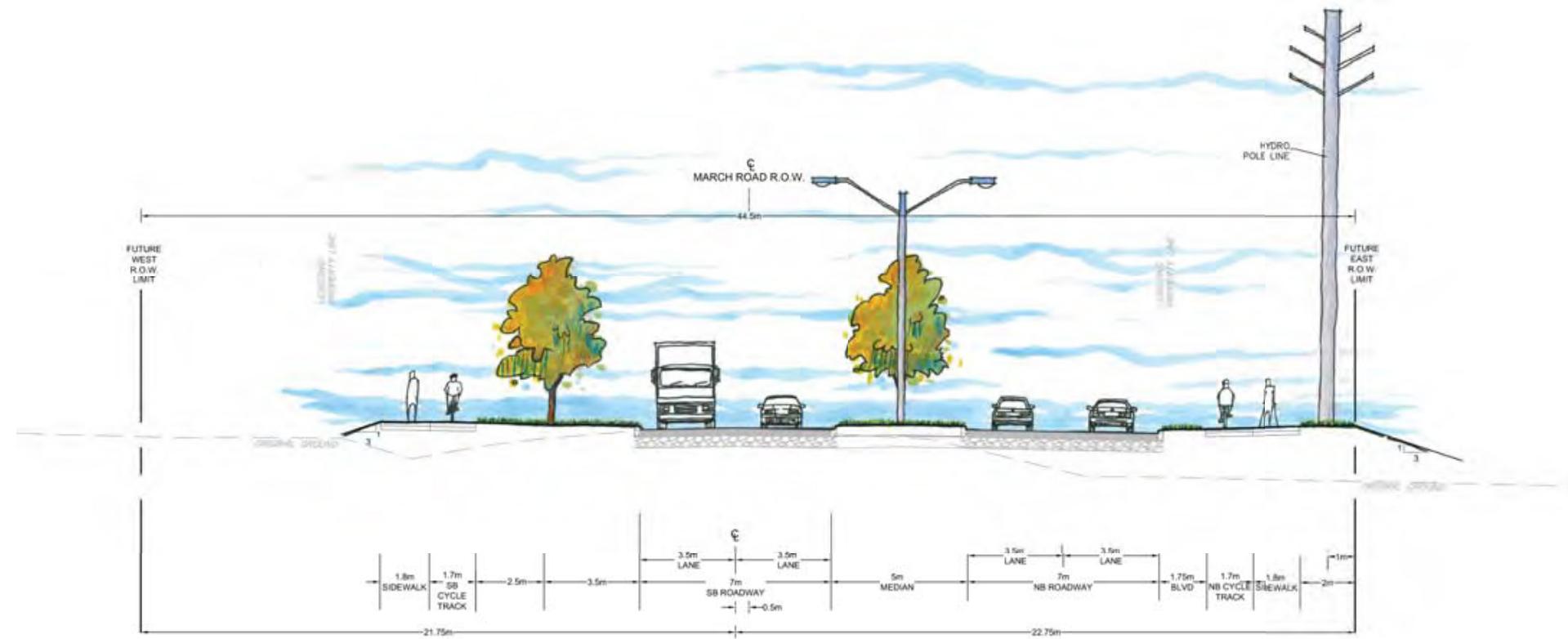


Street Cross Section AA

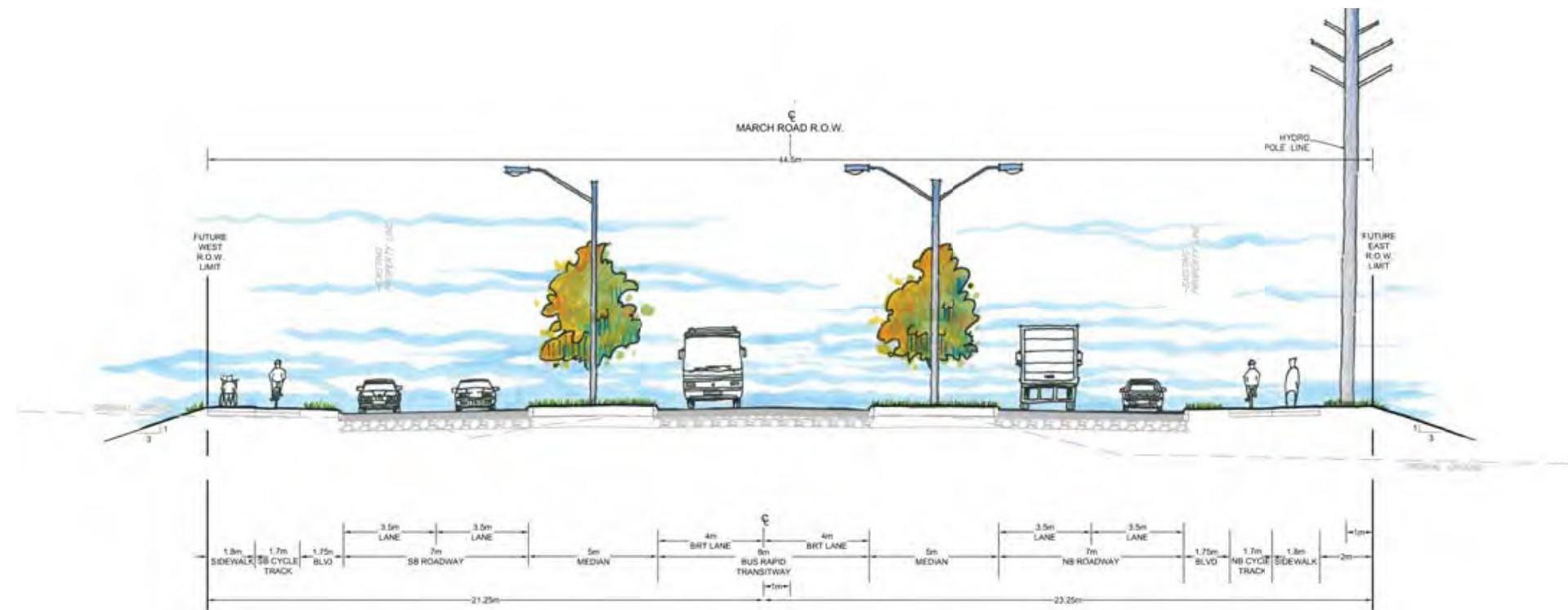


FOTENN Planning + Design

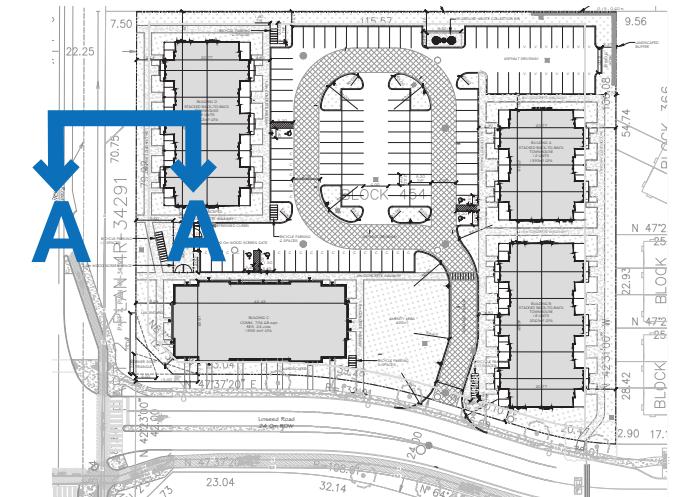
16



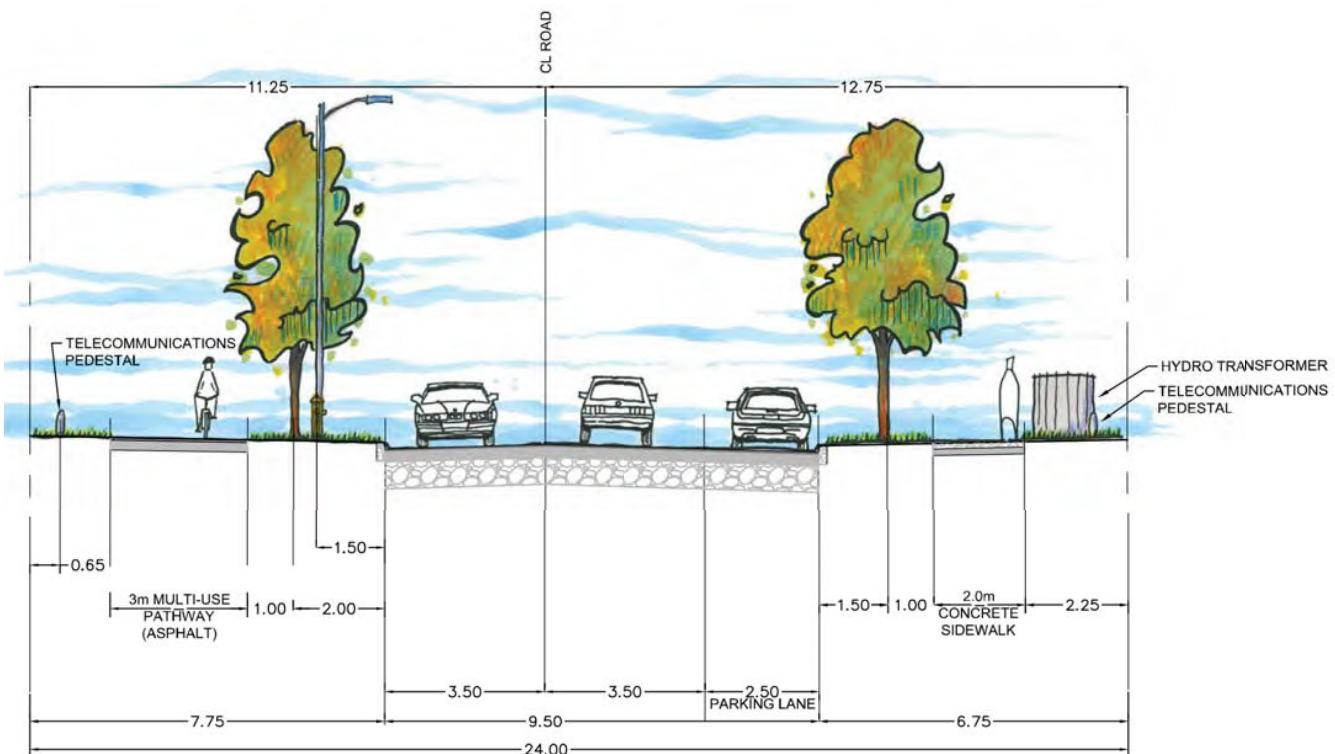
Cross Section for March Road-Interim taken from Kanata North CDP



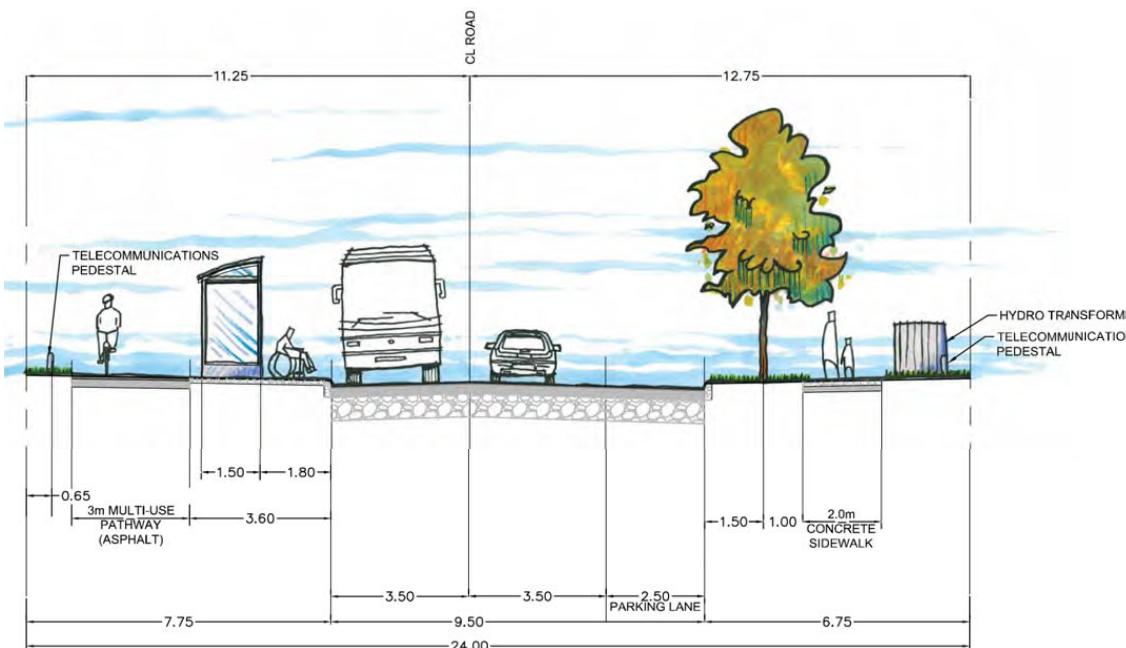
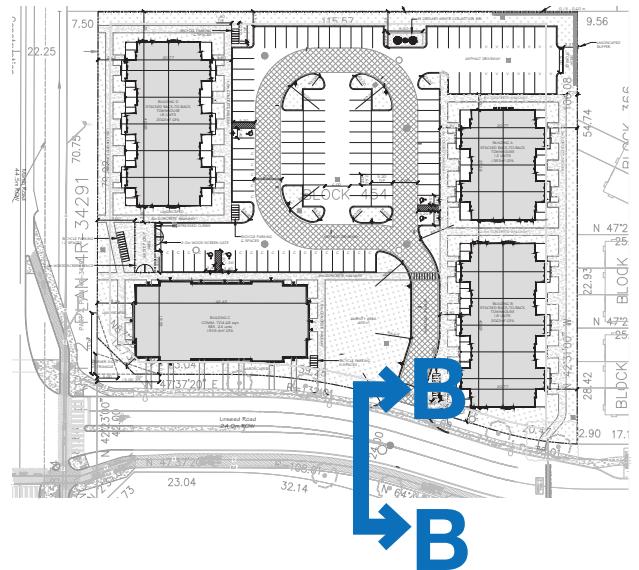
Cross Section for March Road-Ultimate taken from Kanata North CDP



Street Cross Section BB



Cross Section for Linseed Road. Typical collector road cross section taken from Kanata North CDP



Cross Section for Linseed Road. Typical collector road cross section with bus shelter taken from Kanata North CDP

DESIGN DIRECTIVES

03

Response to City Design Policies



FOTENN Planning + Design

19

Below is a concise summary of how the proposed development responds to City's design directives outlined in the following documents:

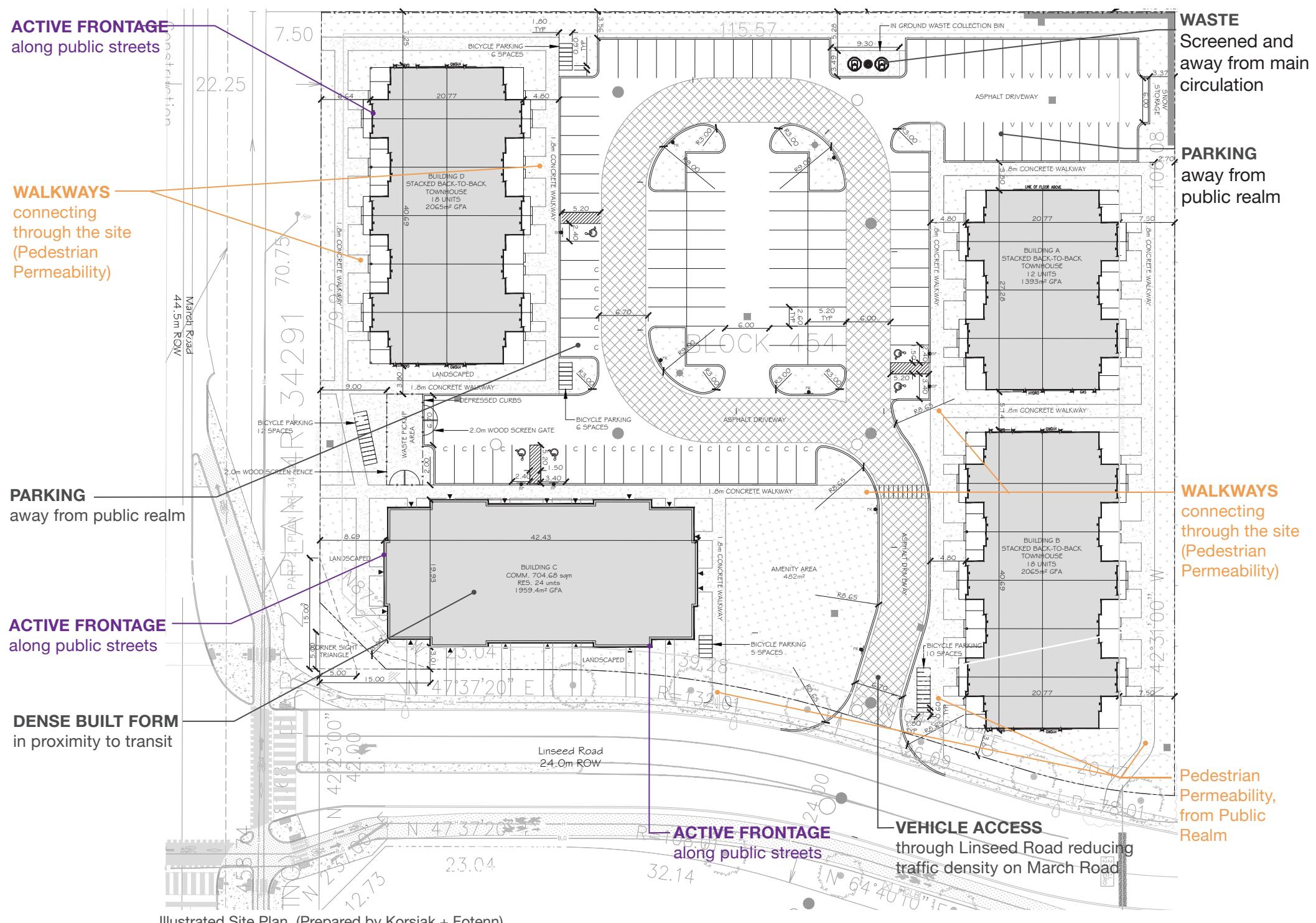
- / City of Ottawa Official Plan (2022)
- / Kanata North Community Design Plan (2016)
- / Transit-Oriented Development Guidelines (2007)
- / Urban Design Guidelines for Greenfield Neighbourhoods (2007)
- / Building Better and Smarter Suburbs: Strategic Direction and Action Plan (2015)
- / City of Ottawa Zoning By-law (2008-250)

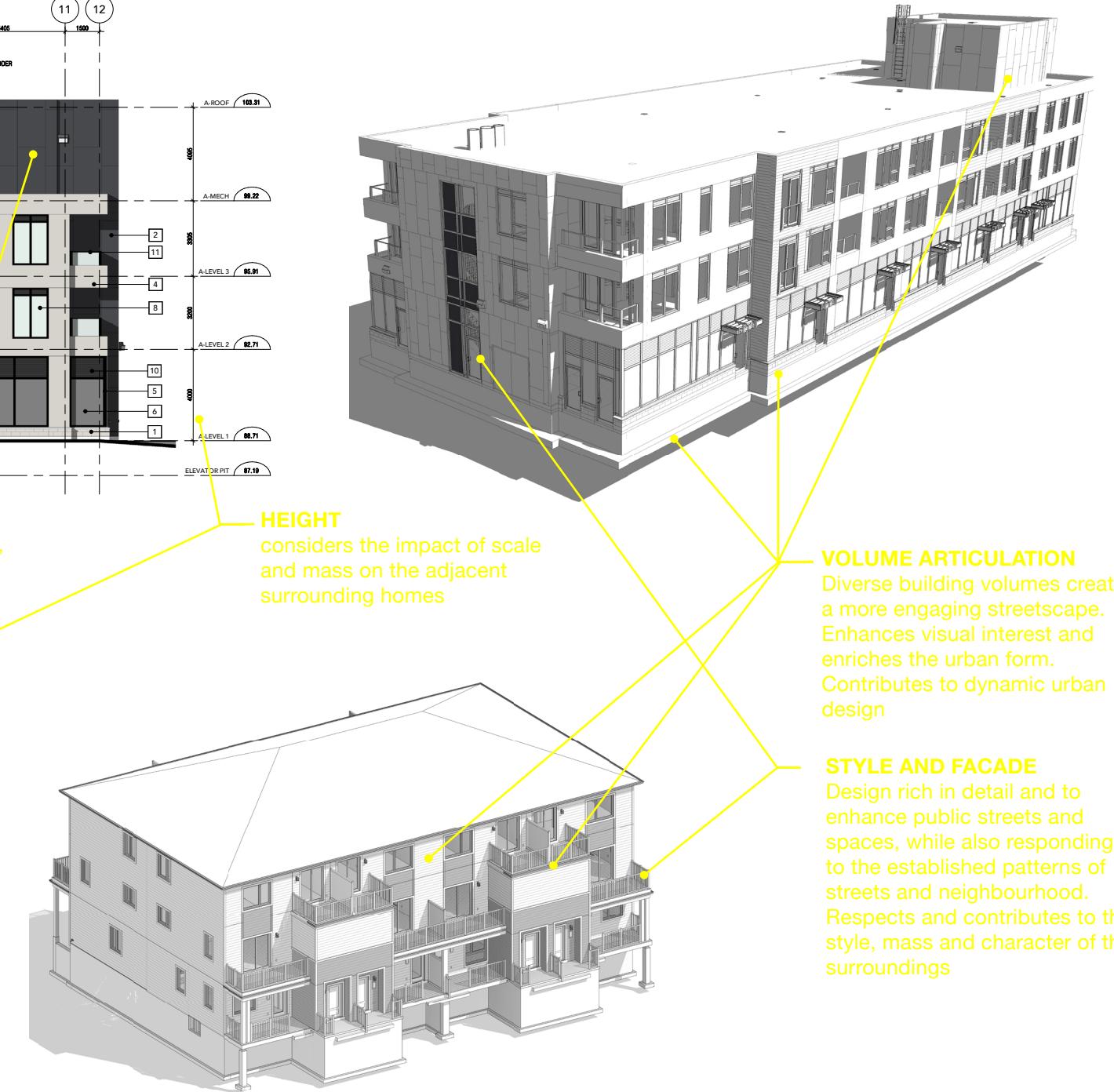
The proposed development increases the supply and mix of housing options in the area by offering low-rise, neighbourhood-appropriate missing middle residential uses, in stacked back-to-back townhouse and apartment dwelling typologies. It responds to market needs and local demand by providing additional housing options in an efficient, dense and transit-supportive design, in a location with existing and planned infrastructure and public service facilities. By diversifying the range of housing arrangements, the development supports a broader variety of ages and income levels in the area.

The development supports sustainable transportation by providing a dense built form with a mix of uses, in proximity to a future public transit corridor and proposing pedestrian-friendly and bicycle-friendly design to encourage greater use of walking and bicycles for daily transport. The proposed development includes pedestrian connections to abutting public rights-of-way, ensuring building entrances enjoy convenient access to nearby public sidewalks.

Stacked townhouse and commercial unit entrances face and are visible from the street, and add to the variety of housing densities and designs along the streetscape of March Road and Lindseed Road. Stacked townhouse dwellings are placed in close proximity to abutting public streets to reinforce a strong street edge condition, with windows facing the street - contributing to a safer and more vibrant neighbourhood.

Projecting garages are avoided in this development. Vehicle parking is located internal to the site. Visitor and bicycle parking will also be provided in accordance with Zoning By-law requirements.





FOTENN
Planning + Design