

FOTENN



3400 + 3428 Woodroffe Avenue

Urban Design Brief
December 2, 2025

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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.

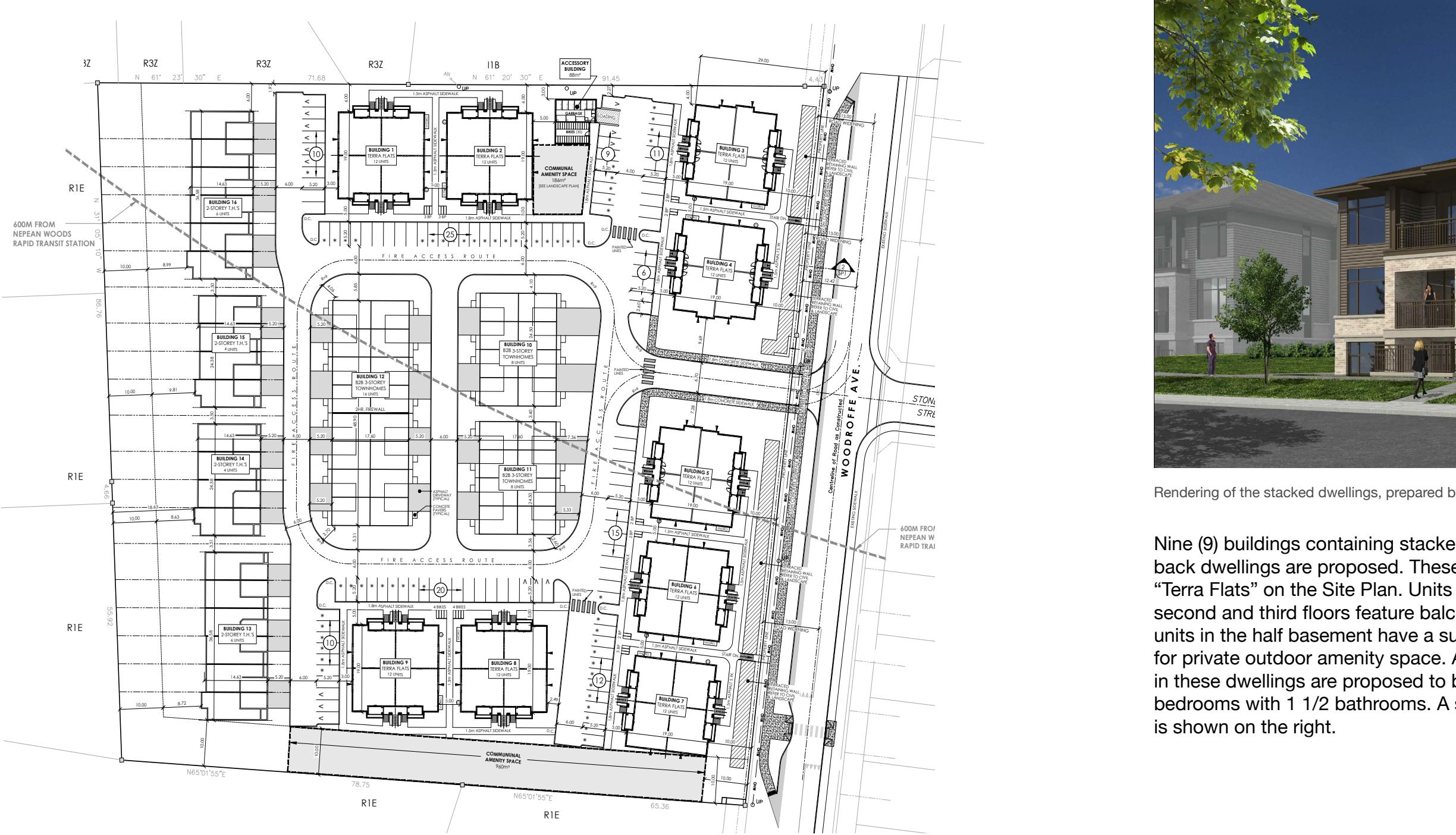
The unit mix includes 75% two (2) bedroom units and 25% three (3) bedroom units. One of the end townhouses has an option for a four (4) bedroom unit. No one (1) bedroom or studio apartments are proposed.

Project Description

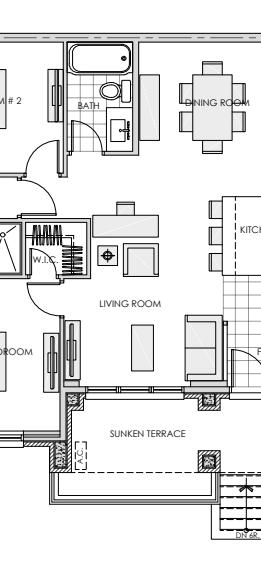
Stacked Dwellings



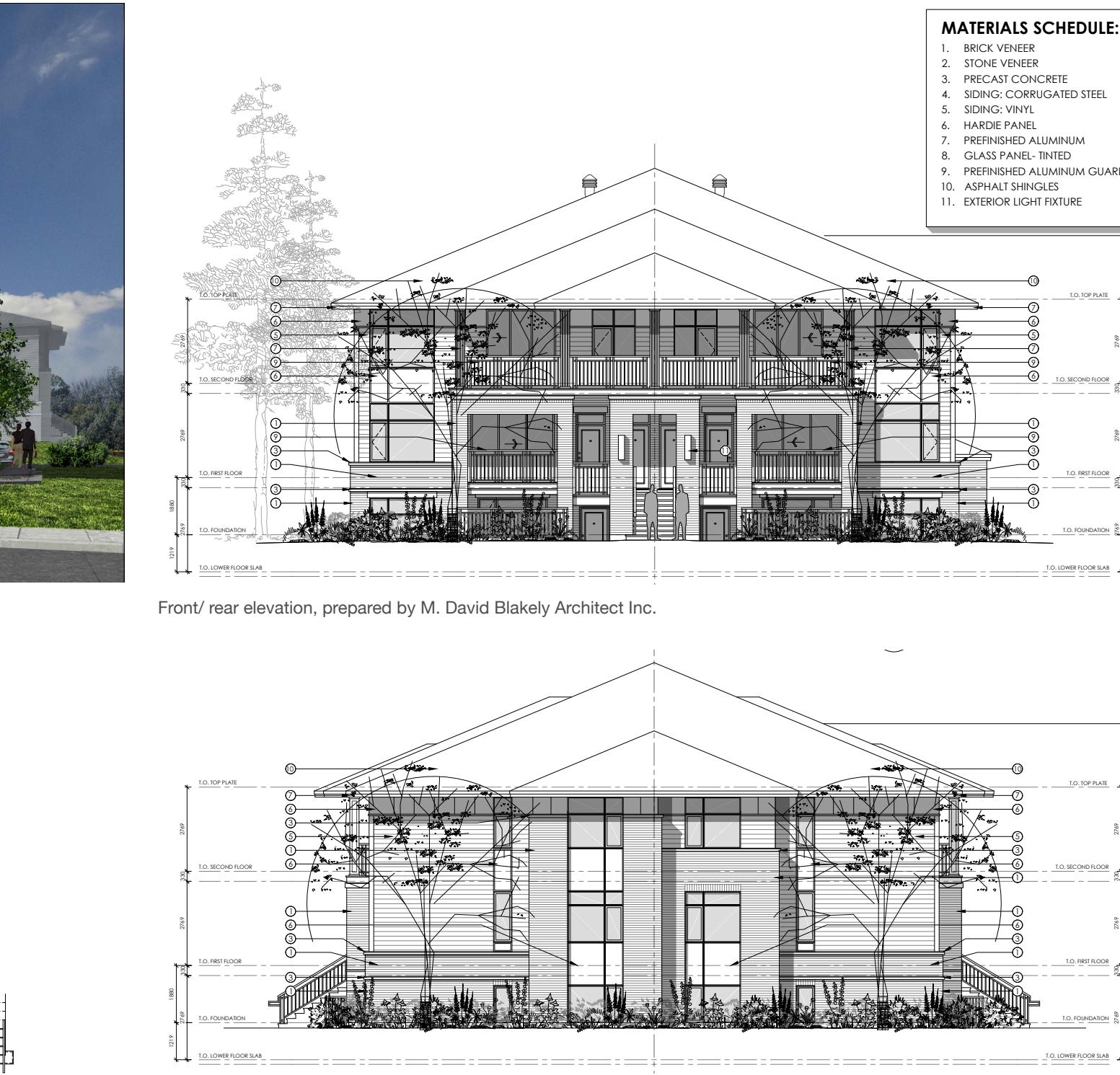
Rendering of the stacked dwellings, prepared by M. David Blakely Architect Inc.



Excerpt from the Site Plan of the proposed development



Lower floor unit layout 'A', prepared by M. David Blakely Architect Inc.



Front/rear elevation, prepared by M. David Blakely Architect Inc.

Street end elevation, prepared by M. David Blakely Architect Inc.

Project Description

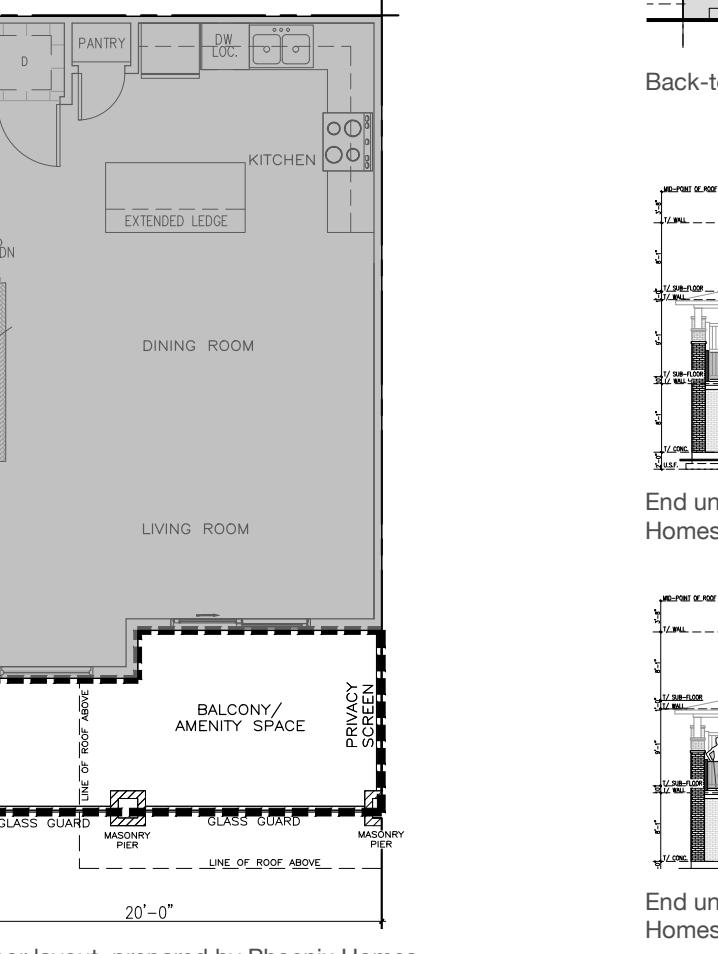
Back-to-back townhouses



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



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Project Description

Townhouses



Townhouses rendering, prepared by Phoenix Homes

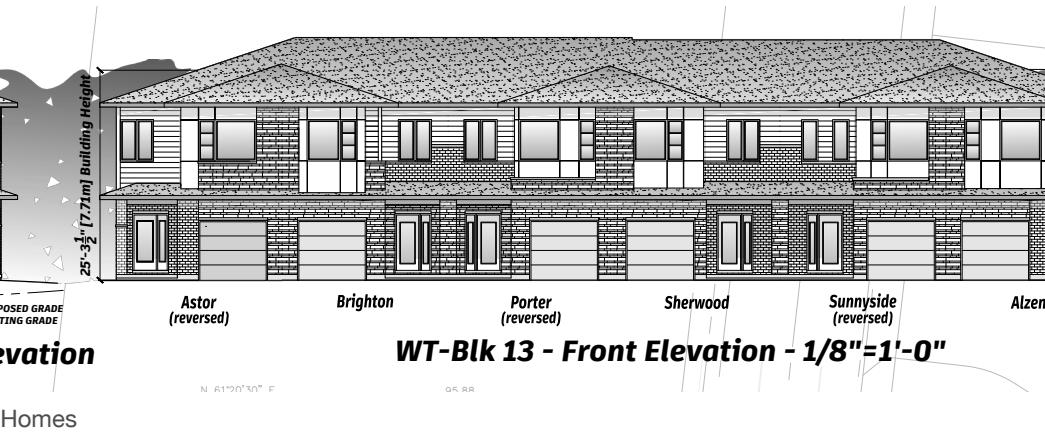


Building materiality, prepared by Phoenix Homes

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.

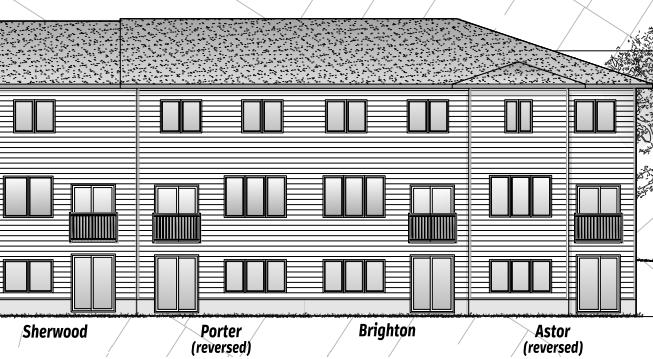
The buildings provide a transition in density and height, with the denser buildings being located fronting onto Woodroffe Avenue and located to the north, east and south of the site, and the tallest buildings being located in the centre of the site. The townhouses therefore transition to the existing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

A 10-metre green buffer is retained along the western and south property lines. The green buffer allows for the retention of 7 existing mature trees. Both the retained and proposed trees will provide a natural, vegetated buffer between the existing residential dwellings in the Healt's Desire neighbourhood to the south and west.

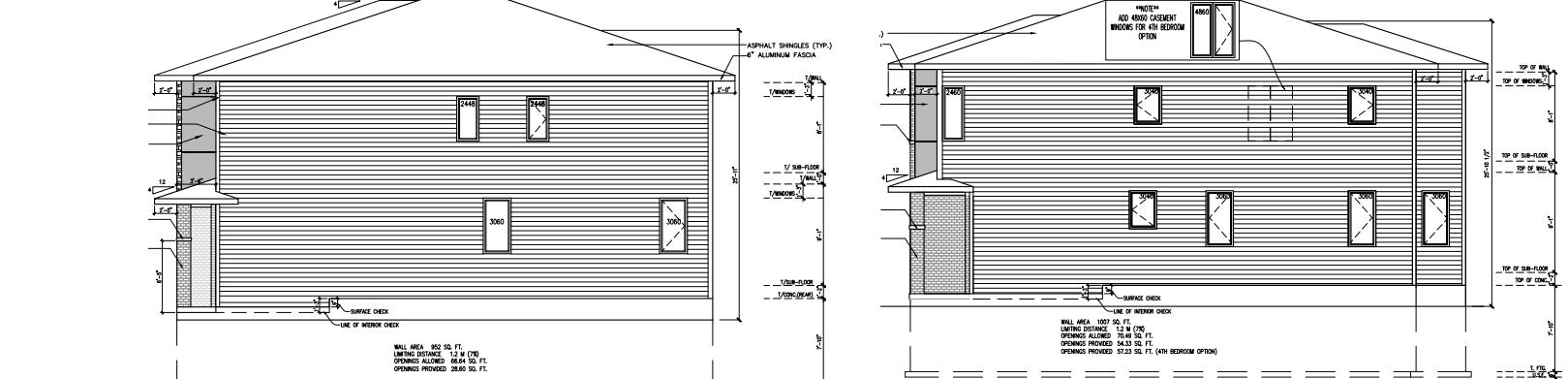


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Side and front elevations, prepared by Phoenix Homes



Rear elevation, prepared by Phoenix Homes



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

Design Directives

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.

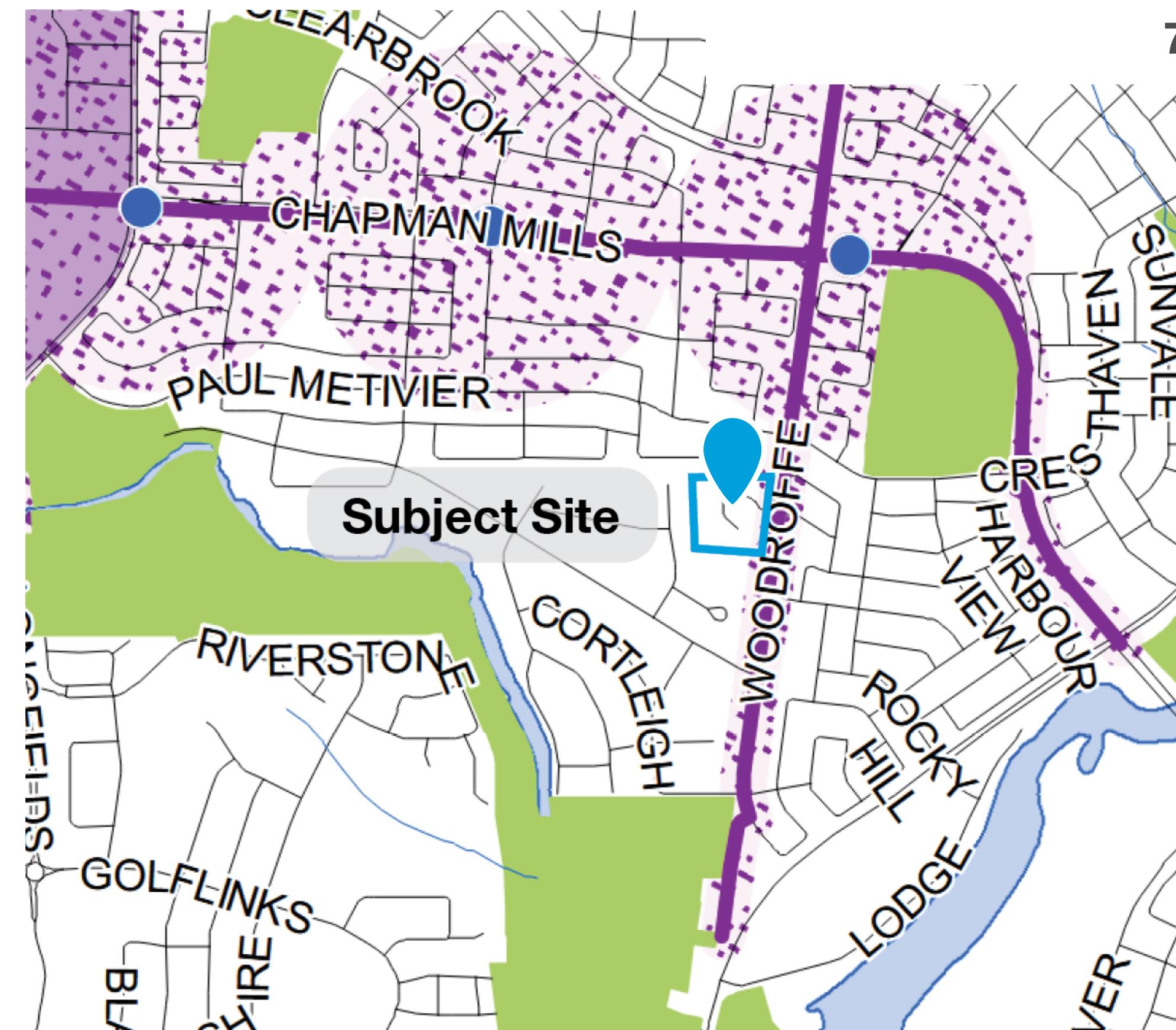
Corridor policies relevant to the proposed development include:

- / 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 (Suburban) Transect (City of Ottawa Official Plan, 2021)

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.

4. Vehicles

- / Developments plan for the mechanics and needs of a TD
- / Parks and

The proposed development adheres to the following applicable design guidelines: /

1. 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). / Group
drive phys

1. 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)

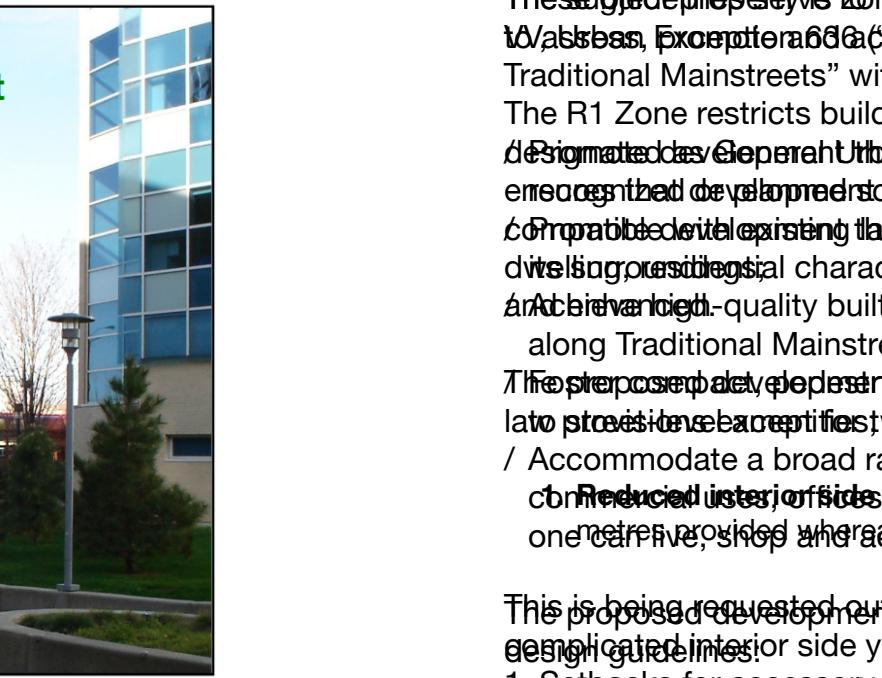
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- Transportation Demand Management (TDM) is integrated with the City's TDM initiatives and the City's TDM Section, within the Public Works department, is available to assist in developing 3).

located to the rear of buildings and not on public right-of-way and the functional front of the

clude direct and safe pedestrian linkages while enhancing pedestrian comfort and access. This includes transforming surface parking lots into smaller areas through the use of walkways (4.41).

multiple unit dwellings have shared parking to maximize on-street parking and to limit the use of sidewalks (4.47).



tives

w (2008-250)

Fast Density Subzone
High density development along
the river to:

- to:
attached dwellings in areas
Official Plan rezoning
internal that is
without the elements
ourhood is maintained
ngthen building continuity

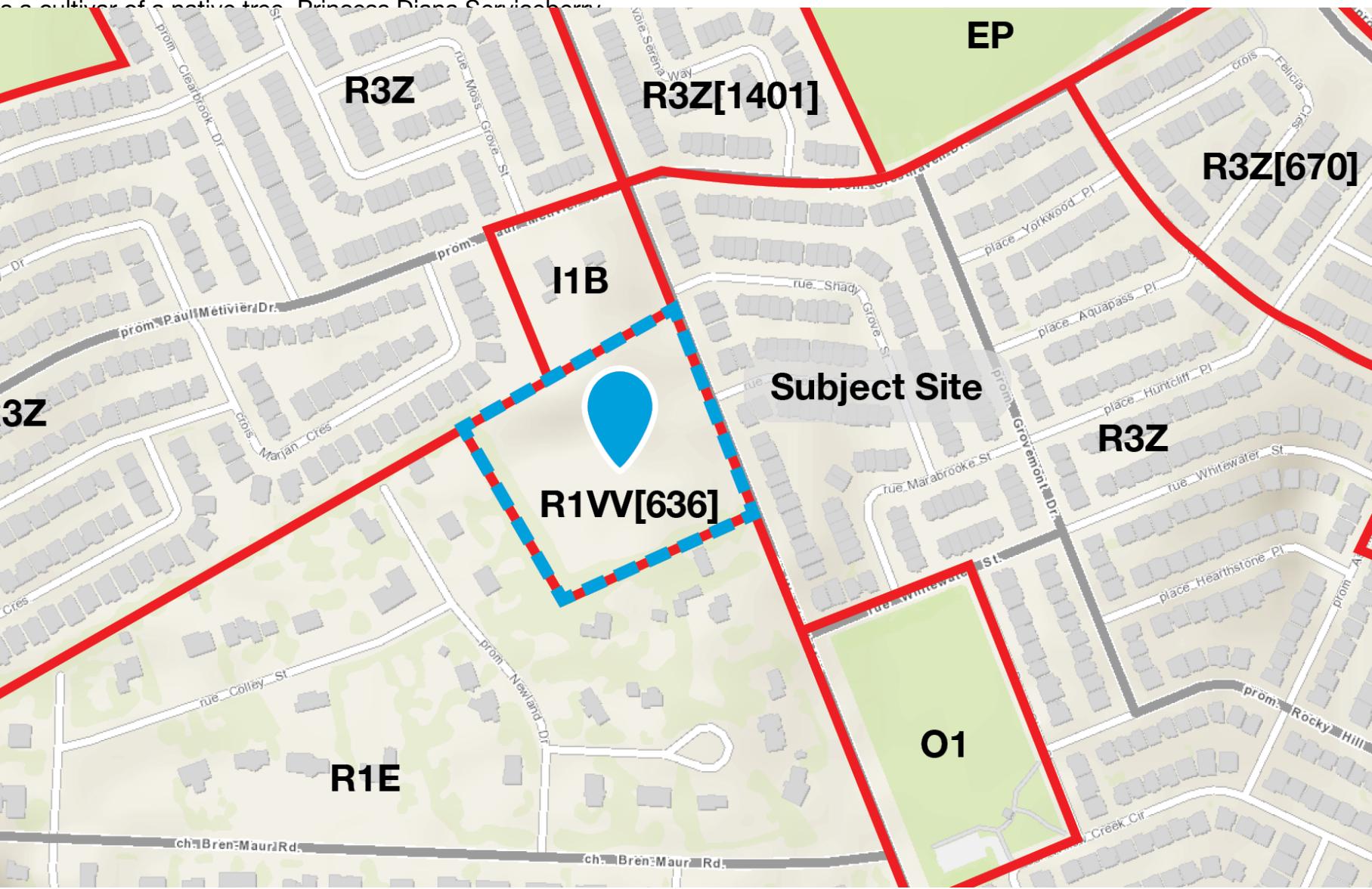
development that is linked
including retail, services
of investment buildings are
quired

/ Plant
All proposed
consistency
along
are pro
well as



case of caution due to the following applicable calculations per Endnote based on the sub zone's development included yard setback would be JD, this introduces the yard setback based on e. Since the accessory front lot line, the required depth, with no more bringing the accessory is being sought to permit

townhouse dwelling and accessory structure would add setback requirements to dwelling (1.5 metres if 1 metres in height).



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:



Site, Context, & Analysis

Site Context



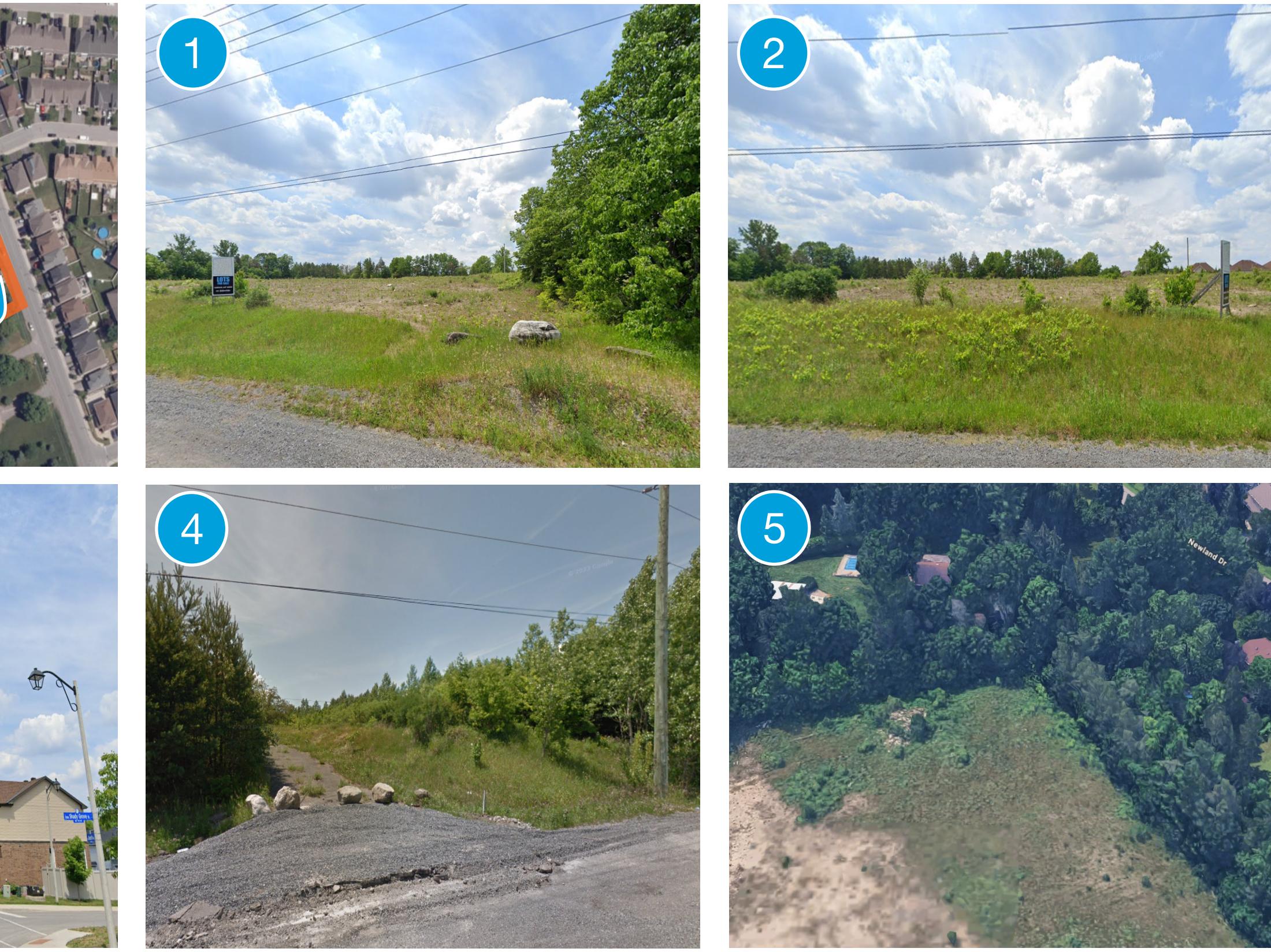
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Site Photos

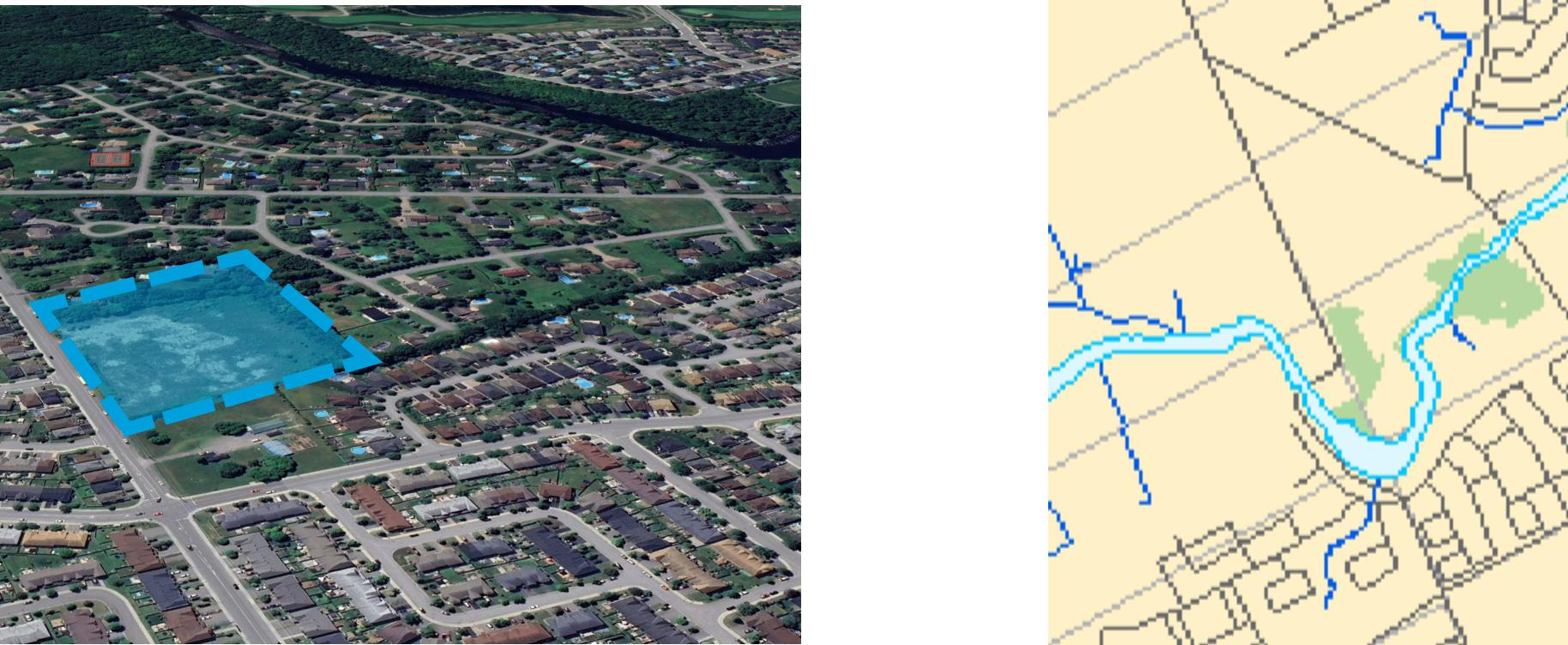
Subject Property and Surrounding Area



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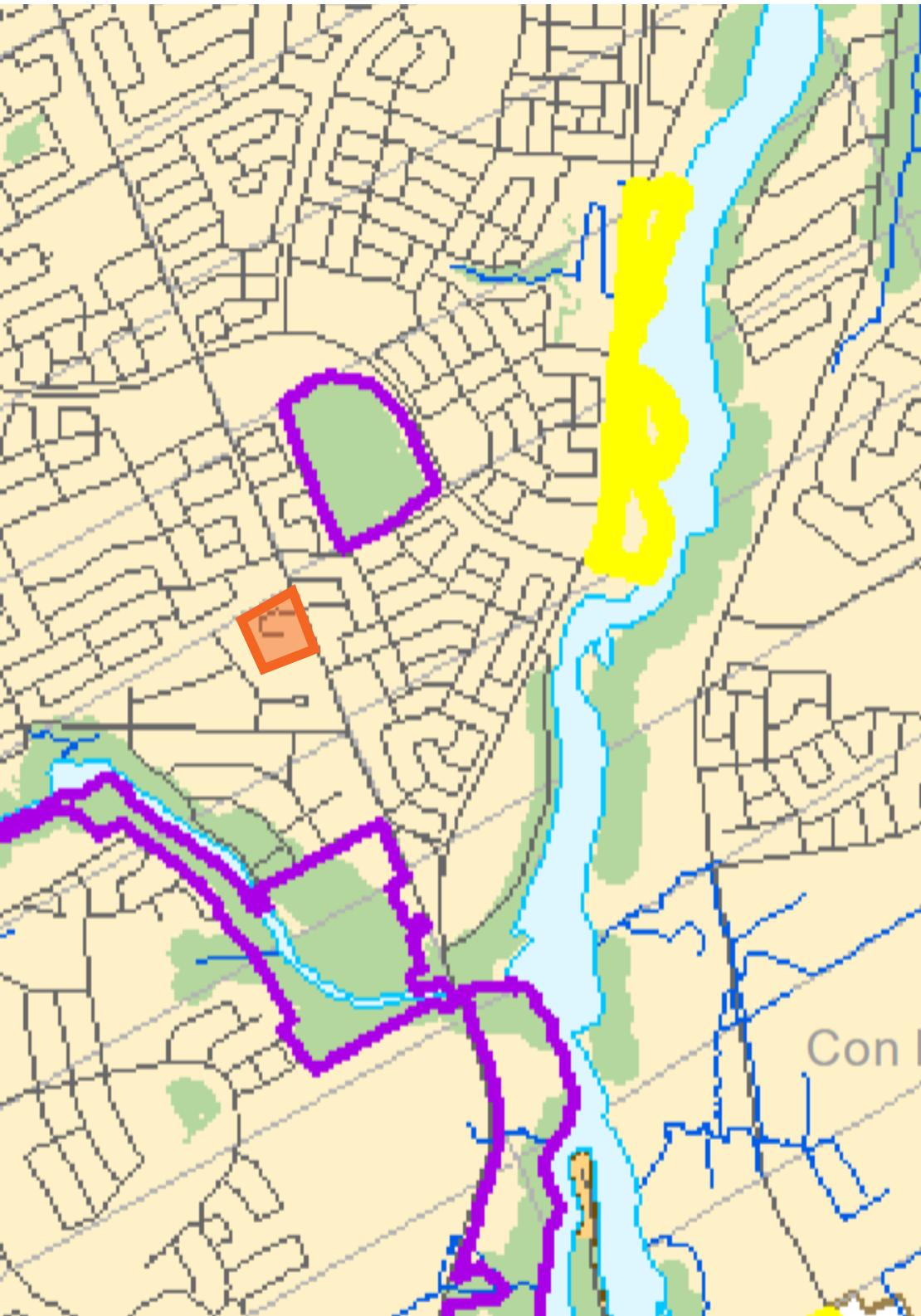
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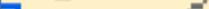
Perspective Images



Journal

Heritage C





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.



Legend:

- Subject Site
- Urban Natural Feature
- Conservation Area
- Natural Heritage Features Overlay
- Watercourse
- Conservation Area

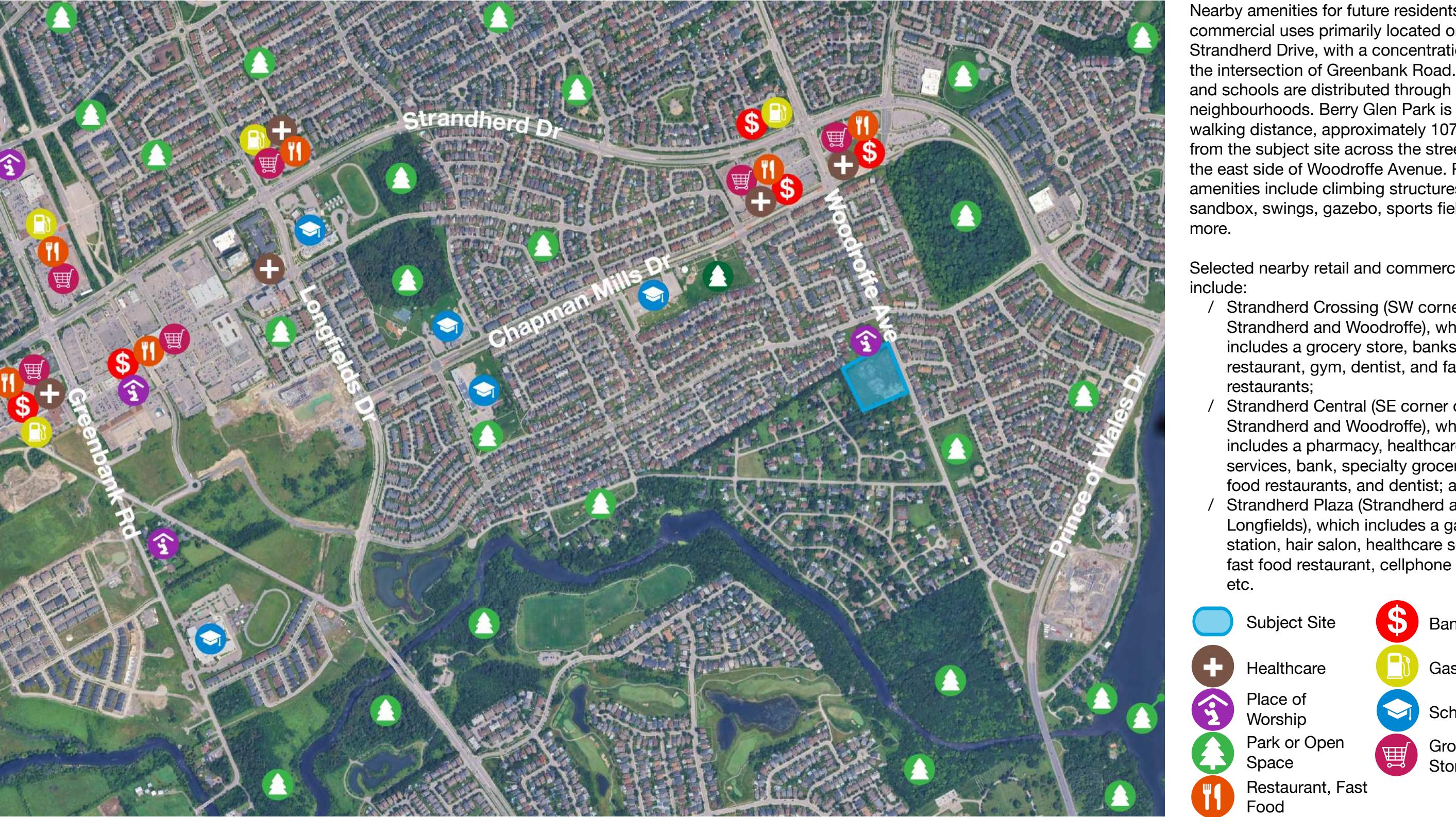
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Key Uses, Destinations, and Spatial Elements

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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.



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Adjacent Streets and Public Realm

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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.



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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.

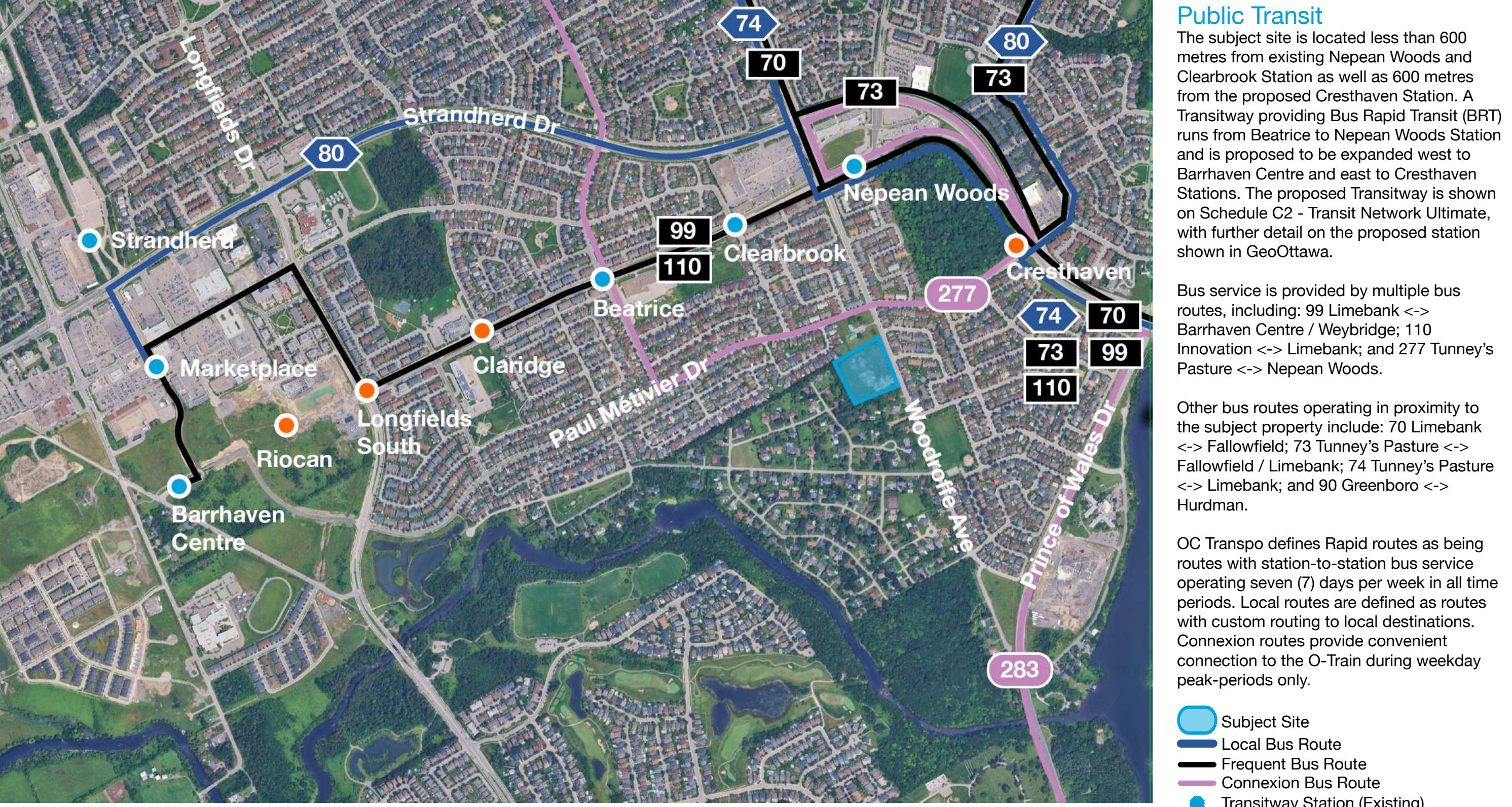
The proposed width of the sidewalk is 2 metres, consistent with City of Ottawa standards for sidewalk widths.



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

Mobility Networks

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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)

Mobility Networks

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Road Network

The subject site is connected to major roadways including:

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

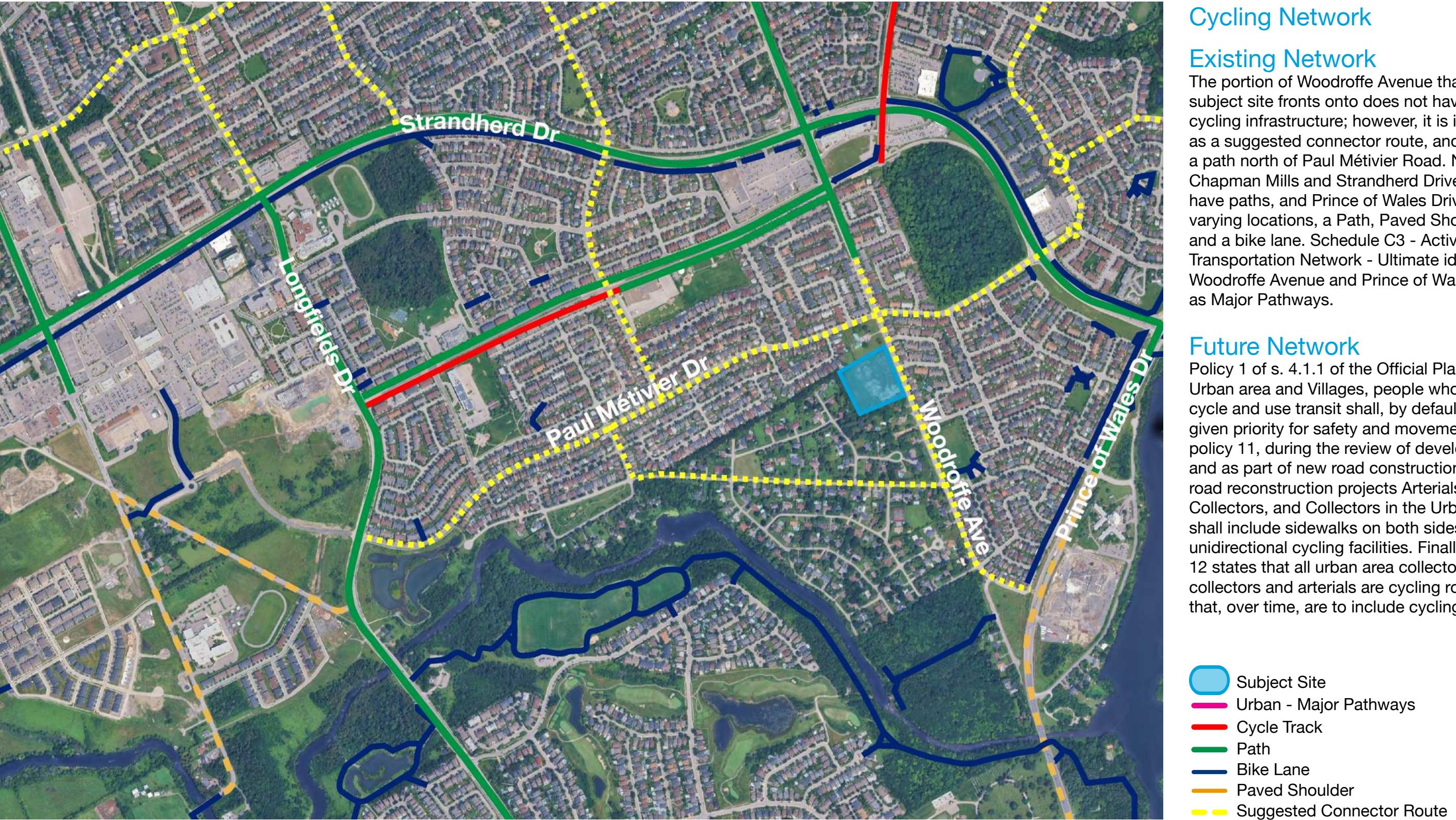
Nearby Strandherd Road and Longfields Drive, Arterial Roads, provide access to other neighbourhoods in Barrhaven.

Additionally, there are multiple planned roads, including:

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

Mobility Networks

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Retrieved from GeoOttawa Cycling layer

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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.

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 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.

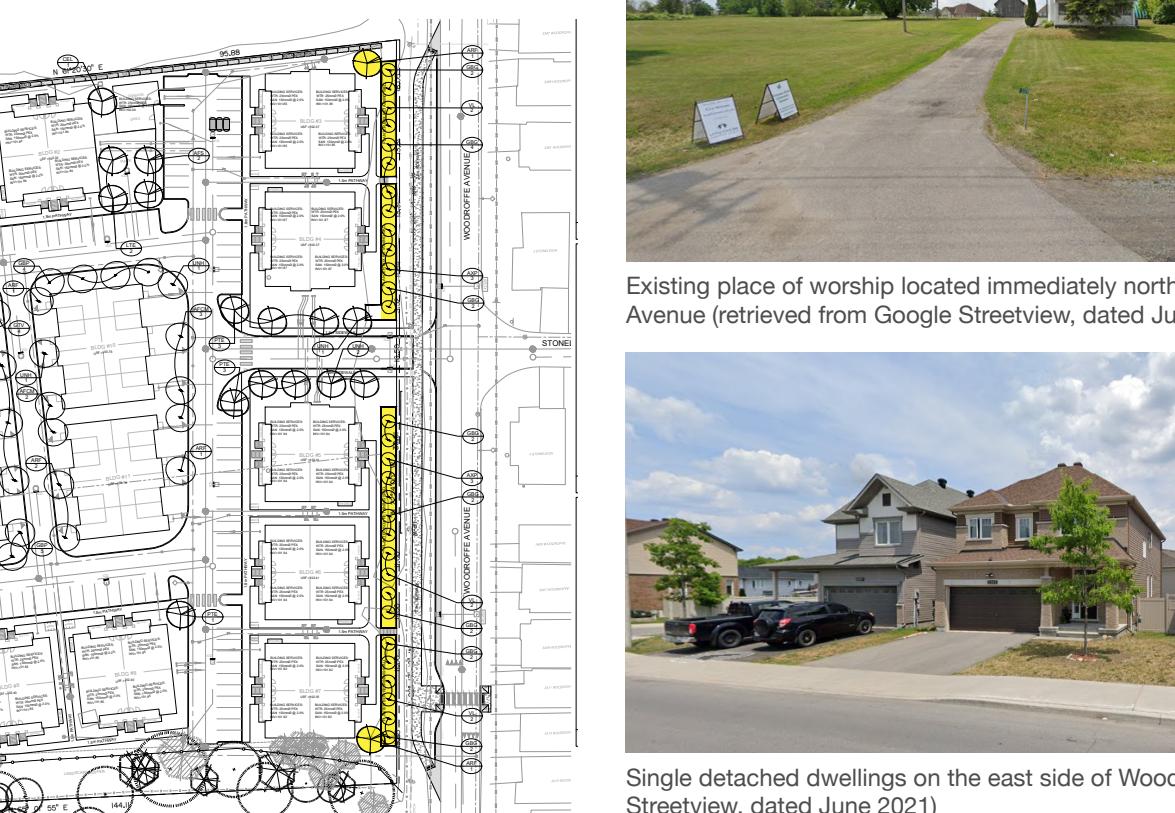
Contribution to soft landscaping

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.

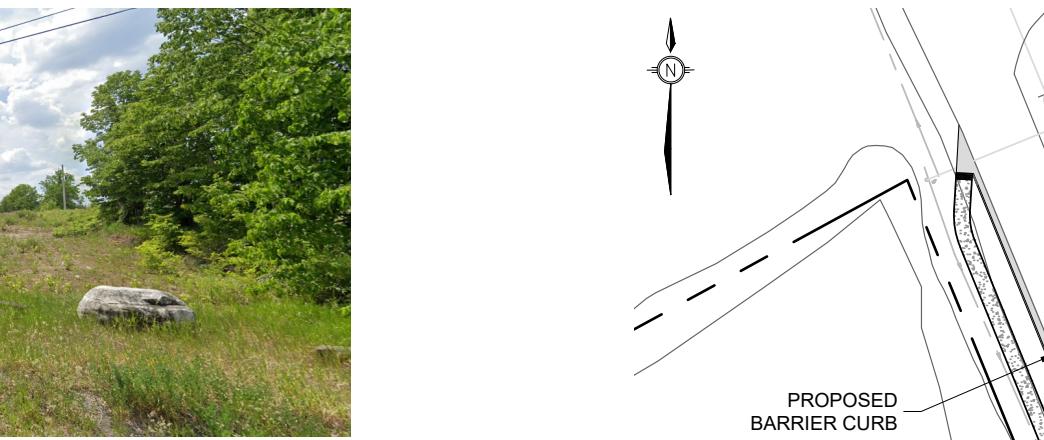
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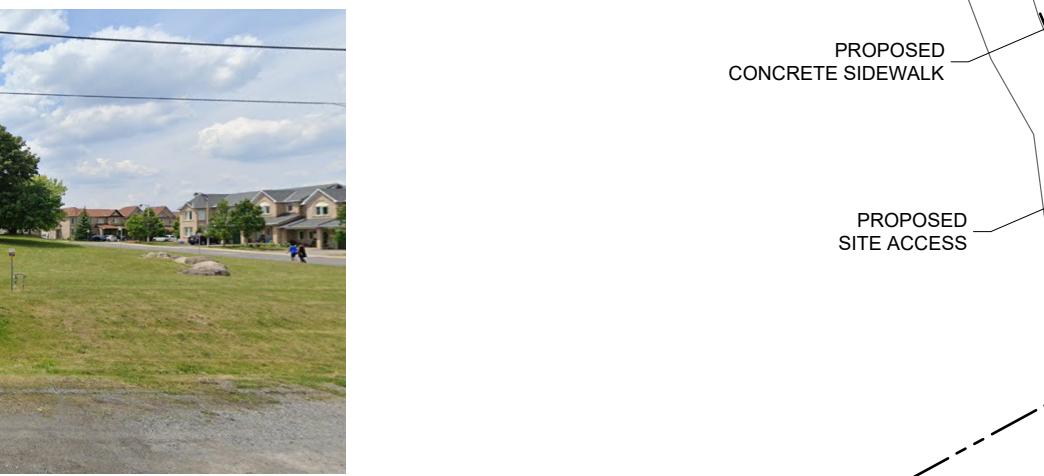
Proposed elevation of stacked back-to-back dwelling on Woodroffe Avenue



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)

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Design Research

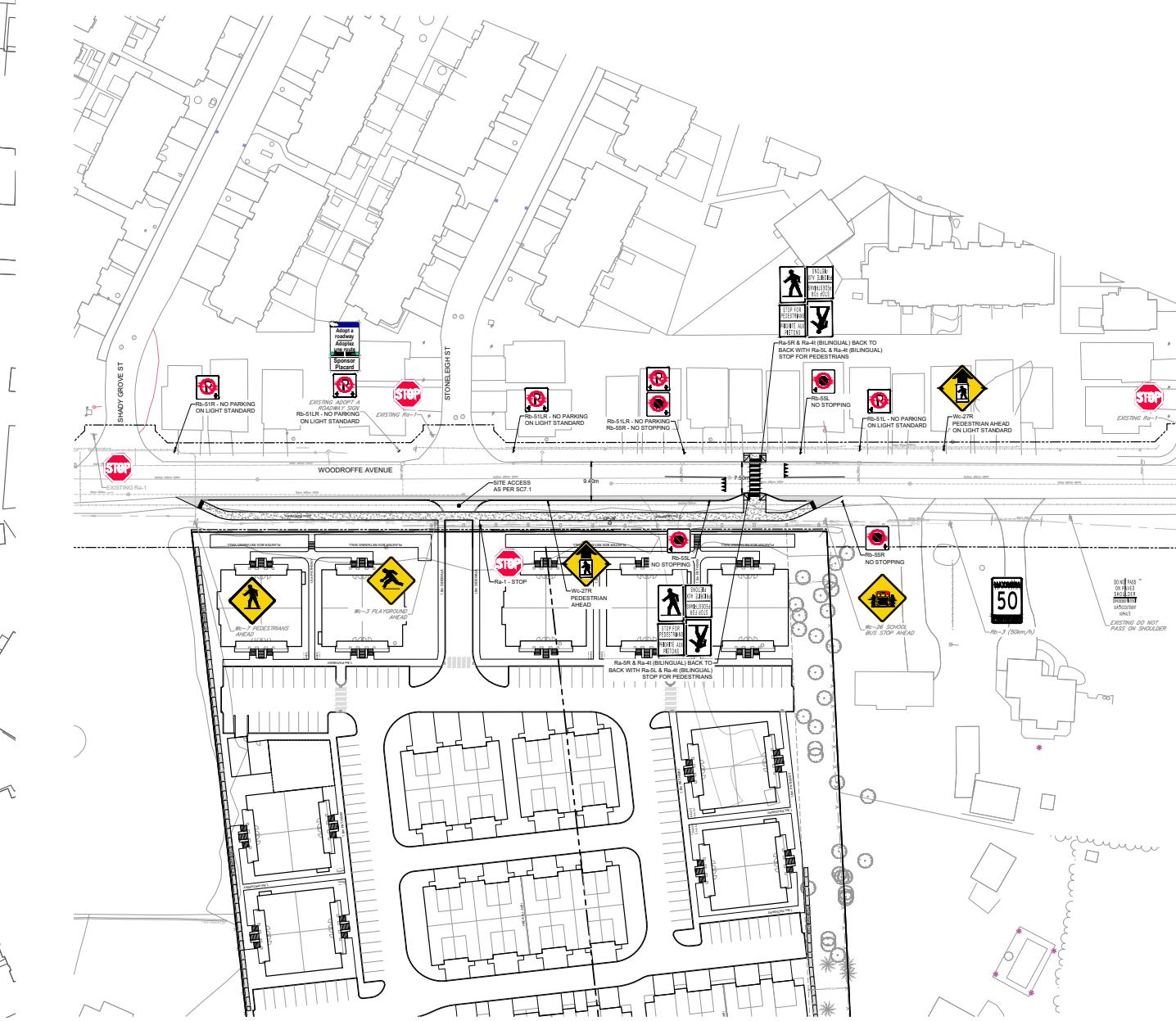
Response to abutting public realm conditions beyond the boundaries of the site



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

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 south east of the site.



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

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Conclusion

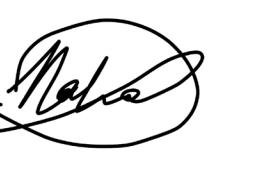
Conclusion

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

