



Longfields Parcels - Block 10

Planning Rationale
Minor Zoning By-law Amendment
March 4, 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 and permit a modest increase in building height to accommodate improved floor-to-ceiling heights, while maintaining the building’s overall massing intent, exterior design, and 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 24th, 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.

In addition, as detailed building design has progressed, it has been identified that bulkhead requirements are deeper than initially anticipated, resulting in floor-to-ceiling heights of approximately 8 feet within the residential units. To ensure the delivery of high-quality, market-competitive units with comfortable ceiling heights, the revised proposal sets the height of Levels 2 to 8 at 3.1 metres, whereas the approved building had storey heights of 2.95 to 3.24 metres. This change results in a modest increase to building height of 1.17 metres.

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. These two design changes will have minimal impact on the appearance of the building, while improving livability and project feasibility.

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.

2.0 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:
 - o 5050141.16 (north): 88% with 3+ bedrooms
 - o 5050141.10 (south): 95% with 3+ bedrooms
 - o 5050140.03 (north of Transitway): 90% with 3+ bedrooms

3.0

Development – Proposed Changes

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
Studio	10	10
1 Bedroom	48	63 (21 one-bedroom units and 42 one-bedroom-plus-den units) (12 units > 80 square metres in size)
2 Bedroom	26	26
3 Bedroom	8	0
Total	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.

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

3.1.1 Height and Massing

Though detailed design, it has been identified that mechanical and structural bulkhead requirements are deeper than initially anticipated, resulting in floor-to-ceiling heights of approximately 8 feet within the residential units. To ensure the delivery of high-quality, market-competitive units with comfortable ceiling heights, the revised proposal includes a modest increase in building height. Specifically, Levels 2 and 8 are decreased in height by approximately 0.1 metres, from 3.24 metres to 3.1 metres. Levels 3 through 7 are proposed to increase by 0.15 metres each, from 2.95 metres to 3.1 metres, resulting in an overall building height increase of 1.17 metres.

The enclosed amenity level, which is not a storey, is not proposed to increase in height as compared to the Minor Variance approval.

These adjustment maintains the building's intended massing framework and urban design objectives while improving livability and long-term functionality. Two levels were slightly reduced in height, to minimize the overall increase to building height

Minor zoning relief will be required, with respect to the maximum building height, as follows:

Provision	Requirement	Approved Plan	Proposed
Maximum Building Height <i>Section 191 (exception 1642)</i>	Maximum: 24 m or 8 storeys Minimum: 6 storeys	26.8 metres and 9 storeys (permitted via MV)	27.95 metres and 9 storeys
Permitted Projection	Mechanical and Elevator Penthouses are permitted projections.	Also including an enclosed amenity area with an area of 160 square metres and height of 4.0 metres (permitted by MV)	No change

A detailed breakdown of the floor increases and bulkhead heights are provided below:

	Current	Proposed
Ground Floor Height	3.15 m	3.15 m
Upper Ground Floor (Mezz)	2.4 m	3.10 m
2nd Floor	3.24 m	3.10 m
3rd Floor	2.95 m	3.10 m
4th Floor	2.95 m	3.10 m
5th Floor	2.95 m	3.10 m
6th Floor	2.95 m	3.10 m
7th Floor	2.95 m	3.10 m
8th Floor	3.24 m	3.10 m
Total Building Height =	26.78 m	27.95 m
9th Floor (Amenity)	4.00 m	3.98 m

The proposed height increase represents the most practical and measured solution arising from detailed architectural and mechanical coordination. Increasing the building height by 1.15 metres provides the necessary relief to deliver comfortable, market-competitive units while still maintaining the building's overall massing concept. The modest increase supports improved livability, enhanced access to natural light, and long-term resident satisfaction, while keeping the building within the commonly accepted 30-metre "rule of thumb" height for mid-rise development. Shadow and pedestrian-level impacts are anticipated to remain minimal and have been confirmed through updated architectural drawings.

The shadow study demonstrates that shadows move quickly across the abutting properties to the north and do not result in excessive or sustained shadowing. While December naturally produces longer shadows due to the time of year, this would occur regardless of the form of development on the subject property. If the site were developed to the full as-of-right building envelope, the resulting shadow impacts would be very similar. In contrast, June shows negligible shadow impacts on the northern abutting properties, and the March and September conditions produce only modest shadows that pass over the site quickly.

Importantly, the building was originally designed to provide a sensitive transition toward the neighbouring low-rise residential area. Compared to the existing zoning permissions, which would allow a 24-metre height within three metres of the side lot line, the approved design strategically steps the building mass away from the shared property line. While the overall height is modestly increased, the stepback strategy remains fundamentally intact. The updated design continues to provide a stepback of approximately 3.5 to 4.5 metres between the lower and upper storeys, along with an approximately 11.5-metre stepback at the rooftop amenity level. These stepbacks are in addition to the 3-metre side yard setback on the subject property and the 1.5-metre setback on the neighbouring lands. Together, these setbacks create an adequate separation distance and a transition in scale that minimizes potential overlook, shadowing, and visual impacts on the low-rise properties to the northeast.

Further, the base of the building remains virtually unchanged, with only a minimal increase at the second storey. The majority of the additional height is absorbed within the upper storeys, reducing its visibility from the public realm and limiting any perceptible change in streetscape character. The continued use of a low-rise podium form adjacent to the low-rise neighbouring residential property maintains an appropriate built form interface, reinforces the existing context, and reduces perceived massing along the shared property line.

The proposed height increase is modest, contextually sensitive, and consistent with the original urban design intent of the development.

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 2 of Section 5.4.1 states that development shall be generally low-rise within neighbourhoods. Policy 6.3.1, in the Neighbourhood section of the Official Plan, recognizes that taller buildings are permitted in neighbourhoods where existing zoning allows for greater heights.

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 4 of Section 6.3.1, which addresses Neighbourhoods, directs the Zoning By-law and planning approvals to consider prohibiting low-density housing forms near transit, and permit compatible and complementary non-residential uses and

services that primarily serve residents within walking distance. Per Policy 5, higher densities shall be allowed in locations closer to rapid transit stations.

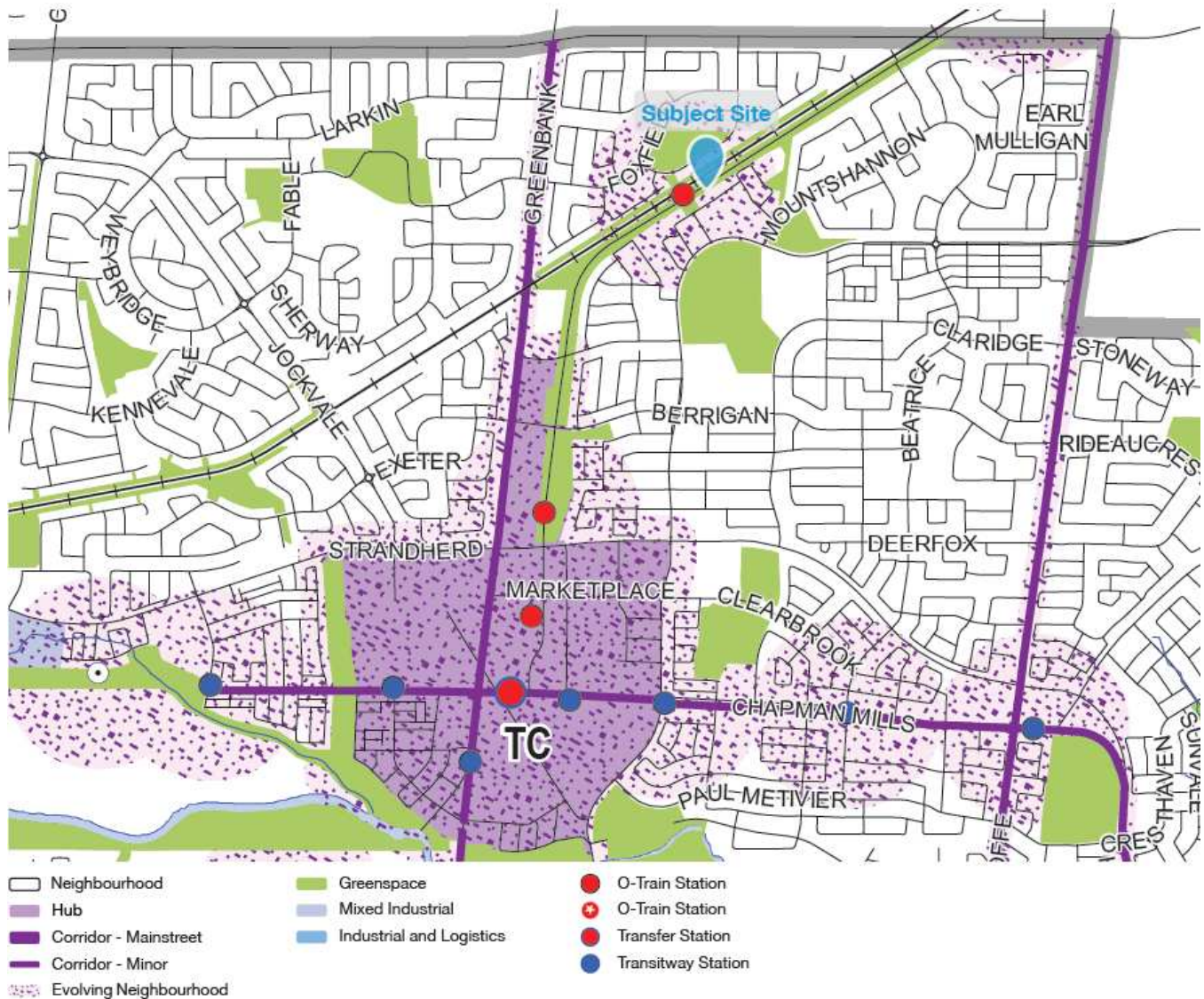


Figure 4: Schedule B6 - Suburban (Southwest) Transect.

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 and height, 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 Council-approved, but not yet enacted, Zoning By-law 2026-50 defines large dwelling units as units with at least three bedrooms or units that are at least 80 square metres in size.

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 24th, 2026.

This Minor Zoning By-law Amendment is intended to address a slight increase to proposed building density and building height, 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
Height	Maximum: 24 m or 8 storeys Minimum: 6 storeys	26.8 metres and 9 storeys (permitted via MV)	27.95 metres and 9 storeys
Permitted Projection	Mechanical and Elevator Penthouses are permitted projections.	Also including an enclosed amenity area with an area of 160 square metres and height of 4.0 metres (permitted by MV)	No change
Density	Min: 300 units / ha Max: 400 units / ha	405 units/ha (permitted via MV)	436 units/ha
Visitor Parking	0.2 spaces / unit	18 spaces required, 18 spaces provided	20 spaces required, 18 spaces provided

4.3.1 Draft New Zoning By-law

The draft new Zoning By-law is anticipated to be enacted by Council on March 11, but reflects the City'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 maximum building height of 27.95 metres and 9 storeys.
- / To amend the site-specific exception to permit a minimum density of 436 units per hectare.

- / To permit projections into the height limit for an indoor rooftop amenity space with height of 4.0 metres and area of 160 square metres (enshrining the approved Minor Variance into the site-specific exception for the sake of clarity).
- / 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, height, and visitor parking:

- / **Building Height:** The requested 1.15-metre increase in building height is modest and results from detailed design coordination to accommodate deeper mechanical and structural bulkheads while maintaining comfortable floor-to-ceiling heights. The additional height is primarily absorbed within the upper storeys, maintains the approved massing and stepback strategy, remains within the typical 30-metre mid-rise range, and is not anticipated to result in meaningful additional impacts on adjacent low-rise properties or the public realm.
- / **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. Similarly, increase in ceiling height of approximately 0.3 metres will significantly improve the comfort and quality of living space. From a planning perspective, it is preferable to deliver a unit mix and quality 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, height, 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,



Gillian Henderson, M.USP
Planner



Bria Aird, RPP MCIP
Senior Planner