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URBAN DESIGN BRIEF

OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT

SUBJECT SITE: 1104 HALTON TERRACE

REPORT DATE: MAY 2024
REPORT PREPARED FOR: MAPLE LEAF CUSTOM HOMES

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This Urban Design Brief is prepared in support of an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control Application for the proposed residential development at 1104 Halton Terrace.

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1.0 PROJECT DESCRIPTION

The proposed low-mid-rise apartment building will be situated on a large undeveloped parcel that frames the landscaped storm pond abutting March Road and is part of the Evolving Overlay noted in the Official Plan. The built form will be a five-storey – stepping down to four-storey building containing 103 rental units. The building will be roughly "U-shaped" framing an inner courtyard amenity area that will feature thoughtful landscaping and a gazebo.

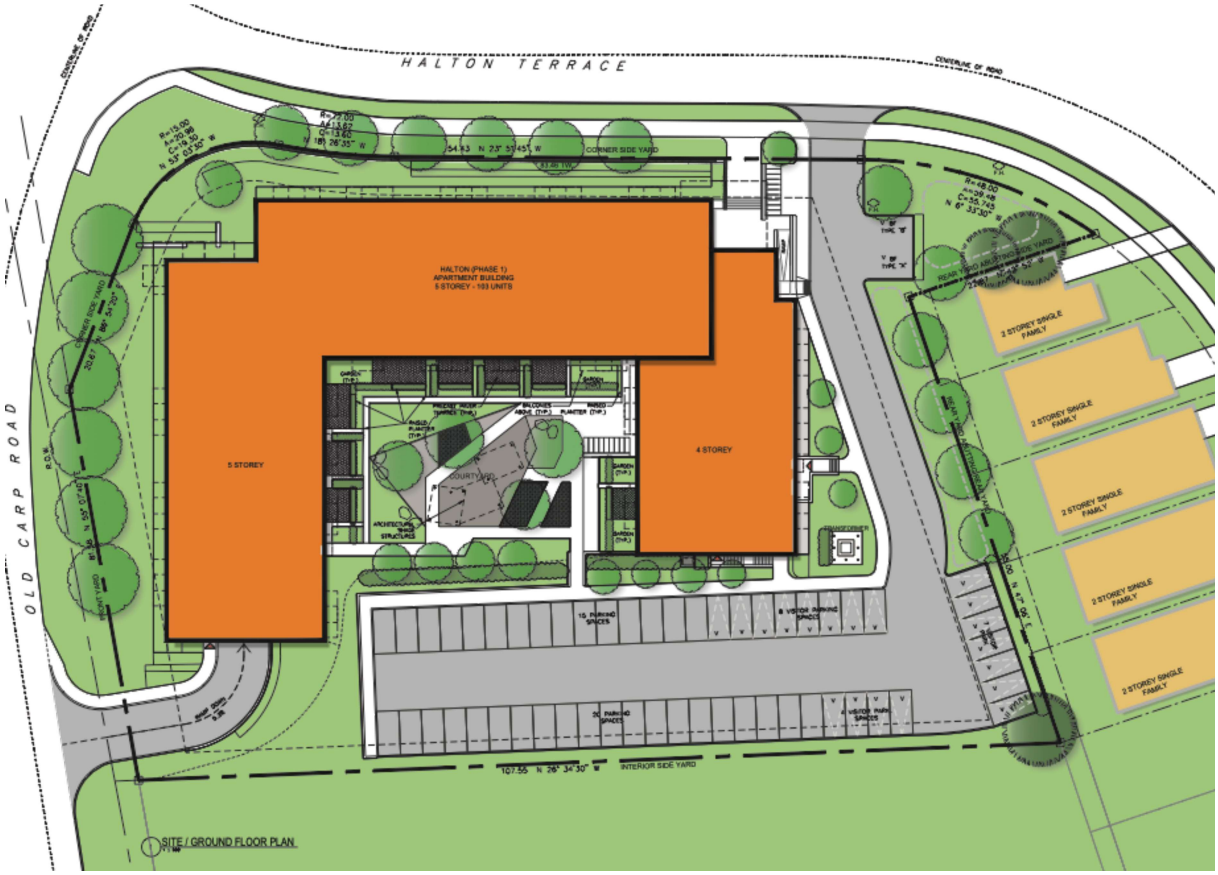

Figure 1: Site Plan in Colour, Prepared by Colizza Bruni

The development will provide 124 parking spaces, with 56 spaces in the outdoor surface parking area located in the interior yard and 68 spaces in an underground parking garage. The surface parking area will be accessed by a private driveway off Halton Terrace, while the underground parking will be accessible from Old Carp Road. The development will also provide 72 bicycle parking spaces, with 19 spaces outside and 53 spaces in the underground parking garage. The outdoor and underground parking areas are well integrated with the overall site design and the building. The underground parking garage will be accessed via a downward sloping driveway which is designed to minimize visual impact on the building's aesthetics.

The total GFA proposed is 10,661 m^2. The proposed total amenity space will be 1,091 m^2. In addition to the outdoor amenity space, common amenity area will be provided in the building.

The building will feature five pedestrian entrances for residents including a main entrance from Halton Terrace, a side entrance from the driveway, and three entrances from the interior courtyard, parking area, and near the garage ramp.
Each unit will contain private amenity space, with ground floor units facing the interior courtyard featuring private terraces separated by planters. Ground floor units facing Halton Terrace and units on the upper storeys will contain balconies for private amenity.

The overall development will provide a height context that fits within the existing neighbourhood and natural grading of the context. It is located towards the edge of the neighbourhood, framing the overall subdivision and supporting active or public transportation access along March Road. The building will enhance the streetscape along Halton Terrace by providing an attractive, visually interesting façade. It will be adequately separated from the existing two-storey buildings in the neighbourhood, minimizing shadow or loss of privacy from intrusive overlook.

Overall, the development provides a well-designed and appropriately integrated low/mid-rise apartment building that will contribute new rental units to the area.

Figure 2: View from Halton Terrace and Old Carp

Figure 3: View from Access off of Halton Terrace

Figure 4: View from rear of site looking east

Figure 5: View from interior courtyard

Figure 6: View from Old Carp Road access where the building height transition is visible. Four storey mass appears as three storeys

1.1 Design Intent

The design intent is to integrate a visually dynamic built form that addresses both the visual relationship towards March Road and the planned taller building context and transition towards the low-rise context within the interior of the neighbourhood, while considering the natural landscape, existing grading, bedrock conditions, and the site's edge condition for the neighbourhood.

1.2 Project Statistics

The proposed mid-to-low-rise apartment building that will provide a mix of unit types and add variety of residential type and tenure to the community.

The following table outlines the project statistics:

	1104 Halton Terrace
Site Area	7,292 m2
Number of Storeys	5 and 4
Proposed Height	16.6 metres[1]
Gross Floor Area	10,661 m2
Total resident parking spaces	Provided: 1.0/unit x 103 units = 103 Required: 1.2/unit x 103 units = 123.6
Total visitor parking spaces	Provided: 21 Required: 0.2/unit x 103 units = 20.6
Bicycle parking spaces	Provided: 72 Required: 0.5/unit x 103 units = 51.5
Lot Coverage	34%
Total Units	103
Amenity Area	1,091 m2 (539 m2 communal outdoor / 67 m2 communal indoor)

[1] Based on average grade. Noted that zoning permitted height in metres for a four-storey building is 15 metres through the existing Zoning By-law. Indicates that the proposed development is in keeping with the permitted massing of a 4-storey structure as the proposed building is only 1.6 metres taller than a by-law compliant 4 storey (15 metre) built mass.

2 DESIGN DIRECTIVES

2.1 City Of Ottawa: Official Plan (2022) Design Policies

Section 4 of the City of Ottawa Official Plan contains City-wide policies. Section 4.6, *Urban Design,* contains policies regarding design of built form and the public realm..

The urban design policies outline six (6) distinct goals as follows:

(1) Promote design excellence in Design Priority Areas;
(2) Protect views and enhance Scenic Routes including those associated with national symbols;
(3) Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle;
(4) Encourage innovative design practices and technologies in site planning and building design;
(5) Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes; and
(6) Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

The following policies form Section 4.2 are highlighted that are particularly relevant to the development proposal:

Policy 4.6.6(1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows: a) Between existing buildings of different heights; b) Where the planned context anticipates the adjacency of buildings of different heights; c) Within a designation that is the target for intensification, specifically: i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Figure 7: View from neighbourhood interior showing visual massing

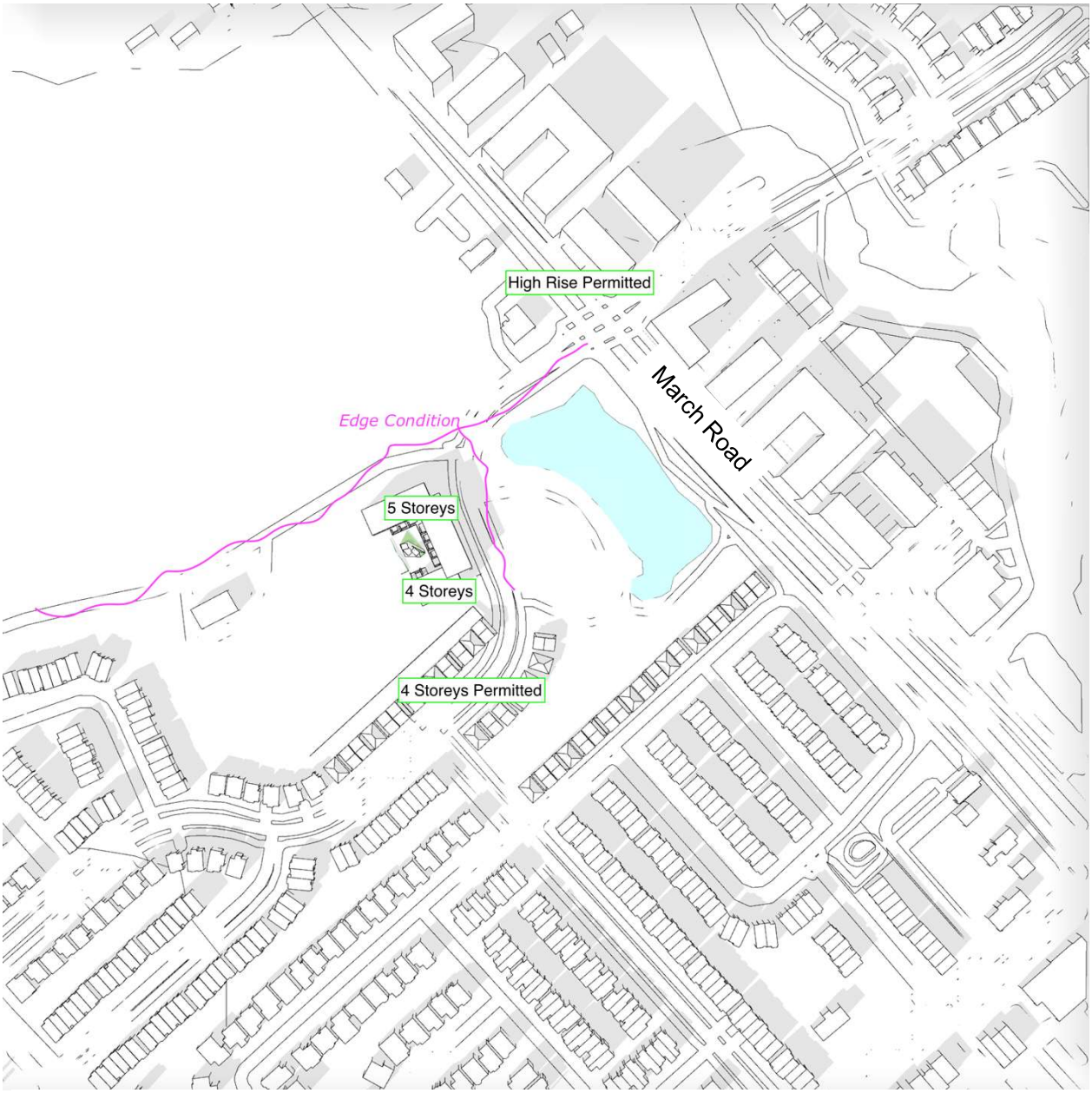

Figure 8: Height transition towards March Road

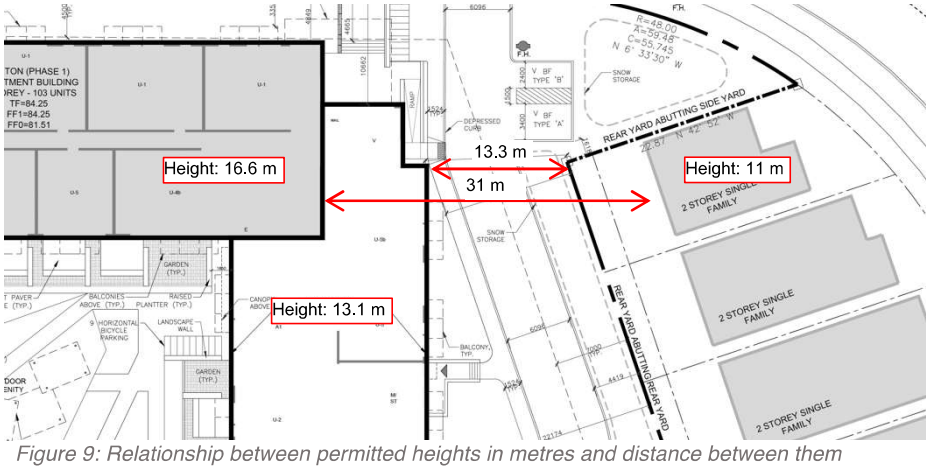

Figure 9: Relationship between permitted heights in metres and distance between them

The transition between 11 m height and 16.6 m height occurs over 31 metres. This is highly appropriate given that 11 metres can support 3 storeys and 15 metres is the permitted height for low-rise apartments in the proposed zone.

Policy 4.6.6(3) states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

No conflict between vehicles and pedestrians within the site. Walkways are situated between vehicle area and building and connected to public sidewalks. Due to bedrock, some surface parking is needed. Surface parking has been internalized and screened.

Policy 4.6.6(2) states that Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

Proposed building steps down from the edge corner site condition within the building mass and engages a large setback buffer from the 4 storey portion towards the area where 3 storeys are permitted.

Policy 4.6.6(4) states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential a) Provide protection from heat, wind, extreme weather, noise and air pollution; and b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

Dynamic outdoor amenity space is provided with shaded areas and seating to support various age groups and activities. The shape of the building will support shelter from wind conditions.

Policy 4.6.6(7) states that Mid-rise buildings shall be designed to respond to context, and transect area policies, and should: a) Frame the street block and provide mid-block connections to break up large blocks; b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context; c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and d) Provide sufficient setbacks and step backs to: i) Provide landscaping and adequate space for tree planting.

Proposed building responds to grading context by supporting an additional storey without creating the visual presence of a 5th storey. Proposed building responds to the future planned context whereby high-rise is proposed along March Road, the site is within 600 metres of Klondike / March Station. The gradual and supportive height transition is reinforced through the provided cross-sections of the built form demonstrating the appearance of the 4-storey mass as 3-storeys and the 5-storey mass as 4-storeys from the interior view of the neighbourhood. Further, with the proposed building height being 16.6 metres where 15 metres is the permitted low-rise building height in the R5A zone being proposed, the difference of 1.6 m indicates that while the building is identified as 5 storeys at the corner, it's true mass is closer to a 4-storey

form. The streetscape and corner condition are framed by the building with interesting façade articulation and quality landscaping. Further, despite 15 metres being a permitted and appropriate 4-storey building height, the identified building height for the portion of the building closest to the neighbourhood is 13.1 metres.

In conclusion, The proposed development frames the street on both sides by providing buildings with activated facades along both street edges. Parking is provided behind the main building and screened from public view. The siting of the buildings ensure there is not only building addressing the street frontages but balconies associated with that building activating the public realm. The sidewalk along Halton Terrace is connected to the building as well as the at grade amenity provided as part of the development. Trees and landscaping have been provided along the frontage of the site as well as interior to the courtyard amenity space. Conflict between vehicles and pedestrians is minimized through dedicated entrances to the site.

2.2 City Of Ottawa Urban Design Guidelines For Greenfield Neighbourhoods

The City of Ottawa Urban Design Guidelines for Greenfield Neighbourhoods were passed by City Council in 2007. The guidelines provide specific urban design guidelines for areas without their own approved secondary plan or community design plan.

The objectives of the Greenfield Urban Design guidelines is to:

- *To protect and integrate the site's inherent environmental, topographic, and cultural features;*
- *To create a comfortable pedestrian and cycling environment and attractive streetscapes;*
- *To ensure compatibility and links between different land uses in the neighbourhood, and with adjacent neighbourhoods;*
- *To encourage transit-oriented development;*
- *To establish a system of parks and greenspaces that are plentiful, accessible and connected to each other.*

Comment | The proposed development is designed to be compatible with surrounding developments, contribute to more efficient and optimal transit usage in the area, and create a pleasant and attractive streetscape with comfortable pedestrian and cycling access.

> *Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.*

Comment | This development situates higher density rental housing towards the edge of the Morgan's Grant neighbourhood near commercial areas, cycling routes, and future transportation routes along March Road, as well as future schools across Old Carp Road.

> *Guideline 15: Create a transition in height from taller buildings to adjacent lower buildings, particularly when connecting to an adjacent development or neighbourhood.*

Comment | The proposed development contributes to an appropriate height transition in the neighbourhood. The apartment building provides a stepped design that features 5-storeys at the corner fronting the collector roads and visually present towards March Road where high-rise is

permitted and then steps down to a four-storey height towards the interior of the neighbourhood where 4 storeys is permitted. Both proposed heights, from the perspective of the interior neighbourhood, will present visually as one storey less than identified due to site grading.

> *Guideline 24: Plan development based on rear lanes or rear parking areas at important neighbourhood focal points such as mixed-use activity areas, surrounding parks, greenspaces and entrances to the community.*

Comment | The development is designed to provide parking in the interior space away from the streetscape. The building will be located along Halton Terrace and Old Carp Road where it will have visual prominence in front of the landscaped storm pond and towards March Road.

> *Guideline 27: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.*

Comment | As part of the site's design, trees will be planted between the building wall and the property line in a consistent pattern to help contribute to a green edge along the street and enhance the streetscape.

> *Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.*

Comment | The proposed apartment building will be situated along the northeast portion of the site in order to address the street and mitigate adverse impacts on neighbouring properties. Adequate room will be provided for tree plantings. The building will feature an appealing design with a main entrance that faces Halton Terrace and offsetting balconies, adding variety and visual interest to the streetscape.

> *Guideline 35: Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.*

Comment | The proposed development will add to the variety of housing on Halton Terrace which includes single-detached dwellings of differing sizes and townhouses. The five-four storey stepped design provided aligns with the overall low-rise height context of the neighbourhood and relate well with the two storey buildings on Halton Terrace. In this particular case, the relationship is affected by the grading which supports a stepped mid- to low-rise built form.

> *Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.*

Comment | The apartment building will feature a primary entrance, windows, and balconies along the street. The balconies and windows will be slightly offset from one another, adding variety and visual interest while contributing to a comfortable pedestrian environment.

> *Guideline 38: Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.*

Comment | Both the front and side of the proposed apartment building contain frontage along the street. The north side of the building provides frontage along Old Carp Road, while the east side of the building has frontage along Halton Terrace.

> *Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.*

Comment | The proposed surface parking area will be provided in the interior yard, shielded away from public view and not between the street and the building wall. The interior yard behind the building will also feature a courtyard outdoor amenity area. The parking location will not detract from providing quality outdoor amenity space.

Based on our review, it is our professional planning opinion that the proposed development conforms with the Urban Design Guidelines for Greenfield Neighbourhoods.

2.3 City Of Ottawa Urban Design Guidelines For Low-Rise Infill Housing

Low-Rise infill is considered to be development that is up to four storeys and may occur on vacant lands within built up areas. The Low-Rise Infill Housing Design Guidelines are under review. The following is a review of the currently applicable design guidelines.

The objectives of the new Urban Design Guidelines for Low-Rise Infill Housing are identified below:

- Enhance streetscapes
- Protected and expand established landscaping
- Create a more compact urban form to consume less land and natural resources
- Achieve a good fit into an existing neighbourhood, respecting its character and its architectural and landscape heritage
- Provide new housing designs that offer variety, quality, and a sense of identity
- Emphasize front doors and windows rather than garages
- Include more soft landscaping and less asphalt in front and rear yards
- Create at-grade living spaces that promote interaction with the street
- Incorporate environmental innovation and sustainability

1.0 Streetscapes

1.1	Inviting safe accessible streetscape. Emphasize ground floor. Entries, windows, porches at ground level	Site grading presents challenges for ground floor street interaction. The building is sited to present facades to the streetscape with parking located to the interior. A main entrance is located off of Halton Terrace and balconies are located along both facades.
1.2	Reflect desirable aspects of established street character	The proposed built form steps down towards the neighbourhood interior while creating a gateway presence featuring detailed landscaping along the street scape and locating the surface parking area interior to the lot ensuring the building façade is present along the streetscape.

Figure 4: View of Site Area from Highway 7 Westbound

1.3	Expand network of pedestrian route	The subject site provides pedestrian connections throughout the site and to existing public sidewalks. Old Carp Road is proposed to be realigned and as such no public sidewalk will be located until the road is reconfigured to avoid wasted infrastructure which is in conflict with environmental sustainability.
1.4	Pedestrian scale and appropriate lighting	A lighting plan will be submitted as a condition of Site Plan Control will meet all municipal guidelines and regulations
1.5	Preserve and enhance decorative paving	N/A
1.6	Design accessible walkways	Grading is challenging but there is an accessible connection to the front entrance directly across from accessible parking spaces
1.7	Ensure design of private streets look and feel like public streets	N/A

2.0 Landscape

2.1	Landscape the front yard and right of way to emphasize aggregated landscaping.	Front yard setback is consistent with significant landscaping.
2.2	Where soft boulevard is limited, identify other areas for tree planting.	Tree planting has been proposed where possible on the site.
2.3	Design building and parking to retain established trees	There are minimal trees on site and none of significance. A number of trees are already dead.
2.4	Provide street trees in shared soil volumes	There are 12 trees proposed along the applicable street frontages. Soil is shared.
2.5	Plant trees, shrubs, ground cover adjacent to public street	Provided.
2.6	Consider sustainability in species choice for plantings	All street trees are deciduous and will provide shade.
2.7	Enhance separation between private and public space with plantings	Due to site grading, the yard between the building and the public sidewalk is not intended to be functional.

3.0 Building Design (Built Form)

Siting		
3.1.1	Ensure new infill animates public space	
3.1.2	Build to reflect desirable neighbourhood pattern – heights, elevations, entrances	
3.1.3	Determining infill lot sizes	N/A
3.1.4	Orient building so amenity spaces do not need sound attenuation	
3.1.5	Match any uniform setbacks	

3.1.6	Contribute to amenity by addressing open spaces by offering living spaces facing them	N/A
3.1.7	Avoid arrangement where front of a dwelling faces back of another	N/A
3.1.8	Maintain appropriate side and rear separation distances	Setbacks are exceeded.
3.1.9	Maintain rear yard amenity consistent with pattern of neighbourhood	Internal courtyard is provided in the rear, behind the built form.
3.1.10	Permit varied front yard setbacks if it preserves natural features	N/A
3.1.11	Respect grades by not artificially raising or lowering grades	Grade of subject site creates challenges but it is not proposed to raise or lower grades beyond what is necessary. Bedrock and civil considerations have all been reviewed and contributed to ultimate first floor elevation.
3.1.12	Take advangtage of solar heat	Site is large enough to provide buffers from adjacent sites and ensure that solar gain is possible for the subject site and the proposed mass will not result in any significant impacts to the other residential lots.
Mass / Height		
3.2.1	Contribute to the quality of the streetscape	
3.2.2	Where larger infill backs onto lower scale provide buffers	Proposed development and mass over 13 metres from nearest low-rise single dwelling lot and the 5th storey portion is 31 metres from the buildable area on the low-rise lot.
3.2.3	Where new development is higher, create a transition	Proposed building transitions from a 16.6 m (5 storeys) to a 13.1 m (4 storeys). As the permitted building height is 2 storeys on the abutting lot, this is an appropriate transition.
3.2.4	Roof projections to be reduced visually	Not visible
3.2.5	Reduce perceived height	Lighter materials / colour used on the upper levels of the building to reduce perceived height
3.2.6	Transition in building widths and create visual divisions to approximate width of neighbouring structures	Portions of gray on the lower portion of the building are a varying height and create horizontal breaks
Architectural Styles and Facades		
3.3.1	Design all sides that face streets with similar quality and detail	Both facades are designed in a similar fashion
3.3.2	Respond to established patterns by considering neighbourhood colours, materials, cornice and rooflines	Proposed built form is a low-rise apartment and existing forms are single detached however, stone / brick materials will be used for both. Cool colours on the proposed building will nicely contrast the warmer colours of the existing

		community materials and also be a nice visual backdrop for the storm pond greenspace area
3.3.3	Provide primary building entrances	Grading limits primary building entrance towards the corner, but a primary entrance is located closer to the existing residential community
3.3.4	Design infill that is distinguished with different materials, colours, rooflines	Proposed infill is distinguished as part comment above to number 3.3.2
3.3.5	Door heights consistent in the neighbourhood	N/A
3.3.6	Add projections if they are in the neighbourhood	N/A
3.3.7	Interpret historical character in a contemporary approach	N/A
3.3.8	Harmonize traditional materials when in a heritage streetscape	N/A

4.0 Parking and Garages

4.1	Limit area of driveways and parking	Driveways and parking are limited as feasible.
4.2	Where driveways and walkways are close, use different materials	Materiality consistent with municipal guidelines
4.3	Build shared underground parking	N/A
4.4	Provide driveways to detached rear garage or parking areas to maximize dwelling façade and green front yards	Parking is internal to the site.
4.5	Where rear lanes exist, provide rear parking	N/A
4.6	Garage and façade be proportional to existing character	N/A
4.7	Limit curb cuts	Only as required
4.8	Avoid sloped driveways	Driveway is normal. Access to below grade garage sloped in accordance with guidelines
4.9	Front-facing garage be recessed	N/A
4.10	Use permeable paving on narrow lots	N/A

5.0 Heritage Building Alterations and Additions – N/A

6.0 Service Elements

6.1	Integrate and screen service elements into building design	Service elements are screened where possible. Transformer is internal to site and screened from building. A tree screens the fire hydrant near the main access
6.2	Make garbage storage hidden	Garbage is internal
6.3	Ensure screening does not interfere with safe movement	Acknowledged

6.4	Avoid air outtakes facing amenity areas	Acknowledged
6.5	Respect safety clearances	Acknowledged
6.6	Group utility boxes	Acknowledged

7.0 Infill on Narrow Lots – N/A

Figure 1: View of Site Area from Highway 7 Eastbound

2.4 Responses Pre-Application Consultation Comments

The following detail the comments regarding Urban Design provided at the pre-application consultation meeting that took place on January 12 2022, June 22, 2023. Urban Design comments were provided by Molly Smith. Comments related to former design with Phase 2 have been responded to with an N/A.

Policy Comments	
a. The policy is clear for the Neighbourhood designation that development up to 4-storeys is supported and while a single storey can be argued is insignificant, you would need to seek every policy in the official plan speaking to 4-storeys and provide a rationale for why it should be amended for this development. The site is not on March Road, its separated by another property occupied by the stormwater pond which wouldn't see development anytime soon and the zoning across the street is for low-rise.	This has been provided in the Planning Rationale. Official Plan sections that reference 4 storeys in regards to the Suburban Transect, Neighbourhood Designation with Evolving Overlay are: **S.4.6 Urban Design** 4.6.6(2),(6),(7) **S.5.4 Suburban Transect** 5.4.1(2) *5.4.5(1) – Permitted Height Policy* 5.6.1(1),(2) **S.6.3 Neighbourhoods** 6.3.1(3),(5) 6.3.2(4)
b. Please consider the Urban Design Guidelines for Low-Rise Infill Housing.	The Low-Rise Infill Housing Design Guidelines have been reviewed above.
Site Planning Comments	
a. Please provide alternative building massing in the Design Brief submission. Options should be explored and explained, the site is very large and opportunities should be explored to break up the length of the building, particularly Phase 2. The massing analysis will need to explore why the same density cannot be expressed 4-storeys and under throughout the site.	Phase 2 no longer applicable. Alternative building massing is limited due to the direction to position the building towards the street and internalize any surface parking. Further, bedrock conditions worsen as you move inwards on the site. As such, alternative building massings are minimal.
b. The proposal should demonstrate compatibility with the listed heritage building on the adjacent property.	Phase 2 is no longer proposed. The proposed building has a notable buffer from the property at 1150 Old Carp Road that is listed on the heritage register list.
c. For Phase 2, please provide a functional outdoor amenity area, ideally near the internal main building entrance. This may require surface parking stalls to be relocated to the underground.	N/A
d. The amount of underground parking and surface parking should be switched. There is too much	Understood that this comment was prepared on the Phase 1 / Phase 2

surface parking when underground parking is an opportunity. Limiting the area of underground parking to maximize tree planting should be sought.	proposal. The proposed amount of surface parking reflects bedrock limitations and the cost of proposing another level of below grade parking.
e. Please include a sidewalk along Old Carp Road as a connection to March Road for pedestrians and cyclists. If the sidewalk along Carp is not feasible due to the road design not being available, include a sidewalk within the site.	This comment was not reflected in the Transportation Comments on the application and indicate uncertainties on the final realignment of Old Carp Road and the intent to avoid removal infrastructure.
f. Its great to see continuous tree planting along the rear of the site. This is important particularly to prevent light and noise spillover into the adjacent neighbourhood.	Partial N/A. Rear of site provides a wood privacy fence and a 1.5 m landscaped buffer with winterberry.
g. As per the Official Plan and how much density is proposed, the number of three-bedroom or family size units needs to be increased, especially in proximity to several schools and amenities in the area.	Proposed density is no longer the same with the removal of Phase 2.
h. Pedestrian circulation should be clear through the surface parking lot.	Pedestrian circulation is clear.
Process Comments	
a. A Design Brief is required if an OPA if pursued. Please note that the requirements and contents have changed and it cannot be combined with the Planning Rationale. This document is to be a highly graphic and illustrative analysis of the proposal.	Graphics provided as much as possible in addition to the required textual content.
i. An angular plane is required for the 5-storey portion of the building. I saw in the memo provided that one is used but it doesn't demonstrate the grading and its for the singles across the street from Halton Terrace, not the ones immediately adjacent. ii. The heritage property next door would need to be included in the analysis.	N/A. Singles across the street are notably offset from the portion of the building proposed to be 5 storeys. An angular plane across the street between two off-set building masses is unclear and awkwardly applied. Is the angular plane initiated from the existing height of the single detached dwelling. Typically angular plane is applied from the rear setback on an abutting lot at the allowed height. See Figure 40 in this document which applies the angular plane from the ground at the rear of the proposed singles. The built mass is well under the plane.
b. Other than the plans and studies identified by staff, Urban Design requires the following plans and studies for a complete submission (OPA):	- Design Brief provided (this document) - Shadow Analysis (provided)

i. Design Brief – TOR attached. ii. Shadow Analysis – TOR attached. iii. Site Plan. iv. Landscape Plan. v. Conceptual Elevations.	- Site Plan (provided) - Landscape Plan (provided) - Elevations (provided) - Landscape Plan (provided)

3 SITE, CONTEXT & ANALYSIS

3.1 Photographs of Existing Site Conditions and Surrounding Area

Figure 10: View of subject site from Old Carp Road. Halton Terrace visible on the left.

Figure 11: View of subject site from Old Carp Road. Halton Terrace visible on the left.

Figure 12: Looking south on Halton Terrace. New single lots will be located on the right

Figure 13: View from March Road, across storm pond to subject site

Figure 14: View looking north east on Old Carp Road from 1150 Old Carp towards March Road

Figure 15: View of 1150 Old Carp Road

The image on the left is of 1150 Old Carp Road and is currently listed on the heritage register. Due to recent legislation, properties are in the process of being removed from the list. This building still remains on the list but maybe be removed through recommendation in a future report to Council. The proposed development is 82 metres away from the subject dwelling.

Figure 16: View looking north east down Old Carp Road, subject site on the right. Grading change of site visible.

Figure 17: View from in front of corner of proposed dwelling towards March Road and storm pond.

Figure 18: View looking south from corner of March Road and Old Carp Road.

Figure 19: View looking north-west on Halton Terrace.

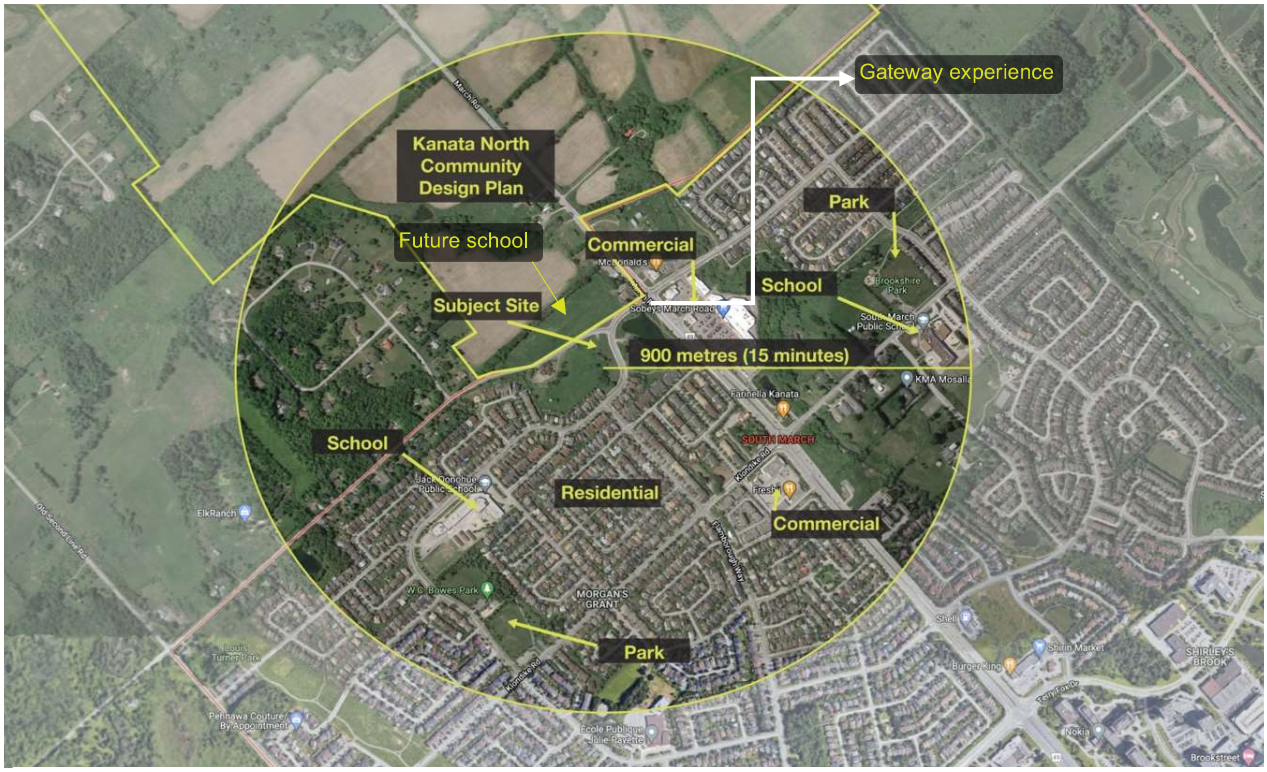

Figure 20: Context Aerial Map

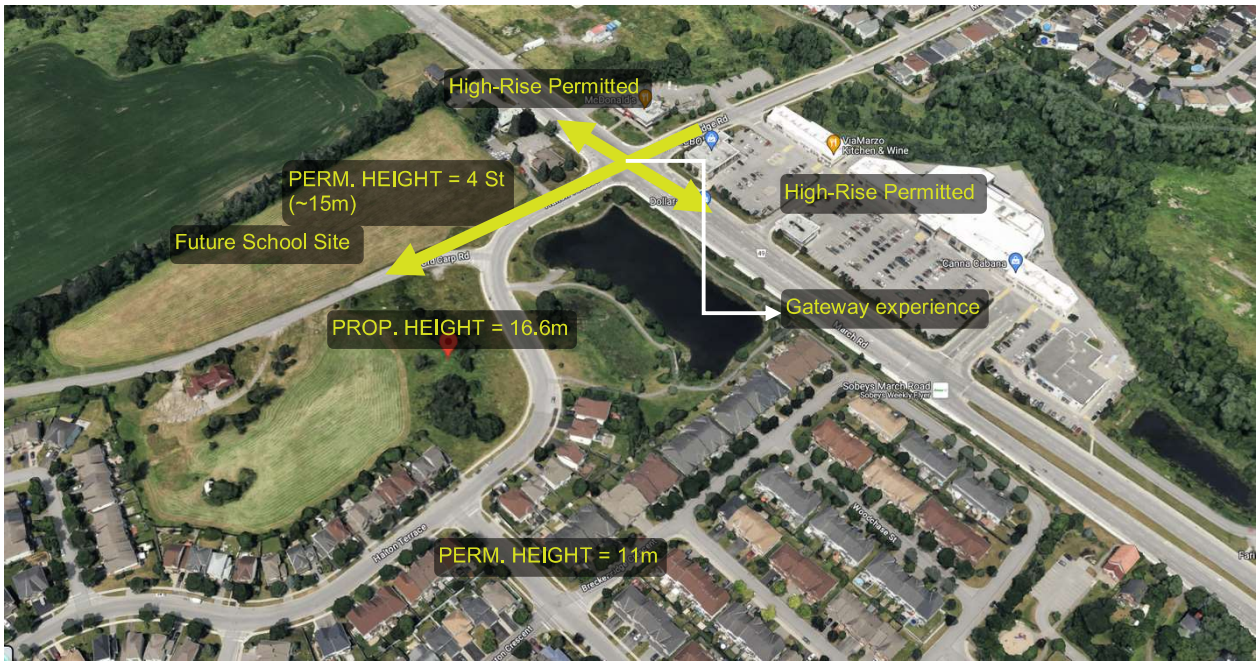

Figure 21: Birds Eye View. Notes High-Rise Permissions on March Road, Four-Storey (15 m) Permissions Across the Street. Proposed is 16.6 metres

3.2 Perspective Images to/from Site

The following are some perspective images to and from the subject site from the abutting frontages.

Figure 22: View looking south-west to site from Halton Terrace

Figure 23: View looking north on Old Carp Road

Figure 24: View looking north east on Halton Terrace

Figure 25: View reference map

3.3 Built and Natural Heritage Assests

In terms of natural heritage assets, there is a property to the west on Old Carp Road that is on the Heritage Register List. The subject dwelling is identified to be in poor repair and it is not designated under Part IV of the Heritage Act. The subject property is >80 metres from the dwelling. The subject site is located across Halton Terrace from the Morgan's Grant Halton Pond Park.

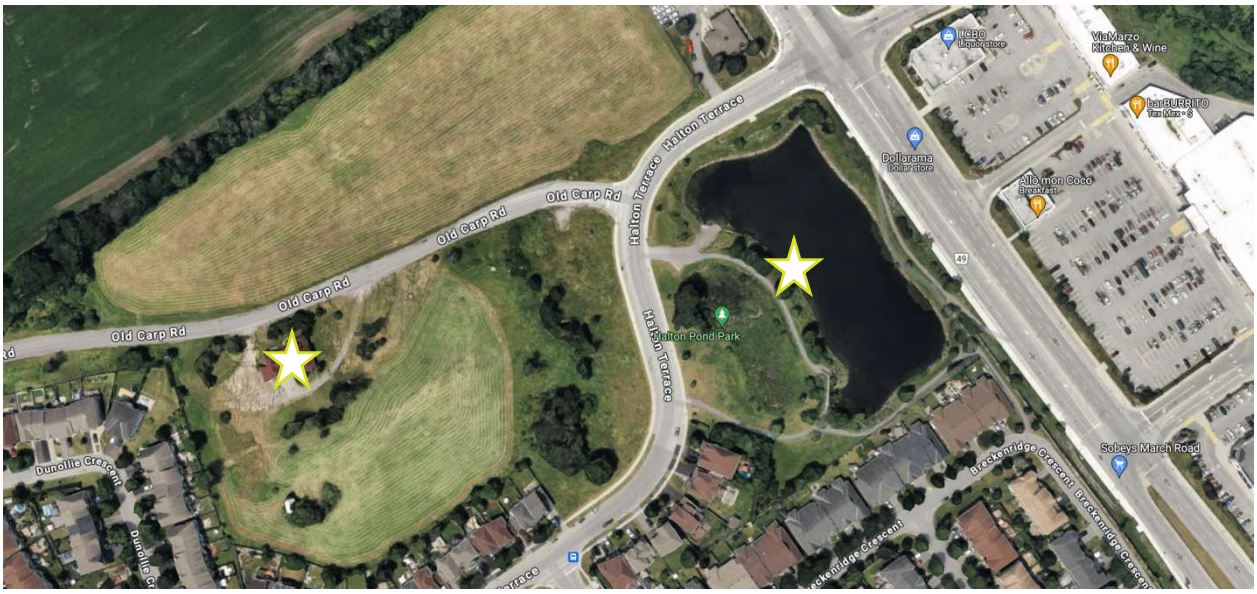

Figure 26: Map identifying built and natural heritage assets

3.4 Microclimate Conditions

A shadow study has been submitted as part of the application, however there is a brief review of the findings. The following three images shows the 2pm (afternoon) shadow condition at each of the June and December Soltice and September Equinox

At the Fall equinox, the morning (8-10 am) shadows fall mainly to the north of the property, partly on the adjacent site to the west and partly across Old Carp Road. Between noon to 2pm the shadow moves to the eastern portion of the site and across Halton Terrace Road.

At the Winter solstice, the morning conditions has shadows to the north of the building across Old Carp Road. By the afternoon, the shadows move to the east towards the frontage of the open space across the street.

At the Summer solstice, the morning shadows fall mainly fall within the site to the north. The 2pm shadows are contained within the site but fall to the east of the building. The public realm on both Old Carp Road and Halton Terrace are mainly free from shadow impacts until about 4pm in the afternoon.

Figure 27: Shadow Analysis – June Soltice

Figure 28: Shadow Analysis – December Soltice

Figure 29: Shadow Analysis – September Equinox

3.5 Key uses, destinations, spatial elements

The key spatial elements are the relationships of the area context and planned policy context in relation to the site grading, entry character moving west on Halton Terrace from March Road and the greenspace provided by the Morgan's Grant Halton Park, along with the presence of future four-storey multi-units on the north side of the future re-aligned Old Carp Road as well as a future school site in this general location, both components across the street from Old Carp Road. The site's key uses will be residential with a private courtyard amenity space and a natural transitional relationship of built form heights and massing that reflects the notable changes in grade. This will create a sense of destination coming into the community from March Road and yet transition comfortable to the abutting stable low-rise residential. The proposed building will frame the low-rise community with an appropriate 16.6 metre building height where 15 metres is a common 4-storey height.

Figure 30: Key uses, destinations and spatial elements including site constraints

3.6 Urban Pattern

The site has frontage on both Halton Terrace and Old Carp Road. The property is bounded by Old Carp Road to the North, Halton Terrace to the east, detached dwellings and undeveloped single residential lots to the south, and a single-detached dwelling on a large parcel to the west. The subject site is large and is noted that the south portion of the subject site has been identified for the continuation of the existing pattern of single lots on the north side of Halton Terrace.

Across Old Carp Road will be future multi-unit residential with four-storey permissions (15 m) and immediately to the west of the future multi-unit across from the subject site will be a future school site.

The larger lots on March Road represent future opportunities for multi-building mid- and high-rise development opportunities.

It is evident from the pattern below that the subject site has prominence at the neighbourhood edge and will provide a backdrop for the landscaped storm pond and commercial activity on March Road.

Figure 31: Map showing urban pattern

3.7 Characteristics of adjacent streets and public realm

The character of adjacent streets is typical of suburban edge development with large format mainstreet commercial uses along March Road and public sidewalks on either side of March Road but larger setbacks between public realm and buildings.

Within the community, there are no sidewalks along Old Carp Road and Old Carp Road is proposed to be re-aligned. There are anticipated to be sidewalks on Old Carp Road to facilitate the future school site, multi-unit developments of the Kanata North Community Design Plan.

There are sidewalks on both sides of Halton Terrace and the street navigates south and west around the subject property into the stable low-rise community. The sidewalks are inset on the functional front lawns creating a buffer between the travelled roadway and the public sidewalk.

3.8 Mobility Network

The site is located in the northeastern part of the Morgan's Grant community, which is defined by Old Carp Road to the north, Terry Fox Drive to the south, Second Line Road to the west, and March Road to the east. Both Old Carp Road and Halton Terrace are collector roads. They feed March Road and Terry Fox Drive, which are arterial roads that provide vehicular connection to other collector roads, arterial roads, and Highway 417. The site has strong public transportation access, with Rapid Bus Route 63 and Local Bus Route 64 servicing the property along Halton Terrace. Local Bus Route 165 is located within a 15-minute walking distance from the site.

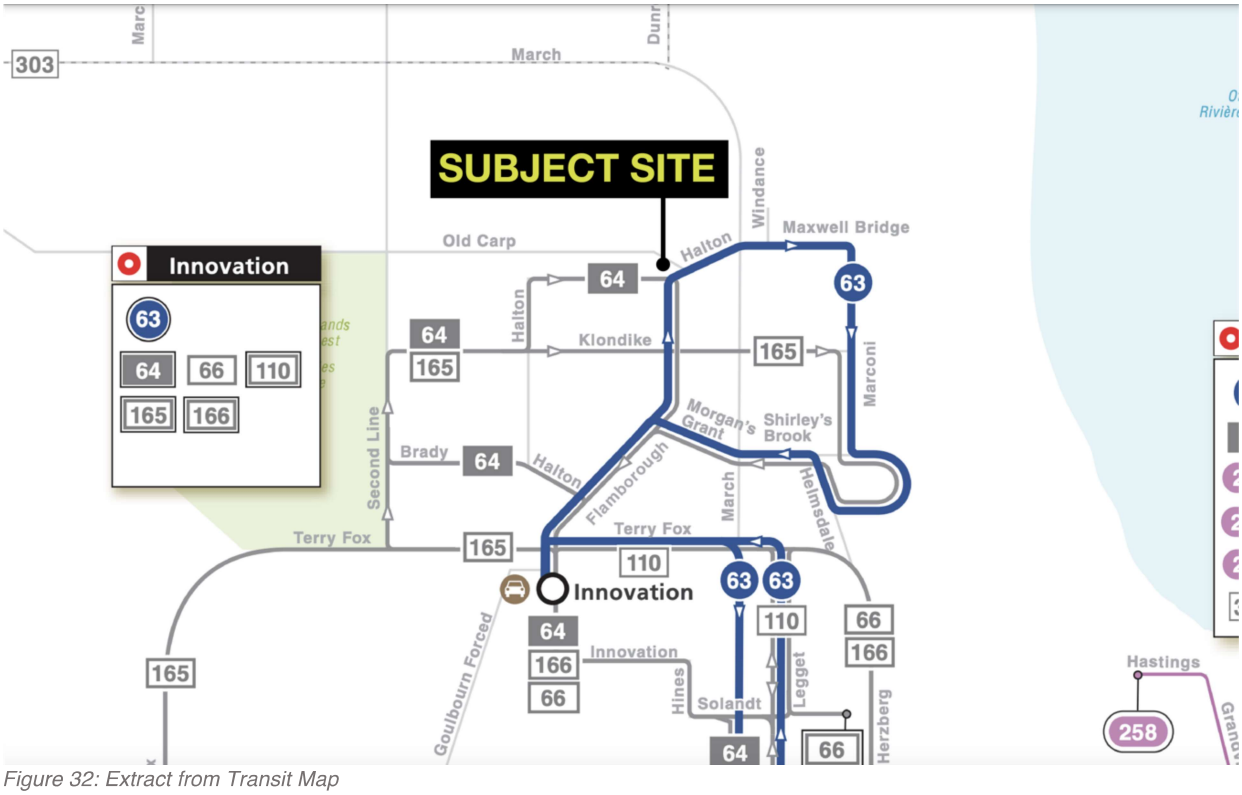

Figure 32: Extract from Transit Map

Route 63 provides rapid transit connection to the Kanata Town Centre and Bus Rapid Transit stops, as well as the Tunney's Pasture LRT station which provides access to the downtown via the Confederation Line. Rapid Transit Service towards Tunney's Pasture operates every 30 minutes, with more frequent service during peak times. Overall, the site has strong public transportation connection with the surrounding area, with three bus routes connecting with the property. Route 63 stops very close to the property, enabling commuter access to the downtown. The public transit infrastructure therefore supports higher density development contributing to efficient use of existing and planned transit infrastructure.

Pedestrian and Cycling Network

Though there are no bike lanes along Halton Terrace, an official on-road bicycle lane runs along March Road, connecting with the broader cycling network of on-road lanes, multi-use pathways, and separated cycle lanes. Additionally, part of Old Carp Road along the site and March Road are identified as Major Pathways on Schedule C3 of the City of Ottawa Official Plan. Downtown Ottawa can be accessed via the Ottawa River Pathway, which is connected to the March Road on-road cycle lanes via Carling Avenue, where the cycle lane is a paved shoulder. Along Halton Terrace, there are sidewalks on both sides of the street, providing comfortable pedestrian access to nearby parks, schools, and retail. Both sidewalks are separated from the road by a small soft landscaped buffer, providing improved pedestrian comfort. The separated sidewalks continue along Halton Terrace, providing access to Jack Donohue Public School, Julie Payette Public School, W.C. Bowes Park, and Klondike Road Park to the west of the site and the RioCentre Kanata commercial area to the east of the property along March Road. Furthermore, separated sidewalks along both sides of the street are provided along Flamborough Way, which provides a north-south connection to Klondike Road and Terry Fox Drive. There are no sidewalks on either side of Old Carp Road. The overall pedestrian and cycling infrastructure servicing the property clearly supports additional density in the form of a mid-rise and a low-rise apartment building, which will efficiently utilizes existing Rapid Transit along Halton Terrace, planned Rapid Transit along March Road, and active transportation infrastructure along March Road and Old Carp Road.

Figure 33: Active Recreation

3.9 Planned Functions and Forms of Adjacent Properties

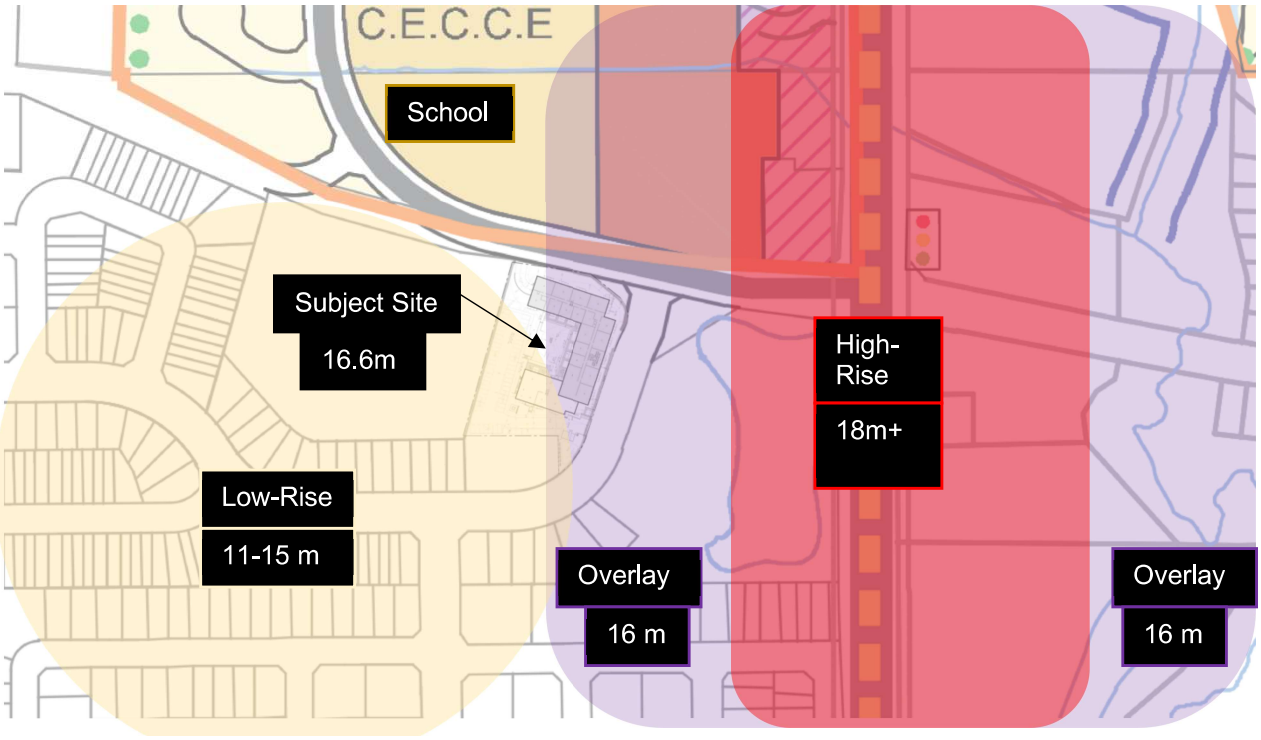

Figure 34: Planned functions and forms

4 DESIGN RESEARCH

4.1 Alternative Site Plan and Massing Options

The following images identify alternative site plan options. In the image on the left, below, the layout did not present an opportunity for quality resident amenity spaces. In the second revision, on the right, the permitted density massing was carved out to support architectural design and amenity spaces. The loss in density and opportunities of the natural grade of the site presented an opportunity demonstrated in the following sections.

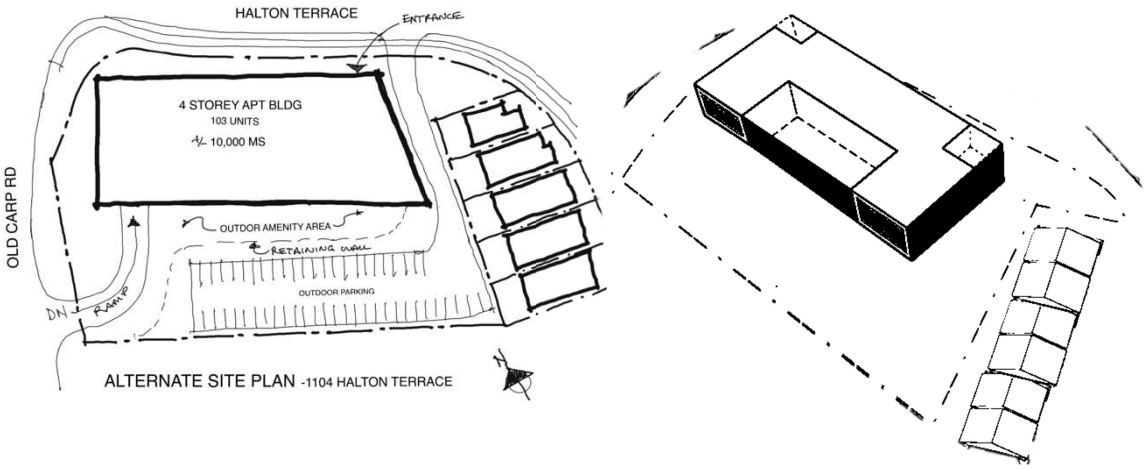

Figure 35: Alternative site and massing sketches

4.2 Design Evolution

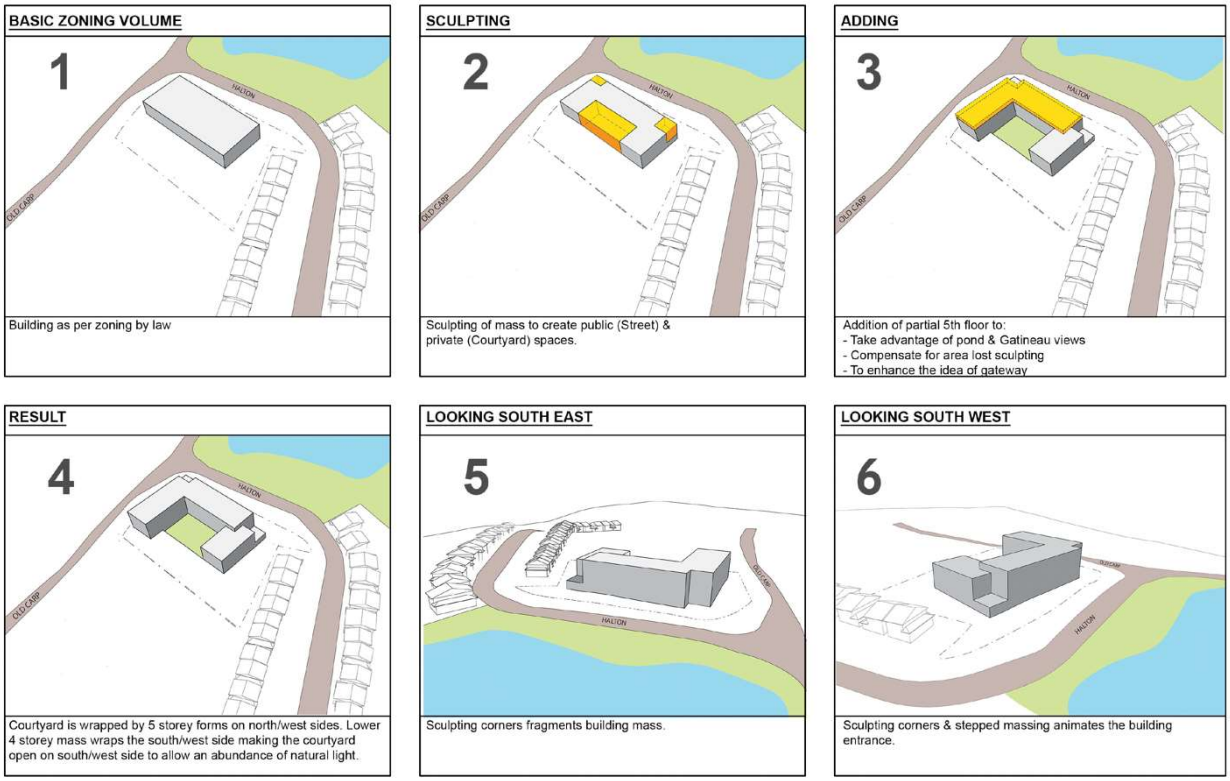

Figure 36: Design Evolution Development

4.3 Massing of the proposed development in the existing / planned context

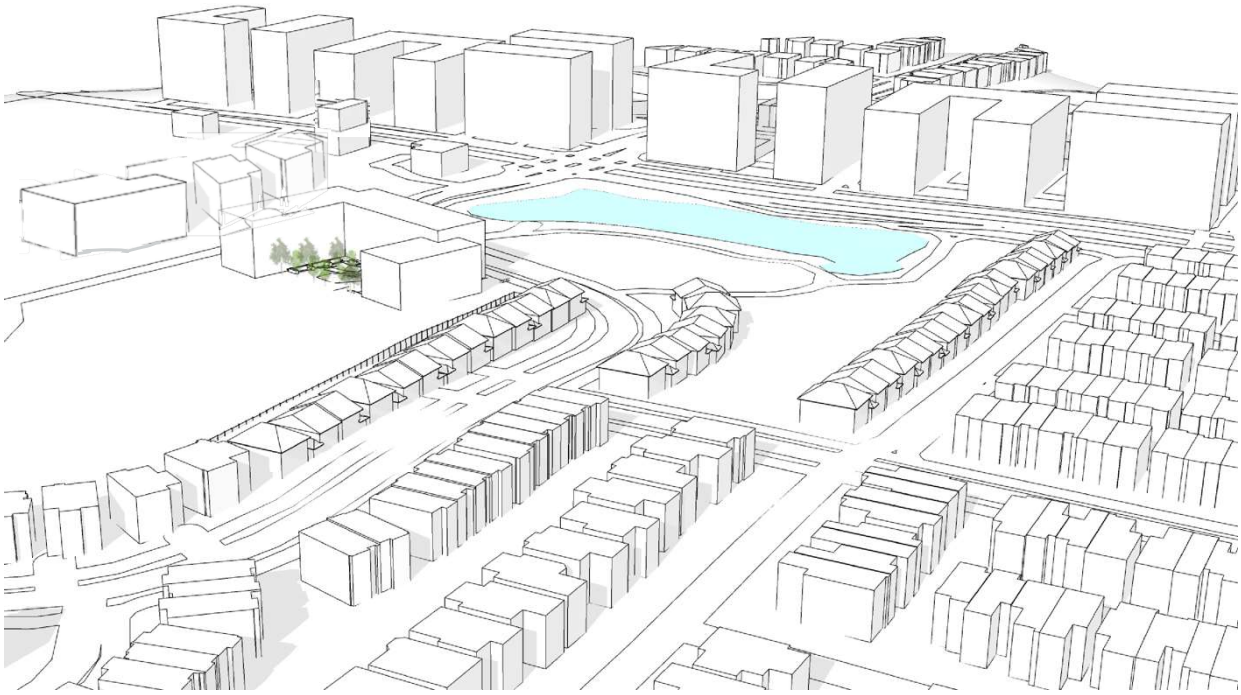

Figure 37: Massing of proposed development in planned context along March and Old Carp, Existing context shown for interior.

4.4 Built form transition between proposed development and surrounding area

Figure 38: Graphics showing built form relationship to context and the lot

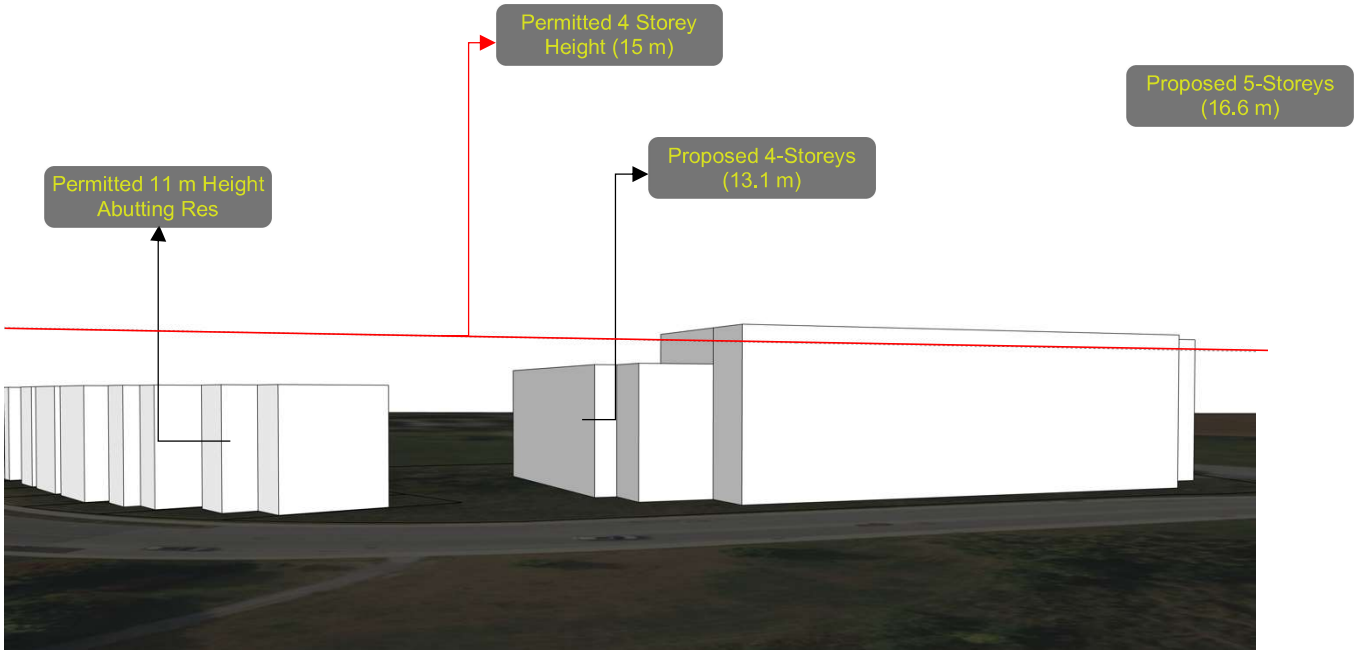

Figure 39: Proposed built form in 3D viewed from Halton Terrace with red line indicating maximum height for low-rise buildings in the proposed zone

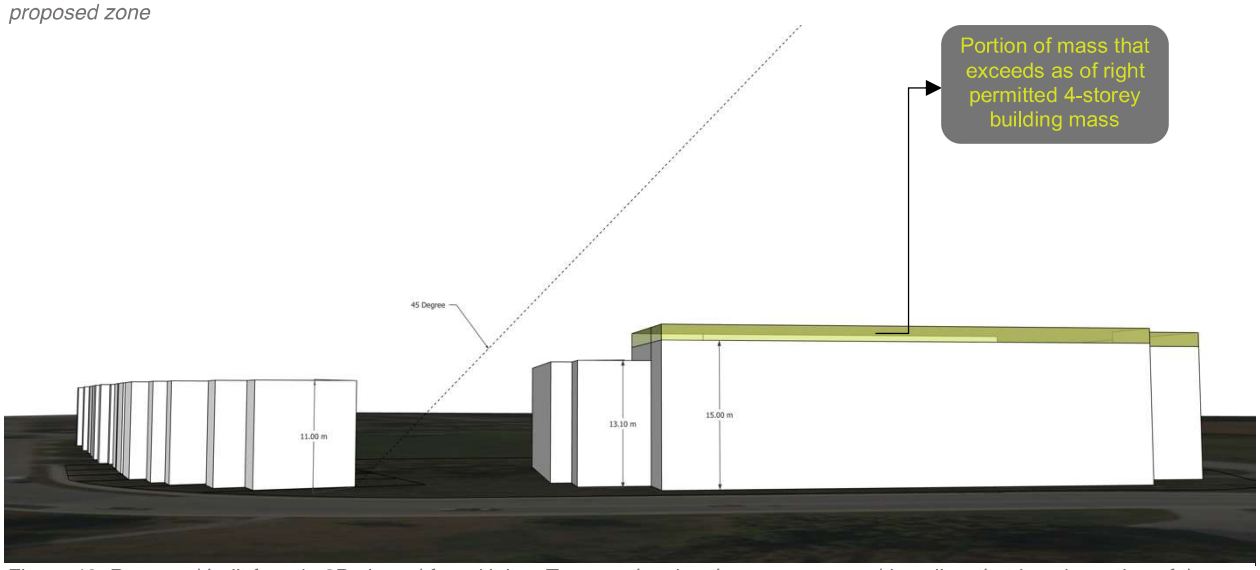

Figure 40: Proposed built form in 3D viewed from Halton Terrace showing the area proposed in yellow that is only portion of the mass that is outside of the permitted low-rise mass for a four-storey building in the proposed zone.

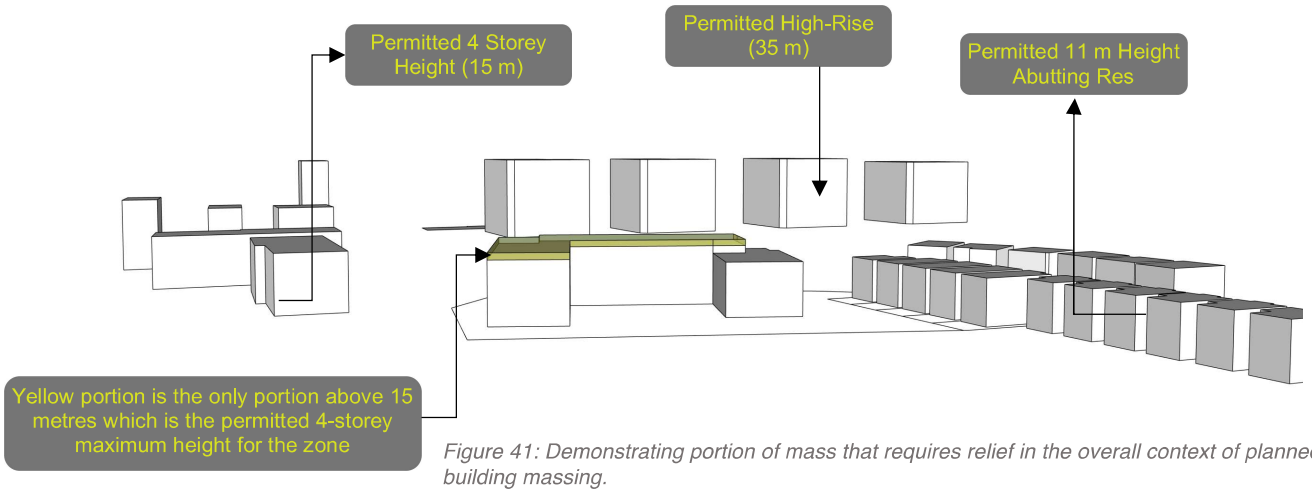

Figure 41: Demonstrating portion of mass that requires relief in the overall context of planned building massing.

4.5 Response to abutting public realm conditions

There are existing sidewalks that run along Halton Terrace. The proposed development will provide a pedestrian connection to the walkways along Halton Terrace. There is a trail though the stormwater management pond across the street on Halton Terrace. The connection to the walkway would provide a pedestrian connection to that trail system. The walkway connects the public realm at the street to the proposed amenity space interior to the site and connects internally to the building.

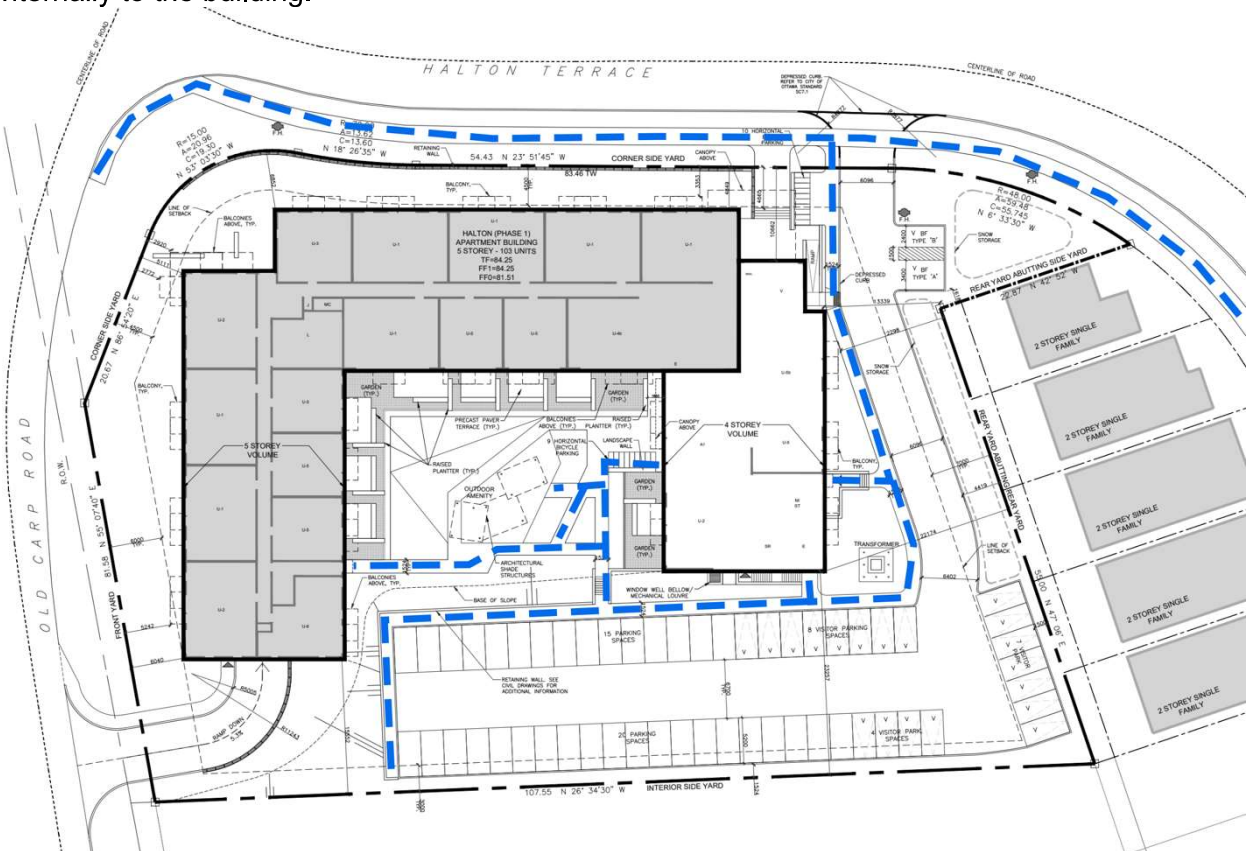

Figure 42: Pedestrian Circulation

4.6 Street cross sections

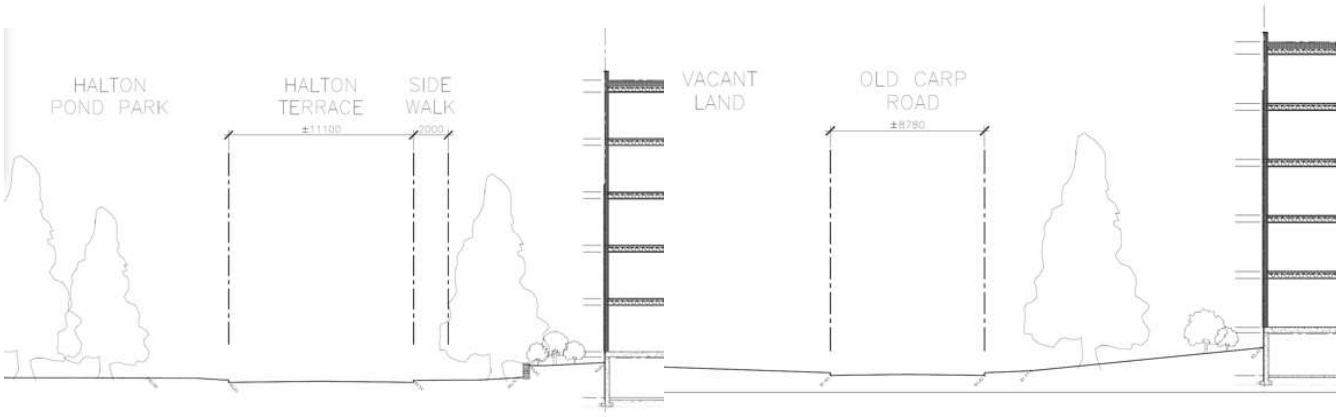

Figure 43: Street cross sections

4.7 Approach to sustainable design

The proposed building will target a 25% reduction in annual energy use and 25% reduction in annual greenhouse gas emissions relative to NECB 2017 Reference Building.

4.8 Approach to bird-safe design

The design incorporates fritted glass along with opaque coloured panels in the balcony glazing systems. This approach to the design will remove the risk of birds colliding with the balcony glazing systems.

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5 LIMITATIONS OF REPORT

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6 APPENDIX A – DESIGN BRIEF TERMS OF REFERENCE FORM

3. Content

The content for an Urban Design Brief is itemized in the following checklist. Each required item must be discussed and/or illustrated to the appropriate level of detail, commensurate with the complexity of the proposal. Required item(s) are determined by the lead City Urban Designer at the pre-consultation meeting and will be selected from the checklist below:

PROJECT DESCRIPTION

- ☒ Brief description of the design intent behind the development proposal. This description should be more design detailed, and not replicate the description within the Planning Rationale.
- ☒ Project statistics, including gross floor area, the breakdown of floor area for different uses, total number and detailed breakdown of units, total number and detailed breakdown of vehicle and bike parking, building heights, lot coverage, etc. Project statistics should be illustrated in a table.
- ☒ Rendering of the proposal.

DESIGN DIRECTIVE(S)

- ☒ A concise summary and response to the applicable City's design policies, including from the Official Plan, and City urban design guidelines. A more detailed response shall be provided for any applicable urban design criteria that are not being met by the proposal.
- ☒ A response to urban design directions provided at the various pre-consultation meetings with City staff.

SITE, CONTEXT, AND ANALYSIS

Photographs, maps, diagrams, and images may be utilized along with brief explanatory text to document and analyze condition and context of the site. The requested information should cover area within a 100 metre radius of a development site. A larger radius may be requested for larger / more complex projects.

- ☒ Photographs of existing site conditions and surrounding area, including a numbered map pinpointing where each photo is taken. Correspond these numbers with the site photos and include arrows illustrating the direction of the photograph.
- ☒ Perspective images to and / or from the site.
- ☐ Protected view corridors or views of interest that may be impacted by the proposed development.
- ☒ Built and natural heritage assets on site and adjacent area.
- ☒ Microclimate conditions of the site.
- ☒ Key uses, destinations, and spatial elements in the surrounding area such as focal points/nodes, gateways, parks/open spaces, and public arts.
- ☒ Urban pattern (streets, blocks).
- ☒ Characteristics of adjacent streets and public realm.
- ☒ Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking.
- ☐ Future and current development proposals on adjacent properties.
- ☒ The planned functions of the adjacent properties, such as the permitted building envelope under current zoning.

DESIGN RESEARCH

Diagrams, 3D images and other tools may be utilized to explain and illustrate design aspirations, alternatives and proposed outcomes.

- ☐ Parti diagrams, sketches, and precedent images.
- ☒ Alternative site plan options.
- ☒ Alternative massing options.
- ☒ Design evolution.
- ☒ Massing of the proposed development in the existing context.
- ☒ Massing of the proposed development in the planned context. The planned context may be represented by the current zoning permissions OR policy criteria if zoning is not in keeping with Official Plan direction.
- ☐ Block Plan illustrating potential future development in the area in which the proposed site is situated.
- ☒ Built form transition between the proposed development and the surrounding area.
- ☒ Response to abutting public realm conditions beyond the boundaries of the site.
- ☒ Street cross sections that show the building wall to building wall conditions of the adjacent streets.
- ☒ Approach to sustainable design as it relates to the City's High-performance Development Standards or any other accredited system such as LEED.
- ☒ Approach to bird-safe design as it relates to the City's Bird-Safe Design Guidelines