

URBAN DESIGN BRIEF

October 2024

SITE PLAN

The Commons

Part of Lot 4 Concession 3 (Ottawa Front)

Geographic Township of Gloucouster

City of Ottawa

PREPARED FOR:

Glenview Homes (Innes) Ltd.



BB-1 ELEV 'E'

BB-1 ELEV 'E'

BB-2
END



206-277 Lakeshore Road East
Oakville, Ontario, L6J 1H9
T: 905-257-0227 | www.korsiak.com

TABLE OF CONTENTS

1.0 PROJECT INTRODUCTION	2
1.1 PROJECT STATISTICS	2
1.2 SITE CONTEXT	3
2.0 SITE CONTEXT AND ANALYSIS	5
2.1 SITE CONTEXT.....	5
2.2 SITE PHOTOS	7
2.3 SITE ANALYSIS.....	8
3.0 DESIGN OVERVIEW.....	12
3.1 DESIGN OVERVIEW	12
3.2 SITE PLAN	12
3.3 ELEVATIONS.....	13
3.4 RENDERINGS	14
3.5 MASSING RENDERINGS.....	15
3.6 LANDSCAPE PLAN.....	16
4.0 DESIGN DIRECTION	18
4.1 CITY OF OTTAWA OFFICIAL PLAN	18
4.2 URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS.....	20
4.3 BIRD-SAFE DESIGN GUIDELINES.....	20

LIST OF FIGURES

FIGURE 1: AERIAL PHOTO

FIGURE 2: SITE STATISTICS

FIGURE 3: CITY OF OTTAWA TRANSIT NETWORK MAP

FIGURE 4: CITY OF OTTAWA ACTIVE TRANSPORTATION MAP

FIGURE 5: CITY OF OTTAWA URBAN ROAD NETWORK MAP

FIGURE 6: CITY OF OTTAWA OFFICIAL PLAN (2022)



1.0

Project Description

BB-3 ELEV. 'E'
CORNER

BB-1 ELEV. 'E'

BB-1 ELEV. 'E' REV

BB-2 ELEV. 'E' REV
END CONDITION

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Glenview Homes (Innes) Ltd. to prepare this Urban Design Brief in support of the Site Plan application required to permit development of the lands located south of Innes Road on the east side of Lamarche Avenue (Figure 1), legally referred to as Part of Lot 4, Concession 3, Township of Gloucester (Ottawa Front) (hereinafter the “subject lands”). Glenview Homes has retained the assistance of additional specialized consultants.

1.1 PURPOSE OF THE BRIEF

The purpose of this Urban Design Brief is to support the associated low-rise residential Site Plan application. The report evaluates its merits in the context of the related design policies of the City of Ottawa’s Official Plan and guideline documents.



FIGURE 1 - Aerial Photo

SITE STATISTICS AND DEVELOPMENT DATA

SECTION	ZONE PROVISION - PLANNED UNIT DEVELOPMENT	REQUIRED	PROPOSED	
185 (Table)	MIN. LOT AREA (m ²)	No minimum	8,472.88m ²	
185 (Table)	MIN. LOT WIDTH (m)	No minimum	68m	
185 (Table)	MAX. BUILDING HEIGHT (m)			
(i)	IN ANY AREA UP TO AND INCLUDING 20 METRES FROM A PROPERTY LINE ABUTTING A R1, R2 OR R3 RESIDENTIAL ZONE(BY-LAW 2011-124)	11m (3 storeys)	11m(3 storeys)	
(iii)	IN ANY AREA UP AND INCLUDING 20 METRES FROM A PROPERTY LINE ABUTTING A R4 ZONE (BY-LAW 2011-124)	20 m(or as shown on zoning map)	11 m(3 storeys)	
(iv)	MORE THAN 30 METRES FROM A PROPERTY LINE ABUTTING A R1-R4 ZONE (BY-LAW 2011-124)	30 m[but in no case greater than nine storeys, or as shown on the zoning map (By-law 2011-124)]	11 m(3 storeys)	
185 (Table)	MIN. FRONT YARD SETBACK (m)	3.0m	3.0m	
185 (Table)	MIN. INTERIOR SIDE YARD SETBACK: (m)			
185 (Table)	ABUTTING A RESIDENTIAL ZONE	7.5m	7.5m	
	ALL OTHER CASES	No minimum	7.5m	
185 (Table)	MAX. FLOOR SPACE INDEX			
	IN ALL OTHER CASES	2	TBD	
185 (Table)	MIN. CORNER SIDE YARD SETBACK (m)	3.0m	TBD	
185 (Table)	MIN. REAR YARD SETBACK (m)	7.5m	7.5m	
101 (Table)	RESIDENT PARKING -1.0 spaces/unit	98	196	
102 (Table)	MIN. WIDTH OF PRIVATE WAY (m)	6.0m	6.4m	
111A (Table)	MIN. SETBACK FOR ANY WALL OF A RESIDENTIAL USE BUILDING TO A PRIVATE WAY	1.8m	2.12m	
131 (Table)(2)	MIN. SEPARATION DISTANCE BETWEEN BUILDINGS WITHIN A PLANNED UNIT DEVELOPMENT (m)	1.2m	3m	
65	PERMITTED PROJECTIONS INTO REQUIRED YARDS:			
65 (5)	FIRE ESCAPES, OPEN STAIRWAYS, STOOP (m)	>0.6m to lot line	TBD	
65 (6)	COVERED OR UNCOVERED BALCONY, PORCH, DECK	>1m to lot line	1.9m	
131 (Table)	(a) LANDSCAPING AND PARKING IN THE CASE OF A PLANNED UNIT DEVELOPMENT CONSISTING OF DETACHED, LINKED-DETACHED, SEMI-DETACHED, THREE-UNIT OR TOWNHOUSE DWELLINGS, OR ANY COMBINATION THEREOF, ALL LANDS LOCATED BETWEEN THE DWELLING UNIT OR OVERSIZE DWELLING UNIT, THE EXTENSION OF THE MAIN WALL OF THE DWELLING UNIT OR OVERSIZE DWELLING UNIT, AND THE PRIVATE WAY ARE TO BE LANDSCAPED WITH SOFT LANDSCAPING. OTHER THAN THE AREA USED FOR A DRIVEWAY LEADING TO THE DWELLING UNIT'S ASSOCIATED PARKING SPACE, GARAGE OR CARPORT. (Bylaw 2018-206)	(b) IN NO CASE MAY ANY DWELLING UNIT OR OVERSIZE DWELLING UNIT LOCATED WITHIN A PLANNED UNIT DEVELOPMENT THAT HAS ITS OWN DRIVEWAY LEADING TO ITS ASSOCIATED PARKING SPACE, GARAGE OR CARPORT HAVE A DRIVEWAY THAT IS WIDER THAN THE ASSOCIATED PARKING SPACE, GARAGE, OR CARPORT. FURTHERMORE, THE REMAINING AREA BETWEEN THE DWELLING UNIT OR OVERSIZE DWELLING UNIT AND THE PRIVATE WAY MUST BE LANDSCAPED WITH SOFT LANDSCAPING, AND A WALKWAY EXTENDING FROM THE PRIVATE WAY BACK TO THE PRINCIPAL		

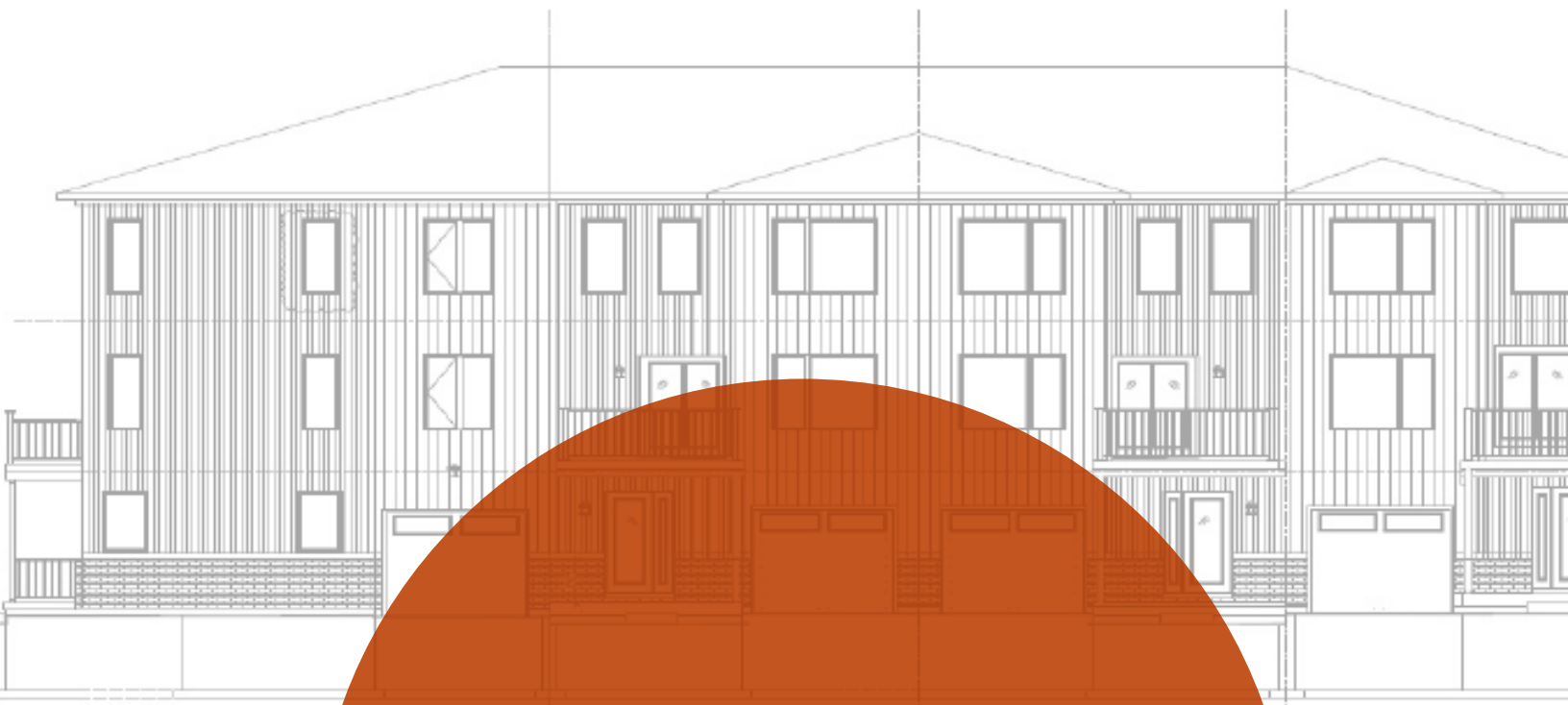
SITE "A" AREA	9,903.93m ² (0.99 ha)
SITE "B" AREA	10,072.88m ² (1.01ha)
TOTAL AREA:	19,975m ² (2.00ha)
PUBLIC PARK AREA	1,600m ² (0.16ha)
NET CONDO AREA	18,416.94m ² (1.84ha)
PAVED AREA	5,231.03m ² (28%)
LANDSCAPED AREA	6,010.72m ² (33%)
TOTAL BUILDING COVERAGE	7,116.39m ² (39%)
TOTAL GROSS FLOOR AREA	TBD
DENSITY (UPH)	53 UPH
ZONE CATEGORY	AM - ARTERIAL MAINSTREET ZONE

DWELLING BLOCK	DWELLING TYPE	GROUND FLOOR AREA (m ²)	UNITS
SITE A			
BLOCK 1	12 UNIT BACK-TO-BACK		12
BLOCK 2	12 UNIT BACK-TO-BACK		12
BLOCK 3	12 UNIT BACK-TO-BACK		12
BLOCK 4	12 UNIT BACK-TO-BACK		12
BLOCK 5	10 UNIT BACK-TO-BACK		10
SITE B			
BLOCK 6	12 UNIT BACK-TO-BACK		12
BLOCK 7	8 UNIT BACK-TO-BACK		8
BLOCK 8	6 UNIT BACK-TO-BACK		6
BLOCK 9	8 UNIT BACK-TO-BACK		8
BLOCK 10	6 UNIT BACK-TO-BACK		6
TOTAL:			98

FIGURE 2 - Site Statistic

1.2 SITE CONTEXT

The subject site is located to the south of Innes Road on the east side of Lamarche Avenue as shown on Figure 1 – Aerial Photo. The subject site is currently vacant. The property has an area of approximately 2.00 hectares with frontage of approximately 68m on Voie Ventus Way. Voi Ventus Way is a local road extending off the south side of Innes Road that bisects the subject site.



BB-3 ELEV. 'E'
CORNER

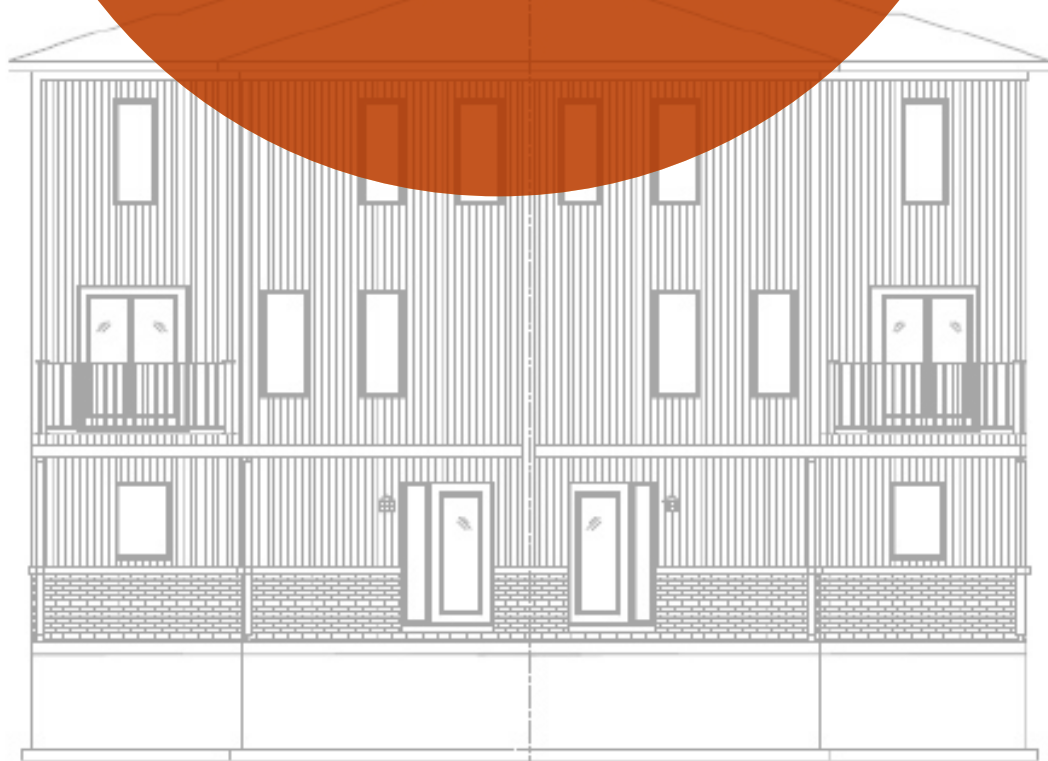
BB-1 ELEV. 'E'

BB-1 ELEV. 'E' REV

BB-2 ELEV. 'E' REV
END CONDITION

2.0

Site Context & Analysis



BB-3 ELEV. 'E' (REV.)

BB-3 ELEV. 'E' (STD.)

2.1 SITE CONTEXT

The subject site is L-shaped and has a total area of approximately 19,975 square metres. Site A fronts onto the local road Voi Ventus Way and has a frontage approximately 206 metres. Site B also has approximately 68 metres of frontage on Voie Ventus way. The site is currently undeveloped.

North: North of the subject site is a U-Haul truck rental company and a car wash. Approximately 220 metres north is a small commercial plaza. 750 metres of the subject site at Simard Drive is Saint Francois Park, which features a playground, basketball court and tennis court. Surrounding Saint Francois Park is a low rise residential neighbourhood which include detached homes. There are also three more parks within close proximity.

East: East of the subject site is open green space. Adjacent to the section of open green space is a large commercial plaza. There are no residential neighbourhoods within this direction of the subject site. Further east of the site, there are multiple bus stops located along Mer-Bleu Rd making transportation accessible.

South: Directly south of the subject site is a low rise residential neighbourhood consisting of townhouse and detached homes, as well as a park. Further south on Creek Crossing St and Orleans Blvd is a small Ruisseau Park which features a playground and benches. There is another park directly across from Ruisseau Park. Surrounding both these parks are detached homes within a low rise residential neighbourhood.

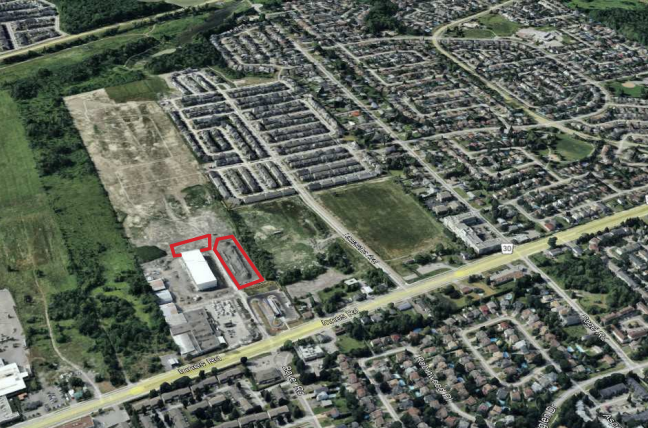
West: West of the property approximately 700 metres of the subject site is a retirement home. Surrounding the retirement home is a low-rise residential neighbourhood consisting of bungalow homes and townhouses. Further west on Silverbirch Street is Silverbirch Park, approximately a 1.8 hectare park featuring a small playground, benches, a gazebo and open field. Surrounding Silverbirch Park is a low-rise residential neighbourhood consisting of detached homes.



West View



North View



South View



East View

2.2 SITE PHOTOS



View of Neighbouring Car Wash from Street Entrance

2.3 SITE ANALYSIS

Transit Network:

The subject property is in proximity to route 25 which leads towards the city center and has a stop along the O-Train. Route 25 is designated as a frequent service that runs every 15 minutes, 7 days a week. The property is also located within close proximity to 2 connections to the O-Train, line numbers 231, 232, and 228. Light Rail line 39 is also within close proximity to the subject property however, it runs on a limited service basis.

Route 25 is located along Innes Road to help connect other aspects of the transit together as this is a designated Arterial Road on the Urban Road Network Map. A Park and Ride is located at Chapel Hill which is within close proximity to the subject property as displayed on the Transit Map.

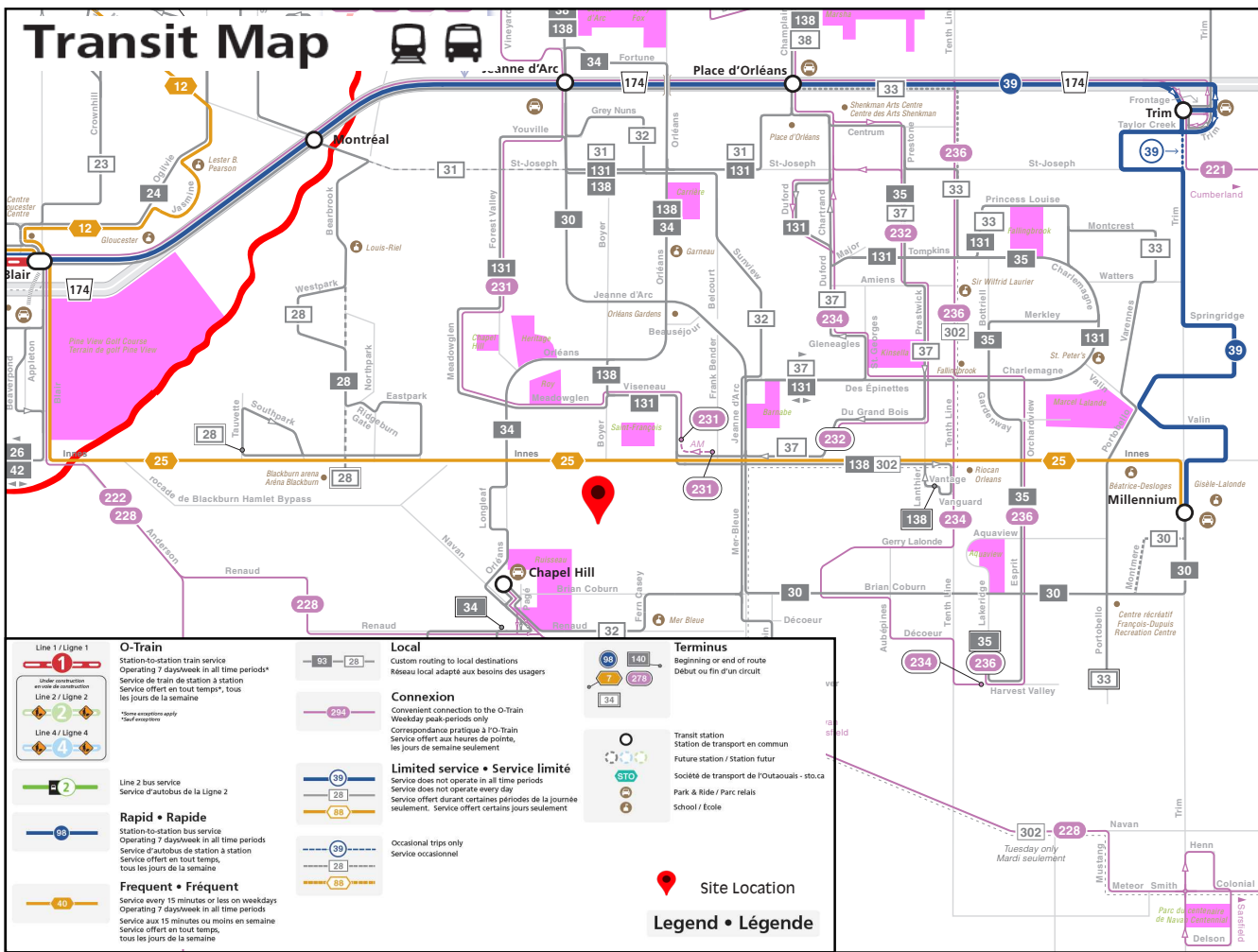


FIGURE 3 -Transit Network Map

Active Transportation:

Bicycle lanes on roads are located along Innes Road and Brian Coburn Boulevard, making it a bike accessible location for the proposed development. Longleaf Park, Silverbirch Park, Blue Willow Park, and Ruisseau Park. These are all located within walking distance of the proposed development which is available to be used by residents.

Suggested connector routes are designated as a dashed yellow line helping to make connectible routes and multiple active transportation options.

A Multi-use pathway is located along Brian Coburn Blvd. A trail also runs along the hydro corridor.

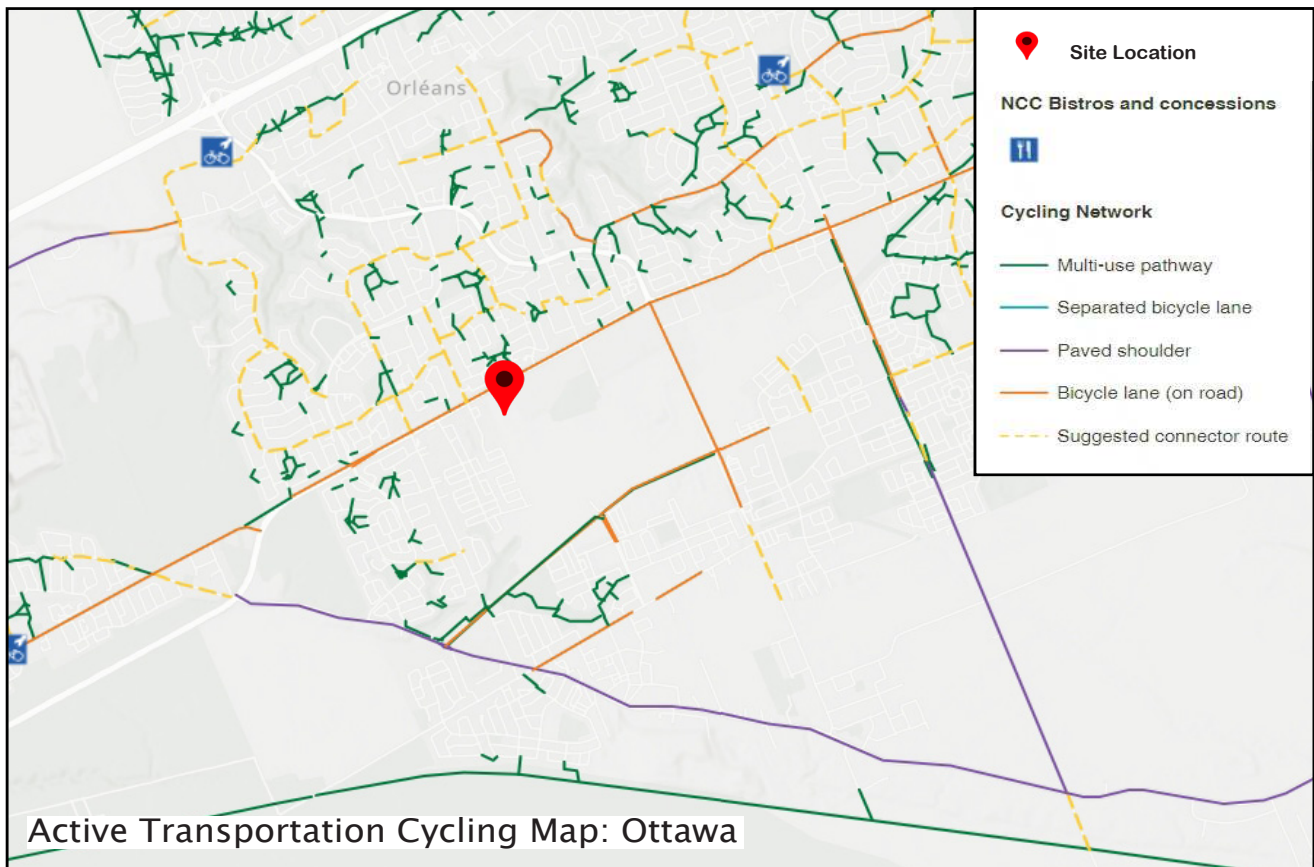


FIGURE 4 - Active Transportation Map

Urban Road Network:

Arterial and Collector roads are located within close proximity. This allows for easily accessible urban road transportation.

- Innes Road is designated as an Existing Arterial road, along with Brian Coburn.
- Lamarche Avenue is designated as an Existing Collector Road along with Silverbirch Street and Longleaf Drive which intersect with Orleans Blvd and connect to Lamarche Avenue.

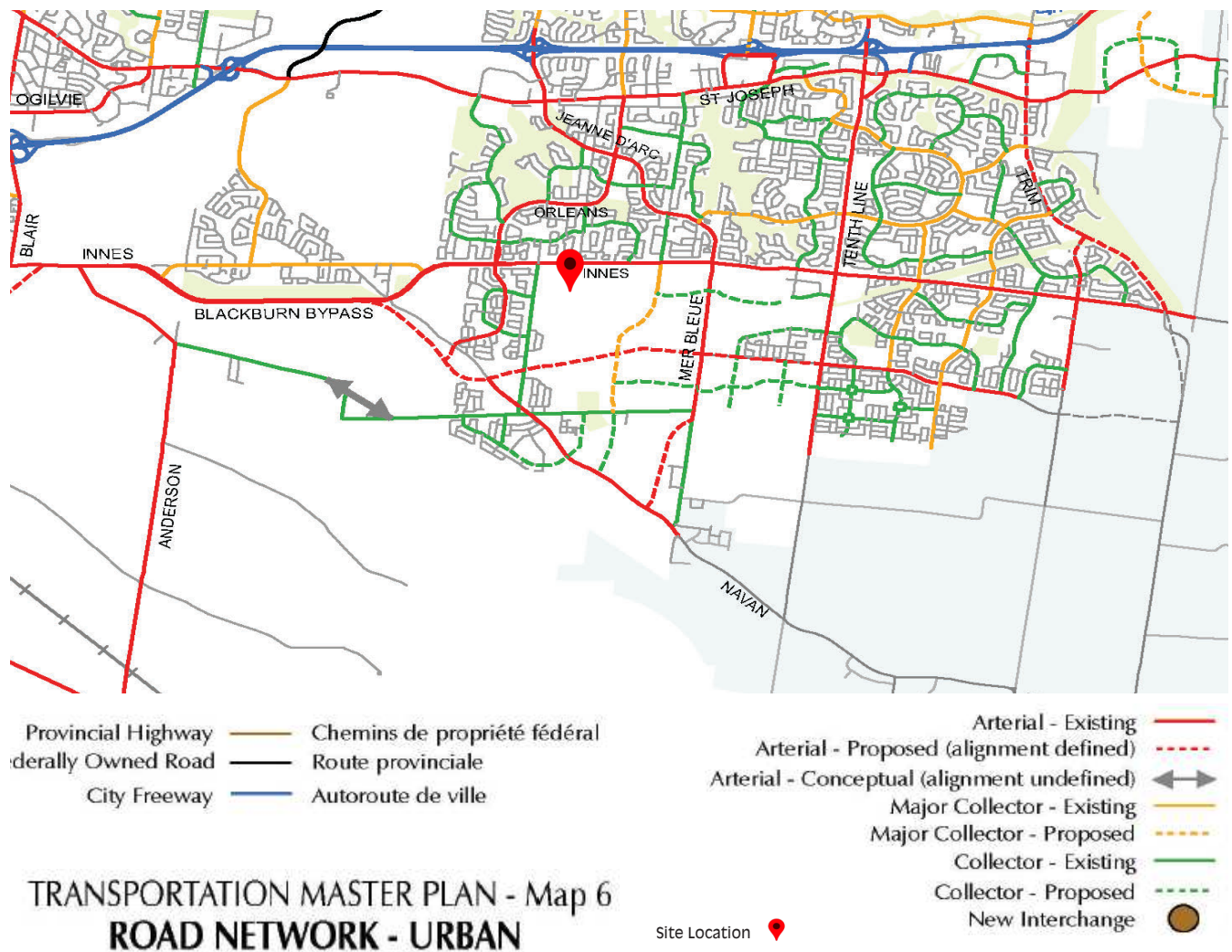
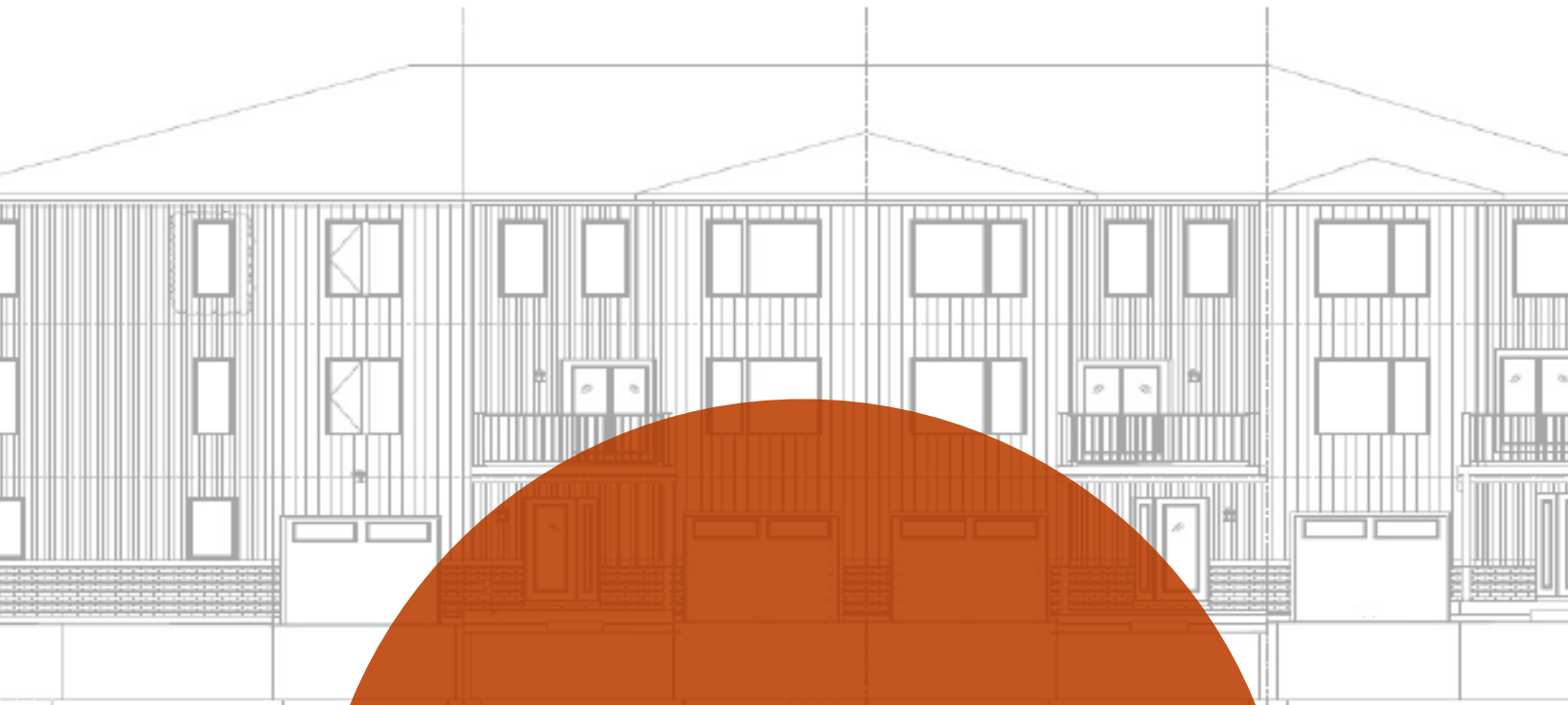


FIGURE 5 - Urban Road Network Map



BB-3 ELEV. 'E'
CORNER

BB-1 ELEV. 'E'

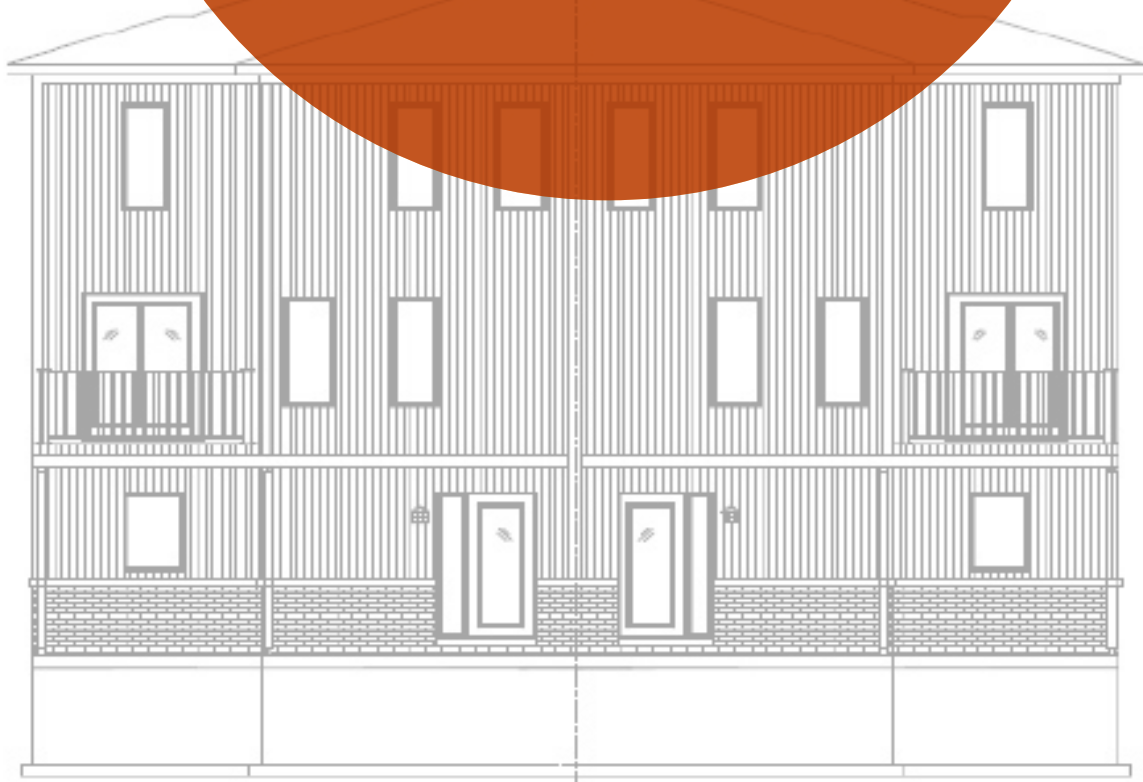
BB-1 ELEV. 'E' REV.

BB-2 ELEV. 'E' REV.
END CONDITION



3.0

Design Overview



BB-3 ELEV. 'E' (REV.)

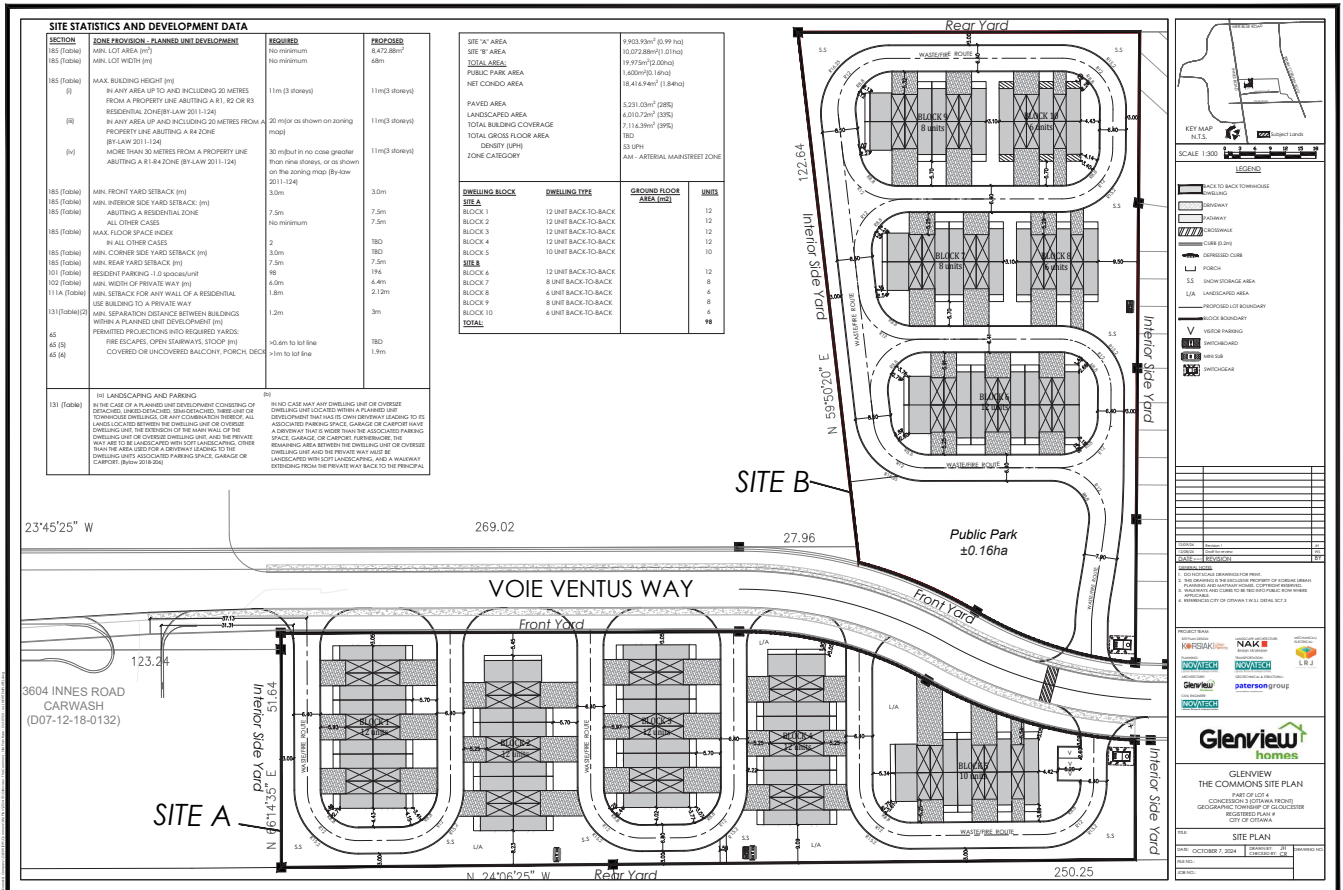
BB-3 ELEV. 'E' (STD.)

3.1 DESIGN OVERVIEW

98 back-to-back townhouse dwelling units are proposed, in 10 blocks of 6-12 units. The buildings are 3 storeys high, to bring increasing density to the site with a height appropriate for the surrounding neighbourhood, each with private driveway and garage access. Site A is oriented along Voie Ventus Way, while Site B is parallel with Innes Road on the East side of Voie Ventus Way across from Site A. Individual walkways connect units to the internal pedestrian network and to surrounding public sidewalks along Voie Ventus Way. Private roads intersect Voie Ventus Way at multiple access points for Site A and one main entry point for Site B. Landscaping buffers surround the subject site which contribute to the increased canopy cover. More detail is provided in the site plan submission landscape plan.

The compact back-to-back housing form allows for balconies, porches, and doors on both front and rear elevation. Materials are tentatively anticipated to include vinyl siding, Hardie, and brick. More detail is provided in the site plan submission elevations and renderings. A public parkette is located along Voie Ventus Way.

3.2 SITE PLAN



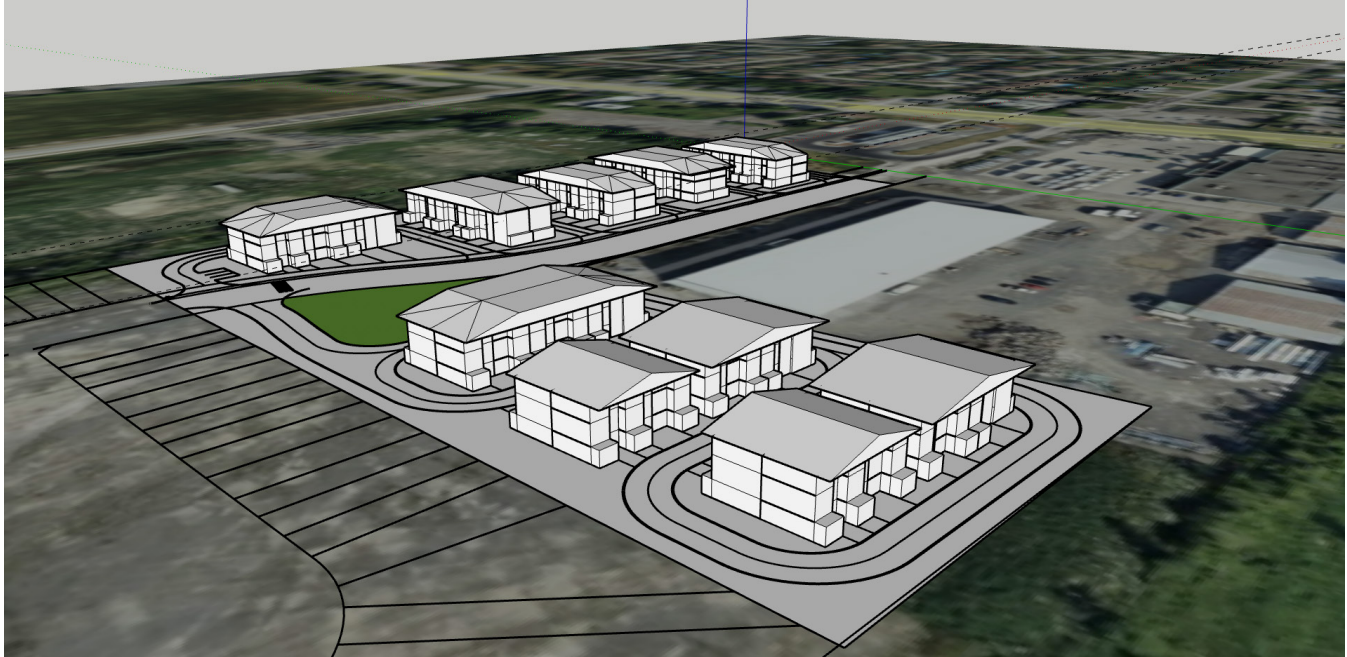
3.3 ELEVATIONS

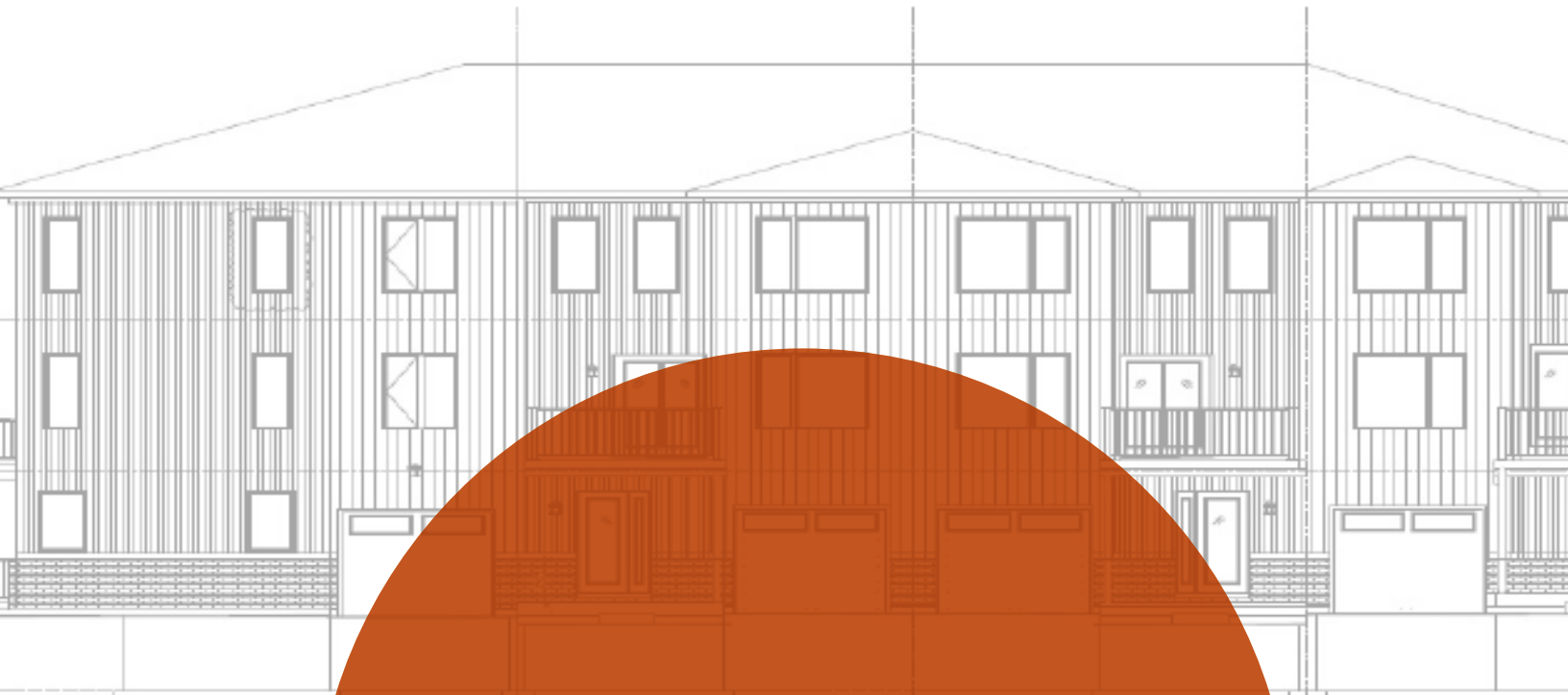


3.4 RENDERINGS



3.5 MASSING RENDERINGS





88-3 ELEV. 'E'
CORNER

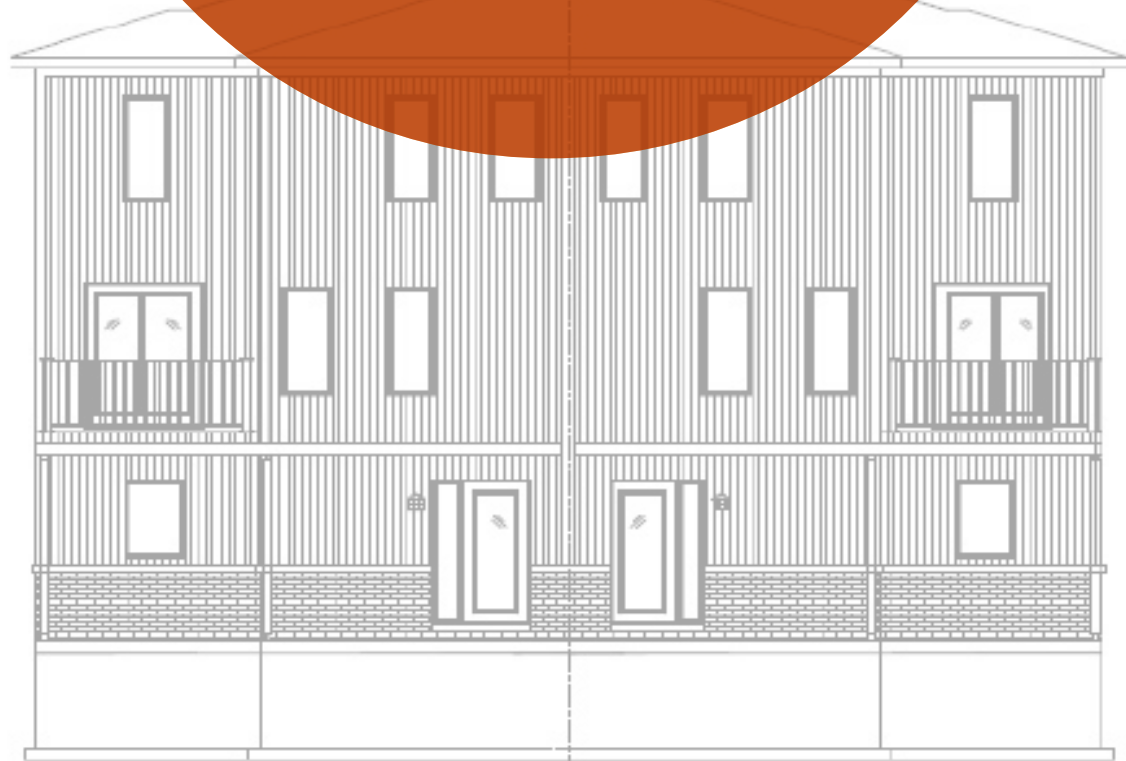
88-1 ELEV.

88-1 ELEV. 'E' REV

88-2 ELEV. 'E'
END CONDIT

4.0

Design Direction



4.1 CITY OF OTTAWA OFFICIAL PLAN (2022)

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City’s population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

The subject site is located within the East Suburban Transect and is designated Neighbourhood alongside an Evolving Neighbourhood Overlay. Neighbourhoods within the Suburban Transect generally reflect a conventional suburban model of built form and site design and are typically categorized by the separation of land uses, stand-alone buildings, generous building setbacks and low-rise buildings.

The Official Plan aims to recognize the suburban pattern of built form within these neighbourhoods while supporting an evolution towards 15-minute neighbourhoods. Areas identified by the Evolving Neighbourhood overlay are closer to public transit and are areas intended for intensification towards a more urban built form that supports the shift towards 15-minute neighbourhoods.

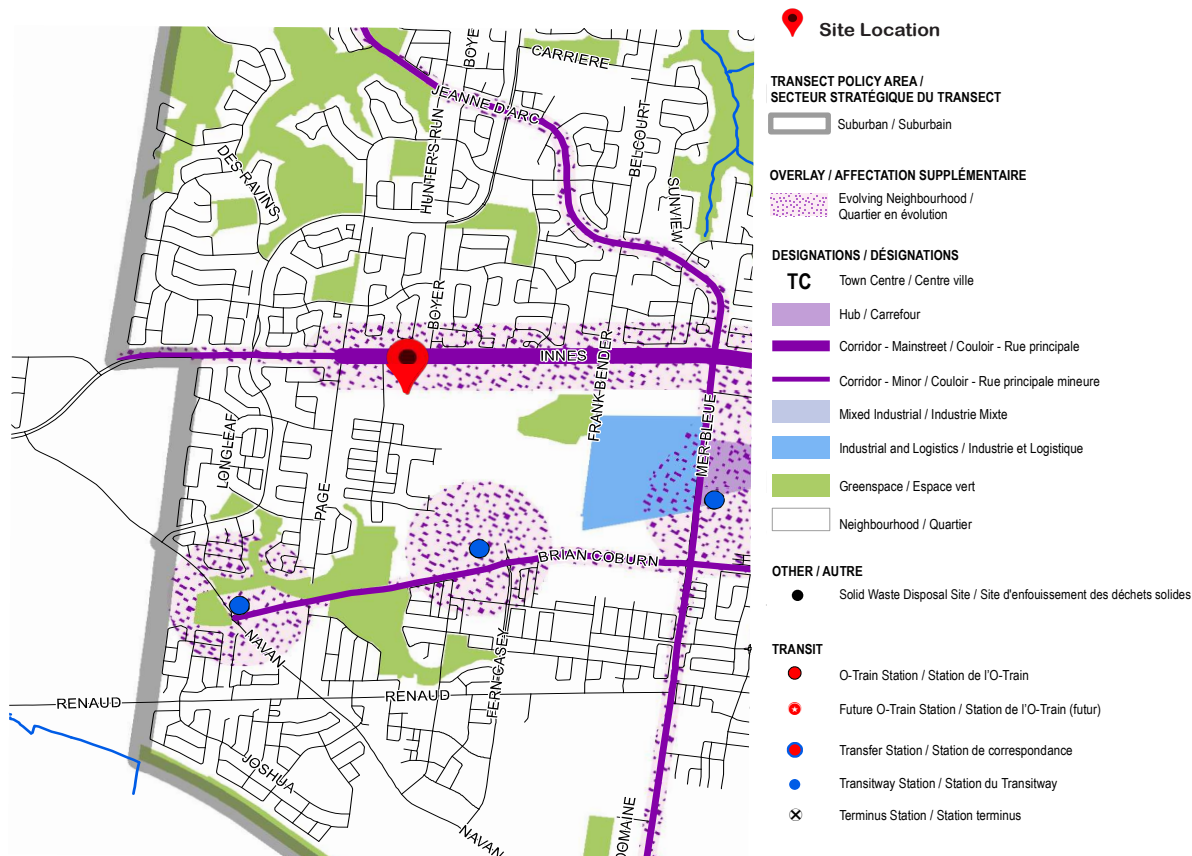


FIGURE 6 - Official Plan Designation Map

Policy 2 of Section 6.3.1 states that permitted building heights in the Neighbourhoods shall be Low-rise, except:

a) where existing zoning or secondary plans allow for greater building heights.

URBAN DESIGN

Section 4.6 of the Official Plan sets out a framework for built form and the public realm. “Urban design plays an important role in supporting the City’s objectives including building 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change. New developments should be designed to make healthier and more environmentally sustainable living accessible for people of all ages, genders and social statuses.” The proposed development meets the following Urban Design policies, among others.

Policy 3 of Section 4.6.5 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.”

Policy 4 of Section 4.6.5 states that “development shall demonstrate universal accessibility, in accordance with the City’s Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.”

Policy 6 states that “low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.”

The overall design conforms to the Urban Design policies outlined in section 4.6 of the Official Plan.

4.2 URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

This development of back-to-back townhouses aligns with Ottawa's urban design guidelines for greenfield neighbourhoods by promoting compact, ground-oriented housing that respects neighbourhood scale. They encourage active frontages, and integrate landscaping for privacy and aesthetics.

The guidelines support minimizing shadow impacts and ensuring compatibility with surrounding buildings. Additionally, back-to-back townhouses enhance pedestrian environments and contribute to sustainable density.

4.3 BIRD-SAFE DESIGN GUIDELINES

In November 2020, the City of Ottawa approved design guidelines to ensure bird health is considered in building design. Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

The guidelines address the design of buildings, lighting and landscaping. During planning and design, applicants need to:

- Consider the environmental context and surroundings. Minimize the transparency and reflectivity of glass.
- Avoid or mitigate design traps, such as glass passageways or corners that are invisible to birds.
- Consider non-glass structural features that might pose a hazard.
- Create bird-friendly landscaping.
- Design exterior lighting to minimize light spill at night.
- Minimize nighttime light spill from inside the building.

In order to minimize the threat of bird collisions, the guidelines will be considered as the site plan progresses.